

Some ATF Leaks Check Out “NTF”

Anytime a leaky A/T gets replaced, the factory inspects the A/T to find the root cause of the leak. If the leak was due to a production problem, the factory puts in countermeasures to prevent similar leaks from happening. During these inspections, 30 to 45 percent of the A/Ts tested for ATF leaks wind up checking out No Trouble Found (NTF). To help out the factories, make sure you circle all ATF leaks you find on the failed A/T core with a felt-tip marker before you return it.

During the assembly process, all A/Ts get filled with ATF and are tested on a dynamometer. Sometimes, ATF can accidentally spill onto the A/T's casing as it's being filled. And during testing, ATF can also settle in the joints, gaskets, and seals. If you spot any ATF on the casing or dust buildup on a banjo bolt joint, sealing washer, seal, or gasket, don't rush off thinking you've found an ATF leak. Dust can build up on these components whether they're leaking or not.

To make sure you've got a real ATF leak, first use a pressure washer to thoroughly clean the A/T, then use Met-L-Chek D-70 Developer to check for leaks. This product is a highly absorbent, powder-like coating that pinpoints leaks by changing color when it soaks up any liquid.



To apply D-70, clean the affected area with contact cleaner, then dry it completely. Apply a thin, even film of D-70, then apply pressure to the system, and wait for the leak to appear. If you still spot ATF leakage, then order a reman A/T.

All dealerships are being sent 12 cans of D-70. If you need more of this stuff, call the Honda Tool and Equipment Program at **888-424-6857**. You can also visit the Met-L-Chek web site at www.met-l-chek.com to learn more about their products.

Reman A/T Installation Instructions Get a Facelift

Any of you who've replaced an A/T are probably well aware that some of the installation documents you get with a reman A/T are pretty long in the tooth. Good news! We're giving a much-needed facelift to the entire package. Here's a summary of some of the things we're changing:

- **Installation Instructions:**
 - We're adding a statement that says don't interchange reman A/Ts.
 - We're adding a reminder to use the keyword **A/TRM** to review A/T-related S/N articles.
 - We're adding a statement that says if the vehicle already has an external filter kit installed then replace the existing filter with the new one supplied.
 - We're adding a reminder that says don't reuse the existing ATF warmer (if applicable).
 - We're adding a statement that says to include the ATF dipstick with the failed A/T core.
 - We're adding the text from the Honda Dowel Pin Letter to the instructions; the letter gets taken out.
 - We're adding these revised instructions as a job aid in ISIS.
- **A/T Cooler Flushing Procedure:** We're replacing this with revised S/B 89-022, *ATF Cooler Cleaner*. The old procedure referred to the now-obsolete A/T Transmission Cooler Flusher. This tool was replaced last year with the ATF Cooler Cleaner made by G-TEC.
- **Throttle Cable Adjustment Procedure:** We're deleting this procedure; it's available in the appropriate S/M and on ISIS.

Low-Mileage A/Ts Can Leak From Axle Seals

NOTE: This article applies to '05 Accord L4s, '05 CR-Vs, and '05 Elements.

If you've got a low-mileage A/T that's leaking ATF from an axle seal, replace the axle seal, *not* the A/T. When the factory installs the axles, the sharp edges of the splines can brush against the axle seal and cut the lip.

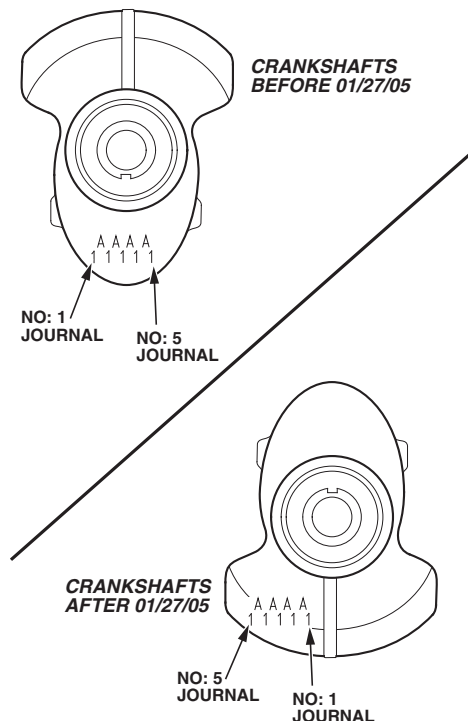
Crankshaft Stamping Location Changed

NOTE: This article applies to '05 Accord L4s and '05 Elements. It also applies to future L4 models (as far as we know now).

Starting in January 2005, the location of the crankshaft main journal code was changed on some Ohio-built L4 engines. Crankshafts made through January 27, 2005, have the main journal code stamped on the face of the #1 cylinder counterweight.

The top row has four letters representing the rod journal sizes. The bottom row has five numbers representing the main journal sizes. Both rows from left to right specify the journals from the pulley end to the flywheel end.

Crankshafts made since January 27, 2005, have the same two rows of journal info, but they're now on the rod throw end of the crankshaft and are read from right to left.



Speedometer, Tach, or Temp Gauge Works Intermittently

Got a '05 Odyssey in your shop with any or all of these symptoms?

- The speedometer, tachometer, or temperature gauge works intermittently.
- The A/C works intermittently. This could also be coupled with the speedometer, tachometer, or temperature gauge working intermittently.
- One or more of these fuel and emissions DTCs are set:
 - DTC U0073 [F-CAN malfunction (BUS-OFF)]
 - DTC U0122 (F-CAN malfunction (VSA - PCM))
 - DTC U0155 [F-CAN malfunction (gauge control module - PCM)]
 - DTC U1101 [F-CAN malfunction (engine mount control unit - PCM)]
- One or more of these MICS DTCs are set:
 - DTC B1168 [gauge control module lost communication with PCM (engine messages)]
 - DTC B1169 [gauge control module lost communication with PCM (A/T messages)]
 - DTC B1170 [gauge control module lost communication with VSA modulator-control unit (VSA messages)]
 - DTC B1178 (F-CAN communication line error)
- One or more of these VSA DTCs are set:
 - DTC 83 (PCM communication)
 - DTC 86 (F-CAN communication)

A loose connector J (13P) in the passenger's under-dash fuse/relay box is the likely culprit. Make sure this connector is properly plugged in.

Use a Leaf Blower to Duplicate Wind Noise

Got a vehicle with a wind noise problem and your shop is in a metropolitan area? Duplicating wind noise on busy city streets can be a really tough task.

Ralph Balsiger of Motorcars Honda in Cleveland, Ohio, has a cool solution. Get yourself a two-speed electric leaf blower. These handy garden tools are easy on the pocketbook and can whip up a **200 mph** blast of wind at **70 db**.

Thanks, Ralph, for this great idea.

New Crimping Tool For Igniter Terminals

Need to repair loose terminals on an igniter (also known as the ignition control module) for a '96–00 Civic? The Igniter Terminal Crimping Tool (T/N 07AAE-S04A120) makes short work of it. This required special tool is being sent to all Honda dealerships, and it's designed to crimp the terminals that connect to an igniter with P/N 30130-P06-006, H/C 4317988.



Just center the terminal in the opening of the tool, and give the handle a firm squeeze. You've got a perfect crimp that provides a good, solid connection. When installing a terminal on the igniter, always slide it on straight. Never slide the terminal at an angle or wiggle it from side to side. If you do this, you could cause the terminal to spread and make poor contact. Order additional crimping tools through normal parts ordering channels.

Catalytic Converter Noise? Check the Heat Shield

Got a vehicle in your shop that buzzes or rattles, and you suspect the catalytic converter is the culprit? Before you start replacing the converter, first check the heat shield area. If there any stones or debris trapped inside, they can cause buzzing or rattling.

CHECK FUEL CAP Message in Odometer Display or MID

NOTE: This article applies to '05 Accords, '05 CR-Vs, '05 Elements, '05 Odysseys, '05 Pilots, and '06 Ridgelines.

Got a vehicle on your shop with a **CHECK FUEL CAP** message in the odometer display, or in some models, the MID?

The ECM/PCM does several different EVAP system function tests. These tests require at least two failed tests (two trips) to turn on the MIL and set a permanent DTC. These tests detect EVAP system leaks like those caused by a loose or missing fuel fill cap. Due to this, we've added the **CHECK FUEL CAP** message.

The **CHECK FUEL CAP** message comes on when the EVAP monitor detects a leak the first time (one trip). The message goes off when the EVAP monitor runs again. If the monitor didn't detect a leak, the **CHECK FUEL CAP** message goes off and the MIL stays off. If the monitor detects a leak again, the **CHECK FUEL CAP** message goes off, the MIL comes on, and a permanent DTC is set.

If your customer brings the vehicle in with the **CHECK FUEL CAP** message on, tighten the fuel fill cap, use the HDS to clear the temporary DTC to turn off the message, then do the EVAP system function test to make sure there's no leak.

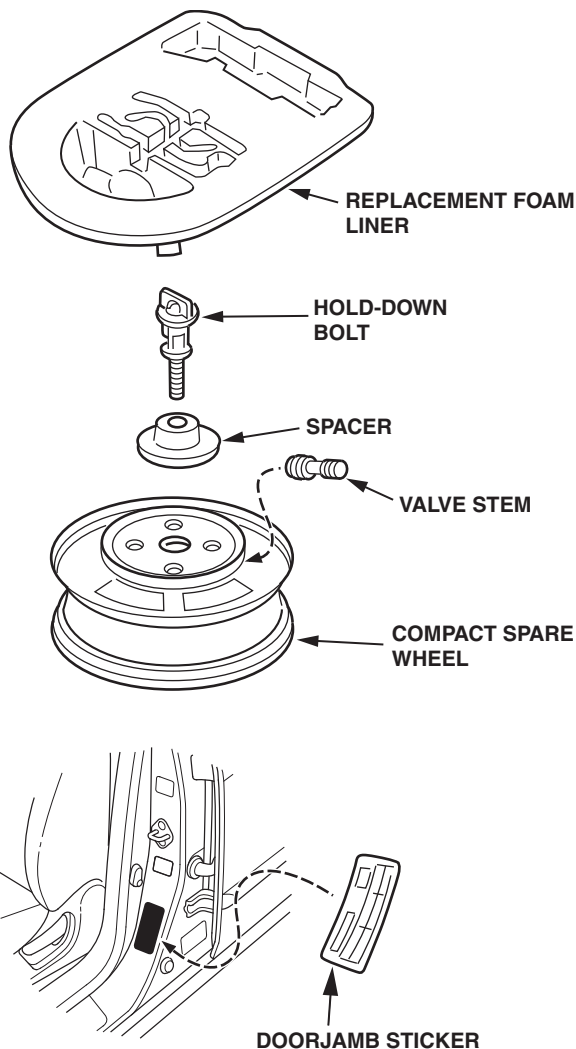
Can I Flat-Tow My Vehicle Behind a Motorhome?

If you get this question from a curious '05 Odyssey or '06 Ridgeline owner, tell him or her **NO**. You should only tow the vehicle in an emergency. And when you do, the vehicle must have all four wheels on the ground, you need to keep your speed under **35 mph**, and you shouldn't tow it farther than **50 miles**. For details on emergency towing, see the appropriate O/M.

Accessory Compact Spare Tire Kit Available for '05 Accord Hybrids

If an '05 Accord Hybrid owner would rather have a real spare tire in the trunk instead of a "spare tire in a can," we've got some good news for you. Honda parts stock now carries an accessory compact spare tire kit. Here's what you get in this kit:

- Replacement foam liner
- Hold-down bolt
- Spacer
- Valve stem
- Compact spare wheel
- Doorjamb sticker with recommended cold inflation pressure



The compact spare tire (it's a T135/90D15) doesn't come with this kit, so you need to order it separately. Here's the ordering info for the kit and the tire:

- **Accessory Compact Spare Tire Kit:**
P/N 06421-SDR-A00, H/C 7955347
- **Compact Spare Tire:**
P/N 42751-GYR-035, H/C 7992845

Can I Install a Dust & Pollen Filter in a '05 Odyssey LX?

If you're asking yourself this question, the answer is **YES**. The LX trim level doesn't come with a dust and pollen filter, but you can add one by installing a Blower Lid (P/N 80291-SHJ-A41, H/C 7721459) and a Dust and Pollen Filter (P/N 80292-SHJ-A41, H/C 7721467) used in EX models. Make sure you remind your customer this filter should be replaced every **30,000 miles** or **24 months**, whichever comes first.

Seat-Back Heater Doesn't Work

The first edition of the 2005 CR-V Quick Start Guide (QSG) and the O/M says the driver's seat has seat heaters in both the seat cushion and the seat-back. This isn't entirely true. The SE trim level only has seat heaters in the driver's and front passenger's seat cushions.

Driver's Position & Custom Settings Don't Work Revised 9/11/08

If the keyless remote for a '05 Odyssey Touring model isn't recalling your customer's personalized settings or the seat position memory, make sure the keyless remote is linked. If it's not linked, the driver's position memory system (DPMS) settings and the customized settings won't be applied.

To link and unlink the keyless remote, just press and hold the LOCK and UNLOCK buttons at the same time until the LED blinks. The LED blinks once when linked and twice when unlinked.

Rewriting ODO Data on a New Gauge Control Module

NOTE: This article applies to '03–05 Accords, '05 Odysseys, and '06 Ridgelines.

If you're replacing the gauge control module, make sure you use the HDS to rewrite the ODO data from the old gauge control module to the new one. Refer to section 22 of the appropriate S/M for details. (Online, enter the keyword **ODO**, and select **Rewriting the ODO Data on a New Gauge Control Module** from the list.)

Installing a gauge control module with a zeroed-out odometer could lower the vehicle's resale value and even spark a Department of Motor Vehicles (DMV) investigation. Make sure you check with your state DMV for any mileage disclosure requirements. You may still need to apply a Mileage Disclosure sticker or provide a True Mileage Unknown (TMU) notification.

Follow S/B 03-048 Diagnosis to the Letter

If you're doing S/B 03-048, *2003 Pilot: Rear Blower Motor Does Not Work*, we can't emphasize enough the importance of following the **DIAGNOSIS** steps to the letter. This is especially true for step 7. Follow the logic for the entire step; don't just replace the power transistor for the rear blower. Also, keep in mind the VIN range of this S/B. It only applies to vehicles with VINs from 2HKYF18..3H500001 thru 2HKYF18..3H604126. And one final reminder, for the rear A/C unit to work, you must press the **RR A/C MANUAL** button on the front control panel.



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