

SERVICE BULLETIN

AUTOMOBILE SERVICE DEPARTMENT

Model	Applicable To	File Under	Bulletin No
ALL	ALL	PDI	87-006
			Issue Date
			OCT 23, '89

Shipping Wax Removal (Supersedes 87-006, dated April 4, 1989)

Cars are shipped with a protective wax on the body to help reduce the possibility of damage during shipping. This wax should be removed during PDI.

The main causes of damaged lenses and other external plastic components are using improper procedures and unapproved materials during shipping wax removal. Use only the procedures and approved materials given in this service bulletin.

PROCEDURES

- Always remove the wax in a shaded area away from direct sunlight. If the car has been sitting in direct sunlight, cool the surface by running cold water over the body for several minutes.

NOTE: Wax removal in a shaded area is critical. Direct sunlight combined with the wax remover can quickly damage plastic lenses.

- Rinse off the shipping wax remover within 15-20 minutes of application. Allowing it to sit on the body increases the possibility that plastic components will be damaged.

- Rinse the body thoroughly – pay particular attention to hollow areas around the exterior lights and bumpers. Shipping wax can get trapped in the crevices between light housings and lenses, and gaps between the bumpers and body. Spray these areas liberally to make sure all the residue is removed.

Pressure Washer Use (preferred method)

After applying the shipping wax remover according to the manufacturer's recommendations, use the pressure washer to rinse off the wax and remover. Keep the pressure washer nozzle at least two feet away from the car's surface. Go back over exterior plastic components to ensure that wax and remover are not trapped in the gaps.

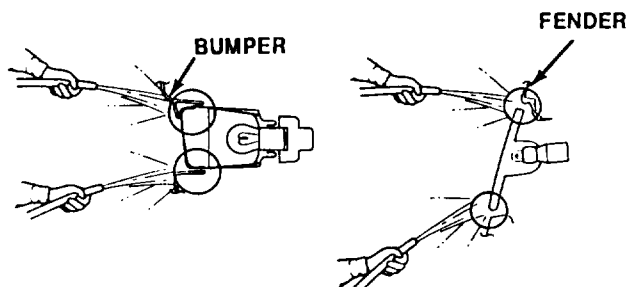
NOTE: Make sure the rinse water temperature is below 210° F. A sudden temperature change can cause plastic components to crack.

Hand Washing

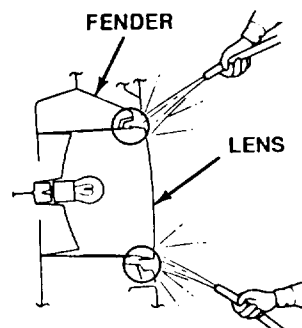
Before applying the shipping wax remover solution, spray the car off to remove loose dirt. Use a sponge soaked in the remover solution to take off the shipping wax. Rinse the car thoroughly.

This method can result in paint scratches from wax embedded in the wax. Hand wash a car only if a pressure washer is not available.

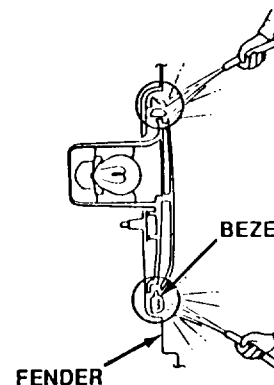
FRONT TURN SIGNALS/PARKING LIGHTS



TAILLIGHT



TAILLIGHT



Index • 032932

Copyright Reserved

ATB 12654-15544 (9210)

10

The information in this bulletin is intended for use only by skilled technicians who have the proper tools, equipment, and training to safely maintain your car. These procedures should not be attempted by "do-it-yourselfers," and you should not assume this bulletin applies to your car, or that your car has the condition described. To determine whether this information applies, consult your service manual.

APPROVED MATERIALS

These solvents have been found to be effective in removing shipping wax, yet safe for use on plastic components. Follow the manufacturer's instructions closely.

NOTE: Contact the solvent manufacturer and all appropriate government agencies to find out the procedures for disposing of contaminated wash water.

PRODUCT NAME	MANUFACTURER
Kero Kleen	Total Systems Technology 65 Terence Drive Pittsburgh, PA 15236 (800) 245-4828 (excluding PA) (800) 472-2775 (in PA)
Body-Solve BP-3	Kar Kraft Systems Inc. P.O. Box 1646 Plainville, MA 02762 (617) 695-7033
Cosmoline Remover	Mark V Products Inc. 2831 Via Martens Anaheim, CA 92806 (714) 630-7010
E.C.P. 380	E.C.P. Inc. West Brook Corporate Center West Chester, IL 60153 (800) 323-3521
Autobody Prep Cleaner	Auto-Chem Laboratories 907 Congress Park Drive Dayton, OH 45459 (513) 435-3444
First Place Finish Cosmoline Remover and First Place Finish Cosmoline Remover W.B. (water-based)*	MetroTech Chemicals 4901 - 100 Dwight-Evans Rd. Charlotte, NC 28217 (800) 727-7400

*MetroTech states that this product is biodegradable.

Some of these solvents may contain chemicals that are considered hazardous substances requiring special handling and/or disposal of both the solvent and the wash water containing any of the solvent. Follow the manufacturer's recommendations, as well as state and local regulations, for the use and disposal of the solvent and wash water.

American Honda Motor Co., Inc. has not tested these solvents for their safe handling and/or disposal; our testing has been solely with regard to their effectiveness in removing wax without adversely affecting the plastic, rubber, and other components of Honda automobiles.

Model	Applicable To	File Under	Bulletin No. 87-014
1982 and later	ALL	ACCESSORIES	Issue Date JULY 7, 1994

Out-of-Warranty Audio Unit Repair

(Supersedes 87-014, dated January 29, 1993)

To repair or exchange 1982 and later out-of-warranty radios, radio/tape/CD players, boosters, and equalizers, you will deal directly with the manufacturers, whose names and addresses appear in this bulletin.

PROCEDURE

If a customer complaint results in a verified unit malfunction, then remove the defective unit. Ship it to the appropriate service center along with a dealership check to cover the cost of the repair or exchange.

The audio unit will be repaired or exchanged and shipped back within five working days of receipt by the service center.

Shipment can be by either UPS ground (prepaid) or, by request, by 2-day air mail (C.O.D.). Please refer to SHIPPING PROCEDURE for shipping cost. The repair will be guaranteed by the service center for 90 days from the date of the paid customer repair order.

DAMAGED UNITS

Units damaged, either during shipping or by misuse, cannot be

- Repaired/exchanged for the fixed rate listed under SHIPPING PROCEDURE
- Shipped back to you within the five-day vendor turnaround time

Damaged units will be inspected, and you will receive an estimate of any additional charges.

If you approve the estimate, mail a check for the additional charges to the appropriate Service Center. If not, the audio unit will be returned to you with a refund. However, you will still be charged \$25.00, due C.O.D., for diagnosis, shipping, and handling.

Only 1982 and later Honda units that are out of warranty will be repaired or exchanged.

UNITS SENT INCORRECTLY

- Audio units sent to the wrong repair center will not be returned within the five-working-day turnaround time.
- Audio units sent without proper identification will be held unrepared until proper identification is received.
- Audio units sent without a check will be returned unrepared, or will be repaired and returned C.O.D.

SHIPPING PROCEDURE

1. Complete an Out-of-Warranty Radio Repair Form (Y0182), and ship it with the defective unit.

OUT OF WARRANTY RADIO REPAIR

DEALER NAME _____ DLR # _____

DEALER ADDRESS _____
STREET _____

CITY _____ STATE _____ ZIP _____

DEALER PHONE () - _____ CONTACT PERSON _____

CUSTOMER NAME _____ R.O. # _____

RADIO MANUFACTURER _____

RADIO SERIAL # _____

CUSTOMER'S COMPLAINT, EXPLAIN IN DETAIL _____

WH178 - Manufacturer's Copy
(Return to Dealer with repaired/changed radio)

YELLOW - Manufacturer's Copy

PINK - Dealer's Copy

Revised 4/1982

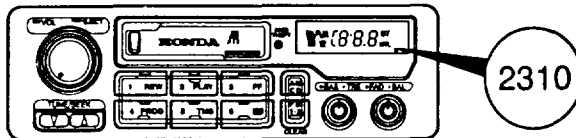
2. Pack the unit carefully to avoid shipping damage.

Index : 039081

3. Determine freight expenses from the chart below.

Unit Description	Unit Cost	With Ground Freight	With 2nd-Day Air-Mail
Radio	\$30.00	\$34.87	\$40.75
Booster/Equalizers	40.00	44.87	50.75
Radio Cassette Units	65.00	69.87	75.75
CD Units	90.00	94.87	100.75

4. Include a dealership check. (No personal checks.)
5. Ship the unit to the manufacturer. To determine the manufacturer check for a vendor ID code.



Some audio units have a vendor ID code for easy identification.

VENDOR ID CODE

1000 to 1999 = Panasonic
 2000 to 2999 = Alpine
 3000 to 3999 = Pioneer
 4000 to 4999 = Clarion

6. If none is found, refer to the reference or model number, and compare the first two or three letters to the table below.

CM	Alpine
PH	Clarion
CQ or CR	Panasonic
KEH	Pioneer
CE	Fujitsu Ten

7. Ship the audio unit to the manufacturer at the appropriate address:

Alpine

Alpine Electronics
 19145 Gramercy Pl.
 Torrance, CA 90501
 (800) 421-2284
 CA only, (800) 262-4150

Clarion Corporation of America, Inc.

Factory Service Center
 661 W. Redondo Beach Blvd.
 Gardena, CA 90247-4201
 (310) 327-9100
 (Ask for Customer Service.)

Matsushita (Panasonic)

MSC/OEM
 13535 Marquardt Ave.
 Santa Fe Springs, CA 90670
 (310) 802-0245

Fujitsu Ten

19600 S. Vermont Ave.
 Torrance, CA 90502
 (800) 237-5413

Pioneer

Honda OEM Division
 1925 E. Dominguez St.
 Long Beach, CA 90810
 (800) 553-3576

SERVICE BULLETIN

HONDA

AUTOMOBILE SERVICE DEPARTMENT

Model	Applicable To	File Under	Bulletin No.
ALL	ALL	SPECIAL TOOLS	88-012
			Issue Date AUG 8, 1994

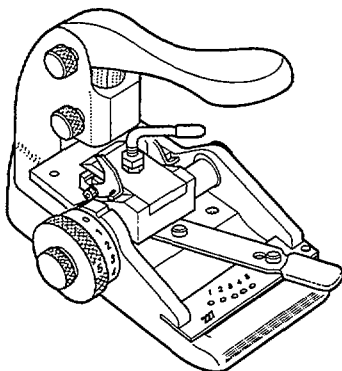
Exakta Code Key Cutter

(Supersedes 88-012, "Code Key Cutter," dated March 18, 1988)

The Exakta Code Key Cutter, Manufactured by Ilco Unican Co. is available from American Honda to meet your minimum key cutting requirements. For use and care, follow the manufacturer's instructions included with the Code Key Cutter Base Kit.

Features of the Exakta Code Key Cutter:

- Cuts Honda and other brands' keys.
- Easily updated by changing four parts.
- Portable, table-top operation.
- One-Year Limited Warranty from the manufacturer.



PARTS INFORMATION

Code Key Cutter Base Kit:

H/C 2942548, T/N 07JAB-001000A

45-Degree Code Key Cutter Accessory Kit:

H/C 2942886, T/N 07JAB-001002A

47-Degree Code Key Cutter Accessory Kit:

H/C 2942555, T/N 07JAB-001001A

1994 Passport Code Key Cutter Accessory Kit:

H/C 4447587, P/N 07RAB-001030A

NOTE: For Code Key Cutter Accessory Kit contents, and model application, refer to the Application Chart on page 2.

ORDERING INFORMATION

- The Exakta Code Key Cutter Base Kit and Accessory Kits are available from American Honda using your normal parts ordering procedures. The kits will be shipped to you directly from the manufacturer. If you need to order individual replacement parts, or if items are missing from your shipment, contact Ilco Unican Co. at (800) 334-1381, and ask for the American Honda sales representative. Refer to the Application Chart for Ilco Unican part numbers.
- Key blanks do not come with the kits ordered from American Honda; refer to your Parts Reference Guide for key blanks.
- If you are using a Curtis Key Cutter and need parts or information, contact:
Curtis Industries, Inc.
34999 Curtis Blvd., Eastlake, OH 44094-4899
(216) 951-2400.

Index : 042646

APPLICATION CHART

MODEL	CODE KEY CUTTER ACCESSORY KIT T/N	KIT CONTENTS AND ILCO UNICAN PART NUMBERS	BASE KIT T/N
Civic '87 and earlier Accord '89 and earlier Prelude '91 and earlier	07JAB-001002A (45-Degree)	Depth Knob # M Spacing Plate # 225 Key Insert # 130 Punch and Die # 5 Key Codes # 3001 – 4481	07JAB-001000A
Civic '88 and later Accord '90 and later Prelude '92 and later	07JAB-001001A (47-Degree)	Depth Knob # HD Spacing Plate # 240 Key Inserts # 146 (<i>Master</i>) # 151 (<i>Valet</i>) Punch and Die # 30 Key Codes # 5001 – 8442	
'94 Passport	07RAB-001030A	Depth Knob # P Spacing Plate # 246 Key Insert # 170 Punch and Die * Key Codes # 4001 – 6000	

* Requires Punch and Die #5 from the 45-Degree Code Key Cutter Accessory Kit. Inspect Punch and Die #5 for wear before use; if it is worn, replace it. Replacement Punch and Die #5 may be ordered from American Honda using the normal parts ordering procedures: H/C 2491538, P/N 08880-P13-5.

SERVICE BULLETIN

HONDA

Model	Applicable To	File Under	Bulletin No
ALL	ALL	ELECTRICAL	88-023
			Issue Date DEC 17, 1991

Battery Test Procedure

(Supersedes Service Bulletin 88-023, dated May 3, 1991)

American Honda will process claims for battery replacement under warranty only if one of the required battery testers listed below is used.

TEST EQUIPMENT REQUIRED

- 12V battery charger with a fast charge capability of 40A minimum.
- Battery Tester: Use either
 - Johnson Controls Inc. (JCI) Battery Tester, Model Number 42-253, or
 - Bear A.R.B.S.T. Electrical System Tester, Model Number 42-210.

NOTE: See Service Bulletin 89-037 for ordering information and equipment testing capabilities/specifications.

TEST PROCEDURE

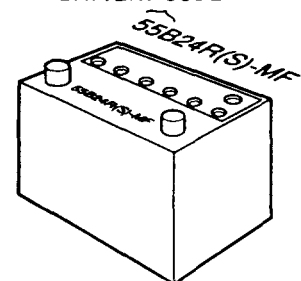
⚠ WARNING

- **Battery fluid (electrolyte) contains sulfuric acid. It may cause severe burns if it gets on your skin or in your eyes. Wear protective clothing and a face shield.**
 - If electrolyte gets on your skin or clothes, rinse it off with water immediately.
 - If electrolyte gets in your eyes, flush it out by splashing water in your eyes for at least 15 minutes; call a physician immediately.
 - A battery gives off hydrogen gas. If ignited, the hydrogen will explode and could crack the battery case and splatter acid on you. Keep sparks, flames, and cigarettes away from the battery.
 - Overcharging will raise the temperature of the electrolyte. This may force electrolyte to spray out of the battery vents. Follow the charger manufacturer's instructions and charge the battery at a proper rate.
1. Follow the instructions provided with the battery tester.
 2. Use the following chart to determine the cold cranking amps (CCA) rating. The CCA rating is needed as input data for the battery tester.

NOTE: Some batteries will have the CCA printed on top of them.

BATTERY CODE	COLD CRANKING AMPS (CCA)
80	550
70	440
55 and NX	405

BATTERY CODE



3. If test results indicate that the battery needs to be charged, charge the battery on the high setting (40 amps) until the "EYE" indicates a full charge. Then charge an additional 30 minutes to assure a full charge.

If the test results indicate that the battery charge is very low, follow the battery charger manufacturer's instructions for charging information.

4. After charging, test again.
5. If the test results indicate that the battery is "BAD," then record the voltage displayed at the end of the test on the hard copy of the repair order.

WARRANTY CLAIM INFORMATION

NOTE: The correct Defect Code for the *FAILED BATTERY BRAND* must be entered or the claim will be rejected. *DO NOT* enter the Defect Code for the new replacement battery. This Warranty Claim Chart lists the *ONLY* Defect Codes that can be used for a battery claim.

This repair, like any repair performed after warranty expiration, may be eligible for goodwill consideration by the District Service Manager or your Zone Office. You must request consideration, and get a decision, before starting work. Use the following claim information if DSM approval is received.

Original Equipment Batteries

Original Equipment Batteries	Defect Code	Warranty Flat Rate Time (hrs)		Operation Number
		Within New Car Battery Warranty Labor Period	Beyond New Car Battery Warranty Labor Period	
Panasonic	560	0.4	0.0	710100
Delco – VIN starts with 1HG, 2HG (Accord, Civic) or 456 (Passport)	561			
Johnson Controls – VIN starts with 1HG or 2HG	564			
Delkor – VIN starts with JHM	565			
Exide – VIN starts with 1HG	566			

Replacement Batteries - Requires Prior Repair Information

Battery Brand Name/VIN Information	Defect Code	Warranty Flat Rate Time (hrs)		Operation Number
		Within 365-Day Parts Warranty	Over 365-Day Parts Warranty	
Yuasa	864	0.4	0.0	000005
Delco	865			
Johnson Controls	866			

NOTE: If the battery fails the test, the technician must record the voltage displayed at the end of the test on the hard copy of the repair order.

SERVICE BULLETIN

HONDA
AUTOMOBILE SERVICE DEPARTMENT

Model	Applicable To	File Under	Bulletin No.
ALL	ALL	PDI	88-037
			Issue Date
			MAR 27, 1989

Paint Damage Due to Acid Rain

(Supersedes 88-037, dated June 2, 1989)

SYMPTOM

Careful visual examination of a paint surface that has been washed, rinsed thoroughly, and dried reveals "waterspots" and/or spots of discoloration in the paint. Refer to Service Bulletin 88-036 for the inspection procedure.

PROBABLE CAUSE

The paint surface has been etched by rainwater made acidic or alkaline by atmospheric impurities. The extent of the damage can vary greatly, depending on how long the impurities have sat on the surface. In very severe cases, the base coat is damaged, requiring repainting.

PREVENTION

The shipping wax applied at the factory provides the best protection against damage by acid rain and industrial fallout. It is strongly recommended that the shipping wax be left on the car as long as possible. The dealership is responsible for maintaining the car's finish after this wax is removed. During the high heat and humidity periods of the year, the car must be rinsed off (with water only) after every exposure to rainfall.

CORRECTIVE ACTION

Select a small area of the paint surface that has suffered obvious acid rain damage. Perform the steps under **DIAGNOSIS** on this area. After each step, inspect to determine if all traces of the damage are removed. Note which step repairs the damage. Repair the rest of the damaged areas using the same set of steps. Glaze and wax the car after completing the repairs.

NOTE: Each of the steps in the diagnostic procedure removes a small layer of the paint finish, reducing its durability. It is very important to perform the steps in order, inspect the surface often, and stop when it is repaired.

DIAGNOSIS

Refer to the RECOMMENDED MATERIALS list for the suggested compounds and pads to use with this procedure.

1. Clean the area with a wax and grease remover.
2. Add one tablespoon of baking soda to a quart of water. Wash the area with this solution and rinse thoroughly. Inspect and continue if necessary.
3. Hand-polish the test area. Follow the manufacturer's instructions for the selected system. (Do not use any included sanding materials at this time.) Inspect the paint surface, and continue if necessary.
4. Following the instructions supplied with the selected system, polish the test area using an electric buffer and polishing pad. Inspect the surface frequently to see if the acid rain damage has been removed. The goal is to remove the minimum amount of finish necessary to cure the problem.

CAUTION: Check the buffing pad and surface frequently to avoid wearing through the finish.

- Clear-coated paints should deposit no body color on the pad. If the body color starts to appear on the pad, stop immediately and examine your work. This is an indication that the clear coat has been worn completely away in some areas, and the color coat is no longer protected.
- Some non-metallic paints are protected by a clear coat combined with some body color. In this case, the buffing pad will show some body color immediately. If this clear/color coat is buffed through, there will be a dramatic change in the color intensity on the buffing pad.

(over)

- Check the appropriate Paint Codes Service Bulletin to determine if a paint finish is clear-coated or clear/color-coated.

NOTE: Approximately 95% of all cars damaged by acid rain should be repaired by steps 1 through 4. More severe damage will require you to go on to step 5.

5. Apply a rubbing compound, using an electric buffer and buffing pad. Follow this with an application of machine glaze, applied with the electric buffer and polishing pad. Inspect and continue if necessary.

NOTE: DSM approval is required before going on to Step 6 if this is a warranty repair.

6. Wet-sand the area with #1500 or #2000 sandpaper, then use the polishing compound from the selected Finesse system with an electric buffer to polish out the scratches. If damage remains visible, repeat this process using #1200 sandpaper. If damage is still evident, a #1000 sandpaper may be used. Do not use a sandpaper coarser than #1000, or you will leave scratches that cannot be removed with polishing compound.

NOTE: DSM approval is required before going on to Step 7 if this is a warranty repair.

7. Before repainting, wet-sand the surface with #600 sandpaper until all traces of acid rain damage are removed.

RECOMMENDED MATERIALS

Step 1:

3M General Purpose Adhesive Cleaner –
P/N 08984

Step 3:

3M FINESSE-IT II Finishing Material –
P/N 05928

Step 4:

3M SUPERBUFF Polishing Pad – P/N 05705,
or
3M HOOK-IT SBS Polishing Pad – P/N 05713

Step 5:

3M IMPERIAL Microfinishing Compound
P/N 06011, with the 3M SUPERBUFF or
HOOK-IT Polishing Pad.
3M PERFECT-IT Foam Polishing Pad Glaze
P/N 05995 or 05996, with 3M PERFECT-IT
Foam Polishing Pad – P/N 05725

Step 6:

3M Imperial Wetordry Color Sanding Paper:
#1000 P/N 02021
#1200 P/N 02022
#1500 P/N 02023
#2000 P/N 02044

WARRANTY INFORMATION

American Honda will reimburse for this repair only under the following conditions:

- It is done during PDI.
- No more than 30 days have elapsed since the vehicle was received at the dealership (according to the date noted on the motor carrier's bill of lading).

	Steps 1,2,3, (4 or 5)	Steps 1,2,3,5,6 (DSM Approval Required)	Step 7 (DSM Approval Required)
Operation Number	910906	910907	Review the Flat Rate Manual for Preparation and Painting Times, or Sublet Information
Flat Rate Time	1.5 hours	4.5 hours	

Failed Part: PDI-PAINT
H/C 3173994

Defect Code: 090

Contention Code: A99

NOTE: When submitting the claim on Hondanet, enter the vehicle's date of receipt in the customer contention comment section. **The claim will be rejected without this information.**

SERVICE BULLETIN

HONDA

AUTOMOBILE SERVICE DEPARTMENT

Model	Applicable To	File Under	Bulletin No.
ALL	ALL	GENERAL	89-004
			Issue Date
			MAY 6, 1994

Required Special Tools and Equipment (Supersedes 89-004, dated August 1, 1994)

In accordance with the Automobile Sales and Service Agreement, Section 3.9, your service department is required to have, at a minimum, the tools and equipment listed in this bulletin.

When a new model is introduced and requires special tools, those tools will be shipped to you automatically. If you receive a required special tool and believe you have an equivalent, refer to **RETURN OF PARTS MANUALS, REQUIRED TOOLS AND SERVICE MANUALS FOR AUTOMOBILE DEALERS** in the HOW TO RETURN PARTS AND ACCESSORIES TO AMERICAN HONDA section of your PARTS SYSTEM GUIDE.

REQUIRED SERVICE MANUALS

Dealers are required to have a copy of each Service Manual, Troubleshooting Manual and Body Repair Manual listed in Service Bulletin 90-007, *Automobile Service Publications and Supplies*.

REQUIRED SPECIAL TOOLS

These tools are available from American Honda. Use the check (✓) column to identify the tools you already have. NOTE: All tools are in single quantity units unless noted in *italics* under the Description heading.

Air Conditioning Tools

✓	Tool Number	H/C	Tool Board Location	Description
	J-33942-B	4470449	1	Shaft Seal Cover Remover/Installer
	J-34614	4470480	1	Shaft Seal Protector
	J-41259	4470621	1	Clutch Plate Remover
	07JAC-SH20300	2847556	1	Driver Attachment

Axle/Differential Tools

✓	Tool Number	H/C	Tool Board Location	Description
	J-22342-15	4470415	18	Forcing Screw
	J-22813-01	4470423	18	Axle Bearing Puller
	J-34174-1	4470464	18	Screw Cap
	J-34174-2	4470472	18	Cap
	J-36827	4470498	18	Locking Hub Wrench
	J-39602-AH	4470571	18	Outer Bearing Remover
	J-39824	4470589	18	Spline Tool
	J-39825	4474458	18	Differential Side Bearing Remover
	J-39829	4470597	18	Pinion Oil Seal Installer
	J-41217	4475067	N/A	Shim Selection Tool Kit

Axle/Differential Tools (cont'd)

✓	Tool Number	H/C	Tool Board Location	Description
	J-41245	4470613	18	Axle Shaft Bearing Installer
	J-41280	4480240	N/A	Differential Housing Spreader
	J-8001-AH	4470639	N/A	Dial Indicator with Case
	07MAD-PR90100	3750189	18	Attachment, 45 x 55 mm
	07MAF-SP0013A	3809464	18	Installer Shaft
	07RAF-TB4020A	4475059	18	Taper Bearing Installer "A"
	07RAF-TB4030A	4475117	18	Taper Bearing Installer "B"
	07RAF-TB4040A	4487781	18	Differential Dis/Assembly Attachment

Body Tools

✓	Tool Number	H/C	Tool Board Location	Description
	A911A-365-WXXXX	0601849	2	Rivnut Tool (1/4 x 20)
	AE-94T69114W01	4428439	N/A	16-pin Adapter (Radio side)
	AE-94T72841F01	2245660	N/A	16-pin Adapter (Car side)
	J-35616-A	4474573	N/A	Connector Test Adapter Kit
	07JAA-001000C	4117032	2	Antenna Nut Wrench
	07JAB-001000A	2942548	N/A	Code Key Cutter Base Kit (ILCO)
	07JAB-001001A	2942555	N/A	47-degree Accessory Kit (ILCO)
	07JAB-001002A	2942886	N/A	45-degree Accessory Kit (ILCO)
NEW	07JAZ-003000B	4733200	N/A	Terminal Pin Kit "A"
	07MAA-SM5000A	3736253	2	Antenna Nut Wrench
	07MAZ-SM5000B	4230728	N/A	SRS Tool Set
	07MAZ-SP0020A	3824315	N/A	Seat Belt Service Connector (2 required)
NEW	07QAZ-003020B	4733218	N/A	Terminal Pin Kit "B"
	07QAZ-SR30100	4424057	N/A	Jumper Wire Harness
	07RAA-001010A	4540399	N/A	Door Hinge Wrench
	07RAB-001030A	4447587	N/A	Passport Code Key Cutter Accy. Kit
NEW	07SAZ-TB4011A	5045513	N/A	SRS Inflator Simulator
NEW	07SAZ-TB4012A	5045521	N/A	SRS Simulator Lead "A"
NEW	07SAZ-TB4013A	5045539	N/A	SRS Simulator Lead "B"
NEW	07TAZ-001020A	4781456	N/A	Backprobe Adaptor, 17 mm
NEW	07TAZ-SZ5011A	5045547	N/A	SRS Simulator Lead "C"
	07908-A01010A	1880285	N/A	Audio System Analyzer
	07908-A01020A	1880277	N/A	Honda Test Tape
	07947-6110501	3681301	3	Seal Driver Attachment

Common Bearing/Seal Drivers

✓	Tool Number	H/C	Tool Board Location	Description
	07HAD-SG00100	2573111	N/A	Driver Attachment
	07JAD-PH80200	2947109	3	Pilot, 26 x 30 mm
	07JAD-PH80400	3064235	3	Pilot, 28 x 30 mm
	07746-0010100	0753509	3	Attachment, 32 x 35 mm
	07746-0010200	0753491	3	Attachment, 37 x 40 mm
	07746-0010300	0959817	3	Attachment, 42 x 47 mm
	07746-0010400	0753483	3	Attachment, 52 x 55 mm
	07746-0010500	0959825	3	Attachment, 62 x 68 mm
	07746-0010600	1501121	3	Attachment, 72 x 75 mm
	07746-0030100	0753459	8	Driver, 40 mm I.D.
	07746-0030400	1252808	3	Attachment, 35 mm I.D.
	NEW 07746-0040400	0959890	N/A	Pilot, 17 mm
	NEW 07749-0010000	0933242	3	Driver
	07945-3710101	0478834	3	Driver
	07947-6340300	0546077	3	Driver Attachment
	07947-6340400	0546085	3	Driver Attachment
	07947-6340500	0546093	3	Driver Attachment
	07949-3710001	1513969	3	Driver

Engine Tools

✓	Tool Number	H/C	Tool Board Location	Description
	J-39202	4470563	17	Oil Pump Seal Installer
	07GAD-PH70201	3824307	4	Oil Seal Driver
	07GAF-PH60300	2294361	4	Piston Pin Base Insert
	07GAF-PH70100	2294353	4	Pilot Collar
	07HAF-PL20102	2960516	4	Piston Base Head
	07HAH-PJ7010B	3699923	5	Valve Guide Reamer, 5.5 mm
	07JAA-001010A	4153359	17	Socket, 17 mm
	07JAA-001020A	4153318	17	Socket, 19 mm
	07JAB-001010A	4153292	17	Holder Attachment, Pin Type
	07JAB-001020A	4150934	3	Holder Handle
	07LAB-PV00100	3812963	4	Ring Gear Holder
	07LAD-PT3010A	3353190	4	Seal Driver
	07LAJ-PR3020A	4007233	5	Air Stopper
	07MAB-PY3010A	4153284	17	Holder Attachment, 50 mm, Offset
	07NAB-001040A	4150959	17	Holder Attachment, 50 mm
	07NAF-PT0010A	3996162	5	Installer Cup
	07NAF-PT0020A	3996139	5	Installer Shaft
	07NAG-PT0010A	3996154	5	Seal Guide, 28 mm
	07NAG-P13010A	4174447	17	Timing Belt Slider

Engine Tools (cont'd)

✓	Tool Number	H/C	Tool Board Location	Description
	07NAJ-P07010A	3976107	5	Pressure Gauge Adapter
	NEW 07RAB-TB4010B	5028311	N/A	Flange Holder
	07RAD-TB4010A	4474474	17	Valve Guide Driver, 6.0 mm
	07RAD-TB4020A	4474466	17	Valve Guide Driver, 8.0 mm
	07RAF-TB4010A	4474441	4	Pilot Collar
	07RAH-TB4010A	4480265	17	Valve Guide Reamer, 6.0 mm
	07RAH-TB4020A	4480257	17	Valve Guide Reamer, 8.0 mm
	NEW 07TAB-TB4010A	4908109	N/A	Camshaft Pulley Holder
	NEW 07TGF-001000A	5028329	N/A	Piston Base Head/Insert
	NEW 07TGG-001000A	4908109	N/A	Belt Tension Gauge Set
	07742-0010100	0915637	5	Valve Guide Driver, 5.5 mm
	07757-PJ1010A	2322808	5	Valve Spring Compressor Attachment
	07912-6110001	1536606	4	Oil Filter Wrench
	07936-3710100	0413112	5	Remover Handle
	07942-6570100	0724906	5	Valve Guide Driver, 6.6 mm
	07947-SB00100	1484765	7	Oil Seal Driver
	07947-SB00200	1484724	4	Oil Seal Driver
	07948-SB00101	1500677	4	Seal Driver Attachment, 76 x 80 mm
	07973-PE00200	1787209	4	Pilot Collar
	07973-PE00310	2981215	4	Piston Pin Driver Shaft
	07973-PE00320	2981207	4	Piston Pin Driver Head
	07973-PE00400	1787191	4	Piston Pin Base Insert
	07973-6570500	2333094	4	Piston Base
	07973-6570600	2333086	4	Piston Base Spring
	07984-657010D	3699949	5	Valve Guide Reamer, 6.6 mm

Fuel/Emission Tools

✓	Tool Number	H/C	Tool Board Location	Description
	A973X-041-XXXXX	0583690	6	Vacuum Pump/Gauge, 0-30 in. Hg.
	07GAC-SE0020A	2274371	6	Fuel Sender Wrench
	07JAZ-001000B	4108437	N/A	Vacuum Gauge, 0-4 in. Hg.
	07LAJ-PT3010A	3478591	N/A	Test Harness
	07LAJ-PT3020A	3708104	N/A	Test Harness
	07NAC-SR20100	3975505	6	Fuel Sender Wrench
	07RAK-TB4070A	4480232	6	Fuel Pressure Gauge Adapter (4-cyl.)
	07RAK-TB4080A	4479275	6	Fuel Pressure Gauge Adapter (V6)
	07406-0040001	2333102	6	Fuel Pressure Gauge

Steering Tools

✓	Tool Number	H/C	Tool Board Location	Description
	NEW 07GAG-SA4030A	4646964	N/A	Cylinder End Seal Slider
	NEW 07GAG-SD4010A	4646949	N/A	Piston Seal Ring Guide
	NEW 07GAG-SD4020A	4646956	N/A	Piston Seal Ring Sizing Tool
	NEW 07HAG-SF1010A	3818317	N/A	Piston Seal Ring Guide
	NEW 07HAG-SF1020A	3818325	N/A	Piston Seal Ring Sizing Tool
	07HAJ-SF10300	2686350	9	Stroke Rod Holder Set
	07LAG-SM4010A	4026134	14	Piston Seal Ring Guide
	07LAG-SM4020A	3801503	14	Piston Seal Ring Sizing Tool
	07LAG-SM4030A	4026142	14	Cylinder End Seal Slider
	07LAK-SM40110	3368222	9	P/S Joint Adapter (Pump)
	07LAK-SM40120	3368214	9	P/S Joint Adapter (Hose)
	07MAA-SL0020A	4078630	14	Locknut Wrench, 43 mm
	07NAB-SS00100	4078648	9	Rack Holder
	07NAD-SR3020A	4421699	9	Cylinder End Seal Remover Attachment
	07NAG-SR3090A	4329637	14	Piston Seal Ring Sizing Tool
	07NAJ-SS0020A	4079992	9	Rear Steering Center Lock Pin
	07NAK-SR3011A	3971280	9	P/S Joint Adapter (Pump)
	07NAK-SR3012A	3971272	9	P/S Joint Adapter (Hose)
	07QAK-P0A0110	4413563	9	P/S Joint Adapter (Pump)
	07QAK-P0A0120	4413555	9	P/S Joint Adapter (Hose)
	07RAA-TB4010A	4554895	N/A	Gear Box Locknut Wrench Set, 17 mm
	NEW 07RAK-S040110	4938536	N/A	P/S Joint Adapter (Pump)
	NEW 07RAK-S040120	4938528	N/A	P/S Joint Adapter (Hose)
	07RAK-TB4010A	4474995	9	P/S Joint Adapter Banjo (Pump) A
	07RAK-TB4020A	4475000	9	P/S Joint Adapter Bolt (Hose)
	07RAK-TB4040A	4475026	9	P/S Joint Adapter Hose
	07RAK-TB4050A	4475034	9	P/S Joint Adapter Banjo (Pump) B
	07406-0010001	1201441	9	P/S Pressure Gauge
	NEW 07725-0030000	1049154	N/A	Universal Holder
	07916-SA50001	1252600	9	Lock Nut Wrench, 40 mm
	NEW 07974-689060A	4646998	N/A	Piston Seal Ring Sizing Tool
	NEW 07974-689110A	4647004	N/A	Cylinder End Seal Guide
	NEW 07974-SA5020A	4646899	N/A	Piston Seal Ring Sizing Tool

Suspension/Brake Tools

✓	Tool Number	H/C	Tool Board Location	Description
	07GAF-SD40700	2304426	8	Hub Dis/Assembly Base
	07GAF-SE00100	2170942	8	Hub Dis/Assembly Tool
	07GAF-SE00200	2170959	8	Hub Assembly Guide Attachment
	07GAF-SE00401	2257061	8	Hub Dis/Assembly Base
	07GAG-SD40700	2294411	7	Ball Joint Boot Clip Guide

Suspension/Brake Tools (cont'd)

✓	Tool Number	H/C	Tool Board Location	Description
	07HAA-SG00101	3502911	12	Bleeder T-Wrench
	07HAD-SF10100	2663508	8	Driver Attachment
	07HAE-SG00100	2608875	12	Brake Spring Compressor
	07HAF-SF10110	2663474	7	Ball Joint Remover/Installer
	07HAF-SF10120	2663490	7	Ball Joint Installer Base
	07HAF-SF10130	2663482	7	Ball Joint Remover Base
	07JAF-SH20110	2832285	8	Hub Dis/Assembly Pilot, 38 mm
	07JAF-SH20120	2832293	8	Hub Dis/Assem. Shaft, 22.4 x 25.4 mm
	07JAF-SH20200	2831402	7	Ball Joint Remover Base
	07JAG-SD40100	2910842	7	Push Rod Adjustment Guide
	07MAC-SL00100	3635083	N/A	Ball Joint Remover, 32 mm
	07MAC-SL00200	3635075	7	Ball Joint Remover, 28 mm
	07746-0030300	0813113	8	Attachment, 30 mm
	07914-SA50000	1830991	12	Snap-Ring Pliers
	07965-SB00100	1484732	7	Ball Joint Remover/Installer
	07965-SB00200	1484740	7	Ball Joint Installer Base
	07965-6340100	0545855	8	Bearing Driver
	07965-6920201	2294254	8	Hub Dis/Assembly Base
	07973-SA50000	1831007	12	Rear Caliper Guide
	07974-SA50700	1201516	7	Ball Joint Boot Clip Guide
	07974-SA50800	1201524	7	Ball Joint Boot Clip Guide

Transmission/Clutch Tools

✓	Tool Number	H/C	Tool Board Location	Description
	J-24547	4470431	10	Drive Plate Aligner
	J-34165	4470456	18	Rear Pinion Bearing Remover
	J-37219	4470506	13	Mainshaft Nut Wrench
	J-37360	4470514	13	Spiral Snap Ring Installer
	J-37426	4470522	10	Large Gear Puller Plate
	J-38592	4470530	13	Transfer Case Oil Seal Installer
	J-38593	4470548	13	Rear Output Oil Seal Installer
	J-38594	4470555	13	Front Output Shaft Seal Installer
	J-41218	4470605	13	Mainshaft Seal Installer
	07GAB-PF50101	4105433	13	Mainshaft Holder (Automatic)
	07GAD-PG40100	2304418	N/A	Seal Driver Attachment
	NEW 07GAE-PG4020A	4949277	10	Clutch Spring Compressor Bolt Assembly
	07GAJ-PG2010A	3143955	16	Mainshaft Inspection Tool Set
	07GAJ-PG20120	3143963	16	Collar
	07HAC-PK4010A	3409190	10	Housing Puller
	07HAJ-PK40201	2752004	10	Preload Inspection Tool
	07JAD-PH80101	2947091	13	Oil Seal Driver Attachment
	07JAF-PM7011A	2915254	10	Clutch Alignment Disc

Transmission/Clutch Tools (cont'd)

✓	Tool Number	H/C	Tool Board Location	Description
	07JAF-PM7012A	2915262	10	Clutch Alignment Shaft
	07JMB-MN50200	2926863	13	Mainshaft Holder
	07LAD-PW50601	3811353	13	Attachment, 40 x 50 mm I.D.
	07LAD-SM40100	3405818	13	Seal Driver Attachment
	07LAE-PX40100	3382504	10	Clutch Spring Compressor Attachment
	07LAF-PT00110	3382496	10	Clutch Alignment Shaft
	07LAF-SM40300	3405826	13	Support Base Attachment
	07MAJ-PY4011A	3853447	N/A	A/T Pressure Hose, 2210 mm (4 required)
	07MAJ-PY40120	3901717	16	A/T Pressure Adapter (4 required)
	07RAK-TB4060A	4473047	16	A/T Pressure Adapter
	NEW 07406-0020400	3899747	N/A	A/T Oil Pressure Gauge Set with Panel (Hoses and adapters not included [3 required])
	NEW 07406-0070300	3899754	N/A	A/T Low Pressure Gauge with Panel (Hoses and adapters not included)
	NEW 07736-A01000B	4918330	10	Adjustable Bearing Puller, 25-40 mm
	07947-SD90101	3217817	13	Oil Seal Driver Attachment
	07947-SD90200	2001121	13	Seal Driver Attachment
	07965-SD90100	2001139	13	Support Base

ESSENTIAL SERVICE TOOLS AND EQUIPMENT

The following items need to be purchased from an outside source; however, items marked with an asterisk (*) can be purchased from AHM. For current pricing on those items, contact Special Tools at (800) 346-6327.

Diagnostic/Electrical Test Equipment

✓	Item	Minimum Specification
	Ammeter	From 0-100 and 0-500 amps.
	Battery Charger (12 volts)	High rate charger, 50 amp, with slow charge capability, or additional slow charger.
	Battery/Starter/Charging System Tester*	Bear A.R.B.S.T. Electrical System Tester; or JCI Battery Tester and a VAT40, or equivalent. NOTE: See Service Bulletins #88-023 (12-17-93) and #89-037 (11-24-89) for more information.
	NEW Digital Multimeter	Minimum ranges: 1 millivolt to 400 volts DC 1 millivolt to 400 volts AC 0.1 ohm to 400 megohms 0.1 milliamp to 10 amps Diode testing capability 0.5 Hz to 200 kHz frequency testing (optional)
	Dwell Meter	From 0 to 90 degrees.
	PGM Tester Kit*	Honda #01001201
	Passport '94 - 95.5 Powertrain Starter Kit*	Honda #01001343
	Strobe Type Timing Light	Advance capacity, 0-50 degrees.
	Tachometer	From 0 to 6,000 RPM, in increments of 20 RPM.

General Shop Equipment

✓	Item	Minimum Specification
NEW	A/C (R-12) Charging Station A/C (R-12) High-side Charging Adapters	<p>Robinair, Kent-Moore, White Industries, or equivalent.</p> <p>1) Straight: Snap-on® Tools #ACT134, Kent-Moore #J25498, or equivalent.</p> <p>2) 90°: Snap-on® Tools #ACT135, Kent-Moore #J25499, or equivalent.</p> <p>NOTE: Adapters are available with short and long core depressors. The adapters listed above are the short depressor style. The short adapters from Kent-Moore can be identified by a zinc-plated finish. The adapters with longer depressors from Kent-Moore and Robinair are not recommended due to possible leakage. They can be identified by a brass finish.</p>
	A/C (R-12, R-134a) Refrigerant Leak Detector	<p>Capable of detecting a leak of 1/2 ounce or less per year. CPS Products, Inc. #L-780a, #L-790a; Hitech Instruments #HI300-TEL, #HI400-ATEL, or equivalent.</p>
	A/C (R-12) Refrigerant Recovery/Recycling Station	<p>R-12 only. U.L.-listed, complying to UL1963 requirements and SAE J1991 (1989) standards.</p>
	A/C (R-134a) Recovery/Recycling/Charging Station	<p>Kent-Moore #ACR-3; Robinair #17700A, or equivalent.</p> <p>R-134a only. U.L.-listed, complying to SAE J12210 standards.</p>
	A/C Clutch Holder	<p>White Industries #01090; Kent-Moore #ACR4; Robinair #34700, or equivalent.</p>
	A/C Compressor Tool Kit for Sanden SD507 Compressor	<p>Kent-Moore #J37872; Robinair #10204</p>
	A/C Seal Assembly Remover/Installer	<p>Kent-Moore #J34391</p>
	A/C Seal Seat Remover	<p>NOTE: Refer to Tool Catalog for tool kit contents.</p>
	A/C Seal Seat Remover/Installer	<p>Kent-Moore #J34879, #J9392-01, #J34391-1; Robinair #41267</p>
	Adjustable Piston Ring Compressor	<p>Kent-Moore #J9393-A; Robinair #10507</p>
	Air Hammer (heavy duty)	<p>Kent-Moore #J23128-A, #J34391-2; Robinair #10513, #40721</p>
	Anti-freeze Tester	<p>Capacity, 100 mm (4 in.).</p>
	A/T Cooler Flusher	<p>2,500 blows per minute.</p>
	Bearing Separator	<p>With temperature correction scale.</p>
	Brake Pedal Holder	<p>Kent-Moore #J38405-A or equivalent.</p>
	Cooling System Pressure Tester	<p>Capacity, 0 to 4.5 in.: OTC®, Kent-Moore, or equivalent.</p>
	Cylinder Cleaning Brush	<p>Snap-on® Tools, #B240A, or equivalent.</p> <p>– Pump with gauge (0 to 1.2 kg-cm², 0 - 19 psi) } Kent-Moore, Snap-on® Tools, Stant Inc. or equivalent</p> <p>– Adapters: Standard and 32 mm neck sizes. }</p>
	Cylinder Compression Gauge	<p>– Adapter: 32 mm low profile type } Assenmacher Specialty Tools, Snap-on® Tools or equivalent.</p>
	Cylinder Hone	<p>Minimum capacity, 100 mm (4 in.). Bottle brush style will perform satisfactorily.</p>

General Shop Equipment (cont'd)

✓	Item	Minimum Specification
NEW	Cylinder Leak-Down Tester Digital Pyrometer	Snap-on® Tools or equivalent. Temperature range: -40° to 230°F Sensitivity: 0.1° Accuracy: ± 2% Update rate: every 15 seconds
	Drill Bit Selection	From 1/16 in. to 1/2 in. in 1/64 in. increments and from 0 to 13 mm in 0.5 mm increments.
	Flare Nut Wrench Selection	Four sizes: 10, 12, 14, and 17 mm.
	Hand Drill Motor	Variable speed, air or electric: 3/8 in. and 1/2 in.
	Hand Impact Driver	
	Headlight Aimer	Hoppy #1003 kit and Hoppy #0203 adapters, or equivalent.
	Hot Plate	12 in. by 21 in., temperature range 200° to 400°F.
	McPherson Strut Spring Compressor	Branick MST-580A, #7200, or equivalent.
	Oil Dispensing Unit	
	Oil Pressure Gauge	From 0 to 5 kg/cm ² (71 psi), used with 1/8 in. BSPT Adapter. Snap-on® Tools MT37 gauge and AT77 adapter, or equivalent.
	Pop Rivet Gun	
NEW	Portable Gasoline Defueler/Refueler	30 gallon; meets all local and federal government safety and gasoline-handling requirements.
NEW	Portable Waste Oil Receptacle	16 gallon capacity, 14 in. telescoping funnel. Overall extension, including drum – 68 in.
	Propane Enrichment Device	Kent-Moore #J26911 or equivalent.
NEW	Pullers	Two-jaw: 3-1/2 in. to 4-1/2 reach, 4-1/2 in. to 5-1/2 in. spread.
		Harmonic balancer type: 1-1/4 in to 3-13/16 in. spread to center bolt.
	Ridge Reamer	Minimum capacity, 100 mm (4 in.).
NEW	Rivnut Tool	6 x 1.0 mm. Liberty Engineering P/N C-845M6, or Snap-on® Tools, Mac Tools, or equivalent.
	Screw Extractor Selection	From 3 mm to 13 mm sizes.
NEW	Shop Vacuum	Wet/dry, heavy duty model.
NEW	Slide Hammers	3/8 in. – 16 threaded, Snap-on® Tools, Kent-Moore, or equivalent.
		5/8 in. – 16 threaded, 5 lb weight. Kent-Moore #J-2619-01 or equivalent.
	Socket Selection	From 6 mm to 24 mm sizes; also a 12 mm Torx® socket: Snap-On® Tools #FLE 120 or equivalent. 32 mm (1-1/4 in), 36 mm, 40 mm, and 50 mm; also 1/2 in. drive (female) to 3/4 in. drive (male) adapter.
	Soldering Gun	
	Spring Scales	From 0 to 700 g. (25 oz), and from 0 to 5.0 kg (11 lbs.): Kent-Moore, OTC® or equivalent.
	Tap and Die Selection	From 3 mm to 14 mm.
	Time Clock	In tenths of an hour.
NEW	TORX® Driver Set	3/8 in. drive, tamper resistant, T15, T25, T27 to T50.
NEW	Utility Lights	Fluorescent, reel-type, 25 ft. cord.

General Shop Equipment (cont'd)

✓	Item	Minimum Specification
NEW	Valve Guide Driver (Air Hammer Type)	5.5 mm, 6.0 mm, 6.5 mm, 7.0 mm, and 8.0 mm: Snap-on® Tools, Goodson, K-Line, or equivalent.
	Valve Guide Seal Installer	KD Tools #2899 or equivalent.
	Valve Guide Seal Remover	Lisle #57900, #KD-3350, or equivalent.
	Valve Spring Compressor	Cylinder head not removed; use: K-D® Tools #915 and Snap-on® Tools #YA8845, or equivalent.
		Cylinder head removed; use: KD® Tools #383 with #35 jaws, or Snap-on® Tools #CF711, or equivalent. Both styles are required.
	VTEC Inspection Tool	See Service Bulletin #91-038 (2-7-92).
	Waste Oil Receptacle (drain pan)	2 gallon capacity.
	Wrench Selection, Combination Box end/Open end	From 6 mm to 24 mm.

Heavy Shop Equipment

✓	Item	Minimum Specification
NEW	Air Compressor	Minimum of 2hp @ 7 C.F.M. (2 stage); 60 gallon tank.
	Auxiliary Under-Hoist Utility Jack	3/4 ton capacity, minimum height 55-1/2 in., maximum height 78 in.
	Engine Hoist	Capable of lifting 1/2 ton.
	Engine Stand/Adapter	Minimum capacity, 800 lb: Kent-Moore #J36125, or equivalent. Refer to Service Bulletin #86-027 for complete information.
	Floor Jack	Minimum capacity, 2 tons: Norco, Snap-on® Tools, or equivalent.
	Hydraulic Press	Capacity, 12 tons: OTC®, Norco, Snap-on® Tools, or equivalent.
	Jack Stands (2)	Minimum capacity each, 2 tons: Norco, Snap-on® Tools, or equivalent.
	Transmission Adapter	OTC®, #OEM4182, or equivalent; use with engine stand.
	Transmission Jack	Minimum capacity: 1/4 ton; Norco, Snap-on® Tools, or equivalent.
	Valve Seat Grinder or Cutters	Neway Mfg., #KA1802, or equivalent.
NEW	Vehicle Lift	Frame-contact hoist, 7,000 lb capacity, arms must reach lift points of body. Rotary Lift #SPOA7-HA or equivalent. Also, lift pad adapters for Passport, minimum 4" high, maximum 5" high; Rotary Lift #FJ696 or equivalent.

Precision Instruments

✓	Item	Minimum Specification
	Bore Gauge	10-100 mm
	Brake Drum Wear Gauge	Snap-on® Tools or equivalent.
	Brake Rotor Micrometer	0-25mm, in 0.001 mm increments; Mitutoyo or equivalent.
	Dial Gauge (8 mm shank)	Mitutoyo, #2046-08 or #2046-00 and 10 mm extension, #303611, or equivalent.
	Dial Indicator	0-10 mm, in 0.001 mm increments; Mitutoyo or equivalent.

Precision Instruments (cont'd)

✓	Item	Minimum Specification
	Dial Indicator Magnetic Stand	"On-Off" switch, capable of gripping flat or curved metal surfaces. Mitutoyo or equivalent.
NEW	Disc Rotor/Runout Joint Gauge	1 in. dial indicator, 0-25 mm range, .01 mm graduations. Includes 12-1/2 in. flex arm with special locking pliers. Snap-on® Tools #PMF137, Matco Tools #D1282, Central Tool Inc. #6450, or equivalent.
	Micrometers	0-25 mm, 25-50 mm, 50-75 mm, and 75-100 mm in 0.01 mm increments.
	Small Hole Gauge	6-8 mm
	Straight Edge	Length, 24 in.
	Torque Wrenches	One: 1/2 in. drive 0-250 N-m (0-185 lb-ft). One: 3/8 in. drive 0-30 N-m (0-260 lb-in). One: 1/4 in. drive dial or beam, 0-5 N-m (0-50 kg-cm, 0-43 lb-in). In 0.2 N-m, (1.7 lb-in) increments.
	V-Blocks	4 in. and 5 in.; Mitutoyo or equivalent.
	Vernier Calipers	0-200 mm; Mitutoyo or equivalent.

Wheel Service/Alignment Equipment

✓	Item	Minimum Specification
NEW	ABS Diagnostic Kit*	Used with the Honda PGM Tester. Replaces Honda ALB Checker.
	Brake/Clutch Assembly Washer	Meet OSHA standard for removing asbestos particles without suspending them in the air. Brake Assembly Washers: Clayton Low Pressure/Wet, #BCE-300 or equivalent. HAKO Minuteman System or equivalent.
	Disc Brake Lathe*	FRONT BRAKES: Front brake discs must be refinished on the car per Service Bulletin #86-020. Use: KW Products Kwik-Lathe #108-0005-04 and Power Feed #108-0120-05, or Snap-on® Tools Lathe #YA180 and Power Feed #YA189. Refer to Service Bulletin #87-034 for more information. Contact AHM Special Tools, 1-800-346-6327, for ordering information. REAR BRAKES: Rear brakes must be refinished off the car per Service Bulletin #86-020. Use: conventional drum/disc turning equipment, or send the rear drums/discs to a qualified machine shop. Adapters if necessary.
	Dynamic Wheel Balancer	Reads in grams, 1 gram in-balance measurement accuracy. FMC Corporation, Snap-On® Tools, Hunter Engineering Co., or equivalent.
NEW	Off-Car Dynamic Wheel Balancer	Rim-clamp style with protectors for alloy wheels. FMC Corporation, Hunter Engineering Co., or equivalent.
NEW	Tire Changer	From 0 to 3.5 kg-cm ² (0-50 psi).
	Tire Pressure Gauge	From 0 to 5/16 in.; increments of 1/32 in.
	Tire Tread Depth Indicator	Full 4-wheel alignment capability, four full-floating turning radius tables for the front and rear wheels or full-floating turning radius tables for the front and full-floating slip plates for the rear.
	Wheel Alignment Rack	

Wheel Service/Alignment Equipment (cont'd)

✓	Item	Minimum Specification
	Wheel Alignment System	Full 4-wheel alignment capability (reading 0 ± 1 degree); equipment below is known to meet these requirements: 1) Hunter Engineering Company 2) Automotive Diagnostic (formerly Bear Automotive) 3) FMC Corporation

Work Stall Equipment

✓	Item	Minimum Specification
	Air Hose with Couplings	Minimum, 30 feet per stall.
	Bench Grinder	6 in. minimum
	Bench Vise	With 5 in. jaws, 2 to 5 in. jaw opening capacity.
NEW	Exhaust System (in-ground or overhead)	One outlet per service bay, 200 CFM per outlet. 3 in. by 6 in. oval (dual) tailpipe adapter, and 3 in. straight tailpipe adapter for each two service bays.
NEW	Flammables Storage Cabinet	65 in. high by 43 in. wide by 18 in. deep, with self-closing doors. Complies with local and federal government regulations. More than one cabinet may be needed, depending on quantity of chemicals to be stored.
	Parts Washer	Recirculating type: Build-All Corp., Kleer-Flo Company, or equivalent.
	Work Bench	Minimum one per stall or one per technician.

TOOL AND EQUIPMENT SOURCES

Below is a list of tool manufacturers and suppliers you may wish to contact.

Assenmacher Specialty Tools
6440 Odell Pl.
Boulder, CO 80301
(303) 530-2424
(800) 525-2943

Automotive Diagnostic
(formerly Bear Automotive)
8001 Angling Rd.
Kalamazoo, MI 49002
(800) 558-5585

Branick Industries
Contact: Myers Tire Supply
1293 S. Main Street
Akron, OH 44301
(216) 253-5592

Build-All Corp.
N59 W14508 Bobolink Ave.
Menomonee Falls, WI 53051
(414) 252-3230

Central Tool, Inc.
456 Wellington Ave.
Cranston, RI 02910
(401) 467-8211

CPS Products, Inc.
1010 East 31st St.
Hialeah, FL 33013
(305) 687-4121
(800) 277-3808

FMC Corporation
309 Exchange Ave.
Conway, AR 72032
(501) 450-1500
(800) 326-8326

Hako Minuteman Inc.
111 South Rohlwing Rd.
Addison, IL 60101
(708) 627-6900
(800) 323-9420

Hennessy/AMMCO Tools Inc.
1601 J.P. Hennessy Dr.
La Vergne, TN 37086-1600
(800) 688-6359

NEW

NEW

NEW

Hopkins Mfg. Corp. (Hoppy)
428 Peyton St.
Emporia, KS 66801
(800) 835-0129

Hunter Engineering Company
11250 Hunter Drive
Bridgeton, MO 63044
(314) 731-3020

Kent-Moore Tool Group
28635 Mound Rd.
Warren, MI 48092
(800) 345-2233
In Michigan (313) 574-2332

K-D® Tools Inc.
805 Estelle Dr.
Lancaster, PA 17604
(717) 898-6542
(800) 866-5753

Kleer-Flo Company
15151 Technology Drive
Eden Prairie, MN 55344
(800) 328-7942

Liberty Engineering
9248 Eton Ave.
Chatsworth, CA 91311
(818) 786-8111
(800) 257-4838

K-W Products
(formerly Kwik-Way Mfg. Co.)
500-57th St.
Marion, IA 52302
(800) 553-5953
In Iowa (800) 332-5499

MTI Corporation
(Mitutoyo Representative in U.S.)
Contact the office in your area.

- Chicago (708) 820-9666
- Dallas (214) 550-8645
- Detroit (313) 459-2810
- Los Angeles (818) 961-9661
- New Jersey (201) 368-0525

Neway Mfg.
1013 N. Shinawasee
Corunna, MI 48817
(800) 248-3889

Norco Industries, Inc.
365 W. Victoria St.
Compton, CA 90220
(310) 639-4000

Owatonna Tool Co., Inc. (OTC)®
655 Eisenhower Drive
Owatonna, MN 55060
(800) 533-5338

Robinair Division
Robinair Way
Montpelier, OH 43543-0193
See your local auto parts suppliers.

Rotary Lift
P.O. Box 1560
Madison, IN 47250-0560
(812) 273-1622
(800) 445-5438

Snap-on® Tools Corp.
Contact your local Snap-on Tool representative.

Specialty Products Company
4045 Specialty Place
Longmont, CO 80504-9990
(800) 525-6505

Sun Electric Corp.
1 Sun Parkway
Crystal Lake, IL 60014
(815) 459-7700

Stant Inc.
1620 Columbia Ave.
Connersville, IN 47331
(317) 825-3121

White Industries
100 Visionary Way
Fisher, IN 46038
(800) 633-2827
In Indiana (317) 849-6830

The products, manufacturers, and suppliers referred to in this Service Bulletin are brought to the dealer's attention solely for the dealer's own information and investigation. American Honda disclaims any responsibility concerning these products. The information supplied is based on the manufacturer's representations.

SERVICE BULLETIN

HONDA
AUTOMOBILE SERVICE DEPARTMENT

Model 1988-92 CIVIC 1990-92 ACCORD 1992 PRELUDE	Applicable To ALL	File Under ELECTRICAL	Bulletin No 89-027
			Issue Date FEB 28, 1991

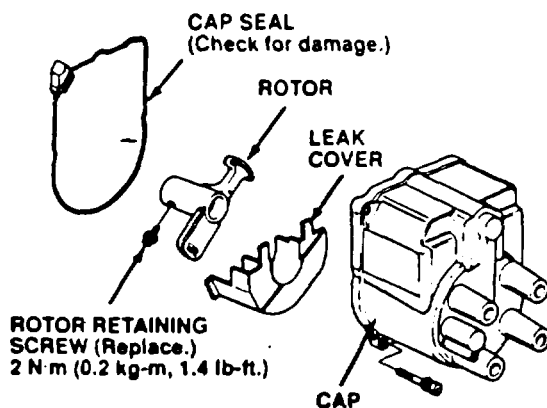
JK

Distributor Repair Procedure (Supersedes 89-027 Distributor Repair Procedure, dated July 19, 1991)

A distributor sub-assembly is available. The sub-assembly (Distributor Housing complete), includes the distributor housing, TDC sensor, crank angle sensor, and cylinder sensor. This allows the replacement of these sensors without replacing the distributor assembly. The igniter and ignition coil are not included in the sub-assembly, but are available separately. Replacement of the coil and/or the igniter are separate operations detailed in the flat rate manual.

DISASSEMBLY

1. Disconnect the connector from the distributor.
2. Disconnect the spark plug wires from the distributor cap.
3. Remove the distributor hold-down bolts, then remove the distributor from the cylinder head.
4. Remove the distributor cap, cap seal, leak cover, and rotor.



5. Transfer the igniter, ignition coil, sub-harness (if applicable), and condenser (if applicable) to the new distributor sub-assembly, as shown in the Electrical Section of the appropriate service manual.
6. Install the leak cover, cap seal, rotor, and distributor cap.
7. Reset the PGM-FI ECU as shown in the Fuel/Emissions Section of the appropriate service manual.

8. Install the distributor on the engine, warm the engine up to normal operating temperature then adjust the ignition timing to specifications

PARTS INFORMATION

Distributor Housing Complete

1990-92 Accord
P/N 30105-PT3-A02, H/C 3275799
1988-91 Civic 1.5 (except CRX HF)
P/N 30105-PM5-A05, H/C 3808763
1988-91 Civic 1.6 and CRX HF
P/N 30105-PM6-036, H/C 3808771
1992 Civic 4-Dr. (DX & LX)
P/N 30105-P06-A02, H/C 3879244
1992 Civic 4-Dr. (EX)
P/N 30105-P08-006, H/C 3879251
1992 Prelude (S)
P/N 30105-P12-A01, H/C 3940277
1992 Prelude (Si)
P/N 30105-P14-A01, H/C 3940285

WARRANTY CLAIM INFORMATION

In warranty: The normal warranty applies.

Out-of-warranty: Any repair performed after warranty expiration may be eligible for goodwill consideration by the District Service Manager. You must request consideration, and get the DSM's decision, before starting work.

Operation number: 117105

Flat rate time: 0.5 hour

Failed part: Use the P/N of the failed part

Defect code: See flat rate manual

Contention code: See flat rate manual

SERVICE BULLETIN

HONDA

Model	Applicable To	File Under	Bulletin No.
ALL	ALL	ACCESSORIES	89-029
			Issue Date MAY 6, 1999

Audio Unit In Warranty Exchange/Out of Warranty Repair

(Supersedes 89-029, Audio Unit In Warranty Exchange/Out of Warranty Repair, dated December 18, 1995)

COVERAGE

This bulletin applies to all Honda radios (including those with keyless entry), CD players, and cassette tape players, both in warranty and out of warranty.

NOTE: For service on out-of-warranty Alpine audio units, customers can go through a Honda dealer, or contact Alpine Electronics directly by calling Alpine's customer service number. The number is (800) 421-2284, extension 8888. *This number is for Alpine units only.*

WARRANTY CLAIM INFORMATION

NOTE: Remanufactured CD changer controllers are not available; replace a faulty controller with a new one.

In warranty: The normal warranty applies.

Out of warranty: Any repair performed after warranty expiration may be eligible for goodwill consideration by the District Service Manager or your Zone Office. You must request consideration, and get a decision, before starting work.

Operation number: From the Flat Rate Manual

Flat rate time: From the Flat Rate Manual

Failed P/N: Use the "RM" Part Number (from the repair order) *without the "RM"*
EXAMPLE: 08A06-341-110

Defect code: From the Flat Rate Manual

Contention code: From "Audio Contention Codes" in the Flat Rate Manual

Part used for repair: Use the "RM" Part Number (from the repair order)
EXAMPLE: 08A06-341-110RM

DIAGNOSIS

Advisor:

- For every audio problem, whether in warranty or not, fill out your part of this form (Y0386, pad of 25).

Audio System Diagnosis and Core Return Form
You will be charged a \$25.00 deposit for this form to act as a receipt for the return of the form.

1. Advisor: Complete the following items, then attach this form to the R.O. Your initials: _____

Customer's Name: _____

Model: _____

Year: _____

Problem: _____

2. Technician: Mark all that apply. Could you duplicate the problem? ☐ Yes ☐ No

3. Parts Manager: Complete the information below, and follow the instructions.

4. Attach the following items to the back of the repair order:

5. This information is not required if the radio unit is not in warranty.

Technician:

- Fill out your part of the form. If you find that the radio, tape player, or CD player is OK, check the rest of the system (speakers, wiring, antenna and cable).

- Review Performance videotape Y1343, *Radio Diagnosis*.
- Also refer to applicable service bulletins:

91-007	CD Changer Troubleshooting: All Accords w/trunk-mounted CD changer
92-026	Trunk CD Changer Magazine Won't Eject: All vehicles with optional CD changer
93-003	Product Update: Accord Audio System: 90-91 Accord
94-011	Poor Reception or Interference on the Radio: 90-93 Accord 92-93 Prelude

Advisor and Technician:

- If the unit is faulty, go to IN WARRANTY EXCHANGE (page 2) or OUT OF WARRANTY REPAIR (page 4).

046163

IN WARRANTY EXCHANGE

Technician:

1. Before you remove the faulty unit from the vehicle, get a remanufactured unit from your parts department that matches the faulty one. (The parts manager will order the correct unit as described in step 4.)

NOTE: If the faulty unit is a CD player or cassette tape player with no model identification on its faceplate, refer to the next page.

- If you get a remanufactured unit from your parts department (or *new* CD changer controller), go to step 2.
- If your parts department does not have a remanufactured unit (or new controller), ask them to order one, and then return the vehicle to the advisor.

2. Remove the faulty unit, and install the remanufactured one (or new controller).

NOTE: If a cassette tape or CD is stuck inside the unit, *leave it there*:

- The vendor needs it for diagnosis and testing.
- If you try to remove it, you'll damage the unit.
- The vendor will return the unit if the tape or CD has been removed or the unit has been damaged.

Fill out a Tape or CD Return Label (order Y0325), and stick it on the unit. The vendor will remove the tape or CD and mail it back to the customer.

Customer Tape or CD Return Label		
NAME _____		
STREET ADDRESS _____		
CITY _____	STATE _____	ZIP CODE _____
Y0325		

Advisor:

3. Return the vehicle to the customer, and schedule a date for installing the remanufactured unit based on its estimated time of arrival.

Parts Manager:

4. Order the remanufactured unit listed for that vehicle in Parts Bulletin A95-0008.

NEW

- Refer to the next page to help identify an optional audio unit such as a CD player.
- For a Bose amplifier, see Parts Bulletin A94-0047.
- For a CD changer controller, order a new unit.

NOTE: If the replacement unit is not the same part number as the faulty unit, the warranty claim will be debited, and you will not receive credit for the value of the core.

5. Fill out your part of the Audio System Diagnosis and Core Return Form (Y0386).

6. Fill out the FEDEX airbill that came in the box with the remanufactured unit. Write your dealer number and the warranty claim number on it as shown in the sample below. The airbill should have this address *preprinted* on it:

AHM Reman
c/o N K PARTS INDUSTRIES
2640 Campbell Rd.
Sidney, OH 45365

Preprinted Federal Express Airbill

- Do not use an ordinary FEDEX airbill. The preaddressed airbill has a special account number on it for the Exchange Program. If you need more airbills, call your assigned Parts Center.
 - Ship the unit to the *correct place* (the preprinted address on the airbill). Do not ship it to the manufacturer or the WPI (Warranty Parts Inspection) Center.
7. On the repair order, write down the warranty claim number, the original part number, and the FEDEX airbill number.
 8. Ship the faulty unit in the remanufactured unit box, along with the required paperwork:

- A copy of the DCS warranty claim
- Two copies (white and yellow) of the Audio System Diagnosis and Core Return Form

If the claim form and the Diagnosis and Core Return Form are incomplete or are not in the box, you will be charged a \$50.00 diagnostic fee.

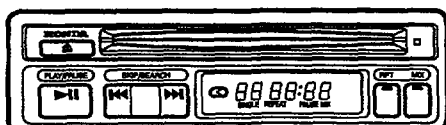
When the faulty unit is received, your parts request will be credited, and core credit will be posted to your dealership balance forward account. (The credit can be identified by the unit part number + "CO.")

Identification of Optional Audio Units for In Warranty Exchange (1990 thru 1996 model years)

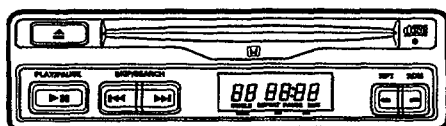
Optional audio units may have no model identification on their faceplates, so for an in warranty exchange, instead of removing the faulty unit to check its part number label, just match its faceplate with one of these illustrations and order the remanufactured part number listed below it.



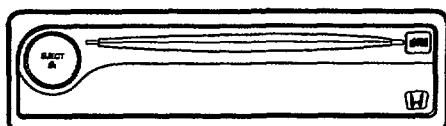
CD Player: P/N 08118-SF107AHRM



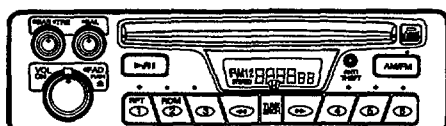
CD Player: P/N 08A06-101-210RM



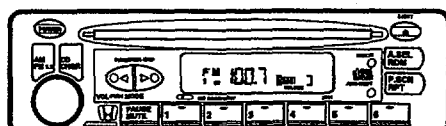
CD Player: P/N 08A06-121-210RM



CD Player: P/N 08A06-141-212RM



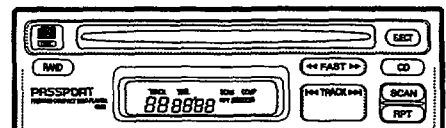
Tuner w/CD Player: P/N 08A06-121-110RM



Tuner w/CD Player: P/N 08A06-341-110RM



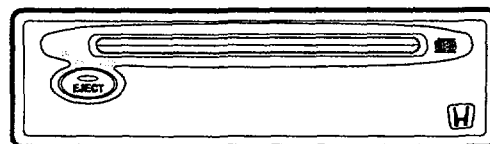
CD Player: P/N 08A06-TB4200RM (Passport)



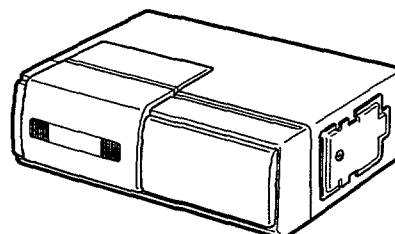
CD Player: P/N 08A06-TB4201RM (Passport)



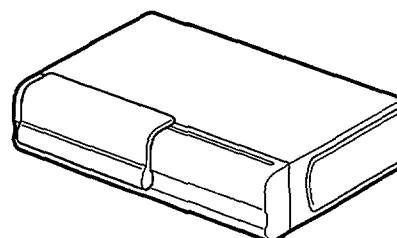
Cassette Tape Player: P/N 08A57-S01-100RM



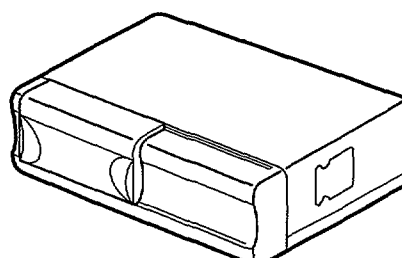
CD Player: P/N 08A06-361-210RM



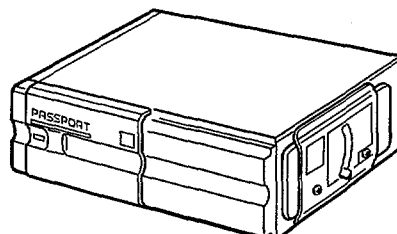
CD Changer: P/N 08A06-101-410RM



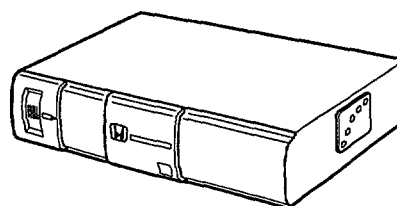
CD Changer: P/N 08A06-131-420RM
or: P/N 08A06-121-410RM



CD Changer: P/N 08A06-141-420RM



CD Changer: P/N 08A06-TB4412RM (Passport)



CD Changer: P/N 08A06-161-420RM

OUT OF WARRANTY REPAIR (back to '82 units)

Advisor:

1. Give the customer an estimate to repair the unit (see step 5) plus the labor to remove and reinstall it. For an Alpine unit, the customer has the option of contacting Alpine Electronics directly. Alpine's customer service number is (800) 421-2284, extension 8888.

Technician:

2. Remove the faulty unit. If a tape or CD is stuck inside, *leave it there*; the vendor will remove and return it.

Parts Manager:

3. Fill out your part of the Audio Diagnosis Form (Y0386).
4. Deal directly with the vendors listed in step 9:
 - Ship the unit to the vendor, prepaid, via UPS.
 - The vendor will repair the unit and ship it back within five working days via UPS ground, prepaid (include the amount in your dealership check) or 2nd-day air, C.O.D. (if you request it). Units damaged by misuse or mishandling cannot be shipped back within the usual five days.
 - The vendor guarantees the repair for 90 days from the date of the paid customer R.O.
5. Select a total cost from this chart, based on the type of unit and the customer's choice of shipping.

Audio Unit	Repair Cost...	..with Return Freight	
		UPS Ground	UPS 2nd-Day
Radio	\$30.00	\$34.87	\$40.75
Radio w/keyless entry	\$65.00	\$69.87	\$75.75
Booster/Equalizer	\$40.00	\$44.87	\$50.75
Radio w/tape player	\$65.00	\$69.87	\$75.75
CD player or CD player w/radio or CD changer	\$90.00	\$94.87	\$100.75
CD changer controller	\$40.00	\$44.87	\$50.75
Cassette tape player	\$40.00	\$44.87	\$50.75

A *damaged* unit may need additional repair. If so the vendor will call you with an estimate of any additional charges.

- If you OK the estimate, mail a *dealership* check for the additional amount to the vendor.
 - If not, the unit will be returned to you along with a refund. However, you will still be charged \$25.00 (C.O.D.) for diagnosis, shipping, and handling.
6. Get the required paperwork:
 - A *dealership* check made out to the vendor for the cost of repair and the return shipment. Units sent without a check will be returned unrepaid, or they will be repaired and returned C.O.D.
 - White and yellow copies of the completed Audio System Diagnosis and Core Return Form (Y0386). Units sent without them will be held unrepaid until completed copies are received.

7. Identify the manufacturer. Units sent to the wrong vendor cannot be shipped back in the usual five days.
 - Look for a number code on the face of the unit.



First Digit of Vendor Code	Manufacturer
1	Panasonic
2	Alpine
3	Pioneer
4	Clarion
6	Fujitsu Ten

- If the unit has no code on its face, check the label on the unit housing and compare the first two or three letters of the radio reference number (or the audio unit model number) to this list:

CE or SD Fujitsu Ten
 CM or CD Alpine
 CQ or CR Panasonic
 KEH or DEH ... Pioneer
 PH Clarion

8. Carefully pack the unit and the paperwork in a suitable box, and label the box clearly. Lost or damaged units are the responsibility of the sender; keep all shipping documents and insurance receipts.
9. Ship the unit to the appropriate vendor. To check the status of a unit, call the vendor. If you or your customer have any problems with this program, please call your Zone Customer Relations office.

Alpine Electronics

19145 Gramercy Place
 Torrance, CA 90501

(800) 421-2284, CA only: (800) 262-4150 **NEW**

Clarion Factory Service Center

661 W. Redondo Beach Blvd.
 Gardena, CA 90247-4201

(310) 327-9100 (Ask for Customer Service)

Fujitsu Ten

19600 S. Vermont Avenue
 Torrance, CA 90502

(800) 237-5413

Panasonic Company West

OEM/AP Service 16-B-9

6550 Katella Avenue

Cypress, CA 90630

(714) 373-7500

Pioneer Electronics Service, Inc.

Honda OEM Division

1925 E. Dominguez Street

Long Beach, CA 90810

(800) 421-1404

SERVICE BULLETIN

HONDA

AUTOMOBILE SERVICE PUBLICATIONS

Model	Applicable To	File Under	Bulletin No.
ALL	ALL	GENERAL	90-007
			Issue Date
			AUG 19, 1996

Automobile Service Publications and Supplies (Supersedes 90-007, dated May 20, 1996)

This service bulletin lists all the service publications and supplies currently available. They are distributed by Helm, Inc.

ORDERING INFORMATION

Service publications and supplies may be ordered by telephone, fax, mail, or HONDANET.

Ordering by Telephone – Call Helm at (800) 782-4356. Telephone orders are accepted Monday through Friday only between the hours of 8:00 a.m. and 6:00 p.m., Eastern time.

Ordering by Fax – Complete a Wholesale Publications and Service Supplies Order Form (Y0254), and fax it to Helm at (313) 865-5927. Orders can be faxed 24 hours a day.

Ordering by Mail – Complete a Wholesale Publications and Service Supplies Order Form (Y0254) and mail it to this address:

AHM Service Division Order Desk
Helm, Incorporated
14310 Hamilton Ave.
Highland Park, MI 48203

Ordering by HONDANET – Service publications and service supplies may be ordered via HONDANET. Orders received at AHM are sent electronically overnight to Helm for next day processing. (Rush orders should be sent via fax or telephone.)

Shipping – Unless a real emergency exists, check "Normal (Best Way)" in the shipping instructions box. Special handling/shipping is expensive and can cost more than the publication itself.

Returns – Material cannot be returned without receiving advance authorization within 30 days of delivery. Call (800) 782-4356 for authorization. A re-stocking fee may be applied against the original order.

All publications and supplies ordered are billed to the dealership's account through the Honda Dealer Parts Account System.

NOTE:

- All 1997 model publications may not be available at the time of this printing. When available, 1997 publications will be automatically shipped to your dealership in your subscription quantities.
- Some older service manuals, body repair manuals, electrical troubleshooting manuals and owner's manuals are now out of print. They are available as electrostatic copies of printed manuals. These reproductions may be of lower quality than the original printed, bound book. Reproductions are loose-leaf, three-hole punched and shrink-wrapped. To request an order form or other information, please contact Helm. See listing on page 9.

HONDA		Wholesale Publications and Service Supplies Order Form (Y0254)			
Please order using one of the following methods:					
MAIL	Complete this form and send to: AHM Service Division Order Desk Helm Inc. 14310 Hamilton Ave. Highland Park, MI 48203				
FAX	To: Helm Inc. (313) 865-5927				
CALL	Toll Free 1-800-782-4356 Monday – Friday 8:00 a.m. – 6:00 p.m. EST				
NOTE: You must identify yourself as a Honda Dealer to get the wholesale prices.					
<ul style="list-style-type: none"> • If necessary to inquire about an order, telephone 1-800-782-4356, and refer to your dealer code. • Refer to Service Bulletin 90-007 (Service Materials) for Publication or Service Supply order numbers. • Prices subject to change without notice. • Please print or type all information on this form. • Chargeable items and appropriate taxes will appear on your monthly balance forward account. Applicable order handling/shipping costs will also be charged. • Dealers on C.O.D. basis may purchase by cash or credit card. 					
BILL TO		DEALER NAME ADDRESS CITY STATE ZIP DEALER NUMBER PHONE FOL. NO. or REV. NO. DEALER FAX NUMBER			
SHIP TO		DEALER NAME ATTENTION or DEPARTMENT ADDRESS (NO. 1001 HAMILTON) CITY STATE ZIP			
HONDANET Ordering by HONDANET – Service Publications and Service Supplies may be ordered via HONDANET. Orders received by AHM are sent electronically overnight to Helm for next day processing. (Rush orders should be sent via fax or telephone.) SHIPPING – Unless a real emergency exists, request "Normal (Best Way)" for material to be shipped. Special handling/shipping is expensive and can cost more than the material itself.					
LINE NO.	PUBLICATION or SERVICE SUPPLY NO.	ITEM DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
01					
02					
03					
04					
05					
06					
07					
08					
09					
10					
11					
12					
SHIPPING INSTRUCTIONS <input type="checkbox"/> NORMAL (Best Way) <input type="checkbox"/> SPECIAL (Specify Method Below)		AUTHORIZED SIGNATURE DATE NOTE: Orders without a signature or valid dealer number will be returned.		ENTER YOUR TAX NUMBER HERE IF ANY ITEMS CHECKED ARE FOR RESALE. 9	
© 1997 American Honda Motor Co., Inc. – All Rights Reserved		WHITE – HELM YELLOW – DEALER		FORM NUMBER Y0254 AEA 1/24/97 1000	

Service Manuals

MODEL	YEAR	TYPE	P/N	D/N	S/R
ACCORD	1978	ALL	6167101	33.00	50.00
	1979	ALL	6167102	33.00	50.00
	1980	ALL	6167103	33.00	50.00
	1981	ALL	6167104	33.00	50.00
	1982	ALL	61SA500	37.00	51.00
	1983	ALL	61SA501	37.00	51.00
	1985	ALL	61SA503	37.00	51.00
	1986	ALL	61SE300	37.00	51.00
	1987	ALL (Includes Supp.)	61SE301	41.00	51.00
	1988	ALL	61SE303	37.00	51.00
	1989	ALL	61SE304	41.00	51.00
	1990	ALL	61SM401	44.00	54.00
	1991	ALL	61SM403	44.00	54.00
	1992	ALL	61SM404	46.00	56.00
	1993	ALL	61SM405	46.00	56.00
	1994	4-Door	61SV400	46.00	56.00
		2-Door-Wagon Supp. ¹	61SV200	16.00	21.00
	1995	2/4-Door-Wagon	61SV401	46.00	56.00
		4-Door V6 Supplement ²	61SV402	22.00	28.00
	1995 – 1996	4-Door V6 Supplement ³	61SV404	23.00	29.00
	1996	2/4-Door-Wagon	61SV403	48.00	56.00
	1995 – 1997	4-Door V6 Supplement ⁴	61SV406	23.00	29.00
	1997	2/4-Door-Wagon	61SV405	48.00	56.00
CIVIC	1975	CVCC	6165710	30.00	44.00
	1976	CVCC	6165720	30.00	44.00
	1978	CVCC	6165740	34.00	44.00
		Sedan ⁵	6163400	30.00	44.00
	1979	CVCC	6165750	30.00	44.00
	1980	ALL	61SA000	30.00	44.00
	1981	ALL	61SA001	34.00	47.00
	1982	ALL	61SA002	34.00	47.00
	1983	ALL	61SA003	34.00	47.00
	1984	ALL	61SB200	34.00	47.00
	1987	3/4-Door-Wagon-4WD	61SB302	37.00	50.00
		CRX/Si	61SB204	37.00	50.00
	1988	3/4-Door	61SH300	39.00	52.00
		CRX/Si	61SH200	39.00	52.00
		Wagon-4WD	61SH500	39.00	52.00
	1989	3/4-Door	61SH301	39.00	52.00
		CRX/Si	61SH201	39.00	52.00
		Wagon-4WD	61SH501	39.00	52.00

¹ – Supplement only. For complete 1994 coverage order with 61SV400.

² – Supplement only. For complete V6 coverage order with 61SV401.

³ – Supplement only. For complete V6 coverage order with 61SV401 (1995) or 61SV403 (1996).

⁴ – Supplement only. For complete V6 coverage order with 61SV401(1995) or 61SV403 (1996) or 61SV405 (1997).

⁵ – 1200 CC Engine only.

Service Manuals (continued)

MODEL	YEAR	TYPE	P/N	D/N	S/R
CIVIC	1990	3/4-Door	61SH302	42.00	52.00
		CRX/Si	61SH202	42.00	52.00
		Wagon-4WD	61SH502	42.00	52.00
	1991	3/4-Door	61SH303	44.00	54.00
		CRX/Si	61SH203	44.00	54.00
		Wagon-4WD	61SH503	44.00	54.00
	1992	ALL	61SR300	46.00	56.00
	1993	2/3/4-Door	61SR301	46.00	56.00
	1994	2/3/4-Door	61SR302	46.00	56.00
	1995	2/3/4-Door	61SR303	46.00	56.00
	1996	2/3/4-Door	61S0300	48.00	58.00
		2-Door CVT Supp. ¹	61S0301	16.00	20.00
	1996 - 1997	2/3/4-Door	61S0302	48.00	58.00
CR-V	1997	ALL	61S1000	48.00	58.00
DEL SOL	1993	ALL	61SR200	46.00	56.00
	1994	ALL	61SR201	46.00	56.00
	1995	ALL	61SR202	46.00	56.00
	1996	ALL	61SR203	48.00	58.00
	1997	Supplement ²	61SR204	16.00	20.00
ODYSSEY	1995	ALL	61SX000	46.00	56.00
	1996	ALL	61SX001	48.00	58.00
	1997	ALL	61SX002	48.00	58.00
PASSPORT	1994 - 1995	Service Manual & Supp. ³	61UC101	46.00	56.00
	1994 - 1995	Supplement ⁴	61W3Y12	15.00	19.00
	1995.5	ALL	61W3Y02	48.00	58.00
	1996	ALL	61W3Y03	48.00	58.00
		Supplement ⁵	61W3Y04	15.00	19.00
		Fuel & Emissions ⁶	61W3Y05	20.00	25.00
	1997	ALL	61W3Y06	48.00	58.00
		Fuel & Emissions ⁷	61W3Y07	20.00	25.00
PRELUDE	1979	ALL	6169200	33.00	50.00
	1980	ALL	6169201	33.00	50.00
	1982	ALL	6169203	33.00	50.00
	1983	ALL	61SB000	33.00	50.00
	1984	ALL	61SB001	33.00	50.00
	1985	ALL (Includes Supp.)	61SB002	33.00	50.00
	1987	ALL	61SB004	41.00	51.00
	1988	ALL	61SF101	37.00	51.00

¹ - Supplement for CVT transmission only. For complete coverage order with 61S0300.

² - Supplement only. For complete 1997 coverage order with 61SR203.

³ - This set provides complete service manual information for the 1994 and 1995 Passport.

⁴ - Included in 61UC101 set.

⁵ - Supplement only. For complete 1996 coverage order with 61W3Y03.

⁶ - Fuel & Emissions only. For complete 1996 coverage order with 61W3Y03.

⁷ - Fuel & Emissions only. For complete 1997 coverage order with 61W3Y06.

Service Manuals (continued)

MODEL	YEAR	TYPE	P/N	D/N	S/R
PRELUDE	1989	ALL	61SF102	37.00	51.00
	1991	ALL	61SF104	44.00	54.00
	1992	ALL	61SS000	46.00	56.00
	1993	ALL	61SS001	46.00	56.00
	1994	ALL	61SS002	46.00	56.00
	1995	ALL	61SS003	46.00	56.00
	1996	Supplement ¹	61SS004	16.00	22.00
	1997	ALL	61S3000	46.00	56.00

Body Repair Manuals

MODEL	YEAR	TYPE	P/N	D/N	S/R
ACCORD	1986 – 1990	3/4-Door	61SE330	22.00	30.00
	1988 – 1989	2-Door	61SG730	22.00	30.00
	1990 – 1992	2/4-Door	61SM430	24.00	32.00
	1990 – 1993	2/4-Door-Wagon	61SM431	24.00	32.00
	1994	2/4-Door-Wagon	61SV430	24.00	32.00
	1995 – 1997	ALL	61SV431	24.00	32.00
CIVIC	1988 – 1991	CRX/Si	61SH230	22.00	30.00
		Wagon-4WD	61SH530	22.00	30.00
		3/4-Door	61SH330	23.00	30.00
	1992	ALL	61SR330	24.00	32.00
	1993 – 1995	2/3/4-Door	61SR331	24.00	32.00
	1996 – 1997	ALL	61S0330	26.00	32.00
	1997	Supplement ²	61S0331	12.00	20.00
CR-V	1997	ALL	61S1030	26.00	32.00
DEL SOL	1993 – 1997	ALL	61SR230	24.00	32.00
ODYSSEY	1995 – 1997	ALL	61SX030	24.00	32.00
PRELUDE	1988 – 1991	ALL	61SF130	24.00	32.00
	1992 – 1996	ALL	61SS030	24.00	32.00
	1997	ALL	61S3030	24.00	32.00

Electrical Troubleshooting Manuals

MODEL	YEAR	TYPE	P/N	D/N	S/R
ACCORD	1984	ALL	61SA502EL	23.00	31.00
	1985	ALL	61SA503EL	23.00	31.00
	1986	ALL	61SE300EL	23.00	31.00
	1987 – 1988	ALL	61SE303EL	23.00	31.00
	1989	ALL	61SE304EL	23.00	31.00
	1990	ALL	61SM400EL	23.00	31.00
	1991	ALL	61SM403EL	23.00	31.00
	1992	ALL	61SM404EL	24.00	32.00
	1993	ALL	61SM405EL	24.00	32.00

1 – Supplement only. For complete 1996 coverage order with 61SS003.

2 – Supplement only. For complete 1997 coverage order with 61S0330.

Electrical Troubleshooting Manuals (continued)

MODEL	YEAR	TYPE	P/N	D/N	S/R
ACCORD	1994	ALL	61SV400EL	24.00	32.00
	1995	ALL	61SV401EL	24.00	32.00
	1996	ALL	61SV403EL	26.00	34.00
	1997	ALL	61SV405EL	26.00	34.00
CIVIC	1984	3/4-Door-Wagon	61SB200EL2	23.00	31.00
		CRX/Si	61SB200EL	23.00	31.00
	1985	3/4-Door-Wagon	61SB201EL2	23.00	31.00
		CRX/Si	61SB202EL	23.00	31.00
	1986 – 1987	CRX	61SB203EL	23.00	31.00
	1988	CRX/Si	61SH200EL	23.00	31.00
		Wagon-4WD	61SH500EL	23.00	31.00
	1989	3/4-Door	61SH301EL	23.00	31.00
		CRX/Si	61SH201EL	23.00	31.00
		Wagon-4WD	61SH501EL	23.00	31.00
	1990	3/4-Door	61SH302EL	23.00	31.00
		CRX/Si	61SH202EL	23.00	31.00
		Wagon-4WD	61SH502EL	23.00	31.00
	1991	3/4-Door	61SH303EL	23.00	31.00
		CRX/Si	61SH203EL	23.00	31.00
		Wagon-4WD	61SH503EL	23.00	31.00
	1992	ALL	61SR300EL	25.00	33.00
	1993	2/3/4-Door	61SR301EL	25.00	33.00
	1994	2/3/4-Door	61SR302EL	25.00	33.00
	1995	2/3/4-Door	61SR303EL	25.00	33.00
	1996	2/3/4-Door	61S0300EL	27.00	35.00
	1997	2/3/4-Door	61S0302EL	27.00	35.00
CR-V	1997	ALL	61S1000EL	27.00	35.00
DEL SOL	1993	ALL	61SR200EL	24.00	32.00
	1994	ALL	61SR201EL	24.00	32.00
	1995	ALL	61SR202EL	24.00	32.00
	1996	ALL	61SR203EL	27.00	35.00
	1997	ALL	61SR204EL	27.00	35.00
ODYSSEY	1995	ALL	61SX000EL	24.00	32.00
	1996	ALL	61SX001EL	26.00	34.00
	1997	ALL	61SX002EL	26.00	34.00
PASSPORT	1994 – 1995	ALL	61UC101EL	24.00	32.00
	1995.5	ALL	61W3Y02EL	26.00	34.00
	1996	ALL	61W3Y03EL	26.00	34.00
	1997	ALL	61W3Y06EL	26.00	34.00
PRELUDE	1983	ALL	61SB000EL	23.00	31.00
	1984	ALL	61SB001EL	23.00	31.00
	1985	ALL	61SB002EL	23.00	31.00
	1986	ALL	61SB003EL	23.00	31.00
	1987	ALL	61SB004EL	23.00	31.00

Electrical Troubleshooting Manuals (continued)

MODEL	YEAR	TYPE	P/N	D/N	S/R
PRELUDE	1988	ALL	61SF100EL	23.00	31.00
	1989	ALL	61SF102EL	23.00	31.00
	1990	ALL	61SF103EL	23.00	31.00
	1991	ALL	61SF104EL	23.00	31.00
	1992	ALL	61SS000EL	24.00	33.00
	1993	ALL	61SS001EL	24.00	33.00
	1994	ALL	61SS002EL	24.00	33.00
	1995	ALL	61SS003EL	24.00	33.00
	1996	ALL	61SS004EL	26.00	35.00
	1997	ALL	61S3000EL	26.00	35.00

Owner's Manuals

MODEL	YEAR	TYPE	P/N	D/N	S/R
ACCORD	1981	ALL	3168954	12.00	16.00
	1982	ALL	31SA501	12.00	16.00
	1983	ALL except SE	31SA5600	12.00	16.00
	1984	ALL	31SA5620	12.00	16.00
	1985	ALL	31SA5632	12.00	16.00
	1986	3-Door	31SE0601	12.00	16.00
		4-Door	31SE3601	12.00	16.00
	1987	3-Door	31SE0631	12.00	16.00
		4-Door	31SE3621	12.00	16.00
	1988	2-Door	31SG7603	12.00	16.00
		3-Door	31SE0644	12.00	16.00
		4-Door	31SE3635	12.00	16.00
	1989	2-Door	31SG7611	12.00	16.00
		3-Door	31SE0651	12.00	16.00
		4-Door	31SE3642	12.00	16.00
	1990	2-Door	31SM2602	12.00	16.00
		4-Door	31SM4606	12.00	16.00
	1991	2-Door	31SM2610	12.00	16.00
		4-Door	31SM4611	12.00	16.00
		Wagon	31SM5603	12.00	16.00
	1992	2-Door	31SM2620	14.00	18.00
		4-Door	31SM4620	14.00	18.00
		Wagon	31SM5701	14.00	18.00
	1993	2-Door	31SM2630	14.00	18.00
		4-Door	31SM4640	14.00	18.00
		Wagon	31SM5630	14.00	18.00
	1994	2-Door	31SV2600	14.00	18.00
		4-Door	31SV4600	14.00	18.00
		Wagon	31SV5600	14.00	18.00

Owner's Manuals (continued)

MODEL	YEAR	TYPE	P/N	D/N	S/R
ACCORD	1995	2-Door	31SV2610	14.00	18.00
		4-Door	31SV1611	14.00	18.00
		Wagon	31SV5610	14.00	18.00
	1996	2-Door	31SV2620	16.00	20.00
		4-Door	31SV1620	16.00	20.00
		Wagon	31SV5620	16.00	20.00
	1997	2-Door	31SV2630	16.00	20.00
		4-Door	31SV1630	16.00	20.00
		Wagon	31SV5630	16.00	20.00
CIVIC	1980	3-Door	31SA001	12.00	16.00
	1981	ALL	31SA006	12.00	16.00
	1983	ALL	31SA0600	12.00	16.00
	1984	3/4-Door-Wagon	31SB3610	12.00	16.00
	1985	CRX/Si	31SB2621	12.00	16.00
		3/4-Door	31SB3622	12.00	16.00
		Wagon-4WD	31SD9601	12.00	16.00
	1986	CRX/Si	31SB2630	12.00	16.00
		3/4-Door	31SB3630	12.00	16.00
		Wagon-4WD	31SD9610	12.00	16.00
		Wagon	31SB6610	12.00	16.00
	1987	CRX/Si	31SB2641	12.00	16.00
		3/4-Door	31SB3641	12.00	16.00
		Wagon-4WD	31SD9622	12.00	16.00
		Wagon	31SB6623	12.00	16.00
	1988	CRX/Si	31SH2604	12.00	16.00
		3/4-Door	31SH3607	12.00	16.00
		Wagon-4WD	31SH5601	12.00	16.00
	1989	CRX/Si	31SH2610	12.00	16.00
		3/4-Door	31SH3611	12.00	16.00
		Wagon-4WD	31SH5611	12.00	16.00
	1990	CRX/Si	31SH2624	12.00	16.00
		3/4-Door	31SH3626	12.00	16.00
		Wagon-4WD	31SH5623	12.00	16.00
	1991	CRX/Si	31SH2630	12.00	16.00
		3/4-Door	31SH3630	12.00	16.00
		Wagon-4WD	31SH5630	12.00	16.00
	1992	3-Door	31SR3600	14.00	18.00
		4-Door	31SR4600	14.00	18.00
	1993	2-Door	31SR8601	14.00	18.00
		3-Door	31SR3610	14.00	18.00
		4-Door	31SR4611	14.00	18.00
	1994	2-Door	31SR8610	14.00	18.00
		3-Door	31SR3620	14.00	18.00
		4-Door	31SR4620	14.00	18.00

Owner's Manuals (continued)

MODEL	YEAR	TYPE	P/N	D/N	S/R
CIVIC	1995	2-Door	31SR8620	14.00	18.00
		3-Door	31SR3630	14.00	18.00
		4-Door	31SR1630	14.00	18.00
	1996	2-Door	31S02600	16.00	20.00
		3-Door	31S03600	16.00	20.00
		4-Door	31S01600	16.00	20.00
	1997	2-Door	31S02610	16.00	20.00
		3-Door	31S03610	16.00	20.00
		4-Door	31S01610	16.00	20.00
CR-V	1997	ALL	31S10600	16.00	20.00
DEL SOL	1993	ALL	31SR2600	14.00	18.00
	1994	ALL	31SR2610	14.00	18.00
	1995	ALL	31SR2620	14.00	18.00
	1996	ALL	31SR2630	16.00	20.00
	1997	ALL	31SR2640	16.00	20.00
ODYSSEY	1995	ALL	31SX0600	16.00	20.00
	1996	ALL	31SX0610	18.00	22.00
	1997	ALL	31SX0620	18.00	22.00
PASSPORT	1994	ALL	31UC1610	14.00	18.00
	1995	ALL	31W3Y620	14.00	18.00
	1995.5	ALL	31W3Y630	16.00	20.00
	1996	ALL	31W3Y640	16.00	20.00
	1997	ALL	31W3Y650	16.00	20.00
PRELUDE	1980	ALL	3169206	12.00	16.00
	1981	ALL	3169210	12.00	16.00
	1985	1.8 Liter	31SB0620	12.00	16.00
		Si (2.0 Liter)	31SF0600	12.00	16.00
	1986	1.8 Liter	31SB0630	12.00	16.00
		Si (2.0 Liter)	31SF0611	12.00	16.00
	1987	1.8 Liter	31SB0640	12.00	16.00
		Si (2.0 Liter)	31SF0620	12.00	16.00
	1988	ALL	31SF1607	12.00	16.00
	1989	ALL	31SF1610	12.00	16.00
	1990	ALL	31SF1621	12.00	16.00
	1991	ALL	31SF1630	12.00	16.00
	1992	ALL	31SS0604	14.00	18.00
	1993	ALL	31SS0611	14.00	18.00
	1994	ALL	31SS0620	14.00	18.00
	1995	ALL	31SS0630	14.00	18.00
	1996	ALL	31SS0640	16.00	20.00
	1997	ALL	31S30600	16.00	20.00

Spanish Service Manuals

MODEL	YEAR	TYPE	P/N	D/N	S/R
ACCORD	1994	ALL ¹	65SV400	70.00	80.00
	1994 – 1995	ALL ²	65SV401	85.00	95.00
	1995	ALL ³	65SV401-A	20.00	25.00
	1996	ALL ⁴	65SV402	25.00	30.00
CIVIC	1994	ALL ¹	65SR302	70.00	80.00
	1994 – 1995	ALL ²	65SR303	85.00	95.00
	1995	ALL ⁵	65SR303-A	5.00	10.00
	1995	BINDER ⁶	65SR303-B	12.00	16.00
	1996	3/4-Door ¹	65S0300	150.00	165.00
		2-Door Supplement ⁷	65S0200	25.00	35.00
ODYSSEY	1995 – 1996	ALL ¹	65SX000	150.00	165.00

Spanish Electrical Troubleshooting Manuals

MODEL	YEAR	TYPE	P/N	D/N	S/R
CIVIC	1996	ALL ⁴	65S0302	35.00	45.00

OUT-OF-PRINT MANUALS (Available as Reproductions)

Service Manuals

MODEL	YEAR	TYPE	P/N	D/N ⁸	S/R ⁸
N600	1970 – 1972	2-Door	AHN600SM		
Z 360/600	1972	2-Door	616231		
ACCORD	1976 – 1977	CVCC	6167100		
	1984	ALL	61SA502		
CIVIC	1973 – 1977	Except CVCC	6163420		
	1977	CVCC	6165730		
	1979	1200 Except CVCC	6163401		
	1985	3/4-Door – Wagon	61SB300		
		CRX	61SB202		
	1986	3/4-Door – Wagon	61SB301		
		CRX/Si	61SB203		
PRELUDE	1981	ALL	6169202		
	1986	ALL	61SB003		
	1990	ALL	61SF103		

¹ – Includes pages and binder.

² – Includes pages and heavy-duty binder.

³ – Supplement only. Includes pages and heavy-duty binder. For complete 1995 coverage order with 65SV401.

⁴ – Pages only.

⁵ – Supplement pages only. For complete 1995 coverage order with 65SR303.

⁶ – Heavy-duty binder only.

⁷ – Supplement only. Includes pages and binder. For complete 1996 coverage order with 65S0300.

⁸ – Contact Helm for price information.

Electrical Troubleshooting Manuals

MODEL	YEAR	TYPE	P/N	D/N ¹	S/R ¹
CIVIC	1986 – 1987	3/4-Door-Wagon	61SB301EL		
	1988	3/4-Door	61SH300EL		

Owner's Manuals

MODEL	YEAR	TYPE	P/N	D/N ¹	S/R ¹
N600	1970 – 1972	ALL	315686		
ACCORD	1976	CVCC	3167100		
	1977	CVCC	3167150		
	1978	CVCC	3167103		
	1979	3-Door	3168901		
		4-Door	3168801		
	1980	3-Door	3168905		
		3/4-Door	3168950		
	1983	SE	31SA5610		
	1989	SE-i	31SG7650		
CIVIC	1974	ALL	3163422		
	1975	ALL	3163423		
	1976	Except CVCC	3163426		
		CVCC	3165715		
	1977	Except CVCC	3163428		
		CVCC	3165717		
	1978	2/3-Door	3163430		
		CVCC-Wagon	3166315		
	1979	1200	3163431		
		CVCC	3165720		
		CVCC-Wagon	3166317		
	1980	Wagon	31SA301		
	1982	4-Door-Wagon	31SA007		
	1984	2-Door	31SB2600		
PRELUDE	1979	ALL	3169202		
	1982	ALL	3169211		
	1983	ALL	31SB0600		
	1984	ALL	31SB0610		

¹ – Contact Helm for price information.

		Max. Order	Cost	
			D/N	S/R
HELM, INC. ORDER FORMS				
<input type="checkbox"/>	Y0247 Honda Manuals Order Form (Retail Customer) (pack of 25)	5 packs	No charge	
<input type="checkbox"/>	Y0254 Honda Wholesale Publications and Service Supplies Order Form (pad of 25)	5 pads	No charge	
SERVICE MANUAL PROTECTIVE COVER				
<input type="checkbox"/>	E2213 Durabook Protective Covers (set of 10) Spine Thickness 3/4" to 2 3/4"		39.50	
<input type="checkbox"/>	E2214 Durabook Protective Covers (set of 10) Spine Thickness 3/8" to 1"		39.50	
SERVICE BULLETINS				
<input type="checkbox"/>	Y0002 Binder for Service Bulletins		10.00	
<input type="checkbox"/>	Y0029 Service Bulletin Set (pages only)		45.00	
<input type="checkbox"/>	Y0039 Index Dividers for Service Bulletins		3.00	
<input type="checkbox"/>	Y0378 1973 – 1990 Service Bulletin Set (bound book)		35.00	45.00
<input type="checkbox"/>	Y0379 1991 Service Bulletin Set (bound book)		15.00	25.00
<input type="checkbox"/>	Y0380 1992 Service Bulletin Set (bound book)		15.00	25.00
<input type="checkbox"/>	Y0381 1993 Service Bulletin Set (bound book)		15.00	25.00
<input type="checkbox"/>	Y0413 1994 Service Bulletin Set (bound book)		15.00	25.00
FLAT RATE MANUAL				
<input type="checkbox"/>	Y0078 Binder for Flat Rate Manual		10.00	
<input type="checkbox"/>	Y0214 1973 – 1987 Honda Warranty Flat Rate Manual		15.00	
<input type="checkbox"/>	Y0420 1986 – 1996 Accord, 1988 – 1996 Civic, 1988 – 1996 Prelude and 1995 – 1996 Odyssey Flat Rate Manual and 1994 Passport Flat Rate Supplement (pages and tabs only)		15.00	
PDI INFORMATION				
<input type="checkbox"/>	Y0189 New Jersey PDI Sticker (sheet of 33)	2 sheets	No charge	
CONSUMER INFORMATION				
<input type="checkbox"/>	Y0139 Minnesota Disclosure at New Car Sale (single sheet)		No charge	
<input type="checkbox"/>	Y0226 Florida Lemon Law Booklet & Florida Notice to Consumers		No charge	
<input type="checkbox"/>	Y0233 Massachusetts Lemon Law Disclosure Information (single sheet)		No charge	
<input type="checkbox"/>	Y0244 Maine Lemon Law Disclosure Information (single sheet)		No charge	
<input type="checkbox"/>	Y0267 Honda Chlorofluorocarbon Recycling Poster	2	No charge	
<input type="checkbox"/>	Y0272 Vermont Notice of Consumer Rights (one framed copy)	1	No charge	
<input type="checkbox"/>	Y0273 Vermont Dispute Resolution Forms with return envelope (single set)		No charge	
<input type="checkbox"/>	Y0275 Georgia New Car Warranty Rights (single sheet)		No charge	
<input type="checkbox"/>	Y0277 3-Point Seat Belt Poster	2	No charge	
<input type="checkbox"/>	Y0287 Iowa Notice to Consumer of Rights (single sheet)		No charge	
<input type="checkbox"/>	Y0290 BBB Auto Line Booklet (single booklet)		No charge	

		Max. Order	Cost
CONSUMER INFORMATION (continued)			
<input type="checkbox"/> Y0297	Vermont Notice of Consumer Rights (single sheet)		No charge
<input type="checkbox"/> Y0300	Pennsylvania Lemon Law Disclosure Information (single sheet)		No charge
<input type="checkbox"/> Y0305	New Hampshire Notice to Consumer (single sheet)		No charge
<input type="checkbox"/> Y0306	New Hampshire Demand for Arbitration Form (single sheet)		No charge
<input type="checkbox"/> Y0307	New Hampshire Notice to Consumer (framed copy)	1	No charge
<input type="checkbox"/> Y0308	West Virginia Consumer Rights Disclosure (single sheet)		No charge
<input type="checkbox"/> Y0310	Hawaii Notice of Consumer Rights (single sheet)		No charge
<input type="checkbox"/> Y0320	Ohio Consumer Rights Disclosure (single sheet)		No charge
<input type="checkbox"/> Y0322	New Jersey Consumer Rights Disclosure (single sheet)		No charge
<input type="checkbox"/> Y0323	Maryland Consumer Rights Disclosure (single sheet)		No charge
<input type="checkbox"/> Y0350	EPA Auto Air Conditioners and the Ozone Layer: A Consumer Guide (pack of 25)	1 pack	No charge
<input type="checkbox"/> Y0351	Arkansas Consumer Guide to the Lemon Law (booklet)		No charge
<input type="checkbox"/> Y0372	New York New Car Lemon Law Bill of Rights (single sheet)		No charge
<input type="checkbox"/> Y0375	1995 Automobile Consumer Information Sheet (pad of 25)		No charge
<input type="checkbox"/> Y0399	California Consumer Rights Disclosure		No charge
WARRANTY SUPPLIES AND INFORMATION			
<input type="checkbox"/> Y0038	Change of Address or Ownership Card (pad of 100)	1 pad	No charge
<input type="checkbox"/> Y0055	Bridgestone/Firestone/Goodrich/Goodyear/Michelin/Dunlop/Yokohama Tire Warranties (1 set of each brand)	2 sets	No charge
<input type="checkbox"/> Y0056	Accessory Limited Warranty (pad of 50)	2 pads	No charge
<input type="checkbox"/> Y0057	Replacement Parts Limited Warranty (pad of 50)	2 pads	No charge
<input type="checkbox"/> Y0060	Dunlop Tire Warranty (set of 5)	2 sets	No charge
<input type="checkbox"/> Y0066	Binder for Service Operations Manual		10.00
<input type="checkbox"/> Y0076	Automobile Tire Adjustment Inspection Booklet	2 bkts.	2.00
<input type="checkbox"/> Y0105	Warranty Claim Forms (pack of 50)	4 packs	No charge
<input type="checkbox"/> Y0107	Emissions Performance Claim Denial Form (pad of 25)	1 pad	No charge
<input type="checkbox"/> Y0108	Request for Disposition of PDI Credits (pad of 20)	1 pad	No charge
<input type="checkbox"/> Y0119	Warranty Claim Review Form (pad of 20)	2 pads	No charge
<input type="checkbox"/> Y0123	Undercarriage Rust Inspection Labels (sheet of 12 labels)	1 sheet	No charge
<input type="checkbox"/> Y0127	Undercarriage Rust Recall Checklist (pad of 25)	1 pad	No charge
<input type="checkbox"/> Y0152	Request for Labor Rate – Body Shop (1 sheet)	1 sheet	No charge
<input type="checkbox"/> Y0153	Request for Labor Rate – Service Shop (1 sheet)	1 sheet	No charge
<input type="checkbox"/> Y0163	Undercarriage Rust Recall Checklist – Prelude (pack of 25)	1 pack	No charge
<input type="checkbox"/> Y0164	Undercarriage Reimbursement Labels (sheet of 12 labels)	1 sheet	No charge
<input type="checkbox"/> Y0177	Consumer Information Guide (Warranty)	1	No charge
<input type="checkbox"/> Y0181	Tire Warranty Information Wall Chart	2	No charge
<input type="checkbox"/> Y0183	Limited Warranty for Genuine Honda Replacement Mufflers (pad of 25)	1 pad	No charge
<input type="checkbox"/> Y0193	Seat Belt Limited Warranty (pad of 50)	1 pad	No charge
<input type="checkbox"/> Y0206	Automobile Warranty Parts Inspection Label – Marysville, OH (pack of 50)	2 packs	No charge
<input type="checkbox"/> Y0213	Automobile Warranty Parts ID Tags (bundles of 50)*	10 bdls.	No charge
<input type="checkbox"/> Y0229	1990 Auto Warranty Booklet – 49-States	10 bkts.	No charge
<input type="checkbox"/> Y0230	1990 Auto Warranty Booklet – California	10 bkts.	No charge
<input type="checkbox"/> Y0231	Auto Warranty Inspection Parts Return Label (lots of 100)*	2 lots	No charge
<input type="checkbox"/> Y0251	1991 Auto Warranty Booklet – 49-States	10 bkts.	No charge
<input type="checkbox"/> Y0252	1991 Auto Warranty Booklet – California	10 bkts.	No charge

		Max. Order	Cost
WARRANTY SUPPLIES AND INFORMATION (continued)			
<input type="checkbox"/>	Y0280 1992 Accord Warranty Booklet – 49-States	10 bklt.s.	No charge
<input type="checkbox"/>	Y0281 1992 Accord Warranty Booklet – California	10 bklt.s.	No charge
<input type="checkbox"/>	Y0282 1992 Civic/Prelude Warranty Booklet – 49-States	10 bklt.s.	No charge
<input type="checkbox"/>	Y0283 1992 Civic/Prelude Warranty Booklet – California	10 bklt.s.	No charge
<input type="checkbox"/>	Y0302 1993 Auto Warranty Booklet – 49-States	10 bklt.s.	No charge
<input type="checkbox"/>	Y0303 1993 Auto Warranty Booklet – California	10 bklt.s.	No charge
<input type="checkbox"/>	Y0311 Warranty Parts Inspection Deskmat	2	No charge
<input type="checkbox"/>	Y0331 Replacement Battery Limited Warranty (pad of 50)	2 pads	No charge
<input type="checkbox"/>	Y0342 1994 Auto Warranty Booklet – 50-States	10 bklt.s.	No charge
<input type="checkbox"/>	Y0344 1994 Civic CX/VX, Prelude VTEC Warranty Booklet – 49-States	10 bklt.s.	No charge
<input type="checkbox"/>	Y0345 1994 Civic CX/VX, Prelude VTEC Warranty Booklet – California	10 bklt.s.	No charge
<input type="checkbox"/>	Y0356 Automobile Warranty Parts ID Label (units of 50)*	5	No charge
<input type="checkbox"/>	Y0363TABS Honda Service Operations Manual Tab Set		3.00
<input type="checkbox"/>	Y0366 1995 Auto Warranty Booklet – All	10 bklt.s.	No charge
<input type="checkbox"/>	Y0371 Warranty Parts Inspection Information Sheet (pad of 25)	2 pads	No charge
<input type="checkbox"/>	Y0384 Honda Demonstrator Warranty Application (pack of 50)	1 pack	No charge
<input type="checkbox"/>	Y0386 Audio System Diagnosis and Core Return Form (pad of 25)		No charge
<input type="checkbox"/>	Y0393 Out-of-Warranty In-Dash Cellular Phone Unit Repair (pad of 25)	2 pads	No charge
<input type="checkbox"/>	Y0398 1996 Auto Warranty Booklet – 50-States	10 bklt.s.	No charge
<input type="checkbox"/>	Y0425 Cancellation of Factory Warranty Request Form (pad of 50)		No charge
<input type="checkbox"/>	Y0429 1996 Honda Service Operations Manual		15.00

TRANSPORTATION

<input type="checkbox"/>	Y0070 Transportation Letter of Notification (pack of 50)	1 pack	No charge
--------------------------	--	--------	-----------

NEWSLETTERS

<input type="checkbox"/>	Y0111 ServiceNews Tip Sheet – self-mailer (pad of 25)	1 pad	No charge
<input type="checkbox"/>	Y0145 ServiceNews Issues – 1980 to Current (pages); 1981 – 1995 (tabs)		25.00
<input type="checkbox"/>	Y0146 Binder for ServiceNews Issues		10.00
<input type="checkbox"/>	Y0147 ServiceNews Divider Tabs (1996 – 2000)		3.00
<input type="checkbox"/>	Y0269 Write-Up Issues – 1990 to Current		15.00
<input type="checkbox"/>	Y0270 Write-Up Binder/Tab Set		10.00
<input type="checkbox"/>	Y0377 Honda ServiceNews March 1980 – Dec. 1989 Index	5	No charge

INSTALLATION INSTRUCTIONS

<input type="checkbox"/>	Y0284 Accessory Installation Instructions Binder and Tabs		13.00
<input type="checkbox"/>	Y0285 Accessory Installation Instructions Set for All 1992 Models		8.00
<input type="checkbox"/>	Y0309 Accessory Installation Instructions Set for All 1993 Models		12.00
<input type="checkbox"/>	Y0374 Accessory Installation Instructions Set for All 1994-95 Models		25.00
<input type="checkbox"/>	Y0418A 1996 Civic Accessory Installation Instructions		10.00
<input type="checkbox"/>	Y0418B 1996 Accord Accessory Installation Instructions		10.00
<input type="checkbox"/>	Y0418C 1996 Prelude Accessory Installation Instructions		10.00
<input type="checkbox"/>	Y0418D 1996 del Sol Accessory Installation Instructions		10.00
<input type="checkbox"/>	Y0418E 1996 Passport Accessory Installation Instructions		10.00
<input type="checkbox"/>	Y0418F 1996 Odyssey Accessory Installation Instructions		10.00

NOTE: Copies of Accessory Installation Instructions can be viewed (and printed) from HONDANET 2000. Installation Instructions for model year 1993 and later are included; publications are updated on a monthly basis.

		Max. Order	Cost
SPECIAL TOOLS			
<input type="checkbox"/>	Y0102 1977 – 81 Honda Special Tools Catalog		9.95
<input type="checkbox"/>	Y0220 1982 – 89 Honda Special Tools Catalog		19.95
<input type="checkbox"/>	Y0256 Special Tools Catalog Binder		10.00
<input type="checkbox"/>	Y0261 1990 – 91 Special Tools Catalog		17.95
<input type="checkbox"/>	Y0262 Special Tools Catalog Binder Divider Tab Set		3.00
<input type="checkbox"/>	Y0299 Auto Tool Board Revision Kit		51.75
<input type="checkbox"/>	Y0317 Auto Tool Board Revision Kit		24.09
<input type="checkbox"/>	Y0361 Auto Tool Board Revision Kit		70.12
<input type="checkbox"/>	Y0414 Auto Tool Board Kit (base unit)		298.00
MISCELLANEOUS			
<input type="checkbox"/>	Y0122 Oil Consumption Test Form (pad of 50)	1 pad	No charge
<input type="checkbox"/>	Y0137 Auto Transmission Caution Tag (pack of 25)	2 packs	No charge
<input type="checkbox"/>	Y0175 Seat Belt Pamphlet (Order by indicating your state name, i.e., Y0175-NY for New York.)	1	No charge
<input type="checkbox"/>	Y0180 Battery Test Procedure (pad of 25)	1 pad	No charge
<input type="checkbox"/>	Y0185 Noise Repair Manual – All Models		10.00
<input type="checkbox"/>	Y0201 Dunlop National Dealer Directory	1	No charge
<input type="checkbox"/>	Y0202 Yokohama Tire Dealer Service Directory (single)	1	No charge
<input type="checkbox"/>	Y0207 Customer Radio Complaint Analysis Form (pad of 10)	2 pads	No charge
<input type="checkbox"/>	Y0218 1988 Civic Model–Series Noise Control Repair Manual		5.00
<input type="checkbox"/>	Y0219 Water Leak Repair Manual (covers 1988 Civic 4-Dr./ 1986 – 1988 Accord – All Models)		5.00
<input type="checkbox"/>	Y0222 1986 – 1989 Accord Model–Series Noise Control Repair Manual		5.00
<input type="checkbox"/>	Y0223 1988 Prelude Model–Series Noise Control Repair Manual		5.00
<input type="checkbox"/>	Y0225 1988 – 1989 Vehicle Identification Number (VIN) Card	10	No charge
<input type="checkbox"/>	Y0228 Automatic Transmission Customer Questionnaire (pack of 50)	1 pack	No charge
<input type="checkbox"/>	Y0237 1990 Vehicle Identification Number (VIN) Card	10	No charge
<input type="checkbox"/>	Y0239 1990 Accord Emissions Correction Stickers	2	No charge
<input type="checkbox"/>	Y0245 Steering Alignment Stickers (1 sheet of 15)	1 sheet	No charge
<input type="checkbox"/>	Y0246 PGM-FI ECU Core Return Form (pad of 50)	1 pad	No charge
<input type="checkbox"/>	Y0263 Honda TSI Phone Follow-up Survey (pad of 50)	1 pad	No charge
<input type="checkbox"/>	Y0264 Honda TSI Phone Follow-up Summary (pad of 25)	1 pad	No charge
<input type="checkbox"/>	Y0266 1991 Vehicle Identification Number (VIN) Card	10	No charge
<input type="checkbox"/>	Y0271 Customer Questionnaire (pack of 50)	1 pack	No charge
<input type="checkbox"/>	Y0288 1992 Vehicle Identification Number (VIN) Card	10	No charge
<input type="checkbox"/>	Y0324 1993 Vehicle Identification Number (VIN) Card	10	No charge
<input type="checkbox"/>	Y0325 Customer Tape Return Label (sheet of 10)	5 sheets	No charge
<input type="checkbox"/>	Y0326 Service Customer Quality Control Inspections (pad of 25)	2 pads	4.80
<input type="checkbox"/>	Y0355 1994 Vehicle Identification Number (VIN) Card	10	No charge
<input type="checkbox"/>	Y0362 Programming the DIN Phone Number Assignment Module (NAM) Instruction Sheet (pad of 25)	1 pad	No charge
<input type="checkbox"/>	Y0370 Care of the Honda del Sol Removable Roof Panel (pad of 25)		No charge
<input type="checkbox"/>	Y0388 Honda Anti-Theft Radio ID Card (single)	40	No charge
<input type="checkbox"/>	Y0389 1995 Vehicle Identification Number (VIN) Card	10	No charge
<input type="checkbox"/>	Y0390 Water Leak Location Chart (del Sol Water Leak Repair) (pad of 25)	1 pad	No charge
<input type="checkbox"/>	Y0416 Honda Service Advisor Illustrated Technical Guide		25.00
<input type="checkbox"/>	Y0423 1996 Honda Vehicle Identification Number (VIN) Card	10	No charge
<input type="checkbox"/>	Y0424 1996 Passport Vehicle Identification Number (VIN) Card	10	No charge
<input type="checkbox"/>	Y0430 1996 Air Conditioning System Performance Test Sheet (pad of 50)	2 pads	No charge

		Max. Order	Cost
QUALITY DELIVERY SYSTEM (QDS)			
<input type="checkbox"/> Y0156	QDS Repair Order Folders (100 per lot)	10 lots	No charge
<input type="checkbox"/> Y0172	QDS Quality Delivery Checklist (pad of 50)*		No charge
<input type="checkbox"/> Y0178	QDS Sales Follow-up Log (pad of 50)	2 pads	No charge
<input type="checkbox"/> Y0195	QDS Technician Pre-Delivery Inspection Form (pad of 50)*		No charge
<input type="checkbox"/> Y0383	Honda Spanish Service Manual Advertisement Counter Display Stand	1	No charge
SERVICE ENGINEERING INFORMATION			
<input type="checkbox"/> Y0179	Product Quality Report (pad of 25)	4 pads	No charge
<input type="checkbox"/> Y0328	Windshield Replacement Form (pad of 20)	1 pad	No charge
<input type="checkbox"/> Y0329	Wire Harness Replacement Checksheet (pad of 20)	1 pad	No charge
<input type="checkbox"/> Y0330	Wheel Balance Information Worksheet (pad of 20)	1 pad	No charge
<input type="checkbox"/> Y0396	Tech Line Worksheet (pad of 50)	2 pads	No charge
SERVICE MARKETING INFORMATION			
<input type="checkbox"/> Y0316	Pricing Strategies Manual (binder and pages)	1 each	24.95
<input type="checkbox"/> Y0321	Honda Pricing Guide Enrollment Form	1 each	No charge
<input type="checkbox"/> Y0346	Honda TSI Service and Repair Survey (1 each – laminated)		2.00
<input type="checkbox"/> Y0347	Honda QDS New Owner Survey (1 each – laminated)		2.00
<input type="checkbox"/> Y0357	“Active Delivery” Service Advisor Sign	1 each	4.75
<input type="checkbox"/> Y0358	“Active Delivery” Cashier Sign	1 each	4.75
<input type="checkbox"/> Y0359	“Active Delivery” Customer Sign	1 each	4.75
<input type="checkbox"/> Y0376	The Car Care Clinic Guide	1 each	No charge
<input type="checkbox"/> Y0391	Dealership Service Marketing Strategy (Binder & Pages)	1 each	No charge
<input type="checkbox"/> Y0400	Customer Information Starter Kit	1 each	325.00
<input type="checkbox"/> Y0400B	Customer Information Survey Brochures (pack of 50)	1 each	5.50
<input type="checkbox"/> Y0400C	Performance Brochures (pack of 50)	1 each	5.50
<input type="checkbox"/> Y0400D	Genuine Parts Brochures (pack of 50)	1 each	5.50
<input type="checkbox"/> Y0400E	Environment Brochures (pack of 50)	1 each	5.50
<input type="checkbox"/> Y0400F	Appearance Brochures (pack of 50)	1 each	5.50
<input type="checkbox"/> Y0400G	Safety Brochures (pack of 50)	1 each	5.50
<input type="checkbox"/> Y0400H	Maintenance Brochures (pack of 50)	1 each	5.50
<input type="checkbox"/> Y0400I	Troubleshoot Brochures (pack of 50)	1 each	5.50
<input type="checkbox"/> Y0400K	Communicate Brochures (pack of 50)	1 each	5.50
<input type="checkbox"/> Y0400L	Summer Driving Brochures (pack of 50)	1 each	5.50
<input type="checkbox"/> Y0400M	Anti-Lock Brake Brochures (pack of 50)	1 each	5.50
<input type="checkbox"/> Y0400N	Prepare Brochures (pack of 50)	1 each	5.50
<input type="checkbox"/> Y0400P	Car Starting Tips Brochures (pack of 50)	1 each	5.50
<input type="checkbox"/> Y0400Q	Climate Control Brochures (pack of 50)	1 each	5.50
<input type="checkbox"/> Y0400R	Air Conditioning Coolant Brochures (pack of 50)	1 each	5.50
<input type="checkbox"/> Y0417	Advisor Recruiting Tips Brochure	1 each	No charge

* To receive these items on a quarterly basis, please contact Service Communications at 310-783-3461 to be placed on the quarterly mailing list.

SERVICE BULLETIN

HONDA
AUTOMOBILE SERVICE DEPARTMENT

Model	Applicable To	File Under	Bulletin I
ALL	ALL	PDI/ MAINT.	90-009 Issue Date OCT 16, 1990

Wheel Balance at PDI (Supersedes 90-009, dated April 20, 1990)

SYMPTOM

The steering wheel vibrates during the PDI test drive.

PROBABLE CAUSE

1. The tire(s) have flat spots caused by extended storage or cold weather.
2. The front wheels are out of balance.

DIAGNOSIS

- Has the car been stored in one place without movement for more than a week? If yes, the vibration was probably caused by flat spots due to extended storage.

NOTE: Driving should eliminate flat spots caused by extended storage. The distance of the drive will depend upon the length of time the car sat in storage.

- Has the temperature been cold in your area? If so, the flat spots should go away after about 5 miles of driving.
- If storage or temperature is not a factor, proceed to CORRECTIVE ACTION.

CORRECTIVE ACTION

1. Remove the front wheels from the car.
2. Without removing the wheel weights, check the balance of each front wheel.
 - If a wheel is out of balance by 10 grams (1/4 oz) or more, remove the weights and rebalance the wheel.

NOTE: On factory installed equipment, use only Honda original equipment wheel weights.

 - If the wheels are less than 10 grams (1/4 oz) out of balance, the steering wheel vibration problem lies elsewhere. Check for wheel runout or other causes.

WARRANTY CLAIM INFORMATION

Operation number: 421210

Flat rate time: **NEW** Two front wheels balanced 0.6 hour (when performed as part of PDI).

Failed part: P/N 42700-SM1-A01
H/C 3251550

Defect code: 045

Contention code: B99

Index # **031324**

SERVICE BULLETIN

HONDA
AUTOMOBILE SERVICE DEPARTMENT

Model	Applicable To	File Under	Bulletin No.
1988 - 93 PRELUDE ACCORD CIVIC	ALL	BODY	91-001
			Issue Date
			NOV 13, 1991

Creaking Noise From the Window Regulator (Supersedes 91-001, dated November 15, 1991)

SYMPTOM

A creaking sound from the regulator while raising or lowering the window.

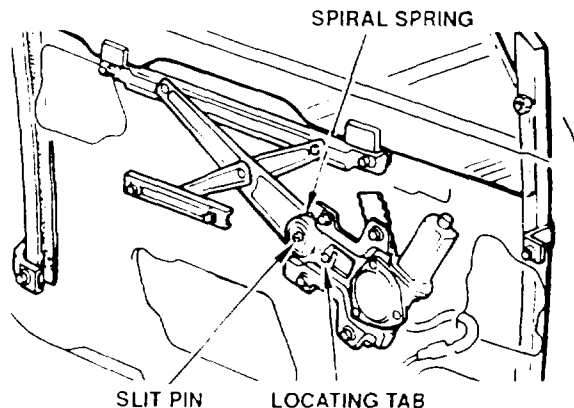
PROBABLE CAUSE

A noisy spiral spring.

CORRECTIVE ACTION

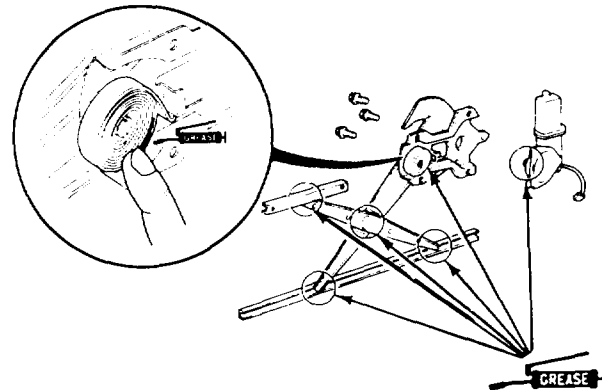
Replace the spiral spring with the new part listed under PARTS INFORMATION.

1. Remove the window regulator as described in the appropriate service manual.
2. Remove and replace the spiral spring as follows:
 - Turn the regulator drive to bring the arms close together.
 - Using a flat-tip screwdriver, pry the hooked end of the spiral spring away from the regulator.



- Slide the new spiral spring over the slit pin of the regulator. Use the flat-tip screwdriver to hook the outer end of the spring to the locating tab.

3. Lubricate the plastic slides with Whit Lithium Grease (P/N 08732-0005). Apply multipurpose grease to the spiral spring as shown.



4. Reinstall the window regulator, and reassemble the door.

WARRANTY CLAIM INFORMATION

In warranty: The normal warranty applies.

Out of warranty: Any repair performed after warranty expiration may be eligible for goodwill consideration by the District Service Manager. You must request consideration, and get the DSM's decision, before starting work.

Operation number: 826115

Flat rate time:

Accord & Civic: 0.8 hour

Prelude: 1.0 hour

A: With passive restraint system add 0.2 hour (CRX, Accord Coupe, Accord 3-Door and Civic 3-Door)

Failed part: P/N 72212-SH3-J01
H/C 3497005

Defect code: 042

Contention code: B07

Index # **032160**

PARTS INFORMATION

Front Doors:

Accord

Description	Model	Year	Part Number	H/C
Spiral spring, manual/power	2-Door	1988 – 90	72212-SH3-003	3497013
Spiral spring, manual/power	2-Door	1990 – 93	72212-SM2-003	3497021
Spiral spring, manual/power	3-Door	1988 – 89	72212-SH3-003	3497013
Spiral spring, manual/power	4-Door (Ohio)	1990 – 93	72212-SM1-003	3500485
Spiral spring, manual	4-Door	1988 – 89	72212-SH3-003	3497013
Spiral spring, manual	4-Door (Japan)	1990 – 93	72212-SH3-003	3497013
Spiral spring, power	4-Door	1988 – 89	72212-SH3-J01	3497005
Spiral spring, power	4-Door	1990 – 93	72212-SH3-J01	3497005
Spiral spring, power	Wagon	1991 – 93	72212-SM1-003	3500485

Civic

Spiral spring, manual	ALL	1988 – 93	72212-SH3-003	3497013
Spiral spring, power	ALL	1988 – 93	72212-SH3-J01	3497005
Spiral spring, manual	Wagon	1988 – 91	72212-SH5-004	3500303

Prelude

Spiral spring, manual	ALL	1988 – 91	72212-SH3-003	3497013
Spiral spring, power	ALL	1988 – 93	72212-SH3-J01	3497005

Rear Doors:

Accord

Description	Year	Part Number	H/C
Spiral spring, manual	1988 – 89	72212-SH3-003	3497013
Spiral spring, power	1988 – 89	72212-SH3-J01	3497005

SERVICE BULLETIN



AUTOMOBILE SERVICE DEPARTMENT

Model	Applicable To	File Under	Bulletin No.
NEW ALL	ALL with CD Player/ Changer	ACCESSORIES	91-007 Issue Date OCT 6, 1991

Audio Unit Error Codes

(Supersedes 91-007, CD Changer Troubleshooting, dated March 1, 1991)

If the audio unit displays an error code, use the troubleshooting tables in this service bulletin to troubleshoot the problem. Refer to Service Bulletin 89-029 for CD Player/Changer exchange information.

CD Changer Troubleshooting (All except Passport)

Error Code	Symptom/Probable Cause	Solution
E-01 or E-05	The changer won't operate. A disc is caught between the magazine and roller; the unit can't load or unload the disc. If the changer is unable to load or unload a disc, the controller displays E-05. After three unsuccessful attempts, the error code will change to E-01.	Press the eject button to remove the magazine. If the magazine will not eject, manually remove the magazine from the changer (see page 3). Inspect the magazine and the discs for damage or foreign materials, and clean them if necessary (see page 4). Disconnect the changer for 30 seconds, reconnect the changer, and then reinsert the magazine with a test disc in it. Play the disc; if the code reappears, replace the changer.
E-02	The changer is unable to unload a disc from the player to the magazine after three attempts.	Press the magazine eject button and insert an empty magazine into the changer. If the disc unloads, remove the magazine and inspect the disc for damage or foreign materials. Clean it if necessary (see page 4). If the disc does not unload or the code reappears, replace the changer.
E-03	The changer is unable to unload a disc from the player to the magazine within 3 seconds.	Press the eject button to remove the magazine. If the magazine does not eject, manually remove the magazine from the changer (see page 3). Inspect the magazine for foreign materials or improper alignment. Try a known-good magazine. If the code reappears, replace the changer.
E-04	The changer is unable to load a disc from the magazine to the player within 3 seconds.	Load the next disc in the magazine. The error code will clear from the display. Inspect the problem disc.
E-06	The changer is unable to change discs in 3 seconds.	Eject the magazine with the eject button, and the error code display will change. The code will change to "E-02" if a disc remains in the player, or "—" if there's no disc in the player. Refer to the appropriate troubleshooting procedure for the second code.
E-07	The changer is unable to eject the magazine after three attempts.	Manually remove the magazine from the changer (see page 3).
E-30	The changer won't operate. The temperature in the changer is over 140°F (60°C).	The changer will work after it's cooled off.
EEEE or E-EE	An open or poor connection between the changer and the audio unit.	Check the connections at the changer and the audio unit. If the connections are OK, replace the harness between the changer and the audio unit.
—	No magazine in the changer.	Insert a magazine in the changer with at least one disc in it.
0-00	No disc in the magazine.	Insert at least one test disc in the magazine.

CD Player Troubleshooting (All except Passport)

Error Code	Symptom/Probable Cause	Solution
E-01	CD player won't operate.	Eject the disc and inspect it (see page 4.) If it is OK, replace the CD player.
E-EE	An open or poor connection between the CD player and the audio unit.	Check the connection at the audio unit.
H-HH	The temperature inside the CD player is over 176°F (80°C).	The player will work after it's cooled off.
—	No disc in the CD player.	Insert a test disc in the CD player.
CDP-E0	Error reading disc. The disc is dirty, the disc was loaded upside down, or there is an internal problem with the CD player.	Eject the disc. Check if the disc was installed properly and see if it is clean (see page 4.) Reinsert the disc. If the code recurs, replace the CD player.
CDP-E1	Disc is warped or deformed, or there is an internal problem with the CD player.	Eject the disc from the player. Check the disc for warpage. If the disc is stuck in the CD player, replace the CD player. (Fill out a CD Return Label and send it in with the CD player so that the vendor can mail the disc back to the customer.)
CDP-E2	CD player stored a false code, or there is an internal problem with the player.	Eject the disc, then reinsert the disc. If the code does not recur, the CD player is OK. If the code recurs, replace the CD player.

Radio Troubleshooting (All except Passport)

Error Code	Symptom/Probable Cause	Solution
ERR 1 ERR 2 ERR 3	Incorrect anti-theft code entered.	Remove the radio back-up fuse for 10 seconds. Reinstall the fuse, and enter the correct anti-theft code.

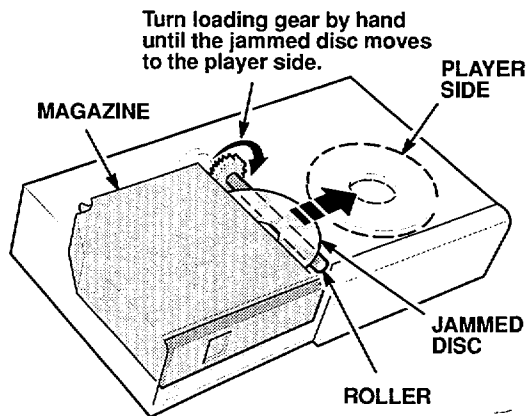
CD Player/Changer Troubleshooting (Passport only)

Error Code	Symptom/Probable Cause	Solution
ERR ERR2 NO CD	No disc in the CD player/changer	Insert or load a test disc.
ERR 1	CD is dirty or loaded incorrectly	Eject the disc. Check if the disc was installed properly, and see if it is clean.
ERR 3 ERR 4	Internal problem with the CD player/changer	Eject the disc and insert another disc. If the problem recurs, replace the CD player/changer.
WAIT	CD player/changer is overheated.	The changer will work after it's cooled off.
OPEN	Changer door is open.	Close the changer door.
LOAD	Changer is loading a disc.	Wait for the disc to load.

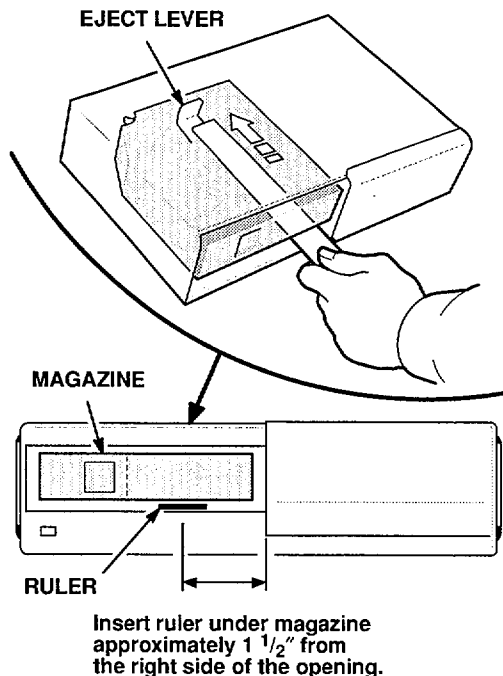
Manually Removing a Jammed Magazine (All except Passport)

One-piece door model:

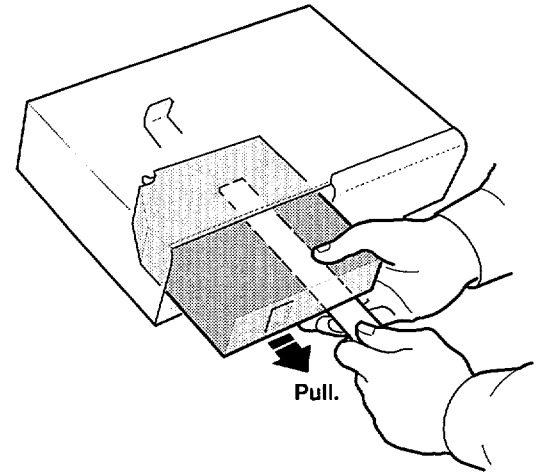
1. Remove the changer from the vehicle.
2. Remove the rear cover plate from the changer, and look for a jammed disc.
3. If a disc is jammed between the player and the magazine, turn the loading gear until the disc returns to the player mechanism. **Do not** attempt to reload the disc back into the magazine.



4. After the disc is loaded into the player mechanism, turn the changer so that its front is facing you.
5. Insert a thin stainless steel ruler or a "Slim Jim" under the magazine, about 1 1/2" from the right side of the opening.

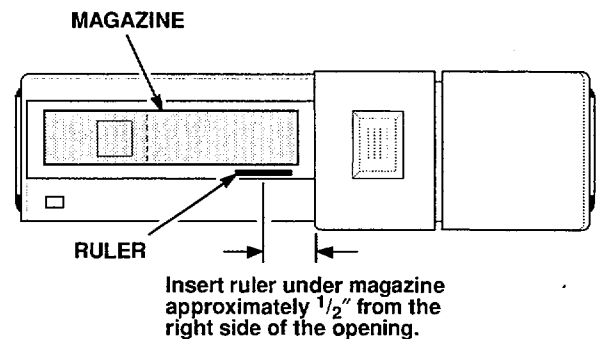


6. Push the ruler in until it presses against the eject lever at the back of the unit.
7. Slowly remove the ruler and magazine at the same time.



Two-piece door model:

1. Remove the changer from the vehicle.
2. Remove the top cover plate from the changer, and look for a jammed tray.
3. If a tray is stuck in the player, reinstall the cover and replace the changer. If all the trays are inside the magazine, insert a thin stainless steel ruler or a "Slim Jim" under the magazine, about 1/2" from the right side of the opening.

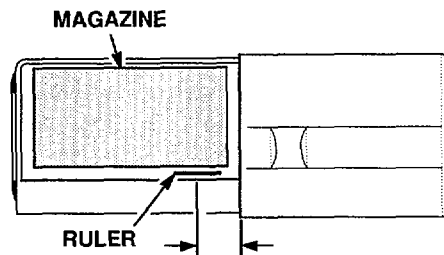


4. Push the ruler in until it presses against the eject lever at the back of the unit.
5. Slowly remove the ruler and magazine at the same time.

Manually Removing a Jammed Magazine (Passport only)

One-piece door model:

1. Open the changer door.
2. Check to see if all the trays are in the magazine.
 - If a tray is stuck in the changer, replace the changer.
 - If all the trays are in the magazine, place the changer in a horizontal position, and insert a thin stainless steel ruler or a "Slim Jim" under the magazine, about $\frac{1}{2}$ " from the right side of the opening.

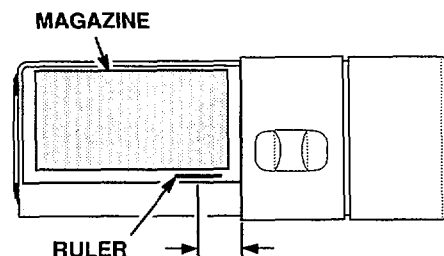


Insert ruler under magazine approximately $\frac{1}{2}$ " from the right side of the opening.

3. Push the ruler in until it presses against the eject lever at the back of the unit.
4. Slowly remove the ruler and magazine at the same time.

Two-piece door model:

1. Remove the changer from the vehicle.
2. Remove the top cover plate from the changer, and inspect for a jammed tray.
 - If a tray is stuck in the changer, replace the changer.
 - If all the trays are in the magazine, place the changer in a horizontal position, and insert a thin stainless steel ruler or a "Slim Jim" under the magazine, about $\frac{1}{2}$ " from the right side of the opening.

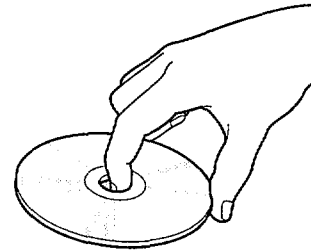


Insert ruler under magazine approximately $\frac{1}{2}$ " from the right side of the opening.

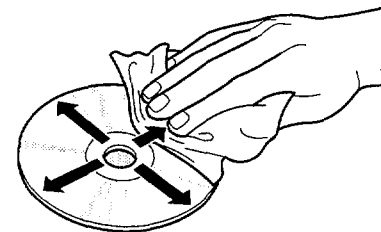
3. Push the ruler in until it presses against the eject lever at the back of the unit.
4. Slowly remove the ruler and magazine at the same time.

Handling and Inspecting Compact Discs

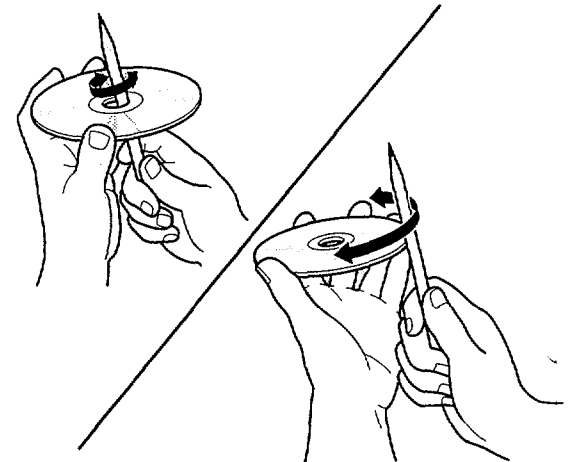
- Handle a CD by its edges; never touch the flat surfaces. Contamination from fingerprints, liquids, felt-tip pens, and labels can cause the CD to not play properly, or possibly jam in the drive.



- When cleaning a disc, use a clean soft cloth. Wipe across the disc from the center to the outside. Do not wipe the disc in a circular motion.



- A new CD may be rough on the inner and outer edges. The small plastic pieces causing this roughness can flake off and fall on the recording surface of the disc, causing skipping or other problems. Remove these pieces by rubbing the inner and outer edges with the side of a pencil or pen.



- Various accessories are available to protect CDs and improve the sound quality of CDs. These accessories increase the thickness or diameter of the discs and should not be used in CD changers.

SERVICE BULLETIN

HONDA

Model	Applicable To	File Under	Bulletin N
1990 - 93 ACCORD COUPE	ALL	BODY	91-010
1992 - 93 PRELUDE			Issue Date JUNE 10, 1993

Partially Open Window Rattles (Supersedes 91-010, dated August 13, 1993)

SYMPTOM

When driving the car on rough or irregular roads, the window rattles when it is partially open.

PROBABLE CAUSE

Accord - Excess clearance between the window guide pin and center sash guide, or the glass run channel has come out of the lower center sash guide.

Prelude - Excess clearance between the window guide pin and center sash guide.

REQUIRED MATERIALS

3M Weatherstrip Adhesive (black):
3M P/N 051135-08011

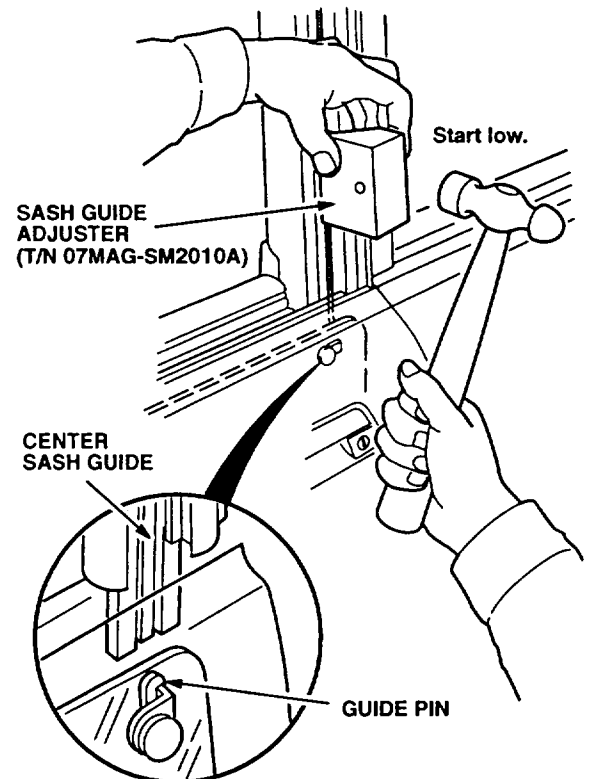
NOTE: This is the **only** adhesive that is effective for this repair. Do not use 3M *Super* Weatherstrip Adhesive, yellow Hondaline adhesive, or any other brand of weatherstrip adhesive. They will not hold the seal in place.

CORRECTIVE ACTION - ACCORD COUPE

Reduce the clearance between the center sash guide and window guide pin. If necessary, reattach the run channel to the lower center sash guide.

- Roll the window halfway down. Check the amount of play in the center sash guide by moving the glass in and out.
 - If the window can be moved in and out, continue to step 2.
 - If the window cannot be moved in and out, go to step 7.

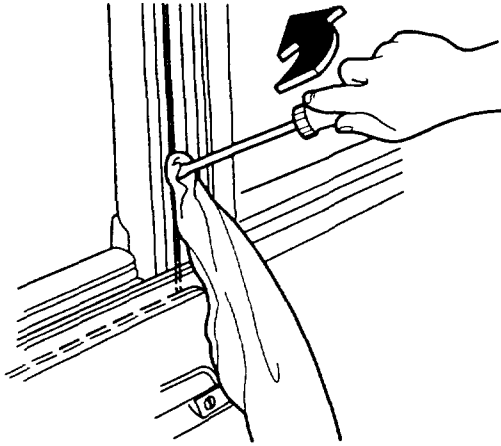
- Roll the window all the way down. Insert the Sash Guide Adjuster (T/N 07MAG-SM2010A) in the lower half of the center sash guide slot; then hit the tool with a ball peen hammer.



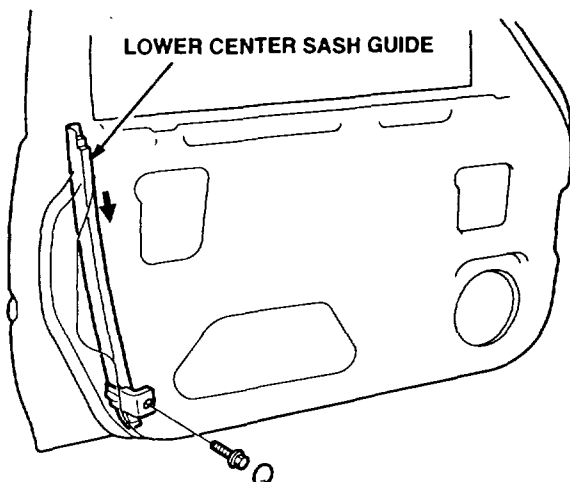
- Roll the window halfway up, and recheck the guide pin clearance by moving the window glass in and out.

Index : 038614

4. If the clearance is too tight and the window fails to close smoothly, carefully spread open the sheet metal of the center sash with a screwdriver. Place a shop towel at the pry point to prevent scratches.



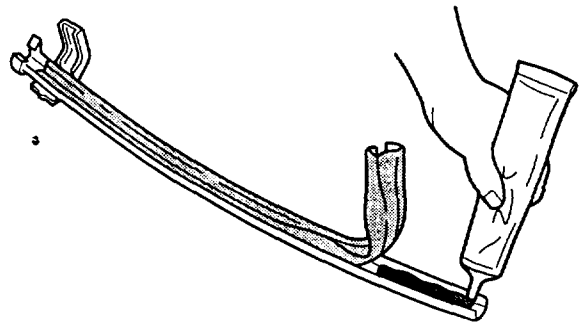
5. Repeat steps 2 through 4, as needed, at several points along the center sash guide until the window does not move in and out.
6. With the window halfway down, open and close the door several times. Listen for the window rattling.
- If you do not hear the window rattling, the repair is complete.
 - If the window rattles, continue to step 7.
7. Close the window. Remove the door panel (refer to service manual page 20-5).
8. Remove the lower center sash guide and run channel.



9. Thoroughly clean the lower center sash guide and the run channel. Allow them to dry completely.

10. Use 3M Weatherstrip Adhesive (black) (see REQUIRED MATERIALS) to attach the run channel to the lower center sash guide. Apply a 50 mm bead of adhesive to the top portion of the sash guide. Attach the bottom of the run channel with the sash retainer clip.

NOTE: This is the **only** adhesive that is effective for this repair. Do not use 3M *Super* Weatherstrip Adhesive, yellow Hondaline adhesive, or any other brand of weatherstrip adhesive. They will not hold the seal in place.



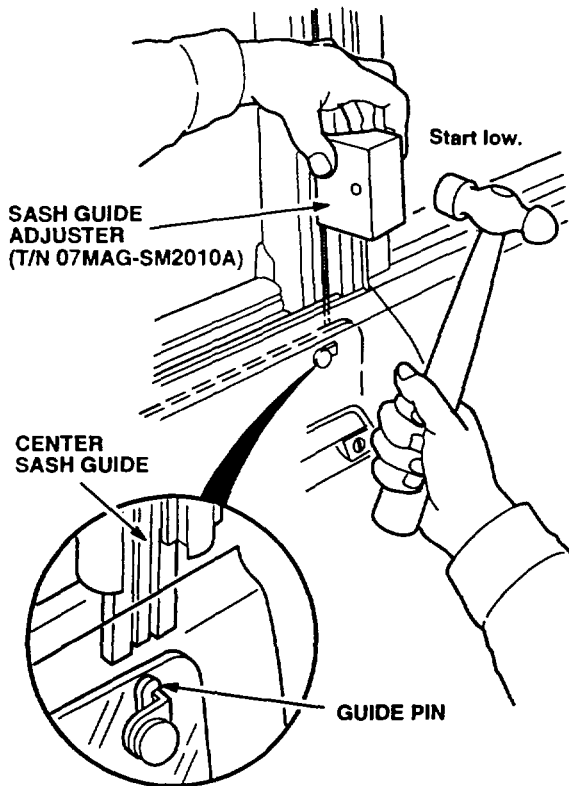
11. Install the sash guide in the door, and reinstall the door panel. Allow the adhesive to set for 15 minutes before operating the window.

CORRECTIVE ACTION – PRELUDE

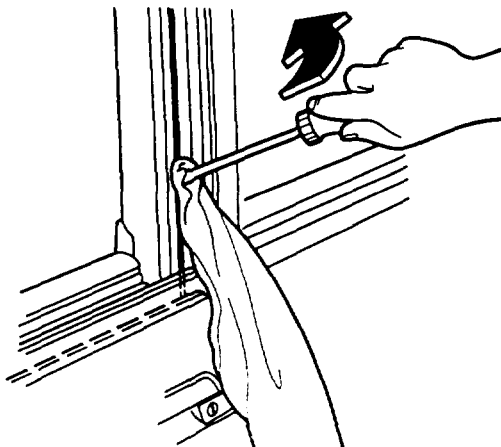
Reduce the clearance between the center sash guide and window guide pin.

1. Roll the window halfway down. Check the amount of play in the center sash guide by moving the glass in and out.

2. Roll the window all the way down. Insert the Sash Guide Adjuster (T/N 07MAG-SM2010A) in the lower half of the center sash guide slot; then hit the tool with a ball peen hammer.



3. Roll the window halfway up, and recheck the guide pin clearance by moving the window glass in and out.
4. If the clearance is too tight and the window fails to close smoothly, carefully spread open the sheet metal of the center sash with a screwdriver. Place a shop towel at the pry point to prevent scratches.



5. Repeat steps 2 through 4, as needed, at several points along the center sash guide until the window will not move in and out.

WARRANTY CLAIM INFORMATION

In warranty: The normal warranty applies.

Out of warranty: Any repair performed after warranty expiration may be eligible for goodwill consideration by the District Service Manager or your Zone Office. You must request consideration, and get a decision, before starting work.

OPERATION NUMBER	DESCRIPTION	FLAT RATE TIME
826310	Adjust upper sash guide, left side.	0.3 hour
827310	Adjust upper sash guide, right side.	0.3 hour
826320	Reattach run channel to lower sash guide, left side.	0.6 hour
827320	Reattach run channel to lower sash guide, right side.	0.6 hour
826330	Adjust upper sash guide and reattach run channel to lower sash guide, left side.	0.9 hour
827330	Adjust upper sash guide and reattach run channel to lower sash guide, right side.	0.9 hour

Failed part: Accord – P/N 72232-SM2-013
H/C 3366291

Prelude – P/N 72232-SS0-003
H/C 3949013

Defect code: 043

Contention code: B07

SERVICE BULLETIN

HONDA
AUTOMOBILE SERVICE DEPARTMENT

Model	Applicable To	File Under	Bulletin No
ALL	ALL	GENERAL	91-019
			Issue Date
			FEB 5, 1993

Underhood Emissions Information Label Replacement (Supersedes 91-019, dated June 7, 1991)

BACKGROUND

If hood replacement is necessary, it is not possible to remove the underhood Emissions Control Label from the old hood without damaging the label beyond use. A replacement label must be ordered.

ORDERING PROCEDURE

Refer to Parts Information Bulletin A92-0015, dated 9-11-92, filed under Procedure. The procedure for ordering labels has been changed:

- Order on DCS, not from Consumer Affairs.
- Registration cards are no longer used; AH now has computer reports for records.
- Labels must be supplied by the manufacturer for cars up to 10 years old.
- If the vehicle is over 10 years old, contact your local Department of Motor Vehicles (DMV) and ask to speak to a state referee.

If you have any questions regarding this new procedure, contact Consumer Affairs at (310) 738-3262.

Index # **032934**

SERVICE BULLETIN

HONDA

AUTOMOBILE SERVICE DATA

Model	Applicable To	File Under	Bulletin No.
ALL	ALL	BODY	91-030
			Issue Date JAN 22, 1996

Seat Belt Slow to Retract (Supersedes 91-030, dated August 27, 1993)

SYMPTOM

The seat belt will not retract all the way, or retracts slowly.

PROBABLE CAUSE

Dirt on the seat belt webbing and guide.

CORRECTIVE ACTION

Clean the seat belts and guides with a mild soap solution or isopropyl alcohol. This procedure applies only to three-point (active and passive) seat belts. Do not use it for motorized seat belt systems.

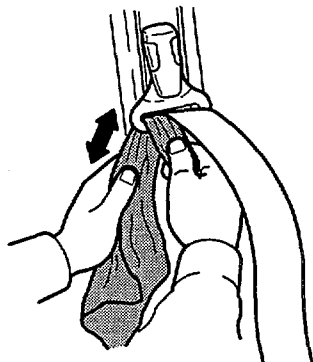
Three-Point Active Seat Belts

1. Prepare a cleaning solution of 5 ounces of mild dishwashing liquid mixed with a gallon of warm water. Isopropyl alcohol may be substituted for this cleaning solution.

NOTICE

Do not use strong cleaning solutions, upholstery cleaners, or commercial automotive interior cleaners. They can affect the durability of the webbing.

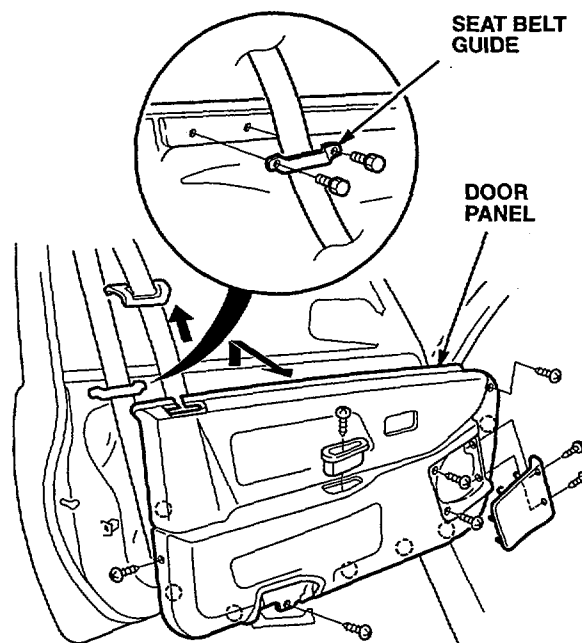
2. Soak a clean cloth in the solution. Insert the cloth between the seat belt and the metal loop on the upper anchor. Use a credit card or similar item to help insert the cloth into the loop. Work the cloth back and forth to clean the dirt out of the inside of the loop.



3. Pull the seat belt out fully. Soak a clean cloth in the solution, and clean both sides of the seat belt webbing. Dry the webbing thoroughly with a clean cloth. Do not use a hair dryer or similar device.
4. Test the belt for proper retraction by pulling the latch plate down to the floor of the car and then releasing the belt. The belt should retract fully in four seconds or less.

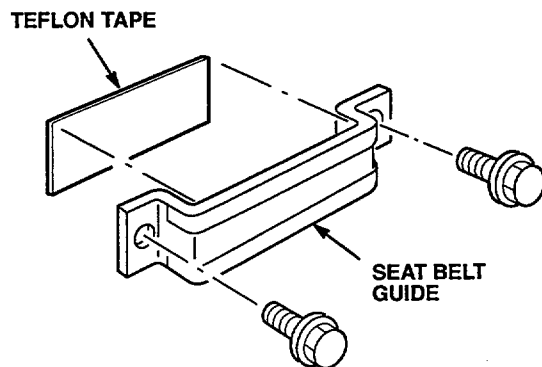
Three-Point Passive Seat Belts

1. Clean the metal loop on the upper anchor as described in the previous procedure.
2. Remove the door panel and the seat belt guide.



3. Soak a clean cloth in the solution and clean both sides of the seat belt webbing. Dry the webbing thoroughly with a clean cloth. Do not use a hair dryer or similar device.

4. Put a piece of Teflon tape (see PARTS INFORMATION) on the inside of the seat belt guide. Use only the Teflon tape specified under PARTS INFORMATION. Other brands may eventually peel off and possibly restrict seat belt movement.



5. Reinstall the seat belt guide and the door panel.
6. Test the belt for proper retraction by pulling the latch plate down to the floor of the car and then releasing the belt. The belt should retract in four seconds or less.

PARTS INFORMATION

Teflon Tape:

P/N 81496-SH3-505, H/C 4008041

WARRANTY CLAIM INFORMATION

This procedure is covered by the lifetime Seat Belt Limited Warranty.

Three-Point Active Seat Belt

OPERATION NUMBER	DESCRIPTION	FLAT RATE TIME
854071	Clean driver's side belt	0.6 hour
864071	Clean passenger's side belt	0.6 hour

Three-Point Passive Seat Belt

OPERATION NUMBER	DESCRIPTION	FLAT RATE TIME
854076	Clean driver's side belt	0.9 hour
864076	Clean passenger's side belt	0.9 hour

Failed part: P/N 818A0-SM1-A05ZB
H/C 3478047

*Defect code: L11 **NEW**

Contention code: B99

*A defect code beginning with "L" indicates that the repair is covered by the Lifetime Seat Belt Warranty.

NEW

SERVICE BULLETIN

HONDA
AUTOMOBILE SERVICE DEPARTMENT

Model	Applicable To	File Under	Bulletin No.
1992	ALL	BODY	91-034
			Issue Date
			FEB 14, 1991

1992 Paint Codes

(Supersedes Service Bulletin 91-034, dated Nov. 15, 1991)

Paint formulations are determined by each paint company. For questions regarding formulas or matching, contact your local paint distributor or the paint company's nearest regional office. The information provided is for reference only. American Honda does not endorse any paint company or type of paint.

The original paint is acrylic enamel. Honda paint codes which include "M" are metallic colors, those which include "P" are "pearlescent" colors.

NOTE: Herberts Standox and Spies Hecker use Honda Paint Codes for intermix codes.

Japan-produced Cars

1992 HONDA PAINT CODE and DESCRIPTION		DUPONT	PPG	R-M	S-W ACME, ROGERS, MARTIN- SENOUR	SIKKENS	HONDA TOUCH-UP P/N (Add "08703-" prefix to each number)
B-54P	Cobalt Blue ¹	N9139	16950	20504	43413	HON9368	B54PPAH
B-58M	Concord Blue ¹	W9315	4359	21274	44874	HON9439	B58MPAH
B-62P	Captiva Blue ¹	N9593	4582	22202	46544	HON9481	B62PPAH
B-63P	Harvard Blue ¹	N9594	4583	22203	46545	HON9482	B63PPAH
B-64P	Fresco Blue ¹	W9532	4585	22206	46546	HON9495	B64PPAH
BG-23M	Brittany Blue-Green ¹	N9167	16908	21241	45166	HON9447	BG23MAH
BG-28P	Tahitian Green ¹	W9309	4361	21277	44877	HON9443	BG28PAH
BG-30P	Arcadia Green ¹	W9506	4586	22208	46548	HON9488	BG30PAH
G-73M	Opal Green ¹	W9507	Sayama: 4603 Suzuka: 4604	22209	46549	HON9489	G73MPAH
NH-503P	Granada Black ¹	K8693	9629	16322	35788 M-S: 23694	HON9058	NH503PAH
NH-526M	Flint Black ¹	N8867	9686	18413	38310	HON9188	NH526MAH
NH-537M	Pewter Gray ¹	N9134	34808	20492	43424	HON9370	NH537MAH
NH-538	Frost White ³	N9132	90741	20491	43425	HON4599	NH538AH
NH-552M	Sebring Silver ¹	W9375	4362	21272	44893	HON9425	NH552MAH
NH-561P	Phantom Gray ¹	W9509	Sayama: 4605 Suzuka: 4606	22204	46551	HON9486	NH561PAH
R-72P	Torino Red ¹	K9153	73396	20261	42683	HON9342	R72PPAH
R-78P	Bordeaux Red ¹	W9312	4363	21278	44951	HON9438	R78PPAH
R-81	Milano Red ²	W9510	Sayama: Base 4629 Top 4630 Suzuka: Base 4627 Top 4628	22201	46552	HON3908	R81PPAH
YR-94M	Seattle Silver ¹	L9002	34700	19275	40919	HON9301	YR94MAH
YR-503M	Rosewood Brown ¹	W9308	4366	21242	44884	HON9445	YR503MAH

NOTE: The single-digit number following the paint descriptions represents the paint process used during the manufacture of the car.

¹ A clear coat is applied over the color coat.

² A small amount of color is mixed with a clear coat and applied over the color coat.

³ A clear coat was not needed.

U.S.-produced Cars (Paint code ending with -3)

1992 HONDA PAINT CODE and DESCRIPTION		DUPONT	PPG	R-M	S-W ACME, ROGERS, MARTIN- SENOUR	SIKKENS	HONDA TOUCH-UP P/N (Add "08703-" prefix to each number)
B-54P-3	Cobalt Blue ¹	N9218	17170	20501	43750	HON9361	B54PPAH
B-58M-3	Concord Blue ¹	W9404	4435	21564	44875	HON9480	B58MPAH
B-63P-3	Harvard Blue ¹	L9663	18415	22468	46716	HON9538	B63PPAH
BG-30P-3	Arcadia Green ¹	L9664	47055	22213	46718	HON9527	BG30PAH
G-73M-3	Opal Green ¹	L9665	47054	22471	46719	HON9536	G73MPAH
NH-503P-3	Granada Black ¹	K8929	9627	18492	38997	HON9267	NH503PAH
NH-537M-3	Pewter Gray ¹	N9213	34962	20500	43714	HON9375	NH537MAH
NH-538-3	Frost White ³	N9222	90852	20503	43716	HON4600	NH538AH
NH-561P-3	Phantom Gray ¹	L9666	35316	22469	46721	HON9537	NH561PAH
R-78P-3	Bordeaux Red ¹	W9405	4436	21413	44879	HON9451	R78PPAH
YR-94M-3	Seattle Silver ¹	K9002	26472	19284	41488	HON9324	YR94MAH
YR-503M-3	Rosewood Brown ¹	L9667	27363	22214	46726	HON9528	YR503MAH

Canada-produced Cars (Paint codes ending with -4)

1992 HONDA PAINT CODE and DESCRIPTION		DUPONT	PPG	R-M	S-W ACME, ROGERS, MARTIN- SENOUR	SIKKENS	HONDA TOUCH-UP P/N (Add "08703-" prefix to each number)
B-62P-4	Captiva Blue ¹	H9743	18250	22200	46715	HON9529	B62PPAH
B-63P-4	Harvard Blue ¹	H9744	18251	22470	46717	HON9535	B63PPAH
BG-28P-4	Tahitian Green ¹	W9485	47019	21414	45385	HON9450	BG28PAH
NH-526M-4	Flint Black ¹	K9062	9764	19290	41575	HON9312	NH526MAH
NH-538-4	Frost White ³	N9286	90907	20508	43717	HON4601	NH538AH
NH-561P-4	Phantom Gray ¹	H9745	35452	22199	46722	HON9530	NH561PAH
R-81-4	Milano Red ²	H9746	73906/ 73907	22198	46725	HON3946	R81PPAH

NOTE: The single-digit number following the paint descriptions represents the paint process used during the manufacture of the car.

¹ A clear coat is applied over the color coat.

² A small amount of color is mixed with a clear coat and applied over the color coat.

³ A clear coat was not needed.

SERVICE BULLETIN

HONDA
AUTOMOBILE SERVICE DEPARTMENT

Model	Applicable To	File Under	Bulletin No.
1992 PRELUDE	Si	PDI	91-036
			Issue Date OCT 23, 1991

Wheels Scratched During Vehicle Shipment (Supersedes 91-036, dated December 6, 1991)

PROBLEM

Scratches in the clear coat of the alloy wheels are found during PDI.

PROBABLE CAUSE

Dirt caught between the surface of the wheel and the protective plastic cover causes scratch marks to the clear coat.

CORRECTIVE ACTION

Inspect the wheels during PDI and polish out any scratches.

1. Clean the wheels thoroughly with an appropriate alloy wheel cleaner.
2. Inspect each wheel for surface scratches.
3. Remove the affected wheel(s) from the car. Use the 3M Finesse-it System to polish out the scratches. Inspect your work frequently and take off only enough material to remove the scratches.

NOTE: The clear coat cannot be repaired. If you polish through to the metal, the wheel must then be replaced.

4. Remount the wheel(s) on the car.

SUPPLIES INFORMATION

3M Finesse-it System:

Part No.	Description
05921	Imperial Wetodry Scalloped Disc
05922	Hand Sanding Pad
05924	Roloc Finishing Pad
05925	Buffing Pad
05928	Finishing Material

WARRANTY CLAIM INFORMATION

In warranty: The normal warranty applies.

Out of warranty: Any repair performed after warranty expiration may be eligible for good consideration by the District Service Manager. You must request consideration, and get the DSM decision, before starting work.

Operation number: 421010 – one wheel
421015 – two wheels
421020 – three wheels
421025 – four wheels

Flat rate time: 0.5 hour per wheel

Failed part: P/N 42700-SS0-A91
H/C 3943263

Defect code: 019

Contention code: A01

Index # **031325**

BULLETIN

AUTOMOBILE SERVICE DEPARTMENT

Model	Applicable To	File Under	Bulletin No.
ALL	1986 - 1992	ELECTRICAL	92-001
			Issue Date
			JAN 31, 1992

Charging System Testing

Use the following procedures and specifications in place of the charging system tests in the service manuals.

NOTE: The alternator output amperage specifications on page 4 are lower than the alternator ratings and specifications in the service manuals. This takes into account the effects of temperature on alternator output, and the placement of the inductive pick-up, which only allows the tester to read the current available to charge the battery, not the current used to operate the ignition and fuel systems.

SYMPTOM

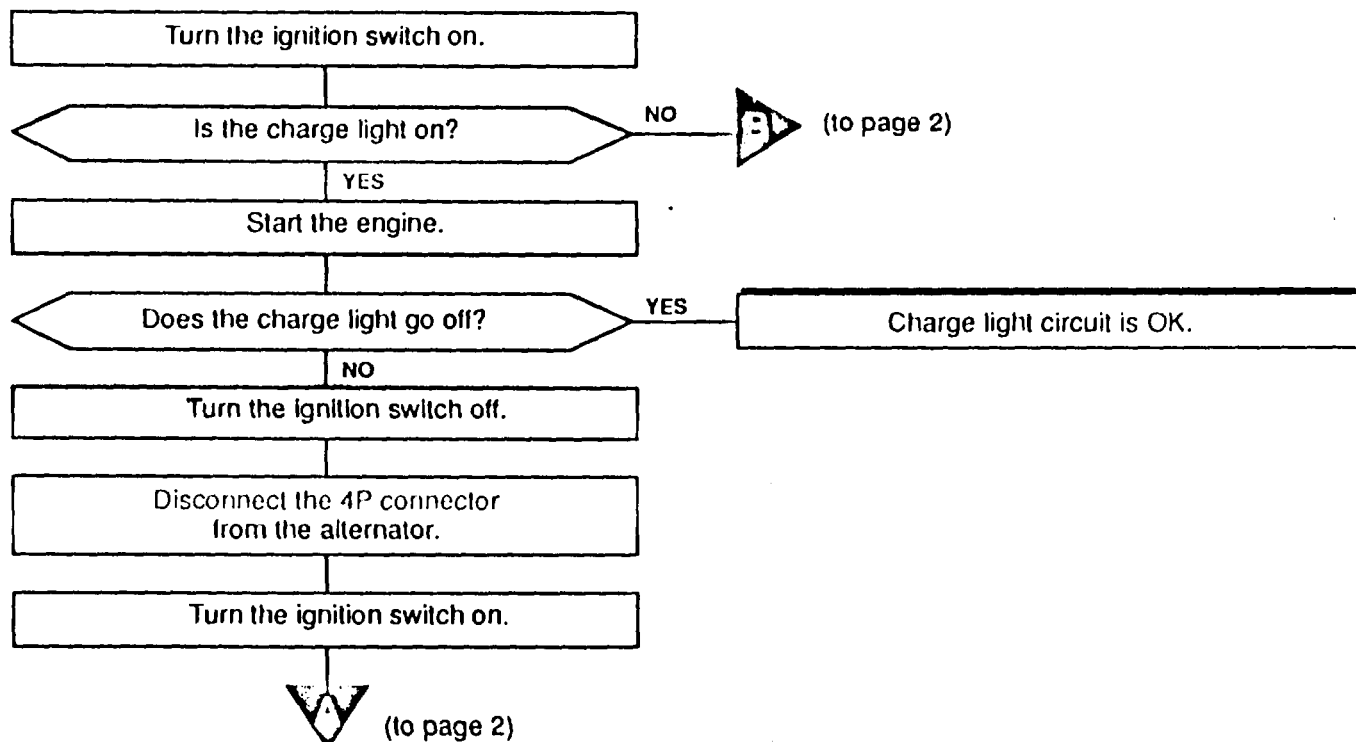
The charge system light is on, or the battery is dead or low.

CORRECTIVE ACTION

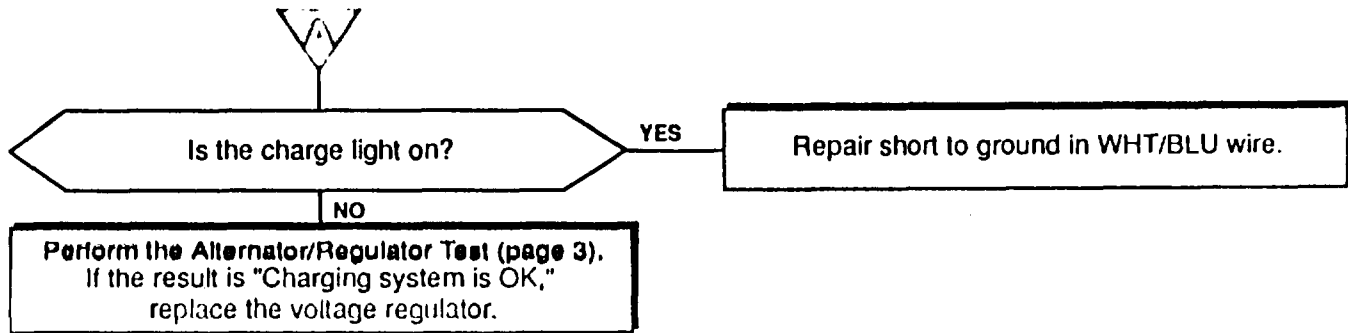
Perform the following tests in the order listed.

1. **Battery Test** (see S/B 88-023, "Battery Test Procedure")
2. Charge System Light Operation (below)
3. Alternator/Regulator Test (page 3)
4. Parasitic Draw Test (page 5)

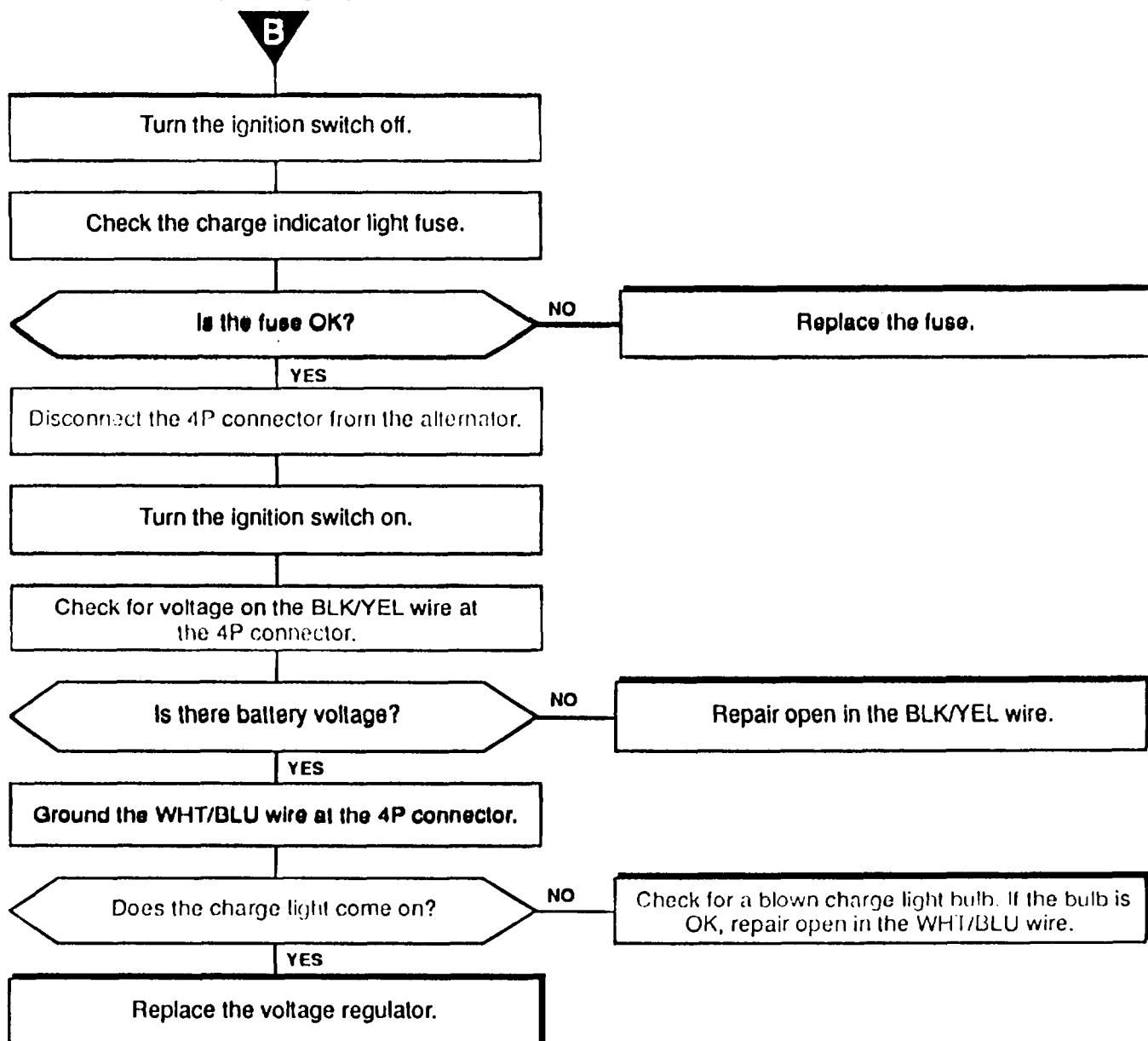
Charge System Light Operation



(from page 1)



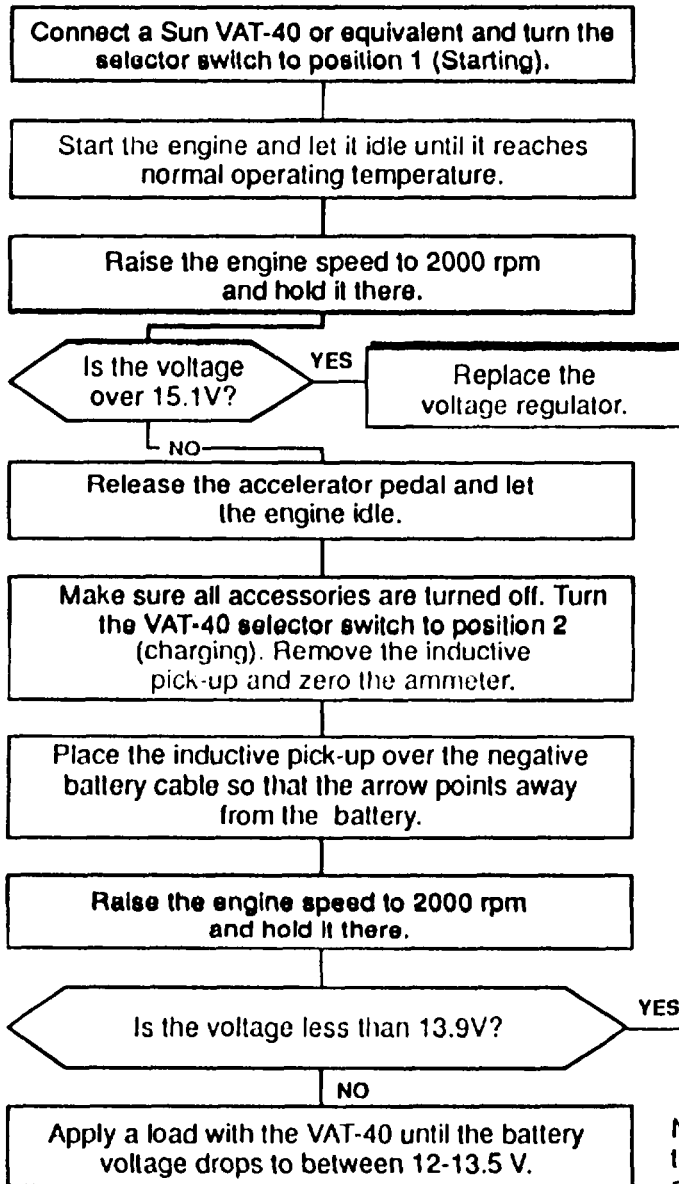
(from page 1)



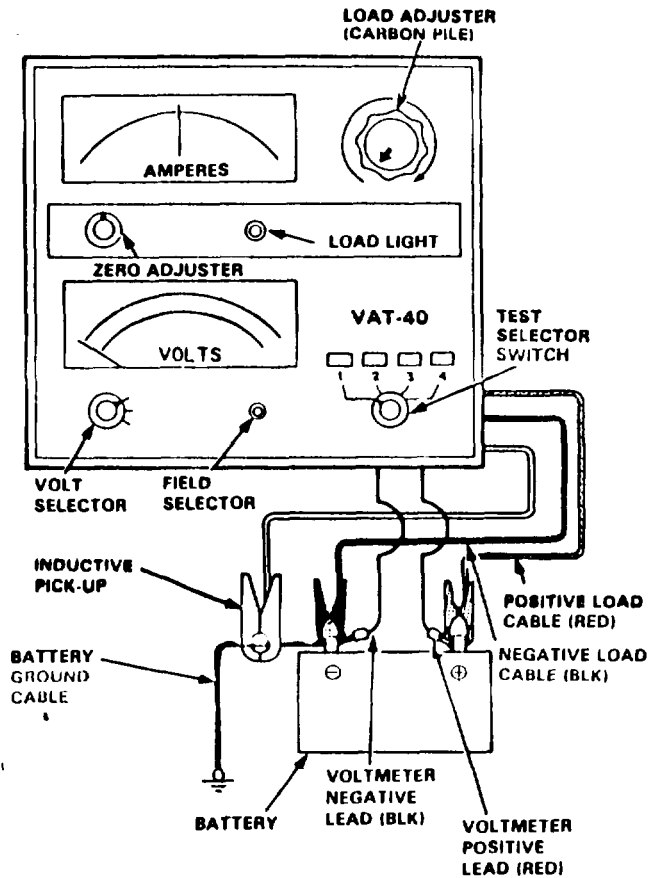
Alternator/Regulator Test

NOTE:

- Be sure the battery is sufficiently charged.
- For testers other than the VAT-40, follow the manufacturer's instructions for the voltage, maximum amperage output, and full-field checks.



(to page 4)



NOTE: Do not take the amperage reading while the cooling fans are running; the reading will be reduced by the amperage required to run the fans.

(from page 3)

Does the amperage exceed the value for the model tested?*

YES

Charging system is OK.

NO

* Alternator Output Amperage

Model	Year						
	86	87	88	89	90	91	92
Accord	35A	35A	35A	35A	45A	45A	45A
Civic	25A	35A	30A	30A	30A	30A	40A
Prelude	30A	30A	40A	40A	40A	40A	45A

With the engine speed still at 2000 rpm, full-field the alternator.

NOTE: Attach a probe to the VAT-40 full-field test lead and insert the probe into the full-field access hole at the back of the alternator. Switch the field selector to the "A" (Ground) position momentarily and check the amperage reading.

CAUTION: The voltage will rise quickly when the alternator is full-fielded. Do not allow the voltage to exceed 18V or the electrical system may be damaged.

Does the amperage exceed the value for the model tested?

NO

Faulty alternator components. Test and repair the alternator (see appropriate S/M).

YES

Turn the engine off.

Turn the ignition switch on.

Disconnect the 4P connector from the alternator.

Check for voltage on the BLK/YEL wire at the 4P connector.

Is there battery voltage?

NO

Repair open in the BLK/YEL wire.

YES

Replace the voltage regulator.

Parasitic Draw Test

Before testing:

- Turn the ignition switch off.
- Close all doors and the trunk or hatch.
- Turn all electrical equipment off.
- Disconnect any non-factory-installed accessories that affect parasitic draw (security system, cellular telephone, etc.), except genuine Honda clocks and audio units.

Loosen, but do not remove, the negative battery terminal.

With your ammeter on the 10A scale, connect it in series between the negative cable and the battery as shown. Wait five minutes for timers to reset.

Adjust the ammeter down one scale at a time until it reaches the 200 mA scale, provided that the draw does not surpass the upper limit of each scale.

Does the parasitic draw exceed the expected range?*

NO Parasitic draw is normal.

YES

Remove the fuses one at a time until the parasitic draw is within the expected range.

Does removing one particular fuse bring the parasitic draw within the expected range?

NO (to page 6)

YES

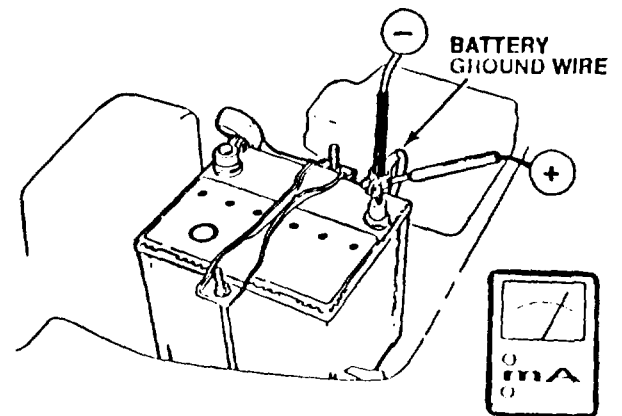
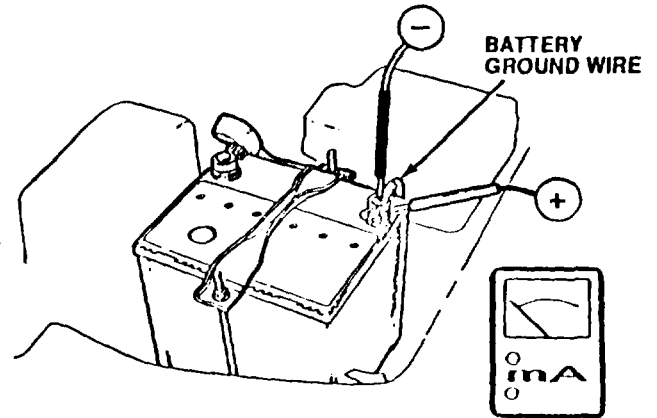
Reinstall that fuse and begin disconnecting components on that fused circuit until the parasitic draw is within the expected range.

A

(to page 6)

* Expected Parasitic Draw (milliamps)

Model	Year						
	86	87	88	89	90	91	92
Accord DX/LX	10-15	10-15	10-15	10-15	15-25	15-25	15-25
Accord LX/Ex	15-25	15-25	15-25	15-25	15-25	15-25	15-25
Accord Wagon LX	-	-	-	-	-	15-25	15-25
Accord Wagon EX	-	-	-	-	-	30-35	30-35
Civic	8-15	8-15	8-15	8-15	8-15	8-15	5-15
Prelude S	10-15	10-15	10-15	10-15	10-15	-	8-15
Prelude Si	15-25	15-25	15-25	15-25	15-25	15-25	8-15



(from page 5)

A

Does disconnecting a particular component bring the parasitic draw within the expected range?

YES

Replace the faulty component.

NO

Inspect the wire(s) related to that fused circuit for a partial short to body ground. Check for any non-Honda accessories wired into this circuit.

(from page 5)

B

Disconnect the battery wire from the alternator.

Does the parasitic draw drop within the expected range?

YES

Repair the alternator as necessary.

NO

Disconnect the starter solenoid.

Does the parasitic draw drop within the expected range?

YES

Replace the starter solenoid.

NO

Inspect the wires between the battery and the alternator, starter motor, and under-hood fuse/relay box for a partial short to body ground. Repair as necessary.

SERVICE BULLETIN

HONDA
AUTOMOBILE SERVICE DEPARTMENT

Model	Applicable To	File Under	Bulletin No.
1992 CIVIC ACCORD PRELUDE	See VEHICLES AFFECTED	ENGINE	92-003
			Issue Date JAN 24, 1992

Product Update: Oil Pressure Switch

BACKGROUND

Oil pressure switches are supplied to Honda by two companies. A quantity of switches supplied by one company late in 1991 have a manufacturing defect that can cause them to seep oil at the joint between the plastic cap and the metal case.

VEHICLES AFFECTED

Civic 1.5: from VIN JHMEG8 ... NS011475
to JHMEG8 ... NS011724

Civic 1.6: from VIN JHMEH9 ... NS002766
to JHMEH9 ... NS003622

Accord: from VIN JHMCB7 ... NC043270
to JHMCB7 ... NC049414

Prelude S: from VIN JHMB A8 ... NC003023
to JHMB A8 ... NC005052

Prelude Si: from VIN JHMB B2 ... NC004968
to JHMB B2 ... NC008227

NOTE: Only vehicles within the above VIN ranges need inspection. Switches with green plastic ends on vehicles outside the ranges are not a problem.

CUSTOMER NOTIFICATION

Owners of affected vehicles will be contacted by mail and asked to take the car to a dealership for repair. The text of the customer letter is on the back of this service bulletin.

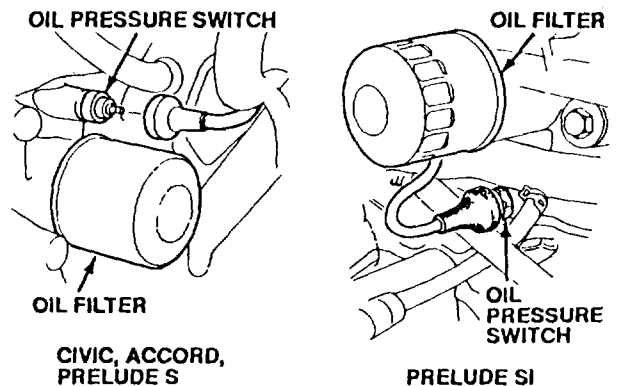
DEALER STOCK

Dealers should also inspect and repair any affected vehicles in their stock during PDI.

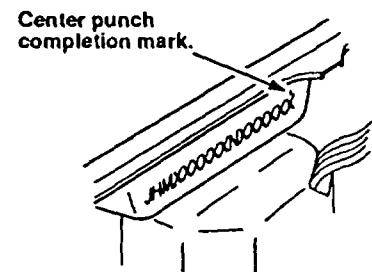
CORRECTIVE ACTION

Inspect the oil pressure switch to determine if it has a green plastic end or black plastic end. If it is green plastic, replace it with the switch listed under PARTS INFORMATION.

1. Raise the car on a hoist.
2. Locate the oil pressure switch by the oil filter. Inspect the plastic end to see what color it is. On the Prelude Si, the wire is bolted to the switch so you must fold back the rubber boot to see the end. On all other models, remove the wire and boot by pulling them straight off.



3. a) If the switch has a black plastic end, reconnect the wire and boot and go to step 4.
b) If the switch has a green plastic end, replace it with a new unit. Coat the threads with a 3 mm wide bead of Liquid Gasket (P/N 08718-0001) before installation. Torque the switch to 1.8 kg-m (13 lb-ft).
4. Lower the hoist. Check the engine oil level and add as needed.
5. Center punch a completion mark over the last digit in the VIN on the engine bulkhead.



PARTS INFORMATION

Oil pressure switch:

P/N 37240-PT0-013 All except Prelude Si
H/C 3642121

P/N 37240-P13-003 Prelude Si
H/C 3942307

WARRANTY CLAIM INFORMATION

In warranty: The normal warranty applies.

Out-of-warranty: Any repair performed after warranty expiration may be eligible for goodwill consideration by the District Service Manager. You must request consideration, and get the DSM's decision, before starting work.

Operation number: 723555 Inspection only
723155 Inspect and
replace

Flat rate time: 0.3 hour Inspection only
0.5 hour Inspect and
replace

Failed part: P/N P/N 37240-PT0-004
H/C 3594546

Defect code: 265

Contention code: J52

January, 1992

Product Update: Oil Pressure Switch

Dear Honda Owner:

A few 1992 Honda automobiles were produced with an engine oil pressure switch that will seep oil. Our records indicate that your Honda may have one of these switches.

An updated oil pressure switch is available. Please call your dealer and make an appointment to have your Honda inspected. If he determines that the oil pressure switch is not up to specifications, he will replace it with an updated unit. *This update will be done free of charge.*

We apologize for any inconvenience this product update may cause you, however, our main concern is your continued satisfaction with your Honda automobile.

Respectfully,

AMERICAN HONDA MOTOR CO., INC.

SERVICE BULLETIN

HONDA

AUTOMOBILE SERVICE DEPARTMENT

Model	Applicable To	File Under	Bulletin No.
1986 and later	ALL	BODY	92-012
			Issue Date JAN 22, 1996

Front Seat Belt Replacement Warranty Policy (Supersedes 92-012, dated March 13, 1992)

Warranty policy for front seat belt replacement is to replace either the belt/retractor mechanism or the buckle when either does not work properly. Warranty covers the replacement of the failed half of a belt, not the entire assembly (see PARTS INFORMATION).

NOTE: For 1970 through 1985 models, seat belts are replaced as a complete assembly under a separate warranty policy.

COMPONENT REPLACEMENT

Front seat belts are made by several suppliers, and some are sold as individual components (two separate halves); they are not stocked as a complete set. Therefore, whenever you replace a belt, make sure the new belt half is the same type and from the same manufacturer as the original – otherwise, the belt may not buckle properly.

To determine the manufacturer and type (or “model”) of the belt, look for the white tag on the original belt in the car. The tag is on the retractor side of the belt (visible at the lower attachment point), or on the belt if you pull the belt all the way out.

From the tag, mark down the manufacturer’s name (either Nippon Seiko K.K. or Takata), the belt “model” number and the date of manufacture.

If the tag is missing or illegible, look on the buckle component for the name Nippon Seiko K.K. or the stylized “T” mark (▲) for Takata.

NOTE: Some belts may have NSK Warner K.K. as the manufacturer’s name. Use Nippon Seiko K.K. belts as the replacement.

Take the information to your Parts Department to order the proper replacement belt.

NOTE: For more information on seat belts and seat belt related items read:

- Twisted Seat Belt (ServiceNews, July '85)
- Seat Belt Testing and Repair (Service Bulletin 86-014, August '86)
- Automatic Seat Belt Troubleshooting (ServiceNews, May '89)
- Lap Belt Retracts Slowly (Service Bulletins 90-003, January '90 and 90-012, April '90)
- Torn Seal on Seat Belt Track (Service Bulletin 91-004, March '91)
- Slow to Retract Seat Belt, Cleaning the Guide Ring (ServiceNews, April '91)
- Accord Shoulder Belt System Wire Colors (ServiceNews, May '91)
- Seat Belt Slow to Retract (Service Bulletin 91-030, December '91)

Refer to your Service Bulletin Index and the ServiceNews Index for model specific information. Most repairs do not require seat belt component replacement.

PARTS INFORMATION

For front seat belt replacement ordering information and availability, contact your parts center.

WARRANTY INFORMATION

Warranty Coverage:

Seat belts that fail to function properly during normal use are covered under warranty for the useful life of the car.

Warranty Does Not Cover:

- Malfunction due to abuse, alteration, accidental damage or damage resulting from a collision or misuse.
- Replacement of a properly functioning seat belt for cosmetic or comfort reasons.

Index # **045944**

Front Seat Belt Flat Rate Times

SKILL LEVEL	LABOR OP #	DESCRIPTION	ACCORD			CIVIC			PRELUDE		ODYSSEY	*DEFECT CODE
			96-94	93-90	89-86	96	95-92	91-88	96-92	91-88	96-95	
		FRONT SHOULDER BELT/ RETRACTOR – Replace.										Inoperative L32
R	854175	LEFT	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
R	864175	RIGHT	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
	A	Add for Front Shoulder Belt Buckle	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
	B	Add for Passive Seat Belt	–	–	0.3	–	–	0.3	–	0.3	–	
		FRONT SHOULDER BELT BUCKLE – Replace.										
R	855185	LEFT	0.4	0.4	0.4	0.4	0.4	0.2	0.4	0.4	0.4	
R	865185	RIGHT	0.4	0.4	0.4	0.4	0.4	0.2	0.4	0.4	0.4	
	A	Add for 88 - 89 CRX	–	–	–	–	–	0.2	–	–	–	
	B	Add for 90 - 91 Civic	–	–	–	–	–	0.2	–	–	–	
		FRONT SHOULDER BELT RETRACTOR/LAP BELT RECEIVER ASSY. – Replace. (Motorized)										Discolored L09 Binding L30 Internal defect L72
R	854130	LEFT	–	0.4	–	–	–	0.4	–	–	–	
R	864130	RIGHT	–	0.4	–	–	–	0.4	–	–	–	
		FRONT SHOULDER BELT ANCHOR RAIL ASSY. – Replace. (Motorized)										
R	854140	LEFT	–	0.8	–	–	–	0.8	–	–	–	
R	864140	RIGHT	–	0.8	–	–	–	0.8	–	–	–	
		FRONT LAP BELT ASSY. – Replace. (Motorized)										
R	854150	LEFT	–	0.3	–	–	–	0.3	–	–	–	
R	864150	RIGHT	–	0.3	–	–	–	0.3	–	–	–	

For model years after the Service Bulletin publish date, refer to the appropriate Flat Rate Manual.

*A defect code beginning with "L" indicates that the repair is covered by the Lifetime Seat Belt Warranty.

SERVICE BULLETIN

HONDA

AUTOMOBILE SERVICE DEPARTMENT

Model	Applicable To	File Under	Bulletin No
1992 - 94 PRELUDE	ALL	BODY	92-014
			Issue Date OCT 8, 1992

Noise from the Sunroof or Roof Area

(Supersedes 92-014, *Squeaks From Open Sunroof*, dated March 13, 1992,
and 92-028, *Squeaking From Closed Sunroof*, dated August 28, 1992)

INDEX OF SYMPTOMS

Location/type of noise	Page
Sunroof squeaks when open	1
Sunroof squeaks when closed	3
Creaks from the rear of the roof	4

PROBABLE CAUSE AND CORRECTIVE ACTION

See the appropriate page for each type of noise.

NOTE: Some of these noises occur during normal driving. Some occur only when driving over certain road surfaces. Ask the customer to describe the driving conditions surrounding each noise.

WARRANTY CLAIM INFORMATION

In warranty: The normal warranty applies.

Out of warranty: Any repair performed after warranty expiration may be eligible for goodwill consideration by the District Service Manager or your Zone Office. You must request consideration, and get a decision, before starting work.

The operation number, flat rate time, failed part number, defect code, and contention code are listed under the WARRANTY CLAIM INFORMATION for each type of noise.

Sunroof Squeaks When Open

SYMPTOM

A squeaking noise coming from the sunroof panel when it is open. The noise goes away when the sunroof is closed or nearly closed.

PROBABLE CAUSE

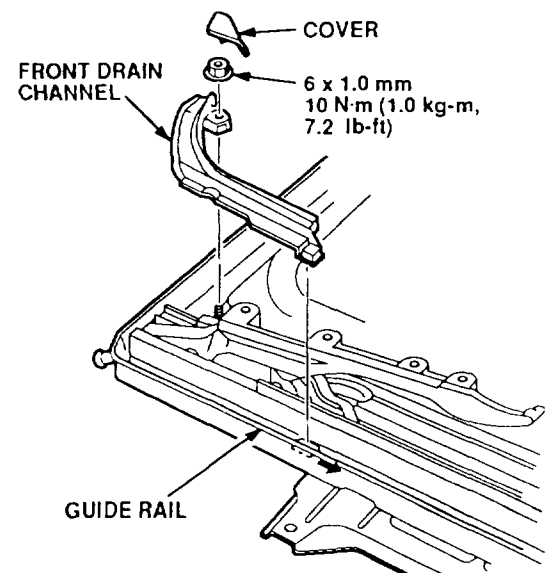
The liner is rubbing against the sunroof panel, or there is interference between the sunroof panel and sunroof frame components.

CORRECTIVE ACTION

Perform the following procedure to eliminate the sunroof squeaks.

Front Drain Channel Interference

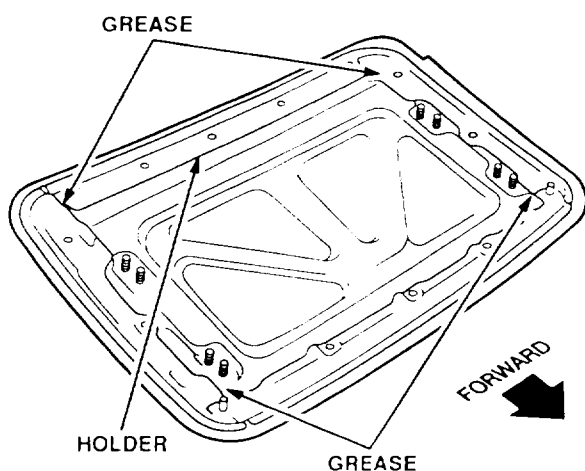
1. Open the sunroof, and apply tracing powder or baby powder to the tops of both front drain channels.
2. Close and open the sunroof several times. Check the powder to see if the sunroof panel has come in contact with it. If not, go to step 4.
3. If the sunroof panel has disturbed the powder on either side, replace that drain channel with the appropriate part listed under PARTS INFORMATION.
 - Pry off the plastic cover, then remove the nut holding the front drain channel. Lift the channel off the stud, and slide it forward. Flex the center part of the channel, and rotate the front up into the sunroof opening. Slide the channel forward until the rear clears the lip of the guide rail. Remove the drain channel.



- Install the new channel in reverse order.
- Replace the other drain channel if necessary.

Seal Holder Interference

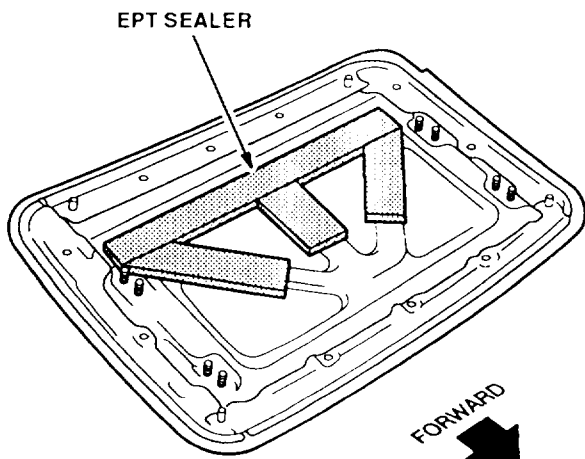
4. Remove the sunroof liner and panel as shown in the appropriate service manual.
5. Remove all four seal holder plates from the sunroof panel. Examine the plates for shiny spots that indicate they have been rubbing against each other or the sunroof panel.
6. Apply multipurpose grease to the areas of contact between the panel and plates.



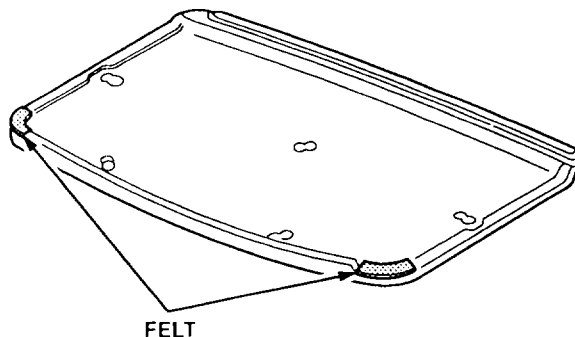
7. Reinstall the seal holder plates.

Panel Liner Squeak

8. Apply EPT Sealer 3T to the sunroof panel reinforcing channels as shown.

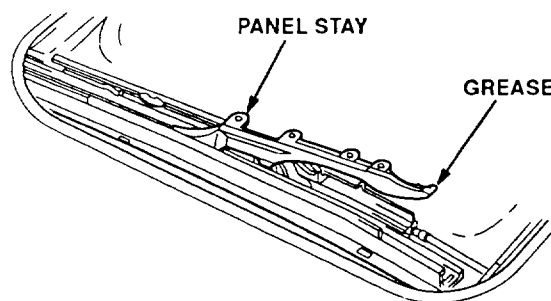


9. Apply felt to the front corners of the liner as shown.

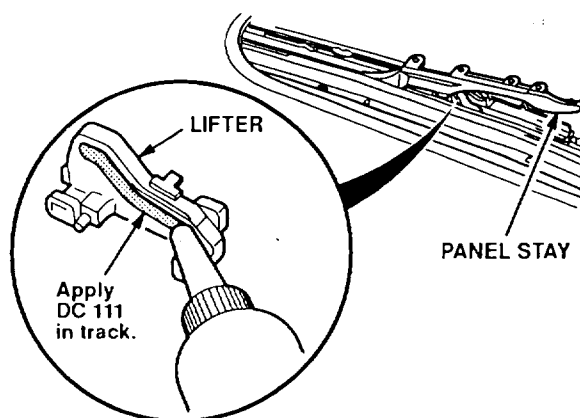


Lockdown Hook Squeak

10. Apply silicone grease to the rear lockdown tabs on both panel stays as shown.



11. Lubricate the inside track on the sunroof lifter with DC 111.



12. Reinstall the sunroof panel and liner as shown in the appropriate service manual.
13. Test the operation of the sunroof. Test drive the car with the sunroof in various open positions, and listen for squeaks.

PARTS INFORMATION

Front drain channel, right: P/N 70251-SS0-003
H/C 3948064

Front drain channel, left: P/N 70256-SS0-003
H/C 3948072

EPT Sealer 3T: P/N 06990-SA5-000
H/C 2086643

NEW Wool felt: P/N 06993-SA5-000
H/C 2086676

WARRANTY CLAIM INFORMATION

OPERATION NUMBER	DESCRIPTION	FLAT RATE TIME
814250	Repair sunroof	0.6 hour
A	Replace one or both front drain channels, add	0.1 hour

Failed part: P/N 70100-SS0-003
H/C 3948015

Defect code: 042

Contention code: B07

Sunroof Squeaks When Closed

SYMPTOM

A squeaking noise in the rear of the sunroof panel when driving on rough roads with the sunroof closed.

PROBABLE CAUSE

Interference between the sunroof panel and the rear drain channels. In most cases the rear corners of the sunroof panel sit below the roof panel.

DIAGNOSIS

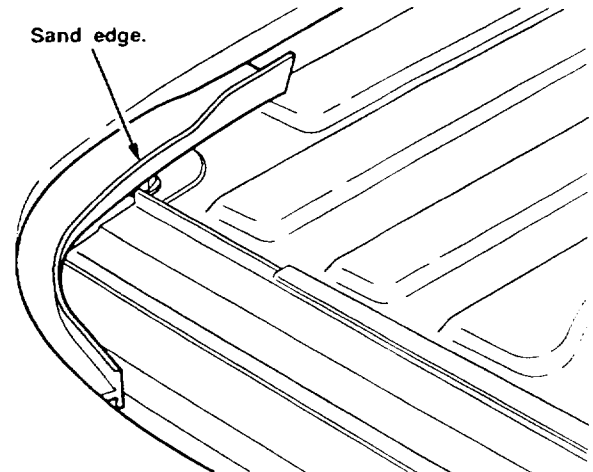
Verify the noise by driving on a irregular surface with the sunroof closed. Then, open the sunroof just enough to raise the rear of the panel off the sunroof pan. Drive the car over the same surface, and see if the noise is gone. If so, proceed with **CORRECTIVE ACTION**. If not, proceed to *Sunroof Squeaks When Open*.

CORRECTIVE ACTION

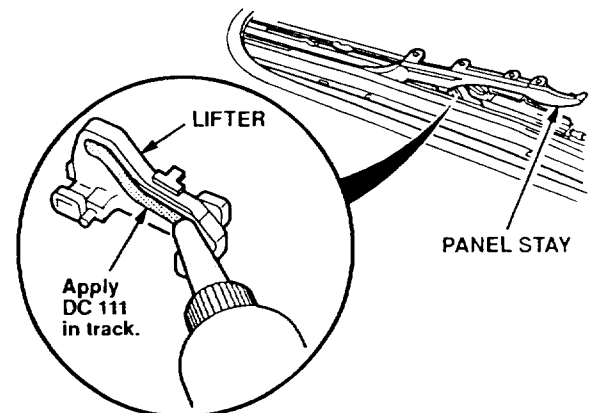
Perform the following procedure to eliminate the noise.

1. Measure the height of the sunroof panel according to the procedure in the appropriate service manual.

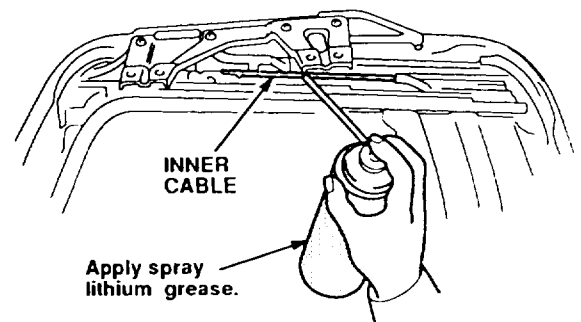
2. Remove the sunroof panel liner.
3. Remove the sunroof panel.
4. If the height of the sunroof panel measured more than 1.4 mm higher than the roof panel in step 1, sand the edge of the rear drain channel on the side that squeaks to remove any high spots.



5. Lubricate the inside track on the sunroof lifter with DC 111.



6. Thoroughly lubricate the inner cables in the sliding track areas with spray lithium grease. To work the grease into the cable housings use the sunroof switch to move the cables in and out several times.



7. Install the sunroof panel. If the height of the sunroof panel measured less than 1.4 mm higher than the roof panel in step 1, install a sunroof shim on the side that squeaks.
8. Install the sunroof panel liner.
9. Close the sunroof. Test drive the car on an irregular surface, and listen for squeaks.

WARRANTY CLAIM INFORMATION

Operation number: 814010
 Flat rate time: 0.6 hour
 Failed part: P/N 70250-SS0-003ZZ
 H/C 3948056
 Defect code: 042
 Contention code: B07

Creaks From the Rear of the Roof **NEW**

SYMPTOM

A creaking noise from above the rear headliner, or from the rear headliner itself, when driving on rough roads.

PROBABLE CAUSE

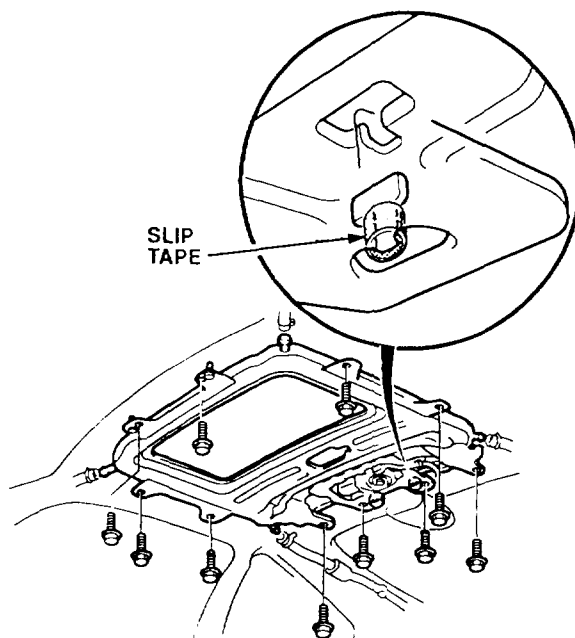
The rear hooks on the sunroof frame are creaking against their hangers, or the rear headliner clips are creaking in the sunroof frame.

DIAGNOSIS

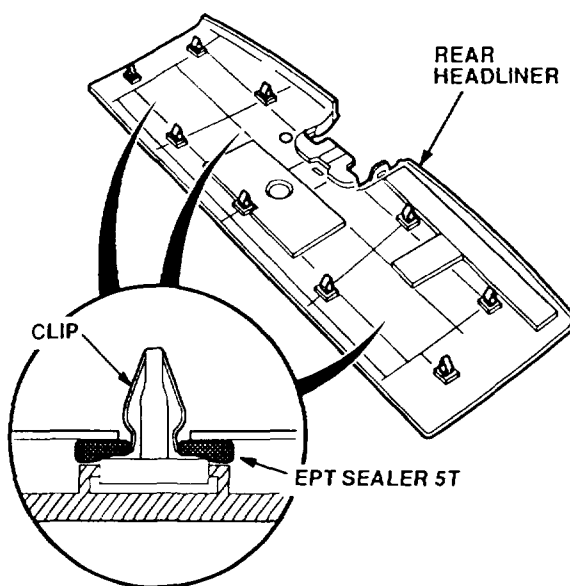
Verify the noise by driving on an irregular surface. If the noise goes away when you push the rear headliner up with your hand, go to step 4. Otherwise, perform the entire procedure below.

1. Remove the sunroof frame according to the procedure in the appropriate service manual.

2. Wrap both of the sunroof frame rear hooks with slip tape (see PARTS INFORMATION) as shown.



3. Reinstall the sunroof frame and all the other parts except the rear headliner and, if applicable, the high mount brake light.
4. Apply a strip of EPT Sealer 5T (see PARTS INFORMATION) at the base of each rear headliner clip as shown.



5. Reinstall the rear headliner and, if applicable, the high mount brake light.
6. Test drive the car on an irregular surface, and listen for creaks.

PARTS INFORMATION

EPT Sealer 5T: P/N 06991-SA5-000
H/C 2086650

Slip tape: P/N 06994-SA5-000
H/C 2086684

WARRANTY CLAIM INFORMATION

Operation number: 814020

Flat rate time: 2.0 hours

Failed part: P/N 83210-SS0-003ZA
H/C 3954450

Defect code: 042

Contention code: B07

SERVICE BULLETIN

HONDA
AUTOMOBILE SERVICE DEPARTMENT

Model	Applicable To	File Under	Bulletin No.
1992 PRELUDE	ALL	BODY	92-014
			Issue Date MAR 13, 1992

Squeaks From Open Sunroof

SYMPTOM

A squeaking noise coming from the sunroof panel when it is open. The noise goes away when the sunroof is closed or nearly closed.

PROBABLE CAUSE

The liner is rubbing against the sunroof panel, or there is interference between the sunroof panel and sunroof frame components.

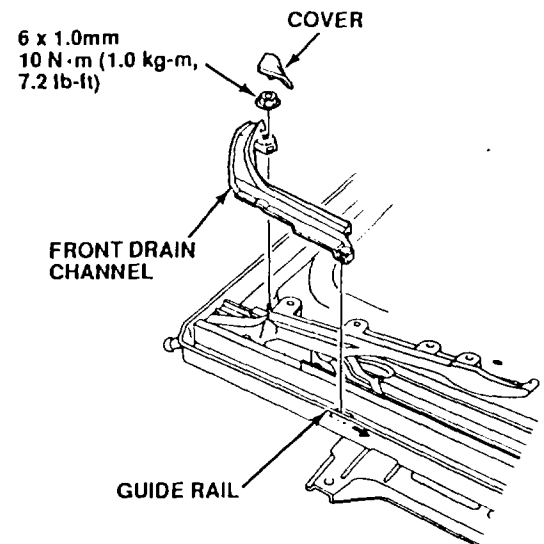
CORRECTIVE ACTION

Use the following procedure to eliminate the sunroof squeaks.

Front Drain Channel Interference

1. Open the sunroof and apply tracing powder or baby powder to the tops of both front drain channels.
2. Close and open the sunroof several times. Check the powder to see if the sunroof panel has come in contact with it. If not, go to step 4.
3. If the sunroof panel has disturbed the powder on either side, replace that drain channel with the appropriate part listed under PARTS INFORMATION.

- Pry off the plastic cover, then remove the nut holding the front drain channel. Lift the channel off the stud and slide it forward. Flex the center part of the channel and rotate the front up into the sunroof opening. Slide the channel forward until the rear clears the lip of the guide rail. Remove the drain channel.



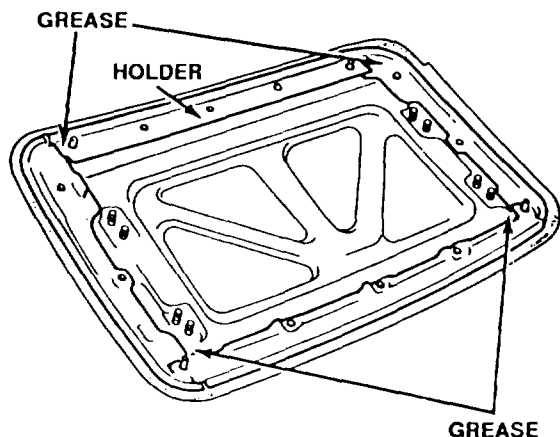
- Install the new channel in reverse order.
- Replace the other drain channel if necessary.

Seal Holder Interference

4. Remove the sunroof liner and panel as shown on Page 20-31 of the service manual.
5. Remove all four seal holder plates from the sunroof panel. Examine the plates for shiny spots that indicate they have been rubbing against each other or the sunroof panel.

Index • **027538**

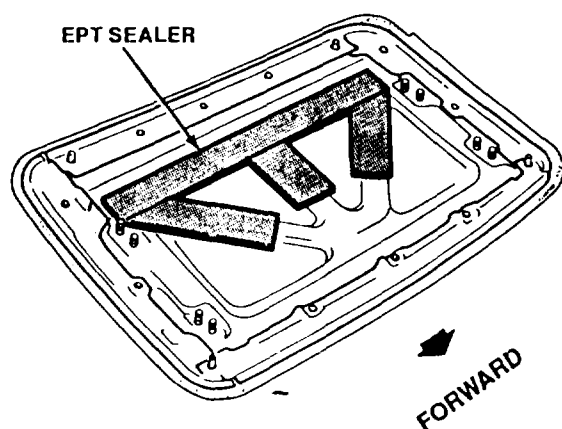
6. Apply multipurpose grease to any areas of contact between the panel and plates.



7. Reinstall the seal holder plates.

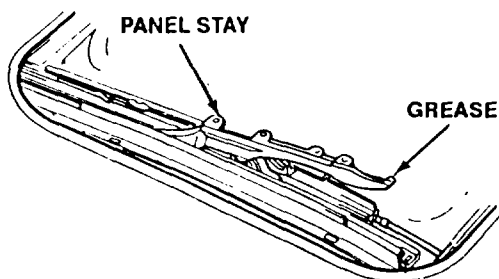
Panel Liner Squeak

8. Apply EPT Sealer 3T to the sunroof panel reinforcing channels as shown.



Lockdown Hook Squeak

9. Apply silicone grease to the rear lockdown tabs on both panel stays as shown.



10. Reinstall the sunroof panel and liner as shown on Page 20-32 of the service manual.

11. Test the operation of the sunroof. Test drive the car with the sunroof in various open positions and listen for any squeaks.

PARTS INFORMATION

Front drain channel, right P/N 70251-SS0-003
H/C 3948064

Front drain channel, left P/N 70256-SS0-003
H/C 3948072

EPT Sealer 3T P/N 06990-SA5-000
H/C 2086643

WARRANTY CLAIM INFORMATION

In warranty: The normal warranty applies.

Out-of-warranty: Any repair performed after warranty expiration may be eligible for goodwill consideration by the District Service Manager. You must request consideration, and get the DSM's decision, before starting work.

LABOR OP. #	DESCRIPTION	FRT
814250	Repair sunroof	0.6
A	Replace one or both front drain channels, add	0.1

Failed part: P/N 70100-SS0-003
H/C 3948015

Defect code: 042

Contention code: B07

SERVICE BULLETIN

 **HONDA**
AUTOMOBILE SERVICE DEPARTMENT

Model	Applicable To	File Under	Bulletin Number
ALL	ALL	PDI	92-020
			Issue Date
			APRIL 10, 1992

Plastic Wheel Covers on Cars in Storage

PROBLEM

Removing the clear plastic wheel covers from new cars in dealer storage increases the possibility of dense rust forming on the outboard surfaces of brake discs. The result is disc thickness variation even before the car is driven. This variation gets worse with mileage, eventually resulting in steering wheel oscillation when braking.

Water sprayed or splashed directly through the wheels onto unused brake discs causes a much denser rust than the light surface rust caused by moist air. Harsh rain or snow, or even the periodic washing of cars in dealer stock, are the sources of this water. The inboard side of the disc, and the area covered by the caliper and pads, don't develop this dense rust because they are not directly exposed.

CORRECTIVE ACTION

Leave the factory-installed clear plastic wheel covers on all new cars during storage. Don't remove the covers until a car is being prepared for delivery to a customer.

WARRANTY CLAIM INFORMATION

None; this operation is a part of PDI.

.....
Index # **032802**
.....

SERVICE BULLETIN

HONDA

AUTOMOBILE SERVICE DEPARTMENT

Model	Applicable To	File Under	Bulletin No
1990-93 ACCORD 1992-93 CIVIC 1992-93 PRELUDE	ALL	BODY	92-022
			Issue Date
			MAY 21, 1993

Front Window Run Channel Seal Works Loose

(Supersedes 92-022, *Wind Noise Near Door Mirror*, dated January 22, 1993)

SYMPTOM

The run channel seal comes out of the channel by the door mirror. This causes wind noise and poor appearance.

PROBABLE CAUSE

The window pushes the seal up, causing it to warp and deform.

CORRECTIVE ACTION

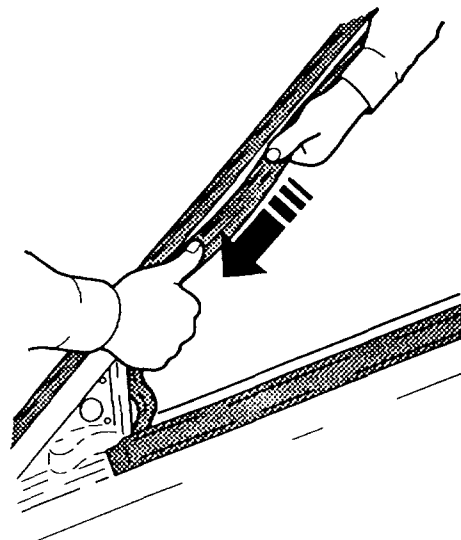
Clean the run channel and seal. Use adhesive to bond the corner of the seal into the run channel.

NOTES:

- Replace the run channel seal only if it is cut or torn. Even a badly distorted seal, as long as it is not cut or torn, can be reinstalled successfully.
- If you are installing a new seal, use the following procedure to bond the corner to the channel.
- A new seal should be installed dry. If a lubricant is needed to work the new seal into place, use a soapy solution. *Do not use silicone spray.*

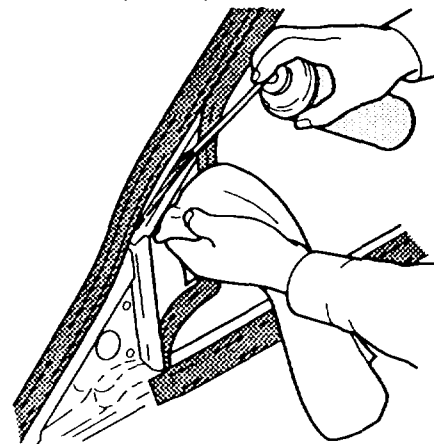
1. Remove the outer door mirror according to the procedure in the appropriate service manual.
 - Civic and Accord: remove the outside mirror.
 - Prelude: remove the door panel to gain access to the door mirror.

2. Slide the run channel seal down toward the mirror base.



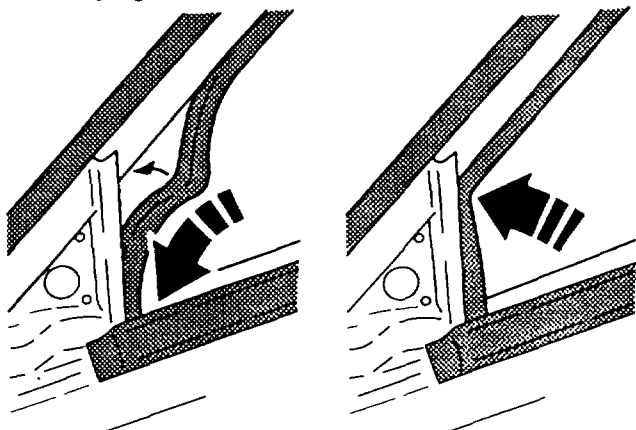
3. Remove the run channel seal from the area shown. Protect the body and door panel with a shop towel. *Thoroughly clean the run channel and the seal with brake cleaner.*

NOTE: Inspect the seal and run channel carefully to make sure all residue from lubricants is removed. The adhesive will not bond properly if any residue is left.



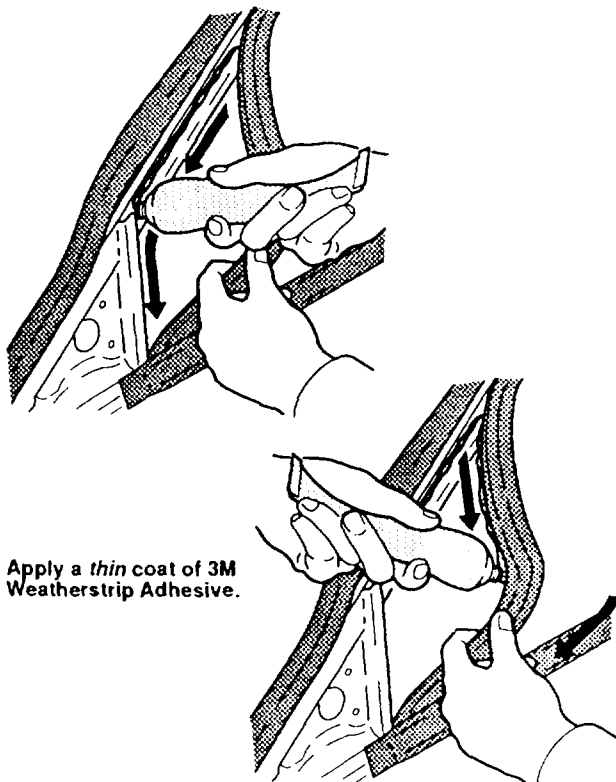
Index # **034022**

4. Push the seal down into the door. Temporarily install the seal in the run channel and check the fit. Repeat this until the seal fits without bulging.



5. Remove the front part of the seal. Apply a 1/32" thick coat of 3M Weatherstrip Adhesive (see REQUIRED MATERIALS) to the run channel and the seal. Spread the adhesive evenly on the surface of the seal.

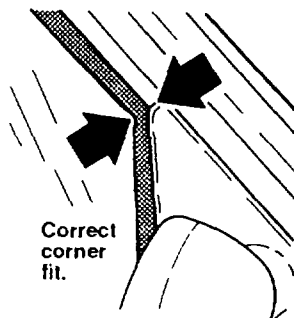
NOTE: This is the **only** adhesive that will work for this repair. Do not use 3M *Super* Weatherstrip Adhesive, yellow Hondaline Weatherstrip Adhesive, or any other adhesive. They will not hold the seal in place, causing a comeback.



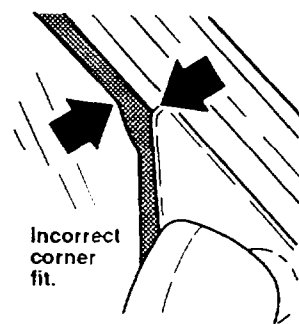
Apply a *thin* coat of 3M Weatherstrip Adhesive.

6. Wait for the adhesive to become tacky (about five minutes); then reinstall the seal in the run channel. Check that the seal fits properly in the corner.

7. Raise the window and recheck the seal fit in the corner.



Correct corner fit.



Incorrect corner fit.

8. Clean up any excess adhesive with 3M Adhesive Cleaner (see REQUIRED MATERIALS).
9. Install the mirror and check its operation.
10. Inform the customer not to lower the window for at least 12 hours to allow the adhesive to cure properly.

REQUIRED MATERIALS

3M Weatherstrip Adhesive: 3M P/N 051135-08011

NOTE: Use this adhesive **only**. Do not use 3M *Super* Weatherstrip Adhesive, yellow Hondaline Weatherstrip Adhesive, or any other adhesive. They will not hold the seal in place, causing a comeback.

3M Adhesive Cleaner
3M P/N 051135-08904

Brake Cleaner
P/N PC-HBC265, H/C 1385764

WARRANTY CLAIM INFORMATION

In warranty: The normal warranty applies.

Out of warranty: Any repair performed after warranty expiration may be eligible for goodwill consideration by the District Service Manager. You must request consideration, and get the DSM's decision, before starting work.

Operation number: 835705

Model	Flat Rate Time	Failed Part
Accord	0.4 hour	P/N 72235-SM4-003 H/C 3286549
Civic	0.4 hour	P/N 72235-SR4-A01 H/C 3888617
Prelude	0.6 hour	P/N 72235-SS0-003 H/C 3949039

Defect code: 004

Contention code: B07

SERVICE BULLETIN



HONDA
AUTOMOBILE SERVICE DEPARTMENT

Model	Applicable To	File Under	Bulletin No.
1990 - 92 ACCORD 1992 PRELUDE	ALL	BODY	92-022
			Issue Date JULY 17, 1992

Wind Noise Near Door Mirror

SYMPTOM

Wind noise from the front door mirror area. The window run channel seal is loose or deformed around the front mirror.

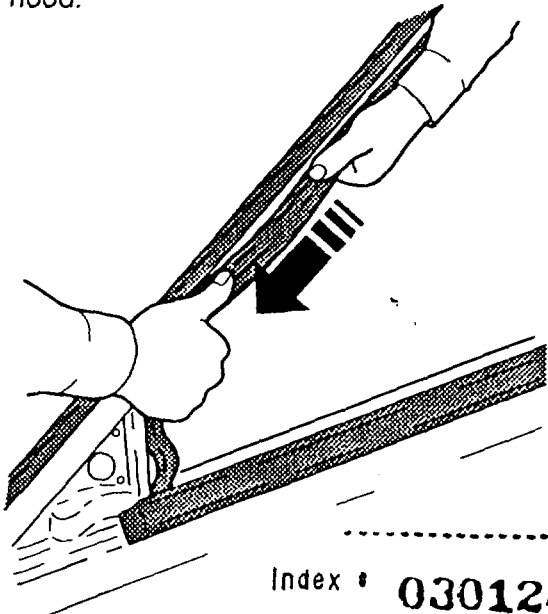
PROBABLE CAUSE

The run channel seal goes up with the glass resulting in warpage and deformation.

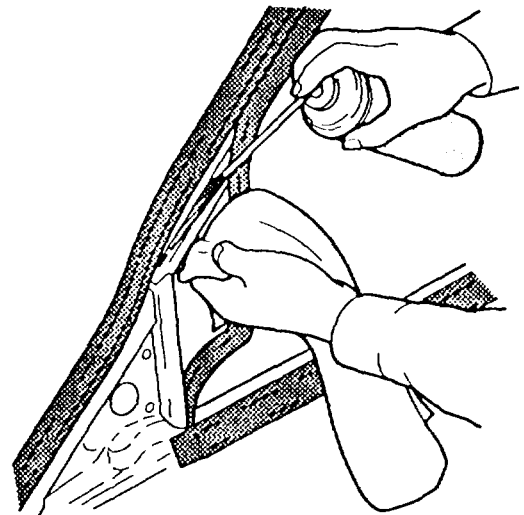
CORRECTIVE ACTION

Push the run channel seal down, toward the corner, and apply adhesive to keep it in place.

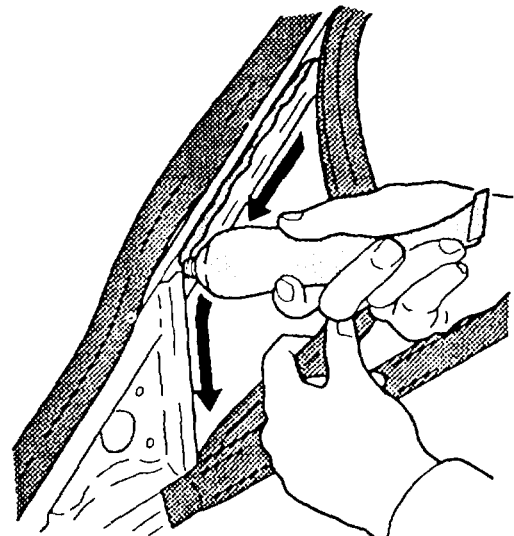
1. Remove the outer door mirror according to the procedure in the Service Manual.
 - Prelude – remove the door panel to gain access to the door mirror.
 - Accord – remove the outside mirror.
2. Slide the run channel seal down, toward the hood.



3. Remove the run channel seal from the area shown below.



4. Protecting the body with a shop towel, clean the run channel and the run channel seal with contact cleaner.
5. Apply 3M Weatherstrip Adhesive (P/N 051135-08011) to the indentation in the run channel and to the back of the run channel seal.



6. Wait until the adhesive is tacky, then reinstall the run channel seal.

NOTE: Careful application of the weatherstrip adhesive will minimize cleanup. Remove traces of weatherstrip adhesive with 3M Adhesive Cleaner (P/N 051135-08904).

7. Wait for 5 minutes to allow the adhesive to dry completely.

Close the window and check the fit of the run channel seal.

8. Reinstall the mirror and check for proper mirror operation.

WARRANTY CLAIM INFORMATION

In warranty: The normal warranty applies.

Out of warranty: Any repair performed after warranty expiration may be eligible for goodwill consideration by the District Service Manager. You must request consideration, and get the DSM's decision, before starting work.

Operation number: 835705

Flat rate time: Accord – 0.3 hours
 Prelude – 0.9 hours

Failed part: Accord
 P/N 72235-SM4-003
 Prelude
 P/N 72235-SS0-003

Defect code: 004

Contention code: B07

SERVICE BULLETIN

HONDA

AUTOMOBILE SERVICE DEPARTMENT

Model	Applicable To	File Under	Bulletin No
1990-93 ACCORD 1992-93 CIVIC 1992-93 PRELUDE	ALL	BODY	92-022
			Issue Date
			MAY 21, 1993

Front Window Run Channel Seal Works Loose

(Supersedes 92-022, *Wind Noise Near Door Mirror*, dated January 22, 1993)

SYMPTOM

The run channel seal comes out of the channel by the door mirror. This causes wind noise and poor appearance.

PROBABLE CAUSE

The window pushes the seal up, causing it to warp and deform.

CORRECTIVE ACTION

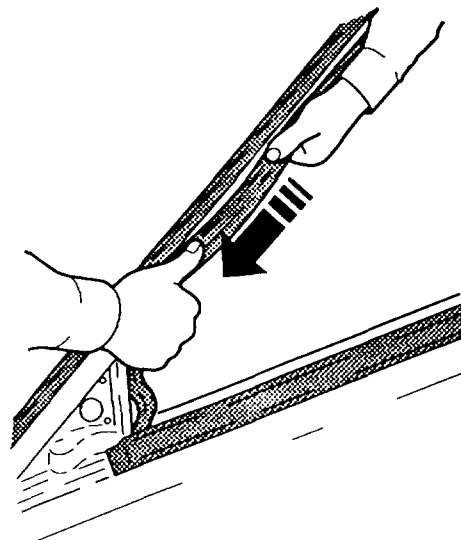
Clean the run channel and seal. Use adhesive to bond the corner of the seal into the run channel.

NOTES:

- Replace the run channel seal only if it is cut or torn. Even a badly distorted seal, as long as it is not cut or torn, can be reinstalled successfully.
- If you are installing a new seal, use the following procedure to bond the corner to the channel.
- A new seal should be installed dry. If a lubricant is needed to work the new seal into place, use a soapy solution. *Do not use silicone spray.*

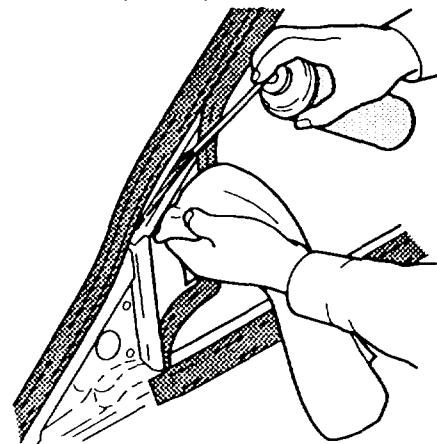
1. Remove the outer door mirror according to the procedure in the appropriate service manual.
 - Civic and Accord: remove the outside mirror.
 - Prelude: remove the door panel to gain access to the door mirror.

2. Slide the run channel seal down toward the mirror base.



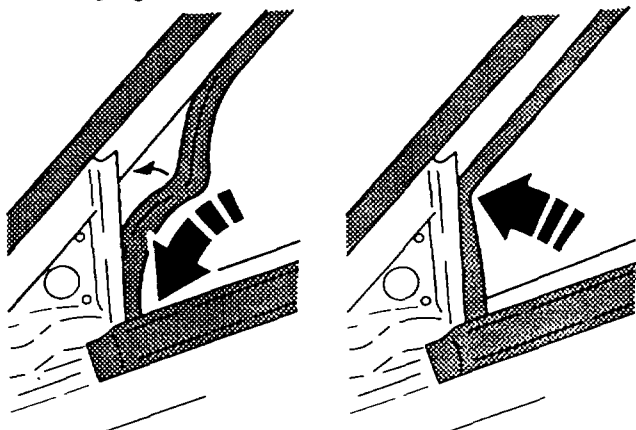
3. Remove the run channel seal from the area shown. Protect the body and door panel with a shop towel. *Thoroughly clean the run channel and the seal with brake cleaner.*

NOTE: Inspect the seal and run channel carefully to make sure all residue from lubricants is removed. The adhesive will not bond properly if any residue is left.



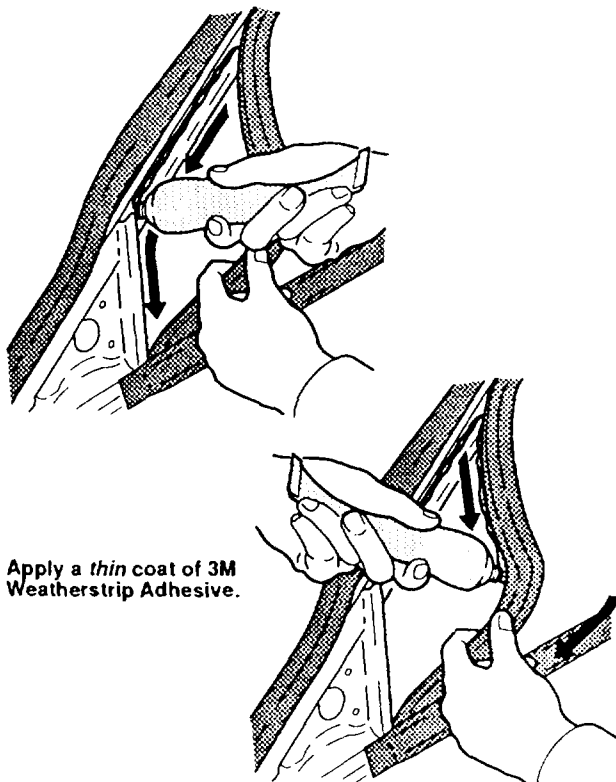
Index # **034022**

4. Push the seal down into the door. Temporarily install the seal in the run channel and check the fit. Repeat this until the seal fits without bulging.



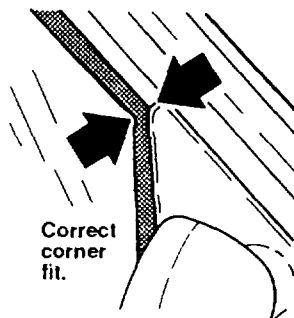
5. Remove the front part of the seal. Apply a 1/32" thick coat of 3M Weatherstrip Adhesive (see REQUIRED MATERIALS) to the run channel and the seal. Spread the adhesive evenly on the surface of the seal.

NOTE: This is the **only** adhesive that will work for this repair. Do not use 3M *Super* Weatherstrip Adhesive, yellow Hondaline Weatherstrip Adhesive, or any other adhesive. They will not hold the seal in place, causing a comeback.

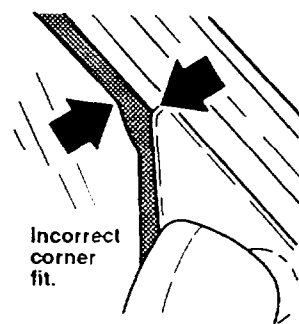


Apply a *thin* coat of 3M Weatherstrip Adhesive.

6. Wait for the adhesive to become tacky (about five minutes); then reinstall the seal in the run channel. Check that the seal fits properly in the corner.
7. Raise the window and recheck the seal fit in the corner.



Correct corner fit.



Incorrect corner fit.

8. Clean up any excess adhesive with 3M Adhesive Cleaner (see REQUIRED MATERIALS).
9. Install the mirror and check its operation.
10. Inform the customer not to lower the window for at least 12 hours to allow the adhesive to cure properly.

REQUIRED MATERIALS

3M Weatherstrip Adhesive: 3M P/N 051135-08011

NOTE: Use this adhesive **only**. Do not use 3M *Super* Weatherstrip Adhesive, yellow Hondaline Weatherstrip Adhesive, or any other adhesive. They will not hold the seal in place, causing a comeback.

3M Adhesive Cleaner
3M P/N 051135-08904

Brake Cleaner
P/N PC-HBC265, H/C 1385764

WARRANTY CLAIM INFORMATION

In warranty: The normal warranty applies.

Out of warranty: Any repair performed after warranty expiration may be eligible for goodwill consideration by the District Service Manager. You must request consideration, and get the DSM's decision, before starting work.

Operation number: 835705

Model	Flat Rate Time	Failed Part
Accord	0.4 hour	P/N 72235-SM4-003 H/C 3286549
Civic	0.4 hour	P/N 72235-SR4-A01 H/C 3888617
Prelude	0.6 hour	P/N 72235-SS0-003 H/C 3949039

Defect code: 004

Contention code: B07

SERVICE BULLETIN

HONDA
AUTOMOBILE SERVICE DEPARTMENT

Model	Applicable To	File Under	Bulletin No.
ALL	ALL with OPTIONAL CD CHANGER	ACCESSORIES	92-026
			Issue Date FEB 12, 1993

Trunk Unit CD Changer Magazine Won't Eject (Supersedes 92-026, dated October 2, 1992)

PROBLEM

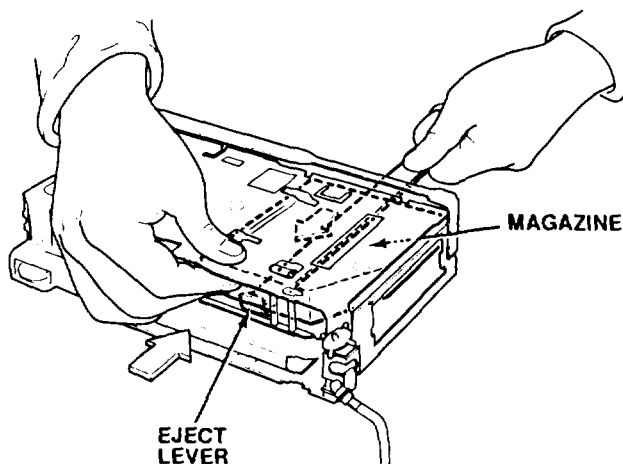
The CD changer magazine will not eject from the changer.

CORRECTIVE ACTION

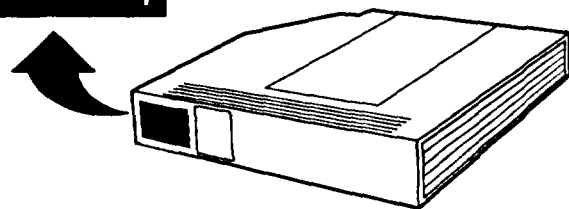
Replace the magazine in the changer, and any other *Honda* magazines the customer may have, with the improved magazine. See PARTS INFORMATION.

NOTE: Do not replace the CD changer for this problem. The improved magazine(s) will prevent future jamming.

1. Remove the CD changer from the car.
2. Remove the side covers and the top case.
3. Slide a slim jim or a stainless steel ruler between the lower side of the CD magazine and the changer.
4. Push the eject lever toward the back of the unit while pulling the magazine out of the front opening.



Improved changer
magazines can
be identified by this label.



5. Reassemble the CD changer.
6. Reinstall the changer in the car.
7. Replace the changer magazine with the new part.

PARTS INFORMATION

CD Changer Magazine

P/N 08A06-121-41106 **NEW**

WARRANTY CLAIM INFORMATION

In warranty: The normal warranty applies.

Out of warranty: Any repair performed after warranty expiration may be eligible for goodwill consideration by the District Service Manager. You must request consideration, and get the DSM's decision, before starting work.

Operation number: 011130

Flat rate time: 0.5 hour

Failed part: P/N 08A06-102-410-06

Defect code: 030

Contention code: F36

Index # **032937**

SERVICE BULLETIN

HONDA
AUTOMOBILE SERVICE DEPARTMENT

Model	Applicable To	File Under	Bulletin Number
ALL	ALL	ALL	92-027
			Issue Date
			SEP 4, 1992

Vehicle Storage, Display, and PDI

Information about the handling of vehicles prior to delivery to customers is in several service bulletins and ServiceNews articles published over the past few years. This bulletin summarizes that information. Please refer to the appropriate service bulletin or ServiceNews article for a detailed explanation of a policy or procedure.

VEHICLE STORAGE

Paint Protection

It is Honda's objective to deliver a trouble-free, undamaged vehicle to the customer. To protect the exterior, a heavy coat of wax is applied before shipping. This wax helps protect the paint from damage by airborne pollutants, such as industrial fallout and acid rain.

The protective wax should be left on all cars put in storage to protect them from airborne pollutants. If a car is not prepared for display or customer delivery within 30 days of receipt, inspect the paint for environmental damage by removing the shipping wax from small areas of the horizontal surfaces.

- If no damage is found, apply a high-quality commercially available wax to the areas exposed for inspection.
- If the paint is damaged, remove the remaining shipping wax, repair the damage using approved materials and procedures, and file a warranty claim.

A warranty claim for paint damage must be filed within 30 days of vehicle receipt or it will be rejected.

To help prevent future acid rain damage, the car should be rinsed off with plain water after every rain shower. It is also a good idea to rinse off the car periodically during dry spells to remove possibly harmful particles from the surface. (S/B 89-015, dated June 1989)

Batteries

A battery that is left discharged for an extended period can become unserviceable. Batteries should be checked at vehicle receipt and charged if necessary.

The negative cable should be disconnected from cars in long-term storage, and the battery's state of charge checked periodically. Battery replacement caused by lack of maintenance is not claimable under warranty. (S/B 89-003, dated April 21, 1989)

Plastic Wheel Protectors

These protectors are installed on alloy wheels at the factory to protect the brake discs. The large openings in alloy wheels may allow rain and snow to spray directly on the discs. A car in storage with unprotected wheels can develop a heavy layer of rust on the outside of the disc in the area not covered by the caliper. When the car is put in use, the rust build-up causes a variation in disc thickness that results in steering wheel vibration during braking.

Any direct contact with water can cause the rusting, including rinsing off the car to protect the paint. All cars should have the wheel protectors left on until customer delivery. If a car is test-driven, remove the covers for the drive then put them back on. (S/B 92-020, dated April 10, 1992)

Parking

Adequate space should be left between cars in the storage lot so doors can be opened without dinging and chipping paint on adjacent cars. Technicians need to exercise caution when moving cars around that they do not drive into other cars (parking nose-to-tail, etc.).

FRONT LINE DISPLAY

A new vehicle is most vulnerable to damage at the time. The dealership should take several precautions when preparing and displaying the vehicle.

Index # **032938**

© 1992 American Honda Motor Co., Inc. - All Rights Reserved

ATB 15407 (9209)

1 of 1

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 car. These procedures should not be attempted by "do-it-yourselfers," and you should not assume this bulletin applies to your car, or that your car has the condition described. To determine whether this information applies, contact :

Shipping Wax Removal

Only approved solvents should be used to remove the shipping wax. Unapproved solvents may damage plastic and rubber components. (S/B 87-006, dated April 14, 1989)

The wax may be difficult to remove from some parts of the body if it has been on the car a long time. Naptha may be used to remove stubborn spots. (ServiceNews, October 1991)

Paint Inspection

Once the exterior is clean, inspect the paint for signs of environmental damage. (S/B 88-036, dated December 2, 1988)

If acid rain or industrial fallout damage is found, use only the approved materials and procedures to repair the damage:

- Acid Rain Damage (S/B 88-037, dated March 27, 1992)
- Industrial Fallout Damage (S/B 88-035, dated June 2, 1989)

After cleaning and inspection, the car should be waxed to help protect the paint from the elements.

Display

Cars should be washed and thoroughly rinsed often to protect them from airborne pollutants and preserve their appearance.

PRE-DELIVERY INSPECTION

The general guideline for this operation is the PDI checklist. Several service bulletins have been published that detail certain PDI procedures.

Wheel Balance

Tires will flat-spot from sitting in storage for a long period. This can cause symptoms during the test drive that lead the technician to believe a wheel is out of balance. After verifying the cold tire pressure is correct, drive the car at least 5-10 miles before diagnosing a possible out-of-balance condition. (S/B 90-009, dated April 20, 1990)

Steering Wheel Off-center

The technician should verify during the test drive that the steering wheel is centered when the car is going straight. If it is not, the degree of off-center should be measured and corrected if it is excessive. (S/B 90-011, dated April 27, 1990)

Exterior Appearance

Refer to the first part of this service bulletin for information on shipping wax removal, and paint inspection and repair.

The windows may have some stains left over from the packaging used to ship the glass from the manufacturer to the factory. These stains should be removed with the proper solvent. (S/B 90-028, dated September 14, 1990)

Interior Appearance

To prevent soiling, the factory's protective coverings should be left on the seats and floor while the car is stored. Once these are removed, temporary coverings should be used when the car is driven. A thorough inspection of the interior, and cleaning as needed, should be done during PDI.

The "nap" of cloth seat material may be crushed by objects such as the seat belt buckles while the car is in storage. These areas should be steamed and brushed to raise the nap and remove any marks. (ServiceNews, August 1992)

Fuses

To reduce parasitic draw during shipping, the factories do not install one or more fuses. Although the numbers and locations of missing fuses vary from factory to factory, the circuits involved generally fall in these areas:

- Radio/clock Back-up
- ABS
- Interior Lights
- Power Door Locks

Some cars have the missing fuse locations marked on the cover of the fuse box by a heavy line around the fuse's description. However, this is not true in all cases.

By carefully following the electrical systems testing on the checklist, the PDI technician should quickly discover which circuits need fuses installed.

Cigarette Lighters

Two manufacturers supply cigarette lighters to Honda. The sockets and elements are not compatible with each other. If the lighter's element was removed from the car while it was in storage or on display, verify that the element being put in the car at PDI is the same manufacturer as the socket. (ServiceNews, August 1990)

SERVICE BULLETIN

HONDA
AUTOMOBILE SERVICE DEPARTMENT

Model 1992 PRELUDE	Applicable To ALL	File Under BODY	Bulletin No. 92-028 Issue Date AUG 28, 1992
------------------------------	--------------------------	------------------------	--

Squeaking From Closed Sunroof

SYMPTOM

A squeaking noise in the rear of the sunroof panel when driving on rough roads with the sunroof closed.

PROBABLE CAUSE

Interference between the sunroof panel and the rear drain channels. In most cases the rear corners of the sunroof panel sit below the roof panel.

DIAGNOSIS

Verify the noise by driving on an irregular surface. Then open the sunroof just enough to raise the rear of the panel off the sunroof pan. Drive the car over the same surface and see if the noise is gone. If so, proceed with CORRECTIVE ACTION.

CORRECTIVE ACTION

Measure the height of the sunroof panel according to the procedure on page 20-30 of the service manual. Depending on this measurement, do Procedure A or B.

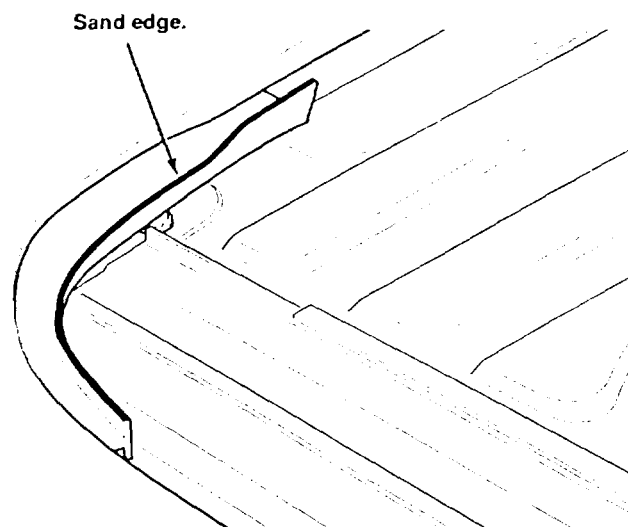
Procedure A: Sunroof panel sits less than 1.4 mm above roof.

1. Remove the sunroof panel liner.
2. Install a sunroof shim on the side that squeaks.
3. Install the sunroof panel liner.

Procedure B: Sunroof panel sits more than 1.4 mm above roof.

1. Remove the sunroof panel liner.
2. Remove the sunroof panel.

3. Sand the edge of the rear drain channel on the side that squeaks to remove any high spots.



4. Install the sunroof panel and adjust it for proper height.
5. Install the sunroof panel liner.

WARRANTY CLAIM INFORMATION

In warranty: The normal warranty applies.

Out of warranty: Any repair performed after warranty expiration may be eligible for goodwill consideration by the District Service Manager. You must request consideration, and get the DSM's decision, before starting work.

	Op. #	FRT
Procedure A:	814005	0.3 hour
Procedure B:	814010	0.6 hour
Failed part:	P/N 70250-SS0-003ZZ H/C 3948056	
Defect code:	042	
Contention code:	B07	

Index # **030126**

SERVICE BULLETIN

HONDA
AUTOMOBILE SERVICE DEPARTMENT

Model	Applicable To	File Under	Bulletin No.
1992 PRELUDE	ALL	BODY	92-032
			Issue Date
			SEP 18, 1992

WA

Fuel Fill Door Does Not Open

SYMPTOM

The fuel fill door does not open far enough to clear the body.

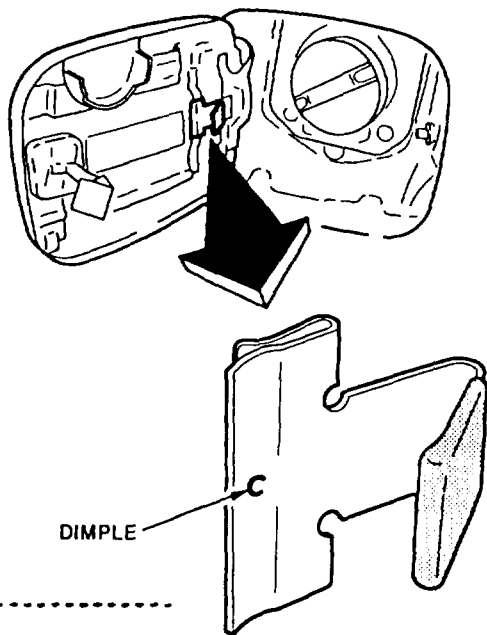
PROBABLE CAUSE

The fuel fill door opener spring has come off completely.

CORRECTIVE ACTION

Add a 1 mm dimple to the opener spring and reinstall. For new cars, follow the steps below as part of PDI. If the spring has fallen out completely, add a dimple to a new one.

1. Dimple the opener spring about 1 mm deep with a center punch and a hammer.
2. Install the spring as shown.



Index # 030595

3. Open and close the fuel fill door to check for proper operation and flush fit.

PARTS INFORMATION

Fuel Fill Door Opener Spring
P/N 70494-SE0-000, H/C 2183648

WARRANTY INFORMATION

In warranty: The normal warranty applies.

Out of warranty: Any repair performed after warranty expiration may be eligible for goodwill consideration by the District Service Manager. You must request consideration, and get the DSM's decision, before starting work.

Flat rate time: 0.2 hour
Failed part: P/N 70494-SE0-000
H/C 2183648
Operation number: 849105
Defect code: 012
Contention code: B99

SERVICE BULLETIN

HONDA
AUTOMOBILE SERVICE DEPARTMENT

Model	Applicable To	File Under	Bulletin Number
1992 <u>PRELUDE</u>	See VEHICLES AFFECTED	BODY	92-033
			Issue Date OCT 20, 1992

Inside Door Handle Rod Disconnected

SYMPTOM

The inside door handle does not work after being pulled on forcefully.

PROBABLE CAUSE

The inside door handle rod is mispositioned, causing it to become disconnected when the inside handle is pulled forcefully.

VEHICLES AFFECTED

'92 Prelude S: through VIN JHMBA8...NC012350

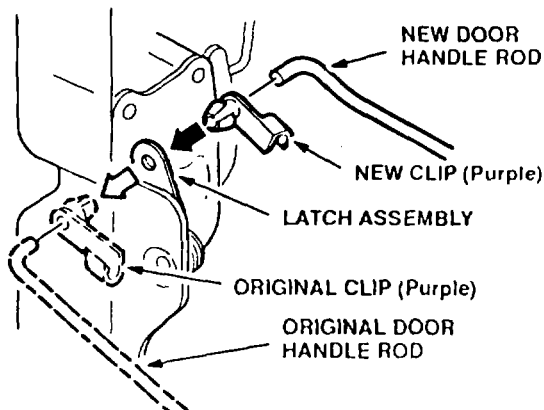
'92 Prelude Si: through VIN JHMBB2...NC028166

CORRECTIVE ACTION

Replace both the left and right inside door handle rods with the parts listed in PARTS INFORMATION.

1. Remove the door trim panel as described in section 20 of the Service Manual.
2. Disconnect the inside handle rod from the handle.
3. Remove the original inside door handle rod and the purple clip from the latch assembly.
4. Install the new purple clip and door handle rod onto the latch assembly as shown.

NOTE: The new purple clip and door handle rod are installed from the opposite side of the original parts.



5. Attach the door handle rod to the inside door handle and secure it with the clip.
6. Reinstall the door trim panel and check the inside door handle and switches for proper operation.

PARTS INFORMATION

Left Door Handle Rod Set P/N 72171-SS0-305
H/C 4155487

Right Door Handle Rod Set P/N 72131-SS0-305
H/C 4155479

WARRANTY CLAIM INFORMATION

In warranty: The normal warranty applies.

Out of warranty: Any repair performed after warranty expiration may be eligible for goodwill consideration by the District Service Manager. You must request consideration, and get the DSM's decision, before starting work.

Operation number:	Description:	Flat Rate Time:
818125	Replace both the left and right door handle rod sets.	1.2 hours
Failed part:	P/N 72171-SS0-003 H/C 3948882	
Defect code:	074	
Contention code:	B01	

SERVICE BULLETIN

 **HONDA**
AUTOMOBILE SERVICE DEPARTMENT

Model	Applicable To	File Under	Bulletin No.
1992 PRELUDE	ALL	BRAKES	92-035
			Issue Date OCT 30, 1992

Front Caliper Rattle

SYMPTOM

A rattling noise coming from the front of the car when driving over rough surfaces. The noise goes away with light application of the brakes.

PROBABLE CAUSE

The front brake pad retainers do not apply enough pressure to the pads, allowing them to rattle.

CORRECTIVE ACTION

Replace the pad retainers on both front calipers with the new parts listed under PARTS INFORMATION.

1. Remove the front brake pads, shims and retainers. Refer to page 19-7 of the service manual.
2. Install the new pad retainers in the caliper bracket.
3. Install the brake pads and shims. To ease installation, insert the pad in the bottom retainer. Depress the tang on the top retainer with a small screwdriver and push the brake pad into place.
4. Pivot the caliper over the pads and install the caliper bolt.
5. Repeat this procedure on the other front caliper.

PARTS INFORMATION

Brake pad retainer
(4 required) P/N 45237-SM4-A01
H/C 3280906

WARRANTY CLAIM INFORMATION

In warranty: The normal warranty applies.

Out of warranty: Any repair performed after warranty expiration may be eligible for goodwill consideration by the District Service Manager. You must request consideration, and get the DSM's decision, before starting work.

Operation number: 410155
Flat rate time: 0.7 hour
Failed part: P/N 45237-SS0-003
H/C 3943875
Defect code: 042
Contention code: B07

Index # **031328**

SERVICE BULLETIN

HONDA
AUTOMOBILE SERVICE DEPARTMENT

Model	Applicable To	File Under	Bulletin I
1988-93 PRELUDE 1990-93 ACCORD 1993 DEL SOL	ALL	ACC	92-036
			Issue Date OCT 30, 1992

Poor Reception or Interference on AM Band

SYMPTOM

Customer complaint of unsatisfactory AM radio station reception, or a popping noise from the speakers when operating electrical equipment such as the turn signals or brake lights.

NOTE: Refer to the Honda PROformance tape "Radio Diagnosis" for troubleshooting information.

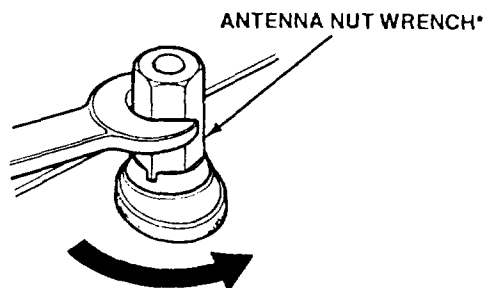
PROBABLE CAUSE

Poor ground connection between the antenna collar and car body.

CORRECTIVE ACTION

Improve the ground connection and tighten the antenna assembly mounting nuts in the proper sequence.

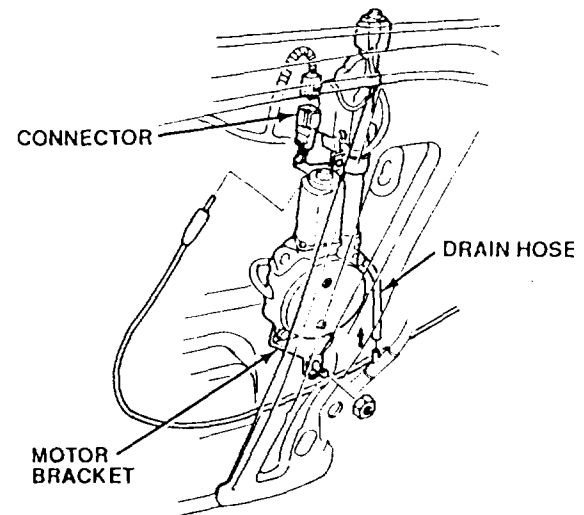
1. Use the appropriate special tool to remove the nut from the antenna base.



*ACCORD WAGON, DEL SOL MANUAL ANTENNA -
T/N 07MAA-SM5000
ALL OTHER MODELS - T/N 07JAA-001000C

2. Remove the spacer and bushing from the antenna base. Remove the antenna mast. Refer to section 23 of the appropriate service manual for the proper procedure.

3. Inspect the antenna mast and inside of the mast housing for corrosion. If no corrosion found, clean the mast and housing with Honda Brake Cleaner (P/N PC-HBC265) or equivalent. If either the mast or inside of the housing is corroded, replace the complete antenna assembly.
4. Reinstall the mast as shown in the service manual.
5. Remove the antenna motor mounting nuts and remove the antenna assembly from the trunk.



Accord Wagon shown. For other models, refer to section 23 of the appropriate service manual.

6. Using sandpaper or a drill motor with wire brush attachment, remove the paint from the underside of the fender around the edge of the antenna hole.
7. Clean and lubricate the threads on the antenna base with Honda Multipurpose Lubricant (P/N 08732-0003) or equivalent.

8. Reinstall the antenna assembly in the trunk.
 - Install the spacer, bushing and nut. Using the special tool, torque the nut to 2.3 Nm (0.23 kg-m, 20 lb-in).

NOTE: For proper operation, the antenna motor mounting nuts must be loose when torquing the special nut.

9. Tighten the antenna motor mounting nuts. Test the antenna operation, and check radio reception on several AM stations.

WARRANTY CLAIM INFORMATION

In warranty: The normal warranty applies.

Out of warranty: Any repair performed after warranty expiration may be eligible for goodwill consideration by the District Service Manager. You must request consideration, and get the DSM's decision, before starting work.

Operation number: 015025

Flat rate time:

Accord, Prelude	0.3 hour
del Sol	0.8 hour

Failed part:

Accord	P/N 39150-SM4-A02 H/C 3715166
1988-91 Prelude	P/N 39150-SF1-A03 H/C 3417888
1992-93 Prelude	P/N 39150-SS0-A01 H/C 3942901
del Sol	P/N 08B41-SR2-100 H/C 3924131

Defect code: 066

Contention code: F02

SERVICE BULLETIN

HONDA
AUTOMOBILE SERVICE DEPARTMENT

Model
**1992
PRELUDE**

Applicable To
**ALL WITH
4WS**

File Under
STEERING

Bulletin No.
92-037

Issue Date
OCT 30, 1992

Product Update: Four Wheel Steering Sensor

UPDATE DESCRIPTION

A product update campaign is being conducted to replace the rear main steering angle sensor.

BACKGROUND

Under certain road conditions, the main steering angle sensor in the rear steering actuator sends an incorrect signal to the 4WS control unit. This may cause the control unit to light the 4WS indicator on the instrument panel and turn the system off. With the system off, the rear wheels remain pointed straight ahead. The car then steers like a conventional car without 4WS.

CUSTOMER NOTIFICATION

Owners of affected vehicles will be contacted by mail and asked to take the car to a dealership for repair. The text of the customer letter is at the end of this service bulletin.

CORRECTIVE ACTION

Replace the rear main steering angle sensor with the new part listed under PARTS INFORMATION.

1. Raise the car on a hoist.
2. Remove the rear steering actuator cover.

Index # **032583**

REAR STEERING ACTUATOR COVER

3. Disconnect the rear main sensor's 8P connector.

8P CONNECTOR



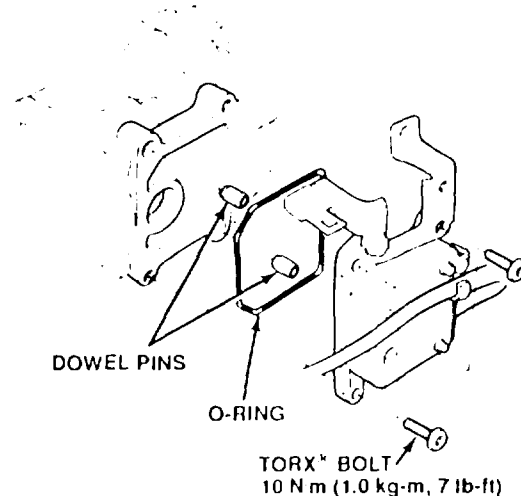
4. Use a TORX® T40 wrench to remove the five rear main sensor and bracket mounting bolts. Separate the sensor from the actuator.

NOTE: When removing the sensor, make sure you keep track of the dowel pins. Protect the interior of the actuator from dirt and other contaminants.

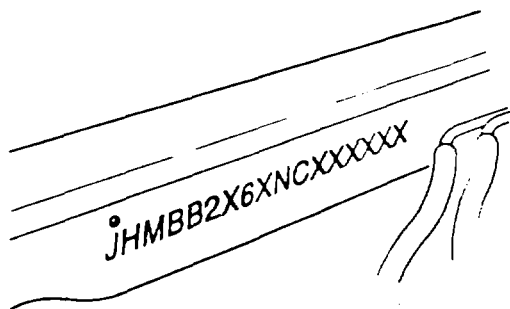
DOWEL PINS

O-RING

TORX® BOLT
10 N·m (1.0 kg-m, 7 lb-ft)



5. Install the new sensor with the new O-ring that comes in the kit.
6. Use the new bolts included in the kit to fasten the sensor to the actuator. Tighten the bolts to 10 N·m (1.0 kg-m, 7 lb-ft).
7. Reconnect the electrical connector and install the actuator cover.
8. Lower the car. Verify operation of the 4WS system by turning the key to the ON position. The 4WS light should come on, then go out when you start the engine. Turn the steering wheel lock-to-lock and verify that the rear wheels turn.
9. Center-punch a completion mark over the first digit in the VIN in the engine compartment.



PARTS INFORMATION

Rear main steering angle sensor kit
(Sensor, O-ring, bolts) P/N 06390-SS0-305
H/C 4176954

WARRANTY CLAIM INFORMATION

Operation number: 514140
Flat rate time: 0.5 hour
Failed part: P/N 06390-SS0-J70
H/C 3937471
Defect code: 648
Contention code: J62

November 1992

Product Update: Prelude 4WS Sensor

Dear Prelude Owner:

Honda Motor Co., Ltd. has determined that a problem may exist in the four-wheel steering system of the 1992 Prelude. Under certain road conditions, a sensor in the rear steering actuator may send an incorrect signal to the 4WS system's control unit. This may cause the control unit to light the 4WS indicator on the instrument panel and turn the system off. With the system off, the rear wheels remain pointed straight ahead. The car then steers like a conventional car without 4WS. Turning the ignition off after you stop driving resets the 4WS system and indicator.

An improved sensor is now available. Please call your dealer and make an appointment to have it installed. *This update will be done free of charge.*

We apologize for any inconvenience this product update may cause you; however, our main concern is your continued satisfaction with your Prelude.

Respectfully,

AMERICAN HONDA MOTOR CO., INC

SERVICE BULLETIN

HONDA
AUTOMOBILE SERVICE DEPARTMENT

Model	Applicable To	File Under	Bulletin No.
1992 PRELUDE	See VEHICLES AFFECTED	BODY	92-039
			Issue Date
			NOV 13, 1992

Buckled Windshield Molding

SYMPTOM

The windshield molding is buckled in the A-pillar area.

PROBABLE CAUSE

Insufficient adhesive on the windshield molding.

VEHICLES AFFECTED

1992 Prelude

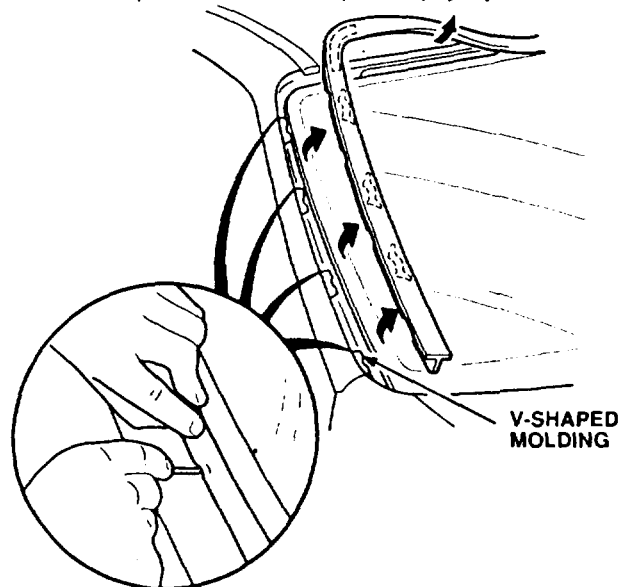
S through JHMB A8 . . . NC012337

Si through JHMB B2 . . . NC028122

CORRECTIVE ACTION

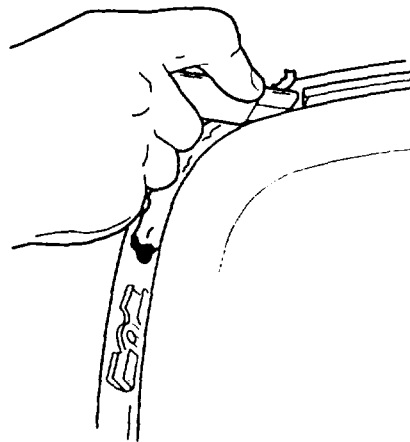
Replace the windshield molding.

1. Apply tape to the body around the windshield molding to protect the body finish.
2. With a small flat-tip screwdriver pry up the body side edge of the molding to reveal the retaining clips. Insert the blade of the screwdriver under the top half of each clip and pry up to release.

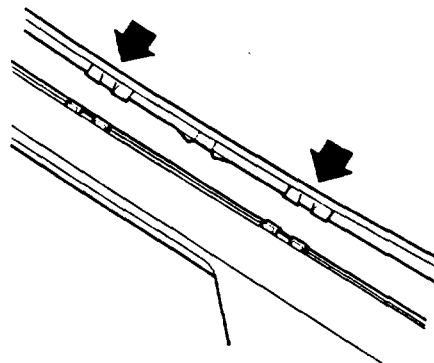


3. Lift the upper molding out of the channel. Pull the windshield molding away from the V-shaped molding carefully. If this V-shaped molding is distorted, the windshield will have to be removed to replace the molding.

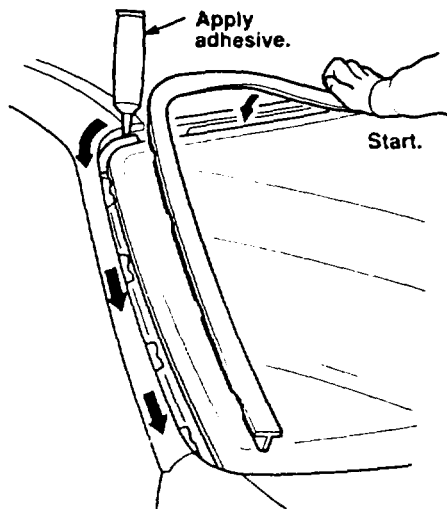
4. Cut the molding and the adhesive away from the upper corner molding area.



5. Clean both upper corner molding areas with 3M General Purpose Adhesive Cleaner (P/N 08984) or equivalent.
6. Check for broken or chipped retainer clips and replace them. See PARTS INFORMATION.
7. If the windshield was not removed, pull the V-shaped molding away from the new molding and discard it. (If the windshield was removed, the V-shaped molding is needed for reinstallation.)
8. Position the A-pillar section of the molding above the clips as shown.



The flat-backed molding must be exactly opposite the cut out in the clip.



9. Starting with the top edge, set the center area molding by pressing the molding into the clip with the heel of your hand.
10. When you get to one of the upper corners cleaned in step 5, apply 3M AUTOMIX Channel Bonding and Sidelite Adhesive (P/N 051135-08641) or equivalent. You will need the mixing nozzles and the applicator gun that come in the package. Apply constant manual pressure to the corner for the full set-up time of four to five minutes. Do not use a rubber hammer. Repeat on the other corner.
11. Set the rest of the molding.
12. Before removing the tape, check for secure set and clean any excess sealant or adhesive with 3M General Purpose Adhesive Cleaner (P/N 08984) or equivalent.
13. Remove the tape.

PARTS INFORMATION

Front windshield molding, black
P/N 73150-SS0-000
H/C 3949328

Clips:

Clip D, FR windshield
P/N 91525-SS0-003
H/C 3956877

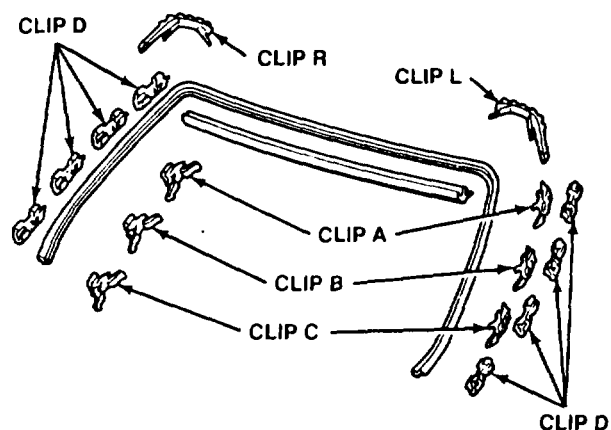
Clip A, FR windshield
P/N 91528-SS0-003
H/C 3956885

Clip L, corner windshield
P/N 73156-SS0-004
H/C 3949344

Clip R, corner windshield
P/N 73155-SS0-004
H/C 3949336

Clip B, FR windshield
P/N 91529-SS0-003
H/C 3956893

Clip C, FR windshield
P/N 91530-SS0-003
H/C 3956901



WARRANTY CLAIM INFORMATION

In warranty: The normal warranty applies.

Out of warranty: Any repair performed after warranty expiration may be eligible for goodwill consideration by the District Service Manager. You must request consideration, and get the DSM's decision, before starting work.

Operation number: 831130

Flat rate time: 0.6 hours

Failed part: P/N 73150-SS0-000
H/C 3949328

Defect code: 004

Contention code: A99

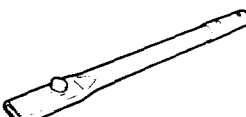


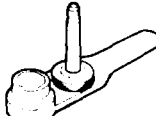


SERVICE BULLETIN

HONDA
AUTOMOBILE SERVICE DEPARTMENT

Model	Applicable To	File Under	Bulletin No
ALL	1990 - 93	SPECIAL TOOLS	92-040
			Issue Date
			NOV 13, 1992

Crankshaft Pulley Holder

The tools in this chart are used to remove and install the crankshaft pulleys on the cars listed. For models after 1993, refer to the appropriate Service Manual.

Tool Number and Name		Model Year			
		90	91	92	93
07JAB-001020A HOLDER HANDLE		ALL	ALL	ALL	ALL
07JAA-001020A SOCKET, 19 mm		This socket is used with the pin type holder on '89 and earlier models.			
07JAA-001010A SOCKET, 17 mm		Civic	Civic	Civic	Civic
07JAB-001010A HOLDER ATTACHMENT, PIN TYPE		Civic	Civic	Civic: - ALL 1.5 - Sedan 1.6 A/T	Civic: - ALL 1.5 - Sedan 1.6 A/T
07MAB-PY3010A HOLDER ATTACHMENT, 50 mm OFFSET		Use with commercially available socket.		Accord Prelude	Accord Prelude: - ALL except VTEC
07NAB-001040A HOLDER ATTACHMENT, 50 mm		Use with commercially available socket.		Accord Prelude	Civic: - ALL 1.6 except Sedan A/T Prelude: - VTEC

NOTES:

- Before using any crankshaft pulley holder tools, be sure the Holder Attachment is completely engaged in the Holder Handle, and the thumb screw is tightened.
- Before using the Pin Type Holder Attachment, apply molybdenum disulfide grease to the inside diameter of the tool and the outside diameter of the socket.
- Do not use air impact tools with the 17 mm and 19 mm sockets; you may damage the sockets.

Index # **032939**

© 1992 American Honda Motor Co., Inc. - All Rights Reserved.

ATB 15581 (9211)

1 of 1

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 car. These procedures should not be attempted by "do-it-yourselfers," and you should not assume this bulletin applies to your car, or that your car has the condition described. To determine whether this information applies, contact a authorized Honda automobile dealer.

SERVICE BULLETIN

 **HONDA**
AUTOMOBILE SERVICE DEPARTMENT

Model	Applicable To	File Under	Bulletin Number
ALL	ALL	GENERAL	92-041
			Issue Date
			NOV 13, 1992

Vehicle Fails State Inspection and Maintenance Emission Test

SYMPTOM

Some vehicles with properly functioning emission control systems may fail certain states' tailpipe emissions test.

PROBABLE CAUSE

The following conditions may cause the car to exceed the state standards:

- The vehicle is not fully warmed-up.
- The idle period is too long.
- The engine is shut-off, hot-soaked and re-started.
- The underhood ambient temperature is very high.

NOTE: All Honda automobiles do meet the U.S. E.P.A. and California emission standards when tested under the E.P.A. certification test procedure.

CORRECTIVE ACTION

Do the following before conducting the tailpipe emissions test.

The emissions test should be performed with the car at normal operating temperature. Before testing be sure the car has been driven for several miles at 25 mph or above, and test the car as soon as possible after driving.

1. Keep the engine at operating temperature (the cooling fan has cycled on and off twice).
2. To normalize the system, raise the engine speed to above 3500 rpm and allow the throttle to snap closed to idle.

WARRANTY CLAIM INFORMATION

None: information only.

Index #

032940

SERVICE BULLETIN

HONDA
AUTOMOBILE SERVICE DEPARTMENT

Model	Applicable To	File Under	Bulletin No.
1993	ALL	BODY	92-045
			Issue Date NOV 20, 1992

1993 Honda Paint Codes

Paint formulations are determined by each paint company. For questions regarding formulas or matching contact your local paint distributor or the paint company's nearest regional office. The information provided is for reference only. American Honda does not endorse any paint company or type of paint.

Herberts Standox and Spies Hecker use the Honda Paint Code as their paint intermix code.

The original paint is acrylic enamel. Paint codes which include "M" are metallic colors; those which include "P" are pearlescent colors.

Japan-Produced Cars

1993 HONDA PAINT CODE AND DESCRIPTION		MODEL	DUPONT	PPG	R - M	S-W, ACME, MARTIN-SENOUR	SIKKENS	HONDA TOUCH-UP P/N (Add "08703-" prefix to each number)
B-54P	Cobalt Blue ¹	Accord	N9139	16950	20504	43413	HON9368	B54PPAH
B-62P	Captiva Blue ¹	Civic, del Sol	N9593	4582	22202	46544	HON9481	B62PPAH
B-63P	Harvard Blue ¹	Civic	N9594	4583	22203	46545	HON9482	B63PPAH
B-64P	Fresco Blue ¹	Prelude	W9532	4585	22206	46546	HON9495	B64PPAH
BG-23M	Brittany Blue Green ¹	Prelude	N9167	16908	21241	45166	HON9447	BG23MAH
BG-30P	Arcadia Green ¹	Accord	W9506	4586	22208	46548	HON9488	BG30PAH
G-62P	Geneva Green ¹	Civic	L9007	46440	19271	40916	HON9305	G62PPAH
G-73M	Opal Green ¹	Civic	W9507	Sayama: 4603 Suzuka: 4604	22209	46549	HON9489	G73MPAH
GY-15P	Samba Green ¹	del Sol	W9508	4587	22210	46550	HON9484	GY15PAH
NH-503P	Granada Black ¹	Civic, del Sol, Accord, Prelude	K8693	9629	16322	35788 MS: 23694	HON9058	NH503PAH
NH-538	Frost White ³	Civic, del Sol, Accord, Prelude	N9132	90741	20491	43425	HON4599	NH538AH
NH-552M	Sebring Silver ¹	Prelude	W9375	4362	21272	44893	HON9425	NH552MAH
NH-561P	Phantom Gray ¹	Civic, Accord	W9509	Sayama: 4605 Suzuka: 4606	22204	46551	HON9486	NH561PAH
R-72P	Torino Red ¹	Civic	K9153	73396	20261	42683	HON9342	R72PPAH
R-78P	Bordeaux Red ¹	Accord	W9312	4363	21278	44951	HON9438	R78PPAH
R-81	Milano Red, Base ²	Civic, del Sol, Prelude	W9510	Sayama: 4629 Suzuka: 4627	22201	46552	HON3908	R81PPAH
	Milano Red, Top ²		W9510	Sayama: 4630 Suzuka: 4628	22201	46552	HON3908	R81PPAH
YR-94M	Seattle Silver ¹	Accord	L9002	34700	19275	40919	HON9301	YR94MAH
YR-503M	Rosewood Brown ¹	Accord	W9308	Sayama: 4366 Suzuka: 4609	21242	44884	HON9445	YR503MAH
YR-505M	Cashmere Silver ¹	Accord	W9719	4772	23271	48086	HON9006	YR505MAH

NOTE: The numbers following the paint description represent the paint process during the manufacture of the car.

¹ A clear coat is applied over the color coat.

² A small amount of color is mixed with a clear coat and applied over the color coat.

³ A clear coat is not needed.

Canada-Produced Civics, paint code ends in -4

1993 HONDA PAINT CODE AND DESCRIPTION		DUPONT	PPG	R - M	S-W, ACME, MARTIN-SENOUR	SIKKENS	HONDA TOUCH-UP P/N (Add "08703-" prefix to each number)
B-62P-4	Captiva Blue ¹	H9743	18250	22200	46715	HON9529	B62PPAH
BG-29P-4	Aztec Green ¹	W9723	49579	23274	48112	HON9014	BG29PAH
NH-503P-4	Granada Black ¹	H8999	9559	23275	48114	HON9016	NH503PAH
NH-538-4	Frost White ³	N9286	90907	20508	43717	HON4601	NH538AH
NH-561P-4	Phantom Gray ¹	H9745	35452	22199	46722	HON9530	NH561PAH
R-81-4	Milano Red ¹	H9746	73906/73907	22198	46725	HON3946	R81PPAH
R-86P-4	Camellia Red ¹	W9724	74027	23276	48085	HON9017	R86PPAH

U.S.-Produced (Marysville) Accords, paint code ends in -3

1993 HONDA PAINT CODE AND DESCRIPTION		DUPONT	PPG	R - M	S-W, ACME, MARTIN-SENOUR	SIKKENS	HONDA TOUCH-UP P/N (Add "08703-" prefix to each number)
B-54P-3	Cobalt Blue ¹	N9218	17170	20501	43750	HON9361	B54PPAH
B-67P-3	Atlantis Blue-green ¹	H9816	4759	23273	48032	HON9012	B67PPAH
BG-30P-3	Arcadia Green ¹	L9664	47055	22213	46718	HON9527	BG30PAH
NH-503P-3	Granada Black ¹	K8929	9727	18492	38997	HON9267	NH503PAH
NH-538-3	Frost White ³	N9222	90852	20503	43716	HON4600	NH538AH
NH-561P-3	Phantom Gray ¹	L9666	35316	22193	46721	HON9537	NH561PAH
R-78P-3	Bordeaux Red ¹	W9405	4436	21413	44879	HON9451	R78PPAH
YR-94M-3	Seattle Silver ¹	K9002	26472	19284	41488	HON9324	YR94MAH
YR-503M-3	Rosewood Brown ¹	L9667	27363	22214	46726	HON9528	YR503MAH
YR-505M-3	Cashmere Silver ¹	H9815	4765	23278	48033	HON9013	YR505MAH

U.S.-Produced (East Liberty) Civics, paint code ends in -3 or -5

(East Liberty uses water-borne paints)

1993 HONDA PAINT CODE AND DESCRIPTION		DUPONT	PPG	R - M	S-W, ACME, MARTIN-SENOUR	SIKKENS	HONDA TOUCH-UP P/N (Add "08703-" prefix to each number)
B-63P-5	Harvard Blue ¹	L9663	18415	23416	48403	HON9538	B63PPAH
BG-29P-5	Aztec Green ¹	H9818	4773	23417	48111	HON9018	BG29PAH
G-73M-5	Opal Green ¹	L9665	47054	23418	48404	HON9536	G73MPAH
NH-503P-5	Granada Black ¹	K8929	9727	23419	48421	HON9267	NH503PAH
NH-538-5	Frost White ³	N9222	90852	23420	48422	HON4600	NH538AH
NH-561P-5	Phantom Gray ¹	L9666	35316	23421	48423	HON9537	NH561PAH
R-81-5	Milano Red, Base ²	H9817	4779	23424	48115	HON3000	R81PPAH
	Milano Red, Top ²	H9817	4781	23424	48115	HON3000	R81PPAH
R-86P-5	Camellia Red ²	H9819	4780	23425	48116	HON9023	R86PPAH

NOTE: The numbers following the paint description represent the paint process during the manufacture of the car.

¹ A clear coat is applied over the color coat.

² A small amount of color is mixed with a clear coat and applied over the color coat.

³ A clear coat is not needed.

SERVICE BULLETIN

HONDA

Model	Applicable To	File Under	Bulletin No.
1992 - 95 PRELUDE 1992 - 93 CIVIC 4-DOOR	See VEHICLES AFFECTED	BODY	92-047
			Issue Date OCT 24, 1994

Rearview Mirror Reinstallation (Supersedes 92-047, dated November 30, 1992)

PROBLEM

The rearview mirror may be accidentally knocked off the windshield lug and some of the internal parts can be broken or lost.

VEHICLES AFFECTED

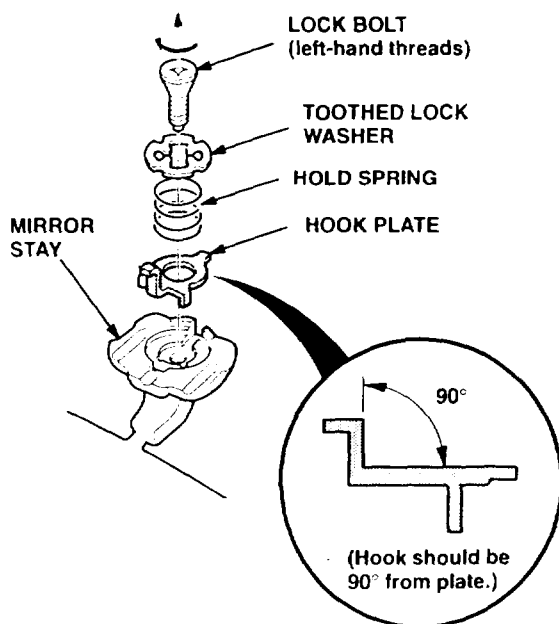
1992 - 95 Prelude:
All Japan-produced vehicles

1992 - 93 Civic:
All Japan-produced vehicles

CORRECTIVE ACTION

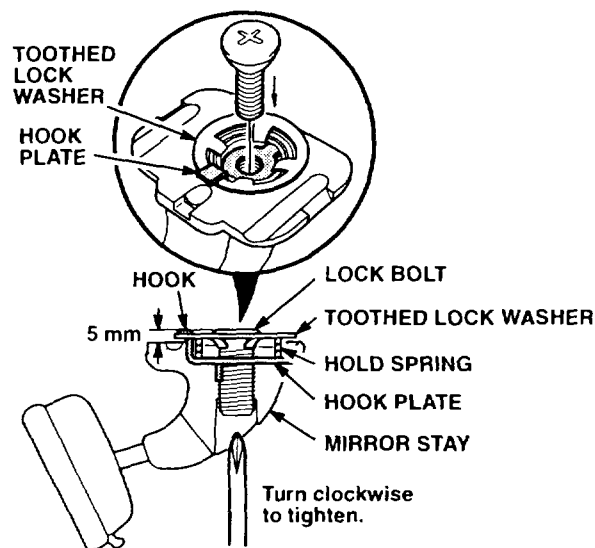
Replace any missing or damaged parts (see PARTS INFORMATION), and reinstall the rearview mirror.

1. Remove the lock bolt from the mirror stay as described in the appropriate service manual.
2. Inspect the hook plate. If the hook plate is distorted, bend it to its original 90° position.



3. Inspect the lock bolt, the toothed washer, and the hold spring. Replace any parts that are missing, broken, or distorted (see PARTS INFORMATION).

4. Loosely install the hook plate, hold spring and the toothed washer to the mirror stay using the lock bolt. Make sure the hook plate is over the top of the toothed washer. Thread in the lock bolt until the toothed washer is approximately 5 mm from the mirror stay.



5. Install the mirror on the windshield lug, and torque the lock bolt to 2.0-3.0 N-m (20-30 kg-m, 14-22 lb-ft).

PARTS INFORMATION

Civic

Description	P/N	H/C
Lock bolt	76410-SL4-003	3552841
Toothed washer	76409-SL0-003	3586583
Hold spring	76419-SL4-003	4282562

Prelude

Description	P/N	H/C
Lock bolt	76410-SL4-003	3552841
Toothed washer	76410-SP0-003	3665403
Hold spring	76419-SL4-003	4282562

WARRANTY CLAIM INFORMATION

In warranty: The normal warranty applies.

Out of warranty: Any repair performed after warranty expiration may be eligible for goodwill consideration by the District Service Manager or your Zone Office. You must request consideration, and get a decision, before starting work.

Operation number: 828155

Flat rate time: 0.2 hour

Failed part: P/N 76400-SR0-A02ZA
H/C 3890738

Defect code: 018

Contention code: B99

SERVICE BULLETIN

HONDA

AUTOMOBILE SERVICE DEPARTMENT

Model	Applicable To	File Under	Bulletin No.
1992 - 93 PRELUDE	ALL	BODY	93-001
			Issue Date JAN 15, 1993

Loose Door Seal

PROBLEM

The seal around the door opening has come loose from the body.

CORRECTIVE ACTION

Reinstall the door seal with adhesive.

1. Pull the door seal away from the door opening flange in the affected area. Clean the door opening flange with 3M General Purpose Adhesive Cleaner (P/N 051135-08984) or equivalent.
2. Apply a *thin* coat of 3M Weatherstrip Adhesive (P/N 051135-08011) to the door seal and to the door opening flange. Allow the adhesive to dry until tacky.

NOTE: Applying too much adhesive or attaching the seal before the adhesive becomes tacky may allow the seal to come loose again.

3. After allowing the adhesive on both surfaces to become tacky, press the door seal back in place on the door opening flange.

WARRANTY CLAIM INFORMATION

In warranty: The normal warranty applies.

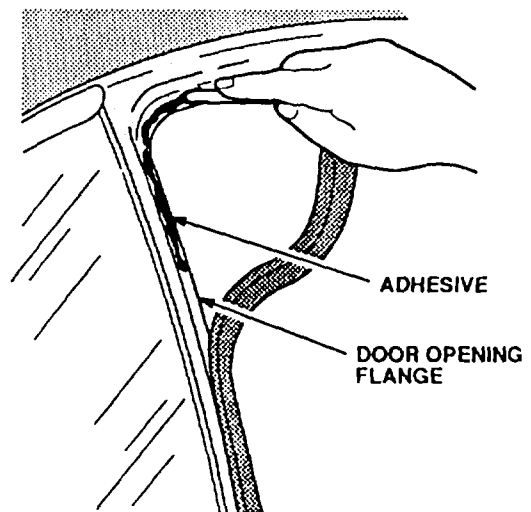
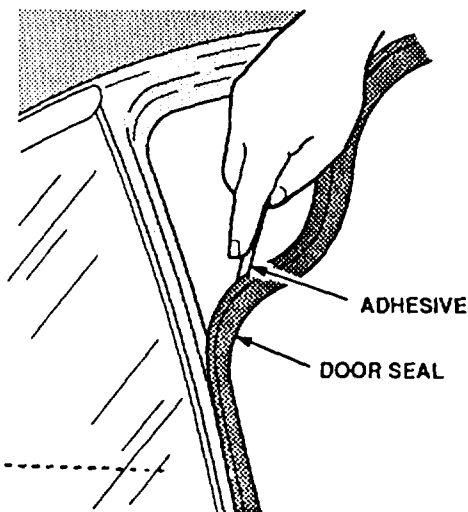
Out of warranty: Any repair performed after warranty expiration may be eligible for goodwill consideration by the District Service Manager. You must request consideration, and get the DSM's decision, before starting work.

OPERATION NUMBER	DESCRIPTION	FLAT RATE TIME
835700	Reinstall one door seal with adhesive	0.2 hour
A	For both sides, add	0.1 hour

Failed part: P/N 72355-SS0-003
H/C 3949203

Defect code: 061

Contention code: A02



Index #

032331

© 1993 American Honda Motor Co., Inc. - All Rights Reserved

ATB 15645 (9301)

1 of 1

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 car. These procedures should not be attempted by "do-it-yourselfers," and you should not assume this bulletin applies to your car or that your car has the condition described. To determine whether this information applies, contact

SERVICE BULLETIN

HONDA
AUTOMOBILE SERVICE DEPARTMENT

Model	Applicable To	File Under	Bulletin I
1988 - 93 PRELUDE	ALL	BODY	93-00
			Issue Date FEB 12,

Jingling Noise From Rear

SYMPTOM

A jingling noise is heard from the rear when driving on bumpy roads.

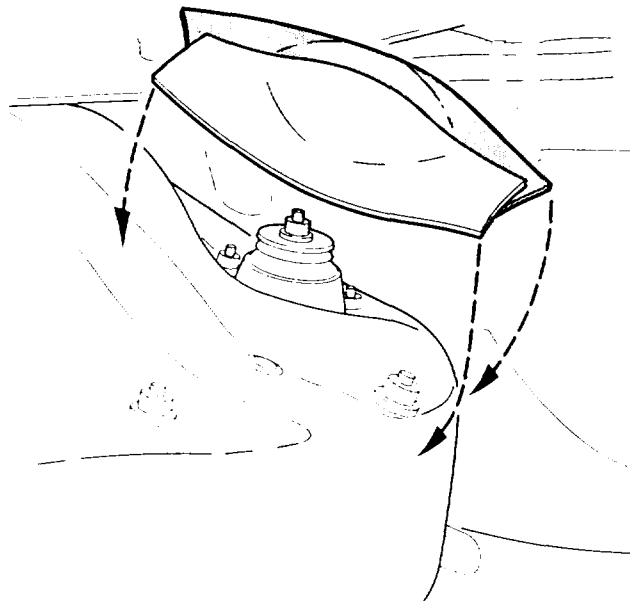
PROBABLE CAUSE

The sounds of the rear suspension springs and damper valves working are being transmitted into the passenger compartment.

CORRECTIVE ACTION

Insulate the top of the rear dampers with EPT.

1. Remove the trunk side trim panels.
2. Cut four 15-inch-long pieces of EPT 10T sealer.
3. Apply two overlapping pieces of the EPT 10T sealer over the top of a rear damper and mount. Leave some clearance above the center rod so the damper does not pull the sealer loose as it moves up and down.



4. Repeat step 3 on the other rear damper.
5. Reinstall the trunk side trim panels.

PARTS INFORMATION

EPT 10T Sealer P N 06992-SA5-000
H C 2086668

WARRANTY CLAIM INFORMATION

In warranty: The normal warranty applies.

Out of warranty: Any repair performed a warranty expiration may be eligible for good consideration by the District Service Manager. must request consideration, and get the DS decision, before starting work.

Operation number: 417725

Flat rate time: 0.7 hour per car

Failed part: P N 52611-SS0-903
H C 3945425

Defect code: C42

Contention code: B07

Index : **032657**

SERVICE BULLETIN

HONDA
AUTOMOBILE SERVICE DEPARTMENT

Model	Applicable To	File Under	Bulletin #
1988 - 93 PRELUDE	ALL	BODY	93-012
			Issue Date FEB 19, 1993

Squeak From Center Console

SYMPTOM

A squeaking noise from the center console.

PROBABLE CAUSE

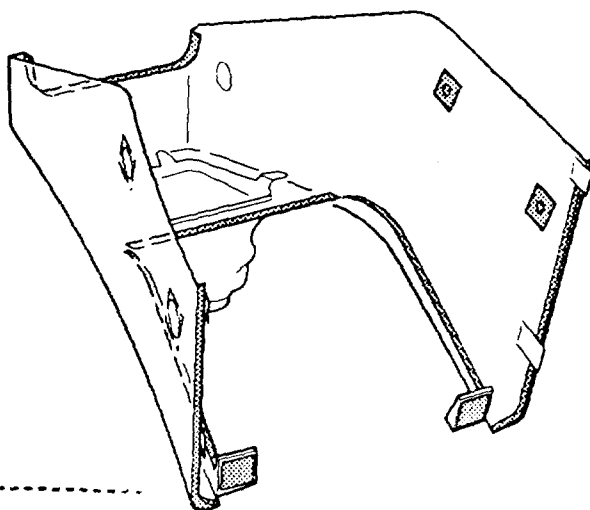
Friction between the center console and the instrument panel.

CORRECTIVE ACTION

Insulate the points of contact with EPT Sealer or adhesive-backed wool felt.

1988-91 Prelude

1. Remove the center console as described in the service manual.
2. Cut strips of adhesive-backed wool felt (P/N 06693-SA5-000). Apply them to all points highlighted in the illustration.

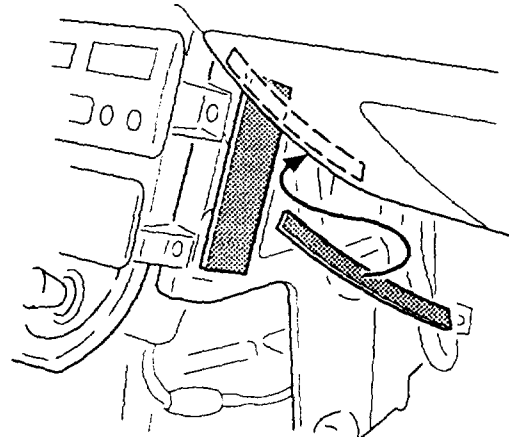


Index # **032660**

3. Reinstall the center console.

1992-93 Prelude

1. Remove the center console as described in the Service Manual.
2. Cut strips of adhesive-backed wool felt (P/N 06693-SA5-000). Apply them to the instrument panel edges where they contact the center console.
3. Cut a section of 10T EPT Sealer (P/N 06992-SA5-000), and apply it to both sides of the radio bracket.



4. Reinstall the center console.

WARRANTY CLAIM INFORMATION

In warranty: The normal warranty applies.

Out of warranty: Any repair performed after warranty expiration may be eligible for goodwill consideration by the District Service Manager. You must request consideration, and get the DSM's decision, before starting work.

Operation number: 841015

Failed part number: 77301-SS0-A01ZB

Flat rate time: 0.5 hour

Defect code: 042

Contention code: 807

SERVICE BULLETIN

HONDA
AUTOMOBILE SERVICE DEPARTMENT

Model	Applicable To	File Under	Bulletin No.
ALL	ALL	PDI	93-013
			Issue Date
			FEB 26, 1993

Handling Protective Film

Beginning in March, some new vehicles arriving at your dealership will be covered by a protective plastic film instead of shipping wax. Use of this film will begin with the del Sol, and be applied to other models over the next year.

This film covers the hood, roof, trunk, and extends part way down the fenders. The film should be treated as follows.

VEHICLE RECEIPT

Examine the protective film when the vehicle arrives at the dealership. Look for tears or lifting that may have exposed areas of the paint during transit. Minor fraying at the edges is not a problem. If you find exposed areas, examine the paint in those areas for signs of environmental damage. If you find damage, repair it using approved procedures and file a warranty claim. If the film is undamaged, leave it in place until PDI.

VEHICLE STORAGE

The protective film should be left on the vehicle until it is prepared for customer delivery or front line display. Because the film provides superior protection that does not deteriorate, the vehicle should not experience environmental damage while in storage.

FILM REMOVAL

Before starting to remove the protective film, spray the car with clear, lukewarm water to remove dirt and stabilize the surface temperature. The film is easiest to remove at room temperature – extreme hot or cold may cause it to tear more easily and come off in small pieces.

After lifting the edge, remove the film by pulling it back over itself. If this method causes it to tear into strips, roll the film into the shape of a cylinder as you pull it up.

Dispose of this film in the same way as the protective plastic on the seats.

If any of the film's adhesive is left on the paint, clean it off with ordinary wax.

You may find some streaks, rings, or other marks on the paint surface immediately after removing the film. These normally show up where two pieces of film overlap, or where there was a wrinkle or air bubble in the film. These marks are temporary and should disappear after the vehicle sits in the sun for two or three hours, or overnight if the car is left indoors in a heated area.

NOTE: After removing the protective film, wait at least 24 hours before examining the paint and deciding if color sanding or polishing is required.

Because of the film, the factory leaves the fuse out of the moonroof/sunroof circuit. Install the fuse and check the roof's operation after removing the film.

WARRANTY CLAIM INFORMATION

None – this procedure is considered part of PDI.

Index • **032946**

© 1993 American Honda Motor Co., Inc. – All Rights Reserved

ATB 15732 (9302)

1 of 1

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 car. These procedures should not be attempted by "do-it-yourselfers," and you should not assume this bulletin applies to your car, or that your car has the condition described. To determine whether this information applies, contact

Model	Applicable To	File Under	Bulletin Number
1992-93 PRELUDE	See VEHICLES AFFECTED	STEERING	93-016
			Issue Date APRIL 1, 1993

Prelude Drifts to the Right

SYMPTOM

When the steering wheel is held lightly, the vehicle drifts to the right on a flat road.

PROBABLE CAUSE

Power steering 4-way spool valve is defective.

VEHICLES AFFECTED

1992-93 S model:
thru VIN JH MBA8 _ _ _ PC000966
1992-93 Si model:
thru VIN JH MB B2 _ 5 _ PC004735
1992-93 Si 4WS model:
thru VIN JH MB B2 _ 6 _ PC004735
1993 VTEC model:
thru VIN JH MB B1 _ _ _ PC001653

DIAGNOSIS

Test drive the car on a flat road at 55 mph to confirm the customer's complaint.

NOTE: Evaluating this symptom on a significantly crowned road gives you a faulty diagnosis.

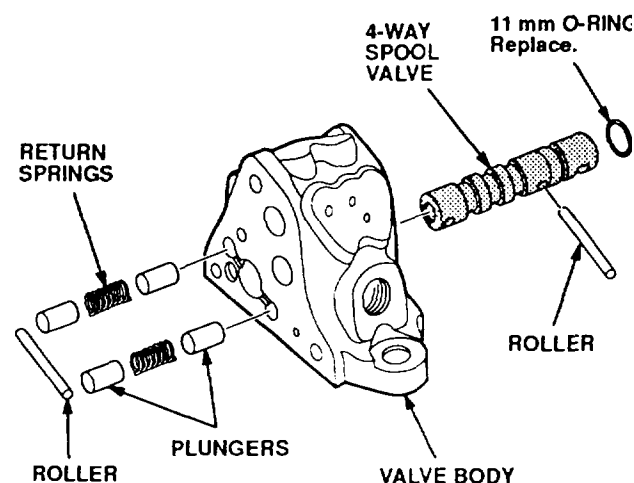
CORRECTIVE ACTION

Remove and replace the power steering 4-way spool valve (see PARTS INFORMATION). Refer to page 17-106 of the service manual for the replacement procedure.

PARTS INFORMATION

4-Way Spool Valve:

P/N 53647-SM4-010, H/C 3595105



WARRANTY CLAIM INFORMATION

In warranty: The normal warranty applies.

Out of warranty: Any repair performed after warranty expiration may be eligible for goodwill consideration by the District Service Manager. You must request consideration, and get the DSM's decision, before starting work.

Operation number: 511140

Flat rate time: 1.0 hour—includes road test

Failed part: P/N 53647-SM4-010
H/C 3595105

Defect code: 074

Contention code: B04

Index # **033476**

SERVICE BULLETIN

HONDA
AUTOMOBILE SERVICE DEPARTMENT

Model	Applicable To	File Under	Bulletin No.
1992 - 93 PRELUDE	ALL	ELECTRICAL	93-024
			Issue Date
			JUNE 11, 1993

Ceiling Light Stops Working

SYMPTOM

The ceiling light stops working completely or works only intermittently.

PROBABLE CAUSE

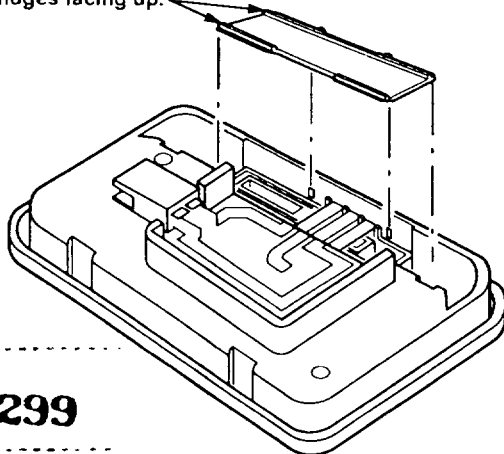
The switch cover comes loose, allowing the electrical contacts to separate.

CORRECTIVE ACTION

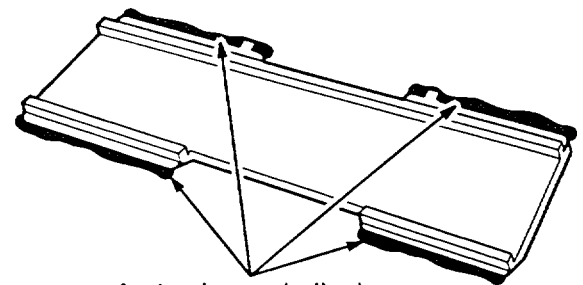
Reinstall the switch cover and apply adhesive to keep it in place.

1. Remove the ceiling light assembly as shown in Section 23 of the appropriate service manual.
2. Make sure the switch slider is seated down fully in its slot. Push on the three brass contact fingers to make sure they are seated against the slider.
3. Trial fit the plastic switch cover into the light assembly. Make sure the ridged side is facing up and the large notch faces toward the inside of the light as shown below. Make note of the cover's position; you will not be able to re-position it after you install it with the quick-drying adhesive applied. Remove the cover.

Ridges facing up.



4. Apply primer from the repair kit (see REQUIRED MATERIALS) to the switch cover in the areas shown.



Apply primer and adhesive.

5. Apply one or two drops of the adhesive in each of the same areas. Immediately install the switch cover on the light assembly.
6. Install the ceiling light assembly.

REQUIRED MATERIALS

Locktite Plastix Advanced Plastic Bonder
Locktite P/N 82565
or

Three Bond Plastic Repair Kit
Three Bond P/N 1743PI

NOTE: Because of the different plastics used in the parts you are bonding, one of these special adhesives is needed. Do not use ordinary "Super Glue." The repair will not last.

Index # **034299**

WARRANTY CLAIM INFORMATION

In warranty: The normal warranty applies.

Out of warranty: Any repair performed after warranty expiration may be eligible for goodwill consideration by the District Service Manager or your Customer Relations Office. You must request consideration, and get a decision, before starting work.

Operation number: 715020
Flat rate time: 0.3 hour
Failed part: P/N 34250-SS0-003ZA
H/C 3941739
Defect code: 018
Contention code: B01

SERVICE BULLETIN

HONDA

AUTOMOBILE SERVICE DEPARTMENT

Model	Applicable To	File Under	Bulletin N
1992 and Later NEW	ALL except PASSPORT NEW	BODY	93-033
			Issue Date
			JUNE 3, 1993

Broken Seat Belt Tongue Stopper Button

(Supersedes 93-033, dated October 22, 1993)

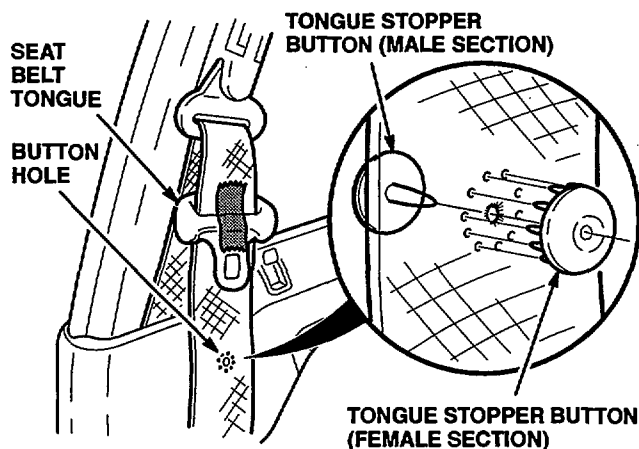
PROBLEM

The seat belt tongue stopper button is broken, allowing the tongue to slide down to the floor.

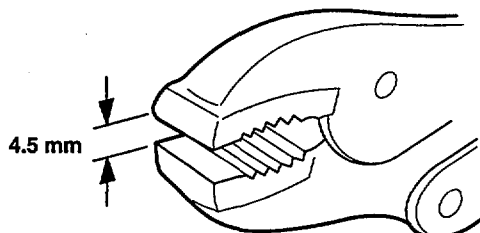
CORRECTIVE ACTION

Install a new seat belt tongue stopper button listed under PARTS INFORMATION.

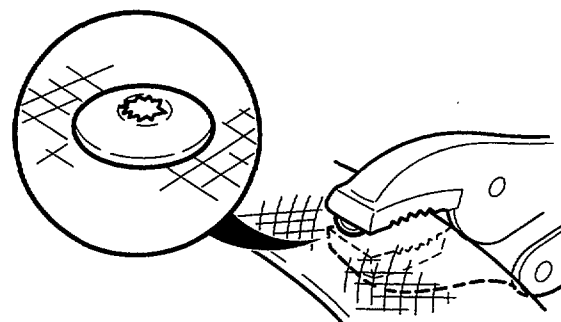
1. Slide the seat belt tongue up the seat belt past the tongue stopper button hole. Temporarily secure the seat belt tongue to the belt fabric with masking tape.
2. Insert the male section of the button through the hole in the belt fabric. Align and install the female section of the stopper to the male section.



3. Preset the closed gap on a pair of vise-grip pliers to 4.5 mm.



4. Place the flat portion of the jaws over the tongue stopper, and squeeze until the vise-grip jaws lock and deform the stopper shaft.



PARTS INFORMATION

Seat Belt Tongue Stopper:

Color	P/N	H/C
Black	04814-SP0-305 ZA	4434718
Red	04814-SP0-305 ZB	4434726
Taupe	04814-SP0-305 ZC	4434734
Ivory	04814-SP0-305 ZD	4434742
Green	04814-SP0-305 ZE	4693651

WARRANTY CLAIM INFORMATION

Warranty Coverage:

Seat belts that fail to function properly during normal use are covered under warranty for the useful life of the car.

Warranty Does Not Cover:

- Malfunction due to abuse, alteration, accidental damage or damage resulting from a collision or misuse.
- Replacement of a properly functioning seat belt for cosmetic or comfort reasons.

Operation number: 854125
 Flat rate time: 0.2 hour (one or two sides)
 Failed part: P/N 04814-SM1-A02ZA
 H/C 3919289
 Defect code: L18
 Contention code: A02

SERVICE BULLETIN

HONDA
AUTOMOBILE SERVICE DEPARTMENT

Model	Applicable To	File Under	Bulletin No.
1994	ALL	BODY	93-036
			Issue Date OCT 8, 1993

1994 Honda Paint Codes

Paint formulations are determined by each paint company. For questions regarding formulas or matching, contact your local paint distributor or the paint company's nearest regional office. The information provided is for reference only. American Honda does not endorse any paint company or type of paint.

The original paint is acrylic enamel. Honda paint codes which include "M" are metallic colors, those which include "P" are pearlescent colors.

NOTE: Herberts Stodox and Spies Hecker use the Honda Paint Code as their paint intermix code.

Japan-Produced Cars

1994 HONDA PAINT CODE AND DESCRIPTION		MODEL	DUPONT	PPG	R - M	S-W, ACME, MARTIN-SENOUR	SIKKENS	HONDA TOUCH-UP P/N (Add "08703-" prefix to each number)
B-62P	Captiva Blue 1	Civic, del Sol	N9593	4582	22202	46544	HON9481	B62PPAH
B-63P	Harvard Blue 1	Civic	N9594	4583	22203	46545	HON9482	B63PPAH
B-68P	Pacific Blue 1	Prelude	W9985	4865	24291	49545	HON9043	B68PPAH
BG-31P	Malachite Green 1	Accord	H9839	4866	24296	49547	HON9011	BG31PAH
BG-34P	Azure Blue Green 1	Prelude	W9987	4867	24293	49549	HON9039	BG34PAH
G-71P	Isle Green 1	Civic	H9556	4770	23272	48083	HON9453	G71PPAH
G-77M	Sage Green 1	Accord	W9983	4868	24287	49550	HON9044	G77MPAH
G-78P	Sherwood Green 1	Accord	W9984	4869	24288	49552	HON9040	G78PPAH
GY-15P	Samba Green 1	del Sol	W9508	4587	22210	46550	HON9484	GY15PAH
NH-503P	Granada Black 1	Civic, del Sol, Prelude, Accord	K8693	9629	16322	Sayama: 35788 MS: 23694 Suzuka: 48408	HON9058	NH503PAH
NH-538	Frost White 3	Civic, del Sol, Accord, Prelude	N9132	90741	20491	43425	HON4599	NH538AH
NH-552M	Sebring Silver 1	Prelude	W9375	4362	21272	44893	HON9425	NH552MAH
NH-561P	Phantom Gray 1	Civic	W9509	Sayama: 4605 Suzuka: 4606	22204	46551	HON9486	NH561PAH
NH-577P	Nightshade Gray 1	Accord	W9981	4870	24284	49555	HON9045	NH577PAH
R-72P	Torino Red 1	Civic	K9153	73396	20261	42683	HON9342	R72PPAH
R-78P	Bordeaux Red 1	Accord	W9312	4363	21278	44951	HON9438	R78PPAH
R-81	Milano Red, Base 2	Civic, del Sol, Prelude	W9510	Sayama: 4629 Suzuka: 4627	22201	46552	HON3908	R81PPAH
	Milano Red, Top 2		W9952	Sayama: 4630 Suzuka: 4628	22201	46552	HON3908	R81PPAH
RP-21M	Horizon Gray 1	Civic	W9530	4588	22212	46553	HON9485	RP21MAH
YR-505M	Cashmere Silver 1	Accord	W9719	4772	23271	48086	HON9006	YR505MAH

Index : 042654

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 car. These procedures should not be attempted by "do-it-yourselfers," and you should not assume this bulletin applies to your car, or that your car has the condition described. To determine whether this information applies, contact an authorized Honda automobile dealer.

Canada-Produced Civics, paint code ends in -4

1994 HONDA PAINT CODE AND DESCRIPTION		DUPONT	PPG	R - M	S-W, ACME, MARTIN-SENOUR	SIKKENS	HONDA TOUCH-UP P/N (Add "08703-" prefix to each number)
B-63P-4	Harvard Blue ¹	H9744	18251	22196	46717	HON9535	B63PPAH
BG-29P-4	Aztec Green ¹	W9723	49579	23274	48112	HON9014	BG29PAH
NH-503P-4	Granada Black ¹	H8999	9559	23275	48114	HON9016	NH503PAH
NH-538-4	Frost White ³	N9286	90907	20508	43717	HON4601	NH538AH
NH-561P-4	Phantom Gray ¹	H9745	35452	22199	46722	HON9530	NH561PAH
R-81-4	Milano Red, Base ¹	H9746	73906	22198	46725	HON3946	R81PPAH
	Milano Red, Top ¹	H9746	73907	22198	46725	HON3946	R81PPAH
R-86P-4	Camellia Red ¹	W9724	74027	23276	48085	HON9017	R86PPAH

U.S.-Produced (Marysville) Accords, paint code ends in -3

1994 HONDA PAINT CODE AND DESCRIPTION		DUPONT	PPG	R - M	S-W, ACME, MARTIN-SENOUR	SIKKENS	HONDA TOUCH-UP P/N (Add "08703-" prefix to each number)
BG-31P-3	Malachite Green ¹	N9926	4877	24297	49548	HON9061	BG31PAH
G-77M-3	Sage Green ¹	N9927	4878	24298	49551	HON9062	G77MPAH
G-78P-3	Sherwood Green ¹	N9928	4879	24299	49553	HON9063	G78PPAH
NH-503P-3	Granada Black ¹	K8929	9627	18492	38997	HON9267	NH503PAH
NH-538-3	Frost White ³	N9222	90852	20503	43716	HON4600	NH538AH
NH-577P-3	Nightshade Gray ¹	N9929	4880	24310	49556	HON9064	NH577PAH
R-78P-3	Bordeaux Red ¹	W9405	4436	21413	44879	HON9451	R78PPAH
YR-505M-3	Cashmere Silver ¹	H9815	4765	23278	48033	HON9013	YR505MAH

U.S.-Produced (East Liberty) Civics, paint code ends in -3 or -5 (East Liberty uses waterborne paints)

1994 HONDA PAINT CODE AND DESCRIPTION		DUPONT	PPG	R - M	S-W, ACME, MARTIN-SENOUR	SIKKENS	HONDA TOUCH-UP P/N (Add "08703-" prefix to each number)
B-63P-5	Harvard Blue ¹	L9663	18415	23416	48403	HON9538	B63PPAH
BG-29P-5	Aztec Green ¹	H9818	4773	23417	48111	HON9018	BG29PAH
NH-503P-5	Granada Black ¹	K8929	9727	23419	48421	HON9267	NH503PAH
NH-538-5	Frost White ³	N9222	90852	23420	48422	HON4600	NH538AH
NH-561P-5	Phantom Gray ¹	L9666	35316	23421	48423	HON9537	NH561PAH
R-81-5	Milano Red, Base ²	H9817	4779	23424	48115	HON3000	R81PPAH
	Milano Red, Top ²	W9951	4781	23424	48115	HON3000	R81PPAH
R-86P-5	Camellia Red ²	H9819	4780	23425	48116	HON9023	R86PPAH
RP-21M-5	Horizon Gray ¹	N9930	4588	24312	49559	HON9065	RP21MAH

NOTES: The numbers following the paint description represent the paint process during the manufacture of the car:

¹ A clear coat is applied over the color coat.

² A small amount of color is mixed with a clear coat and applied over the color coat.

³ A clear coat was not applied at the factory.

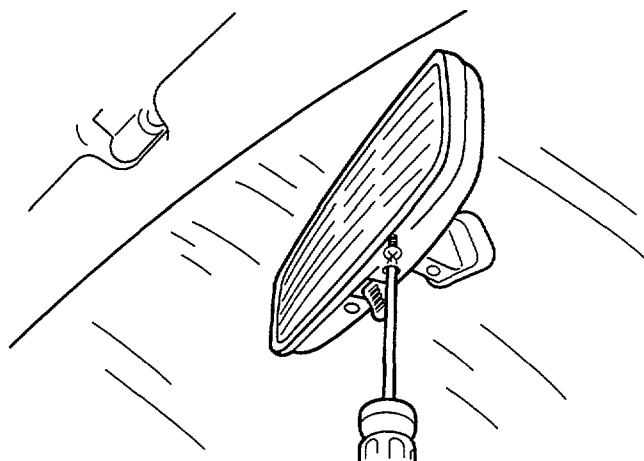
SERVICE BULLETIN

HONDA
AUTOMOBILE SERVICE DEPARTMENT

Model	Applicable To	File Under	Bulletin No.
1990 - 94 ACCORD	ALL	BODY	93-046
1992 - 94 PRELUDE			Issue Date OCT 29, 1993

Rearview Mirror Tension Adjustment

The tension is adjustable on 1990-94 Accord and 1992-94 Prelude rearview mirrors. To access the two adjusting screws, insert a Phillips screwdriver through the two holes in the bottom of the mirror housing. Turn the screws evenly until you reach the desired tension.



WARRANTY CLAIM INFORMATION

In warranty: The normal warranty applies.

Out of warranty: Any repair performed after warranty expiration may be eligible for goodwill consideration by the District Service Manager or your Zone Office. You must request consideration, and get a decision, before starting work.

Operation number: 828350
Flat rate time: 0.2 hour
Failed part: P/N 76430-SM1-A01ZC
H/C 3288917
Defect code: 074
Contention code: B01

Index 042656

Model	Applicable To	File Under	Bulletin No.
1993 PRELUDE	ALL	ACCESSORIES	94-003
			Issue Date MARCH 4, 19

Broken Cupholder in Accessory Armrest

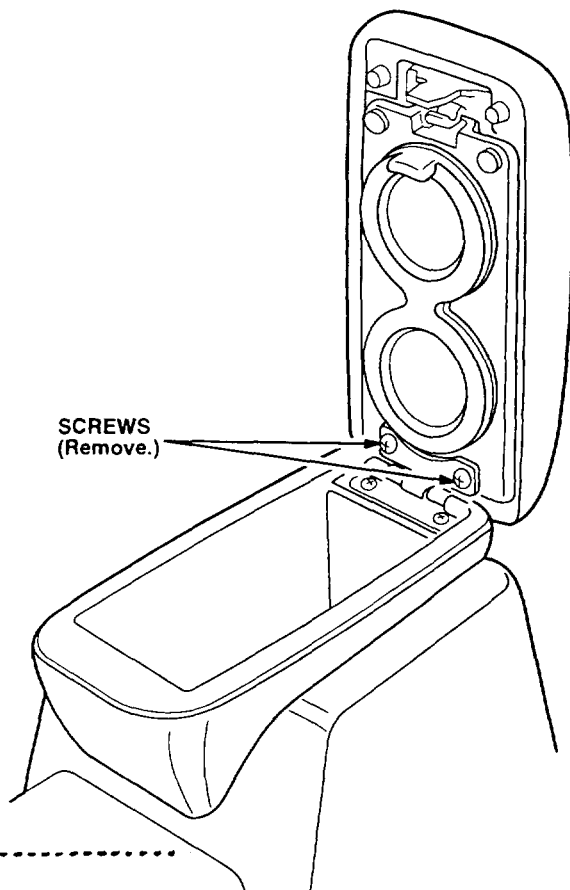
PROBLEM

The cupholder in the armrest is broken.

CORRECTIVE ACTION

Replace the cupholder assembly with the part listed under PARTS INFORMATION.

1. Lift the top of the armrest.
2. While holding the acorn nuts on the back side of the cupholder, remove the two Phillips-head screws.



3. Install the new cupholder assembly with the original screws.

PARTS INFORMATION

Cupholder Assembly:

P/N 08U90-SJ4-00004, H/C 4117073

WARRANTY CLAIM INFORMATION

In warranty: The normal warranty applies.

Out of warranty: Any repair performed after warranty expiration may be eligible for goodwill consideration by the District Service Manager or your Zone Office. You must request consideration, and get a decision, before starting work.

Operation number: 044110
 Flat rate time: 0.3 hour
 Failed part: P/N 08U90-SJ4-00004
 H/C 4117073
 Defect code: 018
 Contention code: B01

Index # 037530

SERVICE BULLETIN

HONDA

AUTOMOBILE SERVICE DEPARTMENT

Model	Applicable To	File Under	Bulletin No.
1993 - 94 ACCORD PRELUDE	ALL	BRAKES	94-004
			Issue Date MAR 11, 1994

Parking Brake Does Not Release Fully

SYMPTOMS

Any or all of these conditions:

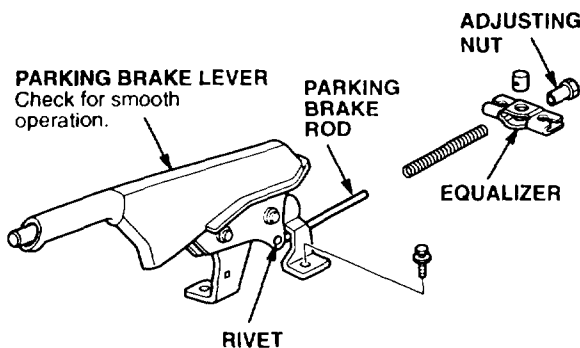
- The parking brake handle doesn't go all the way down when it's released.
- The brake system indicator light doesn't go out.
- The ABS indicator light comes on with a Code 2 (parking brake related problem).

PROBABLE CAUSE

The brake rod fastening rivet is exerting too much clamping pressure on the brake rod.

CORRECTIVE ACTION

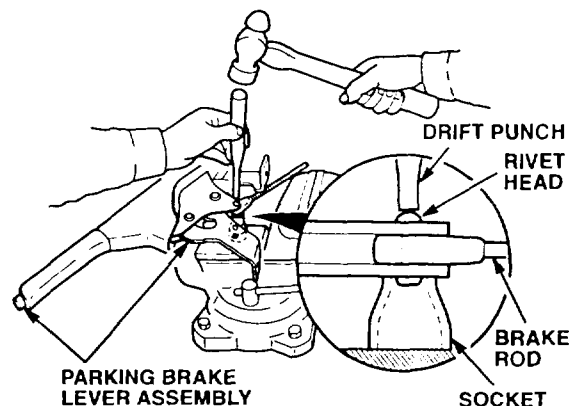
1. Remove the center console. Disconnect the parking brake rod from the equalizer, and remove the two bolts retaining the parking brake lever assembly.



2. Remove the parking brake lever assembly according to the appropriate Service Manual.

Index # **037531**

3. Place the flat side of the brake rod rivet inside an 8 mm socket.
4. Rest the socket and the parking brake lever assembly on a bench vise anvil.
5. Have an associate hold the parking brake lever assembly while you hit the top side of the rivet several times with a 3/16 inch drift punch and a 24 ounce ball peen hammer, as shown.



6. Move the brake rod back and forth. Check that the rod moves easily with only slight friction.
7. Reinstall the parking brake lever assembly, reinstall the console, and adjust the parking brake as described in the appropriate Service Manual.

WARRANTY CLAIM INFORMATION

In warranty: The normal warranty applies.

Out of warranty: Any repair performed after warranty expiration may be eligible for goodwill consideration by the District Service Manager or your Zone Office. You must request consideration, and get a decision, before starting work.

Operation number: 412305

Flat rate time: 0.4 hour

Failed part:

'93 Accord P/N 47105-SM4-020ZA
H/C 3365681

'94 Accord P/N 47105-SV4-000ZA
H/C 4269676

'93 Prelude P/N 47105-SS0-000ZA
H/C 3944394

'94 Prelude P/N 47105-SS0-A00ZA
H/C 4353629

Defect code: 030

Contention code: B01

Model	Applicable To	File Under	Bulletin No.
1990 - 93 ACCORD	2/4 DOOR	ACCESSORIES	94-011
1992 - 93 PRELUDE	ALL		Issue Date MAY 13, 1994



Poor Reception or Interference on the Radio

SYMPTOM

1. Poor reception.
2. Electrical noise or engine noise from the speakers with the radio ON.

PROBABLE CAUSE

1. Corrosion of the antenna mast or tube or a damaged coaxial cable can cause poor reception.
2. Poor grounding of the antenna collar or tube or a damaged coaxial cable can cause electrical noise or static over the radio speakers.

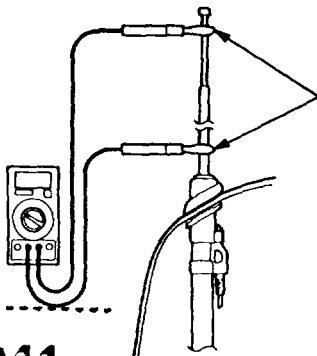
DIAGNOSIS

The customer should be interviewed to verify the symptoms and the conditions under which they occur (location, station, etc.). Then, perform the appropriate diagnosis based on the symptom.

NOTE: The information in this Service Bulletin applies to Prelude and Accord models. Only the Accord model is illustrated; however, the Prelude is similar.

Diagnosis 1. Poor Reception

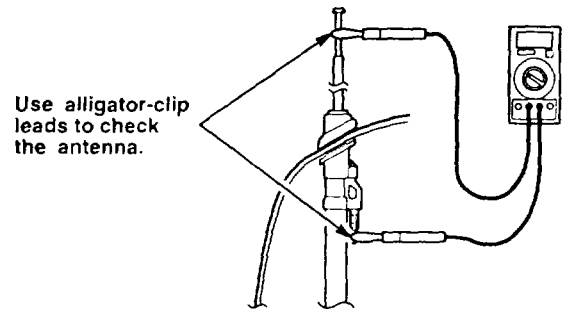
1. Turn the ignition switch ON; then, turn the radio on to extend the antenna mast.
2. Measure the resistance between the top section and the bottom section of the antenna mast.



Use alligator-clip leads to check the antenna.

- If the resistance is more than 10 ohms, go to CORRECTIVE ACTION, Antenna Mast Replacement.
- If the resistance is less than 10 ohms, continue with step 3.

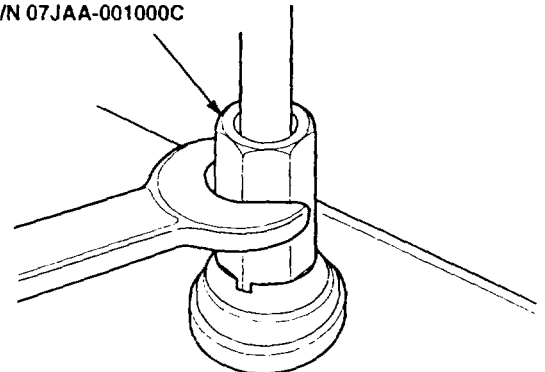
3. Disconnect the coaxial cable from the antenna jack.
4. Measure the resistance between the top section of the antenna and the center pin of the antenna jack.



- If the resistance is less than 10 ohms, go to Coaxial Cable Test.
- If the resistance is more than 10 ohms, continue with step 5.

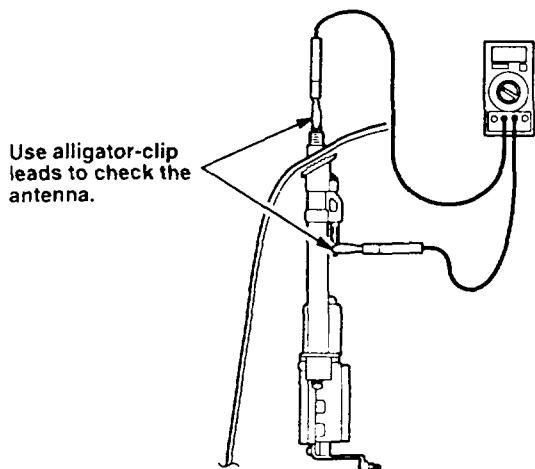
5. Remove the antenna mast nut with the special tool; then, remove the antenna mast.

ANTENNA NUT WRENCH
T/N 07JAA-001000C



Index # 038041

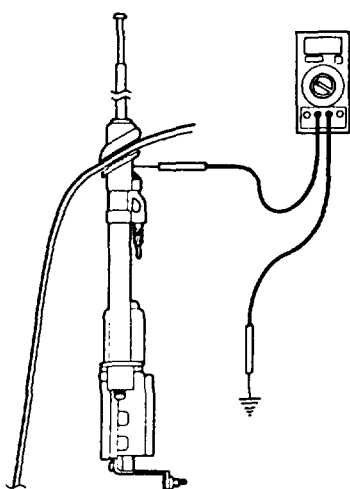
6. Measure the resistance between the center pin of the antenna jack and the threaded portion of the antenna tube.



- If the resistance is less than 10 ohms, go to **CORRECTIVE ACTION, Antenna Mast Replacement.**
- If the resistance is more than 10 ohms, go to **CORRECTIVE ACTION, Antenna Tube Replacement.**

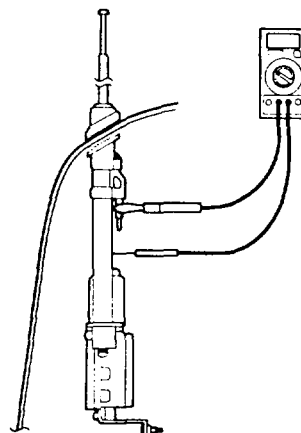
Diagnosis 2. Electrical Noise or Interference

1. Disconnect the coaxial cable from the antenna jack.
2. Measure the resistance between the antenna collar and body ground.



- If the resistance is more than 1 ohm, go to **CORRECTIVE ACTION, Antenna Collar Replacement.**
- If the resistance is less than 1 ohm, continue with step 3.

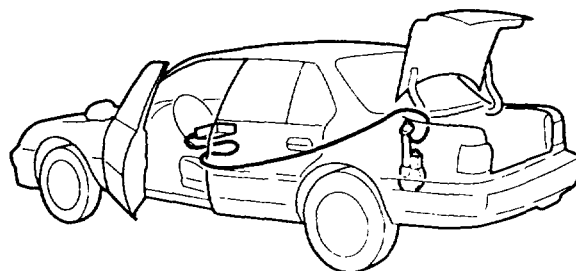
3. Measure the resistance between the antenna tube and the outside contact of the antenna jack.



- If the resistance is more than 1 ohm, go to **CORRECTIVE ACTION, Antenna Tube Replacement.**
- If the resistance is less than 1 ohm, continue with Coaxial Cable Test.

Coaxial Cable Test

1. Test drive the car to verify the customer's description of the symptom.
 - If the symptom cannot be reproduced, contact the customer for more information regarding the symptom.
 - If the symptom can be reproduced, continue with step 2.
2. Disconnect the coaxial cable from the antenna and the radio.
3. Substitute a new coaxial cable. Connect the new coaxial cable to the antenna; then, run the cable on the outside of the car and connect it to the radio.



4. Test the radio.
 - If the symptom has gone away, install the new coaxial cable.
 - If the symptom persists, continue troubleshooting the audio system.

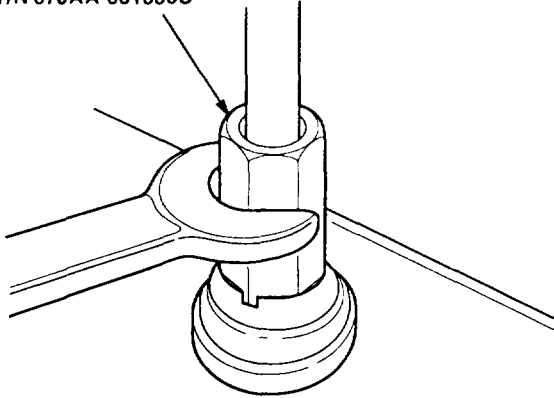
CORRECTIVE ACTION

Replace the parts, listed under PARTS INFORMATION, as directed by the results of the diagnostic procedure.

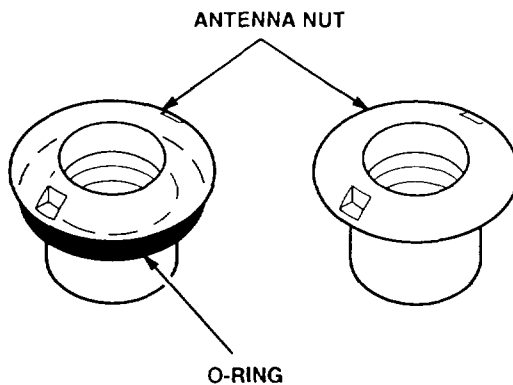
Antenna Mast Replacement

1. Remove the antenna nut with the special tool.

ANTENNA NUT WRENCH
T/N 07JAA-001000C

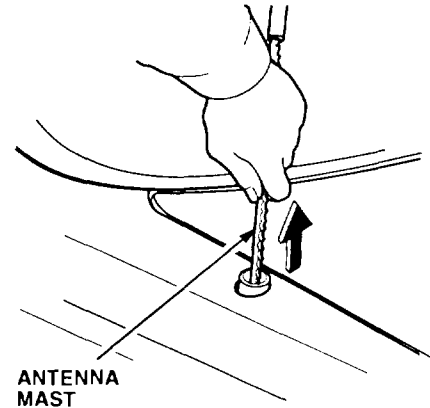


2. Inspect the outer diameter of the antenna nut.



- If the antenna nut does not have an O-ring around the outer diameter, go to Antenna Mast Kit Replacement.
 - If the nut has an O-ring around the outer diameter, continue with step 3.
3. Turn the ignition switch ON; then, turn the radio on to extend the antenna mast.

4. Pull the antenna mast out of the antenna tube; then, discard the antenna mast.

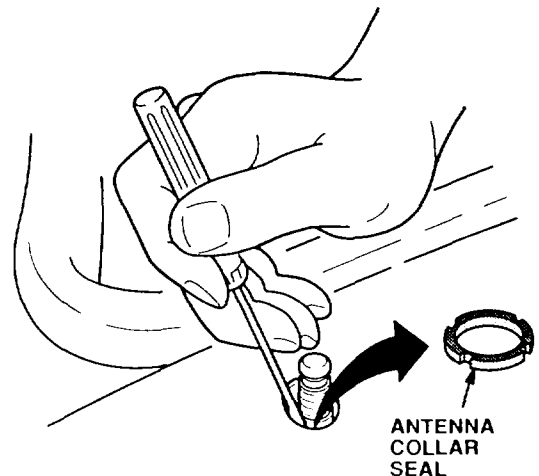


5. Insert the new antenna mast into the antenna tube; then, turn the radio off to retract the antenna mast.
6. Loosen the lower mounting nut for the antenna assembly.
7. Reinstall the antenna nut, and tighten it to 2.3 N·m (0.23 kg-m, 20 lb-in).
8. Tighten the lower mounting nut.

Antenna Mast Kit Replacement

The Antenna Mast Kit includes an improved antenna nut (O-ring type) and an insulator.

1. Turn the ignition switch ON; then, turn the radio on to extend the antenna mast.
2. Pull the antenna mast out of the antenna tube; then, discard the antenna mast.
3. Remove the antenna collar seal, and discard it.

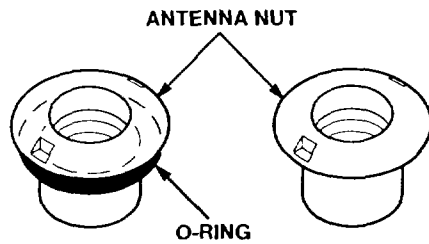


4. Insert the new antenna mast into the antenna tube; then, turn the radio off to retract the antenna mast.

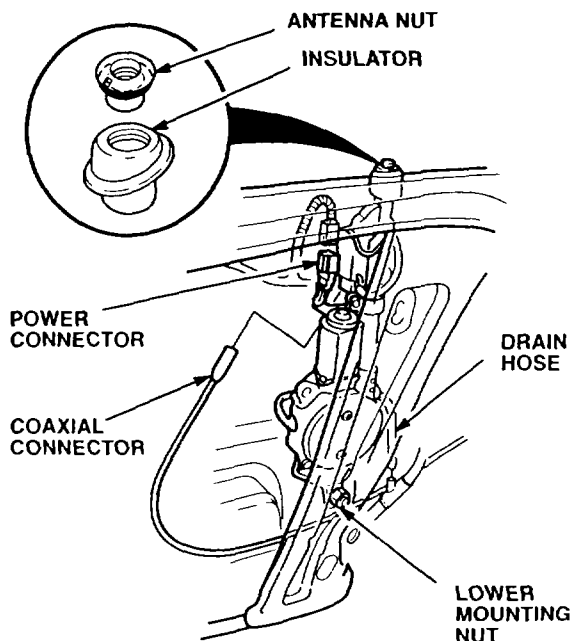
5. Loosen the lower mounting nut for the antenna assembly.
6. Install the new insulator and antenna nut provided with the kit. Tighten the antenna nut to 2.3 N·m (0.23 kg·m, 20 lb-in).
7. Tighten the lower mounting nut.

Antenna Tube Replacement (Disassembly)

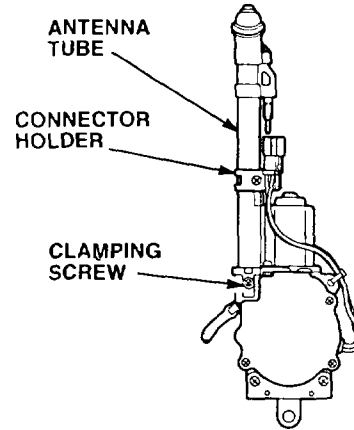
1. Inspect the antenna nut.



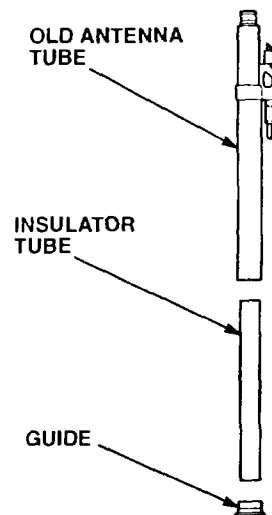
- If the antenna nut has an O-ring, do not install a collar seal in the replacement collar.
 - If the antenna nut does not have an O-ring, you must install a collar seal in the replacement collar.
2. Turn the ignition switch ON; then, turn the radio on to extend the antenna mast.
 3. Remove the antenna mast from the antenna tube. Retain the mast.
 4. Disconnect the coaxial connector and the power connector from the antenna assembly. Loosen the lower mounting nut; then, remove the antenna assembly from the car.



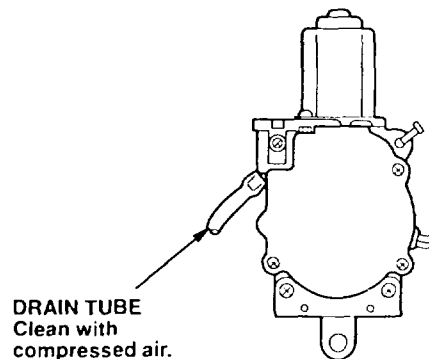
5. Remove the connector holder from the antenna tube, and remove the clamping screw that holds the antenna tube to the antenna assembly. Pull the antenna tube out of the antenna assembly.



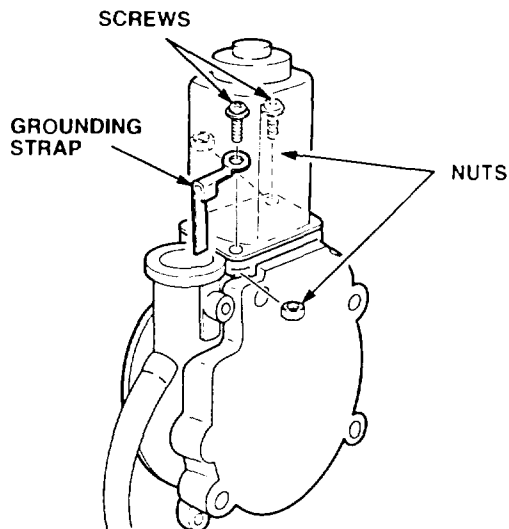
6. Remove the guide and the insulator tube from the old antenna tube. Thoroughly clean the guide and the insulator tube with contact cleaner to remove any dirt and grease.



7. Clean the antenna assembly drain tube with compressed air. Make sure that the tube is clear of dirt and grease.



8. Remove and discard the screws, nuts, and grounding strap holding the motor to the antenna assembly. Clean the area on the motor housing where the grounding strap contacts the motor.

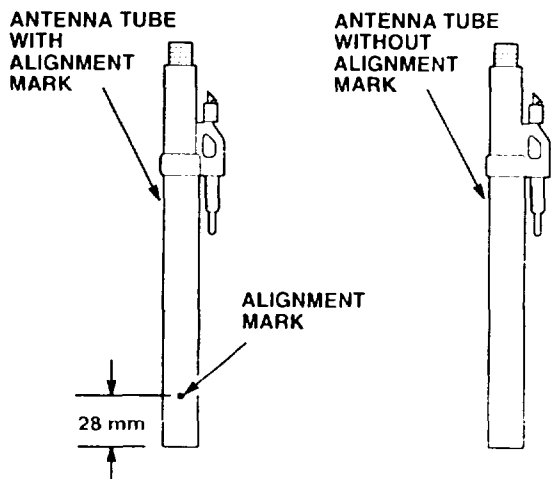


9. Install the new screws, nuts, and grounding strap provided with the replacement tube.
10. Install the cleaned insulator tube and guide into the replacement antenna tube.

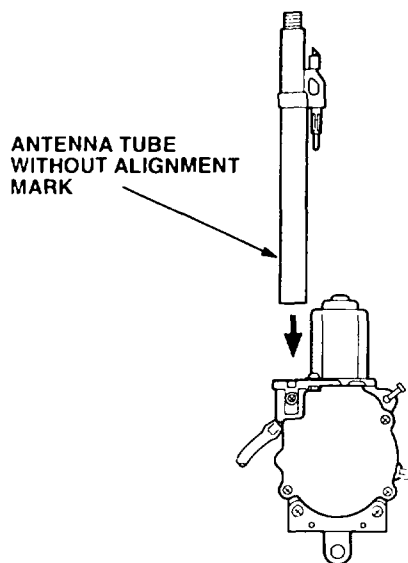
Antenna Tube Replacement (Installation)

Proper alignment of the antenna tube is important so that the antenna collar fits the contour of the car body. If the tube is not properly aligned, the collar may cause the body to deform when the antenna nut is tightened.

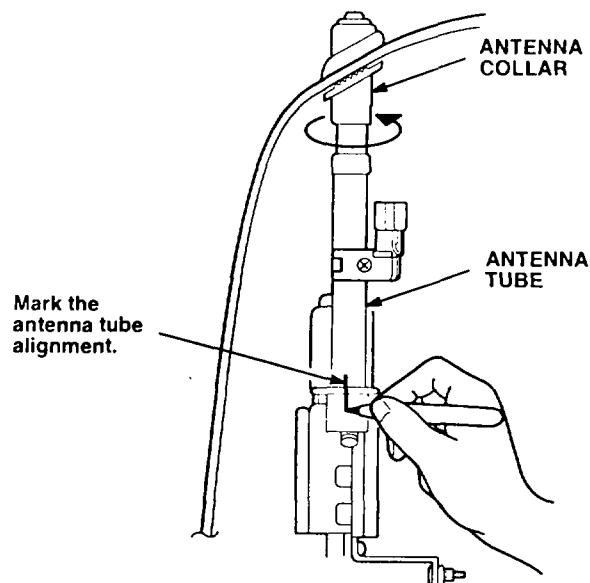
- If the replacement antenna tube has an alignment mark, go to step 16.
- If the replacement antenna tube does not have an alignment mark, continue with step 11.



11. Insert the new antenna tube without an alignment mark into the antenna assembly. Install the new clamping screw into the antenna assembly, but do not tighten the screw at this time.

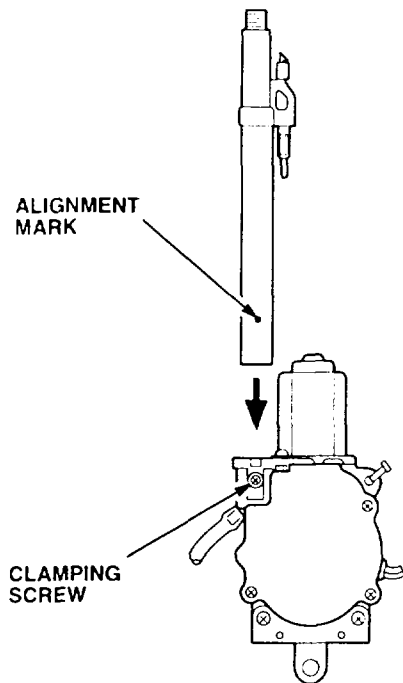


12. Temporarily install the antenna assembly in the car. Adjust the antenna tube so that the collar fits the contour of the body.

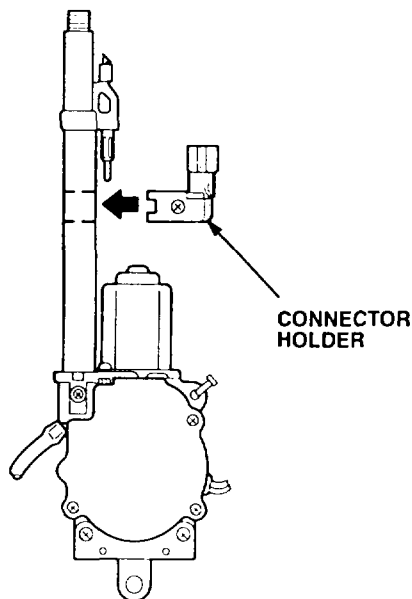


13. With the antenna tube properly adjusted, mark the tube and the antenna assembly with a felt-tip marker to note the alignment.
14. Remove the antenna assembly from the car.
15. Check the alignment of the antenna tube to the antenna assembly; then, tighten the clamping screw. Once you have clamped the tube in place, go to step 17.

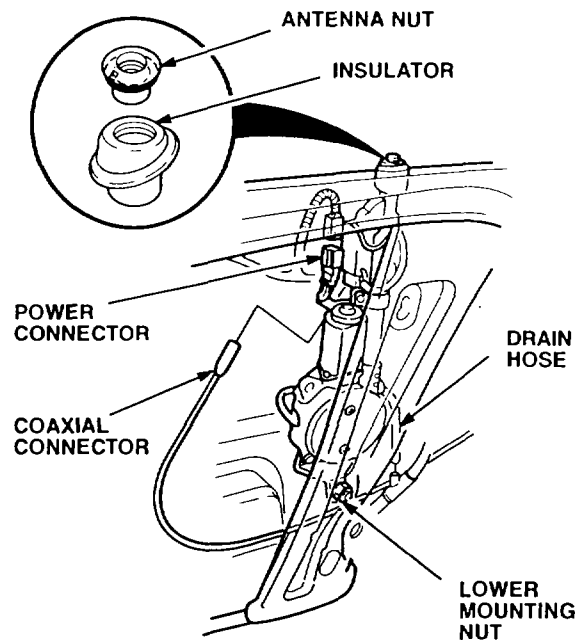
16. Insert the antenna tube with an alignment mark into the antenna assembly. Align the mark on the antenna tube with the clamping screw hole on the antenna assembly; then, secure the tube with the new clamping screw provided.



17. Install the connector holder onto the antenna tube as shown, and tighten the screw.



18. If the antenna nut did not have an O-ring on it, install a new collar seal into the antenna collar.
19. Install the antenna assembly into the car, but do not tighten the lower mounting nut at this time.

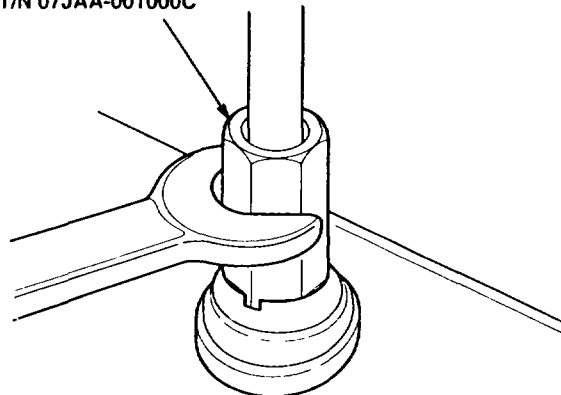


20. Connect the power connector and the coaxial connector to the antenna assembly.
21. Insert the antenna mast into the antenna tube; then, turn the radio off to retract the antenna mast.
22. Install the insulator and the antenna nut. Tighten the nut to 2.3 N·m (0.23 kg·m, 20 lb-in).
23. Tighten the lower mounting nut.

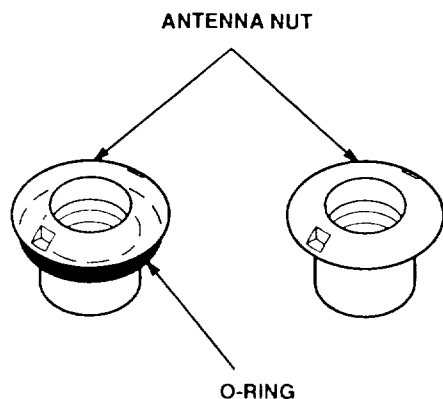
Antenna Collar Replacement

1. Remove the antenna nut with the special tool.

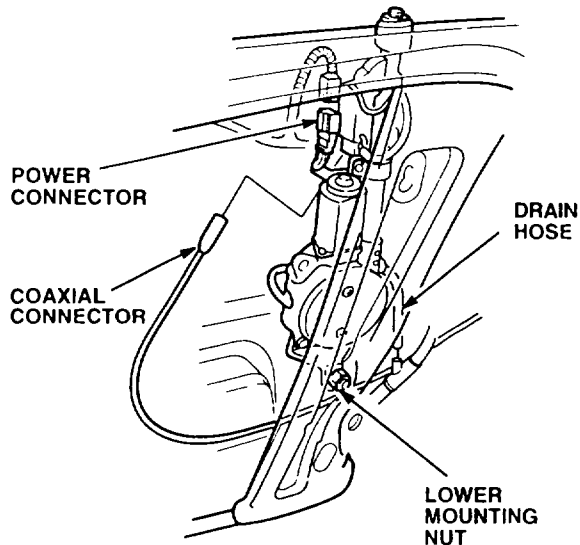
ANTENNA NUT WRENCH
T/N 07JAA-001000C



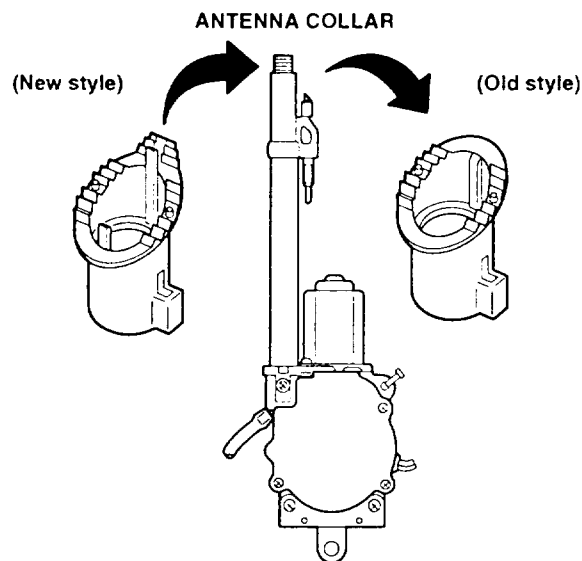
2. Inspect the antenna nut.



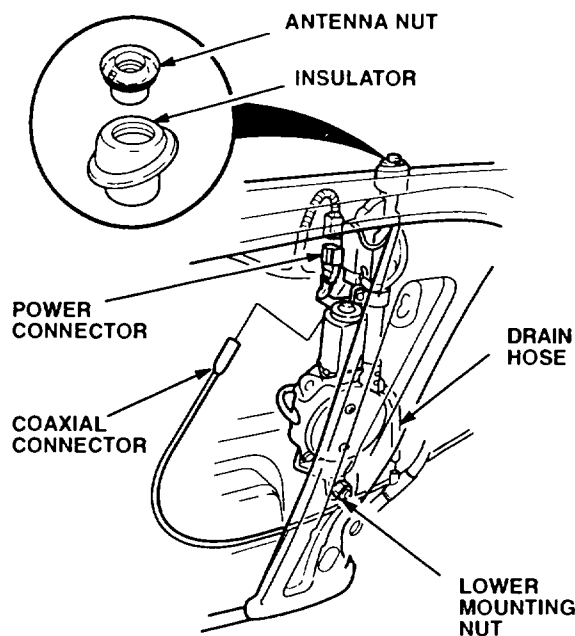
- If the antenna nut has an O-ring, do not install a collar seal in the replacement collar.
 - If the antenna nut does not have an O-ring, you must install a collar seal in the replacement collar.
3. Disconnect the coaxial connector and the power connector from the antenna assembly. Loosen the lower mounting nut; then, remove the antenna assembly from the car.



4. Remove and discard the antenna collar.



5. Install the new antenna collar onto the antenna tube.
6. If the antenna nut did not have an O-ring on it, install a new collar seal into the antenna collar.
7. Install the antenna assembly into the car, but do not tighten the lower mounting nut at this time.



8. Connect the power connector and the coaxial connector to the antenna assembly.
9. Install the insulator and the antenna nut. Tighten the nut to 2.3 N·m (0.23 kg·m, 20 lb-in).
10. Tighten the lower mounting nut.

PARTS INFORMATION

The replacement parts are listed by model. If the car you are repairing is equipped with the gold finish kit, you will need to order a new gold finish antenna nut.

Accord Parts

Antenna Mast Assembly:
P/N 39152-SM4-A03, H/C 4454583

Antenna Mast Kit (Includes an O-ring type antenna nut and insulator):

P/N 39177-SM4-305, H/C 4444691

Antenna Nut (O-ring type):
P/N 39154-SM4-A01, H/C 4249819

Gold Finish Antenna Nut (O-ring type):
P/N 08F20-ST7-20010, H/C 4225066

Insulator:
P/N 39156-SM4-A03, H/C 4478566

Antenna Tube:
P/N 39179-SM4-A02, H/C 4444709

Antenna Collar:
P/N 39168-SM4-A01, H/C 4429155

Collar Seal:
P/N 39169-SV4-003, H/C 4480190

Coaxial Cable:
P/N 39159-SM4-A01, H/C 3279809

Prelude Parts

Antenna Mast Assembly:
P/N 39152-SM4-A03, H/C 4454583

Antenna Mast Kit (Includes an O-ring type antenna nut and insulator):

P/N 39177-SS0-305, H/C 4498762

Antenna Nut (O-ring type):
P/N 39154-SM4-A01, H/C 4249819

Gold Finish Antenna Nut (O-ring type):
P/N 08F20-ST7-20010, H/C 4225066

Insulator:
P/N 39156-SS0-013, H/C 4531539

Antenna Tube:
P/N 39179-SS0-A02, H/C 4498770

Antenna Collar:
P/N 39168-SS0-A01, H/C 4498754

Prelude Parts (continued)

Collar Seal:
P/N 39169-SV4-003, H/C 4480190

Coaxial Cable (92 Si and VTEC models):
P/N 39159-SS0-A01, H/C 3942950

Coaxial Cable (92 S model):
P/N 39159-SS0-J01, H/C 3942968

Coaxial Cable (93 Si and VTEC models):
P/N 39159-SS0-A02, H/C 4114807

Coaxial Cable (93 S model):
P/N 39159-SS0-J02, H/C 4114815

WARRANTY CLAIM INFORMATION

In warranty: The normal warranty applies.

Out of warranty: Any repair performed after warranty expiration may be eligible for goodwill consideration by the District Service Manager or your Zone Office. You must request consideration, and get a decision, before starting work.

OPERATION NUMBER	DESCRIPTION	FLAT RATE TIME
015120	Mast Assembly Replacement (Includes diagnosis)	0.3 hour
015125	Mast Kit Replacement (Includes diagnosis)	0.3 hour
015126	Antenna Tube Replacement With Alignment Mark (Includes diagnosis)	0.3 hour
015129	Antenna Tube Replacement Without Alignment Mark (Includes diagnosis)	0.4 hour
015127	Antenna Collar Replacement (Includes diagnosis)	0.2 hour
015128	Coaxial Cable Replacement (Includes road test and diagnosis)	0.7 hour

Failed part: Use the part number of the part that failed.

Contention code: F99

Defect code: Select the most appropriate defect code below.

018 – Broken or chipped, in two or more pieces

030 – Binding or sticking

068 – Open or burned out circuit

SERVICE BULLETIN

HONDA
AUTOMOBILE SERVICE DEPARTMENT

Model	Applicable To	File Under	Bulletin No.
ACCORD and PRELUDE	ALL with In-Dash Cellular Phone	ACCESSORIES	94-014
			Issue Date May 20, 1994

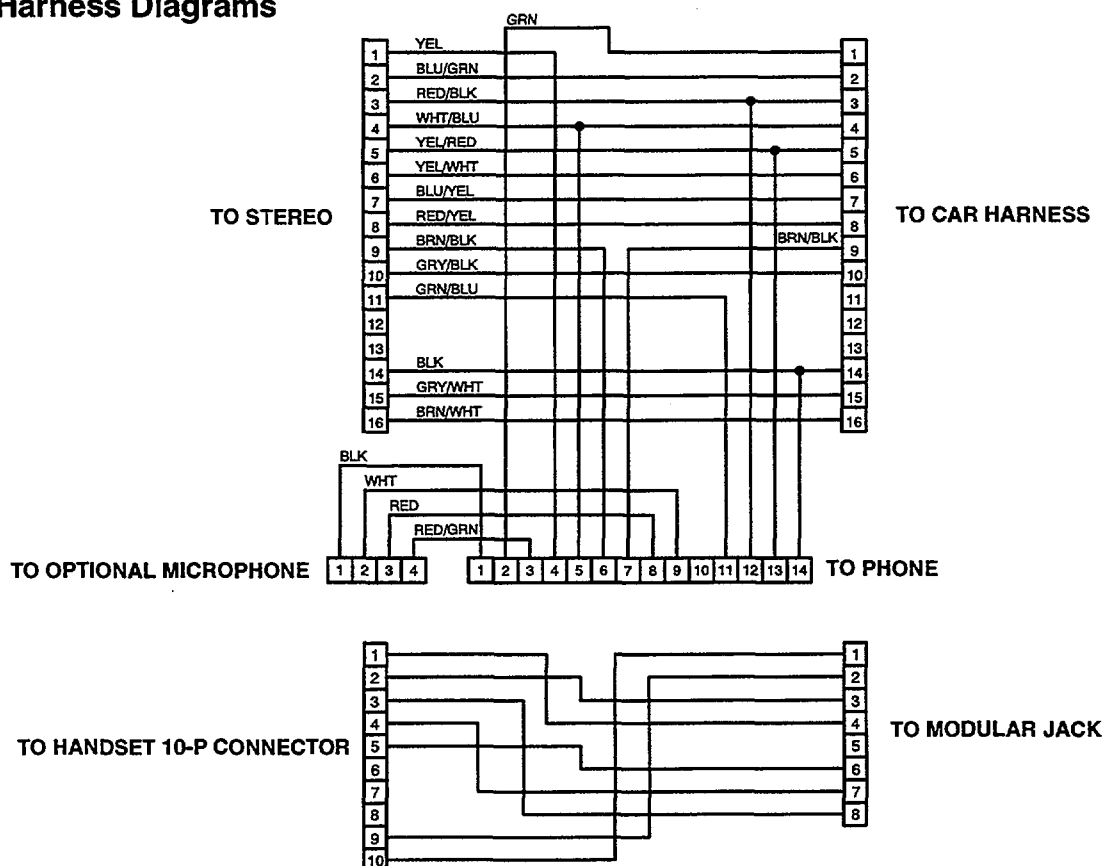
ETM Supplement: In-Dash Cellular Phone Troubleshooting

If a faulty in-dash phone has one of the symptoms below, turn to the page listed and follow the appropriate flowchart. If the symptom seems related to an input problem, or is not covered by the flowcharts, do the Input Tests on pages 2 and 3. Refer to the Wire Harness Diagrams below as needed.

Troubleshooting Index

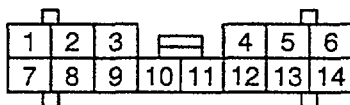
In-Dash Phone Does Not Power Up	Page 4
All Handset Functions Are Inoperative	Page 5
Handset Speaker Is Inoperative (No Audio)	Page 6
Handset Microphone Is Inoperative (No Audio)	Page 7
Handset Volume and/or Mute Button(s) Are Inoperative	Page 9
Phone Will Not Switch to Hands-Free Mode	Page 10
Hands-Free Speaker Is Inoperative	Page 11
Hands-Free Microphone Is Inoperative	Page 12
Input Tests	Page 2

Wire Harness Diagrams



In-Dash Phone Input Test

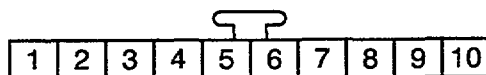
The following tests are performed with the 14-P connector plugged into the back of the in-dash phone and the phone ON.



View from wire side.

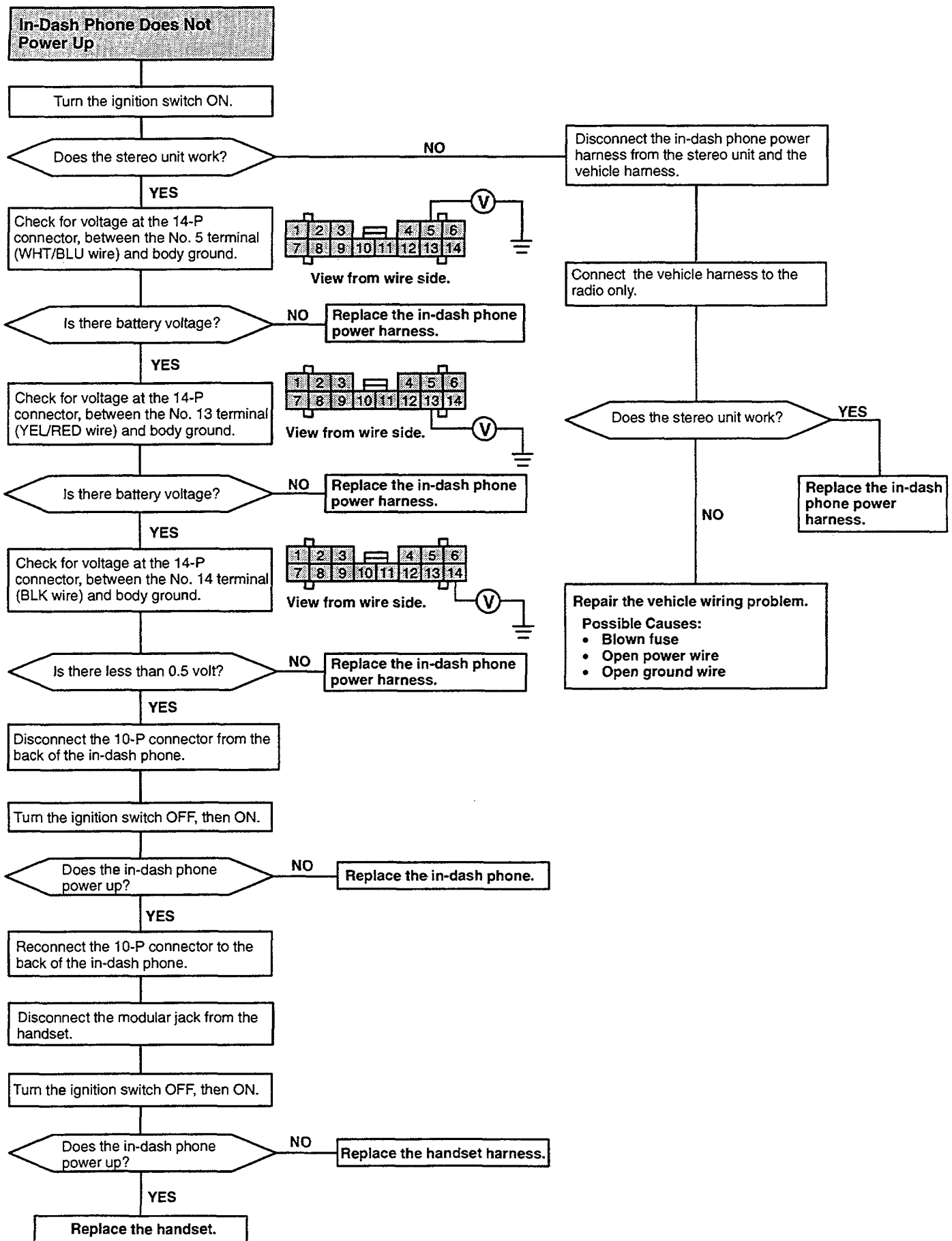
Terminal No.	Wire Color	Description	Test Condition	Test: Desired Results	Possible Cause if Poor Results
1	BLK	Optional microphone: sensing ground	In-dash phone ON	Check for voltage to ground: should be 0.5 volt or less.	Poor ground or open wire
2	GRN	Right front speaker (+) output	Stereo unit ON, and in-dash phone <i>not</i> in a call	Check for voltage to body ground: should be approximately 5 volts.	Open wire, grounded wire, faulty stereo unit, faulty in-dash phone
3	RED/GRN	Optional microphone (+) output	Ignition ON, in-dash phone ON, optional microphone <i>disconnected</i> if equipped	Check for voltage to body ground: should be approximately 9 volts.	Grounded wire, faulty in-dash phone
4	YEL	Right front speaker (+) input	Stereo unit ON, and in-dash phone <i>not</i> in a call	Check voltage to body ground, there should be approximately 5 volts.	Open wire, grounded wire, faulty stereo unit, faulty in-dash phone
5	WHT/BLU	Battery power	Under all conditions	Check for voltage to body ground: should be battery voltage.	Blown fuse, open wire
6	BRN/BLK	Right front speaker (-) input	Stereo unit ON, and in-dash phone <i>not</i> in a call	Check voltage to body ground: should be approximately 5 volts.	Open wire, grounded wire, faulty stereo unit, faulty in-dash phone
7	BRN/BLK	Right front speaker (-) output	Stereo unit ON, and in-dash phone <i>not</i> in a call	Check voltage to body ground: should be approximately 5 volts.	Open wire, grounded wire, faulty stereo unit, faulty in-dash phone
8	RED	Optional microphone (-) input	Ignition ON, in-dash phone ON, optional microphone <i>disconnected</i> if equipped	Check voltage to body ground: should be less than 1 volt.	Faulty in-dash phone
9	WHT	Optional microphone sensing	In-dash phone ON, and optional microphone disconnected if equipped	Check voltage to body ground: should be approximately 5 volts.	Grounded wire, faulty optional microphone, faulty in-dash phone
11	GRN/BLU	Radio mute output	Stereo unit ON, and in-dash phone <i>not</i> in a call	Check for voltage to body ground: should be approximately 11 volts.	Open wire, grounded wire, faulty stereo unit, faulty in-dash phone
			Stereo unit ON, in-dash phone in a call	Check for voltage to body ground: should be less than 1 volt.	Open wire, faulty in-dash phone
12	RED/BLK	Illumination input	Headlights ON	Check for voltage to body ground: should be battery voltage.	Open wire, lighting circuit problem
13	YEL/RED	Accessory power	Ignition ON	Check for voltage to body ground: should be battery voltage.	Open wire, Accessory power circuit problem
14	BLK	Ground	Under all conditions with in-dash phone ON	Check for voltage to ground: should be 0.5 volt or less.	Open wire, poor ground

The following tests are performed with the 10-P connector and the 14-P connector plugged into the back of the in-dash phone and the phone ON.



View from wire side.

Terminal No.	Wire Color	Description	Test Condition	Test: Desired Results	Possible Cause if Poor Results
1	ORN	Handset cradle switch	Handset <i>not</i> in hang-up cradle	Check for voltage to body ground: should be approximately 7.5 volts.	Grounded wire, faulty handset, faulty in-dash phone
			Handset <i>in</i> hang-up cradle	Check for voltage to body ground: should be 0.5 volt or less.	Open wire, faulty hang-up cradle, faulty handset, faulty in-dash phone
2	RED	Handset button switches	In-dash phone ON, and no buttons on handset pressed	Check for voltage to body ground: should be approximately 9.5 volts.	Open wire, grounded wire, faulty handset, faulty in-dash phone
			In-dash phone ON with mute button on handset pressed and <i>held</i>	Check for voltage to body ground: should be approximately 6.5 volts.	Open wire, grounded wire, faulty handset, faulty in-dash phone
			In-dash phone ON with volume down button pressed and <i>held</i>	Check for voltage to body ground: should be approximately 4.75 volts.	Open wire, grounded wire, faulty handset, faulty in-dash phone
			In-dash phone ON with volume up button pressed and <i>held</i>	Check for voltage to body ground: should be approximately 1.7 volts.	Open wire, grounded wire, faulty handset, faulty in-dash phone
3	GRY	Handset speaker	In-dash phone ON and <i>not</i> in a call	Check for voltage to body ground: should be approximately 4.75 volts.	Grounded wire, faulty handset, faulty in-dash phone
4	GRN	Handset microphone	In-dash phone ON and <i>not</i> in a call	Check for voltage to body ground: should be 10 volts or more.	Grounded wire, faulty handset, faulty in-dash phone
5	BRN	Handset audio ground	In-dash phone ON	Check for voltage to ground: should be 0.5 volt or less.	Poor ground, faulty in-dash phone
9	RED/ WHT	Handset regulated voltage supply	In-dash phone ON	Check for voltage to body ground: should be approximately 9.5 volts.	Grounded wire, faulty handset, faulty in-dash phone
10	BLK	Handset ground	In-dash phone ON	Check for voltage to ground: should be 0.5 volt or less.	Poor ground, faulty in-dash phone



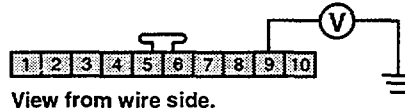
All Handset Functions Are Inoperative

Turn the ignition switch ON, and confirm that the microphone, speaker, and handset buttons are inoperative.

Are all functions inoperative?

YES

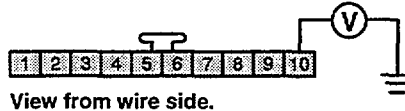
Check for voltage at the 10-P connector on the back of the in-dash phone, between the No. 9 terminal (RED/WHT wire) and body ground.



Is there approx. 9.5 volts?

YES

Check for voltage at the 10-P connector on the back of the in-dash phone, between the No. 10 terminal (BLK wire) and body ground.

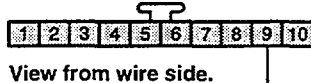


Is there 0.5 volt or less?

YES

Disconnect the 10-P connector from the back of the in-dash phone, and disconnect the modular jack from the handset.

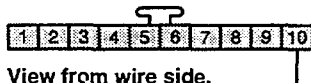
Check for continuity between the No. 9 terminal (RED/WHT wire) of the 10-P connector and the No. 2 pin of the modular jack wire harness.



Is there continuity?

YES

Check for continuity between the No. 10 terminal (BLK wire) of the 10-P connector and the No. 1 pin of the modular jack wire harness.



Is there continuity?

YES

Connect the 10-P connector to the back of the in-dash phone, and connect the modular jack to the handset. Retest the in-dash phone.

Does the phone work?

NO

Refer to flowchart: Phone Will Not Switch to Hands-Free Mode (see page 10).

YES

Inspect the connectors, and repair loose or damaged terminals.

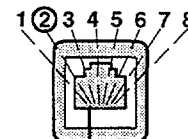
Refer to the appropriate chart:

- Handset Volume and/or Mute Button(s) Are Inoperative (See page 9)
- Handset Speaker Is Inoperative (No Audio) (See page 6)
- Handset Microphone Is Inoperative (No Audio) (See page 7)

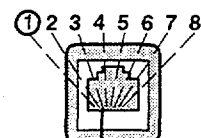
Replace the in-dash phone.

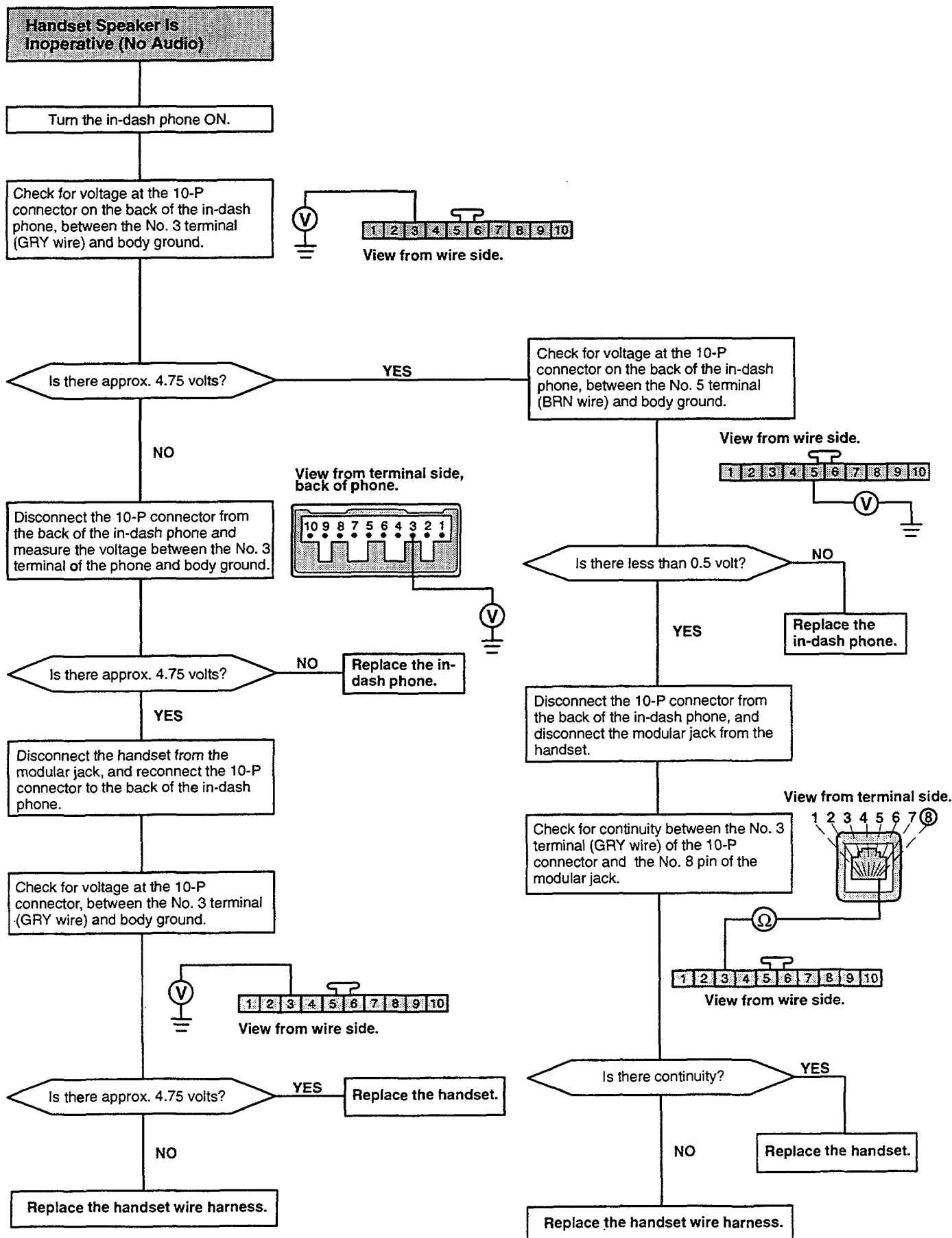
NOTE: Before installing the replacement phone, disconnect the 10-P connector, and check for continuity. Measure between the No.9 terminal (RED/WHT wire) and body ground. If there is continuity, repair the short to ground to avoid damaging the replacement phone.

View from terminal side.



View from terminal side.

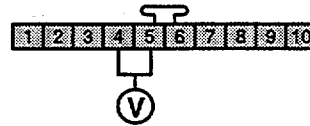




Handset Microphone Is Inoperative (No Audio)

Turn the in-dash phone ON, then check for voltage at the 10-P connector on the back of the in-dash phone, between the No. 4 terminal (GRN wire +), and the No. 5 terminal (BRN wire -).

View from wire side.



Is there 10 volts or more?

YES - To page 8

NO

Check for voltage at the 10-P connector, between the No. 4 terminal (GRN wire) and body ground.



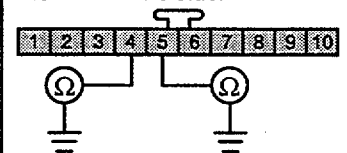
View from wire side.

Is there 10 volts or more?

NO

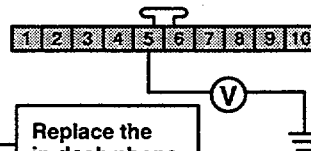
Disconnect the 10-P connector from the back of the in-dash phone. Check for continuity between the No. 4 terminal (GRN wire) and body ground, and between the No. 5 terminal (BRN wire) and body ground.

View from wire side.



Check for voltage at the 10-P connector, between the No. 5 terminal (BRN wire) and body ground.

View from wire side.



Is there 0.5 volt or less?

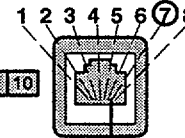
NO

Replace the in-dash phone.

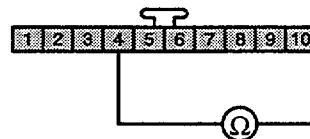
YES

Disconnect the 10-P connector from the back of the in-dash phone, and disconnect the modular jack from the handset.

View from terminal side.



View from wire side.



Is there continuity?

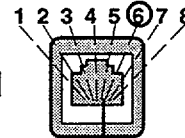
NO

Replace the handset harness.

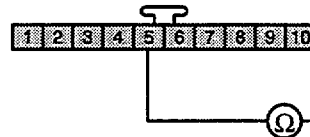
YES

Check for continuity between the No. 5 terminal (BRN wire) of the 10-P connector and the No. 6 pin of the modular jack.

View from terminal side.



View from wire side.



Is there continuity?

NO

Replace the handset harness.

YES

Check for continuity between the No. 5 terminal (BRN wire) and each of the other terminals in the 10-P connector.

Is there continuity?

YES

Replace the handset harness.

NO

Check for continuity between the No. 4 terminal (GRN wire) and each of the other terminals in the 10-P connector.

Is there continuity?

YES

Replace the handset harness.

NO

Replace the handset.

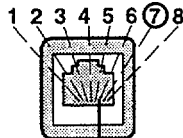
Disconnect the 10-P connector from the back of the in-dash phone, and disconnect the handset from the modular jack.

Check for continuity between the No. 4 terminal (GRN wire) of the 10-P connector and the No. 7 pin of the modular jack.

View from wire side.



View from terminal side.



Is there continuity?

NO

Replace the handset harness.

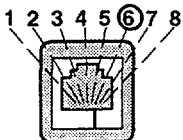
YES

Check for continuity between the No. 5 terminal (BRN wire) of the 10-P connector and the No. 6 pin of the modular jack.

View from wire side.



View from terminal side.



Is there continuity?

NO

Replace the handset harness.

YES

Check for continuity between the No. 4 terminal (GRN wire) and the No. 5 terminal (BRN wire) of the 10-P connector.

View from wire side.



Is there continuity?

NO

Replace the handset.

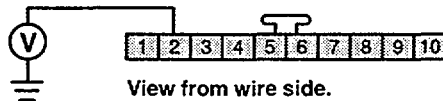
YES

Replace the handset harness.

Handset Volume and/or Mute Button(s) Are Inoperative

Turn the in-dash phone ON.

Check for voltage at the 10-P connector on the back of the in-dash phone, between the No. 2 terminal (RED wire) and body ground.



Is there approx. 9.5 volts?

YES

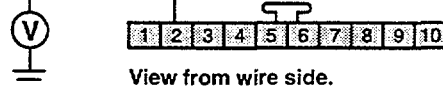
While pressing the appropriate button on the handset, check the voltage at the 10-P connector on the back of the in-dash phone, between the No. 2 terminal (RED wire) and body ground. Compare the measured voltage against the chart.



Button	Min.	Max.
Mute	6.0V	7.0V
VOL -	4.25V	5.25V
VOL +	1.2V	2.2V

Disconnect the handset from the modular jack.

Check for voltage at the 10-P connector on the back of the in-dash phone, between the No. 2 terminal (RED wire) and body ground.



Is there approx. 9.5 volts?

YES

Replace the handset.

NO

Disconnect the 10-P connector from the back of the in-dash phone.

Are the voltages measured within the standards of the chart?

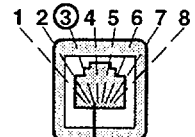
YES

Replace the in-dash phone.

NO

Disconnect the 10-P connector from the in-dash phone, and disconnect the modular jack from the handset. Check for continuity between the No. 2 terminal (RED wire) of the 10-P connector and the No. 3 pin of the modular jack.

View from terminal side.



Is there continuity?

NO

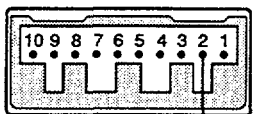
Replace the handset harness.

YES

Replace the handset.

Check for voltage at the back of the in-dash phone between the No. 2 terminal and body ground.

View from terminal side, back of phone.



Is there approx. 9.5 volts?

YES

Replace the handset harness.

NO

Replace the in-dash phone.

Phone Will Not Switch to Hands-Free Mode

Turn the ignition switch ON.

Check the voltage at the 10-P connector on the back of the in-dash phone, between the No. 1 terminal (ORN wire) and body ground, with the handset not in the hang-up cradle.



Is there approx. 7.5 volts?

YES

Replace the in-dash phone.

NO

Disconnect the 10-P connector from the back of the in-dash phone, and disconnect the handset modular jack.

Check for continuity at the 10-P connector between the No. 1 terminal (ORN wire) and body ground.



Is there continuity?

YES

Replace the handset harness.

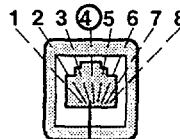
NO

Check for continuity between the No. 1 terminal (ORN wire) of the 10-P connector and the No. 4 pin of the modular jack.

View from wire side.



View from terminal side.



Is there continuity?

NO

Replace the handset harness.

YES

Replace the handset.

Hands-Free Speaker Is Inoperative

Turn the ignition switch and the stereo unit ON.

Does the right front speaker work with the stereo unit ON?

YES
Replace the in-dash phone.

NO

Turn the ignition switch OFF, then disconnect the 16-P connector from the back of the stereo unit.

Check for continuity at the 16-P connector for the stereo unit, between the No. 1 terminal (YEL wire) and body ground, and between the No. 9 terminal (BRN/BLK wire) and body ground.

Does either wire have continuity to body ground?

YES

Disconnect the 16-P phone power harness from the vehicle harness.

NO

Measure resistance at the 16-P connector for the stereo unit, between the No. 1 terminal (YEL wire) and the No. 9 terminal (BRN/BLK wire).



16-P of stereo unit
View from wire side.

Is the resistance approx. 4 Ω?

YES

Disconnect the in-dash phone power harness (16-P connectors) from the stereo unit and the vehicle harness, then reconnect the vehicle harness to the stereo unit.

NO

Disconnect the 16-P phone power harness from the vehicle harness.

Does the right front speaker work with the stereo unit?

YES

Replace the in-dash phone.

Repair the stereo system.

Measure the resistance at the 16-P connector on the vehicle harness, between the No. 1 terminal (RED/GRN wire) and the No. 9 terminal (BRN/BLK wire).



16-P of vehicle harness
View from wire side.

Is the resistance approx. 4 Ω?

NO

Repair the audio system.

YES

Check for continuity at the 14-P connector on the back of the in-dash phone, between terminals No. 2 (GRN wire) and No. 4 (YEL wire).

14-P of in-dash phone
View from wire side.

Is there continuity?

NO

Replace the in-dash phone.

YES

Check for continuity at the 14-P connector on the back of the in-dash phone, between terminals No. 6 (BRN/BLK wire) and No. 7 (BRN/BLK wire).

14-P of in-dash phone
View from wire side.

Is there continuity?

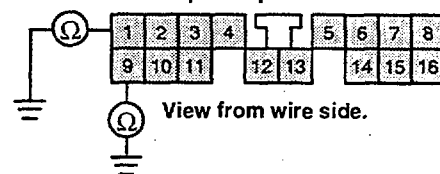
NO

Replace the in-dash phone.

YES

Replace the in-dash phone power harness.

16-P of phone power harness



View from wire side.

Check for continuity at the stereo end of the 16-P connector on the phone power harness, between the No. 1 terminal (YEL wire) and body ground, and between the No. 9 terminal (BRN/BLK wire) and body ground.

Does either wire have continuity to body ground?

YES

NO

Repair the grounded speaker wire in the vehicle harness.

Replace the in-dash phone power harness.

Hands-Free Microphone Is Inoperative

Disconnect the 4-P connector for the external microphone. Test the in-dash phone by making a hands-free call.

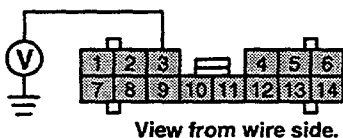
Does the in-dash microphone work?

YES

Turn the ignition switch OFF, then disconnect the 14-P connector from the back of the in-dash phone.

NO

Check for voltage at the 14-P connector on the back of the in-dash phone, between the No. 3 terminal (RED/GRN wire) and body ground.



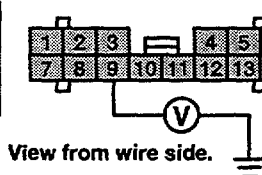
Is there approx. 9 volts?

NO

Turn the ignition switch OFF, then disconnect the 14-P connector from the back of the in-dash phone.

YES

Check for voltage at the 14-P connector on the back of the in-dash phone, between the No. 9 terminal (WHT wire) and body ground.



Is there approx. 5 volts?

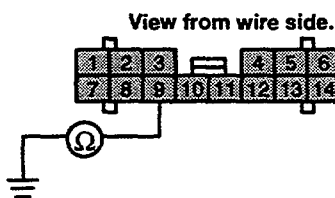
YES

Turn the ignition switch OFF, then disconnect the 14-P connector from the back of the in-dash phone.

NO

Turn the ignition switch OFF, then disconnect the 14-P connector from the back of the in-dash phone.

Check for continuity at the 14-P connector, between the No. 9 terminal (WHT wire) and body ground.



Is there continuity?

NO

Check for continuity at the 14-P connector, between the No. 8 terminal (RED wire) and body ground.

YES

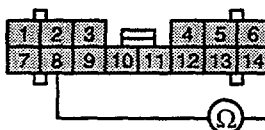
Replace the in-dash phone power harness.

Is there continuity?

NO

Replace the in-dash phone.

View from wire side.



View from wire side.



Check for continuity between the No. 8 terminal (RED wire) of the 14-P connector and the No. 3 terminal (RED wire) of the 4-P optional microphone connector.

Is there continuity?

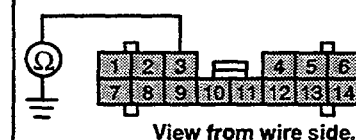
YES

Replace the in-dash phone power harness.

NO

Replace the external microphone.

Check for continuity at the 14-P connector, between the No. 3 terminal (RED/GRN wire) and body ground.



Is there continuity?

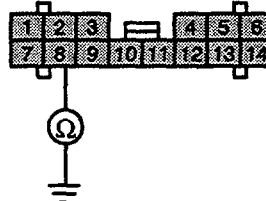
YES

Replace the in-dash phone.

NO

Replace the in-dash phone power harness.

View from wire side.



YES

Replace the in-dash phone power harness.

SERVICE BULLETIN

HONDA

Model	Applicable To	File Under	Bulletin No.
1994 PRELUDE	ALL	BODY	94-015
			Issue Date
			JUNE 10, 1994

Cup Holder Does Not Stay Closed

SYMPTOM

The cup holder lid no longer latches closed.

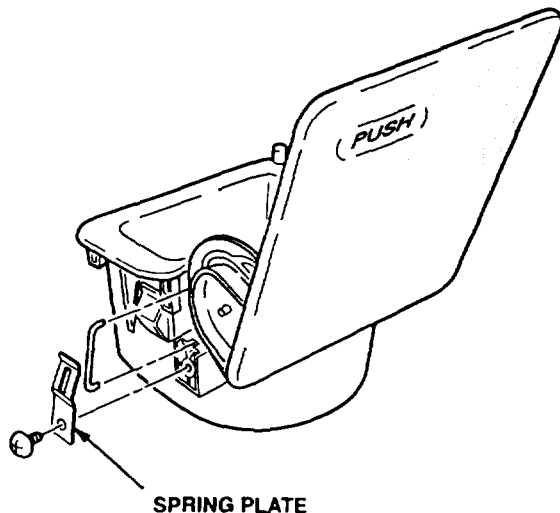
PROBABLE CAUSE

The latch pin has dislodged.

CORRECTIVE ACTION

Reposition the hinge pin, and replace the latch pin with the new part listed under PARTS INFORMATION.

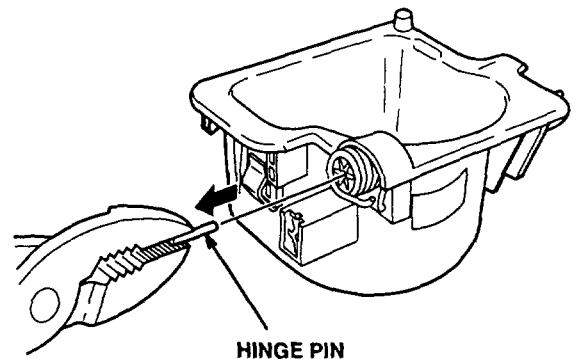
1. Remove the cup holder from the console by pulling up on the inside of the cup holder with your fingers.
2. Remove the spring plate.



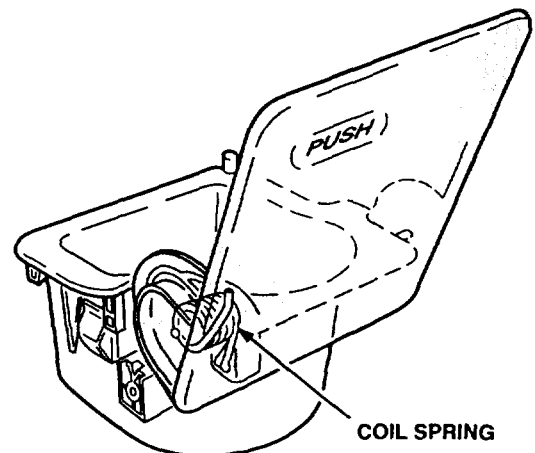
3. Remove the cup holder lid by inserting a small screwdriver between the cup holder body and the lid on the spring plate side; then, gently pry the lid off the hinge pin.

Index * 035617

4. Use a pair of pliers to remove the hinge pin on the spring plate side of the cup holder. Replace the hinge pin if the original is lost (see PARTS INFORMATION).

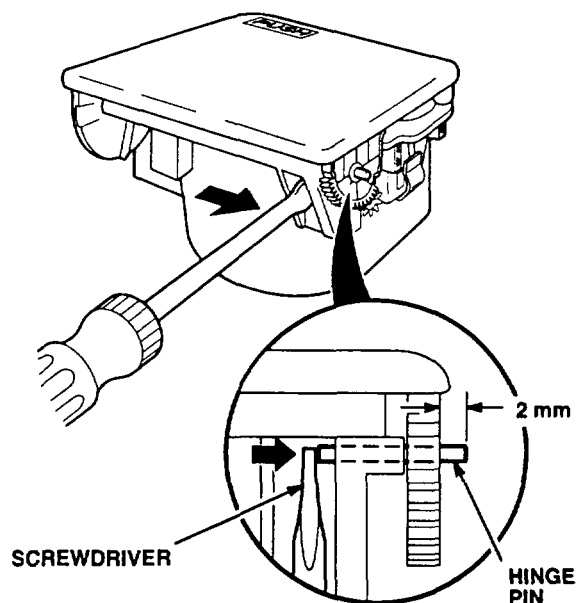


5. Reinstall the lid on the cup holder body. Make sure the arms on the coil spring are positioned properly.

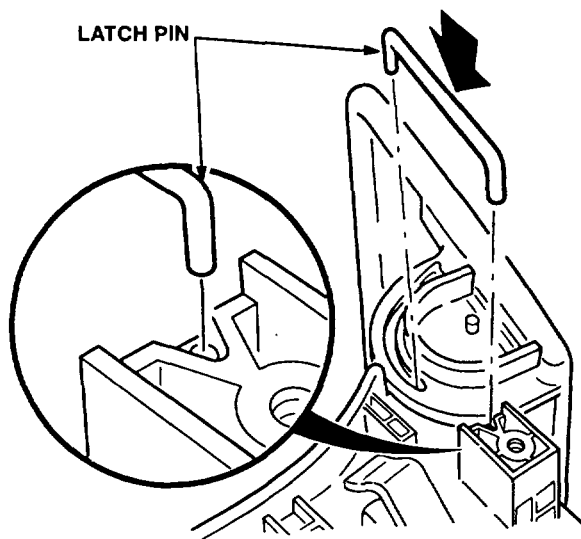


6. Reinstall the hinge pin removed in step 4. Position the pin so it sticks out approximately 2 mm above the lid.

7. Reposition the other hinge pin by using a small screwdriver to push the pin outward. Position the pin so it sticks out approximately 2 mm above the lid.



8. With the lid open, install the new latch pin in the notch in the body and the slot in the lid.



9. Install the spring plate over the latch pin and tighten the screw.
10. Open and close the cup holder several times to test its operation.
11. Reinstall the cup holder in the console.

PARTS INFORMATION

Latch pin:

P/N 77237-SS0-003, H/C 4354346

Hinge pin:

P/N 77239-SS0-999, H/C 4546958

WARRANTY CLAIM INFORMATION

In warranty: The normal warranty applies.

Out of warranty: Any repair performed after warranty expiration may be eligible for goodwill consideration by the District Service Manager or your Zone Office. You must request consideration, and get a decision, before starting work.

Operation number: 044310

Flat rate time: 0.2 hour

Failed part: P/N 77230-SS0-A01ZB
H/C 4354320

Defect code: 018

Contention code: A02

SERVICE BULLETIN

HONDA

AUTOMOBILE SERVICE BULLETIN

Model	Applicable To	File Under	Bulletin No.
1994 ACCORD 1992 - 94 PRELUDE	ALL	BODY	94-017
			Issue Date
			JUNE 3, 1994

Noise From the Driver's Seat Track

SYMPTOM

When accelerating at low speeds or when stopping, a one-time click or creak is heard. The noise may sound like it is coming from the "A" pillar area.

PROBABLE CAUSE

A lack of grease in the seat track slides allows the seat track rollers to move slightly.

DIAGNOSIS

Drive the car at low speeds while holding the left seat track. During acceleration and stopping, the click or creak movement of the roller in the seat track should be felt.

WARRANTY CLAIM INFORMATION

In warranty: The normal warranty applies.

Out of warranty: Any repair performed after warranty expiration may be eligible for goodwill consideration by the District Service Manager or your Zone Office. You must request consideration, and get a decision, before starting work.

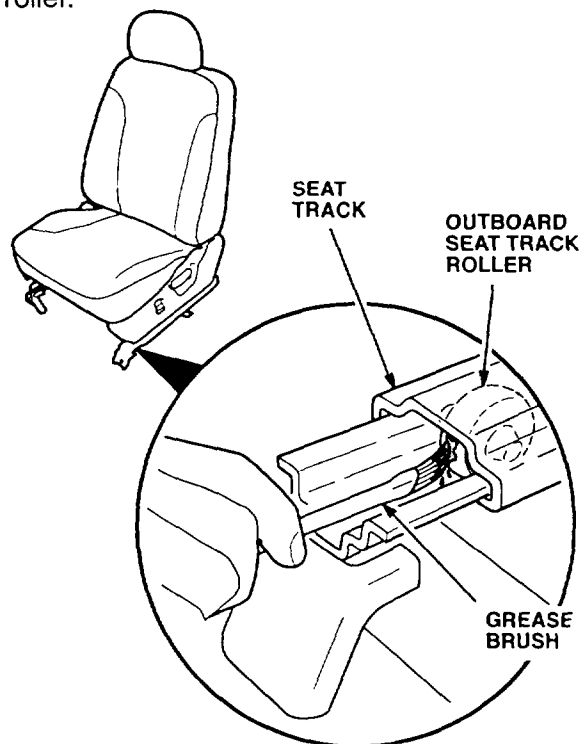
Operation number: 851020
Flat rate time: 0.4 hour
Failed part: P/N 81550-SV1-A02
H/C 4230470
Defect code: 042
Contention code: B07

Index # 038618

CORRECTIVE ACTION

Adjust the seat tracks, and apply additional grease to the slides.

1. Loosen the four seat track bolts; then, move the seat all the way back. Check to be sure that both seat tracks are locked into position.
2. Torque the two front seat track bolts to 34 N·m (3.5 kg-m, 25 lb-ft).
3. Move the seat all the way forward, and check to be sure that both seat tracks are locked into position.
4. Torque the two rear seat track bolts to 34 N·m (3.5 kg-m, 25 lb-ft).
5. Move the seat all the way back; then, with a small brush, apply a high-quality chassis grease to both sides of the outboard seat track roller.



SERVICE

HONDA

AUTOMOBILE SERVICE DEPARTMENT

BULLETIN

Model	Applicable To	File Under	Bulletin No.
1992 - 94 PRELUDE	ALL WITH POWER DOOR LOCKS	BODY	94-018
			Issue Date JUNE 17, 1994

Buzzing in the Driver's Door

SYMPTOM

A buzzing noise can be heard in the driver's door when the audio system volume is turned up to the midpoint or higher.

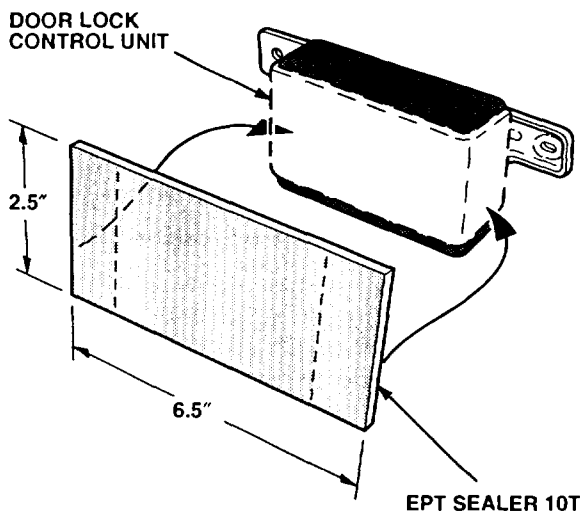
PROBABLE CAUSE

A plastic cover is vibrating against the inner door panel.

CORRECTIVE ACTION

Apply EPT Sealer 10T (see PARTS INFORMATION) to the back of the door lock control unit.

1. Remove the driver's door panel. Refer to page 20-3 of the service manual.
2. Remove the door lock control unit.
3. Cut a 6.5 x 2.5 inch strip of EPT Sealer 10T, and attach it to the back and sides of the door lock control unit.



4. Reinstall the door lock control unit in the door.
5. Reinstall the driver's door panel.

PARTS INFORMATION

EPT Sealer 10T:

P/N 06992-SA5-000, H/C 2086668

WARRANTY CLAIM INFORMATION

In warranty: The normal warranty applies.

Out of warranty: Any repair performed after warranty expiration may be eligible for goodwill consideration by the District Service Manager or your Zone Office. You must request consideration, and get a decision, before starting work.

Operation number: 818310

Flat rate time: 0.5 hour

Failed part: P/N 83583-SS0-A51ZA
H/C 4355871

Defect code: 042

Contention code: B07

Index # **038619**

SERVICE BULLETIN

HONDA

AUTOMOBILE SERVICE DEPARTMENT

Model	Applicable To	File Under	Bulletin No.
ALL	ALL	SUSPENSION	94-025
			Issue Date
			AUG 22, 1994

Steering Wheel Shimmy



SYMPTOM

The steering wheel oscillates, or shimmies, when driving between 58 and 62 mph. It may be most noticeable on smooth roads, and may vary with slight steering inputs.

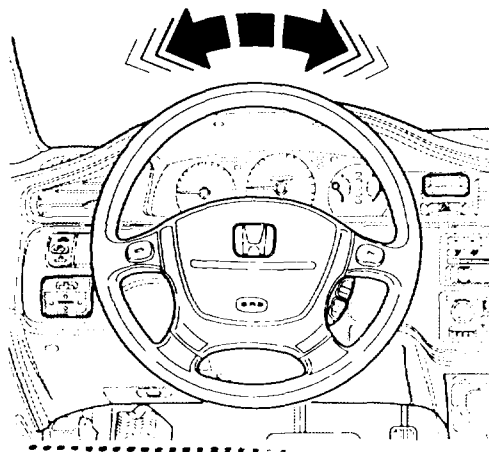
PROBABLE CAUSE

An imbalance of the wheel/tire/hub/disc assembly in the front end.

CORRECTIVE ACTION

Dynamically balance the wheel and tire assembly off the car. Then, if necessary, use the Hofmann Finish Wheel Balancer to balance the wheel/tire/hub/disc assembly on the car.

1. Drive the car on a smooth surface between 58 and 62 mph. Turn the steering wheel slightly, and allow the steering to self-center. Repeat this several times and observe the steering wheel motion.
 - If the steering wheel does not oscillate, or the movement is different than shown below, the car does not have an imbalance problem. Do not continue with this procedure.
 - If the steering wheel oscillates as shown, continue with this procedure.



2. Dynamically balance all four wheel/tire assemblies off the car. Make sure the balancer is capable of balancing to an accuracy of within 5 grams. Use only Honda wheel weights (see PARTS INFORMATION).

NOTE: To verify the balancer's accuracy and calibration, refer to the DYNAMIC OFF-CAR WHEEL BALANCER CALIBRATION CHECK.

3. Reinstall the balanced wheel/tire assemblies and torque the wheel nuts to 80 lb-ft. Do not use an impact wrench to snug up or torque the wheel nuts; it may damage or distort the wheel and cause steering wheel oscillation.
4. Road test the car and check for steering wheel oscillation. If it still oscillates, use the Hofmann Finish Wheel Balancer to do a finish balance on the front wheel/tire/hub/disc assemblies.

NOTE: Refer to section 4 of the Hofmann DAFB-10 Finish Wheel Balancer Operator's Manual that came with the unit for detailed instructions.

DYNAMIC OFF-CAR WHEEL BALANCER CALIBRATION CHECK

Use this procedure to determine if the balancer is accurate to within 5 grams of imbalance. If the balancer is not accurate to within 5 grams, it must be calibrated or repaired before being used to correct a steering wheel oscillation problem. You will need a Honda factory or accessory alloy wheel only, with no tire mounted, to perform this procedure.

1. Before starting, make sure the wheel has no balance weights. Perform a static balance, adding weights as necessary to only one side of the wheel.

2. Loosen the wheel, rotate it 90°, tighten the wheel, and recheck the balance. Repeat this three more times, until the wheel returns to its original position. The balancer should not indicate any more than 5 grams of additional weight is needed during this procedure. If more than 5 grams is indicated, calibrate or repair the balancer.
3. Remove the weights just installed. Make sure the balancer is set to its finest balancing mode (accuracy within 5 grams).
4. Perform a dynamic balance, adding weights as indicated by the balancer to both sides of the wheel.
5. Once the wheel is in dynamic balance, add an additional 5 grams at any point on the rim and recheck the balance.
 - The balancer should indicate that 5 grams is needed on the same side of the wheel at a point exactly opposite the weight you added. If so, the balancer is in calibration.
 - If the balancer indicates that more than 10 grams is needed, or the indicated position is more than 1.5 inches from the point exactly opposite the weight you added, then the balancer needs calibration or repair.

PARTS INFORMATION

Wheel weights for alloy wheels:

5 grams	P/N 44726-SM1-A01, H/C 4174249
10 grams	P/N 44721-SM1-A01, H/C 4174199
15 grams	P/N 44727-SM1-A01, H/C 4174256
20 grams	P/N 44722-SM1-A01, H/C 4174207
25 grams	P/N 44728-SM1-A01, H/C 4174264

Wheel weights for steel wheels:

5 grams	P/N 44726-SH0-A01, H/C 3809811
10 grams	P/N 44721-SM4-000, H/C 3439049
15 grams	P/N 44727-SM4-003, H/C 3496692
20 grams	P/N 44722-SM4-003, H/C 3496643
25 grams	P/N 44728-SH0-A01, H/C 3809837

WARRANTY CLAIM INFORMATION

In warranty: The normal warranty applies.

Out of warranty: Any repair performed after warranty expiration may be eligible for goodwill consideration by the District Service Manager or your Zone Office. You must request consideration, and get a decision, before starting work.

OPERATION NUMBER	DESCRIPTION	FLAT RATE TIME
421310	Off-car dynamic balance, four wheels	1.2 hour
422305	On-car finish balance, front wheels	0.6 hour

Failed part: P/N 42700-SM1-A01
H/C 3251550

Defect code: 045

Contention code: B99

SERVICE BULLETIN

HONDA
AUTOMOBILE SERVICE DEPARTMENT

Model	Applicable To	File Under	Bulletin No.
1995	ALL	BODY	94-035
			Issue Date JAN 30, 1995

1995 Honda Paint Codes (Supersedes 94-035, dated Oct. 24, 1994)

Paint formulations are determined by each paint company. For questions about formulas or matching, contact your local paint distributor or the paint company's nearest regional office. The information provided is for reference only. American Honda does not endorse any paint company or type of paint.

The original paint is acrylic enamel. Paint codes with "M" are metallic colors; those with "P" are pearlescent colors.

NOTE: Herberts Stodex uses the Honda Paint Code as its paint intermix code.

Japan-Produced Cars

1995 HONDA PAINT CODE AND DESCRIPTION		MODEL	DUPONT	PPG	BASF	S-W MS ACME	SIKKENS (Add "HON" prefix to each number)	ICI	SPIES-HECKER	HONDA TOUCH-UP P/N (Add "08703-" prefix to each number)
B-63P	Harvard Blue	¹ CIV	N9594	4583	22203	46545	9482	PM44B	99976	B63PPAH
B-68P	Pacific Blue	¹ PRE	W9985	4865	24291	49545	9043	5PK4B	50746	B68PPAH
B-69P	Nocturne Blue	¹ OD	F0899	5030	25249	51139	9091	7BB5B	53468	B69PPAH
BG-31P	Malachite Green	¹ ACC	H9839	4866	24296	49547	9011	2PP1B	50299	BG31PAH
BG-33P	Paradise Blue Green	¹ CIV DS	W9986	4871	24292	49546	9038	5PJ6B	60429	BG33PAH
BG-34P	Azure Blue Green	¹ OD PRE	W9987	4867	24293	49549	9039	5PK7B	50747	BG34PAH
G-71P	Isle Green	¹ CIV	H9556	4770	23272	48083	9453	PM46B	99966	G71PPAH
G-77M	Sage Green	¹ ACC OD	W9983	4868	24287	49550	9044	5PK8B	50748	G77MPAH
G-78P	Sherwood Green	¹ ACC PRE	W9984	4869	24288	49552	9040	5PK9B	60495	G78PPAH
NH-503P	Granada Black	¹ ACC CIV DS PRE	K8693 K8693 K8693 K8693	9629 9629 9629 9629	16322 16322 16322 16322	35788 48408 48408 35788	9058 9058 9058 9058	P131B P131B P131B P131B	96894 96894 96894 96894	NH503PAH NH503PAH NH503PAH NH503PAH
NH-538	Frost White	³ ACC CIV DS OD PRE	N9132	90741	20491	43425	4599	TH31B	16449	NH538AH
NH-552M	Sebring Silver	¹ PRE	W9375	4362	21272	44893	9425	2781B	90558	NH552MAH
NH-561P	Phantom Gray	¹ CIV	W9509	4606	22204	46551	9486	PM48B	90577	NH561PAH
NH-577P	Nightshade Gray	¹ ACC	W9981	4870	24284	49555	9045	5PK2B	50745	NH577PAH
R-72P	Torino Red	¹ CIV	K9153	73396	20261	42683	9342	PG43B	98240	R72PPAH
R-78P	Bordeaux Red	¹ ACC OD	W9312	4363	21278	44951	9438	PJ42B	99041	R78PPAH
R-81	Milano Red, Base	² CIV DS PRE	W9510 W9510 W9510	4627 4627 4629	22201 22201 22201	46552 46552 46552	3908 3908 3908	6RV5G 6RV5G 6RV5G	37215 37215 37215	R81PPAH R81PPAH R81PPAH
	Milano Red, Top	² CIV DS PRE	W9952 W9952 W9952	4628 4628 4630	22201 22201 22201	46552 46552 46552	3908 3908 3908	6RV4B 6RV4B 6RV4B	37215 37215 37215	R81PPAH R81PPAH R81PPAH
RP-21M	Horizon Gray	¹ CIV	W9530	4588	22212	46553	9485	D382B	99968	RP21MAH
YR-505M	Cashmere Silver	¹ ACC PRE	W9719	4772	23271	48086	9006	2PP5B	20057	YR505MAH
YR508M	Heather Mist	¹ OD	F0906	5031	25246	51151	9095	7BB7B	72289	YR508MAH

CUSTOMER INFORMATION: The information in this bulletin is intended for use by the dealer, and training to correctly and safely maintain your car. These procedures do not assume this bulletin applies to your car, or that your car has the condition of an authorized Honda automobile dealer.

Index 4-12668

the proper tools, equipment, and you should contact your dealer for more information applies, contact

Canada-Produced Civics, paint code ends in -4

1995 HONDA PAINT CODE AND DESCRIPTION		MODEL	DUPONT	PPG	BASF	S-W MS ACME	SIKKENS (Add "HON" prefix to each number)	ICI	SPIES-HECKER	HONDA TOUCH-UP P/N (Add "08703-" prefix to each number)
B-63P-4	Harvard Blue ¹	CIV	H9744	18251	22196	46717	9535	7VY9B	91698	B63PPAH
BG-33P-4	Paradise Blue Green ¹	CIV	F0890	19255	25247	51140	9106	7VY7B	61417	BG33PAH
NH-503P-4	Granada Black ¹	CIV	H8999	9559	23275	48114	9016	5CM7B	70510	NH503PAH
NH-538-4	Frost White ³	CIV	N9286	90907	20508	43717	4601	XK18	16685	NH538AH
NH-561P-4	Phantom Gray ¹	CIV	H9745	35452	22199	46722	9530	2PB2B	91699	NH561PAH
R-81-4	Milano Red, Base ¹	CIV	H9746	73906	22198	46725	3946	6RF9G	37244	R81PPAH
	Milano Red, Top ¹	CIV	F1628	73907	22198	46725	3946	6RF8B	37244	R81PPAH
RP21M-4	Horizon Gray ¹	CIV	F0891	4588	25250	51149	9107	7VY8B	72458	RP21MAH

U.S.-Produced (Marysville) Accords, paint code ends in -3

1995 HONDA PAINT CODE AND DESCRIPTION		MODEL	DUPONT	PPG	BASF	S-W MS ACME	SIKKENS (Add "HON" prefix to each number)	ICI	SPIES-HECKER	HONDA TOUCH-UP P/N (Add "08703-" prefix to each number)
BG-31P-3	Malachite Green ¹	ACC	N9926	4877	24297	49548	9061	6GS9B	60603	BG31PAH
G-77M-3	Sage Green ¹	ACC	N9927	4878	24298	49551	9062	6GS8B	60605	G77MPAH
G-78P-3	Sherwood Green ¹	ACC	N9928	4879	24299	49553	9063	6GS7B	60608	G78PPAH
NH-503P-3	Granada Black ¹	ACC	K8929	9727	18492	38997	9267	PG71B	99291	NH503PAH
NH-538-3	Frost White ³	ACC	N9222	90852	20503	43716	4600	XK17	16431	NH538AH
NH-577P-3	Nightshade Gray ¹	ACC	N9929	4880	24310	49556	9064	6GS6B	70812	NH577PAH
R-78P-3	Bordeaux Red ¹	ACC	W9405	4436	21413	44879	9451	PP30B	99339	R78PPAH
YR-505M-3	Cashmere Silver ¹	ACC	H9815	4765	23278	48033	9013	5AG2B	20174	YR505MAH

U.S.-Produced (East Liberty) Civics, paint code ends in -5

(East Liberty uses waterborne paints)

1995 HONDA PAINT CODE AND DESCRIPTION		MODEL	DUPONT	PPG	BASF	S-W MS ACME	SIKKENS (Add "HON" prefix to each number)	ICI	SPIES-HECKER	HONDA TOUCH-UP P/N (Add "08703-" prefix to each number)
B-63P-5	Harvard Blue ¹	CIV	L9663	18415	23416	48403	9538	6GS1B	50590	B63PPAH
BG33P-5	Paradise Blue Green ¹	CIV	F0888	4952	25248	51141	9108	7XB8B	61419	BG33PAH
NH-503P-5	Granada Black ¹	CIV	K8929	9727	23419	48421	9267	P131B	70568	NH503PAH
NH-538-5	Frost White ¹	CIV	N9222	90852	23420	48422	4600	6GT1B	10565	NH538PAH
NH-561P-5	Phantom Gray ¹	CIV	L9666	35316	23421	48423	9537	6GS2B	70572	NH561PAH
R-81-5	Milano Red, Base ²	CIV	H9817	4779	23424	48115	3000	6GS5B	30372	R81PPAH
	Milano Red, Top ²	CIV	W9951	4781	23424	48115	3000	6GS5B	30372	R81PPAH
R-86P-5	Camellia Red ²	CIV	H9819	4780	23425	48116	9023	6GS3B	30371	R86PPAH
RP-21M-5	Horizon Gray ¹	CIV	N9930	4588	24312	49559	9065	6BS9B	70811	RP21MAH

NOTES: The numbers following the paint description represent the paint process used during manufacture of the vehicle:

- ¹ A clear coat is applied over the color coat.
- ² A small amount of color is mixed with a clear coat and applied over the color coat.
- ³ A clear coat was not applied at the factory.

SERVICE BULLETIN

HONDA

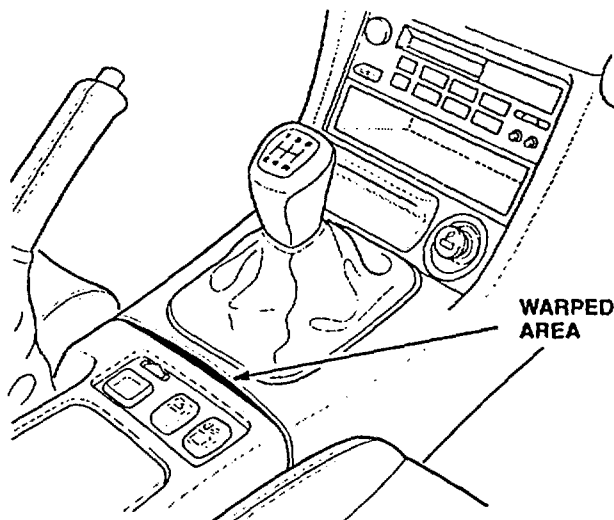
Model	Applicable To	File Under	Bulletin No.
1992 - 94 PRELUDE	ALL	BODY	94-044
			Issue Date DEC 12, 1994



Warped Console

PROBLEM

The front console is warped at the seam with the center console.



PARTS INFORMATION

Spring clip (2 required):

P/N 90610-SR3-003, H/C 3964475

WARRANTY CLAIM INFORMATION

In warranty: The normal warranty applies.

Out of warranty: Any repair performed after warranty expiration may be eligible for goodwill consideration by the District Service Manager or your Zone Office. You must request consideration, and get a decision, before starting work.

Operation number: 841006

Flat rate time: 0.4 hour

Failed part: P/N 77291-SS0-010ZA
H/C 4115762

Defect code: 004

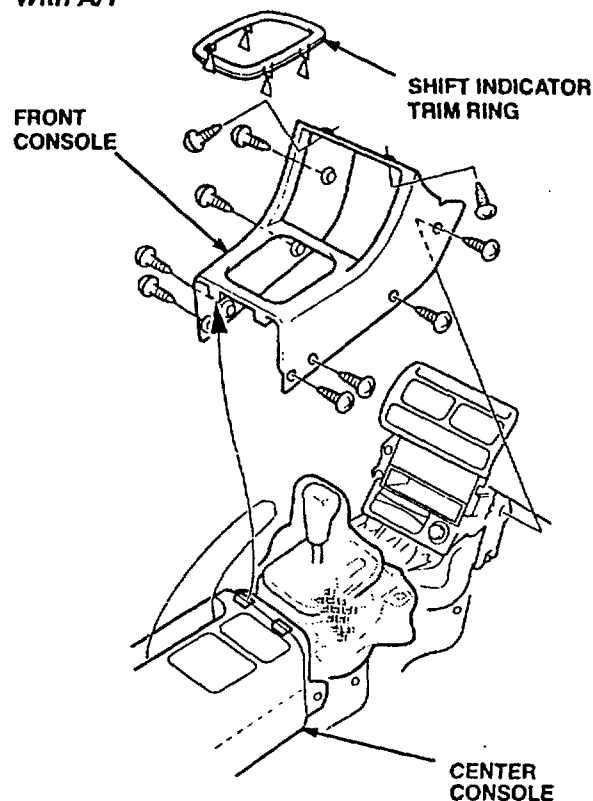
Contention code: A01

CORRECTIVE ACTION

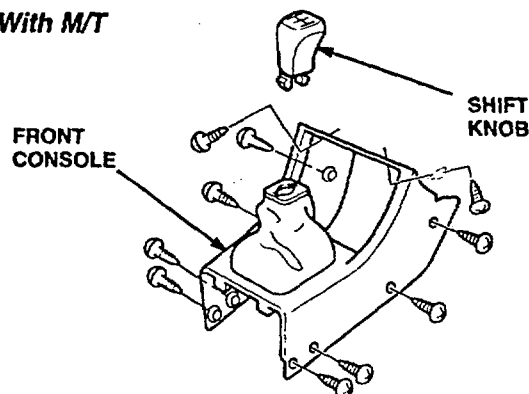
Modify and install new spring clips (see PARTS INFORMATION).

1. Remove the front console.

With A/T



With M/T



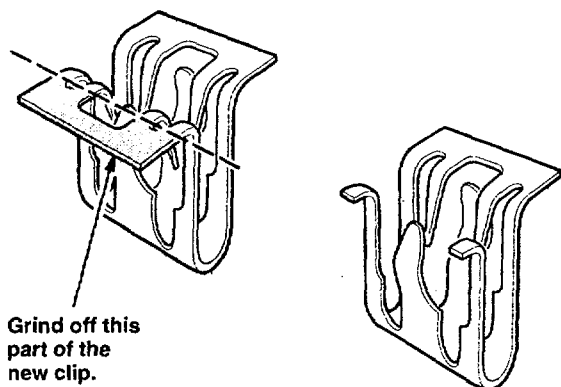
Index # **041887**

ATB 16917 (9412)

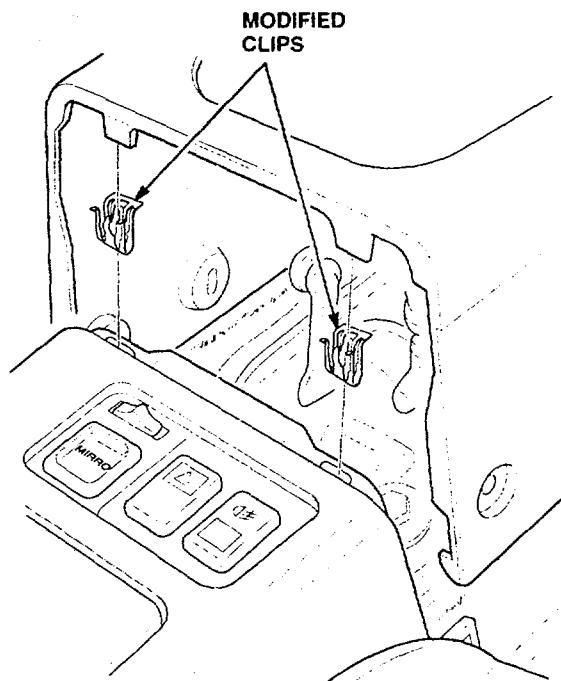
1 of 2

This bulletin is intended for use only by skilled technicians who have the proper tools, equipment, and training to correctly and safely maintain your car. These procedures should not be attempted by "do-it-yourselfers," and you should not assume this bulletin applies to your car, or that your car has the condition described. To determine whether this information applies, contact an authorized Honda automobile dealer.

2. Use a bench grinder to remove one ear from each new spring clip.



3. Install the modified spring clips in the slots in the front of the center console.



4. Reinstall the front console.

SERVICE BULLETIN

HONDA
AUTOMOBILE SERVICE DEPARTMENT

Model	Applicable To	File Under	Bulletin No.
1995 PRELUDE	See VEHICLES AFFECTED	PDI	94-045
			Issue Date DEC 19, 1994



Stains on the Rear Window

SYMPTOM

Bluish-brown stains, in a wave pattern, on the rear window.

PROBABLE CAUSE

The packaging material used to separate the glass pieces when the windows were shipped from the manufacturer to the assembly plant has stained the glass.

Do not confuse these stains with polarization marks, which are rainbow-colored blotches. Refer to Service Bulletin 90-028, *Window Glass Markings*, in the Body section for more information.

VEHICLES AFFECTED

- S: From VIN JHMBA8. . .SC000363
thru SC000744
- Si: From VIN JHMBB2. . .SC000660
thru SC001392
- VTEC: From VIN JHMBB1. . .SC000214
thru SC000426

CORRECTIVE ACTION

Inspect all vehicles in the VIN range for signs of stains on the rear window. If necessary, remove the packaging material residue from the window with Mag V (see REQUIRED MATERIALS).

1. Park the car out of direct sunlight. Rinse the rear window with water and make sure the glass is cool to the touch.
2. Soak a clean cloth in Mag V. Clean the outside surface of the rear window; avoid getting the Mag V on any painted surfaces.

CAUTION: Mag V contains acid. Wear rubber gloves and eye protection, and closely follow the manufacturer's instructions.

3. Wipe the window dry with a clean cloth. Clean the window thoroughly with household window cleaner.
4. Inspect the rear window for any remaining packaging residue. Repeat steps 2 and 3 if necessary.

REQUIRED MATERIALS

Mag V can be purchased from:

Mark V Products Inc.
2831 Via Martens
Anaheim, CA 92806
Telephone: (800) 877-6282
Fax: (714) 630-5107

WARRANTY CLAIM INFORMATION

In warranty: The normal warranty applies.

Out of warranty: Any repair performed after warranty expiration may be eligible for goodwill consideration by the District Service Manager or your Zone Office. You must request consideration, and get a decision, before starting work.

Operation number: 829500
Flat rate time: 0.2 hour
Failed part: P/N 73201-SS0-A20
H/C 3949369
Defect code: 009
Contention code: A01

Index # **040881**

ATB 16936 (9412)

1 of 1

This bulletin is intended for use *only* by skilled technicians who have the proper tools, equipment, and training to repair your car. These procedures should not be attempted by "do-it-yourselfers," and you should not assume this bulletin applies to your car, or that your car has the condition described. To determine whether this information applies, contact an authorized Honda automobile dealer.

SERVICE BULLETIN

HONDA

AUTOMOBILE SERVICE DEPARTMENT

Model 1994 - 95 PRELUDE	Applicable To ALL EXCEPT 'S' MODEL	File Under BODY	Bulletin No. 95-006 Issue Date JAN 23, 1995
-----------------------------------	--	------------------------	--

Jingling in the Left Side of the Dashboard

SYMPTOM

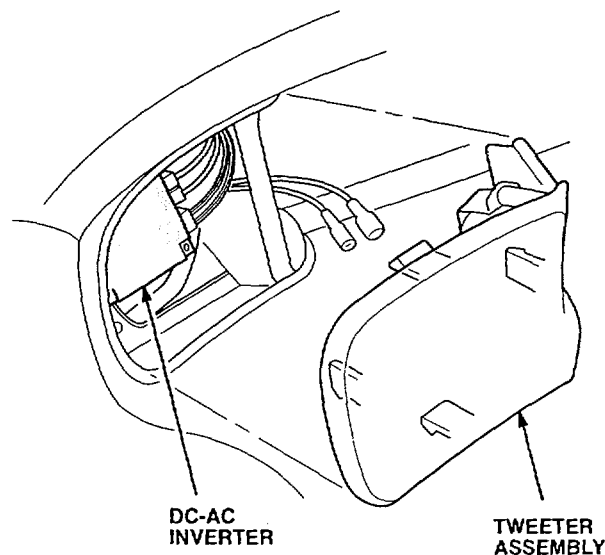
A jingling noise comes from the left dashboard speaker grille when driving on rough roads.

PROBABLE CAUSE

The housing of the DC-AC inverter is loose.

DIAGNOSIS

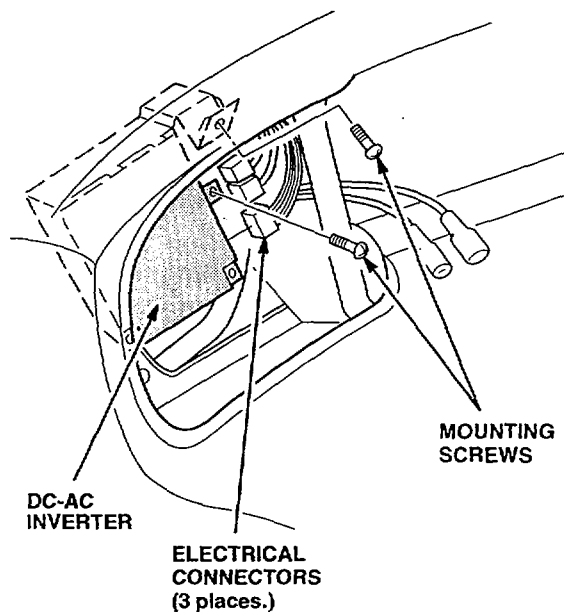
Remove the left tweeter assembly by carefully prying on its edges. Try to reproduce the noise either by tapping on the top of the dashboard with your fist, or by driving the vehicle on a rough road. If you can reproduce the noise, apply pressure to the DC-AC inverter. If the noise disappears, continue with CORRECTIVE ACTION.



CORRECTIVE ACTION

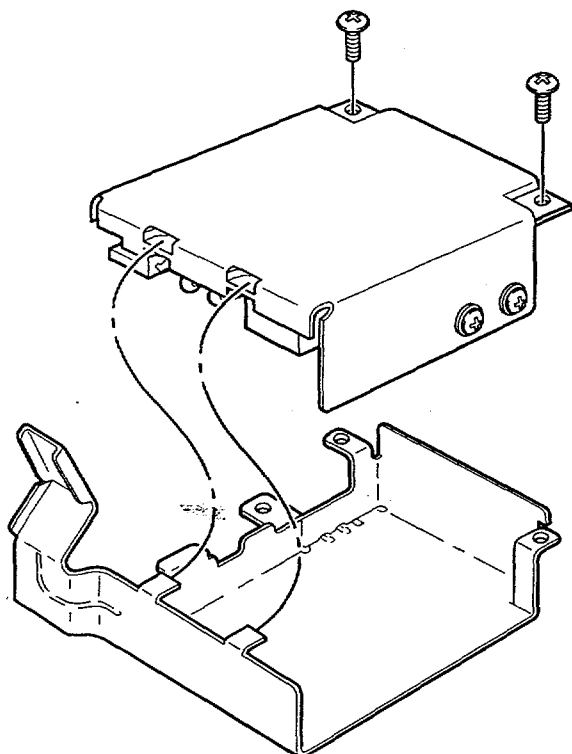
Bend the tabs on the DC-AC inverter housing to eliminate the free play.

1. Remove the two inverter mounting screws and disconnect the three electrical connectors. Remove the inverter from the dashboard.

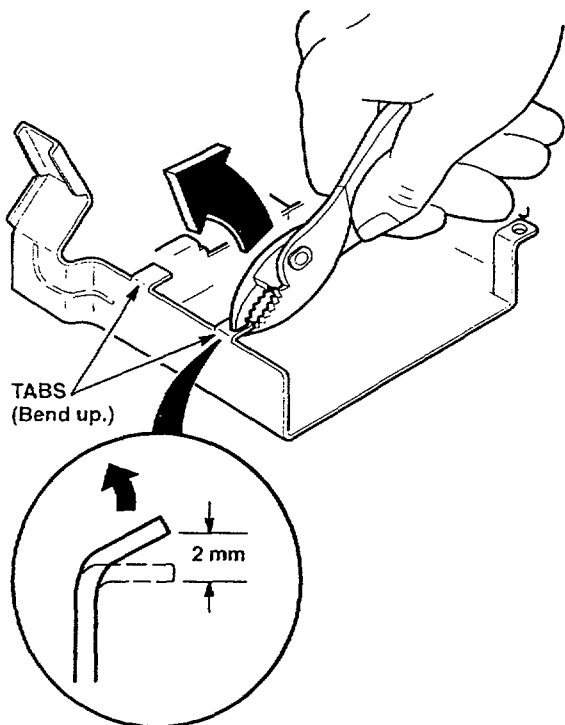


Index # 040886

2. Remove the two screws holding the inverter housing to the cover.



3. Bend the two tabs on the inverter housing up 2 mm.



4. Reassemble the inverter housing and cover. Verify that there is no free play in the housing.
5. Reinstall the inverter in the dashboard. Reconnect the three electrical connectors.
6. Reinstall the tweeter assembly.

WARRANTY CLAIM INFORMATION

In warranty: The normal warranty applies.

Out of warranty: Any repair performed after warranty expiration may be eligible for goodwill consideration by the District Service Manager or your Zone Office. You must request consideration, and get a decision, before starting work.

Operation number: 841301

Flat rate time: 0.3 hour

Failed part: P/N 78170-SS0-A01
H/C 4354635

Defect code: 042

Contention code: B07

SERVICE BULLETIN

HONDA
AUTOMOBILE SERVICE DEPARTMENT

Model	Applicable To	File Under	Bulletin No.
1994 AND LATER	ACCORD PRELUDE ODYSSEY	ACCESSORIES	95-008
			Issue Date JAN 23, 1995

Out-of-Warranty In-Dash Cellular Telephone Repair

This bulletin provides information for the repair of in-dash cellular telephones that are no longer in warranty. *It applies only to the repair of the in-dash cellular phone unit.* Any other in-dash cellular telephone component (handset, hands-free microphone, antenna, etc.) that fails should be considered unrepairable, and you should order a replacement component.

You deal directly with Motorola, the manufacturer, for in-dash cellular phone unit repair, and only Honda in-dash cellular telephones are subject to this program.

PROCEDURE

Once you have verified a customer's complaint of a malfunctioning in-dash cellular telephone, remove the defective in-dash cellular phone unit from the vehicle. Pack the unit carefully, include the proper paperwork, and ship it to the Motorola Service Center (see SHIPPING PROCEDURE).

The unit will be repaired or exchanged by Motorola, and shipped back within 10 calendar days of its receipt by Motorola. The repair is guaranteed by the service center for 90 days from the date of repair.

Motorola will log and track all in-dash cellular phone units by mechanical serial number. You may inquire about the status of a unit that is in for repair by calling Motorola at (800) 331-6456.

Should you or your customer experience any problems with this program, please contact your zone customer relations office.

SHIPPING PROCEDURE

1. Complete an Out-of-Warranty In-Dash Cellular Telephone Repair form (Y0393), and ship it with the defective in-dash cellular phone unit.
2. Include a *dealership* check for the repair and return shipping cost of \$76.50 (no personal checks).

NOTE: Include a copy of your tax-exempt certificate *the first time* you ship an in-dash cellular phone unit to Motorola. They will keep it on file for verification of future shipments.

3. Pack the unit carefully so it will not be damaged during shipping.

4. Ship the package to this address:

Motorola Inc.
National Service Center
630 North U.S. Highway 45
Libertyville, IL 60048

Once Motorola has repaired the in-dash cellular phone unit, it will be shipped back to you via Federal Express Next Day service. Included will be a packing list that details the repairs performed.

- In-dash cellular phone units sent without an Out-of-Warranty In-Dash Cellular Phone Unit Repair form, or with incomplete information, will be held until proper information is received.
- In-dash cellular phone units sent without a check will be returned unrepaid.

TELEPHONES RECEIVED DAMAGED

In-dash cellular phone units that are damaged, either during shipping or by misuse, cannot be

- Repaired or exchanged for the fixed price listed under SHIPPING PROCEDURE.
- Shipped back to you within the normal 10-day turnaround time.

Motorola will inspect the damage, and you will be given an estimate of any additional charges.

If you approve the estimate, mail a check for the additional charges to the Service Center. If you do not approve the estimate, the in-dash cellular phone unit will be returned to you. Motorola will issue you a refund check at the end of the current month.

Index: 042671



OUT-OF-WARRANTY IN-DASH CELLULAR PHONE UNIT REPAIR

Dealer Name _____ Dealer No. _____

*Shipping Address _____

City _____ State _____ ZIP _____

Telephone No. () _____ Contact Person _____

**If the billing address is different than the shipping address, please complete both sections.*

*Billing Address _____

City _____ State _____ ZIP _____

In-Dash Unit Model No. _____ ESN _____

Mechanical Serial No. _____

Installation Date _____ Repair Date _____

Customer Name _____ R.O. No. _____

Customer Complaint (explain in detail) _____

Authorized Signature _____ Date _____

Please complete all portions of this form. This information is required before repairs can be completed. Be sure to include a dealership check for the amount of repair and shipping cost (\$76.50), and if this is the first time you are shipping an in-dash cellular phone unit, include a copy of your tax-exempt certification.

Ship To: Motorola Inc.
National Service Center
630 North U.S. Highway 45
Libertyville, IL 60048
(800) 331-6456

SERVICE BULLETIN

HONDA

AUTOMOBILE SERVICE DEPARTMENT

Model	Applicable To	File Under	Bulletin No.
ACCORD CIVIC DEL SOL PRELUDE	See VEHICLES AFFECTED	ELECTRICAL	95-011
			Issue Date FEB 21, 1995

Blower Motor Noise

SYMPTOM

The blower motor makes a high pitched-noise after running for 15 to 30 minutes on speed 2 or 3. The frequency of the noise is very high and, therefore, not audible to everyone.

PROBABLE CAUSE

The blower motor brushes are vibrating.

VEHICLES AFFECTED

1994 Accord

4-Door – Thru VIN JHMCD5 ... RC108166

1HGCD5 ... RA161285

2-Door – Thru VIN 1HGCD7 ... RA049970

Wagon – Thru VIN 1HGCE1 ... RA010149

1992-94 Civic

4-Door – Thru VIN 1HGEG8 ... RL056199

JHMEG8 ... RS017038

JHMEH9 ... RS014811

3-Door – Thru VIN 2HGEH ... RH525709

2-Door – Thru VIN 1HGEJ ... RL032667

1HGEJ ... RL030207

2HGEJ ... RH553868

1992-94 del Sol

S – Thru VIN JHMEH6 ... RS007660

Si – Thru VIN JHMEG1 ... RS006425

VTEC – Thru VIN JHMEG2 ... RS002967

1992-94 Prelude

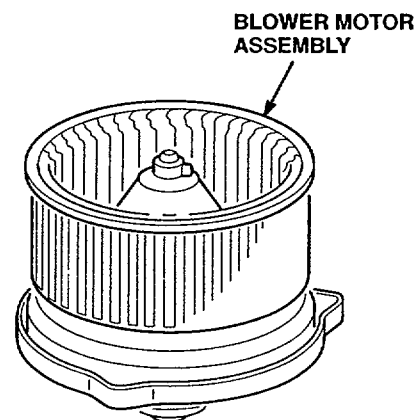
S – Thru VIN JHMBA8 ... RC004437

Si – Thru VIN JHMBB2 ... RC008222

VTEC – Thru VIN JHMBB1 ... RC001693

CORRECTIVE ACTION

Replace the blower motor as described in the appropriate service manual.



PARTS INFORMATION

Blower motor assembly:

P/N 79310-SR3-A01, H/C 3892916

WARRANTY CLAIM INFORMATION

In warranty: The normal warranty applies.

Out of warranty: Any repair performed after warranty expiration may be eligible for goodwill consideration by the District Service Manager or your Zone Office. You must request consideration, and get a decision, before starting work.

Operation number: 612105

Flat rate time: 0.4 hour – Prelude

0.2 hour – Accord, Civic,
and del Sol

Failed part: P/N 79310-SR3-A01
H/C 3892916

Defect code: 042

Contention code: B07

Index # **041248**

ATB 16988 (9502)

1 of 1

this bulletin is intended for use *only* by skilled technicians who have the proper tools, equipment, and training to correctly and safely maintain your car. These procedures should not be attempted by "do-it-yourselfers," and you should not assume this bulletin applies to your car, or that your car has the condition described. To determine whether this information applies, contact an authorized Honda automobile dealer.

SERVICE BULLETIN

HONDA

AUTOMOBILE SERVICE DEPARTMENT

Model	Applicable To	File Under	Bulletin No.
ALL	See VEHICLES AFFECTED	ACCESSORY	95-020
			Issue Date JUNE 26, 1995

Converting R-12 A/C Systems to R-134a

BACKGROUND

Because of environmental concerns, production of R-12 refrigerant is being phased out. Honda is making retrofit kits available to convert systems that currently use R-12 refrigerant to R-134a refrigerant use.

VEHICLES AFFECTED

Accord:

- 1986 - 89 - With Nippondenso compressor only
- 1990 - 93 - All

Civic:

- 1985 - 87 - With Sanden compressor only
- 1988 - 91 - With Sanden compressor only
- 1992 - 93 - All

Prelude:

- 1990 - 92 - With Sanden compressor only

PREPARATION

Before retrofitting the A/C system to use R-134a, test its performance and inspect all components.

- If the system is not cooling correctly, determine the cause (restriction, refrigerant leak, system contamination, etc.) and repair it before continuing.
- If the system is not fully charged, determine if there are any leaks and repair them before continuing.
- If the compressor is making noise, repair or replace it before continuing. Refer to Parts Information Bulletin A95-0005 for the proper components.
- If the system has been open to the atmosphere, replace the receiver/dryer.

.....
Index * J42674

RETROFIT KIT INSTALLATION

1. Use the R-12 recovery/recycling station to remove the R-12 from the system.

NOTE: Failure to remove all the R-12 from the system will cause contamination of the R-134a recovery/recycling station.

2. Disconnect the R-12 recovery/recycling station.
3. *1990 - 91 Accord only:* Inspect receiver line "A." If the charge valve is fitted to a block and points toward the alternator, installing the retrofit valve will leave insufficient clearance. Install a new receiver line "A" (see PARTS INFORMATION) with the charge valve mounted in the line.
4. Use a shop towel wetted with Honda brake cleaner to clean the threads on the existing valves. Apply Locktite (included in the kit) to the threads of the existing valves. Install the R-134a retrofit valves from the kit.
5. Connect the R-134a recovery/recycling station to the system. Evacuate the system.
6. Add 120 ml of PAG oil (included in the kit) to the system.
7. Determine the amount of R-134a refrigerant needed to charge the system by subtracting 50 ml (1-2/3 oz) from the system's R-12 capacity.
8. Charge the system with the proper amount of R-134a refrigerant.
9. Start the engine and let it idle. Turn the A/C system on and off several times. Listen for any abnormal noises.
10. Repeat step 9 with the engine running at 1,500 rpm and 3,000 rpm.
11. With the system on, check the cooling performance at the dashboard vents.

12. Check the high and low side pressures and compare them to the R-12 specifications. They should be slightly higher.
13. Turn off the A/C system and the engine. Disconnect the recovery/recycling station. Install the caps on the valves.
14. Place the R-134a caution label from the kit over the existing R-12 label. If the R-12 label is no longer there, place the R-134a label on the right damper housing.

PARTS INFORMATION

R-134a retrofit kit A:

1988 – 93 Accord
P/N 38020-SM4-A1AH, H/C 4729828

1986 – 87 Accord
P/N 38020-SM4-A2AH, H/C 4729836

1988 – 93 Civic
P/N 38020-SM4-A1AH, H/C 4729828

1985 – 87 Civic
P/N 38020-SM4-A2AH, H/C 4729836

1990 – 92 Prelude
P/N 38020-SM4-A1AH, H/C 4729828

Receiver line "A" for 1990 – 91 Accord:

P/N 80341-SM1-A18, H/C 4052049

WARRANTY CLAIM INFORMATION

None; this retrofit is considered to be customer-pay.

SERVICE BULLETIN

HONDA
AUTOMOBILE SERVICE DEPARTMENT

Model	Applicable To	File Under	Bulletin No.
ALL	ALL	SPECIAL TOOLS	95-023
			Issue Date MAY 1, 1995

Terminal Replacement Instructions

The following terminal replacement instructions apply to two terminal repair kits:

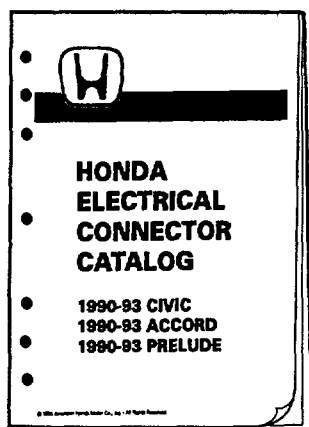
Terminal Pin Kit A T/N 07JAZ-003000B; which contains Pin Tool Set T/N 07JAZ-002000A, Crimper T/N 07JAZ-001020A, and various terminals.

Terminal Pin Kit B T/N 07QAZ-003020B; which contains Crimper Tool T/N 07NGZ-001010A (used on splice connectors only), Heat Gun T/N 07NGZ-001020A, various terminals, and splice connectors.

PARTS INFORMATION

Replacement terminals, wire seal, and splice connectors are listed on the inside lids of each terminal pin kit.

Additional information on replacement connectors, terminals, and pigtails is listed in the Honda Electrical Connector Catalog (P/N 13CNNA-2).



WARRANTY CLAIM INFORMATION

None – information only.

CONTENTS:

How to Replace Connector Terminals	2
Removing the Terminal	2
– Connectors <i>With</i> a Secondary Lock . . .	2
– Connectors <i>Without</i> a Secondary Lock .	5
Installing the New Terminal	7
How to Install Pigtail Terminals	9
Pigtail Terminal Selection Chart	11

Index # 042677

How to Replace Connector Terminals

The terminal repair kits provide necessary tools and materials (terminals, wire seals, and splice connectors) to repair a damaged or faulty connector terminal. However, not all terminals for all connectors are available. Refer to the labels on the lids of the repair kits for replacement terminal availability.

IMPORTANT SAFETY INFORMATION:

Yellow SRS connectors and wiring are critical safety components and, if damaged, the entire harness should be replaced not repaired.

Before you begin, inspect the wire you are about to repair for damage and length. Check to be sure the wire will be long enough to make a terminal repair without stretching it when you reinstall the terminal in the connector. If the wire is too short, or if access to the connector is too restricted to make a terminal repair, you may need to install a pigtail terminal (a short length of wire with a factory-crimped terminal on it). Refer to page 9 for *How to Install Pigtail Terminals*.

Removing the Terminal

Use the tools from Pin Tool Set T/N 07JAZ-002000A.

First, check the connector that you are about to repair.

- If it has a secondary terminal lock, follow one of the procedures under *Connectors With a Secondary Lock* (next column). A secondary lock, found on most connectors on late models, is an additional locking device on the connector housing as a backup for the primary lock on the terminal.
- If the connector does not have a secondary lock, refer to page 5 for *Connectors Without a Secondary Lock*.

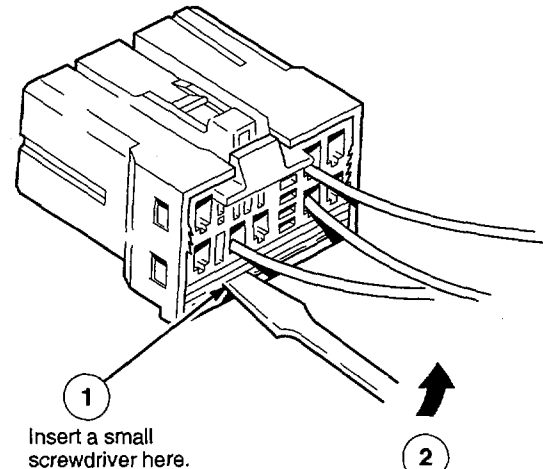
Connectors With a Secondary Lock

All examples are shown with the *connector* lock facing up.

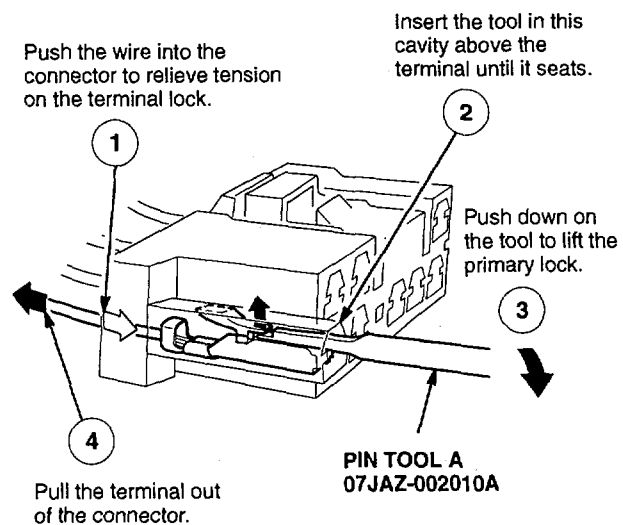
The illustrations shown are examples of secondary terminal locks; however, the connector you are repairing may vary in size. Identify the connector by the type of secondary lock, not by the number of terminal cavities.

EXAMPLE A:

1. Release the secondary lock.



2. Remove the terminal.

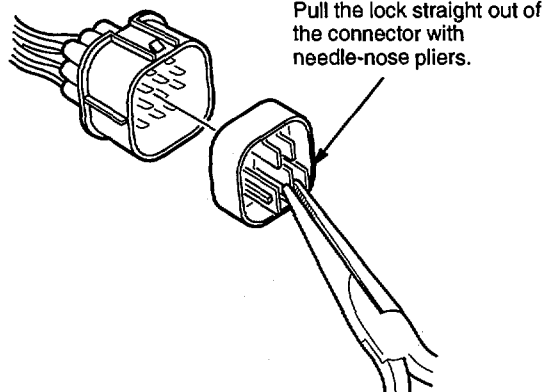


3. Go to page 7, *Installing the New Terminal*.

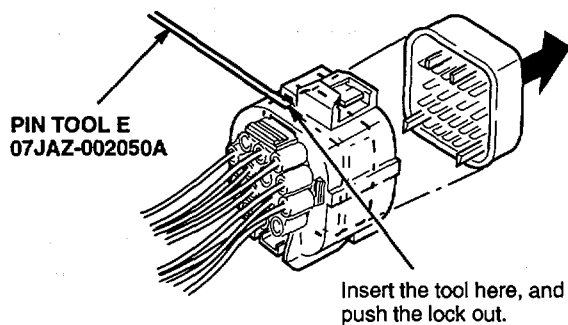
EXAMPLE B:

1. Remove the secondary lock.

– Male Terminal Half

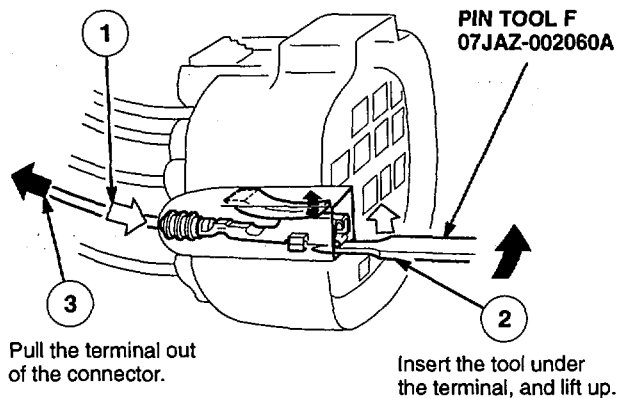


– Female Terminal Half



2. Remove the terminal (same procedure for male and female).

Push the wire into the connector to relieve the tension on the primary lock.

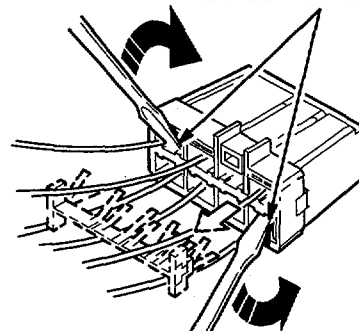


3. Go to page 7, *Installing the New Terminal*.

EXAMPLE C:

1. Remove the secondary lock.

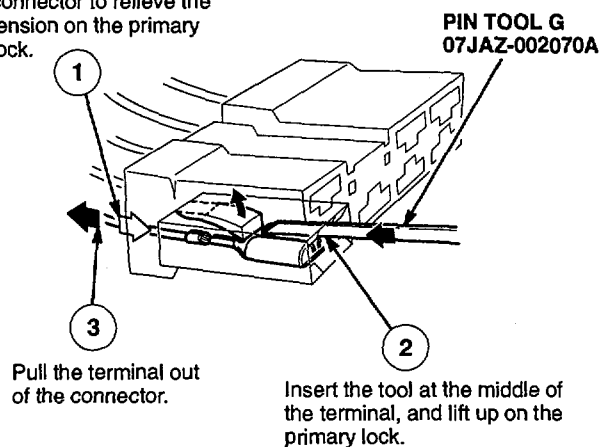
Carefully pry the secondary lock out of the connector.



2. Remove the terminal.

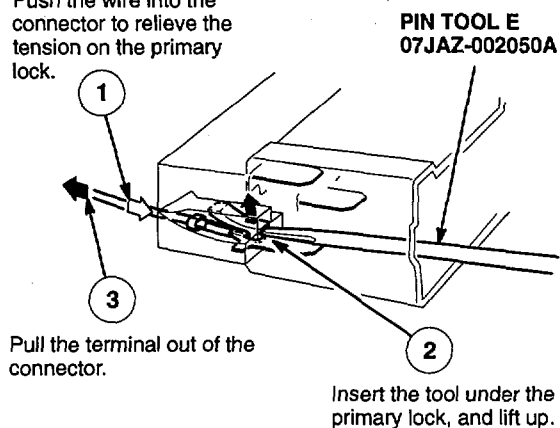
– Female Terminal Half

Push the wire into the connector to relieve the tension on the primary lock.



– Male Terminal Half

Push the wire into the connector to relieve the tension on the primary lock.



3. Go to page 7, *Installing the New Terminal*.

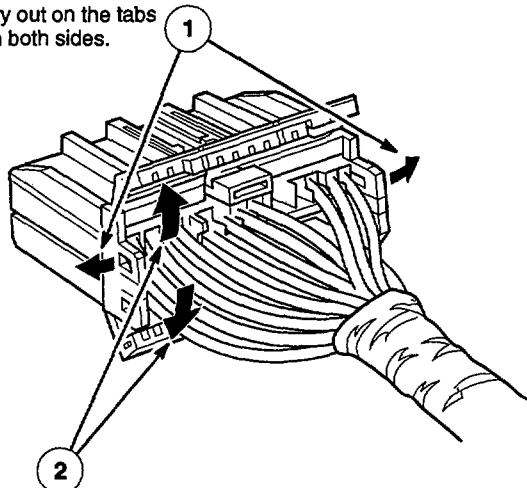
How to Replace Connector Terminals

Connectors With a Secondary Lock (cont'd)

EXAMPLE D:

1. Release the secondary locks.

Pry out on the tabs on both sides.

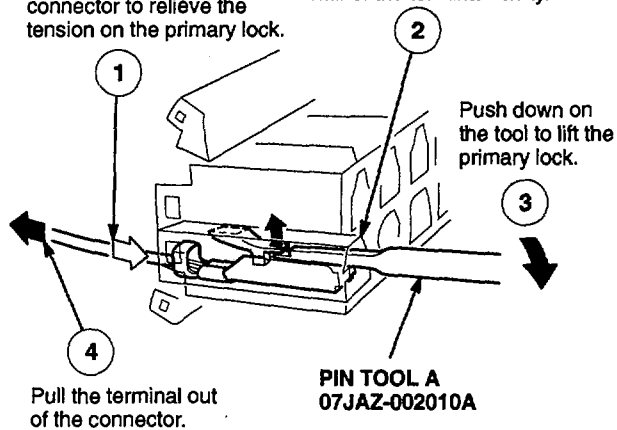


Roll the upper and lower locks in the direction of the arrows.

2. Remove the terminal.

Push the wire into the connector to relieve the tension on the primary lock.

Insert the tool into the upper half of the terminal cavity.



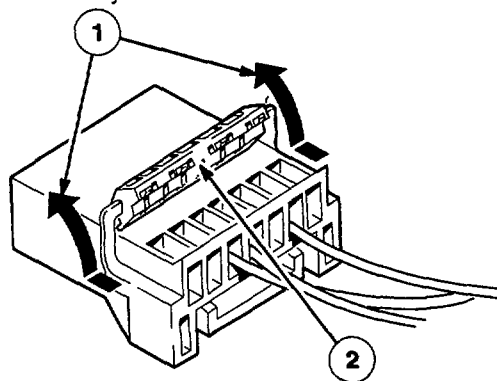
PIN TOOL A
07JAZ-002010A

3. Go to page 7, *Installing the New Terminal*.

EXAMPLE E:

1. Release the secondary lock.

Gently pry up on the back of the secondary terminal lock.

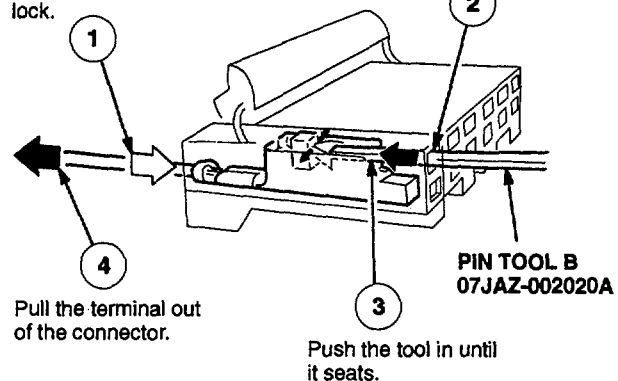


Roll the secondary lock up so the lugs of the lock are free of the connector.

2. Remove the terminal.

Push the wire into the connector to relieve the tension on the primary lock.

Insert the tool into the larger hole in the face of the connector.

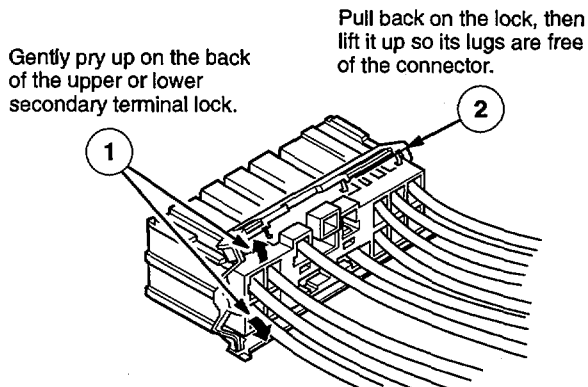


PIN TOOL B
07JAZ-002020A

3. Go to page 7, *Installing the New Terminal*.

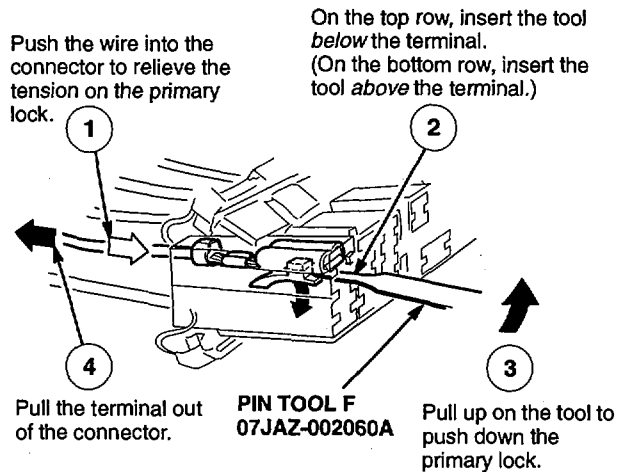
EXAMPLE F:

1. Release the secondary locks.

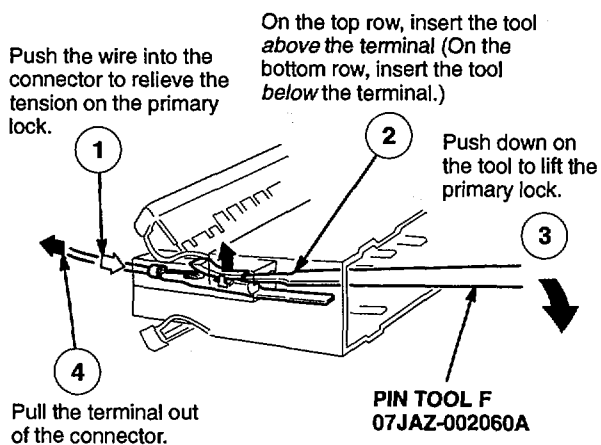


2. Removing the terminal.

– Female Terminal Half



– Male Terminal Half



3. Go to page 7, *Installing the New Terminal*.

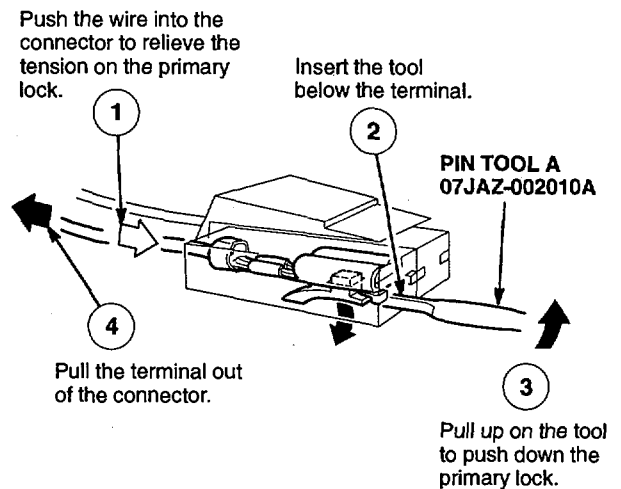
Connectors *Without* a Secondary Lock

All examples are shown with the connector lock facing up.

The following illustrations are examples of connector terminals without a secondary lock; however, the connector you are repairing may vary in size and shape.

EXAMPLE A:

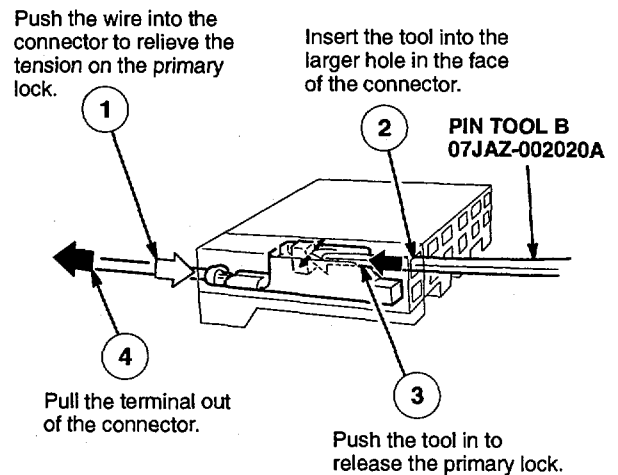
1. Remove the terminal.



2. Go to page 7, *Installing the New Terminal*.

EXAMPLE B:

1. Remove the terminal.



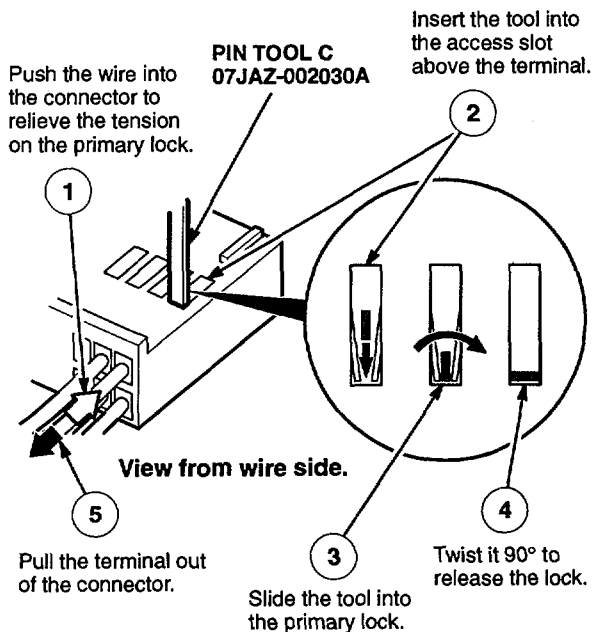
2. Go to page 7, *Installing the New Terminal*.

How to Replace Connector Terminals

Connectors Without a Secondary Lock (cont'd)

EXAMPLE C:

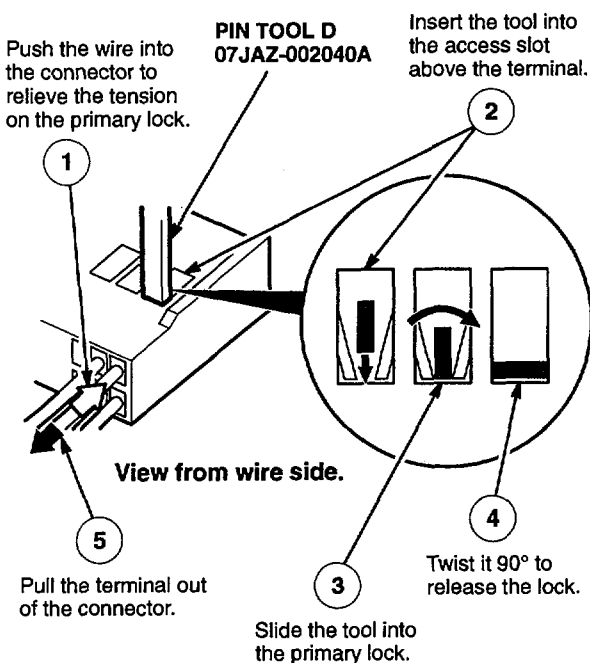
1. Remove the terminal.



2. Go to page 7, *Installing the New Terminal*.

EXAMPLE D:

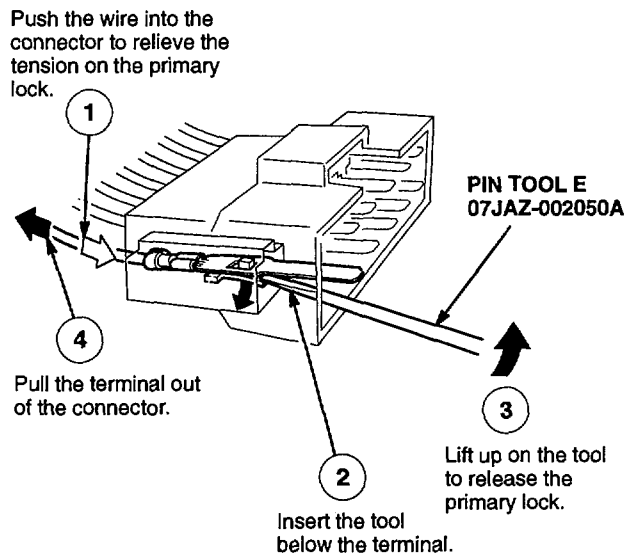
1. Remove the terminal.



2. Go to page 7, *Installing the New Terminal*.

EXAMPLE E:

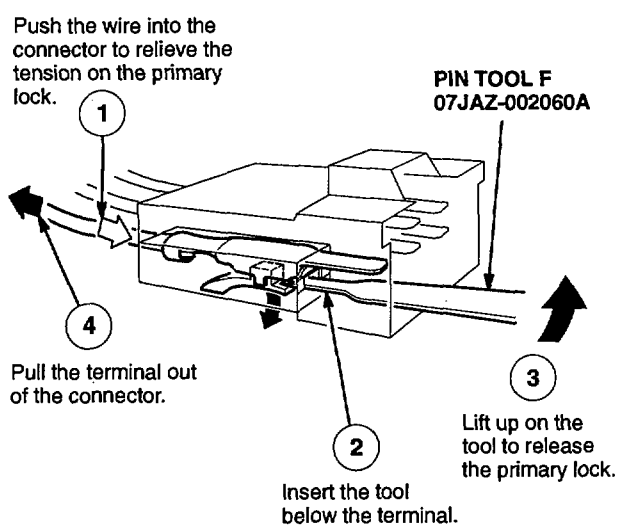
1. Remove the terminal.



2. Go to page 7, *Installing the New Terminal*.

EXAMPLE F:

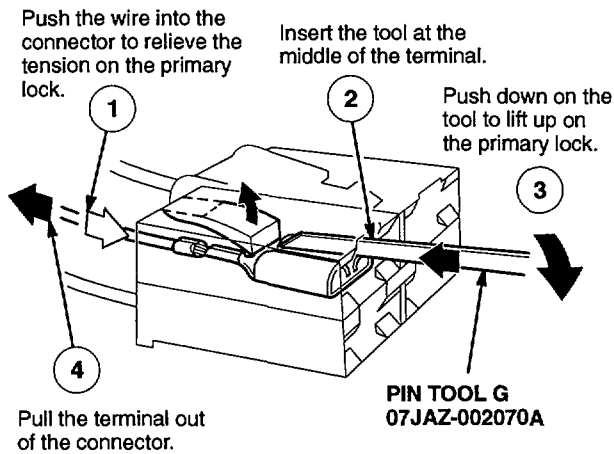
1. Remove the terminal.



2. Go to page 7, *Installing the New Terminal*.

EXAMPLE G:

1. Remove the terminal.



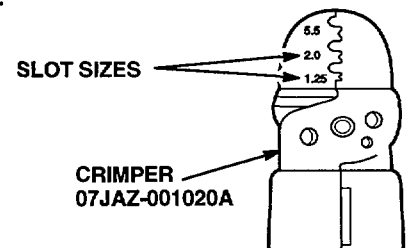
2. Go to the next column, *Installing the New Terminal*.

Installing the New Terminal

1. Carefully match the old terminal with a new one from the terminal repair kit. Choose the correct replacement terminal based on the wire size range the terminal will accommodate.

NOTE: If the replacement terminal quantities are low, reorder them by using the terminal part number listed on the inside lid of the terminal repair kit. Replacement terminals are available through your parts department using normal parts ordering procedures.

2. Depending on the size of the wire you are repairing, use the proper size slot in the crimping tool.

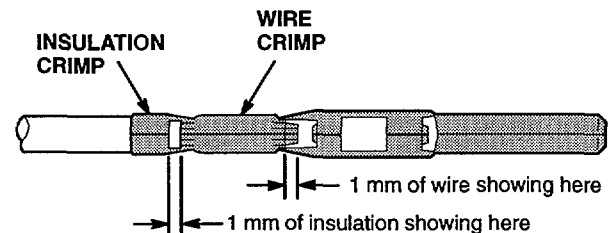


Crimping Tool Slot Size	AWG Wire Size Range
1.25	Small Wire (18 – 20)
2.0	Large Wire (14 – 16)

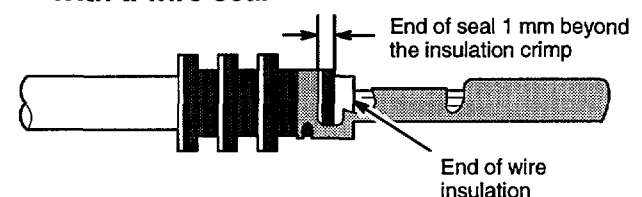
3. Strip the insulation off the end of the wire so the wire fits in the new terminal as shown. (If the wire has a wire seal, replace it with a new one from the kit.)

NOTE: After stripping the end of the wire, make sure you did not cut any wire strands. If you did, cut the wire off even with the insulation, and strip it again.

• Without a wire seal



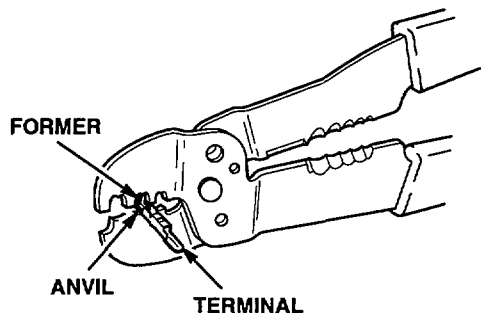
• With a wire seal



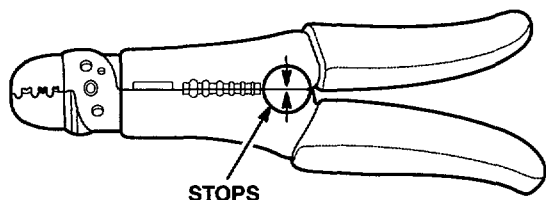
How to Replace Connector Terminals

Installing the New Terminal (cont'd)

- Position the terminal in the crimping tool slot with the solid portion of the terminal toward the anvil and the open section toward the former.

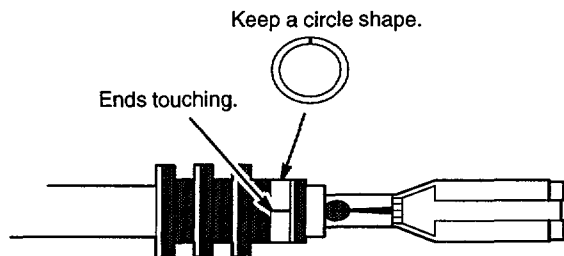


- Insert the wire in the terminal to the position shown in step 3.
- Squeeze the tool with both hands until the stops make contact.

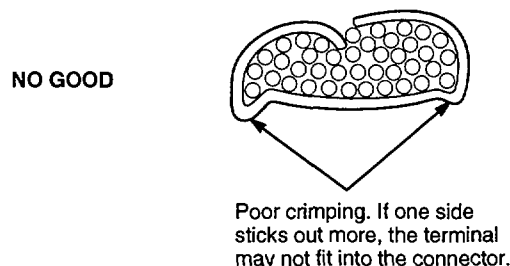
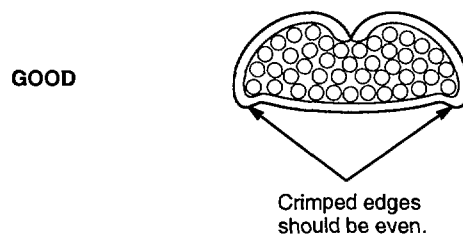
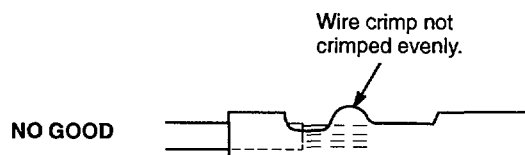
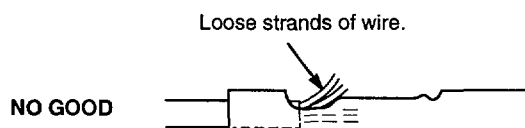
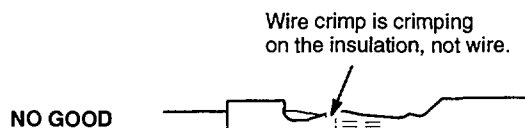
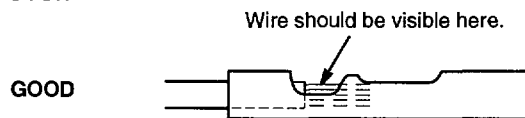


- Crimping the insulation crimp.

- Without a wire seal:** Depending on the wire size, you may need to use the next larger slot size. (Example: if you used the 1.25 crimp slot for the wire crimp, then use the 2.0 crimp slot for the insulation crimp.) Position the crimping tool over the insulation crimp section of the terminal, then squeeze the tool with both hands until the stops make contact.
- With a wire seal:** Position the insulation crimp in the 5.5 crimping slot, then carefully squeeze the crimp closed until its ends are touching and making a full-circle shape.



- Inspect the quality of the wire crimp. If it has any of the following problems, cut it off and start over.



- Insert the terminal into the connector.
 - Make sure the wire seals are pushed all the way into the connector.
 - Lightly pull on the wires to make sure the terminal is locked in place.
- Close or insert the secondary terminal lock, if applicable, and reconnect the connector.

How to Install Pigtail Terminals

Pigtail terminals (short pieces of wire with a factory crimped terminal) are used when the wire is too short or when access to the connector is too restricted to make a terminal repair. Refer to the selection chart on page 11.

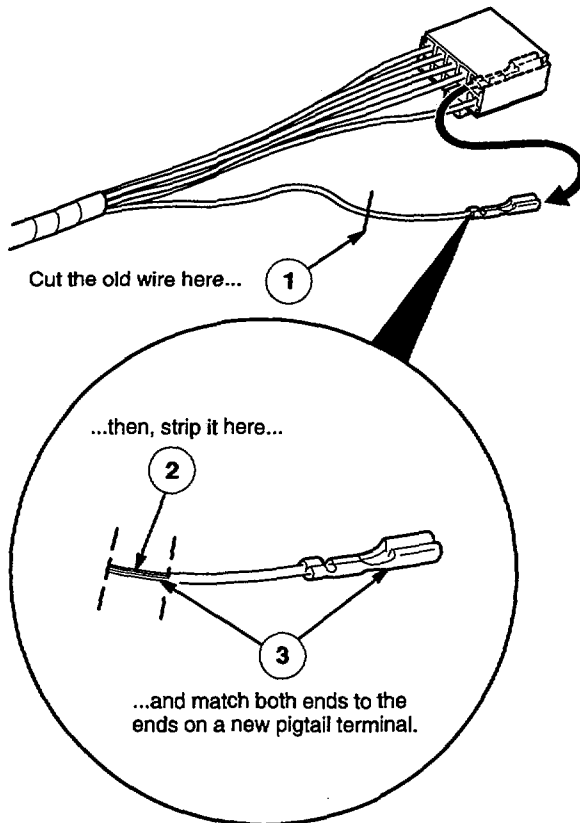
NOTE: To replace just a connector terminal, see *How to Replace Connector Terminals* on page 2.

IMPORTANT SAFETY INFORMATION:

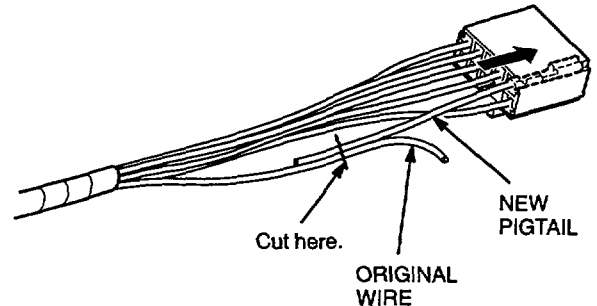
Yellow SRS connectors and wiring are critical safety components and, if damaged, the entire harness should be replaced not repaired.

1. Remove the damaged or faulty terminal from the connector. Use the proper removal tool from Pin Tool Set T/N 07JAZ-002000A.
2. Cut off the wire about an inch back from where it connects to the damaged or faulty terminal, then strip about half of the insulation off that piece. This will be used to size the wire end of the replacement pigtail terminal.

NOTE: If you are not sure of the wire size, start with a large enough hole on the stripper that will not nick or cut off any strands of wire.

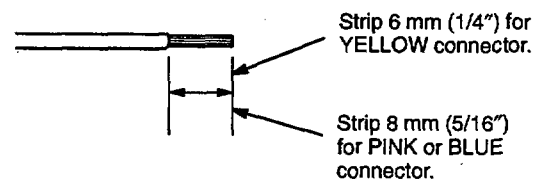


3. Select a pigtail terminal that matches the original wire at both ends (same kind of terminal and same diameter bare wire).
4. Select the smallest splice connector (yellow, pink, or blue) that will fit onto the stripped end of the original wire.
5. Insert the pigtail terminal into the connector cavity; push it in until it locks in place.



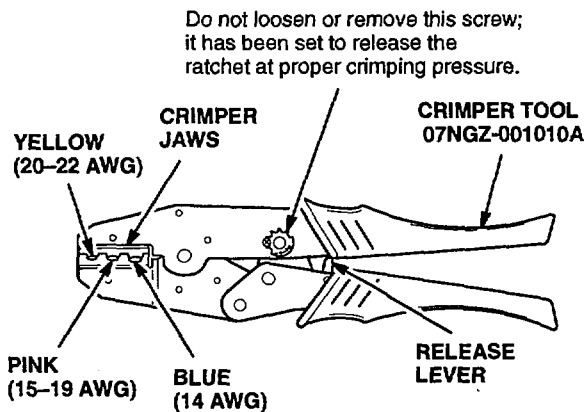
6. Lay the pigtail and the original wire side-by-side, and cut off both ends at once. If you are making more than one splice, do not cut each pigtail at the same location; the resulting "lump" of splice connectors would interfere with rewiring the harness. Instead, cut the first pigtail close enough to the terminal so you will have room to make each remaining cut about 20 mm (3/4 inch) farther down on the next pigtail.
7. If you are using a yellow splice connector, strip about 6 mm (1/4 inch) of insulation off the ends of both wires. If you are using a pink or blue splice connector, strip off about 8 mm (5/16 inch) of insulation.

NOTE: If you nick or cut off any strands of wire, try again with the next larger size hole on the stripper.

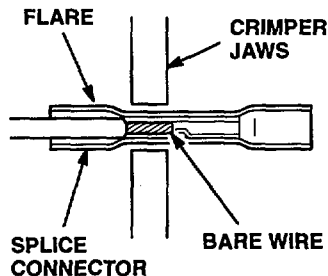


8. With the splice connector, connect the pigtail to the original wire:

- Set the splice connector in the proper size slot in the Crimper Tool, T/N 07NGZ-001010A, slide it to one end (where the flare begins), and close the crimper handles far enough to hold it in place. To release the ratchet mechanism at any point after the first click, squeeze the handles slightly and push the release lever, then let the handles open.



- Insert one of the bare wires into the connector end that is in the crimper jaws.

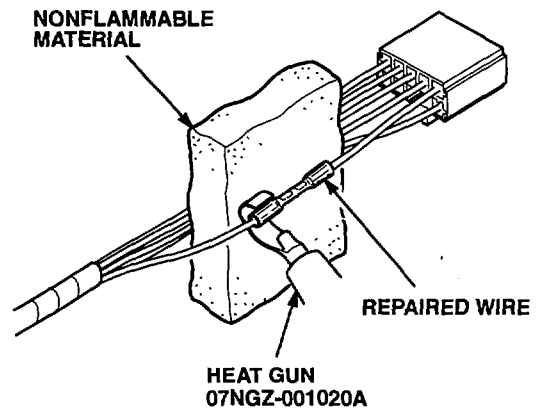


- Push the wire all the way into the splice connector, hold it there, and squeeze the crimper handles. Keep squeezing after the jaws touch until the ratchet clicks again, then release your grip.
- Secure the other wire the same way in the other end of the splice connector.

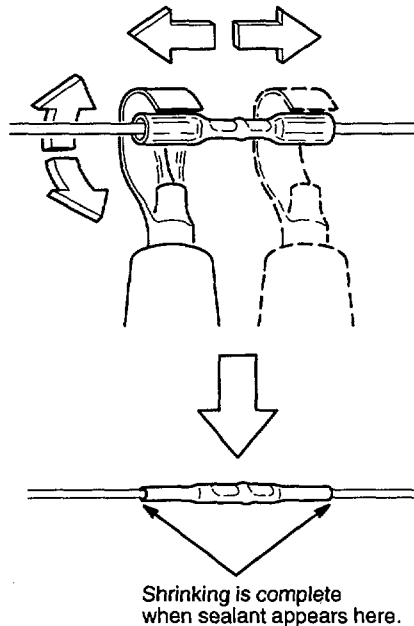
9. After crimping, gently pull on the wires in the opposite directions to make sure they are secure in the connector.

10. Heat the shrink tube with the heat gun:

- First, separate the other wires in the harness from the repaired wire, and shield them with nonflammable material.



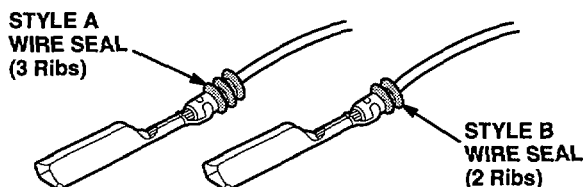
- Plug in the heat gun, and turn it on. Start at the middle of the splice connector, and move the gun toward the ends as the tube shrinks. Apply heat evenly by rotating the curved heat spreader around the splice connector. Shrinking is complete when a small amount of sealant appears at each end of the tube.



Pigtail Terminal Selection Chart

Select the proper size pigtail terminal by matching the replacement terminal part number and the wire size being repaired to the corresponding pigtail terminal part number. Then use the color (size) splice connector listed. In some instances you may also have to match the wire seal style to select the proper pigtail terminal.

Pigtail terminals are available through your parts department, in quantities of ten, using normal parts ordering procedures.



Replacement Terminal P/N	Wire Size Being Repaired	Pigtail Terminal P/N	Splice Connector Color	Wire Seal Style
07JAZ-001040A	20 AWG	04320-SP0-A00	Yellow	
	16 AWG	04320-SP0-B00	Pink	
07JAZ-001090A	20 AWG	04320-SP0-C00	Yellow	A
	16 AWG	04320-SP0-D00	Pink	A
	20 AWG	04320-SP0-E00	Yellow	B
	16 AWG	04320-SP0-F00	Pink	B
07JAZ-001030A	20 AWG	04320-SP0-G00	Yellow	
07JAZ-001080A	20 AWG	04320-SP0-J00	Yellow	
	16 AWG	04320-SP0-M00	Pink	
07JAZ-001260A	16 AWG	04320-SP0-N00	Pink	
	20 AWG	04320-SP0-A10	Yellow	
07JAZ-001220A	16 AWG	04320-SP0-P00	Pink	
07JAZ-001280A	16 AWG	04320-SP0-R00	Pink	
07JAZ-001230A	20 AWG	04320-SP0-S00	Yellow	
	16 AWG	04320-SP0-T00	Pink	
	14 AWG	04320-SP0-U00	Blue	
07JAZ-001240A	20 AWG	04320-SP0-V00	Yellow	
	16 AWG	04320-SP0-W00	Pink	
07JAZ-001290A	20 AWG	04320-SP0-Y00	Yellow	
①	20 AWG	04320-SP0-B10	Yellow	
① ②	20 AWG	04320-SP0-F10	Yellow	
① ②	20 AWG	04320-SP0-K10	Yellow	
① ②	20 AWG	04320-SP0-N10	Yellow	
① ②	20 AWG	04320-SP0-R10	Yellow	

- ① Replacement terminals are not available. Instead, refer to the Honda Electrical Connector Catalog for proper pigtail terminal applications.
- ② Pigtail terminals will be available at a later date.

SERVICE BULLETIN

HONDA

AUTOMOBILE SERVICE DEPARTMENT

Model	Applicable To	File Under	Bulletin No.
1992 - 95	ALL WITH SRS	ELECTRICAL	95-024
			Issue Date JULY 17, 1995

Cable Reel Holding Fixture

BACKGROUND

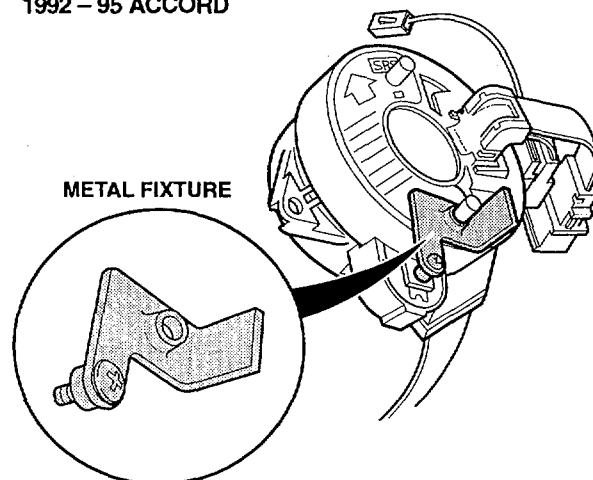
When an SRS cable reel assembly is removed and set aside during vehicle repairs, the cable reel may rotate inside the assembly so it is no longer centered. If the assembly is reinstalled with the reel off-center, the cable can break when the steering wheel is turned to full lock. The cable reel holding fixture locks the reel while the assembly is off the vehicle, keeping it centered for reinstallation.

CABLE REEL REMOVAL PROCEDURE

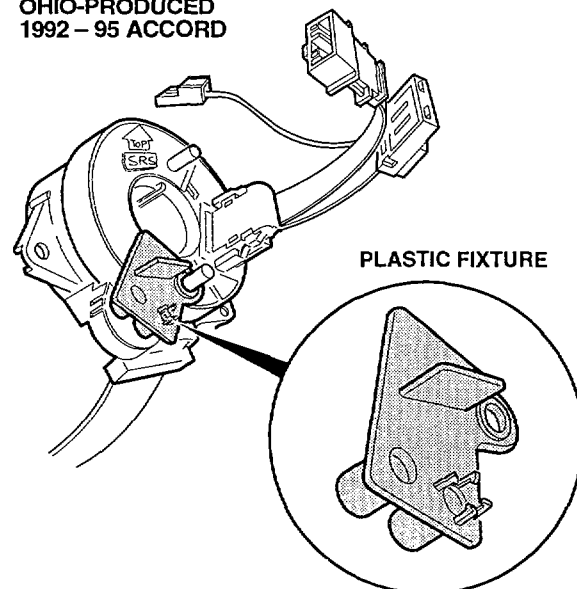
1. Follow the procedure in the appropriate service manual for disconnecting the battery, and removing the dashboard panels, steering column covers, airbag, and steering wheel.
 - Always install short connectors on the connectors for the driver's and passenger's (if so equipped) airbags.
 - Make sure the front wheels are pointed straight ahead before removing the steering wheel.

2. Verify that the cable reel is centered; the yellow gear tooth is lined up with the alignment mark on the cover. Install the cable reel holding fixture in the cable reel assembly as shown. Use a TORX T-10 wrench.

FOR 1991 ACCORD WAGON, 1992 - 95 PRELUDE,
1995 ODYSSEY, AND JAPAN-PRODUCED
1992 - 95 ACCORD



FOR 1992 - 95 CIVIC AND
OHIO-PRODUCED
1992 - 95 ACCORD



Index # 042678

3. Disconnect the 6-P connector, then remove the cable reel assembly.

CABLE REEL INSTALLATION PROCEDURE

1. Verify that the front wheels are still pointed straight ahead.
2. Reinstall the cable reel assembly, and reconnect the 6-P connector.
3. Remove the cable reel holding fixture.
4. Follow the service manual procedure for reinstallation of the steering wheel, airbag, steering column covers, and dashboard covers.
5. Verify SRS operation as described in the service manual. Road test the vehicle.
 - If the steering wheel spoke angle is not correct, change it by adjusting the tie rod ends. Do not remove and reposition the steering wheel.

PARTS INFORMATION

Cable reel holding fixture:

*For 1992 – 95 Civic and Ohio-produced
1992 – 95 Accord*

P/N 77900-SP0-999, H/C 4733564

*For 1991 Accord Wagon, 1992 – 95 Prelude,
1995 Odyssey, and Japan-produced
1992 – 95 Accord*

P/N 77900-SM5-999, H/C 4733572

WARRANTY CLAIM INFORMATION

Use the Flat Rate Manual information for the repair being performed.

SERVICE BULLETIN

HONDA

AUTOMOTIVE SERVICE BULLETIN

Model	Applicable To	File Under	Bulletin No.
1992 - 96 PRELUDE	ALL	TRANS	95-025
1994 - 96 ACCORD			Issue Date MARCH 4, 19

Creaking From the Clutch Pedal

(Supersedes 95-025, dated May 8, 1995)

SYMPTOM

The clutch pedal makes a creaking noise when it is depressed.

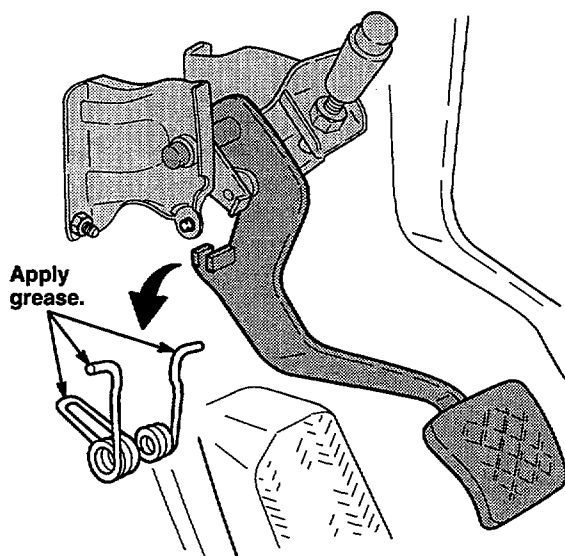
PROBABLE CAUSE

NEW The coils of the clutch pedal assist spring are rubbing against each other.

CORRECTIVE ACTION

NEW Replace the clutch pedal assist spring with the new spring listed under PARTS INFORMATION.

1. Remove the clutch pedal assist spring.



2. Apply high temp urea grease to the ends of the new spring where they contact the bracket and to the center of the spring where it contacts the clutch pedal.

3. Install the new spring by putting the ends into the bushings, then depress the clutch pedal and install the center of the spring into the clutch pedal bushing.

PARTS INFORMATION

Clutch pedal assist spring:

P/N 46980-SD4-931, H/C 4957965

REQUIRED MATERIALS

High temp urea grease:

P/N 08798-9002, H/C 3720984

WARRANTY CLAIM INFORMATION

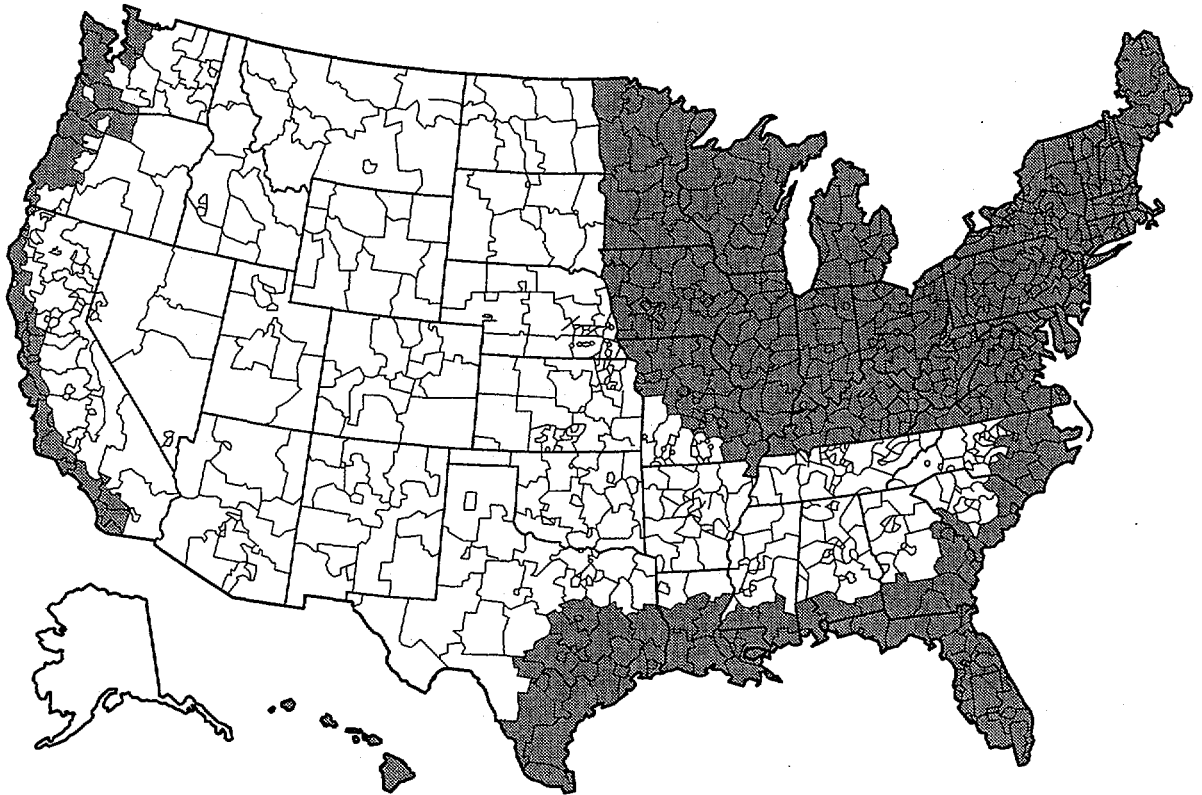
In warranty: The normal warranty applies.

Out of warranty: Any repair performed after warranty expiration may be eligible for goodwill consideration by the District Service Manager or your Zone Office. You must request consideration, and get a decision, before starting work.

Operation number: 211102 **NEW**
Flat rate time: 0.2 hour
Failed part: P/N 46980-SD4-930
H/C 2348191
Defect code: 042
Contention code: B07
Template ID: 95-025A **NEW**

Index # **045946**

Areas Included in This Product Update



Listed below are the states included in this product update. States that are only partially involved are divided by zip code. The first three digits of the zip codes are listed. Customers living in these states and zip codes will be sent letters asking them to get their cars repaired at a Honda dealer.

Alabama	363-366	Mississippi	394-396
California	900-921, 923-931, 934,	Missouri	630, 631, 633-641,
.....	939-941, 943-951, 954, 955	644-646, 650-655
Connecticut	All	North Carolina	276-279, 283-285
Delaware	All	New Hampshire	All
Florida	All	New Jersey	All
Georgia	304, 308, 309, 313-317	New York	All
Hawaii	All	Ohio	All
Illinois	All	Oregon	970-974
Indiana	All	Pennsylvania	All
Iowa	All	Puerto Rico	All
Kentucky	400-406, 410-414,	Rhode Island	All
.....	420-424, 427	South Carolina	294, 295, 298, 299
Louisiana	700, 701, 703-708,	Texas	758, 759, 765-767,
.....	713, 714	770-787, 789
Maine	All	Vermont	All
Maryland	All	Virginia	201, 220-229, 230-239, 245
Massachusetts	All	West Virginia	All
Michigan	All	Washington	980-987
Minnesota	All	Wisconsin	All

Customers who live in states that are not listed, or in zip codes other than those listed, will be sent a letter notifying them that the warranty on the A/C condenser is extended to five years with no mileage limit.

Example of Product Update Letter to Customer

Januaary 1996

Product Update: Air Conditioning Condenser

Dear 1994 – 95 Accord or
1994 – 95 Civic or del Sol Owner:

We are sending this letter to notify you of a potential problem with your Honda.

What is the problem?

The air conditioning condenser may corrode if the car is regularly driven in at least one of the following conditions:

- Where road salt is used for snow and ice removal
- Near the ocean (salt air, humidity)
- In acid rain

This corrosion may perforate the condenser, causing the refrigerant to leak out. The air conditioning will then no longer cool or dehumidify.

What should you do?

Call your local Honda dealer and make an appointment to have your car repaired. They will replace the air conditioning condenser with an improved unit. They will also recharge the air conditioning system with refrigerant if it has leaked out due to condenser corrosion. *This work will be done free of charge.* Please plan to leave your car for at least half a day to allow the dealership flexibility in scheduling other work.

Although you may not be using your air conditioner at present, we strongly urge you to get your car to the dealer for this update as soon as possible. If you do not, your condenser may soon corrode and you will be inconvenienced by a non-working A/C system when the weather warms up.

What to do if our information is incorrect.

This notice was mailed to you according to the most current information we have available. If you no longer own this car, some information in this notice is incorrect, or if you do not have air conditioning in your car, please fill out and return the included, postage-paid *Information Change Card*. This will help us update our records.

If you have questions.

If you need assistance with locating a Honda dealer, or you have questions about this notice, please call the Honda Campaign Information Service Office at (800) 999-1009.

Thank you for your cooperation. We apologize for any inconvenience this may cause you.

Sincerely,

AMERICAN HONDA MOTOR CO., INC.
Honda Automobile Division

Example of Warranty Extension Letter to Customer

January 1996

Warranty Extension: Air Conditioning Condenser

Dear 1994 – 95 Accord or
1994 – 95 Civic or del Sol Owner:

American Honda has determined that the air conditioning condensers in certain 1994 – 95 Accords, Civics, and del Sols may not meet Honda's standards for durability. They may fail if they are exposed to corrosive elements such as road salt, acid rain, or the salt and humidity found in regions near the ocean.

It is not likely that your car's condenser will fail. To protect you in case it does, American Honda has extended the warranty on your car's air conditioning condenser to 5 years from the date your car was first sold. There is no mileage limit. The rest of the air conditioning system is covered by Honda's 3 year/36,000 mile New Car Limited Warranty. Refer to your warranty booklet for details and limitations.

If the condenser fails, your air conditioning system will not cool the car's interior. If this happens, take your car to a Honda dealer for diagnosis and repair. Replacement of the condenser under this warranty extension will be done free of charge.

If you have any questions about this warranty extension, please call the Honda Campaign Information Hotline at (800) 999-1009.

Sincerely,

AMERICAN HONDA MOTOR CO., INC.
Honda Automobile Division

PARTS INFORMATION

Accord

Air conditioning condenser:

4-cyl – P/N 80110-SV1-A21, H/C 4349676
V6 – P/N 80110-SV7-305, H/C 4930608

Receiver/dryer:

4-cyl – P/N 80351-SV1-A11, H/C 4276267
V6 – P/N 80351-SV7-A11, H/C 4602330

Civic, del Sol

Air conditioning condenser:

ALL – P/N 04801-SR1-305, H/C 4925202

Receiver/dryer:

ALL – P/N 80351-ST7-A11, H/C 4255964

ALL

PAG oil, 120 ml (Use these numbers to order oil, but do not use them in the warranty claim):

ND – P/N 38897-PR7-A01AH, H/C 5023635

Hadsys – P/N 38899-P0A-A01, H/C 5022918

Sanden – P/N 38897-P13-A01AH, H/C 5023627

R134a refrigerant, 30 lb (use these numbers to order refrigerant, but do not use them in the warranty claim):

P/N 08798-9017, H/C 4981387

WARRANTY CLAIM INFORMATION

NOTE: This Product Update, like the warranty extension, is only valid for five years from the date of retail sale of the vehicle. Warranty claims will not be accepted beyond that date.

Use the information below to file a warranty claim for this **Product Update – customer lives within the affected area.**

OPERATION NUMBER	DESCRIPTION	FLAT RATE TIME	TEMPLATE ID	PARTS AND MATERIALS
616501	Inspection procedure (1995 models only)	0.2 hour	96-10A	–
616102	Diagnosis; Recover refrigerant; Replace condenser; Evacuate, recharge and test system; Repair Completion	1.2 hours	4-cyl Accord – 96-10B Civic, del Sol – 96-10C V6 Accord – 96-10D	PAG Oil – Enter P/N 38899-020-999, H/C 4949251 under Parts Used R-134a – Recover and recycle, no allowance
616101	Diagnosis; Replace condenser and receiver/dryer; Evacuate, recharge, and test system; Repair Completion	1.3 hours	4-cyl Accord – 96-10E Civic, del So – 96-10F V6 Accord – 96-10G	PAG Oil – Enter P/N 38899-060-999, H/C 4949269 under Parts Used R-134a – Enter P/N R134a-24, H/C 5022397 under Parts Used

Failed part: P/N 80110-SV1-A11
H/C 4276176

Defect code: 716

Contention code: K01

Use the information below to file a warranty claim for condenser replacement under the **Warranty Extension – customer does not live in the affected area.**

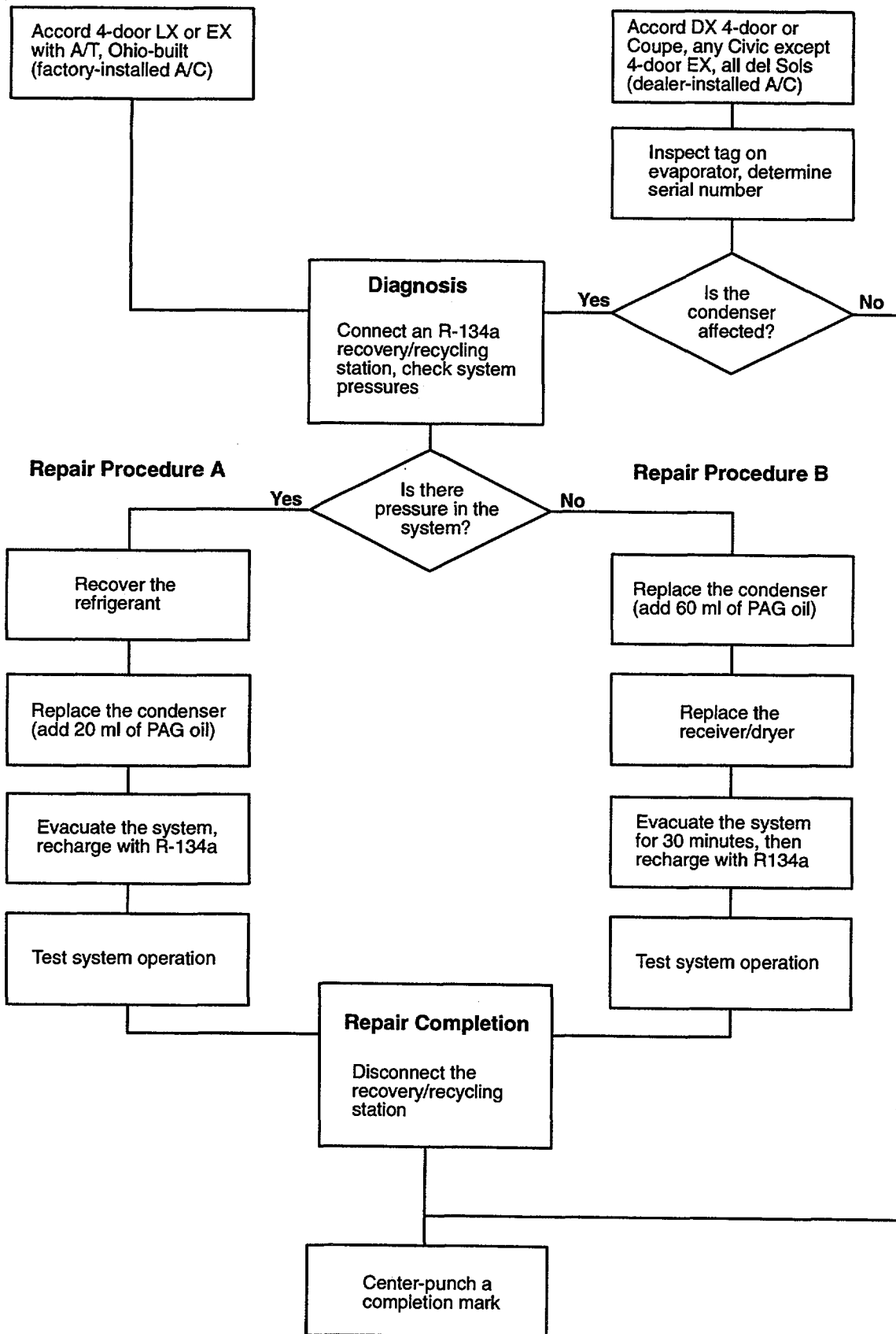
OPERATION NUMBER	DESCRIPTION	FLAT RATE TIME	TEMPLATE ID	PARTS AND MATERIALS
616103	Diagnosis; Replace condenser and receiver/dryer; Evacuate, recharge, and test system	1.3 hours	4-cyl Accord – 96-10H Civic del So – 96-10I V6 Accord – 96-10J	PAG Oil – Enter P/N 38899-060-999, H/C 4949269 under Parts Used R-134a – Enter P/N R134a-24, H/C 5022397 under Parts Used

Failed part: P/N 80110-SV1-A11
H/C 4276176

Defect code: 719

Contention code: K03

Flowchart for A/C Condenser Product Update



Model	Applicable To	File Under	Bulletin No
1994 - 95 PRELUDE	See VEHICLES AFFECTED	BODY	95-039
			Issue Date OCT 10, 1995

Product Update: Prelude Power Door Locks

BACKGROUND

Due to production differences, the dimensional layout of the power door lock system has some variance that may cause the system not to function as designed. To ensure proper operation and the intended level of security, the passenger's door key cylinder lock rod needs to be replaced.

VEHICLES AFFECTED

1994:

Si - From VIN JHMBB2...RC007498 thru VIN RC009047

VTEC - From VIN JHMBB1...RC001521 thru VIN RC002041

1995:

Si, SE - Thru VIN JHMBB2...SC008887

VTEC - Thru VIN JHMBB1...SC001874

CUSTOMER NOTIFICATION

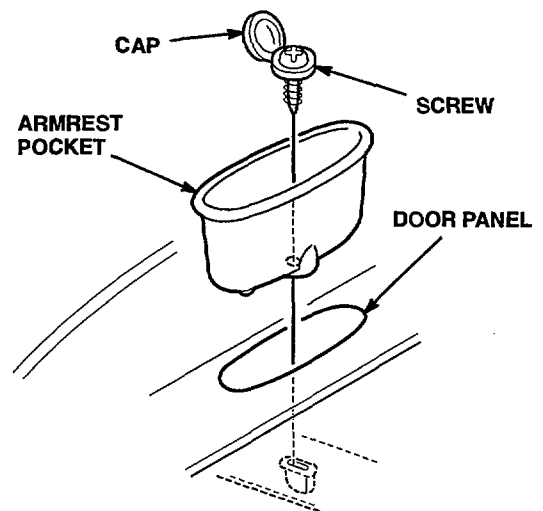
Owners of affected vehicles will be contacted by mail. The owner will be asked to take the car to a dealership for updating. Instructions on how to remove the fuse from the power door lock system will also be given, providing greater security until the owner is able to take the car to the dealership. The text of the customer letter is at the end of this service bulletin.

CORRECTIVE ACTION

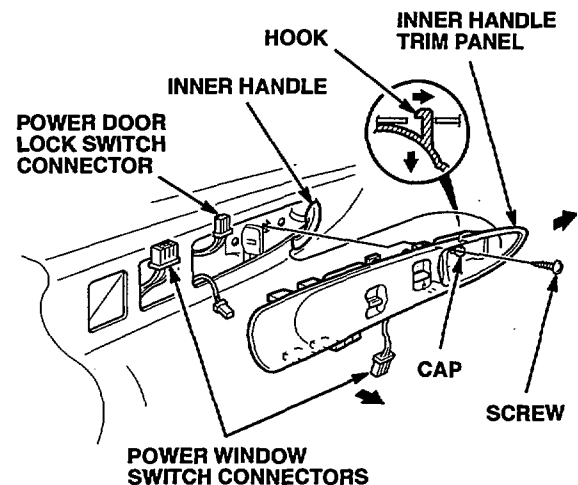
Replace the key cylinder lock rod in the passenger's door with the new rod listed under PARTS INFORMATION.

1. Raise the window.

2. Remove the armrest pocket.

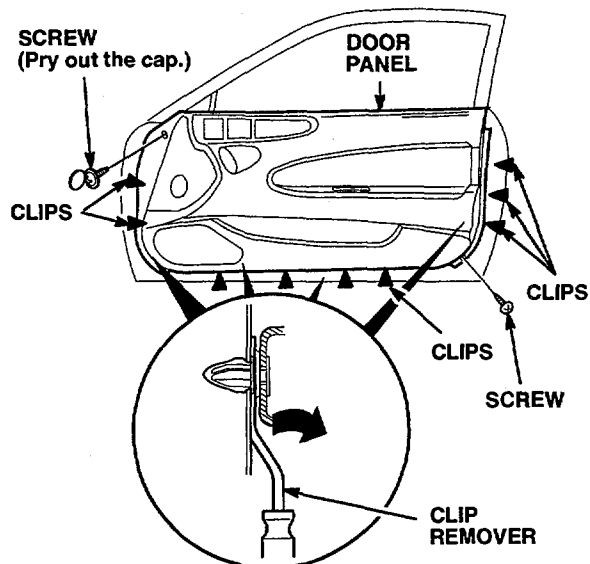


3. Remove the inner handle trim panel mounting screw. Carefully pry the trim panel outward to unclip it from the door panel, then slide it backward to unhook it. Disconnect the connectors for the door lock and window switches, then remove the trim panel.

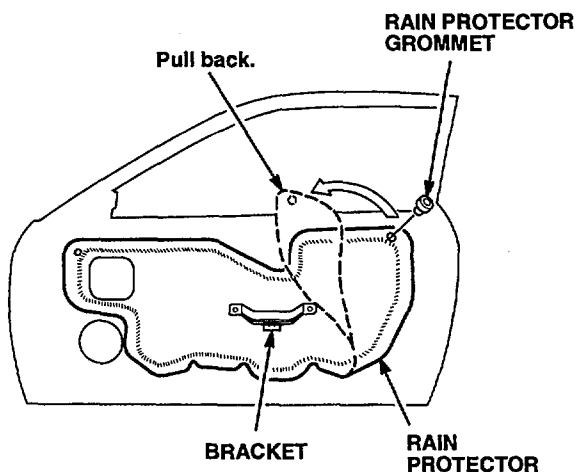


Index # 045700

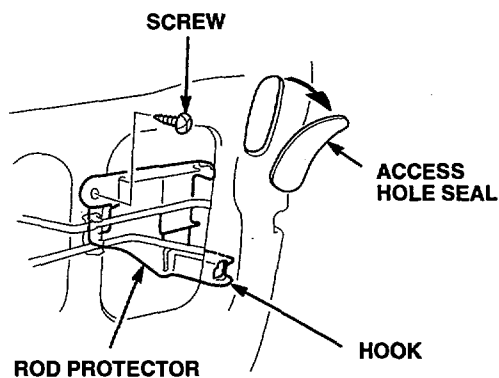
- Remove two screws and release the door panel clips with a clip remover. Remove the door panel by carefully pulling it up.



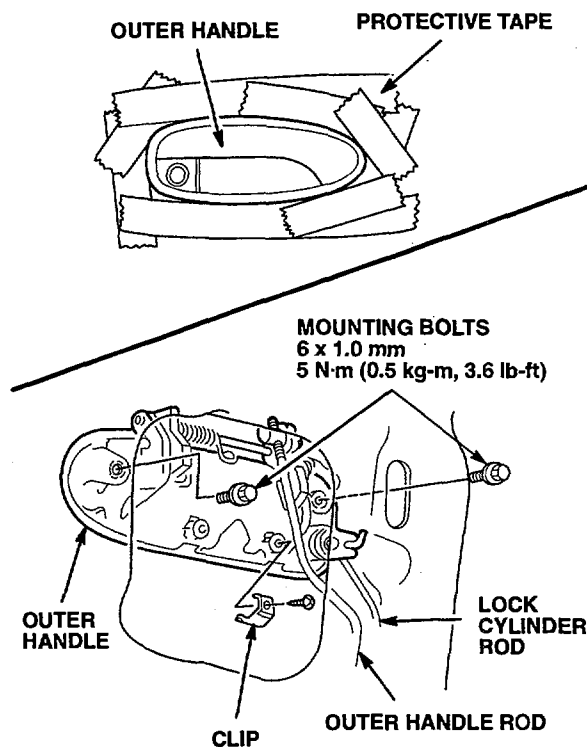
- Remove the rain protector grommet. Peel the rain protector back to the bracket.



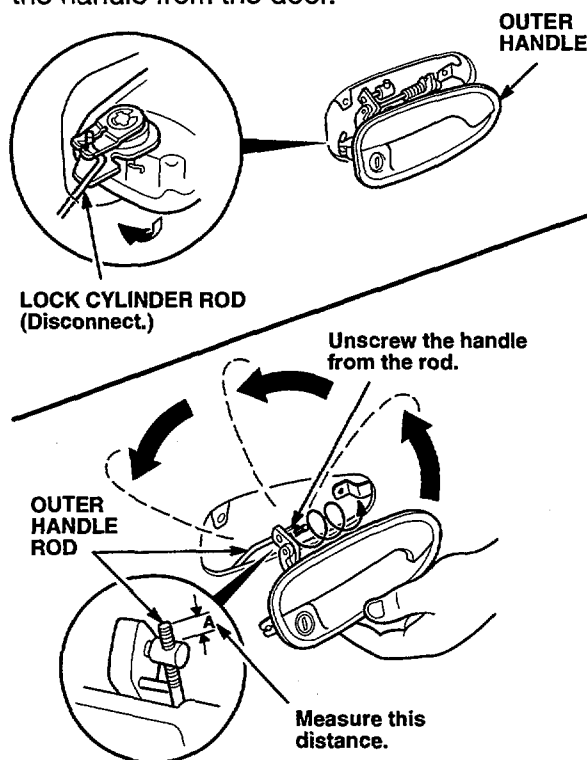
- Remove the rod protector and the access hole seal.



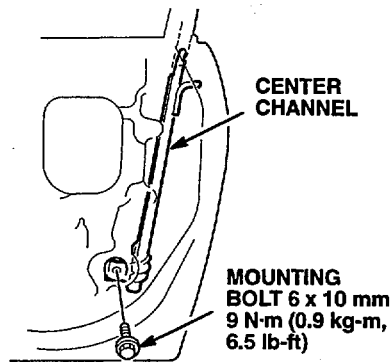
- Put protective tape around the outside door handle. Remove the two mounting bolts and the clip screw, then pull the handle out of the door.



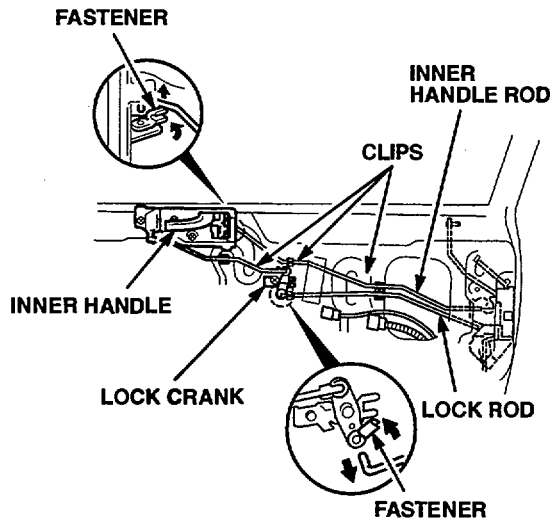
- Disconnect the lock cylinder rod. Measure the distance "A" on the top of the outer handle rod, then unscrew the handle from the rod. Remove the handle from the door.



9. Remove the center channel.

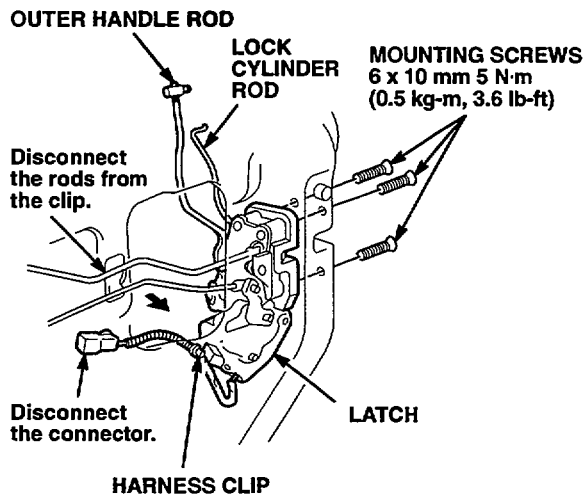


10. Disconnect the inner handle rod from the inner handle. Disconnect the lock rod from the crank.

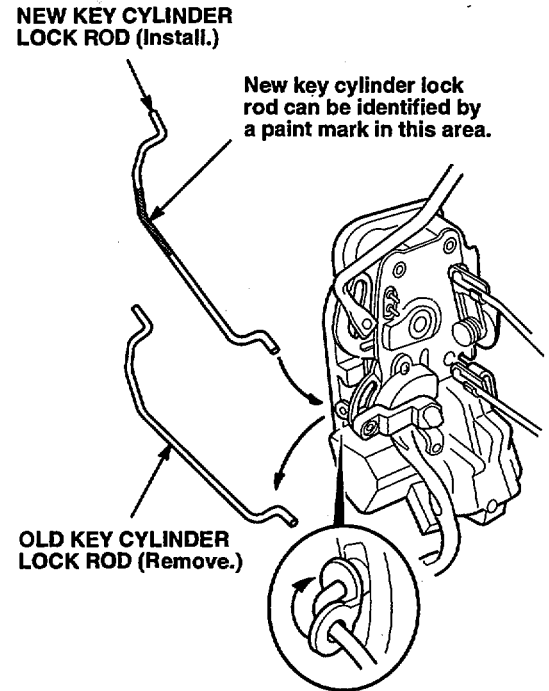


11. Disconnect the electrical connector and remove the harness clip from the door.

12. Remove the three mounting screws, then remove the latch assembly from the door.



13. Remove the key cylinder lock rod. Install the new rod listed under PARTS INFORMATION.



14. Reinstall the latch assembly in the door. Reconnect the lock rod to the crank, and the inner handle rod to the inner handle.

15. Install the harness clip in the door and reconnect the electrical connector.

16. Reinstall the center channel.

17. Screw the outer handle onto the rod. Use your measurement from step 8 to position the rod. Connect the key cylinder lock rod to the outer handle. Install the outer handle in the door (2 bolts, 1 clip). Remove the protective tape.

18. Reinstall the rod protector and the access hole seal.

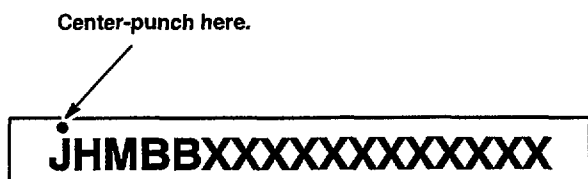
19. Reinstall the rain protector and grommet.

20. Install the power door lock fuse in the under-hood fuse box (if removed by customer). Connect the electrical connectors for the power windows and door locks to the inner handle trim panel. Verify the operation of the window and door locks.

21. Disconnect the electrical connectors to the inner handle trim panel. Install the door panel (2 screws).

22. Reconnect the electrical connectors, then install the inner handle trim panel in the door panel. Reinstall the armrest pocket.

23. Center-punch a completion mark above the first character of the engine compartment VIN.



PARTS INFORMATION

Key cylinder lock rod:
P/N 72114-SS0-999, H/C 4919965

WARRANTY CLAIM INFORMATION

Operation number: 748102
Flat rate time: 1.0 hour
Failed part: P/N 72110-SS0-A02
H/C 4337069
Defect code: 644
Contention code: J99
Template ID: 95-039A

Example of Customer Letter

October 1995

Product Update: Prelude Power Door Locks

We are writing to notify you of a potential problem with your Prelude.

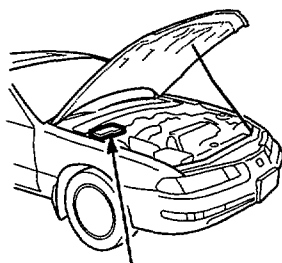
What is the problem?

Due to production differences, the dimensional layout of the power door lock system has some variance that may cause the system not to function as designed. To ensure proper operation, the passenger's door key cylinder lock rod needs to be replaced.

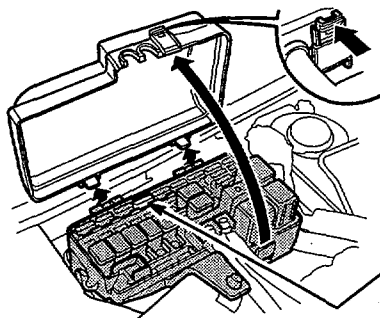
What should you do?

As soon as possible, call your local Honda dealer and make an appointment to have the power door locks updated. Then, remove the fuse for the power door lock system. The dealer will reinstall it after the system has been updated. Since the fuse has been removed, remember to always verify that you have locked both doors when you park your car.

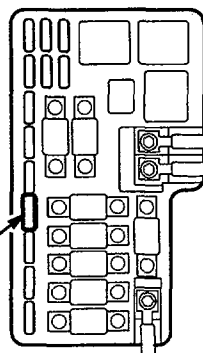
FUSE LOCATION:



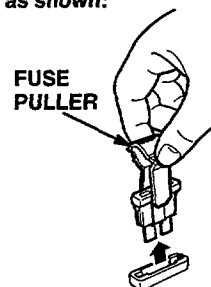
UNDER-HOOD FUSE BOX



POWER DOOR
LOCK SYSTEM FUSE



Remove fuse using
fuse puller (located
in interior fuse box)
as shown:



FUSE
PULLER

What to do if you feel you should not have received this notice

This notice was mailed to you according to the most current information we have available. If you no longer own a Prelude, or the name and address information in this notice is incorrect, please fill out and return the included Information Change Card. This will help us update our records.

If you have questions

If you need help with locating a Honda dealer, or you have questions about this notice, please call the Honda Campaign Information Service Office at (800) 999-1009.

We apologize for the inconvenience caused by requiring this unscheduled visit to your dealer; however, our main concern is the continued enjoyment of your Prelude.

Sincerely,

AMERICAN HONDA MOTOR CO., INC.
Honda Automobile Division

SERVICE BULLETIN

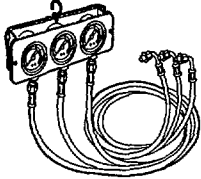


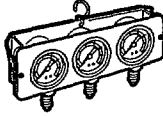

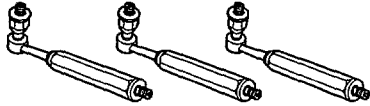

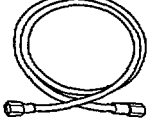
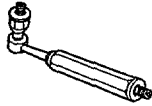
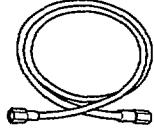
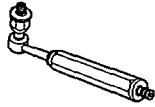

HONDA

AUTOMOBILE SERVICE DEPARTMENT

Model	Applicable To	File Under	Bulletin No
ALL	MODELS WITH AUTOMATIC TRANSMISSION	SPECIAL TOOLS	95-046
			Issue Date NOV 13, 1991

Automatic Transmission Oil Pressure Testing Tools

To simplify special tool applications among model lines, three Honda A/T oil pressure testing tools have been discontinued. The following chart shows which tools have been discontinued and which ones replace them. Use normal parts ordering procedures to obtain the replacement tools.

<p>DISCONTINUED: A/T Oil Pressure Gauge Set, T/N 07406-0020003:</p>  <p>↓</p>	<p>DISCONTINUED: A/T Low Pressure Gauge, T/N 07406-0070000:</p>  <p>↓</p>	<p>DISCONTINUED: A/T Pressure Hose, T/N 07406-0020201:</p>  <p>↓</p>
<p>REPLACED BY: A/T Oil Pressure Gauge Set with Panel, T/N 07406-0020400:</p>  <p>+</p> <p>A/T Pressure Hose, 2210 mm, T/N 07MAJ-PY4011A (3 required):</p>  <p>+</p> <p>A/T Pressure Adapter, T/N 07MAJ-PY40120 (3 required):</p> 	<p>REPLACED BY: A/T Low Pressure Gauge with Panel, T/N 07406-0070300:</p>  <p>+</p> <p>A/T Pressure Hose, 2210 mm, T/N 07MAJ-PY4011A (1 required):</p>  <p>+</p> <p>A/T Pressure Adapter, T/N 07MAJ-PY40120 (1 required):</p> 	<p>REPLACED BY: A/T Pressure Hose, 2210 mm, T/N 07MAJ-PY4011A (quantity 1):</p>  <p>+</p> <p>A/T Pressure Adapter, T/N 07MAJ-PY40120 (quantity 1):</p> 
<p>Washer Kit, T/N 07406-0020300 This kit contains three sealing washers to replace worn washers on the 2210 mm A/T Pressure Hose or the A/T Pressure Adapter.</p> 		

Index # **045704**

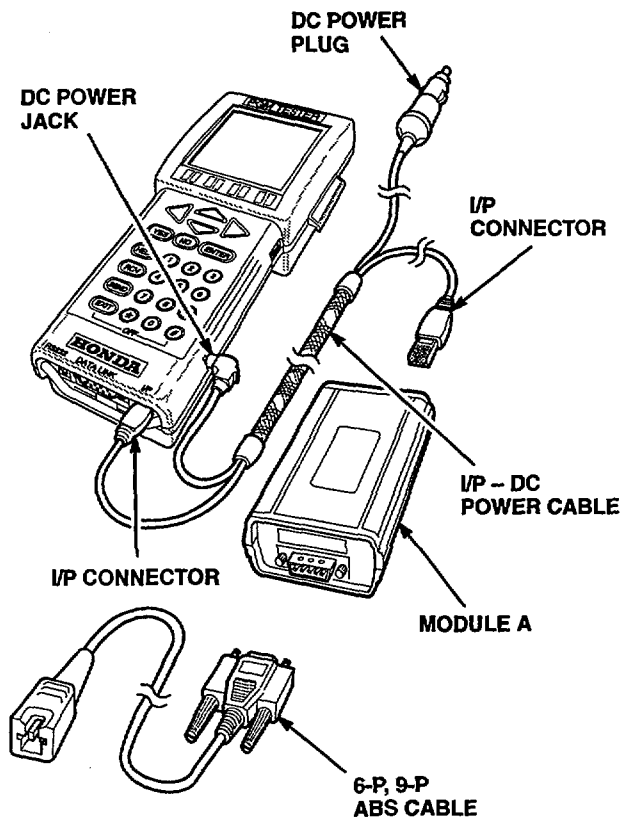
SERVICE BULLETIN

HONDA

Model	Applicable To	File Under	Bulletin No.
ALL	ALL Models with 6-pin ABS Inspection Connectors	SPECIAL TOOLS	95-051 Issue Date DEC 4, 1995

ABS Diagnostic Kit #01001961

The ALB Checker T/N 07HAJ-SG0010B is no longer available. It has been replaced by the ABS Diagnostic Kit, #01001961. The ABS Diagnostic Kit is used with the Honda PGM Tester.



Kit Contents

The ABS Diagnostic Kit contains these items:

- Honda PGM Tester Module A
- Combined I/P - DC Power Cable
- 6-Pin, 9-Pin ABS Cable
- Reconditioned Program Card, 512K (not shown) - *All reconditioned cards have been tested and new labels have been applied.*
- ABS Diagnostic Kit Vehicle System Supplement (not shown)

Features

The ABS Diagnostic Kit has these features:

- Interfaces with Honda PGM Tester, utilizing the large PGM Tester screen, LEDs, and keypad
- Applies to all models equipped with a 6-pin ABS inspection connector
- Technician time is reduced with the use of guided diagnostic procedures for
 - ABS Function Test (Modes 1 - 5)
 - Wheel Sensor Signal Confirmation (Mode 0)
 - Air Bleeding

NOTE: Guided diagnostic procedures are not the same as the "Troubleshoot Mode" on the other PGM Tester programs.

- Upgrades easily through software updates
- Compact size (approximately 5" x 3" x 1.5") of Module A allows easy handling and storage in the PGM Tester storage case
- Combined I/P - DC power cable, 15 feet long, allows freedom of movement around the vehicle with the PGM Tester
- Backed by a one-year warranty on parts and labor by Vetronix Corporation, the same company who makes the Honda PGM Tester

Ordering Information

This kit **cannot** be ordered through normal parts ordering procedures. For pricing information or to order, you must contact American Honda Special Tools at 1-800-346-6327.

The current dealer net price, plus any applicable tax and freight, will be automatically applied to your Balance Forward Account through the Miscellaneous Billing System. All orders are subject to credit approval.

Index # **045708**

Model	Applicable To	File Under	Bulletin No
1994 - 96 PRELUDE	See VEHICLES AFFECTED	BODY	95-054
			Issue Date DEC 18, 199

Rattle From the Rear Headliner

SYMPTOM

A rattle from the rear headliner when the car is driven on a rough road.

PROBABLE CAUSE

Vibration of the ceiling light/sunroof/high-mount brake light wiring harness against the rear headliner.

VEHICLES AFFECTED

1994 - 95: - ALL
 1996 Si: - Thru VIN JHMBB2 . . . TC000789
 1996 VTEC: - Thru VIN JHMBB1 . . . TC000194
 1996 S: - Thru VIN JHMBA8 . . . TC000343

REQUIRED MATERIALS

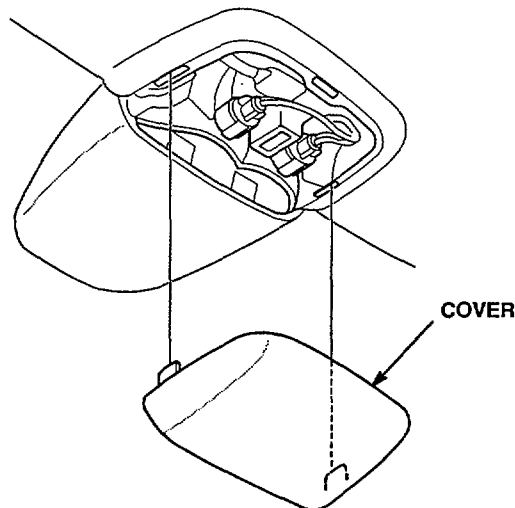
EPT Sealer 5T:

P/N 06991-SA5-000, H/C 2086650

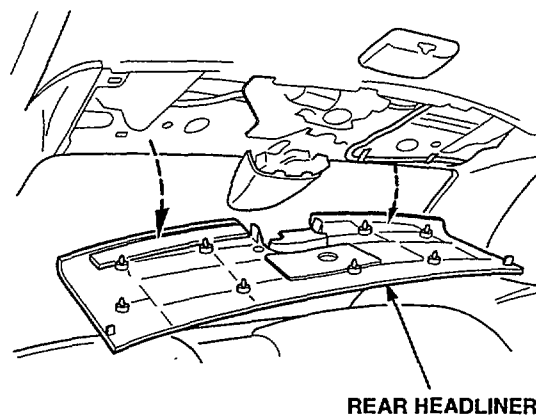
CORRECTIVE ACTION

Apply EPT Sealer 5T to the rear headliner, where it contacts the wiring harness. Be careful not to scratch or damage the headliner or other interior trim parts.

1. On cars with a high-mount brake light, remove the brake light cover.

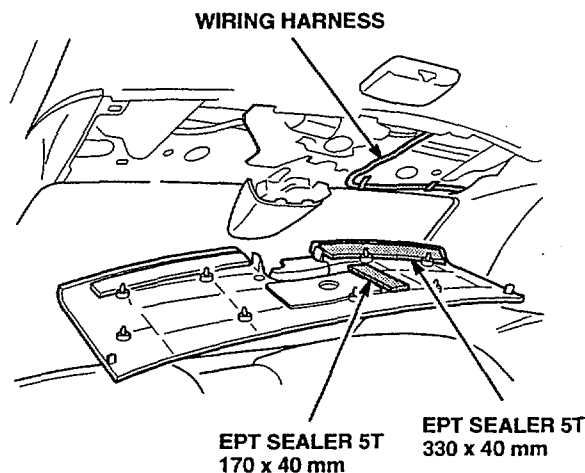


2. Pull the rear headliner down from the roof by releasing its attaching clips.



REAR HEADLINER

3. After removing the headliner, check the clips for damage and correct positioning. Reposition or replace clips as needed.
4. Cut two pieces of EPT Sealer 5T, one measuring 330 x 40 mm, and the other measuring 170 x 40 mm.
5. Peel off the backing and attach the EPT Sealer 5T to the underside of the rear headliner, between the headliner and the wiring harness.

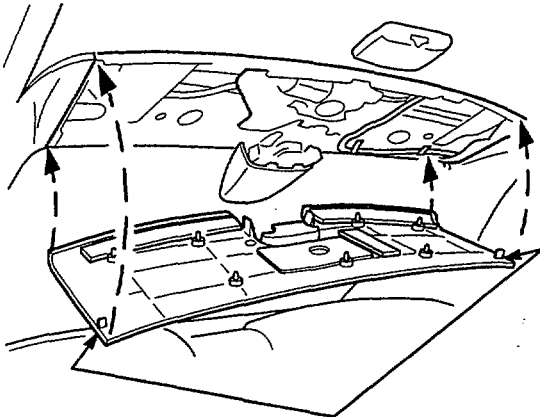


WIRING HARNESS

EPT SEALER 5T
170 x 40 mm

EPT SEALER 5T
330 x 40 mm

6. Reinstall the headliner, pushing all of its clips into place. Also, make sure the sides of the headliner are flush with the rear pillar trim.



Make sure the sides fit flush with the rear pillar trim.

7. On cars with a high-mount brake light, reinstall the brake light cover.

WARRANTY CLAIM INFORMATION

In warranty: The normal warranty applies.

Out of warranty: Any repair performed after warranty expiration may be eligible for goodwill consideration by the District Service Manager or your Zone Office. You must request consideration, and get a decision, before starting work.

Operation number: 737002
Flat rate time: 0.3 hour
Failed part: P/N 83260-SS0-G01ZA
H/C 4355459
Defect code: 042
Contention code: B07
Template ID: 95-054A

SERVICE

BULLETIN

H HONDA

Model	Applicable To	File Under	Bulletin No
1996	ALL	BODY	95-058
			Issue Date DEC 18, 1995

1996 Honda Paint Codes

Paint formulations are determined by each paint company. For questions about formulas or matching, contact your local paint distributor or the paint company's nearest regional office. The information provided is for reference only. American Honda does not endorse any paint company or type of paint.

The original paint is acrylic enamel. Paint codes with "M" are metallic colors; those with "P" are pearlescent colors.

NOTE: Herberts Stodex uses the Honda Paint Code as its paint intermix code.

Japan-Produced Cars

1996 HONDA PAINT CODE AND DESCRIPTION	MODEL	DUPONT	PPG	BASF	SHERWIN-WILLIAMS	SIKKENS (Add "HON" prefix to each number)	ICI	SPIES-HECKER	HONDA TOUCH-UP P/N (Add "08703-" prefix to each number)
B-69P Nocturne Blue ¹	OD	F0899	5030	25249	51139	9091	7BB5B	63468	B69PPAH
BG-34P Azure Blue Green ¹	OD PRE	W9987	4867	24293	49549	9039	5PK7B	50747	BG34PAH
G-77M Sage Green ¹	OD	W9983	4868	24287	49550	9044	5PK8B	50748	G77MPAH
G-78P Sherwood Green ¹	ACC	W9984	4869	24288	49552	9040	5PK9B	60495	G78PPAH
G-82P Cypress Green ¹	CIV DS	F1810	5202	26306	53031	9115	ARW3B	61935	G82PPAH
G-83P Eucalyptus Green ¹	ACC	F1684	5191	26307	52870	9131	9JM5B	61936	G83PPAH
NH-503P Granada Black ¹	CIV DS	K8693	9629	16322	48408	9058	P131B	96894	NH503PAH
NH-538 Frost White ³	ACC CIV DS OD PRE	N9132	90741	20491	43425	4599	TH31B	16449	NH538AH
NH-583M Vogue Silver ¹	CIV DS	F1070	5033	25241	51145	9084	6WR8B	72459	NH583MAH
NH-592P Flamenco Black ¹	ACC PRE	F1686	5203	26279	52869	9129	9JM3B	73014	NH592PAH
R-78P Bordeaux Red ¹	ACC OD	W9312	4363	21278	44951	9438	PJ42B	99041	R78PPAH
R-81	Milano Red, Base ² (Suzuka)	W9510	4627	22201	46552	3908	6RV5G	37215	R81PPAH
	Milano Red, Base ² (Sayama)		4629						
	Milano Red, Top ² (Suzuka)	W9952	4628						
	Milano Red, Top ² (Sayama)		4630						
YR-508M Heather Mist ¹	ACC OD PRE	F0906	5031	25246	51151	9095	7BB7B	72289	YR508MAH

Index # **045714**

Canada-Produced Civics, paint code ends in -4

1996 HONDA PAINT CODE AND DESCRIPTION		MODEL	DUPONT	PPG	BASF	SHERWIN-WILLIAMS	SIKKENS (Add "HON" prefix to each number)	ICI	SPIES-HECKER	HONDA TOUCH-UP P/N (Add "08703-" prefix to each number)
B-73M-4	Cyclone Blue ¹	CIV	F1631	5163	26278	52925	9152	BHF2B	62110	B73MPAH
G-82P-4	Cypress Green ¹	CIV	F1629	5172	26277	52924	9143	BGG2B	62036	G82PPAH
GY-16P-4	Midori Green ¹	CIV	F1630	5189	26275	52921	9144	BFV1B	62038	GY16PPAH
NH-503P-4	Granada Black ¹	CIV	H8999	9559	23275	48114	9016	5CM7B	70510	NH503PAH
NH-538-4	Frost White ³	CIV	N9286	90907	20508	43717	4601	XK18	16685	NH538AH
NH-583M-4	Vogue Silver ¹	CIV	F2027	5190	26280	52922	9145	BFV2B	73112	NH583MAH
R-81-4	Milano Red, Base ²	CIV	F1628	73906	22198	46725	3946	6RF9G	37244	R81PPAH
	Milano Red, Top ²	CIV	H9746	73907				6RF8B		
R-97-4	Roma Red ²	CIV	F1852	5204	26276	52923	3005	BFV3B	33197	R97PPAH

U.S.-Produced (Marysville) Accords, paint code ends in -3

1996 HONDA PAINT CODE AND DESCRIPTION		MODEL	DUPONT	PPG	BASF	SHERWIN-WILLIAMS	SIKKENS (Add "HON" prefix to each number)	ICI	SPIES-HECKER	HONDA TOUCH-UP P/N (Add "08703-" prefix to each number)
G-77M-3	Sage Green ¹	ACC	N9927	4878	24298	49551	9062	6GS8B	60605	G77MPAH
G-78P-3	Sherwood Green ¹	ACC	N9928	4879	24299	49553	9063	6GS7B	60608	G78PPAH
G-83P-3	Eucalyptus Green ¹	ACC	F1684	5188	26308	53030	9140	EMK4B	62111	G83PPAH
NH-538-3	Frost White ³	ACC	N9222	90852	20491	43716	4600	XK17	16431	NH538AH
NH-592P-3	Flamenco Black ¹	ACC	F1686	9939	26309	53032	9141	EMK5B	73185	NH592PAH
R-78P-3	Bordeaux Red ¹	ACC	W9405	4436	21413	44879	9451	PP30B	99339	R78PPAH
YR-508M-3	Heather Mist ¹	ACC	F1696	4765	26311	53035	9142	EMK3B	20174	YR508MAH

U.S.-Produced (East Liberty) Civics, paint code ends in -5 (East Liberty uses waterborne paints)

1996 HONDA PAINT CODE AND DESCRIPTION		MODEL	DUPONT	PPG	BASF	SHERWIN-WILLIAMS	SIKKENS (Add "HON" prefix to each number)	ICI	SPIES-HECKER	HONDA TOUCH-UP P/N (Add "08703-" prefix to each number)
B-73M-5	Cyclone Blue ¹	CIV	F1692	5165	26282	53016	9148	BGG1B	54502	B73MAH
G-62P-5	Cypress Green ¹	CIV	F1694	5187	26284	53017	9149	BHE9B	62037	G62PPAH
NH-503P-5	Granada Black ¹	CIV	K8929	9727	23419	48421	9267	P131B	70568	NH503PAH
NH-538-5	Frost White ¹	CIV	N9222	90852	23420	48422	4600	6GT1B	10565	NH538PAH
NH-583M-5	Vogue Silver ¹	CIV	F1695	5033	26281	53015	9150	BHF1B	73111	NH583MAH
R-81-5	Milano Red, Base ²	CIV	H9817	4779	23424	48115	3000	6GS5B	30372	R81PPAH
	Milano Red, Top ²	CIV	W9951	4781						
R-95P-5	Island Coral ¹	CIV	F1693	5201	26283	53018	9151	BHE8R	33198	R95PPAH

NOTES: The numbers following the paint description represent the paint process used during manufacture of the vehicle:

- ¹ A clear coat is applied over the color coat.
- ² A small amount of color is mixed with a clear coat and applied over the color coat.
- ³ A clear coat was not applied at the factory.

SERVICE BULLETIN

HONDA

Model	Applicable To	File Under	Bulletin No.
1994 and NEWER	ALL with R-134a A/C SYSTEMS except PASSPORT	ACCESSORIES	96-012
			Issue Date MARCH 4, 1996

Air Conditioning System Performance Test

BACKGROUND

If a customer complains of poor air conditioning performance, use the following measurements and charts to determine if the system is performing within specifications.

NOTE: For Passport, refer to the procedure for checking the refrigerant system in section 1B of the service manual.

SET UP

Perform these steps before beginning the test. Failure to do so will give inaccurate readings.

1. Move the vehicle out of direct sunlight and let it cool down. The vehicle should cool down to ambient temperature before beginning the test.
2. Clean the condenser. If air flow through the condenser is restricted, it can appear that the system is fully charged when it is actually low on refrigerant.
3. Close the doors and windows. With the engine running at 1000 rpm, turn on the A/C and run the blower on high with the system in Recirc Mode for 15 minutes.

TEST PROCEDURE

Perform the following pressure and temperature checks. Take the measurements with the compressor running, just before it cycles off.

1. Connect an R-134a recovery/recycling station to the A/C system.
2. Measure the ambient temperature at 12 inches in front of the vehicle with the fans running. Record this temperature on the form.
3. Check the system pressures on the low and high sides with the engine running at 1000 rpm. On an Odyssey, make sure the fan for the rear A/C unit is off. Record the pressure readings on the form.
4. *Odyssey only:* Turn the rear A/C unit fan on high. Check the system pressures on the low and high sides with the engine running at 1000 rpm. Record the pressure readings on the form.

5. Measure the outlet air temperature at the dashboard center vents. Record the temperature on the form.
6. *Odyssey only:* Measure the outlet air temperature at the vents in the rear A/C unit. Record the temperature on the form.

NOTE: Do not insert the temperature probe more than 2.5 inches into the vent.

7. Check the system pressure on the low side with the engine running at 3000 rpm. Record the pressure reading on the form.
8. Measure the outlet air temperature at the dashboard corner vents with the engine running at 3000 rpm. Record the temperature readings on the form.
9. Compare your readings to the Pressure-Temperature charts on the form to determine if the system is working within specifications.

Index # **045949**

TEST RESULTS

This table shows the more common problems that will cause the test results to be out of specifications. For more information, refer to the Pressure Test Chart in section 22 of the appropriate service manual.


TEST RESULT	PROBABLE CAUSE
Pressure on the high side is too high	<ul style="list-style-type: none"> Restricted air flow through condenser Condenser or radiator fan not working Restricted refrigerant flow through system
Pressure on the high side is too low	System is not fully charged
Pressure on the low side is too low, and the outlet air temperature from the right corner dashboard vent is approximately 10° colder than the left corner vent.	<ul style="list-style-type: none"> Restricted refrigerant flow through the evaporator Low refrigerant charge
Outlet air temperature from the center dashboard vents is too high	Air mix and heater control valve cables are out of adjustment
Outlet air temperature from the corner dashboard vents differs by more than 10°	Air mix and heater control valve cables are out of adjustment

WARRANTY CLAIM INFORMATION

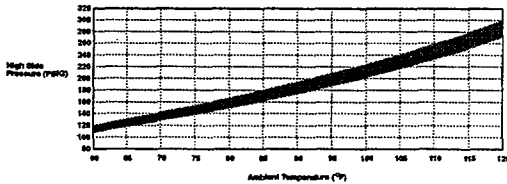
Operation number: 622001
 Flat rate time: 0.5 hour
 Defect code: 060
 Contention code: B01

- Submit this warranty claim information along with the operation number and flat rate time for one of the procedures in the flat rate manual that requires discharge, repair, evacuation, and recharge of the system. Attach a completed copy of the form in the next column to the warranty copy of the repair order.
- Do not use this Performance Test as the primary operation number on the warranty claim.
- Do not submit a Performance Test warranty claim with the warranty claim information from any existing service bulletins. Service bulletins describe specific problems and repairs, so a general performance test is not needed.

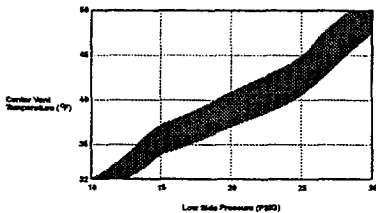
Sample of Air Conditioning System Performance Test



Air Conditioning System Performance Test
(Refer to Service Bulletin 96-012)



High Side Pressure (psig)



Center Vent Temperature (°F)

Ambient temperature _____ °F
 Low side pressure (1000 rpm) _____ (PSIG) (Odyssey; rear AC OFF)
 High side pressure (1000 rpm) _____ (PSIG) (Odyssey; rear AC OFF)
 Low side pressure (1000 rpm) _____ (PSIG) (Odyssey only; rear AC OFF)
 High side pressure (1000 rpm) _____ (PSIG) (Odyssey only; rear AC OFF)

Center vent temperature _____ °F
 Rear vent temperature (Odyssey) _____ °F
 Low side pressure (3000 rpm) _____ (PSIG)
 Left corner vent temperature _____ °F
 Right corner vent temperature _____ °F

Attach this form to the repair order

Reorder No. Y0430

SERVICE BULLETIN

HONDA

AUTOMOBILE SERVICE DEPARTMENT

Model	Applicable To	File Under	Bulletin No.
ALL	ALL	SPECIAL TOOLS	96-014
			Issue Date FEB 20, 1996

Belt Tension Gauge Calibration and Repair

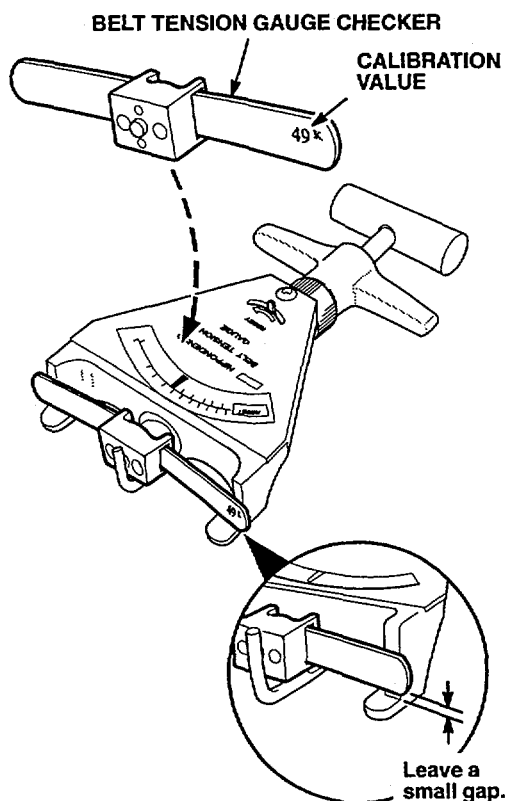
Tensioning the engine belts properly with the belt tension gauge (T/N 07JGG-001010A) is critical to bearing life of the A/C compressor, alternator, etc. Calibration of the belt tension gauge should be checked regularly.

CALIBRATION

A Belt Tension Gauge Checker, needed for checking the calibration of the belt tension gauge, is now available. One checker is being automatically shipped to each dealership. Additional checkers may be ordered through normal parts ordering channels. The part number is 07TGG-001010A.

Procedure

1. Push the handle and slide the checker into the gauge. Position the checker as shown.



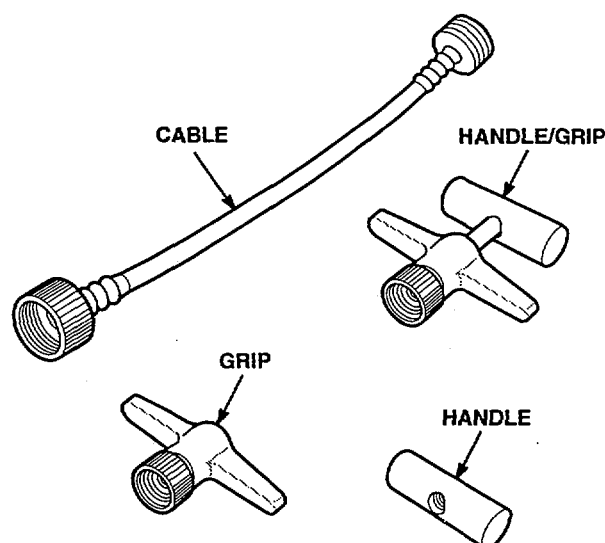
2. Release the handle and read the tension value on the Kg scale.
3. Compare your reading to the value etched on the checker. Your gauge is in calibration if it is within ± 3 kg of the checker value.

If your belt tension gauge is out of calibration, you cannot recalibrate it yourself. Contact America Kowa Seiki about sending it for recalibration.

REPLACEMENT PARTS

If your belt tension gauge is damaged, replacement parts are available from America Kowa Seiki. They are:

Cable	95506-10040
Handle/Grip	95506-10021
Handle only	95506-20081
Grip only	95506-20310



Index # 045951

REPAIR AND CALIBRATION INFORMATION

To order replacement parts for a gauge, contact:

America Kowa Seiki
20013 S. Rancho Way
Rancho Dominguez, CA 90220

(800) 824-9655

To return your belt tension gauge for calibration:

- Contact America Kowa Seiki for authorization and shipping instructions.
- Pack the belt tension gauge in a suitable box. Use "bubble pack" to protect the gauge.
- Ship according to their instructions.

America Kowa Seiki will charge a fixed fee to inspect, clean and calibrate the belt tension gauge, and return it via UPS ground. Any repair parts needed are extra. The gauge will be returned within 15 days.

Model 1995 - 96 PRELUDE	Applicable To See VEHICLES AFFECTED	File Under BODY	Bulletin No. 96-024
			Issue Date MAY 6, 1996

Power Window Switch "Buzzes" or Auto-Down Feature Does Not Work

SYMPTOM

The driver's power window auto-down feature does not work, or the driver's power window switch buzzes when pressed.

PROBABLE CAUSE

The driver's side power window motor is malfunctioning.

VEHICLES AFFECTED

1995: All
1996 VTEC: Thru VIN JHMBB1 TC000515
1996 SI: Thru VIN JHMBB2 TC002486
1996 S: Thru VIN JHMB A8 TC001224

PARTS INFORMATION

Power Window Motor (driver's side):
P/N 72255-SS0-A01, H/C 3949062

WARRANTY CLAIM INFORMATION

In warranty: The normal warranty applies.

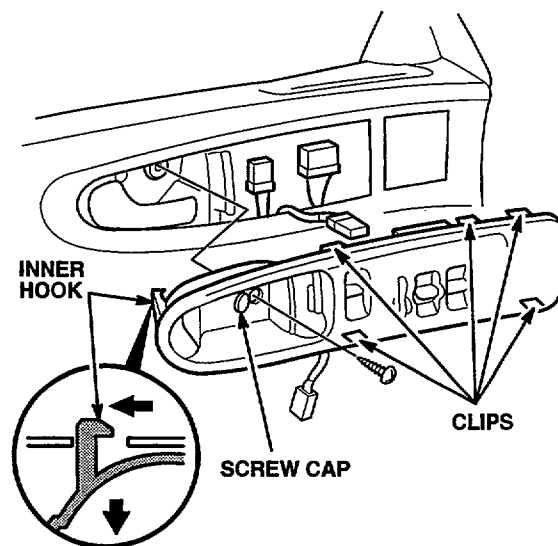
Out of warranty: Any repair performed after warranty expiration may be eligible for goodwill consideration by the District Service Manager or your Zone Office. You must request consideration, and get a decision, before starting work.

Operation number: 744161
Flat rate time: 1.0 hour
Failed part: P/N 72255-SS0-A01
H/C 3949062
Defect code: 032
Contention code: B01
Template ID: 96-024A

CORRECTIVE ACTION

Replace the driver's side power window motor (see PARTS INFORMATION).

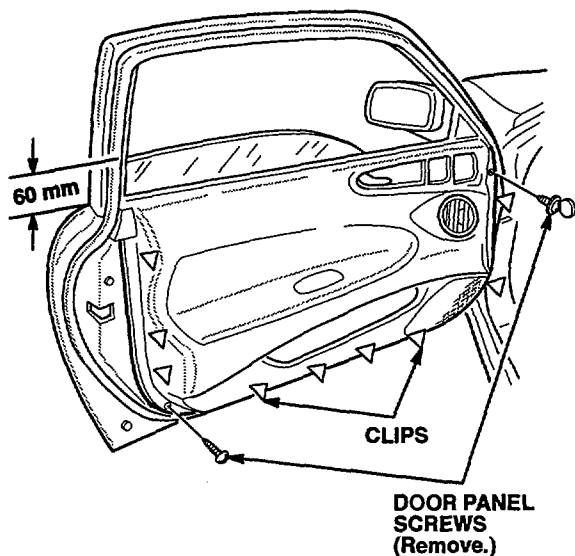
1. Open the driver's window, leaving about 60 mm of the window exposed.
2. Make sure you have the anti-theft code for the radio (Si and VTEC), record the radio station presets, and disconnect the negative battery terminal.
3. Remove the armrest pocket.
4. Release the inner handle trim panel:
 - Pry out the cap, then remove the screw.



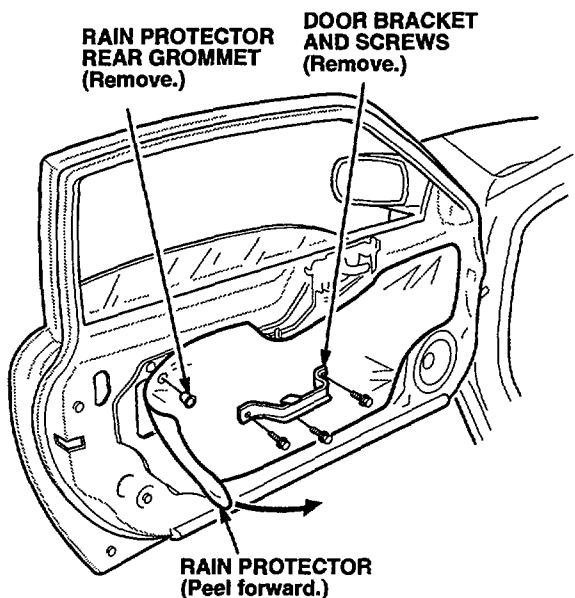
- Release the five clips from the door panel.
- Slide the trim panel rearward to release its inner hook.
- Disconnect the power window switch connector, the power window switch light connector, and the power door lock switch connector; then remove the trim panel from the door panel.

NOTE: The S model does not have a power door lock switch connector.

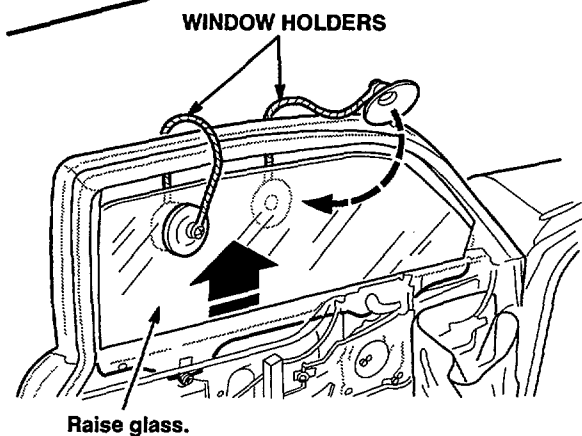
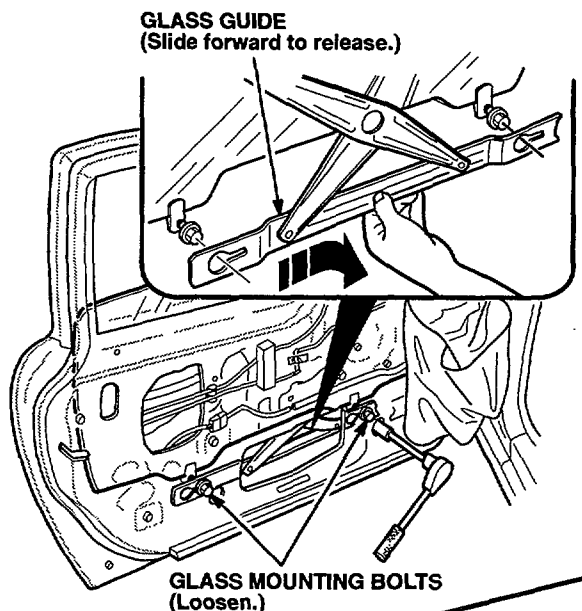
5. Remove the two door panel screws, release the nine clips with a clip remover, and take the panel off the door without bending the panel.



6. Remove the rain protector rear grommet and the door bracket (three screws), then carefully peel the rain protector forward to expose the window regulator mounting bolts.

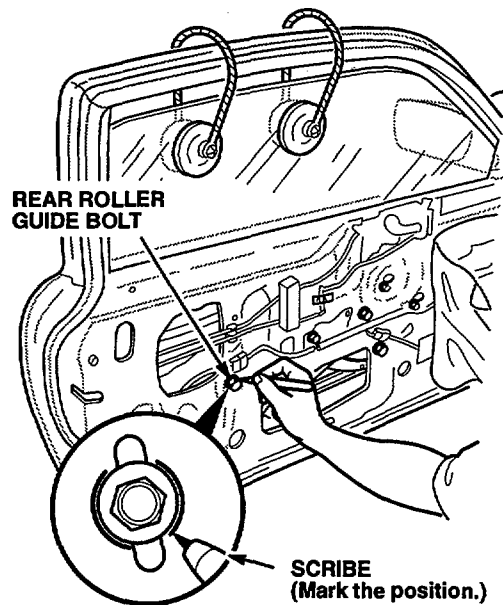


7. Loosen the two glass mounting bolts, and slide the glass guide forward to release it from the glass. Then pull up on the glass, and support it with two window holders (Snap-On P/N YA6390), or use two pieces of 1-1/2-inch-wide (or wider) masking tape.

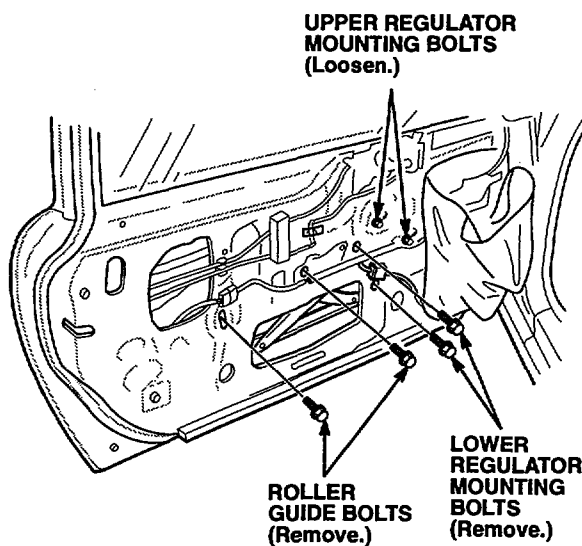


NOTE: Occasionally, check the holders (or tape) to make sure the window stays in place.

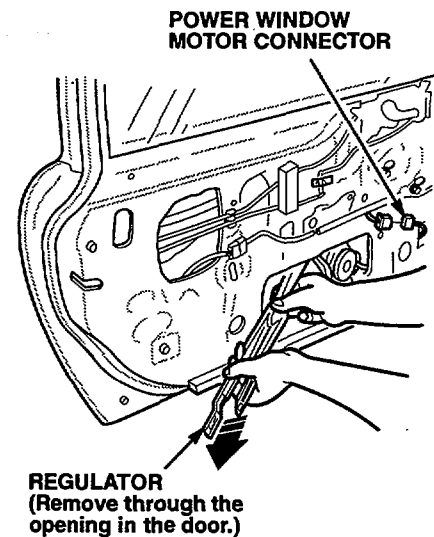
8. Mark a line around the original position of the rear roller guide bolt with a scribe.



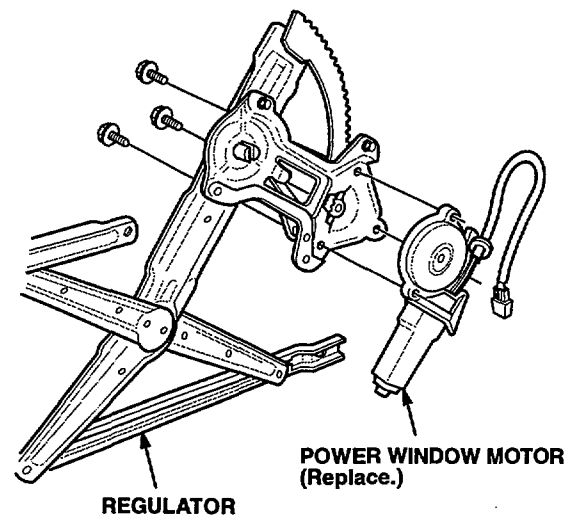
9. Remove the two roller guide bolts and the two lower regulator mounting bolts; then loosen the two upper regulator mounting bolts.



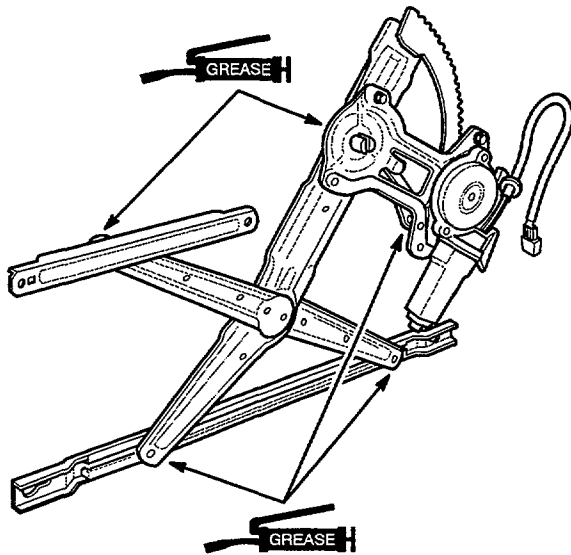
10. Disconnect the power window motor connector, and remove the regulator through the opening in the middle of the door.



11. Remove the power window motor from the regulator (three bolts). Attach the new power window motor to the regulator using the same three bolts.



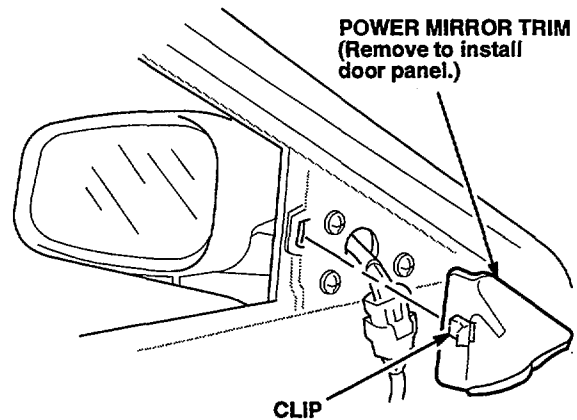
12. Grease the moving parts of the regulator with general purpose grease.



13. Reinstall the regulator and the window in reverse order, making sure that you attach the rear roller guide bolt in the original position that you marked in step 8.
14. Tighten the four regulator mounting bolts and the two roller guide bolts to 8 N·m (6 lb-ft). Tighten the two glass mounting bolts to 6 N·m (4 lb-ft).

15. Reinstall the rear bracket, the rain protector, the door panel, the switch connectors, the inner handle trim, and the armrest pocket.

NOTE: The door panel is easier to reinstall if you remove the power mirror trim first.



16. Reconnect the battery, and test the operation of the power windows.
17. Enter the anti-theft code for the radio (Si and VTEC), then set the radio station presets and the clock.

SERVICE BULLETIN

H HONDA

Model 1994 - 95 ACCORD, PRELUDE, CIVIC, DEL SOL	Applicable To See VEHICLES AFFECTED	File Under ACCESSORIES	Bulletin No. 96-031 Issue Date JUNE 17, 1996
--	---	----------------------------------	---

Security System Transmitter Does Not Work or Its Range Is Too Short

SYMPTOM

The range of the security system remote transmitter is too short (less than 30 feet) or the transmitter does not work at all.

PROBABLE CAUSE

A faulty security system control unit or a faulty transmitter.

VEHICLES AFFECTED

All with a security system control unit serial number from AW51500018 to AW51507006.

PARTS INFORMATION

Security System Control Unit:

P/N 08E51-SV4-1M002, H/C 4349387

WARRANTY CLAIM INFORMATION

In warranty: The normal warranty applies.

Out of warranty: Any repair performed after warranty expiration may be eligible for goodwill consideration by the District Service Manager or your Zone Office. You must request consideration, and get a decision, before starting work.

OPERATION NUMBER	DESCRIPTION	FLAT RATE TIME	TEMPLATE ID
050102	Replace security system control unit.	0.3 hour	96-031A
050502	Check serial number, and test transmitter.	0.3 hour	96-031B

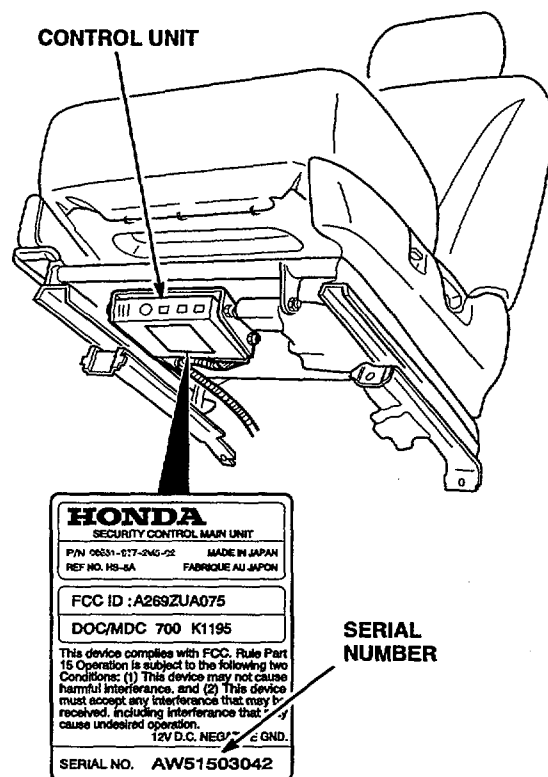
Failed part: P/N 08E51-SV4-1M002
H/C 4349387

Defect code: 032

Contention code: B01

CORRECTIVE ACTION

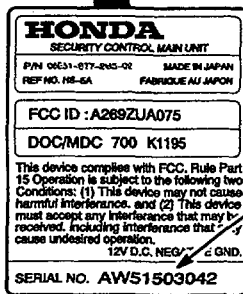
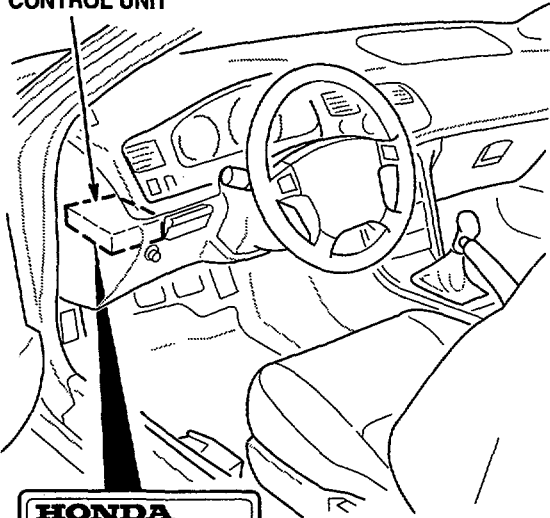
- Check the serial number of the security system control unit. Replace the control unit if it is within the affected serial number range (see **VEHICLES AFFECTED**).
 - Make sure the security system is not in Valet mode, then replace the transmitter's battery, and test the operation of the transmitter.
1. Check the serial number on the security system control unit.
 - On all vehicles except the Accord V6, the control unit is mounted on the bottom of the driver's seat. You can check the serial number using a mirror.



Index # **046341**

- On the Accord V6, the control unit is mounted behind the steering column lower cover. Look behind the cover to check the serial number on the bottom of the control unit.

ACCORD V6
CONTROL UNIT

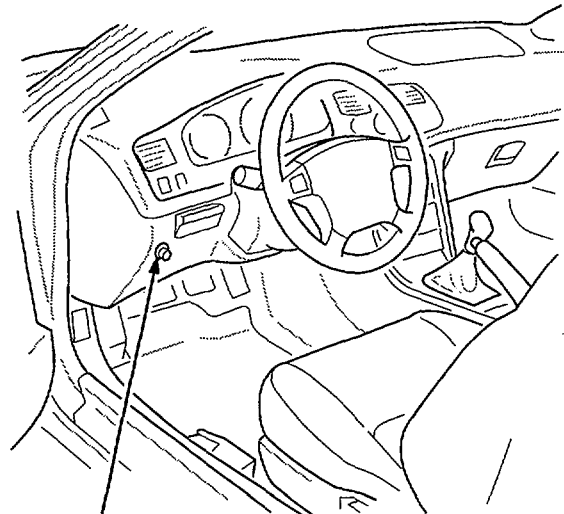


SERIAL
NUMBER

- If the control unit serial number is from AW51500018 to AW51507006, replace it (see PARTS INFORMATION). After replacing the control unit, reprogram *all* the transmitters for the vehicle. Transmitters that have not been reprogrammed will no longer work (see TRANSMITTER PROGRAMMING).
- If the control unit is not within the affected serial number range, make sure the security system is *not* in Valet mode, then replace the battery in the transmitter, and check the system operation.
- If the transmitter's range is still too short, check the system with the customer's other transmitter or a known-good transmitter. To program a known-good transmitter for this test, refer to TRANSMITTER PROGRAMMING.
- Replace the original transmitter if the system works with the customer's other transmitter or the known-good transmitter. To program a new transmitter, refer to TRANSMITTER PROGRAMMING.

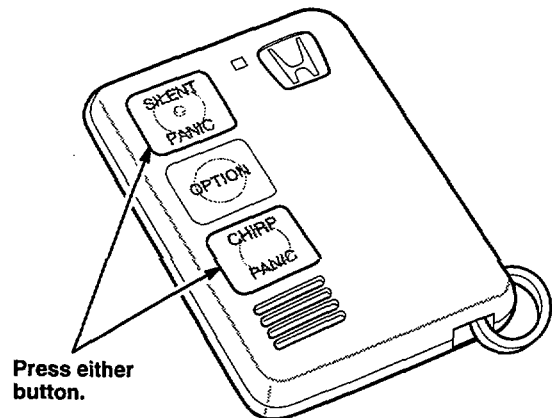
TRANSMITTER PROGRAMMING

- Turn the ignition switch on, then immediately press and hold the valet/disarm switch to enter the programming mode. Continue to hold the switch throughout the procedure. (The switch is located on the dashboard lower cover.)



VALET/DISARM SWITCH

- When the LED on top of the steering column begins to flash, press and release the "silent" button or the "chirp" button on the transmitter. If you need to program more than one transmitter, press the "silent" button or "chirp" button on each transmitter within ten seconds of pressing it on the first transmitter. (You can program up to four transmitters per vehicle.)



- Release the valet/disarm switch to exit the programming mode.

SERVICE BULLETIN

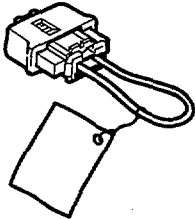
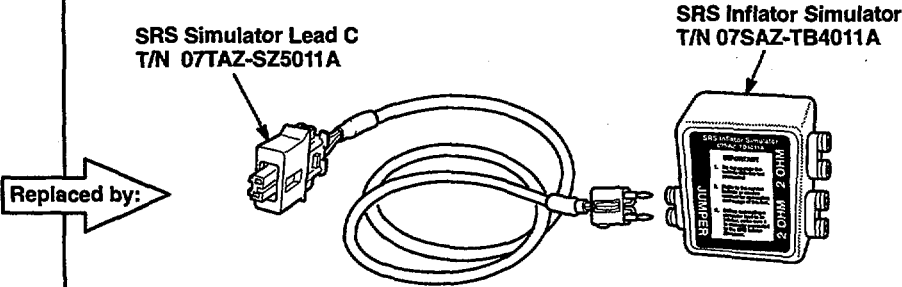
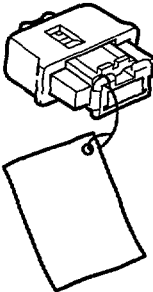
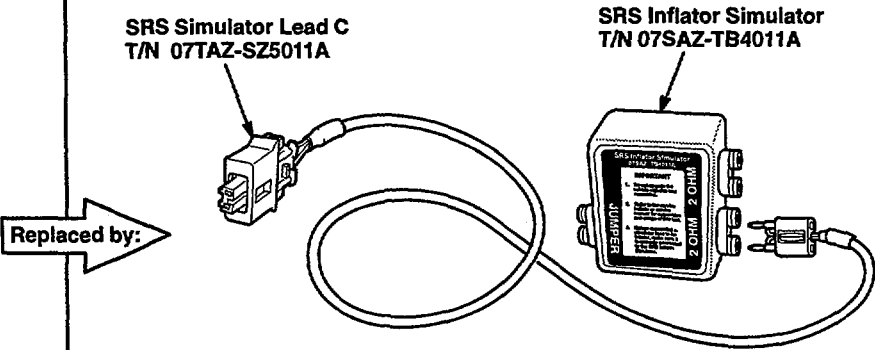
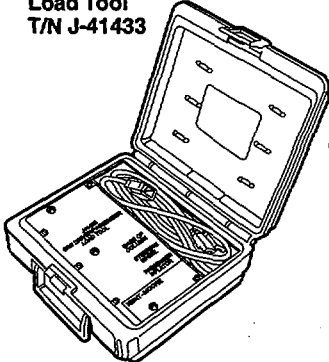
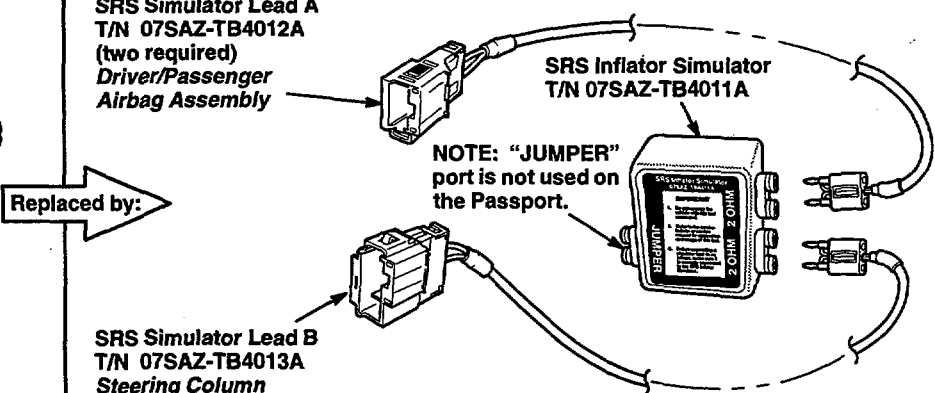
HONDA

AUTOMOBILE SERVICE DEPARTMENT

Model	Applicable To	File Under	Bulletin No.
ALL	1995.5 PASSPORT and ALL 1996 and Later Models	SPECIAL TOOLS	96-037
			Issue Date AUG 5, 1996

SRS Inflator Simulator Tools

Use the special tools in the right column of the cross reference chart for SRS troubleshooting in the Service Manuals.

<p>These special tools shown in the Service Manual have been replaced (correct your '96 manuals).</p> <p>SRS Service Connector T/N 07SAZ-SW50200</p> 	<p>These special tools replace those shown on the left. Be sure to connect the SRS Simulator Lead to the proper port on the SRS Inflator Simulator as shown below. NOTE: These tools may be shown in some current Service Manuals.</p> <p>SRS Simulator Lead C T/N 07TAZ-SZ5011A</p> <p>SRS Inflator Simulator T/N 07SAZ-TB4011A</p> 
<p>SRS Service Connector, 2Ω T/N 07TAZ-SZ50200</p> 	<p>SRS Simulator Lead C T/N 07TAZ-SZ5011A</p> <p>SRS Inflator Simulator T/N 07SAZ-TB4011A</p> 
<p>PASSPORT ONLY SRS Driver/Passenger Load Tool T/N J-41433</p> 	<p>SRS Simulator Lead A T/N 07SAZ-TB4012A (two required) <i>Driver/Passenger Airbag Assembly</i></p> <p>SRS Simulator Lead B T/N 07SAZ-TB4013A <i>Steering Column</i></p> <p>SRS Inflator Simulator T/N 07SAZ-TB4011A</p> <p>NOTE: "JUMPER" port is not used on the Passport.</p> 

Index # **046548**

SERVICE BULLETIN

HONDA

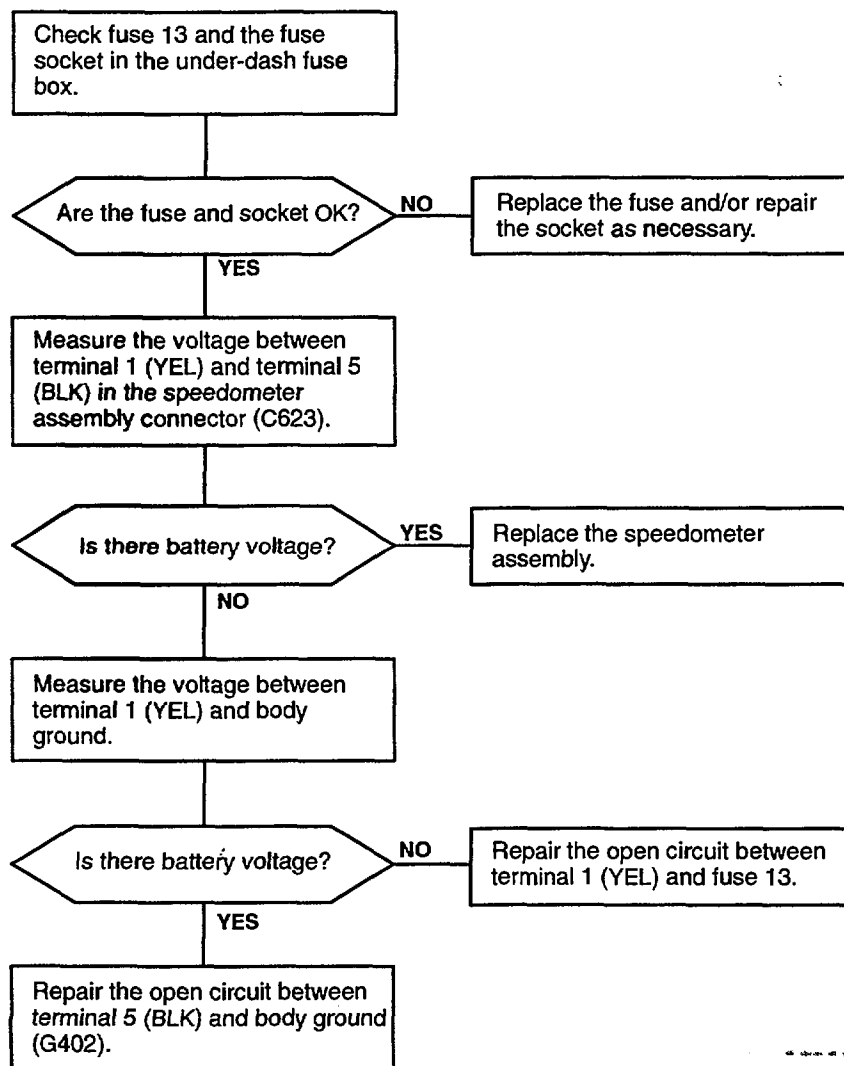
Model	Applicable To	File Under	Bulletin No.
1994 - 96 PRELUDE	Si, VTEC	ELECTRICAL	96-041
			Issue Date SEP 9, 1996

Service Manual Update: Luminescent Gauge Troubleshooting

PURPOSE

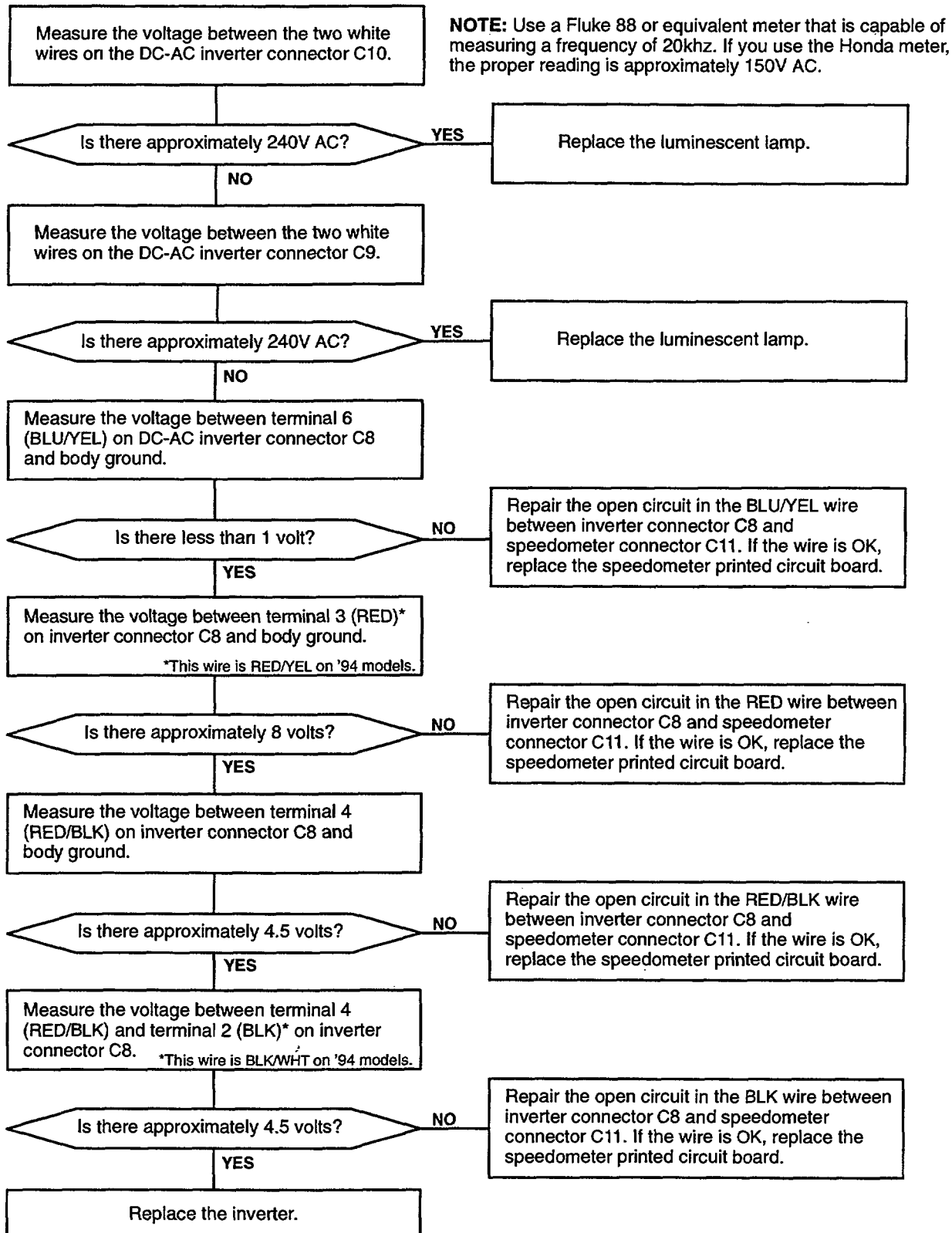
The service manual does not have troubleshooting procedures for the luminescent gauges. Use this service bulletin and the 1996 Prelude ETM to troubleshoot problems with the gauge display.

Troubleshooting Procedure A: The gauges do not illuminate, and the speedometer and tachometer do not work.
Take all measurements with the ignition switch ON, all electrical connectors connected, the headlight switch OFF, and the instrument panel brightness control on HIGH.



Index # 046743

Troubleshooting Procedure B: The gauges do not illuminate, but the speedometer and tachometer are working.
Take all measurements with the ignition switch ON, all electrical connectors connected, the headlight switch OFF, and the instrument panel brightness control on HIGH.



Applies To: **See VEHICLES AFFECTED****March 31, 1997**

Rear Wheel Bearing Noise

SYMPTOM

A whining noise from the rear wheels. At first, only at highway speeds, but, over time, becoming noticeable at low speeds.

PROBABLE CAUSE

The rear bearing hub caps were not manufactured correctly, allowing water to leak into the hub bearing assemblies, and contaminating the bearings.

VEHICLES AFFECTED

1992 - 96 Prelude - ALL

1990 - 96 Accord - ALL

1997 Accord - 2-door thru VIN 1HGCD7 . . . VA009547

- 4-door thru VIN 1HGCD5 . . . VA069560

- V6 thru VIN 1HGCE6 . . . VA007445

- Wagon thru VIN 1HGCE1 . . . VA003363

1995 - 96 Odyssey - ALL

1997 Odyssey - Thru VIN JHMRA1 . . . VC003933

CORRECTIVE ACTION

Replace the failed hub bearing assembly, then install new rear bearing hub caps.

PARTS INFORMATION

Rear Bearing Hub Cap (2 required):

P/N 42326-SG0-000, H/C 2589950

Spindle Nut:

All except Accord V6 and Wagon

P/N 90305-692-010, H/C 1483627

Accord V6 and Wagon

P/N 90305-SD4-003, H/C 2399723

Rear Hub Bearing Assembly:

Prelude

Si/Si 4WS/SE/VTEC

P/N 42200-SS0-981, H/C 3943206

S model

P/N 42200-SM4-A01, H/C 3943198

1990 - 93 Accord

4-door and 2-door w/ABS

P/N 42200-SM4-J51, H/C 3607140

4-door and 2-door w/o ABS

P/N 42200-SV1-008, H/C 4225900

Wagon w/ ABS P/N 42200-SM5-A51, H/C 3920493

Wagon w/o ABS

P/N 42200-SV4-N02, H/C 4574877

1995 - 97 Accord V6

P/N 42200-SV2-N51, H/C 4581492

1994 - 97 Accord

4-door and 2-door, EX and LX w/ABS

P/N 42200-SV1-J51, H/C 4225819

4-door and 2-door, DX and LX w/o ABS

P/N 42200-SV1-008, H/C 4225900

1994 - 95 Accord Wagon

EX and LX w/ABS

P/N 42200-SV4-N51, H/C 4461182

LX w/o ABS

P/N 42200-SV4-N02, H/C 4574877

1996 - 97 Accord Wagon

EX and LX w/ABS

P/N 42200-SV2-N51, H/C 4581492

LX w/o ABS

P/N 42200-SV2-N01, H/C 4581484

Odyssey: P/N 42200-SX0-951, H/C 4621983

WARRANTY CLAIM INFORMATION

In warranty: The normal warranty applies.

LABOR OP #	DESCRIPTION	HOURS
415112	Replace one rear wheel hub assembly (with drum brakes)	0.7
415113	Replace one rear wheel hub assembly (with disc brakes)	0.9
415114	Replace both rear wheel hub assemblies (with drum brakes)	1.1
415115	Replace both rear wheel hub assemblies (with disc brakes)	1.5

Failed part: P/N 42200-SV1-J51
H/C 4225819

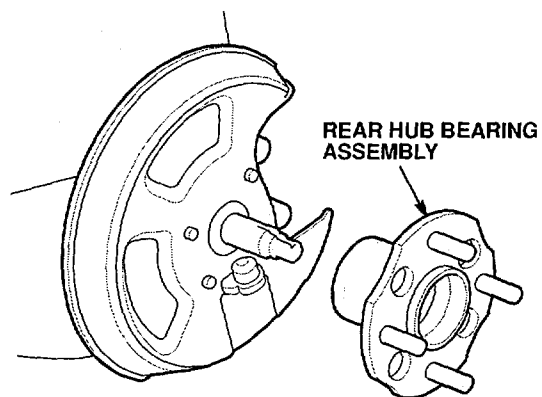
Defect code: 042

Contention code: B07

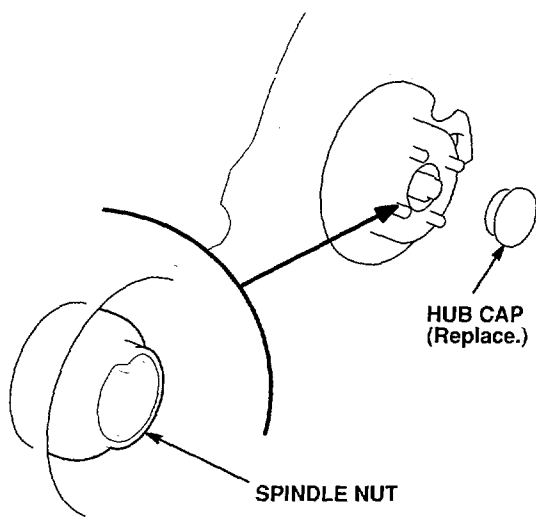
Out of warranty: Any repair performed after warranty expiration may be eligible for goodwill consideration by the District Service Manager or your Zone Office. You must request consideration, and get a decision, before starting work.

REPAIR PROCEDURE

1. Determine which rear hub bearing assembly has failed, and replace it with the correct one listed under PARTS INFORMATION. Refer to section 18 of the appropriate service manual for instructions.



2. Install a new spindle nut, and tighten it to the correct torque specification. Use a drift to stake the spindle nut shoulder against the spindle.



3. Install new bearing hub caps on both sides.
NOTE: Both bearing caps must be replaced; otherwise the bearings may fail again in the future.



Applies To: **1994 Prelude** – S from VIN JHMBAB. . .RC000001 thru RC099999 (except Si, VTEC)
1995 Prelude – S from VIN JHMBAB. . .SC000182 thru SC001963
– Si, SE from VIN JHMBB2. . .SC000356 thru SC004959
– VTEC from VIN JHMBB1. . .SC000109 thru SC001129

April 28, 1997

Regional Product Update Campaign: Prelude Air Conditioning Condenser

BACKGROUND

The potential exists for a problem with the A/C condenser on Preludes that have been driven in specific geographical areas where corrosive road salt is used for snow and ice removal, in areas where ocean air is combined with heat and humidity, or in areas subject to acid rain. Any of these conditions may cause corrosion of the condenser tubes, causing pinholes that allow the R-134a refrigerant to leak out.

CUSTOMER NOTIFICATION

All owners of affected vehicles will be notified by mail of this campaign. An example of the customer letter is on the next page.

Prelude owners outside the specified geographical areas will be notified that the warranty on the A/C condenser has been extended to 5 years with no mileage limit. Refer to service bulletin 97-036, *Warranty Extension: Prelude Air Conditioning Condenser* for details.

CORRECTIVE ACTION

Replace the A/C condenser. Replace the receiver/dryer if the refrigerant has leaked out of the system.

PARTS INFORMATION

A/C condenser kit (includes O-rings):

P/N 04801-SS0-000, H/C 5372396

Receiver/dryer:

P/N 80351-SS0-H91, H/C 4155321

PAG oil, 120 ml (use these numbers to order oil, but do not use them in the warranty claim:

Sanden – P/N 38897-P13-A01AH, H/C 5023627

Hadsys – P/N 38897-P0A-A01AH, H/C 5172663

DIAGNOSIS

1. Connect an approved R-134a recovery/recycling station to the A/C system.
2. Start the engine and turn on the A/C system.
3. Check the system pressures.
 - If there is normal pressure, or at least some pressure reading on the high side (some refrigerant in the system), go to **REPAIR PROCEDURE A**.
 - If there is no pressure (no refrigerant in the system), go to **REPAIR PROCEDURE B**.

WARRANTY CLAIM INFORMATION

OPERATION NUMBER	DESCRIPTION	FLAT RATE TIME	TEMPLATE ID	PARTS AND MATERIALS
616102	Repair Procedure A: Includes diagnosis; recover refrigerant; replace condenser; evacuate, recharge and test system; repair completion.	1.5 hours	97-035A	PAG Oil – Enter P/N 38899-010-999, H/C 5034608 under Parts Used. R-134a – Enter P/N R134a-24, H/C 5022397 under Parts Used.
616101	Repair Procedure B: Includes diagnosis; replace condenser <i>and</i> receiver/dryer; evacuate, recharge and test system; repair completion.	2.3 hours	97-035B	PAG Oil – Enter P/N 38899-020-999, H/C 494925 under Parts Used. R-134a – Enter P/N R134a-24, H/C 5022397 under Parts Used.

Failed part: P/N 80110-SS0-A11
H/C 4108429

Defect code: 726

Contention code: K20

048804

REPAIR PROCEDURE A (Refrigerant in system)

1. Recover the refrigerant with the recovery/recycling station.
2. Remove the condenser from the vehicle. (Refer to section 22 of the service manual.)
3. Add 10 ml (1/3 oz.) of the proper PAG oil to the new condenser.
1994 Prelude S – Sanden oil
1995 Prelude (ALL) – Hadsys oil
4. Install the new condenser with the new O-rings that came in the kit.
5. Evacuate and recharge the system with 650 g (23 oz.) of R-134a refrigerant.
6. Start the engine, run the air conditioner, and test the air temperature at the vents. If the system is blowing warm air, troubleshoot and repair the system before continuing.
7. Go to **REPAIR COMPLETION**.

REPAIR PROCEDURE B (No refrigerant in system)

1. Remove the condenser from the vehicle. (Refer to section 22 of the service manual.)
2. Add 20 ml (2/3 oz.) of the proper PAG oil to the new condenser.
1994 Prelude S – Sanden oil
1995 Prelude (ALL) – Hadsys oil
3. Install the new condenser with the new O-rings that came in the kit.
4. Replace the receiver/dryer.
5. Evacuate the system for 30 minutes.
6. Recharge the system with 650 g (23 oz.) of R-134a refrigerant.
7. Start the engine, run the air conditioner, and test the air temperature at the vents. If the system is blowing warm air, troubleshoot and repair the system before continuing.
8. Go to **REPAIR COMPLETION**.

REPAIR COMPLETION

1. Disconnect the recovery/recycling station from the A/C system.
2. Center-punch a completion mark above the third character (M) of the engine compartment VIN.

Center-punch here.

JHMBXXXXXXXXXXXX

Example of Customer Letter

May 1997

Product Update Campaign: Air Conditioning Condenser

Dear Prelude Owner:

We are sending you this letter to notify you of a potential problem with your Honda.

What is the problem?

The air conditioning condenser may corrode if the car is regularly driven in at least one of the following conditions.

- Where road salt is used for snow and ice removal
- Near the ocean (salt air and humidity)
- In areas subject to acid rain

Corrosion may perforate the condenser, causing the refrigerant to leak out. Your air conditioner will then no longer cool or dehumidify.

What should you do?

Call the local Honda dealer and make an appointment to have your car repaired. They will replace the air conditioning condenser with an improved part. They will also recharge the air conditioning system with refrigerant if it has leaked out. *This work will be done free of charge.* Please plan to leave your car at the dealer for at least half a day to allow them flexibility in scheduling.

What to do if you feel this notice is in error.

This notice was mailed to you according to the most current information we have available. If you no longer own this Prelude, or some information in this notice is incorrect, please fill out and return the enclosed, postage-paid *Information Change Card*. This will help us update our records.

If you have questions.

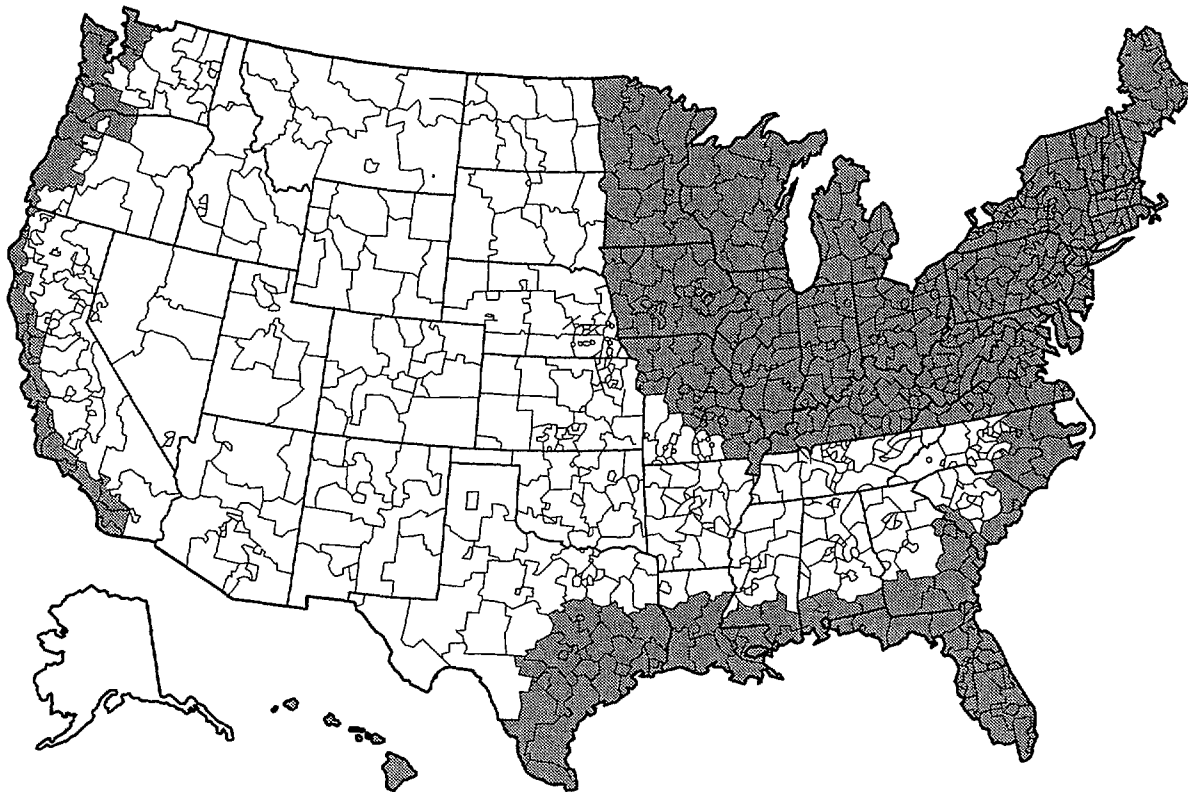
If you have questions about this notice, or need assistance with contacting a Honda dealer, please call the Honda Consumer Affairs Department at (800) 999-1009.

We apologize for any inconvenience this campaign may cause you.

Sincerely,

AMERICAN HONDA MOTOR CO., INC.
Honda Automobile Division

Gray Areas Are Included in This Product Update Campaign



Listed below are the states included in this product update campaign. States that are only partially involved are divided by zip code. The first three digits of the zip code are listed. Customers living in these states and zip codes will be sent letters asking them to get their cars repaired at a Honda dealer.

Alabama	363-366	Mississippi	394-396
California	900-921, 923-931, 934, 939-941, 943-951, 954, 955	Missouri	630, 631, 633-641, 644-646, 650-655
Connecticut	All	North Carolina	276-279, 283-285
Delaware	All	New Hampshire	All
Florida	All	New Jersey	All
Georgia	304, 308, 309, 313-317	New York	All
Hawaii	All	Ohio	All
Illinois	All	Oregon	970-974
Indiana	All	Pennsylvania	All
Iowa	All	Puerto Rico	All
Kentucky	400-406, 410-414, 420-424, 427	Rhode Island	All
Louisiana	700, 701, 703-708, 713, 714	South Carolina	294, 295, 298, 299
Maine	All	Texas	758, 759, 765-767, 770-787, 789
Maryland	All	Vermont	All
Massachusetts	All	Virginia	201, 220-229, 230-239, 245
Michigan	All	West Virginia	All
Minnesota	All	Washington	980-987
		Wisconsin	All

Owners who live in states that are not listed, or in zip codes other than those listed, will be notified that the warranty has been extended on the A/C condenser. Refer to service bulletin 97-036, *Warranty Extension: Prelude Air Conditioning Condenser*, for details.



Applies To: **1994 Prelude** – S from VIN JHMB A8. . .RC000001 thru RC099999 (except Si, VTEC)
1995 Prelude – S from VIN JHMB A8. . .SC000182 thru SC001963
– Si, SE from VIN JHMB B2. . .SC000356 thru SC004959
– VTEC from VIN JHMB B1. . .SC000109 thru SC001129

April 28, 1997

Warranty Extension: Prelude Air Conditioning Condenser

BACKGROUND

Driving conditions in certain parts of the U.S. may cause the A/C condenser to corrode, allowing the R-134a refrigerant to leak out. Those conditions are:

- Areas where corrosive road salt is used for snow and ice removal
- Areas where ocean air is combined with high heat and humidity
- Areas subject to acid rain

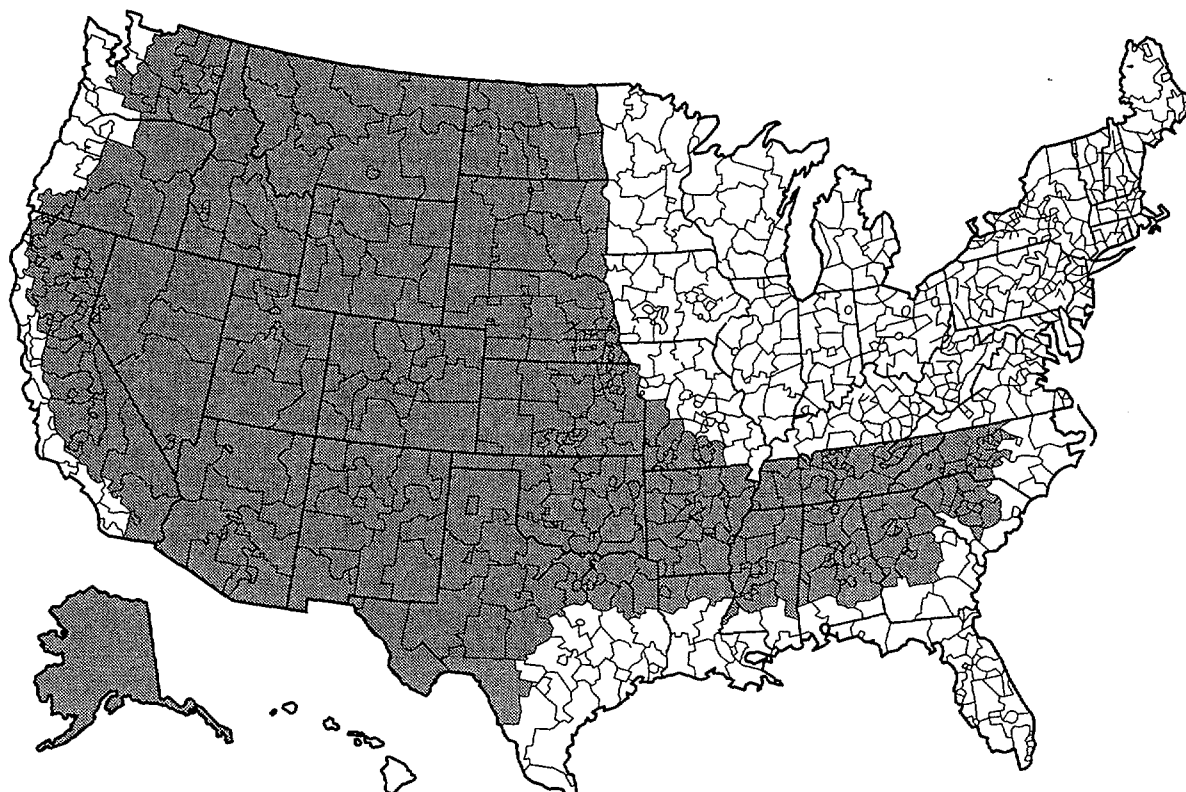
American Honda is conducting a Product Update Campaign to replace A/C condensers in Preludes in those areas. Refer to service bulletin 97-035, *Regional Product Update Campaign: Prelude Air Conditioning Condenser*, for details.

Condenser corrosion is not likely in areas outside those shown in the Product Update Campaign service bulletin. In the interests of customer satisfaction, American Honda is extending the warranty to owners in the non-Product Update areas to 5 years with no mileage limit. Refer to the map below.

GENERAL INFORMATION

Owners living in the shaded area of the map will be notified that the warranty on the A/C condenser has been extended. They will be advised to contact the dealer for repair only if the A/C system fails. An example of the customer letter is at the end of this service bulletin.

Gray Areas Are Included in the Warranty Extension

**046805**

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.

CORRECTIVE ACTION

If a customer brings in a Prelude in the affected VIN range with an A/C system failure, diagnose the problem. If the condenser is leaking, replace it and file a warranty claim using the information given below.

PARTS INFORMATION

A/C condenser kit (includes O-rings):
P/N 04801-SS0-000, H/C 5372396

Receiver/dryer:
P/N 80351-SS0-H91, H/C 4155321

PAG oil, 120 ml (use these numbers to order oil, but do not use them in the warranty claim):

Sanden- P/N 38897-P13-A01AH, H/C 5023627
Hadsys- P/N 38897-P0A-A01AH, H/C 5172663

REPAIR PROCEDURE

1. Remove the condenser from the vehicle. (Refer to section 22 of the service manual.)
2. Add 20 ml (2/3 oz.) of the proper PAG oil to the new condenser.
1994 Prelude S - Sanden oil
1995 Prelude (ALL) - Hadsys oil
3. Install the new condenser with the new O-rings that came in the kit.
4. Replace the receiver/dryer.
5. Evacuate the system for 30 minutes.
6. Recharge the system with 650 g (23 oz.) of R-134a refrigerant.
7. Start the engine, run the air conditioner, and test the air temperature at the vents. If the system is blowing warm air, troubleshoot and repair the system before continuing.

WARRANTY CLAIM INFORMATION

In warranty: The normal warranty applies.

Operation number: 616103
Flat rate time: 2.3 hours
Failed part: P/N 80110-SS0-A11
H/C 4108429
Defect code: 727
Contention code: K21
Template ID: 97-036A

Parts and Materials: PAG Oil -
enter P/N 38899-020-999,
H/C 4949251 under Parts Used.
R-134a - enter P/N R134a-24,
H/C 5022397 under Parts Used.

Out of warranty: Any repair performed after warranty expiration may be eligible for goodwill consideration by the District Service Manager or your Zone Office. You must request consideration, and get a decision, before starting work.

Example of Customer Letter

May 1997

Warranty Extension: Prelude Air Conditioning Condenser

Dear Prelude Owner:

American Honda has determined that the air conditioning condensers in certain 1994-95 Preludes may corrode when regularly driven in harsh conditions that occur in some parts of the U.S. Those conditions are:

- Where road salt is used for snow and ice removal.
- Near the ocean (salt air and humidity).
- In areas of acid rain.

Because of the milder driving conditions in your area, it is not likely that your car's A/C condenser will ever corrode and fail. To protect you in the unlikely event that it does, American Honda is extending the warranty on the A/C condenser to 5 years from the date your car was first sold. There is no mileage limit. The rest of the air conditioning system is covered by Honda's 3 year/ 36,000 mile New Car Limited Warranty. Refer to your warranty booklet for details and limitations.

There is no need to have the A/C condenser replaced as long as the air conditioning is working. If the A/C should ever stop cooling the car's interior, take the car to a Honda dealer for diagnosis and repair. If they determine that the condenser is bad, it will be replaced free of charge under this warranty extension.

If you have any questions or concerns about this warranty extension, please call the Honda Consumer Affairs Department at (800) 999-1009.

Sincerely,

AMERICAN HONDA MOTOR CO., INC.
Honda Automobile Division

AHM - MESSAGES

MESSAGE ID.....: A77

MESSAGE DESCRIPTION..: TRUNK LIGHT LENS
TRANSMISSION STATUS..: R - READY TO SEND
ROUTING METHOD.....: AUTOMATIC

M

DATE LAST UPDATED.....: 09/21/93
START DATE.....: 09/21/93
✓ EXPIRATION DATE.....: 09/25/93
DATE TRANSMITTED TO AHM:
RECEIVING DEPARTMENT....: SERVICE

ALL AUTO DEALERS
ALL AUTO SERVICE ZONES
ALL AUTO SERVICE DISTRICTS

TO : All Service Managers, Sales Managers and PDI
Technicians
FROM: Service Engineering
RE: Missing Trunk Light Lens On Some 94 Models

Some vehicles shipped to your dealership may not have a trunk light lens installed. Please inspect your inventory for vehicles in the vin range listed below. Install lens 34262-SM4-003 if missing.

93 Civic	EG8-S058783	thru	EG8-S059471	Japan Production
93 Civic	EG9-S013063	thru	EG9-S014045	Japan Production
94 Civic	EG8-S000001	thru	EG8-S001681	Japan Production
94 Civic	EG9-S000001	thru	EG9-S001082	Japan Production
94 Accord	CD5-004847	thru	CD5-023138	Japan Production
94 Prelude	BB1-000004	thru	BB1-000056	2W/S
94 Prelude	BB2-000016	thru	BB2-000667	4W/S

Warranty Claim Information:

Labor Operation Number:	721001
Flat Rate Time:	0.2
Failed Part Number:	34262-SM4-003
H/C	4096897
Defect Code:	078
Contention Code:	A99

② 9/20/93

Electronic 4WS S/M Notes

Here are a few corrections and clarifications for the 4WS Electronic Neutral Check in the '92 Prelude S/M.

Page 17-147, step 7: The "right" and "left" are reversed in the second part of this step (top of the page). It should read "Turn the steering wheel to the left, then turn [it] to the right beyond the straight driving position." Repeat this operation *several times* until you find the position where the 4WS indicator light starts to come on and stays on steadily.

Page 17-148, step 8: Same problem as above. The "left" and "right" are reversed in the second part of the step (top of the page). It should read "Turn the steering wheel to the right, then turn [it] to the left beyond the straight driving position." Repeat this operation *several times* until you find the center point of the range where the 4WS indicator light blinks.

Page 17-149, steps 13 and 15: Both these steps say to "Turn the left rear wheel *fully* . . ." All you're really doing is applying pressure to the wheel in the directions indicated. You can't actually "turn" the wheel very far because the rear steering lock pin was installed in the rear actuator in step 11.

Prelude Clutch Disc Guide

A late '88-'89 Prelude with clutch judder would be a good candidate for an improved non-asbestos clutch disc. (The asbestos clutch discs in early '88 cars generally don't judder.)

Here's a guide to all '88-'89 Prelude clutch discs. The parts micro fiche list the specific applications by engine number.

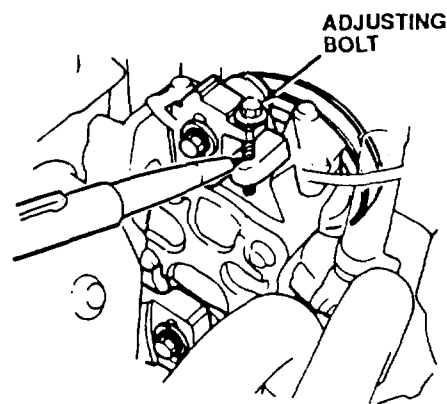
Year	Original Part	Improved Part
Early '88	22200-PK1-000	None
Mid '88	22200-PK1-010	None
Late '88/ Early '89	22200-PK1-S01	22200-PK1-305*
Late '89	22200-PK1-A00	22200-PK1-306

*This disc is also the replacement for the clutch set in S/B 88-029, "Increased Clutch Durability."

'92 Civic Belt Tension

When installing A/C on a '92 Civic, make sure you don't overtighten the compressor and power steering pump belts. These ribbed belts don't "self-adjust" like a V-belt, and once overtightened, they stay too tight, putting extra load on the related components.

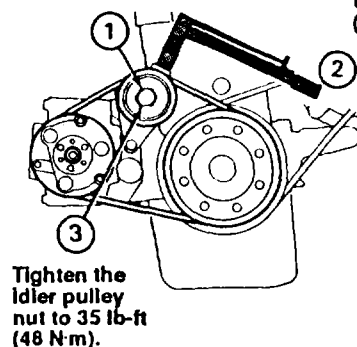
Before you remove the P/S pump belt, mark the threads on the adjusting bolt with a dark color felt-tip pen. Then, when you readjust the belt, tighten the adjusting bolt down to its original position.



There are three ways to properly adjust the compressor belt. The best way is the torque wrench method. With the idler pulley nut just finger tight, torque the adjusting bolt to 40 lb-in (that's pound-inches), then tighten the idler pulley nut to 35 lb-ft.

Make sure the idler pulley nut is just finger tight.

Torque the adjusting bolt to 40 lb-in (45 kg-cm).



Tighten the idler pulley nut to 35 lb-ft (48 N-m).

If you'd rather use a tension gauge, tighten the adjusting bolt until the gauge reads about 135 lbs. In a pinch, you can also use the old deflection method, but this is the least accurate method for any belt, especially a ribbed belt. When properly adjusted, the belt should deflect about 1/4" with a force of about 22 lbs.

Civic/Prelude A/C Compressor Noise

The following symptoms usually indicate a damaged discharge valve on '84-92 Civics or '88-92 Preludes equipped with Panasonic or Sanden rotary-type A/C compressors:

- The compressor spins backwards rapidly when the clutch disengages. (Normally, a rotary-type compressor will only spin backwards about 1/4 to 1/2 turn when the clutch disengages.)
- The compressor makes a rattling or clicking noise when the clutch disengages.
- The high and low side system pressures equalize immediately.

Unfortunately, the discharge valve is not available separately; the compressor must be replaced.

A/T Repair Kit Update

Here's an updated list of the new automatic transmission repair kits.

These kits include: gaskets, seals, O-rings, clips, clutch discs and plates, reverse slider, reverse gear, differential pinion shaft, and axle seals. Currently, they don't include the accumulator O-rings. Order them separately.

Application	P/N	H/C
'83 Accord	06113-PC9-305	3751641
'84-85 Accord	06113-PC9-306	3751658
*'86-89 Accord	06113-PF4-305	3751716
'84-85 Civic	06113-PF0-305	3751740
'86-87 Civic	06113-PH0-305	3751724
**'88-89 Civic	06113-PL4-305	3751732
'83-87 Prelude (carb)	06113-PC9-307	3751682
'85-87 Prelude Si	06113-PF4-306	3751690
'88-89 Prelude	06113-PK4-305	3751708

*Currently, this kit doesn't include a reverse selector, P/N 23565-PC9-000, for '86 and early '87 models. Order it separately, or order a late '87-88 reverse shift fork, P/N 24111-PF4-020, and use the late '87-88 reverse selector in the kit.

**Currently, this kit doesn't include a reverse selector, P/N 23565-PC9-830, for the '88 model. Order it separately.

Accord/Prelude A/T Tips

Here are some diagnostic tips for various automatic transmission symptoms on '90-92 Accords and '88-92 Preludes:

Erratic shifts, premature upshifts, or no downshifts may occur if the A/T control unit isn't receiving the proper signals from the throttle angle sensor. What's more, if the throttle angle sensor circuit is open (even intermittently), the A/T control unit may not code. Check for poor connections throughout the throttle angle sensor circuit, all the way to the A/T control unit. (If there's poor contact at the A/T control unit connector, see the July '91 S/N for tips on removing and adjusting the connector terminals.)

Problem code 2 may be caused by a short to ground (possibly intermittent) in the lock-up solenoid B circuit, which also may damage the A/T control unit. Check for a short to ground in this circuit *before* you substitute a known-good control unit. If you substituted a known-good control unit before checking for a short, reinstall the control unit in the donor car for a test drive. If this car now has a code 2, the control unit was damaged by a short to ground.

If problem code 1, 2, 7, or 8 sets as soon as the engine is started, the indicated circuit is either open or shorted to power. If the code sets after selecting a gear or while driving, the circuit is shorted to ground. Remember, a poor connection at the control unit may give the same symptom as an open. Check the control unit terminals as described in S/N, July '91.

'90-92 Accord A/T control units may be substituted with each other for testing purposes only. However, if a '92 control unit is used in a '90-91 car, there will be no S mode, the S light will be on in D4, and the S light will flash if there's a code. If a '90-91 control unit is used in a '92 car, the D4 light will not be on in D4, but the D4 light will flash if there's a code.

HONDA ServiceNews

©1992 American Honda Motor Co., Inc. - All Rights Reserved. Published by AHM Service Publications, 1919 Torrance Blvd., Torrance, CA 90501-2746. All suggestions become the property of American Honda Motor Co., Inc.; sending a suggestion gives American Honda permission to publish it without further consideration.



1991 Top Tech Troubleshooting Contest

On Saturday, February 22nd, over 200 Top Techs from all over the country squared-off against some heavily bugged '92 Civic Sedans in the 1991 Top Tech Troubleshooting Contest. The contest was broken up by zone, with each of the 10 Zone Training Centers hosting about 20 Techs. Each Tech was given two hours to solve numerous electrical and performance-related problems. Like last year, the major emphasis was on electrical troubleshooting, particularly open and short circuits, switched wires, and bad connections. Logical troubleshooting procedures and proficiency in using the ETM were vital to success.

Congratulations to the 20 Top Techs listed below, the top two from each zone, for finding and fixing the most bugs. We hope you enjoyed your weekend celebration in Scottsdale, Arizona, with the 1991 Top Advisors.

We'd also like to congratulate all of you who competed in this year's contest – you're all winners in our book – and thanks to everyone who gave up their time to make the contests the success that they were.

Zone Winners

Western Zone

Jim Clark, Metro Honda,
Montclair, California

Brad Lewis, Stevens Creek Honda,
San Jose, California

Northwestern Zone

Kerry Ketcham, Renton Honda,
Renton, Washington

Jeff Wilson, Thomas Motors, Inc.,
The Dalles, Oregon

South Central Zone

Richard Burleson, Morrow Honda,
Lufkin, Texas

John Skala, Spring Branch Honda,
Houston, Texas

Central Zone

Daniel Gakle, Putnam Imports,
Elkhart, Indiana

James L. Hardaway, Honda Cars,
Clarksville, Indiana

Northeastern Zone

Jeff Miller, Griffith Honda of York,
York, Pennsylvania

Harry Wilson, Keenan Honda,
Doylestown, Pennsylvania

Mid-Atlantic Zone

Bill Allen, Landmark Honda,
Alexandria, Virginia

Kevin Taylor, Rosenthal Honda,
Vienna, Virginia

Southeastern Zone

Jeff Kubala, Coggin-O'Steen Honda,
Orlando, Florida

Chuck Prochnow, Jerry Damson Honda,
Huntsville, Alabama

North Central Zone

Joe Miller, Schaumburg Honda,
Schaumburg, Illinois

Joe Struett, Honda of Lisle,
Lisle, Illinois

New England Zone

Frank Freeman, Middletown Honda,
Middletown, New York

David Perault, Honda Auto Limited,
Nashua, New Hampshire

West Central Zone

Ralph Garcia, Ralph Schromp Honda,
Littleton, Colorado

Larry Holtmeier, Williamson Honda,
Lincoln, Nebraska

Accord Fuel Filter Removal Tips

The '94 Accord fuel filter and its lines are not easy to get at, but using the right tools helps. To remove the lower (inlet) line, work from underneath the car. Hold the filter with a 19 mm open-end crowfoot wrench on an 11 inch or longer extension. Loosen the flare nut with a 14 mm flare-nut crowfoot wrench on an 11 inch or longer extension. You can also use the 19 mm open-end crowfoot wrench from above to hold the filter when you remove the upper (outlet) line with a socket. For your convenience, here are several suppliers' tool numbers for these crowfoot wrenches (crowfeet?):

	19 mm Open-End	14 mm Flare-Nut
MAC	MC0195	CHBM14
Snap-on	FCOM19	FRHM14
Matco	WCFS19M	WBCFN14M6

'93-'94 Civic VX Idle Speed Adjustment

Add this note to step 9 of the Idle Speed Setting procedure on page 11-114 of your '93 and '94 Civic S/Ms:

VX Model Only: Idle the engine for one minute with headlights (low) ON, and check the idle speed.

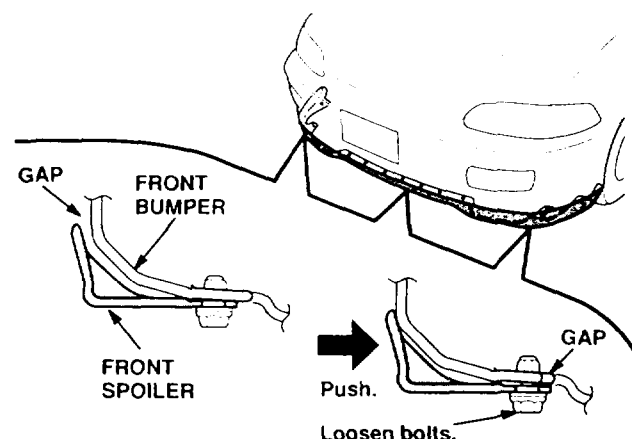
In other words, for the VX model, don't turn on the high beams or the rear defogger like you would for the other Civic models.

New On-Car Wheel Balancer Just Out

The all-new, portable Hofmann DAFB-10 On-Car Finish Wheel Balancer was recently added to our Tool and Equipment Program. This drive axle finish balancer (DAFB) was designed especially to finish balance the front wheels of Honda front-wheel-drive vehicles after they have been balanced off the vehicles. It's not a substitute for an off-car balancer; it's used to minimize vibration caused by imbalance in the rotor/hub by balancing the wheel-tire-rotor-hub assembly as a complete unit. For additional information, check out the information packet we

Fix Civic Spoiler Gap

A gap between the front spoiler and the bumper on a '92-'95 Civic can be eliminated by readjusting the spoiler. Loosen the spoiler mounting bolts. (If you find the spoiler mounting holes are elongated or torn at this point, replace the spoiler before proceeding.) Push the clip nuts and the spoiler toward the rear of the car (so there's a gap between the edge of the bumper and the back of the clip). Then, retighten the mounting bolts (start in the middle and work outwards). If the clips slide forward when you tighten the bolts, remove the clips and squeeze them together to increase their tension.



New Way to Adjust A/T Throttle Cable

For years we've been telling you that misadjusted A/T throttle control cables will cause poor shift quality, torque converter "hunting," and other lock-up control problems. We've also covered the adjustment procedure: Make sure the control lever is synchronized with the throttle, but not preloaded. Now, however, there's a more precise adjustment method for '90-'94 Accords and '88-'94 Preludes (or any future models that have a throttle "B" pressure inspection hole and an A/T throttle control cable).

1. Connect a pressure gauge to the throttle "B" pressure inspection hole on the transmission. (Refer to the appropriate S/M.)
2. Warm up the engine to normal operating temperature (until the cooling fans cycle at least twice).
3. Shift the trans to D/D4, and check the pressure. The wheels should be on the ground, not turning.
4. Adjust the cable so that no pressure is indicated at idle, but as soon as the engine rpm is increased,

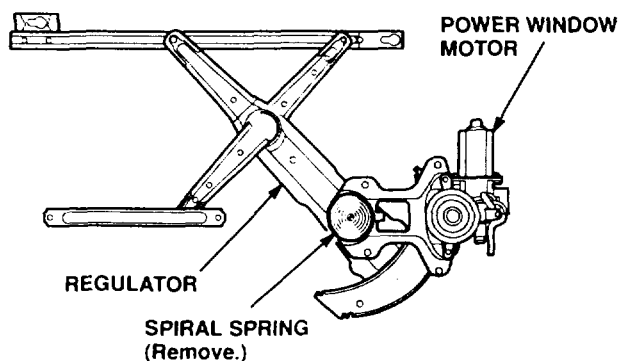
Need A/C Help? Get Temps & Pressures

If you'd like Tech Line's advice with an A/C performance problem, it would help if you have the temperature and pressure information at hand when you call. Here's how to get what they need:

1. Set the temperature selector to the coldest position. Switch the ventilation system to recirculation. Set the blower to the highest position. Close all the doors and windows.
2. Record the high and low pressures at idle and at 3,000 rpm after the compressor has cycled on and off several times.
3. Record the temperature of the air coming out of the vents, and record the air temperature in the shop 12 inches in front of the grille.

Civic Power Window Regulator Creaks

A creaking noise when you raise or lower one of the power windows on a USA- or Canada-produced '94 Civic can be eliminated. Just remove the spiral spring from the window regulator. That's right – this spring isn't really necessary; the factory has already discontinued it.



Civic Chirps From Side of Dashboard

A "chirping" noise from either side of the dashboard on a '92-'94 Civic may be caused by the door panel contacting the dashboard. To give the dash more clearance and get rid of the noise, first roll a shop towel up into a tight cylinder. Open the door, and place the towel between the dash and the door panel. Gently close the door on the towel, and the dash will

Phone ESN Changes

Some of our cellular phones are now coming with a new series of electronic serial number (ESN), and this has confused some people. Until recently, the ESN was always an eight digit number beginning with "82" (8 2 _ _ _ _ _). The new series of ESNs is still eight digits, but now it begins with "C3" (C 3 _ _ _ _ _). So, when the Number Assignment Module (NAM) instructs you to obtain the ESN from the back of the phone, you're looking for the number that begins with either "82" or "C3."

When you activate the phone, the phone company will also need the ESN. But some phone companies won't accept the eight digit, hexadecimal version mentioned above; they'll only accept the eleven digit, decimal version, which isn't on the phone. We could give you the formula for converting hexadecimal numbers to decimal numbers, but there's a simpler way. Four labels with both versions of the ESN come with every phone. One label is stuck to the end of the phone carton, and the other three are folded and taped to the carton so that you can stick one on the R.O., one on the inventory folder, and one wherever you want. Stick one of these labels somewhere where it can be retrieved before you throw away the phone carton. (Decimal versions of the ESN begin with "130" when the hexadecimal ESN begins with "82" or with "195" when the hexadecimal ESN begins with "C3.")

'93 Accord SE Blows Bose Amp Fuse

A blown No. 35 fuse or a clicking or popping noise from the speakers on a '93 Accord SE may indicate that the rear speakers are improperly installed. Open the trunk, and look at the rear speaker connectors. If the connectors are facing the front of the car, the connector or wires may rub against the rear shelf and cause a short. Remove the rear speakers, repair any connector or wire damage, and reinstall the speakers so that the connectors face the rear of the car.

HONDA ServiceNews

©1994 American Honda Motor Co., Inc. - All Rights Reserved. Published by AHM Service Publications, 1919 Torrance Blvd., Torrance, CA 90501-2746. All suggestions become the property of American Honda Motor Co., Inc.; sending a suggestion gives American Honda permission to publish it without further consideration.

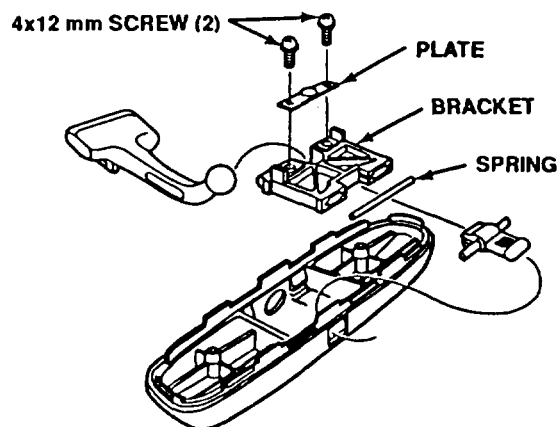


HONDA ServiceNews December 91

Repair Mirrors with New Bracket Set

A Mirror Bracket Set is now available to repair an internally damaged rearview mirror. The kit consists of a plate, bracket, spring, and two 4 x 12 mm screws. The P/N's and applications are:

'82-87 Accord 4-door
& '83-87 Prelude: P/N 06764-SG0-000
'82-87 Accord 3-door: P/N 06764-SA5-003



'92 A/C Installation Instruction Notes

Prelude: When installing A/C in a '92 Prelude, make sure you connect the condenser line to the fitting marked "IN" on the receiver-dryer. If the "IN" fitting is facing the wrong way, loosen the pinch bolt in the receiver-dryer bracket and turn the receiver-dryer around, then connect the condenser line and retighten the pinch bolt.

Disregard the position of the pressure relief plug on the receiver-dryer shown in step 14 of the installation instructions. Early receiver-dryers have the plug in the back (toward the bulkhead), but later receiver-dryers have the plug in the front (toward the bumper).

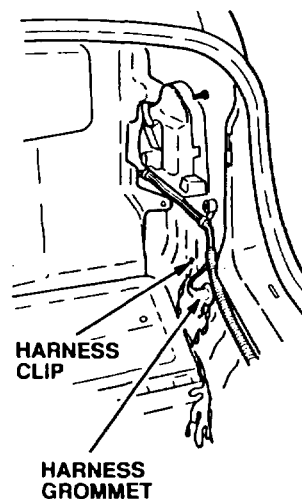
The A/C main switch requires some assembly. Pry the hole cap off of the switch, then install the A/C switch button and blue lens provided in the kit. If the blue lens is lost, order P/N 79609-SS0-003.

Civic: The heater duct is held in place with only two screws, not four as shown in step 5 of the installation instructions. The two additional screws you'll need to install the evaporator (step 10) are provided in the kit.

'92 Prelude: Water in Trunk

Water in the trunk area of a '92 Prelude may be coming from the right side marker harness grommet or a nearby harness clip.

To confirm the cause, remove the trunk rear trim panel and run some water around the edges of the taillight and bumper. If the water is coming from the grommet or clip, seal them with 3M Super Weather-strip Adhesive (3M #08011).



Check '92 Civic Clutch Free Play

Some '92 Civics may come from the factory with insufficient clutch pedal free play, so check all new Civics in your stock and any Civics that come in with clutch slippage. Make sure they have 1-10 mm of initial pedal free play (before the pedal starts to move the master cylinder piston), and 12-21 mm of total pedal free play (before the pedal starts to disengage the clutch).

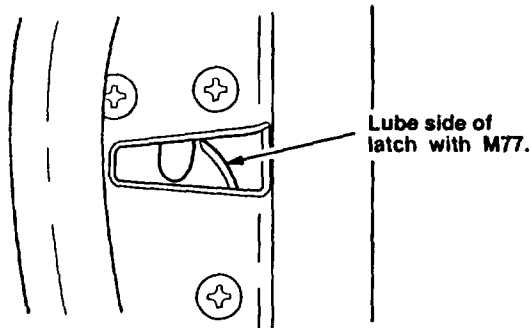
And while you're looking at the Pedal Free Play procedure on page 12-4 of the '92 Civic S/M, make the following notes:

- The part names for clutch pedal switches A and B are reversed. The upper switch should be B and the lower switch should be A.
- On cars without cruise control, a bolt and locknut are used instead of clutch pedal switch A (the lower one).
- The clutch pedal height in the S/M is to the bare floor. To the carpet, the height is 157 mm.

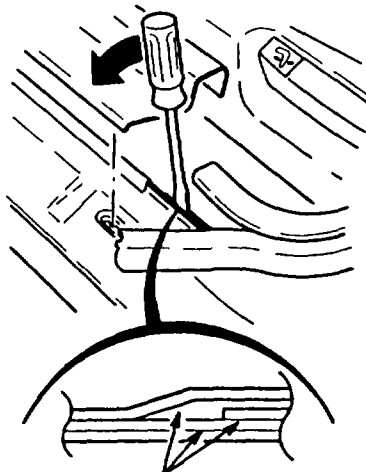
Eliminate Accord "B" Pillar Creak

Here are two possible causes (and the cures) for "B" pillar creak on a '90-92 Accord Sedan.

One possible source is a front door latch. Test drive the car to determine what conditions produce the noise (accel, decel, turning, etc.). Now try to duplicate the noise while holding the door open slightly. If the noise goes away with the door open, lube the latch with M77. Open the door, then push the latch to the closed position with a screwdriver. Now lube the side of the latch that touches the housing when the door is closed.



If the latch isn't the source of the noise, it may be the sheet metal joint at the base of the "B" pillar. Remove the front door sill molding and pull up the rear end of the door trim. Look under where the sill molding and door trim meet in front of the "B" pillar – you'll see a gap in the weld flange where four panels meet. Working through that gap with a #2 flat tip screwdriver, pry those four panels apart just slightly. Test drive the car to make sure the noise is gone, then reinstall the door trim and sill molding.



Pry at these points as necessary.

Wet Nose Mask May Cloud Paint

Water trapped between the nose mask and the paint may cause cloudiness in the clear coat. This is especially true for cars with fresh paint. In fact, if the car has been repainted, don't use the mask at all for at least two weeks.

If cloudiness occurs from using the mask, you may be able to clear it up using an infrared lamp. Apply the lamp to the cloudy area for two hours. Keep the lamp about 18-24 inches from the surface to avoid burning the paint. If the lamp doesn't cure the cloudiness, the paint will have to be refinished.

Great PQR's: We're Telling Santa

A copy of this article is being sent up north to that jolly old fellow with the red driving suit and that cool "ride" that really flies (a new Prelude, of course). This way he's sure to know that the following people have been especially good about sending in quality PQR's.

Gary Watts	Honda of Tempe
Pat Maloney	Washington Honda
Alex Gow	Grappone Honda
Ken Van-Meter	Honda of Lisle
Aaron Herman	
& Tommy Jenkins	Miller Honda
Bob Bryan	Jerry Damson Honda
Wayne Rogers	Ron Norris Honda
Alan Nusbaum	Don Davis Honda
Gene Hockey	
& Jeff Kubala	Coggin-O'Steen Honda
Randy Compton	Eagle Honda
Anthony Lamacchia	Lamacchia Honda
Zack Cook	Faulkner Honda
Martin Galindez	San Francisco Honda
Kevin Zelinskie	
& Jeff Miller	Griffith Honda of York
Robert Collins	Sunny Honda
Matt Tronick	Bell Honda
Patrick McLaren	Braman Honda of Palm Bch

HONDA ServiceNews

©1991 American Honda Motor Co., Inc. - All Rights Reserved. Published by AHM Service Publications, 1919 Torrance Blvd., Torrance, CA 90501-2746. All suggestions become the property of American Honda Motor Co., Inc.



WE SUPPORT
VOLUNTARY TECHNICIAN
CERTIFICATION THROUGH
AUTOMOTIVE
SERVICE

'95 Accord SRS Troubleshooting

SRS Unit Identification: The '95 Accords use SRS units from three different manufacturers: DE, NEC, and Takata. Unfortunately, each make of SRS unit requires its own slightly different set of S/M troubleshooting procedures, and it's difficult to positively identify the make without removing the unit from the car.

The following table identifies which SRS units are *originally* installed in which cars, so you can get to the appropriate troubleshooting procedures quickly. Then, it indicates the correct *replacement* SRS unit because the current parts microfiche contain some incorrect information. Note that the replacement unit may not be the same as the original unit.

Accord Model	SRS Unit (OEM)	Replacement SRS Unit P/N
Wagon	Takata	06772-SV5-A90
V6	Takata	06772-SV7-A90
US-produced EX, LX and early DX	DE	06772-SV4-A90
Late US-produced DX	NEC	06772-SV4-A90
All Japan production	DE	06772-SV4-A90

V6 Troubleshooting: Now that you're getting used to troubleshooting the SRS with the PGM Tester, you can't use it on the Accord V6 SRS... yet. An updated program card and an adapter cable for the 16P OBD-II data link connector (DLC) are in the works, and they should be available in early '95.

If you need to diagnose a V6 SRS problem in the meantime, use the SCS service connector, the test harness, and the Takata section of the '95 Accord 4-cylinder S/M. The thing most people have trouble with is clearing a code from the SRS unit with the SCS service connector. (Remember, disconnecting the SRS unit will not clear a code, and the SRS indicator light will stay on as long as there's a code in the SRS unit memory.) Just faithfully follow the S/M procedure or the procedure in the April '94 issue of S/N (timing is everything!).

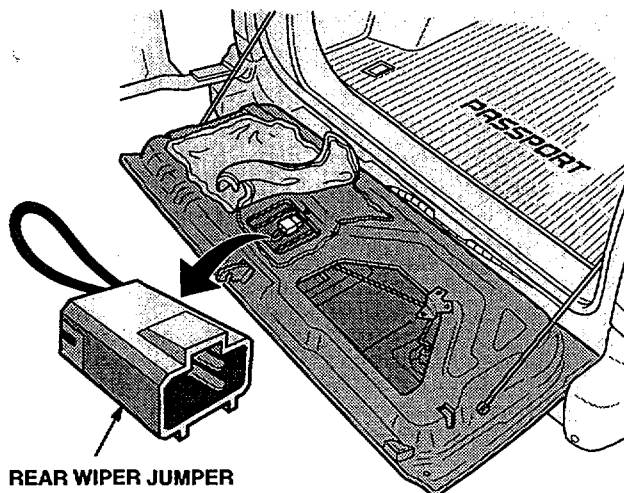
S/M Correction: Change step 2 on page 23-316 and 23-343 of the '95 Accord S/M to read: "Turn the ignition switch ON (II). The SRS indicator light comes on for about 30 seconds and goes off..."

Index • **040891**

Tailgate Release Still Won't Work

Back in the January '94 issue of S/N, we explained what it takes to get the electric tailgate release to work on Passport LX and EX models: vehicle parked, A/T models in Park or neutral, parking brake applied on M/T models, and rear window wiper off and in the park position.

If the tailgate release still won't work on an LX model (which has no rear wiper), the rear wiper jumper in the hatch harness may be missing. If it's missing, order a wiper motor jumper, P/N 8-97104-874-0, H/C 4463162.



REAR WIPER JUMPER

'95 New Model Training Materials

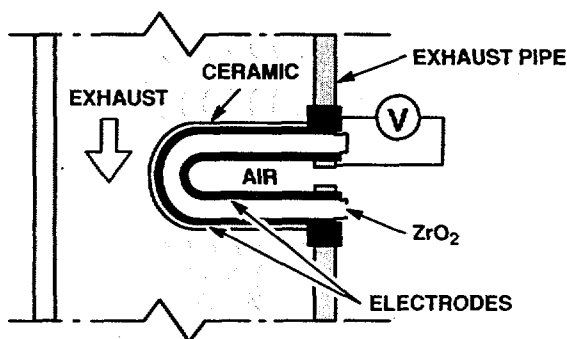
If you haven't yet seen the 1995 New Model Introduction videos and received your copy of the 1995 New Model Technician's Information Guide, talk to your Service Manager. (One two-part video for each dealership and one technician guide for each Master and Line technician listed on DPTS were sent out the latter part of October.)

These PROformance materials give you an in-depth look at all the new features and technology in the Accord V6, plus a brief look at the minor changes to the Accord 4-cylinder, Civic, del Sol, and Prelude lines. The Fuel and Emissions section, with its extensive coverage of the new on-board diagnostics (OBD) system, is especially informative. The guide is a worthwhile text to hang on to because all of our cars will comply with OBD-II by 1996.

O₂ Sensors: How They Work & Why They Quit

Many people are mystified about the workings of that device in the exhaust system called the oxygen sensor (O₂S). How does something in the exhaust stream generate voltage and help the engine control module (ECM) to adjust the air/fuel mixture? What makes an O₂S go bad?

The heart of a typical O₂S is a thimble-shaped element made of a special material called zirconium dioxide (ZrO₂). The inner and outer surfaces of this element each have an electrode made of a layer of thin porous platinum. The O₂S is designed so that the inner surface of this element is exposed to ambient air (the atmosphere), while the outer surface, which also has a porous ceramic coating, is exposed to the exhaust gases.



While some oxygen is still present in burned exhaust gases, there's obviously more oxygen present in the atmosphere. Because the oxygen proportions differ between the inner and outer surfaces of the element, and thanks to the special properties of the ZrO₂, a voltage is generated between the two electrodes.

Keeping in mind that the amount of oxygen in the atmosphere is relatively constant, the voltage output will vary as the amount of oxygen in the exhaust gases varies. Less voltage is generated when the air/fuel mixture is lean because of the higher oxygen content in the exhaust. More voltage is generated when the air/fuel mixture is rich because of the lower oxygen content in the exhaust. By monitoring this voltage, the ECM knows how rich or lean the air/fuel mixture is, and it adjusts the mixture accordingly.

So what makes an O₂S stop working properly? Carbon from exhaust? Sounds logical, but no, the number one enemy of an O₂S is silicone.

When the exhaust side of the element is exposed to silicone, the pores of the protective ceramic coating become clogged. Once this occurs, the exhaust side receives less oxygen. As a result, the O₂S generates more voltage than it normally would for a given air/fuel mixture. This may cause the ECM to lean the

mixture enough to cause driveability problems or trigger the malfunction indicator lamp (MIL).

If the ambient air side of the element is contaminated with silicone, the porous electrode becomes clogged, reducing the oxygen on that side. Then the O₂S will generate less voltage, so the ECM tries to compensate by richening the mixture. This too may deteriorate driveability or trigger the MIL.

Sometimes the source of the silicone may be the fuel, but the more likely sources are the silicone sprays, greases, and adhesives used in just about every service department these days. When you use these products, don't let them get into the engine's air intake tract, the exhaust system (upstream of the O₂S), or the vents on the O₂S.

Civic Power Windows/Mirrors Won't Work

If you come across a new '95 Civic with power windows and power mirrors that won't work, first check connector C554 near the driver's door hinge. We've seen some of these connectors that were overfilled with waterproof grease and wouldn't snap together properly. Remove the excess grease, and make sure the connector halves snap together securely.

Civic A/C and Cooling Fans Don't Come On

If the A/C compressor and radiator fans on a '95 Civic won't come on at PDI or after an A/C installation, check the A/C thermostat connector (C726) at the evaporator. Look at the harness-side of the connector for some plastic "flashing" that keeps it from making contact with the thermostat-side of the connector. Trim away the flashing until the connector halves snap together completely.

HONDA ServiceNews

©1994 American Honda Motor Co., Inc. - All Rights Reserved. Published by AHM Service Publications, 1919 Torrance Blvd., Torrance, CA 90501-2746. All suggestions become the property of American Honda Motor Co., Inc.; sending a suggestion gives American Honda permission to publish it without further consideration.



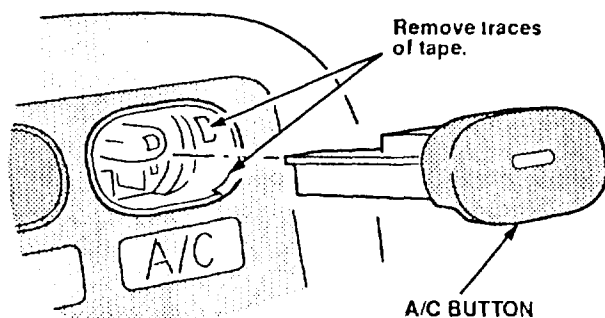
WE SUPPORT
VOLUNTARY TECHNICIAN
CERTIFICATION THROUGH
NATIONAL INSTITUTE FOR
AUTOMOTIVE
SERVICE
EXCELLENCE

ASN 16928 (9412)

HONDA ServiceNews February 92

Civic A/C Button Sticks In or Out

Before replacing a '92 Civic 3-door heater control panel for a sticking A/C button, check the button receptacle for stray pieces of double-sided tape. (The factory applies the tape to the A/C switch hole cap, but pieces of it may end up in the control panel when the cap is removed.) Pull the A/C button out of the control panel so you can check the receptacle thoroughly. Remove any traces of tape with tweezers, then reinstall the button and retest the switch. The factory changed the taping procedure after VIN 2HGEH . . . NH504496, so you shouldn't see this problem on later cars.



New "Rad" Adapters

The new low-profile type radiator caps and necks on '92 Civics require new adapters for pressure checking. Two known-sources for such adapters are Assenmacher Specialty Tools (800-525-2943 or 303-530-2424) and Snap-on (contact your local representative).

	Assenmacher	Snap-on
Cap adapter	FZ 39	TA 39
Radiator adapter	FZ 38	TA 38

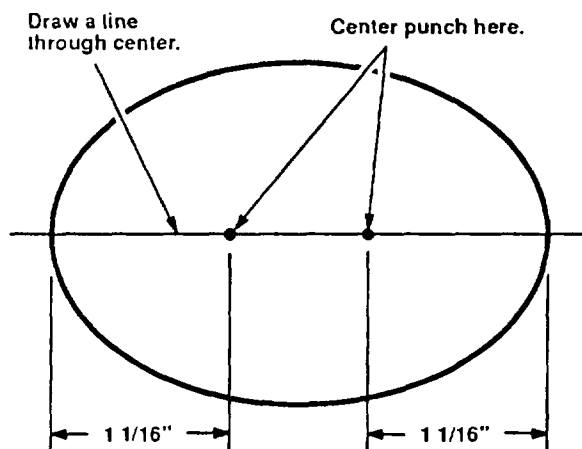
Door Locks Quit After Installing Security

If the power door locks won't work after installing a security system on a '92 Civic, go back to step 33 of the installation instructions. Make sure you connected the sub-harness B 2-P connector to the connector that was *blue-taped* to the security system main harness (GRN/WHT and GRN/RED wires). If instead you used the connector that was *green-taped* to the main harness (GRN/BLK and BLK wires, which ~~aren't used at all~~), that's the problem.

Cut Civic Tweeter Holes with Hole Saw

If you don't like cutting the tweeter holes in '92 Civic door panels with a utility knife, try a hole saw. You say you don't have a *oval* hole saw? Well, neither do we, but here's how to do it with a regular hole saw.

1. Remove the door panel.
2. On a 4-door, use the template provided in the kit to mark the area to be cut. (3-door door panels are factory-marked.)
3. On the back of the panel, draw a line through the center of the oval to separate it into upper and lower halves.



4. Center punch the line 1 1/16" in from each side of the oval.
5. Using a 2 1/8" hole saw, cut *part way* through the panel at one of the punch marks.
NOTE: If your first cut goes all the way through the panel, finish cutting the hole with a utility knife.
6. Cut all the way through the panel at the other punch mark.
7. Use a utility knife to finish the first cut and to trim the areas the hole saw misses.
8. Finish installing the tweeters as described in the installation instructions.

The Automatic Shoulder Belt System Explained

The automatic shoulder belt system is an interesting combination of mechanical and electrical components. While the system is actually pretty simple, diagnosing and repairing it may be confusing if you don't completely understand it. Here's a thorough description of the system's components, their operation, plus some troubleshooting tips.

Description

The *seat belt control unit* operates the shoulder belt motors, the shoulder belt retractor solenoids, and the seat belt indicator light and beeper. The control unit keeps track of the shoulder belt position, and decides where and when to move it, by monitoring the reference voltage from various switches (see "Reference Voltage Review" in last month's issue). If the control unit detects a belt in the "wrong" position, it turns on the indicator light and beeper.

Each shoulder belt *retractor assembly* consists of a spring-loaded reel to take up excess slack in the belt, a mechanical lock to lock the belt during hard acceleration or deceleration, or if the car tilts too far in any direction, a solenoid to prevent the retractor from locking, and a sensor switch to detect solenoid operation. The control unit energizes the solenoid before moving the shoulder belt to allow the belt to unwind from the retractor. Otherwise, the shoulder belt motor would stall.

NOTE: The retractor solenoid can only prevent the retractor from locking if it's not already locked; it can't override the mechanical lock once it's locked. (See the first Troubleshooting Tip.)

Each shoulder belt *track assembly* consists of a shoulder belt motor, a cable, a track, a front position switch, two rear lock position switches (one indicates that the belt is anchored in the rear position, the other indicates that the belt is buckled), and a shoulder belt receptacle. The control unit signals the motor to drive the belt (via the cable) from front to rear (along the track), and monitors the position switches to determine where the belt is and if it's buckled.

Operation

The control unit positions the shoulder belts according to inputs from the ignition switch, the door latch switches (located in the latch assemblies), and the front and rear position switches.

When the ignition switch is turned ON, the control unit monitors the door latch and position switches to determine the shoulder belt position. If the belt is not in the "proper" position, the control unit moves it to that position.

Ignition Key Position	Door Position		Shoulder Belt Position	
	Left	Right	Left	Right
ON	closed	closed	rear	rear
ON	open	closed	front	rear
ON	open	open	front	front
ON	closed	open	rear	front

When the ignition switch is turned OFF and the key is removed, the driver's shoulder belt travels forward and remains there, regardless of the driver's door position. The passenger's belt remains in the rear position until the passenger's door is opened, at which time the belt travels forward and remains there.

Ignition Key Position	Door Position		Shoulder Belt Position	
	Left	Right	Left	Right
REMOVED	closed	closed	front	rear
OFF	open	closed	front	rear
OFF	open	open	front	front
REMOVED	closed	open	front	front

Here's how the control unit "reads" each switch:

- Each *door latch switch* has two positions and two wires running to the control unit. When the door is closed, one wire is switched to body ground and the other is open. When the door is open, the conditions reverse.
- Each *front position switch* is closed and provides a path to ground when the shoulder belt is not in the front position. The switch and circuit are open when the shoulder belt is in the front position.
- Each *rear lock position switch (anchor)* is closed and provides a path to ground when the shoulder belt is not in the rear position. The switch and circuit are open when the shoulder belt is in the rear position.

(con't)

Automatic Shoulder Belt (cont'd)

- Each *rear lock position switch (belt)* is closed and provides a path to ground when the shoulder belt is not in the rear position. The switch and circuit are open when the belt is in the rear position and the shoulder belt is buckled.
- The *driver's lap belt switch* (located in the driver's shoulder belt retractor) is closed and provides a path to ground when the driver's lap belt is not buckled. The switch and circuit are open when the belt is buckled.
- Each *solenoid sensor switch* is closed and provides a path to ground when the solenoid is not energized. The switch and circuit are open when the solenoid is energized.

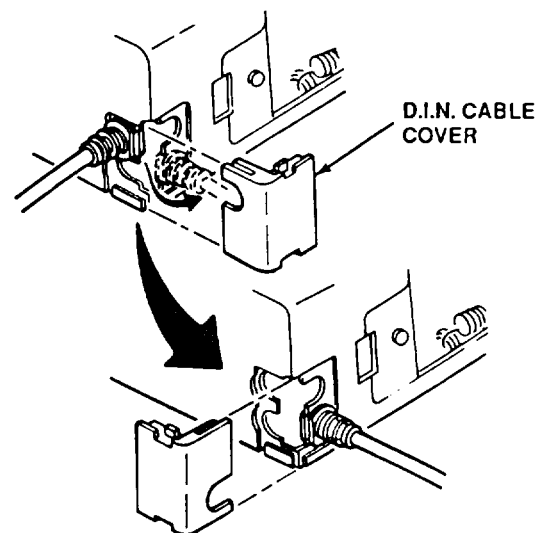
Troubleshooting Tips

- The shoulder belt retractor may lock under normal driving conditions, which may not be apparent until the motor tries to drive the belt forward. If the retractor is locked, relieve the tension on the belt and allow it to retract slightly to unlock the retractor.
- If the indicator light and beeper are on, you will find the problem if you follow the control unit input test faithfully.
- When the input test indicates the voltage should be 1 V or less, or 0.03 V or less, that's exactly what it means. If the voltage exceeds the spec at all, there's too much circuit resistance.
- If the system fails one of the input tests, you must repair that problem before testing further. Otherwise, you may get incorrect results on a later test.
- The "Test: Desired result" section of the input test may specify the shoulder buckle position. If the buckle is not in that position, the test results will be incorrect.
- You must check the entire circuit if it fails a voltage check. That means the control unit connectors, the wire to the switch, the switch, the wire from the switch, and the ground connection.
- For poor connections at the control unit, remove the female terminals from the back of the control unit connector and adjust them so they fit the male terminals snugly.

CD Changer DIN Cable Hits Bracket

The DIN cable on the trunk-mounted CD changer may interfere with the changer mounting bracket in some applications. If so, reposition the cable as described below:

1. Remove the side cover from the DIN cable side of the changer.
2. Remove the DIN cable cover by sliding it away from the cable.
3. Slide the cable grommet out of its original position and move it to the alternate position.



4. Reinstall the DIN cable cover and the changer side cover.

CV Joint Grease

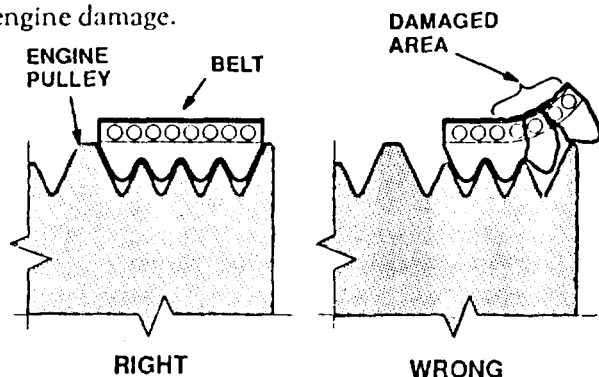
CV joint grease will be available in March through our Parts Division. In fact, two types of CV joint grease are coming, one for inboard joints and one for outboard joints. (Inboard joints run hotter since they're attached to the trans.) Both come in handy 5.5 oz. (140 g) squeeze tubes, and the minimum order quantity is 12 tubes. One tube is enough to completely repack one joint, but check the exact grease quantity in the appropriate S/M.

Inboard CV Joint Grease: P/N 08798-9004
Outboard CV Joint Grease: P/N 08798-9003

Ribbed Belt Installation Revisited

Although we ran this article about a year ago, we still hear about this problem (now on '92 Civics):

Installing ribbed A/C and P/S belts may seem foolproof, but you'd be surprised how many of them are installed one groove off on the engine pulley. If allowed to run in this condition, the pulley flange can cut the belt in half longitudinally. We've even seen cases where the belt rubbed through the timing cover, destroying the timing belt and causing major engine damage.



So double-check your belt installations, and check the belts on all cars coming in for service.

Fuel/Emission Notes

- The vacuum routing for the dashpot diaphragm and purge cut-off solenoid valve on most '89 and all '90 Civic 3-doors, 4-doors, and Wagons is shown incorrectly in the S/M's. The S/M's show the early '89 routing: one vacuum port on the intake manifold, a T-fitting, and three connecting hoses. Late '89 and all '90 models have two vacuum ports and two connecting hoses (the same as '91 models).
- The idle speed in the ignition timing specs for '89-90 Civic 3-doors, 4-doors, and CRX Std's is incorrect. The correct idle speed is 750 ± 50 rpm (as listed on the under-hood label). The S/M pages you should correct are:

'89 Civic: 23-63	'89 CRX: 23-56
'90 Civic: 23-65	'90 CRX: 23-58
- The ECU's in late-production '92 Civics with D15B7 or D15B8 engines have been changed to cut fuel to the engine at 113 mph (182 km/h). (Originally, only the D15Z1 engine had this feature.)

Audio Identification

- Yes, it is possible to determine the radio manufacturer from the radio reference or model number. Compare the first two or three letters of the number to the guide below:

Panasonic - CQ or CR	Alpine - CM
Pioneer - KEH	Clarion - PH

- The first two CD player illustrations on page 4 of S/B 89-029, "Audio Unit Exchange Program," dated December 2, 1991, are reversed. The first illustration is actually the 2009 CD player and the second illustration is the 2008 CD player.

Rusty Accord Spoiler Bolts

Under salty conditions, the small flange bolts that hold the LED cover on an Accord wing spoiler may rust. As replacements, we suggest P/N 93500-05010-0H, H/C 0250605. They're slightly shorter pan-head screws, but they work great and their zinc chromate coating makes them more rust-resistant.

Older Engine Updates

'86-89 Accord, '85-87 Prelude Si: When installing new piston rings, P/N 13011-PH4-751, the dark colored ring marked "T" goes in the top ring land and the chrome ring marked "2T" goes in the second ring land. The dark colored ring isn't an iron ring, it's a steel ring that's been nitrided, making it tougher than the chrome ring.

'86-87 Civic Si, '85-87 CRX Si: Replacement pistons for these models work in all four cylinders. Previously, cylinders one and three used different pistons than cylinders two and four. Install these pistons with the arrow pointing toward the intake manifold.

HONDA ServiceNews

©1992 American Honda Motor Co., Inc. - All Rights Reserved. Published by AHM Service Publications, 1919 Torrance Blvd., Torrance, CA 90501-2746. All suggestions become the property of American Honda Motor Co., Inc.; sending a suggestion gives American Honda permission to publish it without further consideration.



WE SUPPORT
VOLUNTARY TECHNICIAN
CERTIFICATION THROUGH
NATIONAL INSTITUTE OF
AUTOMOTIVE
SERVICE
EXCELLENCE

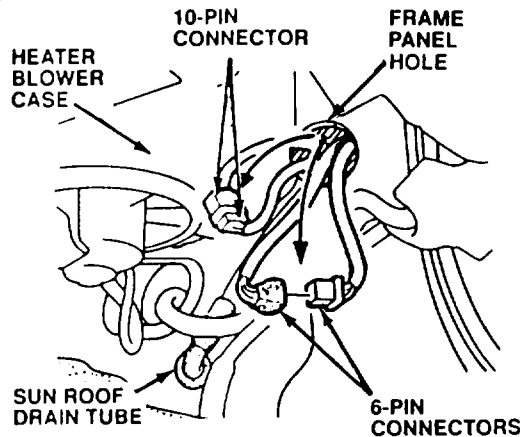
ASN 15097 (9202)

HONDA ServiceNews February 93

Save Time, Use the Right Instructions!

If the accessory installation instructions you're about to use don't specifically list the year and model of car you're working on, *don't use them!* Go get the right instructions. Cars change from year to year (even in the same model series), and so do the accessories. Though the changes may be minor, you'll waste a lot of time if you try to install certain accessories the same way you did the year before. For example:

→ **Prelude Security System:** If you're looking for the c-P connector that powers the door locks behind the right kick panel (like on a '92), you won't find it. On a '93 model, the connector is behind the sheet metal below the A-pillar, accessible through a hole. If you had used the '93 instructions, you would have found it. (Those of you that didn't have been calling Tech Line.)



→ **Civic Security System:** On a '93 Civic 4-door with power door locks, you don't have to install a sub-harness in the door like on a '92 model (the door is prewired). But you wouldn't know that without reading the right instructions. In fact, we wouldn't be surprised if some people have tried to install the 2-door sub-harness that's included in the '93 kit.

→ **Accord Security System:** You'll spend a lot of extra time trying to get a security system working on a '93 SE model if you don't have the latest instructions. The SE has some different connectors than other Accords, requiring an extra sub-harness and a dummy connector. The latest instructions also work on '90 - '92 models, but the opposite is not true.

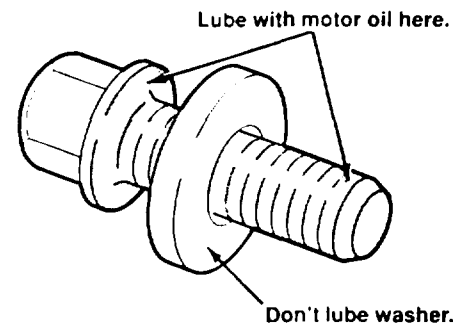
Our recommendation: Get some more Accessory Installation Instruction Binders (Y0284) and keep a binder for each year. That way they'll be easy to refer to now and for years to come.

Remove Stubborn Crank Pulley Bolts

Although our crankshaft pulley bolts are high quality they may stick to the crankshaft threads when properly torqued. In fact, a properly torqued pulley bolt may require up to two or three times the installation torque to remove! (Now there's a job for the proverbial two men and a boy!) Here's how we remove these stubborn pulley bolts:

1. Insert the appropriate crank pulley holder into the pulley. (See S/B 92-040, "Crankshaft Pulley Holder," filed under Special Tools.)
2. Support the crank pulley holder handle with a jack stand or transmission jack to get the weight of the car working for you.
3. Use a high-strength, long-handled, breaker bar with an impact socket to remove the bolt (which has right-hand threads). Try a 36-inch breaker bar if you have one (though there may be times when a bar 48 - 60 inches long would be nice).

When you reinstall the bolt, lubricate the threads and flange with motor oil, but don't lube the washer or pulley. Retorque the bolt to the specs in the appropriate S/M. The torque is critical; don't skimp just because you had a hard time removing the bolt.



Civic Cruise Actuator Test

Step 4 of the Cruise Control Actuator Assembly Test in the '91 - '93 Civic S/Ms contains a small error. As you do in step 4 is power the magnetic clutch and listen for it to click. Cross-out the last sentence: "You should be able to hear the motor." (You'll check the motor in step 6 of this procedure.) Here are the page references:

'91 S/M - page 23-202

'92 S/M - page 23-263

'93 S/M - page 23-299

Engine Won't Start? Watch the MIL

The Malfunction Indicator Lamp (MIL) or the Check Engine light should be the first diagnostic tool you use on a fuel-injected car that won't start. Turn the ignition switch OFF, then back ON (but not to START) while watching the light. The light will either:

- Not come on at all
- Come on for two seconds, then go off
- Come on and stay on

The Fuel and Emissions sections in all our S/Ms have ECM or ECU troubleshooting for the first and third scenarios.

The '92 Civic S/M, '92 Prelude S/M, and all '93 S/Ms have troubleshooting for the second scenario ("Engine Will Not Start"). And the flowchart in the '93 Accord S/M works on '90-92 Accords, too. On other models, check for fuel pressure and spark.

If you call Tech Line for assistance on a car that won't start, be sure you can tell them how the indicator light behaves.

Civic VIN Correction

Some of the vehicle grade numbers for the '93 Civic Hatchback are wrong in the VIN breakdown on page 1-2 of the '93 Civic S/M. Change your S/M to read:

Vehicle Grade

- 5: CX (EH2)
- 6: DX (EH2)
- 7: VX (EH2)
- 8: Si (EH3) (This one's OK.)

S/N Survey: It's Not Too Late

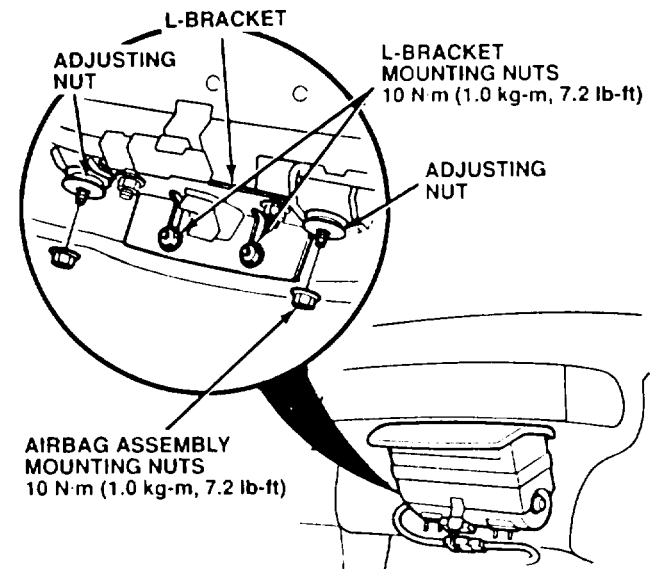
A big THANKS to everyone who returned a '92 ServiceNews Survey. It's interesting to see which articles were especially helpful (or not), and we've received a lot of good comments and constructive criticism.

Based on your input, we'll be making some changes. But we'd really like to hear from the rest of you before we act. Tear that survey off your December '92 issue, fill it out, and send it in now. We'll tally the results and let you know what's happening in next month's issue.

Prelude Passenger Airbag Adjustment *C-DE*

A Prelude passenger airbag that doesn't fit quite flush with the dashboard can usually be adjusted. The adjustment range is limited, however, so you may not get a perfect fit every time.

1. Check how the airbag top cover aligns with the dashboard. Note which side sits high.
2. Remove the glove box as described in the service manual.
3. Loosen the two outer airbag mounting nuts (the ones that secure the adjusting nuts) and the two L-bracket mounting nuts.



4. Back-off the airbag adjusting nut on the side of the airbag that sits too high.
5. Press down on the high side of the airbag, then turn the adjusting nut until it contacts the bottom of the airbag. Retighten the two airbag mounting nuts.
6. Retighten the two L-bracket mounting nuts.
7. Reinstall the glove box.

HONDA ServiceNews

©1993 American Honda Motor Co., Inc. All Rights Reserved. Published by AHM Service Publications, 1919 Torrance Blvd., Torrance, CA 90501-2746. All suggestions become the property of American Honda Motor Co., Inc.; sending a suggestion gives American Honda permission to publish it without further consideration.



WE SUPPORT
VOCATIONAL TRAINING
CERTIFICATION THROUGH

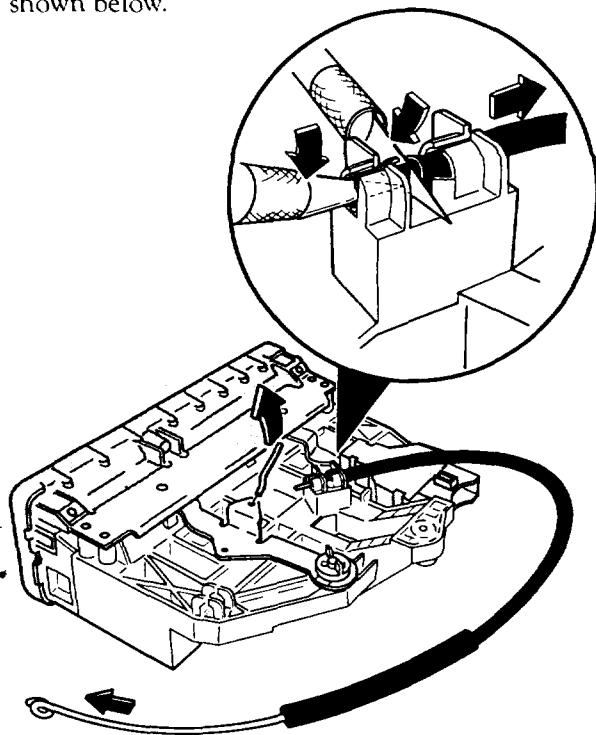
ASE
AUTOMOTIVE
SERVICE
EXCELLENCE

ASN 15723 (9302)

Civic Air Mix Cable Replacement

When replacing an air mix cable on a '92-'94 Civic, use the procedure below to cut and remove the cable. If you try to remove the cable housing by just lifting it out of the cable holder, the cable stoppers may break, rendering the heater control panel useless. This procedure is more detailed than the one on page 21-25 of the '92 Civic S/M, and the '93 and '94 Civic S/Ms don't mention cutting the cable at all. (We'll fix that in the '95 S/M.)

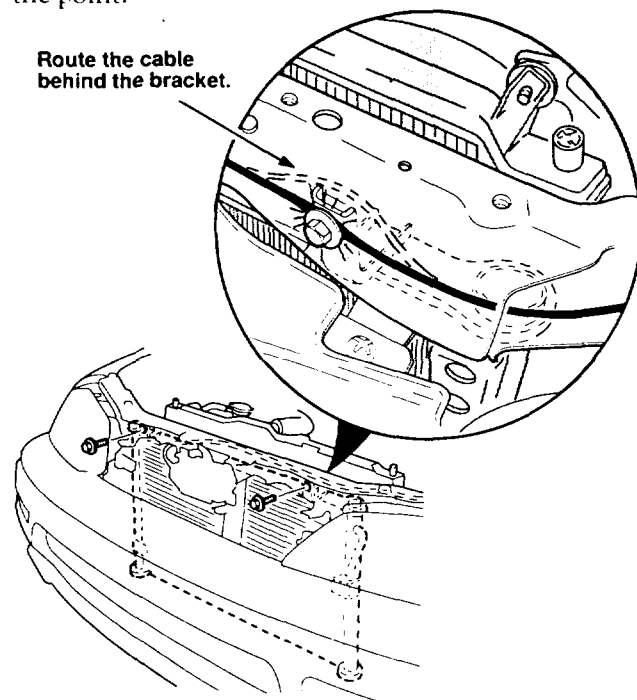
1. Cut the inner cable on the lever side of the cable holder, then remove both pieces of the inner cable.
2. Using a sharp knife, cut completely through the end of the cable housing at the two locations shown below.



3. Slide the large section of the cable housing out of the cable holder, being careful not to damage the cable stoppers.
4. Carefully remove the cut pieces of the cable housing with a small flat tip screwdriver.
5. Hook the tip of the new air mix cable to the temperature control lever, then push the cable housing into the cable holder until it locks into place.

Condenser Bracket Pinches Hood Cable

When installing the condenser in a '94 Accord, make sure the hood opener cable is routed behind the upper left condenser bracket before you tighten the mounting bolt. If the cable is between the condenser bracket and the inside of the upper radiator support, it'll get pinched. Step 10 of the '94 Accord A/C installation instructions has a note about this problem, but, judging from the cables that have been replaced under warranty, some people have missed the point.



R-134a A/C System Can't Be Charged

An R-134a A/C system that won't take any refrigerant when you try to charge it may have a bad Schrader valve. To check it, measure the depth from the top of the valve body to the top of the valve depressor. If the depressor is too low (more than 7.2 mm from the top of the valve body), it may not get depressed enough to allow refrigerant into the system. If the top of the depressor is too high (less than 6.1 mm from the top of the valve body), the depressor may get bent when you connect your charging station, causing a leak. In either case, replace the line; the line was either mismanufactured or damaged by overtightening the Schrader valve.

Hands-Free Cellular Phone Performance

Now that the Honda in-dash cellular phone for the '94 Accords and Preludes is out, you may run into a customer who's concerned about the phone's performance in the hands-free mode.

The phone transmission in the hands-free mode will never sound as good as it does when you use the handset. But this is true of any speaker phone—car or home. You've probably received calls from people who use speaker phones at home or work. Doesn't the transmission usually sound hollow, possibly with some echo? Some speaker phones make it sound like you're talking from inside a 55-gallon drum!

Additionally, the microphone in the dash not only picks up the caller's voice, it also picks up all the other noises inside the passenger compartment: wind noise, road noise, blower noise, passenger's conversations—whatever noise is present. So, for the best hands-free phone performance, keep the other noises to a minimum. Roll the windows up, turn the blower down, and tell the kids in the back seat to be quiet!

With the Honda in-dash cellular phone, however, feedback or echo (on the other end of the call) can often be minimized by adjusting the microphone "gain" (sensitivity). This adjustment also affects the volume on the other end of the call.

The microphone gain has three possible settings: low, mid, and high. When the phones leave the factory, they're set at "mid." To minimize feedback and echo, reset the gain to "low." To raise the volume, reset the gain to "high."

This adjustment is easily made using the phone key pad. To double-check the current setting, press the following keys in this sequence: FCN + 0 + 9 + 1 + STO. The phone's display should read "Mid," unless someone has already changed it to "Low" or "High."

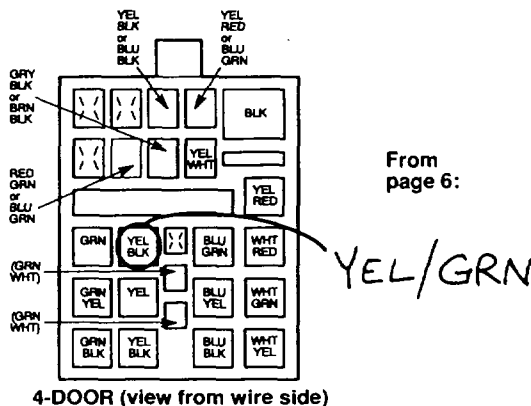
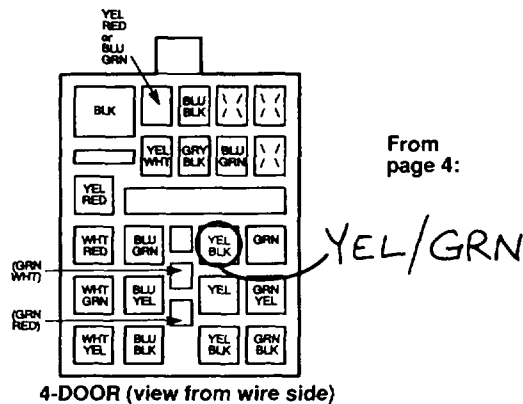
To set the gain to high, press:
FCN + 0 + 9 + 2 + STO
FCN + 0 + 9 + 3 + CLR

To set the gain to low, press:
FCN + 0 + 9 + 3 + STO
FCN + 0 + 9 + 2 + CLR

To reset the gain to mid, press:
FCN + 0 + 9 + 2 + CLR
FCN + 0 + 9 + 3 + CLR

Driver's Door Harness S/B Correction

In S/B 93-051, "Electrical Problems in Driver's Door," one terminal is mislabeled in each of the two 4-door connector views. Correct pages 4 and 6 as shown below.



'94 Accords Are 50-State Cars

The Chassis and Paint Code pages in both the '94 Accord Sedan S/M and the '94 Accord Coupe/Wagon S/M Supplement incorrectly list two emissions groups. Correct your manuals to show all '94 Accords as 50-state cars. (Except for the Civic CX and VX, the Prelude VTEC, and the Passport, '94 Hondas are 50-state cars.)

HONDA ServiceNews

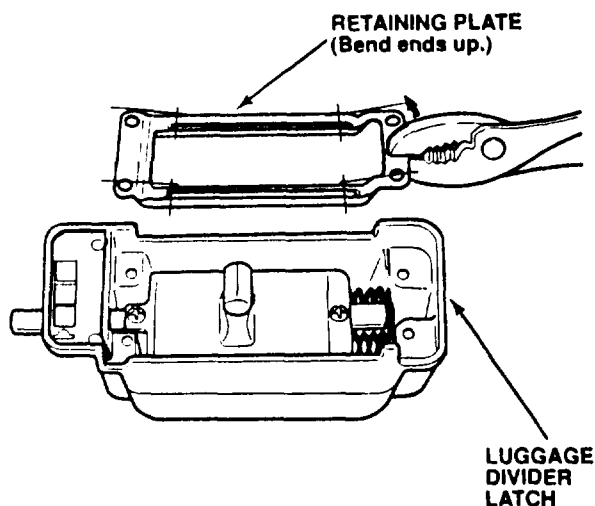
©1994 American Honda Motor Co., Inc. - All Rights Reserved. Published by AHM Service Publications, 1919 Torrance Blvd., Torrance, CA 90501-2746. All suggestions become the property of American Honda Motor Co., Inc.; sending a suggestion gives American Honda permission to publish it without further consideration.



WE SUPPORT
VOLUNTARY TECHNICIAN
CERTIFICATION THROUGH
National Institute for
AUTOMOTIVE
SERVICE
EXCELLENCE

Squelch Luggage Divider Latch Rattle

A rattle from the luggage divider area of an '88-90 CRX is usually caused by loose divider latches. To snug 'em up, remove the latches from the divider. Remove the retaining plates from the latches, then bend the ends of each plate up a few degrees. Reinstall the plates and work the latches. The centers of the plates should put just enough pressure on the latches to keep them from rattling, yet still let the latches work freely. Readjust the plates if necessary, then reinstall the latches.



2000 Radio and CD Player Shouldn't Mate

If you mate a Honda 2000 radio with a CD player (which you're not supposed to do), you'll find two problems: Noise comes through the speakers when you use the "SKIP/SEARCH" feature on the CD player, and the radio display continues to show the channel number instead of the letters "CD." This isn't the radio's fault, it's the reason the two units aren't compatible. The solution is to either install a 3000 radio or live with it.

017878 1000 Radio Installation

After installing a Honda 1000 radio, turn on the power and push the tape eject button to make sure the tape mechanism is "up." Sometimes the mechanism falls down into the "play" position during

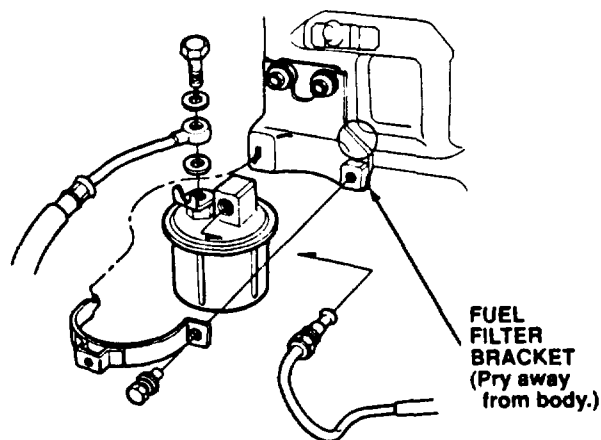
Extend Wiper Life

A little extra attention at PDI can help prevent the wiper blades from leaving streaks on the windshield or cracking prematurely:

- Make sure you're using an approved shipping wax remover (see S/B 87-006, "Shipping Wax Removal"). The wrong cleaning agent can cause the wiper blades to crack in a matter of days.
- After de-waxing the whole car, go back over the blades with a clean cloth dampened with shipping wax remover. Inspect the blades thoroughly to make sure all shipping wax and foreign material have been removed.
- If you coat the car's paint with a sealer or wax, clean all traces of it off the windshield so it doesn't contaminate the blades. Wipe the glass with isopropyl alcohol or, for stubborn spots, a little "Soft Scrub" and water.

Accord Fuel Filter: I Hear You Knockin'

A knocking or thumping from the center of the dash on a '90 Accord may be caused by the fuel filter bracket touching the body. The noise occurs between idle and 1,200 RPM, and sounds louder inside the car than under the hood. (It almost sounds like a loose torque converter or loose main bearings.)



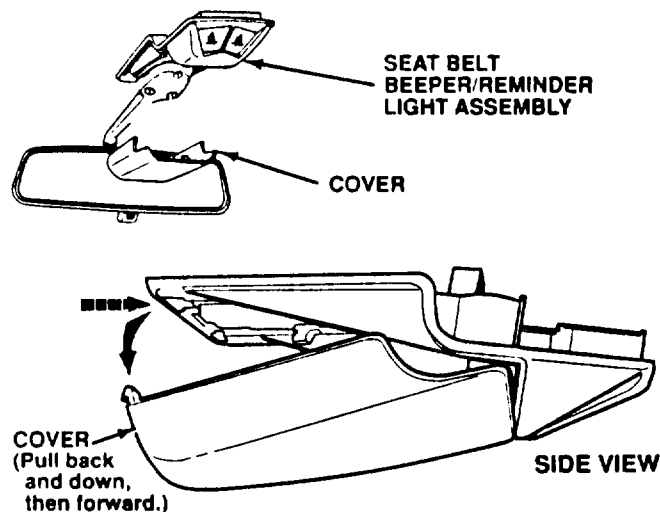
Check for clearance between the filter bracket and the body in the area shown. The bracket is rubber-mounted so it can move, but sometimes the fuel inlet line pushes it against the body. If you find

Prelude Seat Belt Reminder Light Covers

Removing the seat belt beeper/reminder light cover from an '88-90 Prelude without breaking it is tricky, but it can be done:

Slowly, gently pull the front of the cover away from the windshield, then down, while holding the rear edge up against the light assembly. (If the rear edge comes down when you pull the front edge down, the rear clips will break.) Once the front clips are released, slide the cover toward the windshield to release the rear clips.

NOTE: If you're still unsuccessful (don't feel alone), the cover can be ordered separately.



Don't Cry Over Weeping Water Pumps

A little coolant leakage from the water pump weep hole doesn't necessarily mean the pump seal is shot. The weep hole is just doing its job of keeping the coolant away from the water pump bearing. As long as there's no measurable coolant loss, the pump is still good.

Lost A/C O-Rings

We've heard several reports of O-rings missing from A/C kits. Actually, we suspect that when the shipping caps are removed from the components, the O-rings come off with them, and are then lost or mistakenly thrown away. The bottom line: if the

Accord Speedo/Tach Needles "Get Down"

If the voltage to a '90 Accord Nippon Seiki (NS) instrument cluster drops to 4V or less (such as when trying to start the car with a low battery), the speedo and tach needles will swing clockwise and point straight down. To get the needles back to zero, use a powerful magnet, such as an old speaker magnet or a magnetic dial indicator base. Wrap the magnet in a towel to protect the instrument cover. Place the magnet over each needle, then rotate the magnet counterclockwise until the needle is back to the peg at zero.

Flat Rate Changes

As a result of continuing time studies, here are some time changes you should note in your Flat Rate Manual. The new times are effective April 2.

<i>'90 Accord</i>	
416170	FRONT STABILIZER BAR BUSHINGS—Replace 0.2
419175	REAR STABILIZER BAR BUSHINGS—Replace 0.3
512120	POWER STEERING PUMP OUTPUT HOSE—Replace 0.6
A	Fuel injection add N/A
Front Speakers — DX Coupe 1.1	
(The door panels must be removed.)	
Front Speakers — DX Sedan 0.3	
(Remove the speaker mounting buckets, mount the speakers in the buckets, then reinstall the buckets in the doors.)	

<i>'88-90 Civic</i>	
416170	FRONT STABILIZER BAR BUSHINGS—Replace 0.2
419175	REAR STABILIZER BAR BUSHINGS—Replace 0.2

<i>'88-90 Prelude</i>	
416170	FRONT STABILIZER BAR BUSHINGS—Replace 0.2
419175	REAR STABILIZER BAR BUSHINGS—Replace 0.3

HONDA ServiceNews

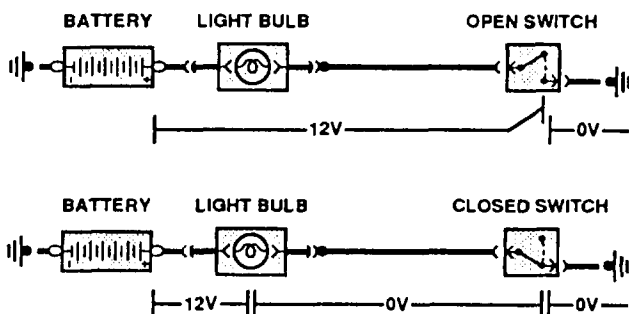
©1990 American Honda Motor Co., Inc. — All Rights Reserved. Published by AHM Service Publications, 100 W. Alondra Blvd., Gardena, CA 90248-2702. All suggestions become the property of American Honda Motor Co., Inc.; sending a



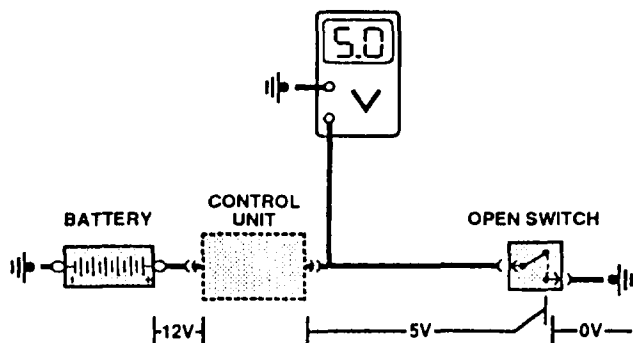
Reference Voltage Review

Next month, S/N will feature an in-depth article describing the automatic shoulder belt system, its operation, and some troubleshooting tips. Since this system includes many switches that the control unit monitors with "reference" voltage, we thought a review of reference voltage wouldn't hurt.

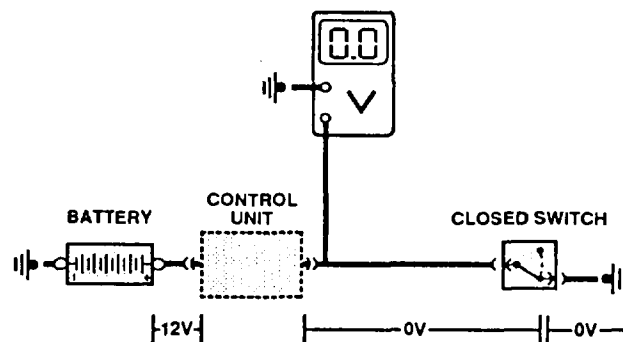
To help understand how reference voltage works, look at the simple light bulb circuit below. When the switch is open, the circuit is not complete; the voltmeter indicates 12V all the way up to the open switch. When the switch is closed, it completes the circuit; the voltmeter indicates 0V after the light bulb. The light bulb is the load, and the voltage is "used up" across the filament.



When we exchange a control unit for the light bulb as shown below, the battery sends 12V to the control unit, then the control unit sends a reference voltage (for example, 5V) to the switch. When the switch is open, the voltmeter indicates the reference voltage between the control unit and the switch.

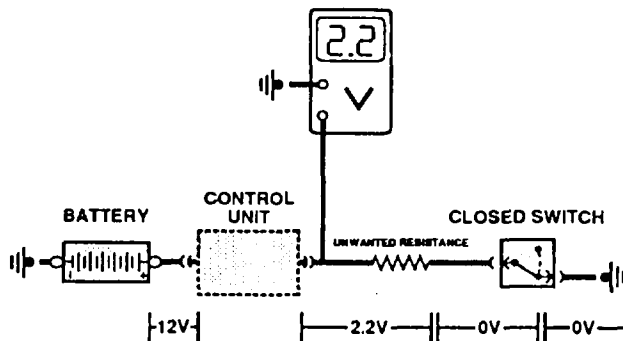


When the switch is closed, it completes the circuit. Just like the light bulb example, the voltmeter indicates 0V after the control unit because the control unit is the load.



The control unit monitors this change in voltage to determine whether the switch is open or closed. When troubleshooting, you also monitor the reference voltage and, just like the control unit, your voltmeter will pick up any excessive resistance, an open, or a short in the circuit.

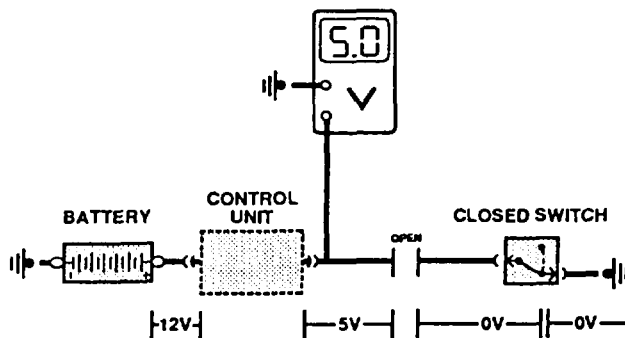
For example, if the reference voltage is 2.2V with the switch closed, there must be some unwanted resistance in the circuit. The resistance is a second load in the circuit, and the 2.2V is the voltage drop across the resistance. (The higher the resistance, the higher the reference voltage.) The control unit is probably "confused" because it only "knows" that 5V indicates the switch is open and 0V indicates the switch is closed.



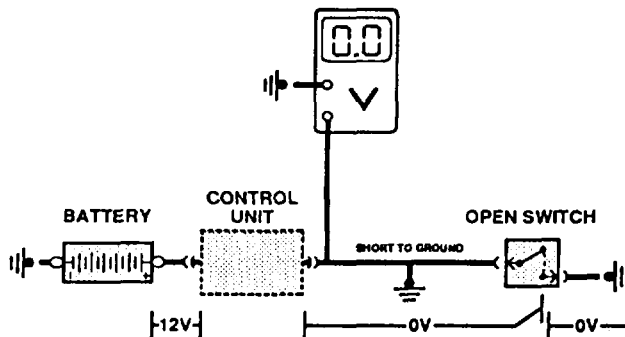
(cont'd)

Reference Voltage (cont'd)

If the reference voltage is 5V with the switch closed, then there must be an open in the circuit. Though the switch is closed, the circuit is not complete. Since the reference voltage is the same as if the switch were open, the control unit "thinks" the switch is open.



If the reference voltage is 0V with the switch open, there must be a short to ground in the circuit. The short completes the circuit even though the switch is open. However, the control unit thinks the switch is closed because the reference voltage is 0V. (If no short to ground can be found, the control unit is bad.)



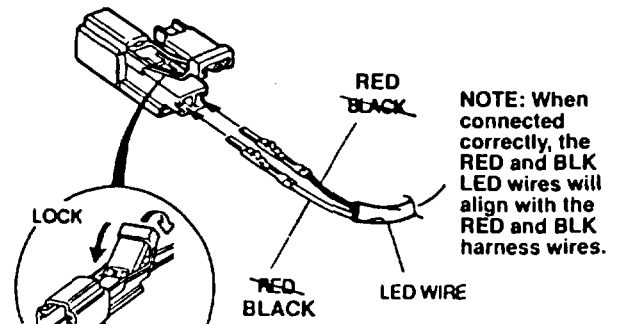
Wagon High Mount Brake Light Clip

The clip that holds the high mount brake light cover on '91-92 Accord Wagons is now available separately. (That sure beats buying the whole brake light assembly!) The clip is P/N 34272-SM5-A01, H/C 4008173.

Prelude Security Notes

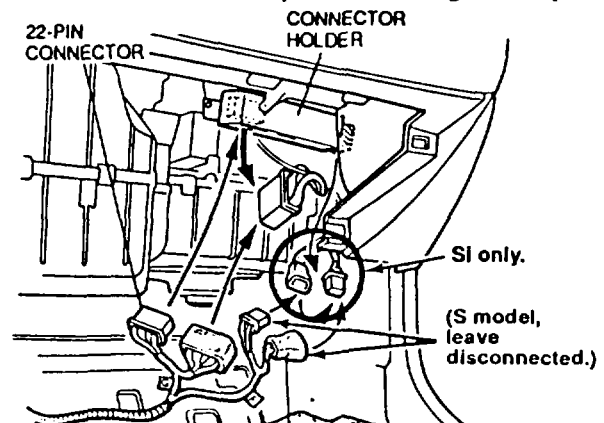
Here are two items to note on your master copy of the '92 Prelude Security System instructions:

Step 16: The wire positions in the 2-P LED connector are reversed.



If the wires are installed as per the instructions, the LED won't flash when the system is armed. In this case, remove the steering column covers and move the wires to the correct positions. Remove the terminals from the connector with pin removal tool 07JAZ-002050A. If the terminals are damaged, replace them with P/N 07JAZ-001030A. (Both the tool and terminals are in the Terminal Pin Repair Kit, T/N 07JAZ-003000A.) Wrap the connector with a 35 x 65 mm piece of EPT Sealer 3T before you reinstall the steering column covers.

Step 19: There's no 6-P connector on S models. (The 6-P connector is for the power door lock input on Si models.) On S models, leave the 6-P "F" connectors on the security system harness disconnected, and tuck them under the carpet near the right kick panel.



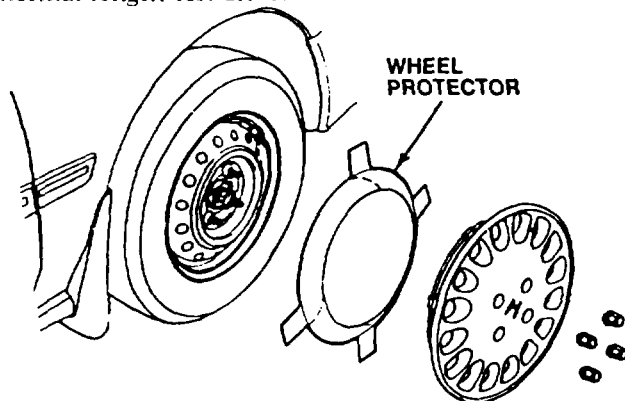
HONDA ServiceNews

©1992 American Honda Motor Co., Inc. - All Rights Reserved. Published by AHM Service Publications, 1919 Torrance Blvd., Torrance, CA 90501-2746. All suggestions become the property of American Honda Motor Co., Inc.; sending a suggestion gives American Honda permission to



Wheel Protectors Under the Wheel Covers?

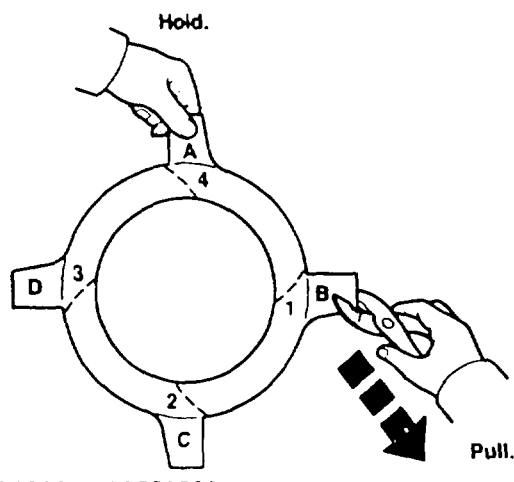
Accord DXs and LXs produced in Ohio will soon be coming with plastic wheel protectors sandwiched between the wheels and the wheel covers. These protectors will help keep moisture off the brake discs, and should be left on the car until it's delivered to the customer. You can even leave them on during a normal length test drive.



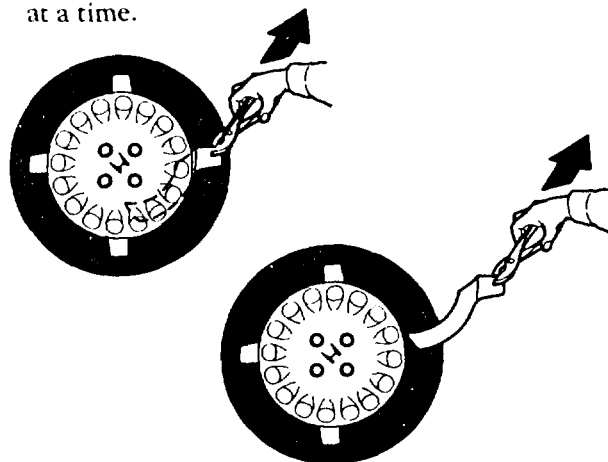
You can immediately spot a car with these wheel protectors by the four big tabs sticking out from under the wheel cover. Each protector also has four perforated seams so you can separate it into four pieces, and pull the pieces out by the tabs, without removing the wheel cover. Here's how it's done:

NOTE: For the sake of explaining this procedure, we've labeled the tabs A - D, and the seams 1 - 4. In reality, the protectors aren't marked at all.

1. While holding tab A stationary with your hand, grab tab B with a pair of pliers and give it a couple of small jerks in a *clockwise* direction to separate seam 1. Pull tab B just enough to separate seam 1; don't try to remove the protector yet.



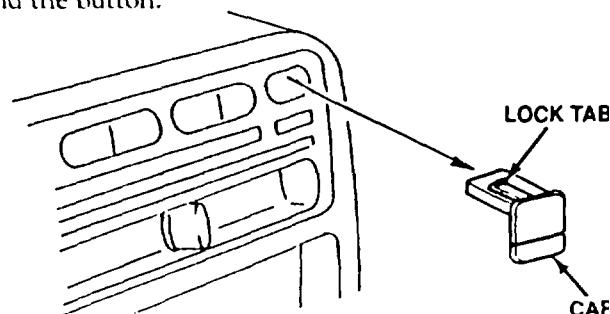
2. In the same manner, hold tab B and pull tab C to separate seam 2, hold tab C and pull tab D to separate seam 3, and hold tab D and pull tab A to separate seam 4. Separate all four seams before trying to remove any of the sections.
3. Using your pliers again, pull each tab in a *counterclockwise* direction to slide each section out from under the wheel cover. Remove one section at a time.



Follow this procedure carefully, and you'll get all four sections out intact. Remember, if a section tears and you don't get all the pieces out, you'll have to remove the wheel cover to retrieve them. (If you do pull a wheel cover, remember to retorque the wheel nuts to 80 lb.-ft.)

Broken Lock Tab Fouls Civic A/C Button

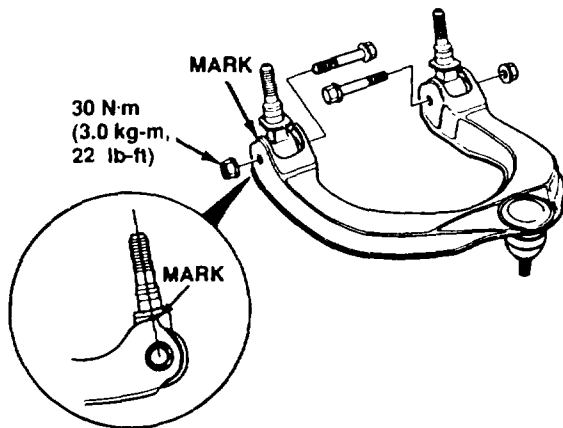
Before you install an A/C switch button in a '92-93 Civic, take another look at the switch cap you just removed. If the cap's lock tab is broken off, don't install the button until you retrieve the tab from the switch hole. Otherwise, you'll ruin both the panel and the button.



Accord Upper Control Arm Bushings

New upper control arm bushings and anchor bolts are now available separately for '90-'93 Accords. (Previously, you had to order the whole upper control arm and ball joint assembly!) To get new bushings, order the Upper Arm Anchor Bolt Kits, P/N 51010-SM4-000. Each kit includes one anchor bolt with a bushing, one 12 mm locknut, and one 10 mm locknut. It takes four kits to do one car (two per side). To install the anchor bolts:

1. Raise the car and remove the front wheels.
2. Separate the upper ball joint from the knuckle as described in the S/M.
3. Remove the nuts from the upper arm anchor bolts, then remove the upper arm assembly.
4. Remove the self-locking nuts, upper arm bolts, and upper arm anchor bolts.
5. Install the new upper arm anchor bolts with the original upper arm bolts and new self-locking nuts. Align the anchor bolts with the marks on the upper arm before tightening the nuts.



Security S/B Not Just for Accords

You can use the procedures in S/B 90-005, "Accord Security System Troubleshooting," to diagnose security system problems on '92-'93 Civics and Preludes, as well as all '90-'93 Accords. Make a note on your copy of the bulletin and the bulletin index for future reference.

Flush/Change ABS Fluid Every 30K

Here's the complete procedure for flushing and changing the ABS brake fluid every 30,000 miles.

1. Flush the old fluid from the non-ABS portion of the brake system, then refill and bleed that part of the system.
2. Remove the ABS modulator reservoir cap and filter.
3. Remove the brake fluid from the modulator reservoir with a syringe.
4. Bleed the high-pressure fluid from the accumulator with the Bleeder T-wrench, T/N 07HAA-SG00101.
5. Refill the modulator reservoir with fresh brake fluid.
6. Connect the ALB Checker, T/N 07HAJ-SG0010B, to the ABS inspection connector.
7. Run through modes 1 thru 5 with the ALB Checker.
8. Remove the brake fluid from the modulator reservoir, then refill with fresh brake fluid.
9. Bleed the high-pressure fluid from the accumulator with the Bleeder T-wrench.
10. Repeat steps 7, 8, and 9 two more times.
11. Refill the modulator reservoir with fresh brake fluid.
12. Run through mode 1 with the ALB Checker.
13. Reinstall the modulator reservoir filter.
14. Top-off the reservoir, if necessary, then reinstall the reservoir cap.

HONDA ServiceNews

©1993 American Honda Motor Co., Inc. - All Rights Reserved. Published by AHM Service Publications, 1919 Torrance Blvd., Torrance, CA 90501-2746. All suggestions become the property of American Honda Motor Co., Inc.; sending a suggestion gives American Honda permission to publish it without further consideration.



WE SUPPORT
VOLUNTARY TECHNICIAN
CERTIFICATION THROUGH
REPAIRS PERFORMED BY
AUTOMOTIVE
SERVICE
EXCELLENCE

ASN 15689 (9301)

Belt Tension Adjustment

When you install the P/S and A/C belts during an A/C kit installation (or at any time, for that matter), it's critical that you adjust the belts to the proper tension. If a belt is overtensioned, it puts too much load on the components. If a belt is undertensioned, it may slip and create other symptoms (for example, intermittent power steering or a chirping noise when the A/C compressor engages).

Since every dealership should have at least one belt tension gauge, T/N 07JGG-001010A, and all late-model S/MS have belt tension specifications, there's really no excuse for improperly tensioned belts. But remember: you should always end up using the "used belt" specification.

A belt is considered used after it's been run for five minutes. This means that original-equipment belts are "used" by the time the car leaves the factory.

And when you do install a new belt, adjust it to the "new belt" specification, run the engine for at least five minutes, then readjust the belt to the "used belt" specification.

Cloudy Paint After Rapgard Removal

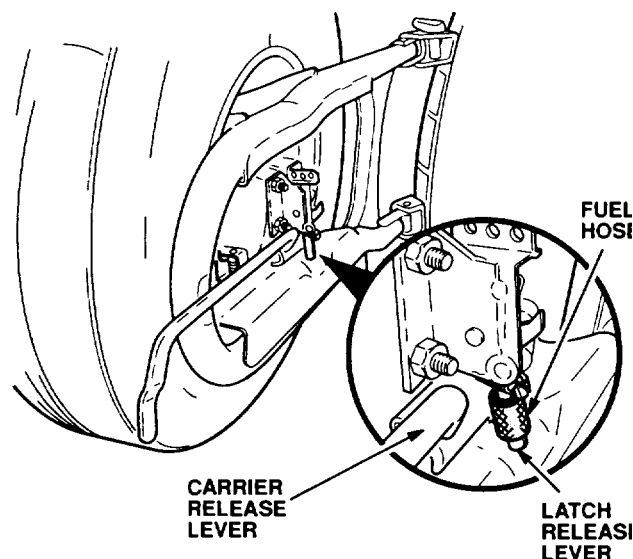
It's not unusual to see some cloudy marks in the paint right after you remove the plastic protective film (Rapgard) from a '94 model during PDI. Typically, these marks show up where there was a wrinkle or air bubble in the film. Even though the paint is hard when the film is applied, there are still solvents trapped in the paint. As the solvents work their way to the surface, the paint softens and conforms to the surface of the Rapgard.

These marks aren't permanent; once the solvents leave the paint, the surface will "flow out" and become glossy again. Letting the car sit in the sun or in a warm shop will speed the process, but it may take up to 24 hours for the marks to disappear. *Don't color sand or polish the paint for at least 24 hours after removing the Rapgard.*

Passport Rattles From Rear

Tailgate: If the tailgate strikers are improperly adjusted, the tailgate will move back and forth and make a rattling noise. Adjust the strikers forward to put a little preload on the tailgate.

Spare Tire Carrier: When driving over rough surfaces, the spare tire carrier release lever may contact the carrier latch release lever and make a rattling noise. If you hear this complaint, slip a 25 mm length of 7.3 mm I.D. fuel hose over the latch release lever to serve as an insulator.



Electric Tailgate Release Won't Work Sometimes

The electric tailgate glass release on Passport LX and EX models is designed to work only when the vehicle is parked. With an A/T, the release will work only with the shift lever in park or neutral. With an M/T, the parking brake must be applied. And with either trans, the rear window wiper must also be turned off and in the park position.

Electrical Connector Catalog

Many of the electrical connector housings that are likely to be damaged in a collision are now available separately for '90-91 models. These connectors can be found in the Honda Electrical Connector Catalog (P/N 13CNNA-1, H/C 4440269) that was recently mailed to your Parts Department. Check it out! (It should be filed with the Parts Reference Guide.)

'94 Top Tech Contest

The 1994 Accord EX Sedan with A/T will be used in the Honda Service Professionals Top Tech Contest held on March 26, 1994, in each zone training center. In past years, we've tried to keep the contest car a secret, but this year we're announcing it to make the contest as fair as possible.

This year's Top Tech contest looks to be one of the best ever. The PROformance and ASE test results are in, so we'll have the list of all Bronze, Silver, and Gold winners very soon. Winners will be notified by a letter of congratulations sent to their service manager. The awards will be delivered by your DSM or service manager around March 1.

Gold and Gold + (repeat Gold) level winners are eligible to take the Top Tech qualifying examination. If you are one of the top 20 performers in your zone on this exam, you and your guest will go to your zone training center for a banquet and the competition. The top two performers at this level win an all-expenses-paid Caribbean Cruise for two, May 16-20, that includes a stop at Nassau in the Bahamas.

Spare Tire Cover Hard to Install

Several of you in colder climates have reported that the Passport spare tire covers are difficult to install, particularly the cover for the 16" wheel. To ease the installation, here are some tips:

- Make sure the cover is the correct size. (Some Passports with 16" wheels were mistakenly shipped with 15" covers.) The cover for 15" wheels is H/C 4441283, and the cover for 16" wheels is H/C 4441275.
- Warm the cover in the shop or, if your shop isn't very warm, warm the cover in the warmest room in your dealership. (The cover may tear if it is forced on while it is cold.)
- Apply silicone spray to the spare tire before installing the cover.

ABS Pump Runs Frequently

A leaking ABS modulator solenoid and an ABS accumulator with little or no nitrogen have one symptom in common: both problems cause the ABS pump to run frequently. The difference in the symptoms is how long the pump runs. When the nitrogen in the accumulator is depleted, the pump will run only a short time (5 to 10 seconds). When one of the solenoids is leaking, the pump will run much longer (sometimes up to 120 seconds).

The similarity in these symptoms has caused some people to replace solenoids needlessly in '91 Accords and '90-'91 Preludes. If you check one of these cars for a leaking solenoid as described in S/B 90-038, and the accumulator is bad, the S/B test will indicate a faulty solenoid. Why?

When the nitrogen in the accumulator is depleted, the bladder can't act like a spring to pressurize the stored fluid. The accumulator fills up with fluid, and the pump tries to compress it. Since the fluid can't be compressed, the system pressure builds rapidly to an excessive level. This forces the solenoids to open (a safety feature), allowing the fluid to return to the modulator reservoir. This cycle of pressure buildup and relief is what causes the pump to cycle off and on rapidly.

So what should you do the next time you get a car with an ABS pump that runs frequently? First, check for a faulty accumulator. Bleed off the system pressure with the bleeder T-wrench. Connect your ALB checker and perform the Mode 1 test. Keep track of how many seconds the pump runs after you press the Start Test button. If the pump runs only about 5 to 10 seconds and turns off, the nitrogen in the accumulator is probably depleted. To verify that the accumulator is faulty, bleed off the fluid again with the bleeder T-wrench. If you don't get at least 100 to 160 cc in the tool reservoir, replace the accumulator.

HONDA ServiceNews

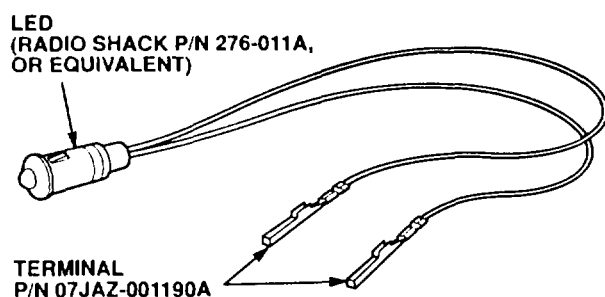
©1994 American Honda Motor Co., Inc. - All Rights Reserved. Published by AHM Service Publications, 1919 Torrance Blvd., Torrance, CA 90501-2746. All suggestions become the property of American Honda Motor Co., Inc.; sending a suggestion gives American Honda permission to publish it without further consideration.



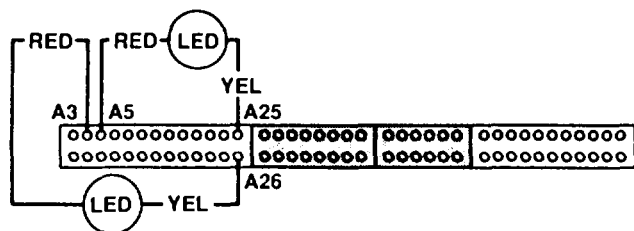
Shift Problem: Trans or Control Unit?

What's the first question that comes to mind when you have a shifting problem on an electronically-controlled A/T? Is the cause mechanical, hydraulic, or electrical? If there's a problem code in the control unit, that helps, but where do you start if there's no code? Check the control unit signals while you drive the car.

First, you need to make two 12V LED test lights. We used two Radio Shack LEDs (P/N 276-011A) with terminals (P/N 07JAZ-001190A) from our Automobile Terminal Pin Repair Kit. Label one test light "A" and the other "B."



Connect your Test Harness (T/N 07LAJ-PT3010A) to the car as described in the appropriate S/M. Connect LED A to terminals A5 (+ RED) and A25 (- YEL). Connect LED B to A3 (+ RED) and A26 (- YEL).



Test drive the car with an assistant to watch the LEDs. When driving in D3 or D4, the LEDs should go on and off as the trans shifts, as shown below.

Gear	LED A	LED B
First	off	on
Second	on	on
Third	on	off
Fourth (in D4 only)	off	off
Reverse	on	off

When LED A comes on, the control unit is supplying voltage to shift solenoid A. Likewise, when LED B comes on, shift solenoid B is being supplied voltage. If the trans doesn't shift, but the LEDs show the right shift signals, the control unit is OK. Test the shift solenoids themselves next. If they're OK, there's an internal transmission problem.

SRS: No Shortcuts, No Probes, No Paint

No shortcuts: Unfortunately, there are no shortcuts when it comes to SRS troubleshooting. (But if we ever find any, you'll be the first to hear.) When the SRS indicator light stays on, you have to perform all the voltage checks in the S/M. And if you have to call Tech Line about an SRS problem, be sure you have all the voltages written down.

No probes: Never probe an SRS connector from either the terminal or the wire side. The terminals are gold plated and easily damaged. If you don't have the correct test harness, you'll have to get one before you can do any testing.

No paint: If there's a cosmetic problem with an airbag assembly, replace it. Don't try to paint it. No testing has been done for paint compatibility or for possible paint or solvent penetration.

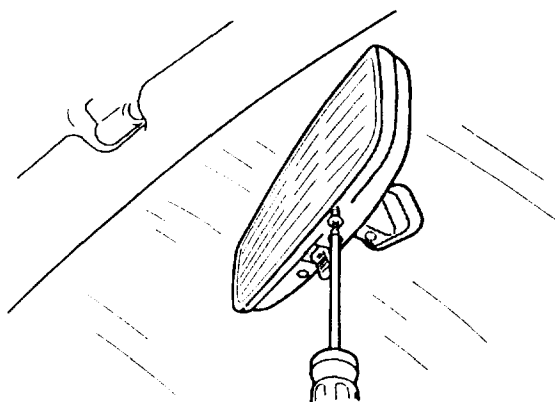
Parts Update: Armrests and Dash Switches

'88-91 Prelude dash switches: Hazard, rear defogger, cruise control, and roof switches are now available individually. (Previously, you had to buy a hazard and rear defogger switch assembly, or a roof and cruise control switch assembly.) Replacement light bulbs and mounting screws for these switches are also available. See Parts Information Bulletin A92-0030, "Dash Switch Short Parts 1988-91 Prelude" (filed under New Parts), for all the details.

'90-91 Accord armrests: It's now possible to order these armrests without the power window switches (big cost savings). See Parts Information Bulletin A92-0049, "Armrests Without Switches 1990-91 Accord" (filed under New Parts), for all the P/Ns.

Mirror Tension Adjustment

The tension is adjustable on '90-92 Accord and '92 Prelude rearview mirrors. You can get to the adjusting screws by inserting a Phillips screwdriver through the two holes in the bottom of the mirror. Tighten the screws evenly till you reach the desired tension.



A/C Leak Checking

Here are some tips on finding the source of a slow (and, therefore, elusive) refrigerant leak:

- Check fittings and components with your leak detector below the area you're checking. R-12 is heavier than air and tends to concentrate around the bottom of fittings and seals.
- Test the evaporator by inserting your leak detector into the evaporator drain hose. Don't insert it into the vents; the blowing air may fool the detector into indicating a false leak.
- Check the compressor shaft seal with the compressor both on and off. Some seals will leak only when the compressor shaft is spinning, while others will leak only when it's at rest. Disconnect the condenser fan to settle the air around the compressor.
- If you still haven't found the leak, install your pressure gauges to monitor the system pressure. Block the air flow to the condenser and run the system. Blocking the condenser's cooling air will make the high side pressure go up (don't let it go over 300 psi, and watch the coolant temperature gauge, too). Recheck all the high-side components. Still no leak? Turn the A/C off, wait for the system pressures to equalize, then check the low side components again.

Civic Belt Mix-up

The A/C compressor belt and P/S pump belt on a '92 Civic look nearly identical – except the P/S belt is 20 mm longer. And, of course, you have to remove the P/S belt to install an A/C kit or belt.

What's the moral of the story? When you reinstall the belts, don't mix them up. If you install the shorter A/C belt in place of the P/S belt, and return the P/S pump adjusting bolt to its original position, the belt will be severely overtightened. (See "'92 Civic Belt Tension," in the April issue of S/N.)

Luckily, both belts are marked with their length and P/N. The A/C compressor belt is marked "4PK795," and the P/S pump belt is marked "4PK815."

Great PQR's

Our Service Engineering Information Department regularly recognizes those of you who send in Product Quality Reports that are legible, well-written, and include illustrations or pictures. Here's this month's group:

Kevin Zelinskie	Griffith Honda of York
Ric Ewin	John Holtz Honda
M. W. Spencer	Marin Honda
Greg McCreery	Hinshaws Honda
Terry Pitts	Grace Honda
Paul Seiselmyer	Carbone Honda
Harold Cook	Hendrick Honda
David Rogers	Richfield-Bloomington Honda
Cal Dutton	Faulkner Honda
Vincent Brown	Honda of Hayward
George Fair	Lynnwood Honda
Skip Patten	Sanford Honda
Thomas Stanley	Honda of Lisle
Tom Quinlan	Walnut Creek Honda
Chuck Paquette & John Goodman	Mike Smith's Honda of San Diego

HONDA ServiceNews

©1992 American Honda Motor Co., Inc. - All Rights Reserved. Published by AHM Service Publications, 1919 Torrance Blvd., Torrance, CA 90501-2746. All suggestions become the property of American Honda Motor Co., Inc.; sending a suggestion gives American Honda permission to publish it without further consideration.



WE SUPPORT
VOLUNTARY TECHNICIAN
CERTIFICATION THROUGH
NATIONAL INSTITUTE OF
AUTOMOTIVE
SERVICE
EXCELLENCE

ASN 15380 (9207)

Passport PGM Tester Notes

Here are a couple of things to remember when you use the PGM Tester on a Passport:

- The data link connector (DLC) on the Passport is not powered. You must use the cigarette lighter plug or the battery adapter cable.
- If you drive an A/T-equipped Passport while the PGM Tester is connected, the shifting will be harsher than normal. Connecting the tester disables the torque management portion of the transmission control system, so this is not a good time to evaluate shift quality.

Civic Engine Mount Causes Vibrating Noise

A vibrating noise on certain '92-93 Civics may be caused by the side engine mount (the one on the timing-belt end of the engine). The noise may sound like it's coming from the dash or gauge assembly, and in some cases, you can only hear it from inside the car. The Civics that use this particular engine mount are the '92-93 VX, the '92 EX Sedan with A/T, and all '93s with 1.6L engines.

To check the mount, remove it from the car. Hold the metal portion of the mount in one hand, and tap on the rubber portion with your other hand. If the mount rattles, replace it (P/N 50820-SR3-J03, H/C 3937042).

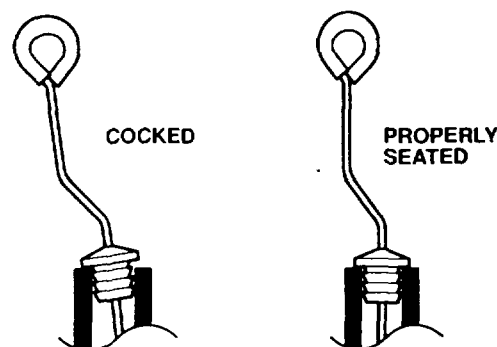
'92-94 Civic A/C Won't Work

Corrosion from moisture in the main-wire-harness-to-A/C-wire-harness connectors may cause the A/C system to quit working on a '92-94 Civic. The connectors in question are C218 and G751, located in the right front corner of the engine compartment. (Refer to page 22-4 of the '94 Civic S/M.) Inspect the terminals in these connectors first when troubleshooting an A/C electrical complaint.

To prevent moisture from entering these connectors in the first place, make sure they're connected properly when you install A/C in a new Civic.

Seat Civic A/T Dipstick Completely

If the A/T dipstick isn't seated squarely in a '92-94 Civic, it can cock enough to contact the reverse shift fork and gear. At the very least, this causes a disconcerting noise; at the worst, it may prevent the trans from engaging reverse. The bend in the handle makes it easy to cock the dipstick, so make sure the rubber plug is seated all the way around.



If you find a dipstick that's had only a minor run-in with reverse gear (it's a little chewed up but all there), replace the dipstick, and flush the trans. If the dipstick is seriously deformed or part of it is missing, the trans will need to be replaced with a remanufactured unit.

Measure Temp With Digital Accuracy

To take accurate temperature readings on A/C and cooling systems, you need a digital pyrometer. A digital pyrometer is an electronic device used to measure temperature; it responds faster to temperature changes, and it's more accurate than a mechanical thermometer. A mechanical thermometer is always less accurate at the extremes of its range, and its accuracy tends to degrade with time (or after being dropped or mishandled).

Various companies sell thermocouple modules that will convert a Honda or most other digital multimeters into a digital pyrometer. Two that we've used are the P/N 80TK from Fluke (800-87FLUKE) and the Model 5200 from ALLTEST (800-ALLTEST or 708-519-0900 in IL), and there are other equivalents on the market. Check with your local tool distributor. Price-wise, they're not terribly expensive. For example, the Fluke thermocouple currently sells for about \$69.

Prelude Sunroof Squeaks Revisited

Make a note in both procedures of S/B 92-014, "Noise from the Sunroof or Roof Area," and in the "Prelude Sunroof Squeaks" article in the November '92 issue of S/N: To lubricate the inside track on the sunroof lifter on a '92-94 Prelude, we've found that Super Hi Temp Urea Grease, P/N 08798-9002, works better than DC 111.



PSF-V Additive Takes Time to Work

The PSF-V additive used in the '90-93 Accord S/B 92-004, "Power Steering Rack Seal Squeak," may take up to two weeks to work its way into the rack seal and reduce the noise. Just be patient, and don't add any more than one packet (18 cc) of additive; too much additive may affect seal durability. If the noise persists after two weeks, it's probably coming from somewhere else.

Tech Line's Now Working on Saturday

Because many service departments are now open on Saturdays, Tech Line is now operating on Saturdays from 9:00 a.m. to 3:00 p.m. ET (6:00 a.m. to 12:00 noon PT).

Based on Tech Line's survey of anticipated demand, a full staff is not needed on Saturdays, so some of the experts will not be available. However, those on duty can still review previous similar problem occurrences and draw from their solutions.

Steam Out Matted Accord Armrests

We've recently seen a number of '94 Accord door panels and center armrests that were replaced because the upholstery was matted. Regrettably, these parts didn't need to be replaced; the fabric could have been restored by using a garment steamer and a stiff-bristle brush.

Small, hand-held, garment/fabric steamers are readily available from a number of manufacturers (Norelco, Remington, and Sunbeam, for example), and they're inexpensive (about \$15-25). Some even have a built-in brush.

Once you've obtained a steamer, follow the manufacturer's instructions to prepare it for usage. Then apply a generous amount of steam to the matted area. Keep the steamer moving slowly until the whole area is hot and moist.

Immediately after the thorough steaming, brush the area with a stiff-bristle brush. Brush the fabric back and forth, and up and down. Stubborn areas will require more steam and brushing, so don't get discouraged and give up too soon.

Phone Programming: Don't Dawdle

When you're programming a '94 Accord or Prelude in-dash phone, don't hesitate too long as you enter the numbers to gain access to the Number Assignment Module (NAM) programming. If more than 3.5 seconds elapse between key strokes, the phone won't let you access the NAM programming mode.

To enter the NAM programming mode, you must use the following key strokes: FCN, 0, the 6-digit security code, repeat the security code, and RCL. If the phone is being programmed for the first time, use the factory default security code, 000000 (six zeros).

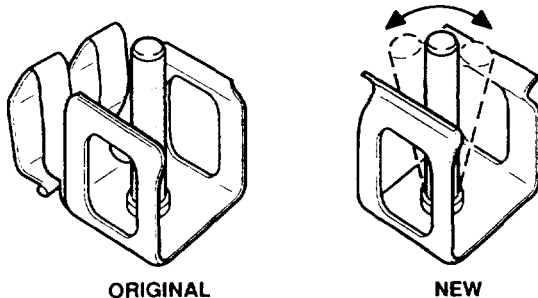
HONDA ServiceNews

©1994 American Honda Motor Co., Inc. - All Rights Reserved. Published by AHM Service Publications, 1919 Torrance Blvd., Torrance, CA 90501-2746. All suggestions become the property of American Honda Motor Co., Inc.; sending a suggestion gives American Honda permission to publish it without further consideration.

ASE
CERTIFIED
WE SUPPORT
VOLUNTARY TECHNICIAN
CERTIFICATION THROUGH
NATIONAL INSTITUTE FOR
AUTOMOTIVE
SERVICE
EXCELLENCE
ASN 16562 (9407)

New Shift Linkage Adjuster Pins Wiggle

The new shift linkage adjuster pin used in S/B 94-010, "RECALL: Automatic Transmission Shift Linkage," is supposed to be loose. The pin is not rigidly attached to the clip like on the original part.



ORIGINAL

NEW

Enter Anti-Theft Codes Successfully

Anti-theft radios are sometimes replaced because they "won't accept a code." In most cases, there's nothing wrong with these radios; the problem was that the installer had the wrong code, or he didn't know the fine points of entering the code.

Our anti-theft radios allow only three attempts at entering the code. During each attempt, the radio will beep after you enter the fifth (last) digit of the code. After three attempts with errors or the wrong code, the radio will not beep. The radio won't even accept the correct code unless you clear its memory.

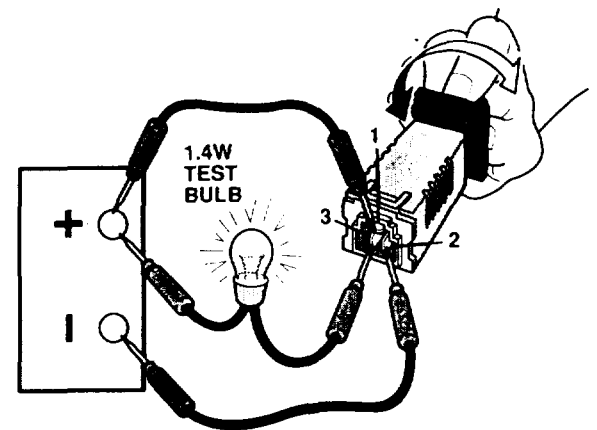
The sure way to clear the radio's memory quickly is to disconnect both battery cables and touch them together for five seconds. (Some radios have capacitors that keep the memory powered for up to 10 minutes, so merely disconnecting power from the radio is not enough.)

After the memory is cleared, enter the code again. If you make a mistake, don't stop; continue entering numbers until the radio beeps, then try again. If the radio still won't accept the code, confirm the code with the customer, the national Warranty Department at (310) 783-3240, or your Zone Customer Relations office. When calling the Warranty Department or Customer Relations, you must have your dealer number, the car's VIN, and the radio's reference number and serial number. The reference number is particularly important because different model radios may have the same serial number.

Passport Illumination Controller Test

The illumination controller test on page 8-245 of the '94 Passport S/M doesn't work. Because the controller is capacitive instead of resistive, you can't check it with an ohmmeter (the ohmmeter will read open). Instead, use the following procedure to check the controller with a battery and a test light.

1. Remove the illumination controller from the dashboard.
2. Connect battery power to the controller No. 1 terminal, and ground the No. 2 terminal.



3. Connect a 1.4 W test light between the controller No. 3 terminal and battery power.
4. Turn the controller knob clockwise, and check that the light gets brighter. Turn the knob counterclockwise, and check that the light gets dimmer. If not, replace the controller.

Remove Passport Wheel Cap Film

When you're performing the PDI on a Passport with alloy wheels, don't forget to remove the protective plastic film from the center of the wheel caps. If the film is left in place, it'll eventually start peeling, and the customer will be back complaining about "defective" wheel caps.

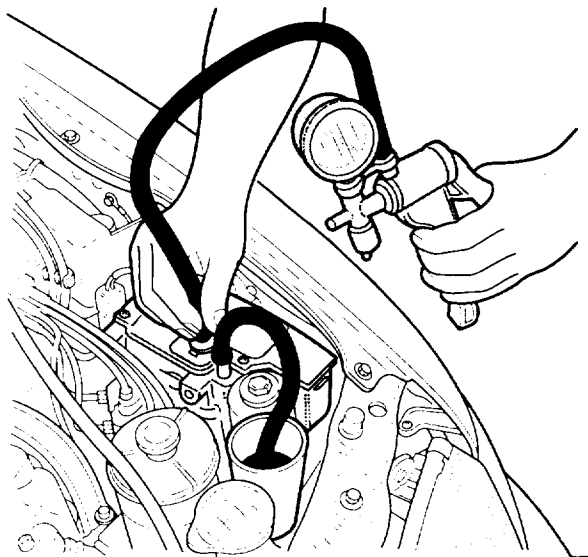
Top Tech Recognition

In the process of compiling the 200 technician and dealer names for last month's Top Tech Contest Winners list, we made some mistakes. To make amends, a corrected list is included with this issue.

ABS Won't Pressurize Even After Bleeding

We occasionally hear of a stubborn '94 Accord ABS modulator that still won't build pressure even after the system was bled as described in S/B 93-038, "ABS Light Comes On." Unfortunately, we usually don't hear about it until after the modulator has been needlessly replaced. Before you replace a modulator for this symptom, perform these extra steps:

1. Place one end of a piece of clear tubing onto the bleeder and the other end into a suitable container.
2. Connect a piece of 3/8 inch (10 mm) O.D. hose to the pressure side of a hand-held vacuum pump.
3. Remove the gray rubber cap from the modulator reservoir. Leave the plastic insert in the reservoir fill hole.
4. Start the engine.
5. Hold the other end of the vacuum pump hose against the reservoir fill hole insert, and pressurize the reservoir until you feel resistance in the vacuum pump. (One to three strokes is usually enough.)



6. While the reservoir is pressurized, have an assistant turn off the engine, and open the bleeder (slowly) until the brake fluid stops running in the tube. Close the bleeder.
7. Repeat steps 4 through 6 five times to completely purge the air pocket from the modulator.
8. If you still have a code in the ABS control unit memory, clear it by removing the 15 A ABS fuse for three seconds.

'94 A/C Fits '92-3 Civic

A '94 Civic R-134a A/C Kit can be installed in any '92-93 Civic except del Sol. The only extra part you need is a new heater sub-harness "A," P/N 32157-SR3-AHM (includes an instruction sheet).

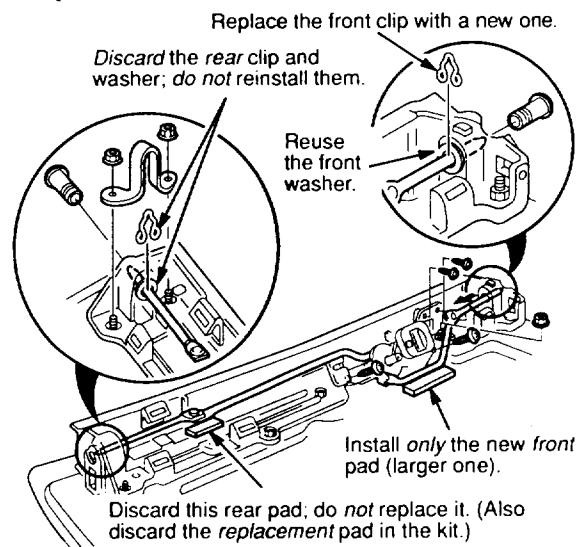
Del Sol Roof Noise

Here are some changes to Service Bulletin 93-023, Noise From Roof, dated June 10, 1994.

1. The parts aren't identified by VIN Group (**A/B/C**) so make the following notes on your copy of the bulletin (and show it to your Parts Manager).

Protective Tape Strip	A/B/C
Rubber Spacer (2.5 mm)	As needed
Roof Kit	A
Roof Sub-Kit	B
(also for A cars if <i>previously repaired</i>)	
Lock Pin Receiver Shim (0.6)	As needed
Lock Pin Receiver Shim (1.2)	As needed

2. Steps 5 and 6 – Add these notes:



3. Steps 7 and 8, sub-step ⑤ – Use lithium dielectric grease, H/C 3720976, on the lock pins, not DC 111.
4. Step 24, sub-step ④ – Use lithium dielectric grease on the lock pin boot openings, not DC 111.
5. Step 22 – Change **A/B/C** to **A**.

HONDA ServiceNews

©1994 American Honda Motor Co., Inc. - All Rights Reserved. Published by AHM Service Publications, 1919 Torrance Blvd., Torrance, CA 90501-2746. All suggestions become the property of American Honda Motor Co., Inc.; sending a suggestion gives American Honda permission to publish it without further consideration.



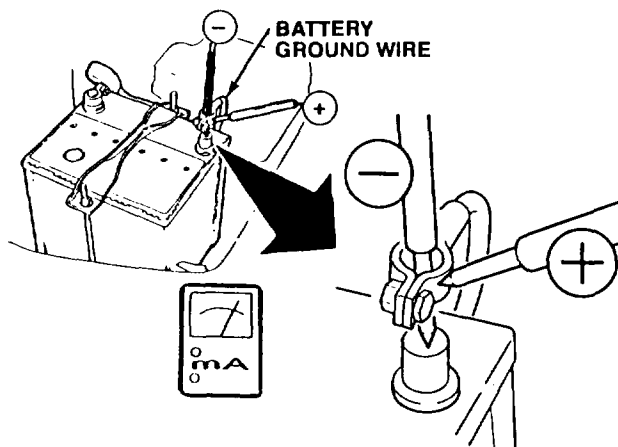
WE SUPPORT
VOLUNTARY TECHNICIAN
CERTIFICATION THROUGH
NATIONAL INSTITUTE FOR
AUTOMOTIVE
SERVICE
EXCELLENCE

ASN 16481 (9406)

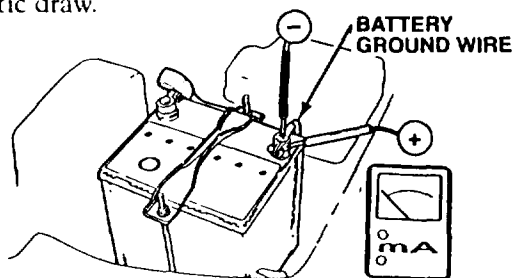
Parasitic Draw Test Clarifications

The Parasitic Draw Test procedures in S/B 92-001, "Charging System Testing," show how to connect the ammeter in series without losing power to the clock and radio. But apparently our pictures weren't worth a thousand words. Here are some more words to make up the difference.

To measure parasitic draw, make sure the doors are closed, all electrical components are off, and the ignition switch has been turned off for at least five minutes (for passive belt timers to reset). Loosen, but do not remove, the negative battery terminal. With your ammeter lead on the 10 A scale, touch the negative ammeter lead to the negative battery post and touch (or connect) the positive ammeter lead to the negative battery cable terminal.



Now, without breaking the contact between the test leads, battery post, and battery cable, carefully lift the negative cable off the negative post. The ammeter is now in series with the electrical system and is reading parasitic draw.



If the reading is less than 0.2 A (200 mA), put the cable back on the post, change the ammeter range and leads to 200 mA, and lift the cable off the post again to get a more precise reading. If the reading exceeds the specs in the S/B, isolate the source of the draw by removing fuses and disconnecting

Prelude Pulls to One Side

The '92 Prelude, like many cars, is sensitive to road crown. If a Prelude customer complains that the car pulls to one side, find out if the car is normally used on heavily crowned roads, then test the car on a similar surface. Normally, a car will follow the crown (that is, pull to the right). If the car climbs the crown, contact Tech Line for troubleshooting assistance.

If the customer claims that the car pulls on a flat (uncrowned) road, drive the car on a flat road and record the amount of time it takes for the car to drift across one full lane at 55 mph.

- If it takes longer than six seconds, make sure the tires are properly inflated (differences in pressure side-to-side affect pull) and recheck if necessary. If tire inflation isn't the problem, swap the front and rear tires side-to-side and recheck. If the direction of the pull now changes, the tires are at fault; correct as necessary. If the direction stays the same, check the front wheel alignment.
- If the time is six seconds or less, call Tech Line for troubleshooting assistance.

"Oil Change" Ratchet Wrench

The extra-long, combination 14 x 17 mm ratchet wrench, T/N 07913-6110002, is back! (Some of you old-timers will remember this one, though we haven't offered it since the early '80s.) This ratcheting box wrench is particularly handy for oil changes. The 17 mm side fits the drain plug, and the thin head and extra length (about 13") make it easy to get the 14 mm side on the oil filter socket.

Civic 1000 Radio Installation

After installing a '92 Civic 1000 radio, turn on the power and push the tape eject button to make sure the tape mechanism is "up." Sometimes the mechanism falls down into the "play" position during shipping, and trying to insert a tape when it's down

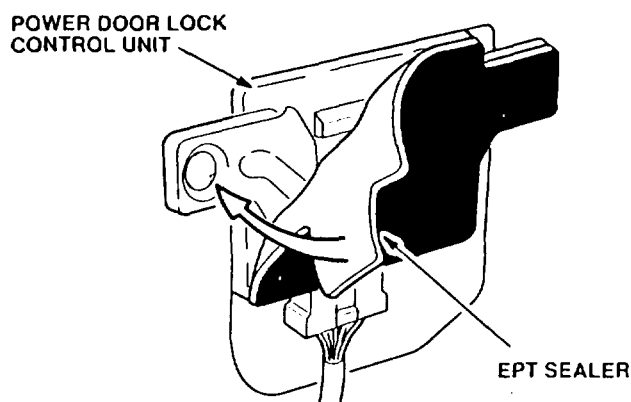
ABS Problem Code 1: '92 Model Tips ✓

Here are some additional diagnostic steps to use on any '92 model with ABS problem code 1. Use these steps first to determine if you need to go through the S/M troubleshooting flowchart.

1. Connect the service check connector terminals with a jumper wire and turn the ignition switch on. Watch the ABS light as it blinks the codes and write them down.
 - If code 1 is indicated, go to step 2.
 - If any other codes are indicated, go to the appropriate S/M troubleshooting.
2. Connect the ALB Checker and perform the Function Test as described in the S/M.
 - If the system checks OK through the Function Test (ABS light stays off), clear the codes and test drive the car to operate the ABS. If the ABS works OK (ABS light stays off), the cause of the code 1 has corrected itself. Return the car to the customer.
 - If the ABS light comes on during the Function Test, go to step 3.
3. Run through Mode 1 with the ALB Checker.
 - If the pump runs for 20 seconds and the ABS light comes on, go to step 4.
 - If the pump doesn't run, but the ABS light comes on after 20 seconds, go to the Problem Code 1 troubleshooting in the S/M.
4. Remove the fluid from the modulator reservoir with a syringe, then remove the reservoir from the modulator to expose the solenoids. Leave the supply hose attached to the reservoir and lay the reservoir off to the side on some shop towels.
5. Support the reservoir on end with the supply hose down. Pour a little brake fluid into the reservoir to supply the pump. Run through Mode 1 with the ALB Checker. While the pump runs, watch the tops of the solenoids.
 - If there's fluid coming from any of the solenoids, you'll have to replace the modulator assembly since solenoids are not available separately yet.
 - If there's no fluid coming from the solenoids and the pump stops after 20 seconds, replace the pump.

Buzz from Prelude Driver's Door

A buzzing noise from the driver's door on a '92 Prelude Si may be caused by the door panel or plastic cover contacting the power door lock control unit. To eliminate the noise, remove the door panel and apply a layer of EPT Sealer 3T to the control unit and control unit bracket surfaces that face the plastic cover/door panel.



Audio System Analyzer: Tweeter Tips

The Audio System Analyzer, T/N 07908-A01010A, enables you to quickly and accurately diagnose open or shorted speaker wires, power problems, and bad speakers. However, since the analyzer was designed for a four-speaker system, remember these tips when checking the front speakers on a '92 Civic or Prelude with front tweeters.

If the circuit is complete through either the front door speaker or the tweeter, the analyzer won't indicate an open to the inoperative speaker. Likewise, if either the door speaker or tweeter is shorted, the analyzer will indicate the short, but not which speaker. For either situation, disconnect the door speaker and tweeter and test them individually.

HONDA ServiceNews

©1992 American Honda Motor Co., Inc. - All Rights Reserved. Published by AHM Service Publications, 1919 Torrance Blvd., Torrance, CA 90501-2746. All suggestions become the property of American Honda Motor Co., Inc.; sending a suggestion gives American Honda permission to publish it without further consideration.



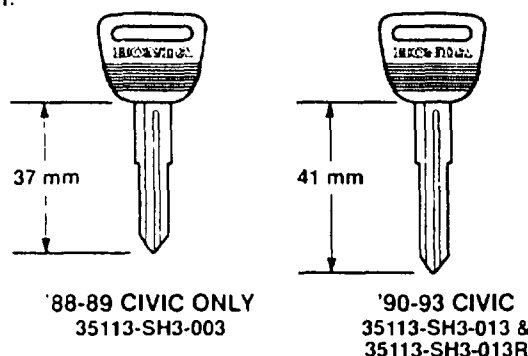
WE SUPPORT
VOLUNTARY TECHNICIAN
CERTIFICATION THROUGH

Supporting repair to
AUTOMOTIVE
SERVICE
EXCELLENCE

ASN 15137 (9203)

Beware of Short Civic Key Blanks

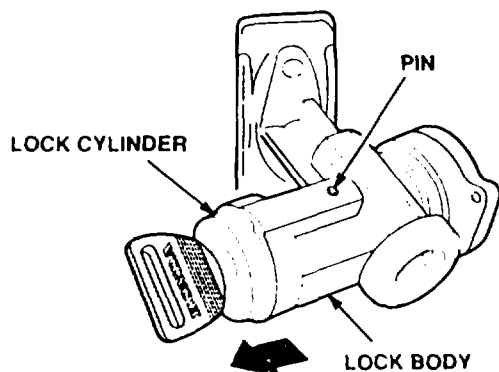
The '88-'89 Civics used a shorter key than the '90 and later Civics. The parts catalogs show the shorter key for '88 models only, but this is incorrect; the longer key is needed only for cars with the shift interlock system.



The shorter '88-'89 key blank now supersedes to the longer key blank, which is fine. But this has caused some people to use the short blank when they needed the long blank. Don't do it! The short key will get stuck if used in a '90-'93 ignition switch. (You can turn it on, but you can't turn it back to the "0" position.) If you have any of the short key blanks in stock, use them only in '88-'89 Civics.

What can you do if you have a short key stuck in a late ignition switch? If it's a genuine Honda plastic-headed key, trim enough plastic off the head until you can push the key in and turn it to "0."

If it's an all-metal key or an aftermarket key, first remove the steering column covers. Turn the switch to "I." Push in the pin on the lock body, and pull the lock cylinder out about 1/2 inch. Now you can turn the key to "0" and remove it. Insert a key cut on a long blank, turn the switch back to "I," and push the cylinder back into the body. Reinstall the column covers.

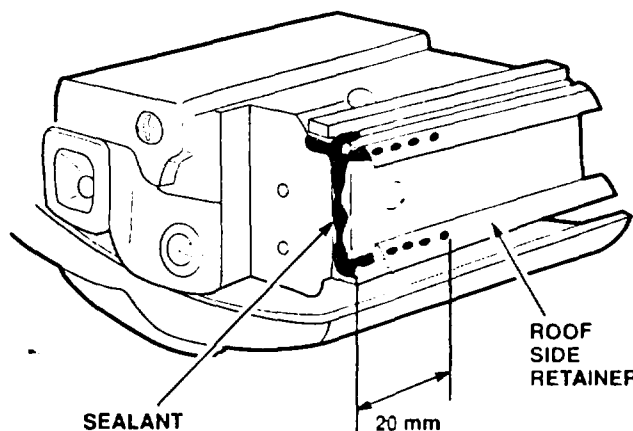


NOTE: The 41 mm blanks may someday supersede to an even longer blank, so just remember "41 mm or longer."

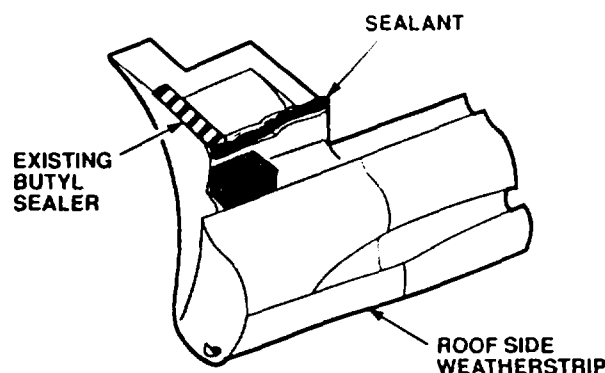
del Sol Side Weatherstrip Sealing

Whenever you're replacing or reinstalling a del Sol roof side weatherstrip, it's important to seal it as described below. Otherwise, you'll end up with a guaranteed water leak where an undisturbed factory-installed weatherstrip doesn't usually leak.

1. At the front of the roof side retainer, apply a 4-5 mm thick bead of 3M Ultrapro Auto Body Sealant-Clear (P/N 051135-15302), as shown.



2. At the front of the roof side weatherstrip, apply a 4-5 mm thick bead of the same sealant, as shown.



3. Install the weatherstrip, and tighten the screws.

Re-Keying and Lock Bezel Update

The lock re-keying info in the May '89 issue of S/N can also be used on Civic models through '91. Also, the replacement lock bezel info is being updated by a new Parts Information Bulletin (A93-0019, filed

Accord/Prelude Flowchart Correction

The engine coolant temperature (ECT) sensor and the intake air temperature (IAT) sensor troubleshooting flowcharts in the '91-93 Accord S/Ms and the '91 Prelude S/M contain some errors. (Remember, these sensors were called the TW and TA sensors in the '91-92 S/Ms.)

One way to get around these errors is to use the appropriate flowcharts from the '90 Accord and Prelude S/Ms. Or, you can correct the later manuals, as follows.

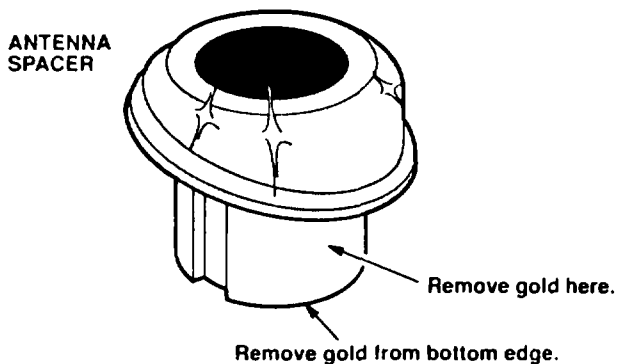
Correction 1: Near the end of each flowchart, the step where you connect the test harness should read "Connect the test harness *1* connection to the ECM only, not to the main wire harness."

Correction 2: If you get a 5V reading in the next to the last step, the cause could be a short, as well as an open.

Poor Reception? Check for Gold Emblems

If an Accord or Prelude comes in with a radio reception problem, check the car for a gold emblem kit. What do gold emblems have to do with radio reception? Nothing, but that gold antenna spacer might be the culprit.

Remove the gold antenna nut and the antenna spacer, and inspect the part of the spacer that goes inside the fender. If that area is gold plated (it's not supposed to be), the spacer may be acting as a conductor to ground instead of as an insulator.



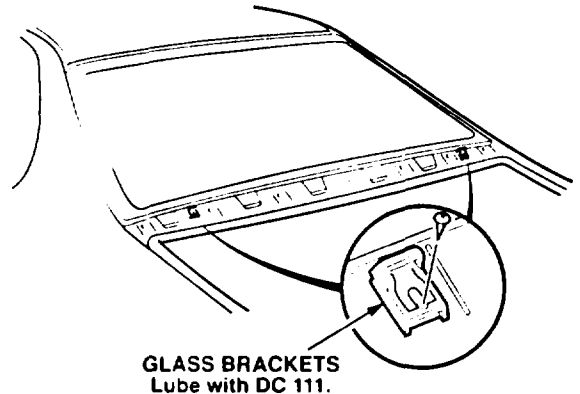
Using a utility knife or file, remove the gold plating from the lower part of the spacer and its bottom edge.

Loosely reinstall the antenna spacer and antenna nut. Loosen the antenna motor mounting nuts, then retorque the antenna nut to 20 lb-in. (Loosening the motor allows the antenna collar to make a good ground when you torque the antenna nut.) Retighten the motor mounting nuts.

Prelude Clicks From Rear Shelf Area

Here are two possible causes for a clicking noise from the rear shelf area on a '92-93 Prelude:

Rear window glass brackets: Contact between the rear window and the glass brackets may cause a clicking noise when driving over irregular surfaces. (These brackets are used to align the window up and down during installation.) If you suspect this is the cause, remove the lower molding, and lubricate the glass brackets with DC 111.



Trunk springs: The trunk springs may rattle in their holder at times, making a similar clicking noise. To eliminate this noise, cushion the springs by wrapping them with several turns of tape in the holder area.

Windshield, Harness, Wheel Balance Reports

We recently sent samples of three new worksheets to all dealers. These worksheets make it easier for you to report the details on certain conditions and we, in turn, get more complete information. Here's a brief description of each one, along with the reorder number (they're stocked at Helm).

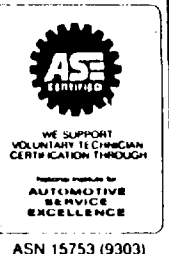
Windshield Replacement Report, Y0328: Use to report stress cracks only.

Wire Harness Repair Checksheet, Y0329: Use for any wire harness, connector, or wiring assembly problem.

Wheel Balance Information Worksheet, Y0330: Supersedes all prior wheel balance forms.

HONDA ServiceNews

©1993 American Honda Motor Co., Inc. - All Rights Reserved. Published by AHM Service Publications, 1919 Torrance Blvd., Torrance, CA 90501-2746. All suggestions become the property of American Honda Motor Co., Inc.; sending a suggestion gives American Honda permission to publish it without further consideration.

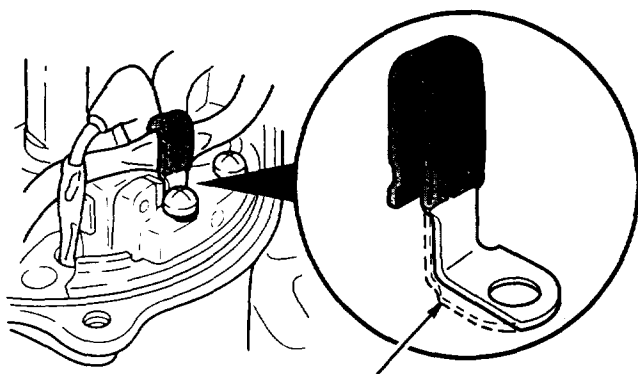


ASN 15753 (9303)

'91 Accord Distributor Wire Clip Modification

Here's another tip on S/B 93-035, "Product Update: 1991 Accord Distributor":

The updated igniters for the '91 Accords are shaped a little differently than the original igniters. However, this slight difference creates some interference with the wire retainer that goes under one of the igniter mounting screws. It is possible to force the wire retainer and mounting screw into position, but it moves the wires out of position, and you run the risk of cross-threading the screw. So, before you install the wire retainer, reshape it with your bench grinder as shown.



Remove with grinder.

If You Must Write on the Glass . . .

If you ever need to write on a car's glass, don't use a crayon. Writing with a crayon could scratch the glass if there's dirt or other contaminants on the glass, and cleaning all the wax residue off the glass is difficult at best and sometimes impossible. (The scratches and residue may show up only under certain lighting conditions or when the glass is wet.) To prevent these problems from occurring, use an ink-type marker such as a "Marks-A-Lot" (or an equivalent).

Got Rocks in Your Heat Shield?

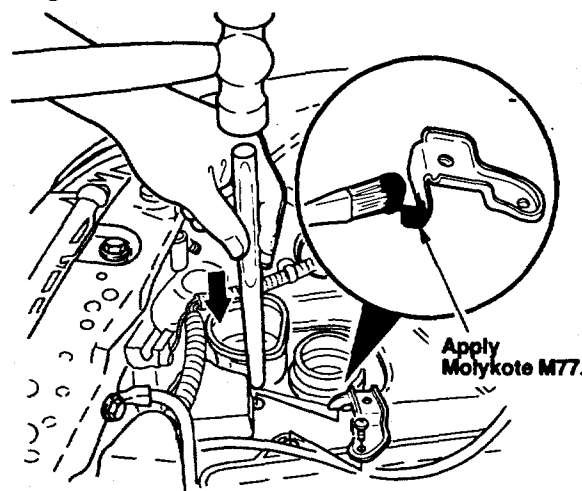
Before replacing an exhaust pipe for a rattling noise, remove the heat shields, and check for rocks or stones lodged between the heat shields and the exhaust pipe. We've resolved several exhaust rattle complaints by removing rocks that couldn't be seen

'94 Accord ACL Bracket Buzz Revisited

Back in the November '93 issue, we said "The front air cleaner housing bracket on a '94 Accord may vibrate against the body and make a buzzing noise when accelerating in the 2,200 to 3,000 rpm range. This noise can sometimes be duplicated by hitting the air cleaner housing cover with your fist."

While this is still true, this problem has eluded many people because the noise doesn't always sound like a "buzz," and it doesn't always occur when accelerating. This symptom has also been described as a clicking, creaking, rattling, squeaking or ticking noise, and sometimes it occurs only during deceleration, braking, or when there are two people in the car. In other words, don't get too hung up on the symptom; if there's a noise coming from the right-front corner of the car, try the air cleaner bracket first!

We've also come up with a better "fix" for this problem. First, remove the air cleaner housing and the front bracket. One end of the bracket is held by bolt, while the other end is held by a tang. Using a blunt drift, slightly dimple the hole (in the body) that the tang fits into. (This will put more tension on the bracket.) Then, dab some Molykote M77 on the tang, and reinstall the bracket and the air cleaner housing.



Prelude P/S Pump Belt Tension Specs

The kilogram conversion for the "used" P/S pump belt tension spec is incorrect on page 17-74 of the '92, '93, and '94 Prelude S/Ms. Correctly converted t

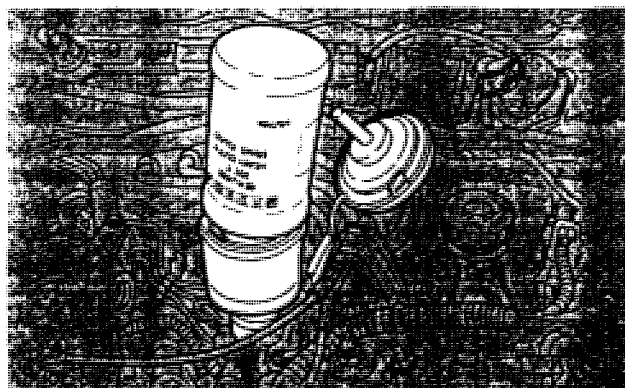
Brake Fluid Bleeding and Replacement

As you know, our Maintenance Schedules recommend changing the brake fluid every 30,000 miles. But changing the fluid in the master cylinder reservoir alone doesn't satisfy this recommendation; the *entire system* must be flushed.

The best way to flush (or just bleed) the brake system is by using either a vacuum bleeder or a pressure bleeder. Either bleeder, used properly, will ensure that the old brake fluid is thoroughly flushed out.

Regardless of which bleeder you're using, start by removing the master cylinder reservoir cap and strainer. Stir the fluid in the reservoir to get any sediment in suspension, then suck the fluid out of the reservoir with a syringe (turkey baster). If you're replacing brake pads at this time, push the caliper pistons in to force more of the old fluid back into the reservoir, and then suck that fluid out. Refill the reservoir with clean brake fluid, and repeat the stirring and sucking process until the reservoir is as clean as possible. Refill the reservoir one more time, then proceed with the appropriate bleeding procedure:

Vacuum Bleeding: Quickly invert a full bottle of brake fluid in the master cylinder reservoir. (It won't overflow; it works on the same principle as a bird feeder!) This effectively increases the reservoir capacity by 12 ounces and minimizes the chance of bleeding the reservoir dry. Using the bleeding sequence in the appropriate S/M, bleed at each caliper until the fluid is clear. (Follow the vacuum bleeder instructions.)



Pressure Bleeding: Install the pressure bleeder. Using the bleeding sequence in the appropriate S/M, bleed at each caliper until the fluid is clear. (Follow the pressure bleeder instructions.)

"Safe" Coolant? No Such Thing

You may have heard of a propylene-glycol-based coolant that's advertised as being "essentially non-toxic" and "safer for people and pets." Another leading coolant manufacturer claims this advertisement is very misleading and irresponsible.

In any event, treat this product the same as any other coolants when it comes to potential hazards and disposal. Ingestion of this coolant, even a small amount, can be lethal. And you must still dispose of it in accordance with local ordinances, particularly if it's used. Used coolant is almost always contaminated with heavy metal deposits from the cooling system.

Remember, Genuine Honda Coolant is the only coolant recommended for use in Honda automobiles. Other coolants don't contain the combination of additives that we require for extended engine life and water pump seal lubrication.

S/B Notes

S/B 94-001, "Outside Mirror Causes Wind Noise": When coloring the two pieces of wire harness cushion, use a *permanent* black felt-tip marker. If you use a water-soluble ink marker, the ink may come off in the rain or the car wash.

S/B 93-011, "Front and Rear Tire Wear": This S/B was recently revised to correct the product code for the Wagon tires. However, we purposely did not correct the product code on the copy of the Goodyear bulletin on page two because we doubt that Goodyear has corrected it. So, don't be confused; ignore the product code on the Goodyear bulletin.

S/B 88-023, "Battery Test Procedure": After "Delco" in the Original Equipment Batteries table on page 2, the Passport VIN should start with 4S6 (that's 4, S as in Sam, 6), not 456.

HONDA ServiceNews

©1994 American Honda Motor Co., Inc. - All Rights Reserved. Published by AHM Service Publications, 1919 Torrance Blvd., Torrance, CA 90501-2746. All suggestions become the property of American Honda Motor Co., Inc.; sending a suggestion gives American Honda permission to publish it without further consideration.



ASN 16350 (9403)

Wagon Entry Lights and Security System

Between the factory keyless entry system and the keyless entry feature on our accessory security system, there's some confusion about how the "entry" (ceiling) light works on '94-95 Accord Wagons.

With the factory keyless entry remote transmitter on an EX Wagon, the ceiling light comes on for a few seconds when you unlock the door(s) and then goes out. (When you depress the factory keyless entry remote transmitter button the first time, only the driver's door unlocks. When you depress the button the second time, the other doors unlock.) When you open any of the doors, the ceiling light operates normally.

With the Honda accessory security system remote transmitter on an LX Wagon, the ceiling light doesn't come on when you unlock the doors, but the light operates normally when you open any of the doors. (When you depress the accessory security system remote transmitter button, all the doors unlock.)

Intermittent Wipers for Passport DX/LX

Garth Davis of Lejeune Honda Cars in Jacksonville, North Carolina, recently had a customer who wanted to add intermittent wipers to his Passport LX. After studying the wiring harness, Garth discovered that this could be accomplished easily and inexpensively by replacing the LX wiper switch and wiper relay with those from an EX. Thanks for the great tip, Garth. Here's the EX parts information.

Part Number	Honda Code	Description	Current D/N
8-94332-532-2	4383063	Cluster Switch Assy	\$21.84
8-94434-674-1	4390555	Wiper Relay	\$6.45

Odyssey Keyless Door Lock Input Test

The Power Door Locks Control Unit Input Test (With Keyless Entry System) on page 23-236 of the '95 Odyssey S/M contains an error. Change the "Test Condition" for terminal 1 (BLU/WHI wire) to "Ignition key out of the ignition switch."

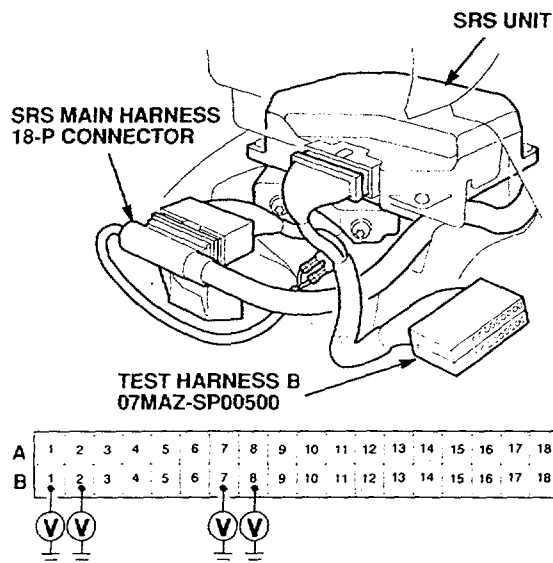
Index # **041547**

Accord/del Sol SRS Troubleshooting

The Diagnostic Trouble Code (DTC) Chart for the DE SRS unit in the '95 Accord and del Sol S/Ms contains some misleading page references for DTC 5-1. One possible cause of a "false" DTC 5-1 is a short to power on the driver's or passenger's airbag inflator circuit. Consequently, the DTC Chart sends you to the troubleshooting for DTCs 1-3 and 2-3 to check those circuits. While this sounds logical, there's a glitch; if you follow the DTC 1-3 and 2-3 flowcharts, you end up replacing both airbags needlessly. So first, let's correct your S/Ms, and then we'll tell what you really need to check when you get a DTC 5-1.

On page 23-318 of the '95 Accord S/M, at the end of the DTC 5-1 row, cross out "23-326" and "23-335." On page 23-252 of the '95 del Sol S/M, at the end of the DTC 5-1 row, cross out "23-262" and "23-271." Write a note in both S/Ms referring to this article.

When you have a DTC 5-1 on a '95 Accord or del Sol with a DE SRS unit (DE only), connect test harness "B" to the SRS main harness. Turn the ignition switch on, and check for voltage between body ground and terminals B1, B2, B7, and B8 individually.



If there's no voltage on any of the four terminals, erase the DTC 5-1 with the PGM Tester. If the DTC can't be erased or if it can be erased but it recurs, replace the SRS unit.

If DTC 5-1 and 9-2 occur together, check the No. 2 and No. 3 fuses on the Accord or the No. 24 and No. 25 fuses on the del Sol. If the fuses are OK, go to the DTC 9-2 flowchart.

R-134a A/C System O-Ring Lubrication

When you install or repair an R-134a A/C system, you don't need to use expensive R-134a refrigerant oil just to lubricate the O-rings. Instead, use a drop of R-12 refrigerant oil. Lubricating the O-rings allows them to slide and not tear when the fittings are connected and tightened. A thin film of R-12 oil on the O-rings won't contaminate the system.

Move Trans to Remove Passport L4 Oil Pan

To remove the oil pan from a '94-95 Passport L4, you have to unbolt the transmission and clutch housing and move them rearward. (The clutch housing interferes with two of the oil pan bolts.) Make a note on page 6A2-30 of the '94 Passport S/M under Oil Pan Removal.

Passport Rear Wiper Won't Work

If the rear wiper won't work on a '94-95 Passport, first check the vehicle for an aftermarket alarm system. Some aftermarket alarms monitor the LT GRN wire to the rear cargo area light to determine if the tailgate is opened. However, if something in the alarm installation shorts the LT GRN wire to ground, the rear wiper won't work.

Cracking Noise From Accord Windshield

A "cracking" noise from the windshield of a '94-95 Accord (like a rock hitting the glass) may be coming from the windshield molding clips. Spray silicone under the molding, and test-drive the car. If the noise goes away, remove the molding and lubricate the molding clips with DC 111. (The silicone spray is great for a quick diagnosis of the problem, but the noise will return eventually if you don't use something more substantial like DC 111.)

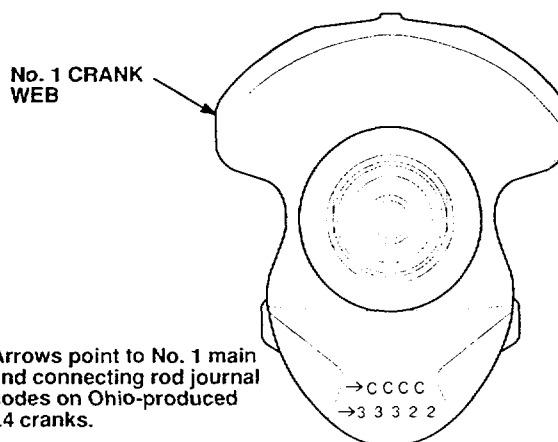
'94-95 Accord Main & Rod Bearing Codes

There's been some confusion over how to read the bearing codes on *Ohio-produced* '94-95 Accord L4 engines. The S/Ms correctly show how the crankshaft and block marks correspond with the journals and journal bores, but the actual marks are upside down when compared to the illustrations on pages 7-9 and 7-11 of the S/Ms, hence the confusion.

Regardless of which way you read the block stampings (most people prefer right side up), the letter closest to the pulley-end of the block always corresponds with the No. 1 main bearing journal bore, and the letter closest to the flywheel-end always corresponds with the No. 5 main bearing journal bore. The letters are stamped in the same order as the bores, pulley-end (No. 1) to flywheel-end (No. 5).

The system for marking the crankshaft wasn't so logical, so the factory added an arrow that points to the No. 1 main bearing journal mark. (Once you know where No. 1 is you can't go wrong.) There's also a similar arrow that points to the No. 1 (pulley-end) connecting rod journal mark.

This corrected illustration will be added to the '96 S/M:



Arrows point to No. 1 main and connecting rod journal codes on Ohio-produced L4 cranks.

HONDA ServiceNews

© 1995 American Honda Motor Co., Inc. - All Rights Reserved. Published by AHM Service Publications, 1919 Torrance Blvd., Torrance, CA 90501-2746. All suggestions become the property of American Honda Motor Co., Inc.; sending a suggestion gives American Honda permission to publish it without further consideration.

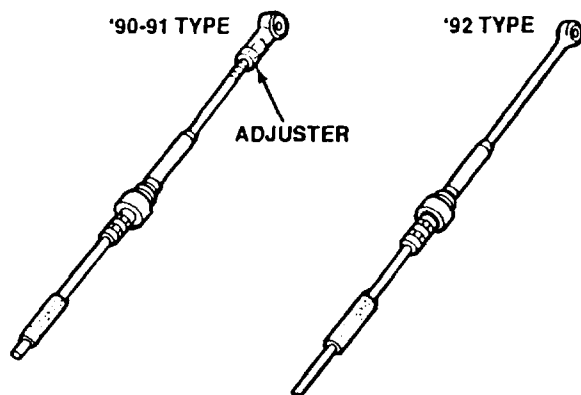


WE SUPPORT
VOLUNTARY TECHNICIAN
CERTIFICATION THROUGH
NATIONAL INSTITUTE FOR
AUTOMOTIVE
SERVICE
EXCELLENCE

ASN 17065 (9503)

Non-adjustable Accord Shift Cables

The length of the select and shift cables is adjustable at the shift lever end on M/T-equipped '90 - 91 Accords. However, it was determined that an adjustment at this point wasn't necessary, and '92 Accord cables aren't adjustable. Unfortunately, no one told the S/M elves about this change, so the '92 Accord S/M still has a Cable Adjustment page. Draw a big "X" through page 13-39 of your '92 Accord S/M and you'll have one less adjustment to worry about.



Quieter Brake Pads for '88 - 91 Civics

New front brake pads that minimize front brake squeal are now available for the majority of '88-91 Civics. The new pad set, P/N 45022-SH3-G11, fits all '88 - 91 Civics *except* EX 4-doors, 4WD Wagons, and HF and Si CRXs.

Before installing the new pads, visually inspect the pads and discs on the car for any other problems. If the pads and discs check out OK, refinish the discs and install the new pads.

Civic Trunk Lid Indicator Stays On

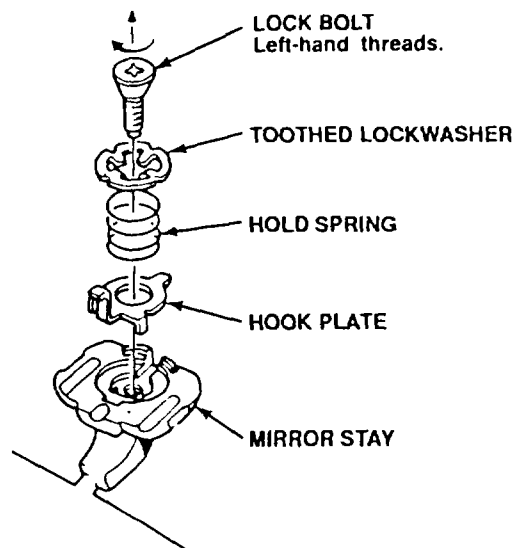
One of the two adjustments below should take care of a trunk lid indicator that stays on after the trunk is closed on a '92 Civic Sedan.

- If the trunk lid is adjusted a little high in relation to the rear fenders, turn the edge cushions in to lower the lid.
- If the edge cushions are adjusted properly, shim the

Break-away Civic/Prelude Mirrors

The new '92 Preludes and Japan-produced Civics have "break-away" rearview mirrors. If an over-zealous car wash attendant knocks one off while cleaning the windshield, it's easy to fix.

Retrieve the toothed lock washer and hold spring (probably from the floor of the car), then reassemble the mirror as shown below. (If they're lost, the lock washer, spring, and lock bolt can be ordered separately.) Don't forget that the lock bolt has left hand threads.



Civic A/C: Remove Hole Covers

When installing A/C on a '92 Civic, don't forget to remove the condenser hole cover (all models) and the bumper hole cover (VX only). Take a look at steps 15 and 16 of the A/C Installation Instructions to refresh your memory. If the covers aren't removed, the A/C system won't cool properly, the discharge pressures will be too high, and the engine may idle roughly or stall when the A/C is on.

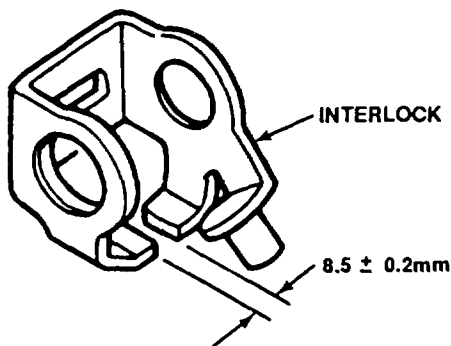
Prelude TDC/CRANK Sensor Replacement

Before replacing a TDC or crank angle sensor on an '88-91 Prelude, measure the air gap on the original sensor. When you install the new sensor, adjust the

Accord M/T *C.O.E* Stuck in Two Gears

If a '90 - 92 Accord comes in with a bound-up M/T, the trans may be stuck in two gears. If this is the case, it's a safe bet that someone has been forcefully shifting the trans and bent the interlock. Luckily, the interlock can be inspected and replaced without removing the trans.

Remove the interlock as described in the M/T section of the S/M, then measure the width of the interlock guide channel. The channel width should be 8.5 ± 0.2 mm. If the channel has been spread, replace the interlock.



Evaporator Cleaning

When a car comes in with bad A/C odor, the evaporator must be cleaned. Remove the evaporator assembly and disassemble it. Wash the case halves, the evaporator, and the foam insulators in mild dish soap and water. If the odor was real bad, the foam insulators should be replaced. Don't use bleach or any other type of cleaner/disinfectant; they'll attack the surface coating on the evaporator and make things worse in the long run.

Let the parts dry thoroughly before you reassemble them. Remove any debris from the blower, fresh air intake, and the cowl area.

Remind the customer: interior deodorizers, perfumes, cigarette smoke generally make A/C odor worse. The key is keeping the evaporator as dry as possible. Use RECIRC when the outside air is humid; FRESH when the outside air is dry. Use the button to turn the A/C off the last few blocks before you reach your destination, but leave the blower on. If necessary, you can use the different ventilation modes to redirect the air to where it's not noticeable.

Easy Plastic Door Cover Removal

Anytime you work inside a door, you have to peel at least some of the plastic inner door cover back. If the white adhesive is fairly new and fresh, you end up with long sticky strings of goop to get on your clothes (or the car's interior). If the adhesive is old and hard, the plastic cover may tear before the goop gives up.

The best way to deal with the adhesive is to cut through it with a sharp utility knife as you slowly pull the plastic cover back a little at a time. What you end up with is half of the adhesive on door, and half on the cover, with no sticky mess. You also have a nice outline of where the cover should be, and the adhesive will usually stick back together again with no leaks.

Great PQR's

Well, it's that time again - time to thank the folks who send in those well-written PQR's with all the pictures and arrows and 8 x 10 color glossy photographs (or even snapshots). Here's this month's batch:

Asa Mall	Melton Honda
Al Whitcomb	Dick Ide Honda
Jay Masters	Renton Honda
Robert Serecca	Liberty Honda
Michael Darrar	Coeur D'Alene Honda
Ray Arnold	John Elway Honda
Harold Nelson	Marin Honda
Skip Austin	Coggin-O'Steen Honda
Tim Rodgers	Griffith Honda of York
Joe Hodges	Honda Cars of Bellevue
Jack Woods	Walsh Honda
Kent Clark	Southern Motors
Allen Beal	Dick Poe Honda
Thomas Gordon	Autosport Honda
Steven Pecora	John Holtz Honda

HONDA ServiceNews

©1992 American Honda Motor Co., Inc. - All Rights Reserved. Published by AHM Service Publications, 1919 Torrance Blvd., Torrance, CA 90501-2746. All suggestions become the property of American Honda Motor Co., Inc.; sending a suggestion gives American Honda permission to publish it without further consideration.



WE SUPPORT
VOLUNTARY TECHNICIAN
CERTIFICATION THROUGH
ASE
HONDA HONORS ITS
AUTOMOTIVE
SERVICE
EXCELLENCE

ASN 15241 (9205)

Cable Reel Reminder

Anytime you're performing work that requires removing the steering wheel or disconnecting the steering shaft, be careful not to misalign the cable reel. The cable reel is indexed according to the front wheels' steering position. The reel is designed to turn only a given amount in either direction from its centered position. If the reel isn't properly indexed, it will be ruined when the steering is turned to one of the full-lock positions. To avoid this, follow the appropriate S/M procedures faithfully.

Older Prelude Sensors

Back in the July '89 issue of S/N, we told you that the '88-'89 Prelude TDC/CRANK sensor assembly (aka pulse generator assembly), P/N 30108-PK2-006, H/C 2626976, was available separately. Recently, however, this part was discontinued, so now you have to order a distributor assembly, P/N 30100-PK2-036, H/C 4066403, to get one.

PGM Tester Vehicles

Tech Line is often asked, "What vehicles can I use my PGM Tester on?" Basically, the tester can be used on any vehicle that has a data link connector (DLC). The Hondas that have DLCs are the '92 and later Civics and Preludes, the '93 and later del Sols, and the '94 and later Accords and Passports. You can use the tester for fuel and emissions testing on all these models, for SRS testing on '94 and later Civics, del Sols, and Preludes, and for A/T testing on Passports.

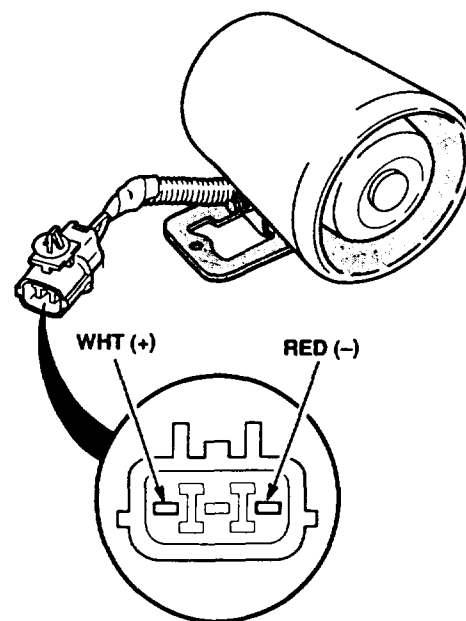
FRM Cylinder Honing

The '90-'91 Prelude 2.1L and the '92-'94 Prelude 2.3L engines have fiber-reinforced metal (FRM) cylinder liners. To hone these liners, you must use a rigid hone (not a ball hone) with GC-600-J or finer stones for nonferrous metals. The honing pressure should be 200-300 kPa (2-3 kg-cm², 29-43 psi). Hone at 45-50 rpm to a 60° crosshatch pattern. Do not hone more than 20 cycles, and clean the stones every 5 cycles.

After honing, thoroughly clean the engine block of all metal particles. Wash the cylinder bores with hot soapy water, then dry and oil them immediately. Never use solvent; it will only redistribute the grit. Some light vertical scoring and scratching is acceptable if it isn't deep enough to catch your fingernail. ~~and doesn't run the full length of the bore.~~

Security Siren Testing

If you need to test the security system siren on a '94 Accord, Civic, or Prelude, be careful how you connect power and ground. Contrary to common practice, you apply power to the WHT siren wire and ground the RED wire. If you do it the other way, you'll ruin the siren.



View from terminal side.

Be Nice to Your PGM Tester Program Card

Because the PGM Tester program cards are programmable, they are reusable. When a program card needs to be updated for new models or spec changes, we'll send you an updated card in exchange for your current card. So, keep your current card in good condition; it can't be reused if it's damaged, marked-up, or personalized. (And without an exchange, a new program card costs about \$180!)

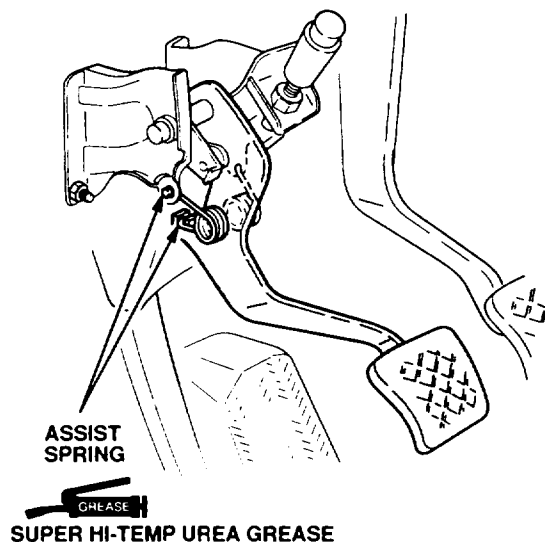
New Tech Line Option

When you're calling Tech Line just to report the resolution to a problem, you no longer have to wait to speak to a Tech Line Specialist. After dialing Tech Line's number, push 3 on your touch-tone phone, and leave your dealer number, the reference number, and a brief description of what was done to repair the car.

This message center is checked only once a day, so don't use it to request a callback.

'94 Accord Clutch Pedal Makes Noise

A "spring noise" when you slowly depress and release the clutch pedal on a '94 Accord may be caused by a dry clutch pedal assist spring. Lubricate the assist spring pivot points with Super Hi-Temp Urea Grease, P/N 08798-9002, where shown.



CV Boot Kits Available

CV boot kits are now available for older models back to 1980. (Newer kits are listed in the parts catalog.) The inboard kits include the boot, both bands, and grease, *plus* all the other parts you need when you R&R the driveshaft and CV joint: the set ring, circlip, stopper ring, and spindle nut. The outboard kits include the boot, both boot bands, a dynamic damper band for A/T models, *plus* the appropriate inboard kit. An upcoming Parts Information Bulletin will list all the specific applications, part numbers, and prices.

Civic A/T Housing Kit

The '92-'93 Civic A/T transmission housing has been superseded to a '94-type housing kit. The kit contains the housing, the oil guide plate, and the oil feed pipe. These three parts are different than the '92-'93 parts and must be used as a set. The new oil guide plate presses into the case (instead of being threaded), and the oil feed pipe is directional. Use the assembly instructions on page 14-99 of the '94 Civic S/M to install the oil guide plate. Refer to page 14-114 of the '94 Civic S/M to install the oil feed pipe.

Tune Up Your A/C Equipment

With summer fast approaching, now is a good time to make sure your A/C recovery/recycling/recharging equipment is in tip-top condition.

- With the White Industries Model 01090 R-134a Refrigerant Management Center, the filter core should be replaced every 20 hours of operation or when the moisture indicator turns yellow. In addition, you should change the vacuum pump oil after every 24 hours of use on this model. If you need any additional parts, service, or information, contact White directly at (800) 633-2827.
- The Kent-Moore Smart Cart R-12 charging station and the ACR3 R-12 recovery/recycling station are both equipped with scales. The scales are used to determine how much refrigerant is in the tank and how much refrigerant you have put into a system. Check the calibration of these scales periodically as described in the operator's manual, or contact Kent-Moore directly at (800) 345-2233.
- Check the hoses, hose gaskets, and coupler O-rings on all your A/C equipment for any signs of leakage. (The best way is to use your leak detector while the equipment is connected to a car.) Actually, it's a good idea to replace the hoses and gaskets annually.

R-134a Couplers Won't Depress Valve

If the couplers on your White R-134a unit won't depress the Schrader valve, the problem is the service ports, not the hose couplers. See "R-134a A/C System Can't Be Charged" in the February issue of S/N.

A/C Refresher Course

According to Tech Line, the two most useful A/C articles to reread this time of year are *Evaporator Cleaning* in the May '92 issue of S/N and *A/C Leak Checking* in the July '92 issue of S/N.

HONDA ServiceNews

©1994 American Honda Motor Co., Inc. - All Rights Reserved. Published by AHM Service Publications, 1919 Torrance Blvd., Torrance, CA 90501-2746. All suggestions become the property of American Honda Motor Co., Inc.; sending a suggestion gives American Honda permission to publish it without further consideration.



Trans Shifts Harshly After Changing ATF

Complaints of harsh upshifts and downshifts after changing the automatic transmission fluid (ATF) may be caused by the brand or quality of the replacement ATF. All ATFs are not the same.

The factory fill and the recommended replacement ATF for all Hondas (except the Passport) is Honda Premium Formula Automatic Transmission Fluid. We have nothing against the other major ATF manufacturers, but our ATF was specifically formulated for our transmissions. Their fluids weren't. If you have to use Dexron II, IIe, or III, expect a noticeable change in shift quality (and possible complaints from customers).

Flywheel Resurfacing

Because of the stepped pressure plate mounting surface on all our cars, flywheel resurfacing is not recommended. The flywheel should be replaced if

- The friction surface runout exceeds the S/M specifications, or
- The friction surface is deeply grooved, or
- The flywheel has heat cracks that may affect its integrity.

Small heat spots, some slight discoloration, or slight grooves are not reasons to replace the flywheel. In those cases, simply replace whatever clutch parts are needed, and button it up.

"Pop" When Brakes Are Applied

A "pop" from the brake pedal may be caused by the booster diaphragm striking the master cylinder piston. To eliminate the noise, remove the master cylinder, and lubricate the end of the booster push rod with silicone grease (DC 111) to help cushion the contact.

Civic Water Leak S/B

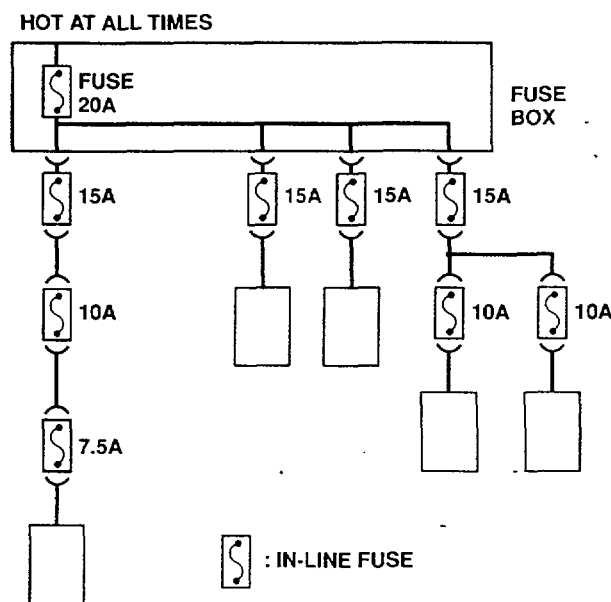
S/B 92-050, *Water Leak From Seam Under Corner of Dash*, dated May 15, 1995, contains an unneeded step. Cross out step 3, "Remove the front bumper."; the bumper doesn't interfere with the fender removal.

Isolate Shorts With In-Line Fuses

Locating short circuits is often time-consuming and frustrating, but here's a way to ease some of the pain. Use in-line fuses to isolate the portion of the circuit that's overloading the car's fuse.

Use your ETM to identify and locate the connectors in the problem circuit. Remove the terminal from the connector where you want to add the in-line fuse, and find matching terminals in the terminal pin kits (T/N 07JAZ-003000B or 07QAZ-003020B). Add a male and female terminal to an in-line fuse holder such as Radio Shack's P/N 270-1213 (or an equivalent).

When you install the in-line fuses, use a lower capacity fuse at each subsequent in-line fuse adapter (highest capacity nearest the fuse box, lowest capacity nearest the component). Never increase the capacity of the fuse box fuse; the short may damage the wire harness. After all the in-line fuses are installed, operate all the components on the circuit. Based on which in-line fuse blows, you've isolated which portion of the circuit (or which component) is shorted.



Defogger Repair Kit

Looking for defogger grid repair paint? Try Locktite's Quick Grid Rear Window Defogger Repair Kit, reorder number 15067. The kit includes a bottle of conductive paint that matches the grid lines, a brush, and a stencil. The stencil is wider than our grid lines, so we still recommend that you mask the line with cellophane tape (see the Body section of any S/M).

Genuine Honda Coolant Is the Only Way to Go

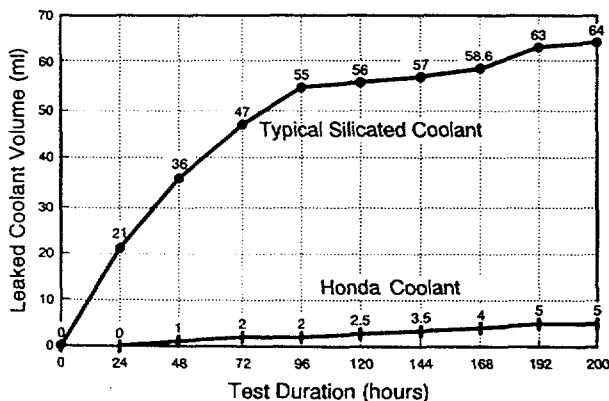
Increasingly severe operating conditions and the advent of lower maintenance requirements have resulted in significant changes in the variety and the concentration of additives used in engine coolant. Also, the continual improvements in engine and vehicle design have challenged coolant suppliers to design products that perform well in a more demanding environment.

To meet these needs, Honda engineers have developed a superior, high-quality coolant that has several advantages over the competition.

Some antifreeze, although labeled as safe for aluminum parts, may not be compatible with Honda cooling system components. Extensive research and testing by both Honda R & D and CCI, the manufacturer of Honda coolant, have proven that the abrasive silicates and/or borates found in most domestic coolants can cause these problems:

- Silicates bond to the surface of the water pump seal and act as an abrasive, causing considerable seal erosion and coolant leakage. In actual tests, the silicated coolant caused early leakage. This leakage increased dramatically until a substantial portion of the coolant had been lost. In contrast, the Honda coolant had almost no leakage through the duration of the test.

Coolant Leakage From Water Pump Seal



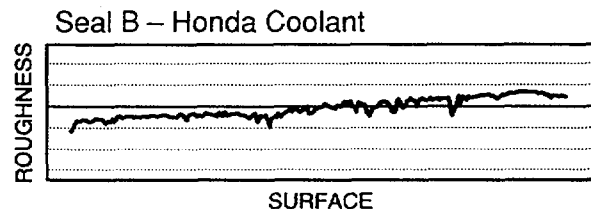
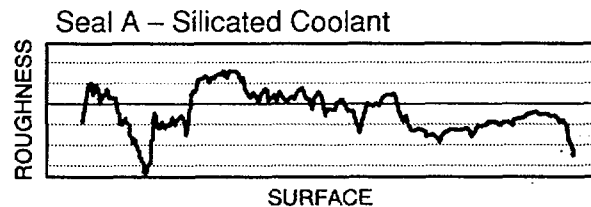
- Silicates tend to gel and settle in the coolest parts of the cooling system, causing radiator plugging and overheating.
- Borates cause pitting corrosion on the cylinder head.
- Silicate inhibitors are difficult to stabilize and, therefore, limit coolant shelf life.

Most commercially available coolants were originally designed for cast iron engines. Silicate, an inexpensive additive, was added to coolants to prevent aluminum corrosion, but the long-term durability of the combination was not tested.

In contrast, Honda coolant was designed specifically for aluminum engines. It contains an organic corrosion inhibitor instead of silicate. This superior formula gives these advantages:

- No silicate abrasion of water pump seals. For example, these graphs show the surface roughness of two aluminum water pump seal rings. Seal A, exposed to silicated coolant, shows considerable damage. Seal B, exposed to Honda coolant, displays only minute wear.

Surface Roughness of Aluminum Seal Ring



- No plugging or overheating caused by silicate gelling.
- Excellent corrosion protection for aluminum components.
- Long-term corrosion protection for other cooling system materials (steel, cast iron, copper, solder, gaskets, seals, and O-rings).

You can find less expensive coolants on the market, but now you can see why genuine Honda coolant is the only coolant approved for Honda vehicles (it *must* be used for warranty repairs). Honda's non-silicate formula delivers added protection not offered by 95 percent of other brands. Since our customers expect lower maintenance, you're doing them an injustice if you use any other coolant.

Vehicle "Pulls" to One Side at Highway Speeds

If you ever find yourself with a repair order that reads "Car pulls to right (or left) at highway speeds," do yourself a favor: Verify the customer's complaint before doing anything else. Why? Because you'd be surprised at what makes some customers think their cars are "pulling." (Service advisors take heed.) Here are some examples:

- *Steering wheel off center:* Some customers will say their cars "pull" just because the steering wheel isn't centered when the car is going straight. Then they're really convinced it pulls when they try to center the steering wheel and drive straight!
- *Crosswinds and passing trucks:* Some customers will say that their cars pull only under certain conditions. When pressed for more details, it often turns out that the car only pulls when driving on a section of highway that has very strong crosswinds or when being overtaken by fast-moving 18-wheelers.
- *Sloped and crowned roads:* This is the most common cause of "pulling" complaints. Virtually all roads are sloped or "crowned" to some degree to allow for drainage, and it's natural for the car to head down the slope or "follow the crown."

Before you test-drive the car, check all four tires. Ideally, all four tires should be the same size, brand, and type. At a minimum, the two front tires must match each other and the two rear tires must match each other. None should show any extreme or unusual wear. If the tires don't meet these criteria, it's a waste of time to evaluate the pull. If the tires look OK, check the tire pressures before you go for a drive. If the tire pressures are way out of spec, especially side to side, you may have found the problem.

After setting the tire pressures, try to drive the car under the same conditions experienced by the customer. If possible, drive the same sections of road, and have the car loaded (side-to-side) the same as the customer usually does.

Since it's not always practical to drive the same section of road that the customer drives, you should find a section of road near your dealership for evaluating pull. The ideal "test road" would have at least two lanes, have both a left and a right crown, and have a 55-65 mph speed limit.

If you can't find this ideal section of road, then find two sections of road with at least two lanes: one section with a left crown and one section with a right crown. Then get real familiar with your test road; use it for other test drives as much as possible. The more

familiar you are with how an "average" car handles on your test road, the easier it'll be to evaluate a car with an *alleged* pulling problem.

While driving, relax your grip on the steering wheel so you can feel the pull, and try it on both left- and right-crowned roads. If the pull is hardly noticeable and always in the same direction as the crown, no adjustment or repairs are needed; the car is just following the crown. If the car always pulls in the same direction, even against the crown, check the tires and the alignment.

Tires: Swap the front tires side to side, and recheck the direction and severity of the pull. (Use the same section of road.) If swapping the front tires eliminates the pull, you're done. If the pull is the same, go to "Alignment." If the pull is now in the opposite direction, one of the front tires is the cause.

The next step is to isolate the front tire that's at fault, and rotate it to the rear. (Obviously, you can only do this if all four tires are the same.) Switch the left front tire with the left rear tire. If the pull is gone, you're done. If the pull is the same, switch the right front tire with the left rear tire. If the pull changed direction (after the first front-to-rear swap), switch the left front tire with the right rear tire. If the pull is now gone, you're done; if not, go to "Alignment."

Alignment: Put the car on an "approved" alignment rack (see S/B 89-004, *Required Special Tools and Equipment*), and record all the alignment settings.

The side-to-side difference in front wheel camber (camber stagger or cross camber) should be or 30' (0.5°) less. Pull caused by camber stagger will always be toward the side with more positive camber. Eliminate or reduce the camber stagger by loosening and shifting the rear beam, the lower control arm pivots, and the upper control arm pivots as needed. Retorque all suspension fasteners to make sure that they don't slip and change the alignment settings.

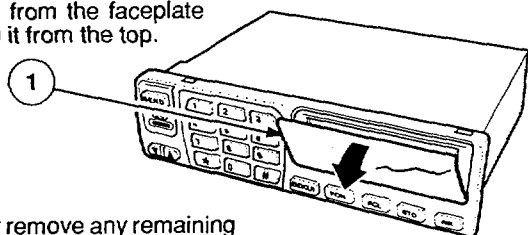
The side-to-side difference in front wheel caster (cross caster) should be 30' (0.5°) or less. Pull caused by cross caster will always be toward the side with less caster. If the cross caster is more than 30', refer to the appropriate S/M to determine if the caster is adjustable. If the caster is adjustable, equalize it to within 30' (0.5°).

After setting the camber and caster, recheck the front and rear toe settings. If necessary, reset the toe to the normal specifications.

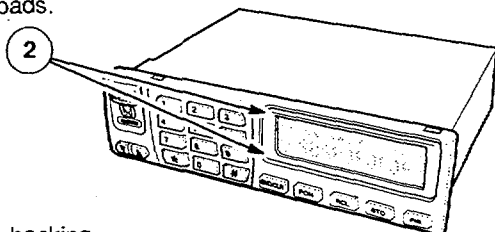
Replace Damaged In-Dash Phone Lenses

If a customer damages the display lens on an in-dash cellular telephone, you can replace it. The replacement lens is P/N 08E01-SV4-900RE, H/C 4724647, and it comes with alcohol pads to help remove any remaining adhesive from the phone's faceplate.

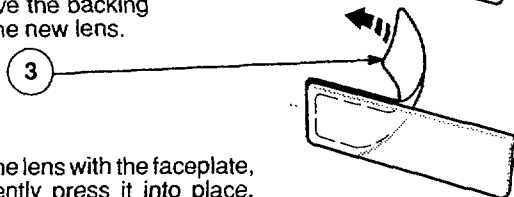
Remove the damaged display lens from the faceplate by prying it from the top.



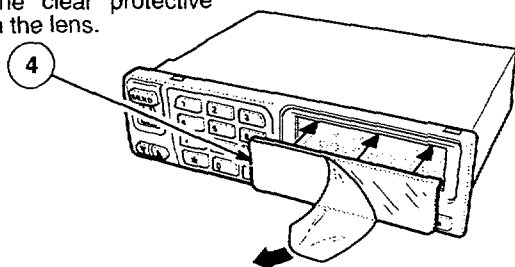
Carefully remove any remaining adhesive from the faceplate with the alcohol pads.



Remove the backing from the new lens.



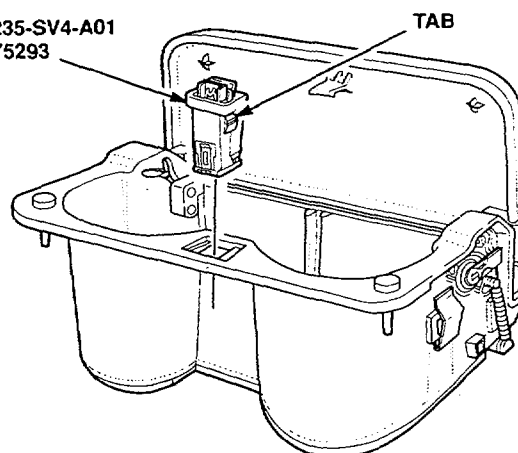
Align the lens with the faceplate, and gently press it into place. Remove the clear protective facing from the lens.



Accord Cup Holder Lid Won't Latch

If you encounter a cup holder lid that won't latch on a '94-'95 Accord, don't rush to replace the cup holder assembly; first, check for an improperly installed or broken latch. Make sure the latch is fully seated in the cup holder. If the latch is broken, release the two tabs on the latch, and remove it from the cup holder. The new latch (P/N 77235-SV4-A01, H/C 4275293) simply snaps into place. Your parts department should be happy to stock a couple of small, inexpensive latches as opposed to several cup holders in all the available colors. Paying customers will also be happy; the latch currently retails for about \$8.00, while the whole cup holder sells for about \$50.00.

LATCH
P/N 77235-SV4-A01
H/C 4275293



Ohio-Produced Accord Main Bearing Colors

Our Anna, Ohio, engine plant now uses two suppliers for Accord main bearings. The newer supplier uses two slightly different variations of the standard colors to indicate bearing sizes. Their reddish/purple colored bearings are classified as "brown" bearings, and their blue/aqua bearings are classified as "green" bearings.

Under Seat Drawer Won't Fit Bench Seat

The under seat storage drawer, P/N 08U40-SX0-100, H/C 4584934, can only be installed under the middle captain's chairs of an Odyssey LX-6 or EX. The drawer can't be installed under the middle bench seats of an LX-7, contrary to what Parts Information Bulletin A94-0058 and the 1995 Accessory Facts Book say.

HONDA ServiceNews

©1995 American Honda Motor Co., Inc. - All Rights Reserved. Published by AHM Service Publications, 1919 Torrance Blvd., Torrance, CA 90501-2746. All suggestions become the property of American Honda Motor Co., Inc.; sending a suggestion gives American Honda permission to publish it without further consideration.



More Info About . . .

Break-away mirrors: In the May '92 issue, we ran an article on reinstalling '92 Civic and Prelude break-away mirrors. Here are the part numbers for the lock bolt, lock washer, and spring, in case they're damaged or lost. The hook plate isn't available separately, but if it's just bent, straighten it as shown below.

LOCK BOLT
(left-hand threads)
P/N 76410-SL4-003

TOOTHED LOCK WASHER
P/N 76409-SL0-003

HOLD SPRING
P/N 76409-SP0-A01

HOOK PLATE

90°

(Hook should be
90° from plate.)

A/C belt squeal: If the belt tension is below the minimum specification (35 kg), you may hear the belt squeal right after the compressor clutch engages. A used belt (one that's been run for more than five minutes) should be set at about 45 kg. If you're installing a new belt, tension it to 70 kg. After it's been run for five minutes or more, the tension should drop to about 45 kg (but it wouldn't hurt to double-check it).

Accord shoulder belt system wire colors: Way back in the May '91 issue, we tried to correct a S/M goof and goofed ourselves. The '90-'91 Accord automatic shoulder seat belt control unit's 22-P connector contains two WHT/YEL wires. The input test refers to these wires as WHT/YEL and WHT/YEL¹. However, the connector illustrations don't differentiate between the two. Mark your manuals as shown.

WHT/YEL 1

BLU/WHT¹ YEL BLU/WHT¹ BLU RED/BLU¹ GRN/RED¹ RED

BLU/WHT¹ RED/GRN¹ GRN/BLU¹ WHT/GRN¹ YEL/RED¹ RED/WHT¹

WHT/YEL WHT/YEL

View from wss side

NO SUFFIX

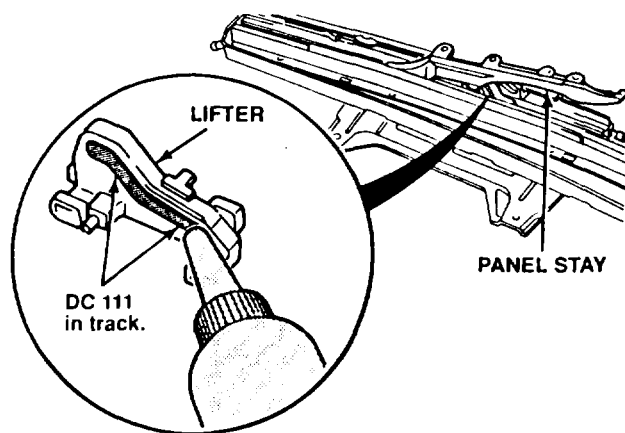
Squeak When Clutch Is Depressed

A squeak when the clutch is depressed on a '90-92 Accord may be caused by a dry clutch release fork (pivot) bolt. Raise the car, pull back the release fork boot, then lube the pivot bolt with Super Hi-Temp Urea Grease, P/N 08798-9002.

- 3-Door/CRX Door Checker, Right:
P/N 63124-SH3-310ZZ, H/C 4111266
- 3-Door/CRX Door Checker, Left:
P/N 63524-SH3-310ZZ, H/C 4111282
- 4-Door/Wagon Door Checker, Right:
P/N 63124-SH4-300ZZ, H/C 4111274
- 4-Door/Wagon Door Checker, Left:
P/N 63524-SH4-300ZZ, H/C 4111290

Prelude Sunroof Squeaks

There are two bulletins that address sunroof squeaks on '92 Preludes: S/B 92-014, "Squeaks From Open Sunroof" and S/B 92-028, "Squeaking From Closed Sunroof." When going after either problem, lubricate the inside "track" or ramp on the sunroof lifter with DC 111. A lack of lubrication in this area is another potential cause for a squeak.



Great PQR's

Our Service Engineering Information Department regularly recognizes those of you who send in Product Quality Reports that are legible, complete, well-written, and include illustrations or pictures. Thanks, this month, to:

Joseph Miller & James Trebonsky Curtis Box Ronald Hull Alan Whitcomp Jesus Guerra Richard Koger Same Ayres Richard Guinyard Victor Pabst Ken Reaves	Schaumburg Honda Ferndale Honda John Elway Honda Dick Ide Honda Gillman Honda University Motors Classic Honda Autosport Honda Braman Honda of Palm Beach Honda Auto Center of Bellevue
---	---

Also, a special thanks to **Al Hollomon** and **William Damron** of Goode-Taylor Honda. They're the ones who sent in the PQR we used as an example in last month's issue, but their names weren't available when we went to press.

Use ALB Checker to Reproduce Codes

You may already know that the ALB Checker can produce brake pedal kickback in Function Test Modes 2-5. You may also know that Mode 0 can verify whether the wheel sensors are sending signals to the control unit. However, some techs seem unfamiliar with the ALB Checker's ability to simulate driving conditions. This is the purpose of Mode 1, and it's one way to reproduce most trouble codes without test driving.

For example, let's say a customer complains that the ABS indicator light came on. Your first steps should be to check for trouble codes, make note of them, then clear them. But were they caused by "temporary" driving conditions, such as a loss of traction or driving with the parking brake partially applied, or is there a real problem?

Next, you must try to reproduce the trouble code. This is where the ALB Checker comes into play. Instead of driving the car, simply use the checker in Mode 1. If the ABS indicator light originally came on because of a temporary driving condition, the system will check out OK. However, if there really is a problem in the system (most problems, anyway), Mode 1 will cause the light to come on and the code to trip. There are some wheel sensor and pulser problems Mode 1 will not catch. Basically, if Mode 1 reproduces the code, go ahead and troubleshoot it. If Mode 1 doesn't reproduce the code, go for a test drive.

Keep in mind, however, that step 3 of the Function Test in the service manual says that if the ABS light comes on when you use Mode 1, the connection between the ALB Checker harness and the ABS inspection connector is faulty. Well, you should check the connection just to be sure, but it's more likely that the checker just verified the problem for you.

HONDA ServiceNews

©1992 American Honda Motor Co., Inc. - All Rights Reserved. Published by AHM Service Publications, 1919 Torrance Blvd., Torrance, CA 90501-2746. All suggestions become the property of American Honda Motor Co., Inc.; sending a suggestion gives American Honda permission to publish it without further consideration.



WE SUPPORT
VOLUNTARY TECHNICIAN
CERTIFICATION THROUGH

MAINTENANCE
AUTOMOTIVE
SERVICE
EXCELLENCE

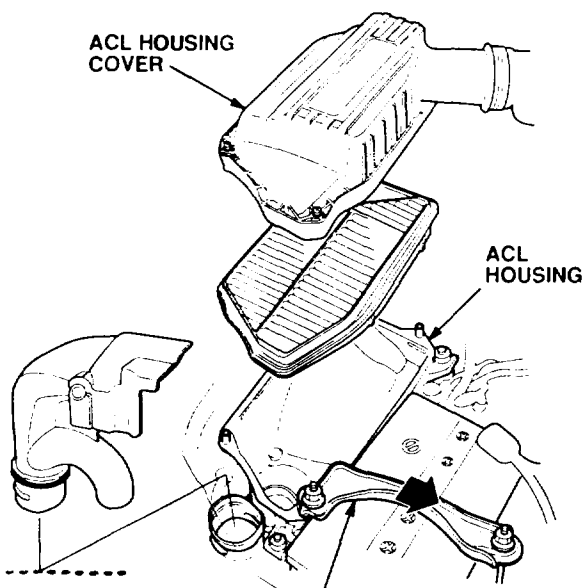
ASN 15612 (9211)

Accord A/T Panel Trim Discolors

The rubber trim around the A/T gear indicator panel on the console of a '94 Accord may turn slightly white and hazy. To remove the haze, wipe the trim with a towel soaked in white vinegar, then wipe it dry. To keep the haze from returning, coat the trim with vinyl protectant.

Accord Air Cleaner Cover Removal

When removing or reinstalling the air cleaner housing cover from a '94 Accord, loosen the battery hold-down stay and push it away from the air cleaner. At the factory, the air cleaner goes in before the battery, and it's possible to damage the cover or element if you try to pry them out without first loosening the battery stay.



Index # **035615**

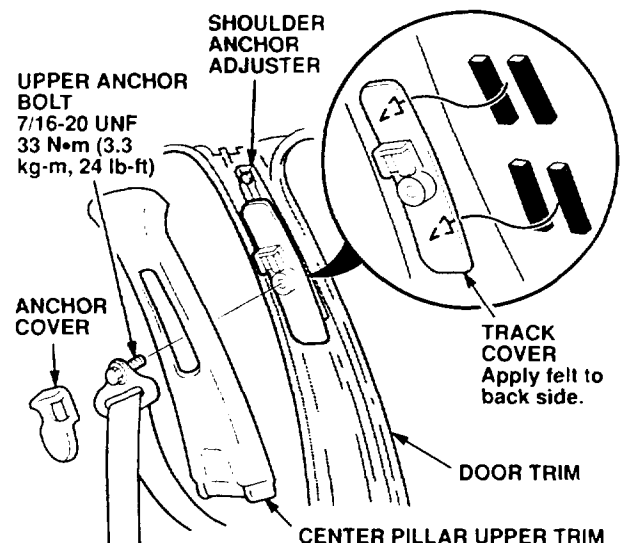
Accord Rail Dust Repair Reminder

Plastic protective film is being used in place of shipping wax on all '94 Hondas. This application of film allows some areas on the '94 Accord to be exposed to rail dust. Remember, this type of damage can be corrected by following the procedures in S/B 88-035, "Paint Damage Due to Industrial Fallout."

Accord Shoulder Belt Anchor Buzzes

The front shoulder belt anchor adjuster on some '94 Accord Sedans may make a buzzing noise when you drive the car over irregular surfaces. You can usually duplicate the noise by lightly tapping on the plastic anchor adjuster track cover (under the upper center pillar upper trim). To eliminate the noise, insert some felt between the anchor track and the track cover, as described below.

1. Remove the front and rear door opening trim from the center pillar area.
2. Remove the anchor cover and the upper anchor bolt.
3. Pull back the top of the lower center pillar trim, and remove the upper center pillar trim.
4. Cut some 6-mm-wide strips of felt (P/N 06993-SA5-000), and apply them to the back of the track cover, where they contact the track.



CD Changer Installation

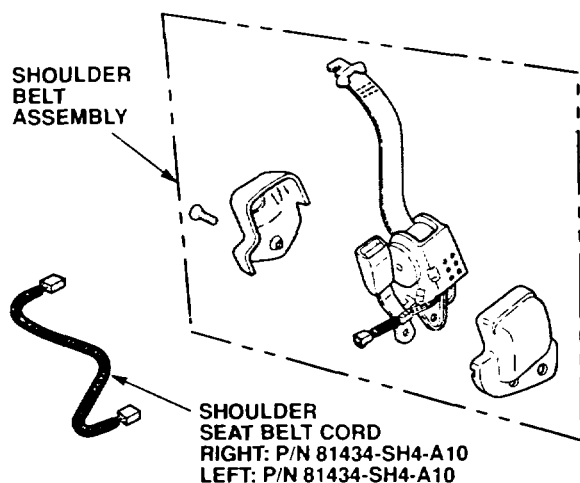
A quick reminder: Unless the car is equipped with a triple-function audio unit, you must also install a CD control head when installing a CD changer. If you connect a changer directly to a non-triple-function audio unit, you'll damage the audio unit.

All '94 model audio units, both original equipment and accessory, are triple-function. Prior to this year, however, only the '93 Accord SE came with a

'90-91 Civic Shoulder Belts Change

The original replacement front shoulder belt assemblies for Ohio-produced '90-91 Civic Sedans came with a 14" wire harness. These assemblies will be discontinued as current stock is depleted.

The new shoulder belt assemblies will have a 2" wire harness, so you'll need to order a separate connecting cord (sub-harness) when installing one in an Ohio-produced car. Parts Information Bulletin A93-0057, filed under New Parts, has all the old and new part number information.



Seeking Recognition? Time's Slipping Away

There's still time to be recognized as one of the Top Techs in the Honda Service Professionals Program, but not much time.

October 1 is the deadline to sign up for ASE tests, so you must act quickly. Bronze level requires two ASE modules, silver requires four, and gold requires eight and Master Technician job code classification.

December 31 is the deadline to complete your training for this award period. Each level of recognition requires 100 percent training in PROformance. For Gold status, the tech must be a 100 percent trained Master Technician. Silver winners must complete 50 modules at the training center, and Bronze winners must pass 25. Although most of our training centers have geared up for new model training, some core classes are still being offered. Ask your service manager to sit down with

Accord Front License Plate Clip Nuts

Early '94 Accord Sedans were shipped with only two of the four 6-mm clip nuts to hold the front license plate to the license plate base. To make up for this shortage, a supply of these clip nuts will be sent to all dealers in states that require front license plates. This will save you the hassle of ordering clip nuts and submitting warranty claims.

ABS Code 1-2 S/M Change

Here's a change that affects most '92-94 S/Ms: The troubleshooting flowchart for ABS code 1-2 has you remove the 7.5A ABS UNIT fuse (or the MOTOR CHECK fuse on '93-94 Civics) from the under-hood ABS fuse/relay box and check for voltage between the fuse's "hot" terminal and body ground. Then the flowchart asks "Is there battery voltage?" We've measured the voltage at this terminal and found it's approximately 10 V. Change your S/Ms to read "Is there approximately 10 V?" on the following pages:

Service Manual	Page
'92 & '93 Accord	19-64
'92 Civic	19-64
'93 & '94 Civic	19-70
'94 del Sol	19-70
'92, '93, & '94 Prelude	19-60

Civic Steering Gearbox Overhaul

You don't have to replace the whole steering pinion shaft assembly when overhauling the steering gearbox on a '92-94 Civic. The pinion shaft, bearing, and circlip are available separately. Make note on page 17-10 of your '92, '93, and '94 Civic S/Ms.

HONDA ServiceNews

©1993 American Honda Motor Co., Inc. - All Rights Reserved. Published by AHM Service Publications, 1919 Torrance Blvd., Torrance, CA 90501-2746. All suggestions become the property of American Honda Motor Co., Inc.; sending a suggestion gives American Honda permission to publish it without further consideration.



WE SUPPORT
VOLUNTARY TECHNICIAN
CERTIFICATION THROUGH
AUTOMOTIVE
SERVICE
EXCELLENCE