Look What We’ve Added to ISIS: Animated ETM Schematics!

Currently Applies To: ’07 Fits

Been on ISIS lately? We’re making some more cool enhancements we think you’ll really like. This time, we’re animating the ETM schematics for the ’07 Fit.

To check out a sample of our handiwork, just follow these steps:

1. Log on to ISIS.
2. Click on SEARCH BY VEHICLE.
4. Enter keyword A/C CONDENSER.
5. Click on Search.
6. From the listed ETM items, select Fans Electrical Schematic . . .
7. Right-click your mouse anywhere on the schematic. From the pop-up menu, click on Animation.

8. Click on any one of the items listed in the pop-up menu. Your choices are Circuit at rest, Engine running, Engine coolant at high temperature, A/C on, Refrigerant at low pressure, and Refrigerant at high pressure.

9. Click on A/C on. You’ll see this moving, multi-colored circuit flow. How cool is that?

We’re just getting started on these enhancements; others are soon to follow. We’ll keep you posted as we roll them out. The future is now!

Big Change Coming Soon to ServiceNews!

We’ve got a big change coming to next month’s ServiceNews, and we’re really excited to tell you about it! You may have noticed we’ve been posting individual articles on ISIS when you click on WHAT’S NEW and look under NewsLetters. (We actually started doing this back in March.)

Starting in July, we’ll be posting individual articles throughout the month. This way, you’ll get the latest and greatest service-related info as quickly as we can crank it out. At the end of the month, for your convenience, we’ll also post a composite issue of all those articles—just like we’ve been doing.

We plan on offering ServiceNews this way for two months (July and August). After that, we’ll be sending out a survey to find out what you thought of all this. Depending on the survey results, we’ll decide whether to continue with this or to go in another direction.

So, next month, make it a habit to visit ISIS often and check out WHAT’S NEW. Individual ServiceNews articles could post on any given day. We feel it’s a better way to live up to our motto of “Helping you fix it right the first time - every time.”
Replacing the Engine Block? Replace the Coolant Separator, Too

Currently Applies To: '03–07 Accord L4s, '06–07 Civics, '07 CR-Vs, and '03–07 Elements

Replacing an engine block? Make sure you also replace the coolant separator as shown in the Engine Mechanical section of the applicable S/M. (Online, enter keyword ENGINE BLOCK and select Engine Block Assembly Component Location Index from the list.)

Here’s the ordering info:

<table>
<thead>
<tr>
<th>Model</th>
<th>Part Number</th>
<th>Honda Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>'03–07 Accord L4</td>
<td>11103-RAA-A01</td>
<td>7244197</td>
</tr>
<tr>
<td>'06–07 Civic</td>
<td>11103-RNA-A01</td>
<td>8160616</td>
</tr>
<tr>
<td>'06–07 Civic Si</td>
<td>11103-RAC-003</td>
<td>8144735</td>
</tr>
<tr>
<td>'07 CR-V</td>
<td>11103-RAA-A01</td>
<td>7244197</td>
</tr>
<tr>
<td>'03–07 Element</td>
<td>11103-RAA-A01</td>
<td>7244197</td>
</tr>
</tbody>
</table>

MIL On With DTC P0133? Check HO2S Connectors

Currently Applies To: '96–98 Civic DXs and Lxs

Got a vehicle in your shop with the MIL on and DTC P0133 (primary HO2S sensor 1 slow response)? The electrical connectors for the primary and secondary HO2Ss may be crossed.

To fix this problem, make sure the connector with the WHT/RED wire is plugged into the secondary HO2S. If it’s plugged into the primary HO2S, switch the connectors. If it’s plugged into the secondary HO2S, continue with normal troubleshooting for DTC P0133.

Water Leak at C106 Can Cause A/T DTC P1705, P1706

Currently Applies To: '03–04 Pilots

If water gets into the black 24P connector C106 that’s near the middle of the engine compartment bulkhead, you could wind up with A/T DTC P1705 (short in transmission range switch circuit) or P1706 (open in transmission range switch circuit).

To fix this problem, follow these steps:

1. Unplug the connector, and check to see if the terminals are clean and dry.
   - If the terminals are OK, go to step 2.
   - If the terminals are wet, clean and dry them and pack the connector housing with dielectric grease. Go to step 2.
2. Plug in the connector. Clear the DTC, and check if it resets.
   - If the DTC resets, go to step 3.
   - If the DTC doesn’t reset, the vehicle is OK at this time.
3. Look for any aftermarket alarm or remote starting devices.
   - If there are any such devices, go to step 4.
   - If there are no such devices, continue with normal troubleshooting.
4. Unplug the device(s), clear the DTC, and check to see if it resets.
   - If the DTC resets, continue with normal troubleshooting.
   - If the DTC doesn’t reset, the device(s) is likely causing the problem. Have your service advisor contact the customer.
The Honda Computer Memory Saver: A Real Time-Saver

Without a doubt, the Honda Computer Memory Saver is a real time-saver that helps make short work of replacing a battery. Since it works as a secondary 12-volt source, it saves you the hassle of writing down your service customer’s audio presets, resetting the clock, or even doing the idle learn procedure.

The tool comes with operating instructions on the back, but we felt they could use just a tad more detail to ensure trouble-free operation. So . . . here’s our take on those instructions.

NOTE: Make sure you do step 1 with the tool disconnected from the vehicle. In this step, you’re checking just the tool’s internal battery charge.

1. Press the power switch on the front of the tool to On. Now, look at the LEDs above the switch.

   • If you see the green (Good) LED lit, the tool’s internal battery has enough charge. Go to step 2.
   • If you see the yellow (Low) LED lit, the tool’s internal battery needs charging. Press the power switch to off, then plug the 110V charge adapter into the Charger port on the front of the tool. As the battery charges, you’ll see either a red LED lit on the front of the tool or, on later models, a red LED lit on the charge adapter itself. Once the battery is fully charged, unplug the charge adapter. Make sure the green (Good) LED lights with the power switch.

2. With the power switch set to off, connect the tool to the vehicle’s 16P DLC. You’re now testing the circuit continuity and available power between the vehicle’s battery and the tool’s internal battery. Now, look at the LEDs above the switch.

   • If you see the green (Good) LED or the yellow (Low) LED lit, press the power switch to On. You’ve now got the “green light” to replace the vehicle’s battery. The green (Good) LED means the vehicle’s battery charge is above 7 volts; the yellow (Low) LED means the vehicle’s battery charge is below 7 volts.

   • If you don’t see either LED lit, there’s an open circuit between the vehicle’s battery and the tool’s internal battery. First, check the circuit breaker on the front of the tool, then troubleshoot the open circuit. You’ll need to fix that problem before you can replace the vehicle’s battery, or you’ll have to reset everything the old fashioned way.

The Honda Computer Memory Saver is available through the Honda Tool and Equipment Program. To get one, just call 888-424-6857 and order T/N EZRMS4000H.

You can also order online through the N. From the main menu, click on SERVICE. You can then click on either Service Bay and Tool and Equipment Program or eMail and Tool & Equipment. Either way takes you to the Tool and Equipment Program webpage. Once there, click on Online Catalog, enter the part number in the Search box, and click on Go! Click on EZRMS4000H, and you’re taken straight to the order page.

S/M Fix: Torque Converter Replacement, ’05–07 Accord Hybrid

You need to update step 6 on page 14-297 of the ’05–07 Accord Hybrid S/M. Replacement torque converters and torque converter support hubs now come marked L, M, or U—not just M like it currently says. Make these changes to your copies of the S/M; they’ve already been made in ISIS:

Change step 6 to read like this:

6. Make sure the replacement torque converter (A) and torque converter support hub (B) are both marked with the same letter (C).

Change the note to read like this:

NOTE: Replacement torque converters and torque converter support hubs come marked with the letters L, M, or U. The torque converter and the torque converter support hub must be replaced as a matched set. Always make sure both parts are marked with the same letter.

Change the M callouts in the illustration for the support hub and the torque converter to a C.
Install Accessory Wheel Locks the Right Way

Installing a set of accessory wheel locks? Although it looks like a piece of cake, you’ve got to do it properly or you could damage the wheel lock or the wheel. Here’s a procedure that gets the job done right without risk of damage:

1. Remove one wheel nut from each wheel. If the studs are dirty, use a wire brush to clean them.
2. Install one wheel lock on each wheel by hand.
3. Mount the special key that comes in the kit on the wheel lock, and turn it until the key and the wheel lock engage.
4. Mount the wheel wrench on the key, and while applying pressure on the key, tighten the wheel lock to the recommended torque spec called out in the applicable S/M or in ISIS.

**IMPORTANT:** Never use an impact wrench by itself to tighten the wheel locks; you could permanently damage the wheel lock and the key. Instead, use either a torque stick with an impact wrench or a torque wrench and a socket.

5. Repeat steps 3 and 4 for the remaining wheels.

**Handy Tip:** As a courtesy to your service customer, when you’re done tightening all the wheel locks, use the tie wrap that comes in the kit to attach the key to the wheel nut wrench for safe keeping. Use a pair of pliers with a side cutter to tighten the tie wrap and to snip off any excess.

One Final Note: For easy installation and removal, **always** tighten the wheel lock last and loosen it first.

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New Dual Pump Fluid II Is Here!

**Currently Applies To:** ’08 CR-Vs and ’08 Elements

Meet the new kid in town! It’s Honda Genuine Dual Pump Fluid II (P/N 08200-9007, H/C 8632044). This fluid is the factory fill for all ’08 CR-Vs and Elements. You can use Dual Pump Fluid II in earlier models, but **never** mix it with Honda Genuine Dual Pump Fluid (P/N 08200-9002, H/C 6512644)—they’re **not** compatible.

Dual Pump Fluid II offers these benefits:

- It meets Honda’s stringent quality standards
- It’s resistant to high-temperature breakdown
- It was developed in association with Honda R&D

All Honda dealerships were recently sent a case of this new brew to accommodate the mid-June release of the ’08 Element. If you need more, you can order it from Honda parts stock.

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HDS Can Wrongly Tell You the Airbags Have Deployed

Depending on how bad of a collision it is, the seat belt tensioners can deploy without the airbags. The HDS, however, could tell you the airbags also deployed, even though they really didn’t.

To avoid needless parts replacement, make sure the HDS is loaded with version 2.009.007 or later software (it’s the brown-labeled CD we sent to your dealership last month). With that software loaded, the HDS will tell you whether the seat belt tensioners, the airbags, or both have deployed.
Error Found in TIME-SERT® Head Bolt Thread Repair Instructions


We found an error in the instructions for the TIME-SERT Head Bolt M12x1.5 Thread Repair Kit (P/N TFC7220). The location for one of the shallow (81 mm) holes is wrong. If you drill too deeply into that hole, you’ll trash the engine block!

TIME-SERT was made aware of this error and has recently fixed the instructions on their website. You’ll find these corrected instructions in PDF format at www.timesert.com/html/honda.html. Scroll down to Honda Odyssey Head Bolt, and click on instructions. Here’s what you want to print out:

New Fluid Pumps Help Prevent Fluid Contamination

Currently Applies To: Honda models with M/T or 4WD

This month, each Honda dealership was sent a pair of hand-operated fluid pumps. In case you’re wondering why... they’re required special tools designed to help prevent fluid contamination. The pump with the large cap fits a gallon jug of Honda Genuine VTM-4 Differential Fluid; the pump with the small cap fits a quart bottle of Honda Genuine Dual Pump Fluid or Manual Transmission Fluid.

Each pump is made of 3/8-inch, heavy-duty rubber tubing. The angled metal filler pipe fits nicely into the filler hole, and the large squeeze bulb draws enough fluid to make filling a snap. The filler pipe has a tethered plastic cap to prevent drips when you’re done, and an attached metal tag with the P/N on one side and the words ONLY USE WITH on the other side so you can write in the name of the fluid that the pump is to be used for. There’s even a nifty metal hanger for suspending the VTM-4 fluid jug under the vehicle.

Here’s what one of these fluid pumps looks like in action.

We encourage you to order more of these fluid pumps for your shop; they’re available from Honda parts stock. Here’s the ordering info:

Fluid Pump (gallons):
P/N 07AAK-PGJA220, H/C 8607798

Fluid Pump (quarts):
P/N 07AAK-PGJA120, H/C 8607780

The revised instructions say Update 06/05/07 in the lower right corner. Make sure you discard any instructions you printed previously for this kit—they’re no good. And one last thing: With any repair, it’s always a good idea to measure the depth of the hole you’re going to drill to make sure it’s drilled to the right depth.
Power Tailgate Doesn’t Work, DTC B1389 Set

Currently Applies To: ‘05–07 Odysseys

Got a vehicle with a power tailgate that doesn’t work and a DTC B1389 (power tailgate motor clutch circuit malfunction)? If the power tailgate drive unit clutch harness is pinched under the upper anchor for the third row seat belt, you’ll wind up with this problem. Also, as a result, the No. 17 (20 A) fuse in the under-dash fuse/relay box could blow.

To make things right, first check for a blown No. 17 fuse. Then check if the power tailgate drive unit clutch harness is pinched. If the fuse is blown and the harness is pinched, replace them both. When you’re done, use the HDS to clear the DTC.

Check Your ED-18 for Software Version 193-570H

Currently Applies To: All models

In the February ’07 issue of ServiceNews, we told you about a fix for a software glitch in the Honda Electrical System Analyzer (ED-18). (See the article “Software Update Fixes ED-18 System Test Glitch RIPPLE EXCESSIVE.”)

All Honda dealerships were sent an ED-18 Update Utility Software Kit (T/N MTRESU18H2). Make sure your ED-18 has this software installed; it fixes the glitch. If you’re not sure whether your ED-18 has this software, there’s a really easy way to check. Just turn on the ED-18, select Reports, and then Version. You should see 193-570H in the display.

If you don’t see that version, you’ll need to update the software. Just hook up the ED-18 to a fully charged 12-volt battery, load the utility CD into a PC or laptop, plug in the interface cable, push the ED-18’s power button, and follow the prompts on the PC’s or laptop’s display screen. When the update is complete, you’ll see SUCCESS...Update Complete! on the screen. You’ll also see UPDATE COMPLETE on the ED-18’s display screen.