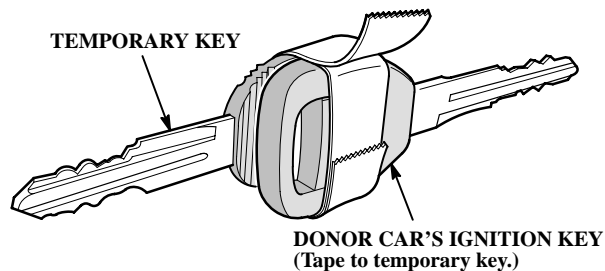


## A Shortcut to ECM/PCM Swapping

If you need to try a known-good ECM/PCM in a '98 Accord or Odyssey for testing purposes, use this shortcut instead of reprogramming the keys:

1. Cut a temporary ignition key for the car you're testing. Use a non-immobilizer key blank, P/N 35117-SM4-901, H/C 4225462.
2. Remove the ECM/PCM from the test car, and write the test car's VIN on it. (This way, you won't confuse it with the ECM/PCM from the donor car.)
3. Remove the ECM/PCM from the donor car, and install it in the test car.
4. Tape the ignition key from the donor car head-to-head onto the temporary key. The transponder in the donor car's key will allow you to start the engine with the temporary key.



5. When you've completed your testing, reinstall the test car's ECM/PCM, and destroy the temporary key.

## Alarm Goes Off When Engine Starts

To prevent the alarm from sounding when starting the engine on a '98 Accord EX, *remind your customers to close all the doors before locking them*. Here's what happens if all the doors aren't closed:

The customer gets into the car, locks the door while it's open, then closes it. This sends a "system armed" signal from the door switch to the security control unit. If the key isn't inserted into the ignition switch within 15-20 seconds, the alarm is armed, and turning the ignition switch sets it off. Then, since the alarm doesn't prevent the car from starting, the car can still be driven with the alarm sounding and the lights flashing; an embarrassing, yet possible scenario. To stop the alarm, the customer needs to turn off the ignition switch, get out, and then either unlock the driver's door on the outside with the key or press the Unlock button on the transmitter.

## Prevent Engine Damage After a Collision

After a frontal collision, the engine on a '90-98 Civic might make a knocking noise. The noise happens when the exhaust manifold is hit, and it moves the cylinder head. This deforms the dowel pins in the block, and it causes the pistons to contact the head or the head gasket. If you catch it in time, this problem can be fixed with a new head gasket and new dowel pins. If you delay the repair, you'll have to replace the pistons too.

## New Oil Pan Gasket and S/M Fix for '98 Accords

The '98 Accord L4 and V6 engines use a liquid gasket for the oil pan instead of a pre-formed gasket like previous models. To replace the gasket, use Ultra Flange 2 Sealant, P/N 08718-0009, H/C 5734710. It's packaged in a 4-ounce pressurized can that's very easy to use. All you do is make sure the block and pan surfaces are clean and dry, squirt a 4-mm-wide band of the sealant around the block mating surface, squirt some in each oil pan bolt hole, and install the pan. Ultra Flange 2 seals better than a pre-formed gasket, and it holds up well to vibration and thermal expansion.

To show its usage in the '98 Accord S/M, correct page 8-13 like this:

28. Clean and dry the cylinder block mating surfaces.
29. Apply liquid gasket, part No. ~~08740-0001~~ or ~~08719-0003~~, evenly to the cylinder block mating surface of the oil pan and to the inner threads of the bolt holes. Install the oil pan.

### NOTE:

- Apply liquid gasket 4 mm wide.
- Apply liquid gasket doubly to the jointing point of the liquid gasket.

## Retorque Head Bolts for Oil Leak: '94-97 Passport

On '94-97 Passport V6 engines, before you replace the head gasket for an oil leak, loosen and retorque the head bolts. Sometimes that's all you need to do. Refer to section 6A1 of the appropriate Passport S/M for the head bolt torque spec and the tightening sequence.

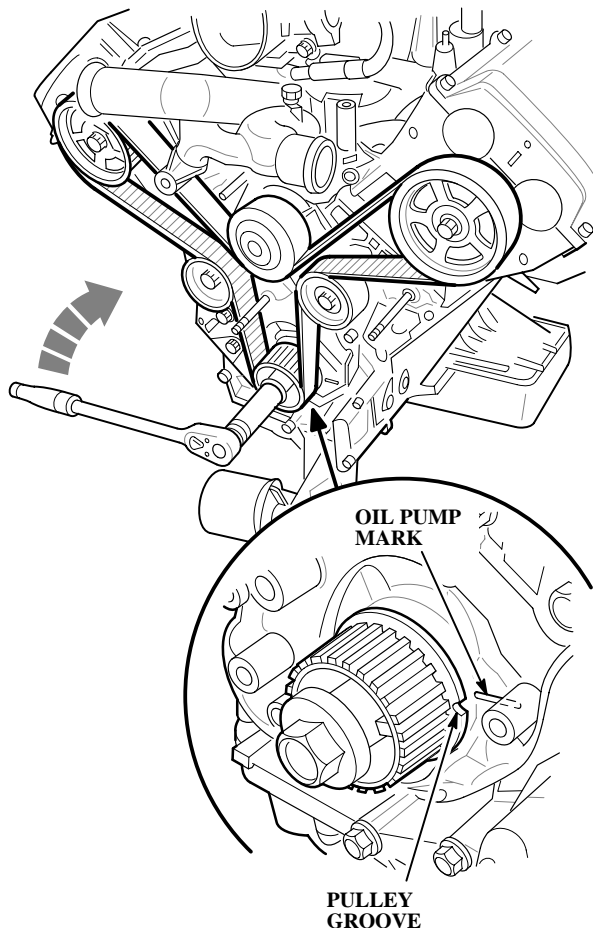
# Timing Belt Replacement on the '98 Passport

In addition to the V6 timing belt replacement tips in the January '98 issue of S/N, here's some info to help you with crankshaft and camshaft timing on '98 Passports.

## NOTE:

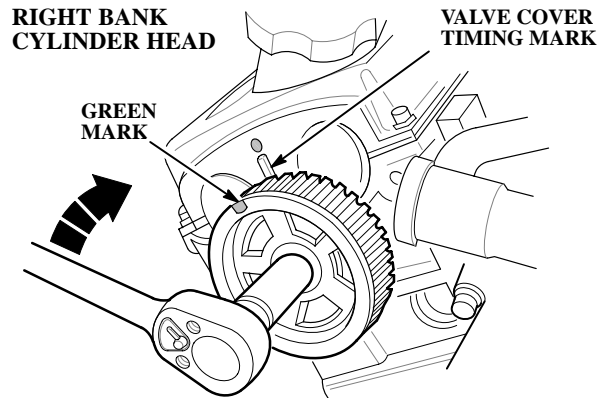
- Don't worry about valve or piston damage when you turn the crankshaft or camshafts. On this engine, the valves never contact the pistons, even with the valve at full lift and the piston at TDC.
- This procedure is different from those you've used on other engines, but it must be followed to install the timing belt correctly.
- Crankshaft to camshaft timing is also covered in Technical Training Job Aid # EN-26, *Passport DOHC V6 Timing Belt Replacement*.

1. Turn the crank pulley with a socket and ratchet until the groove on the pulley lines up with the mark on the oil pump housing.

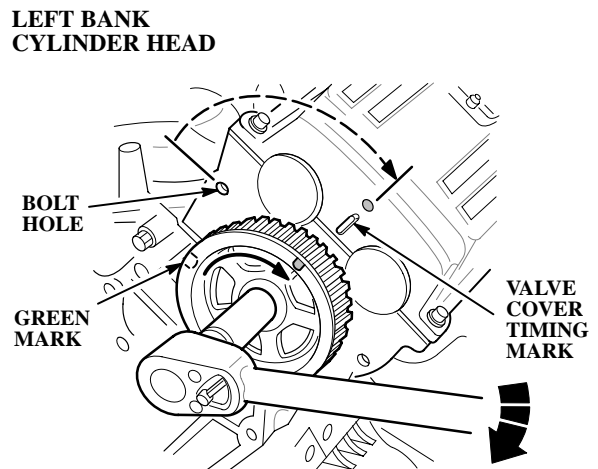


2. Remove the belt if it's still installed.

3. Turn the right bank (passenger's side) cam pulley clockwise with a socket and ratchet (the pulley will click and stop several times). The right bank cams are aligned when the pulley's green mark stops directly at the valve cover's timing mark. (You may need to rotate the pulley up to three complete revolutions before the green mark stops directly at the timing mark.)



4. Turn the left bank (driver's side) cam pulley clockwise with a socket and ratchet (the pulley will click and stop several times). Stop the pulley when its green mark lines up with the timing belt cover bolt hole. (You may need to rotate the pulley up to three complete revolutions before the green mark stops directly at the hole.)

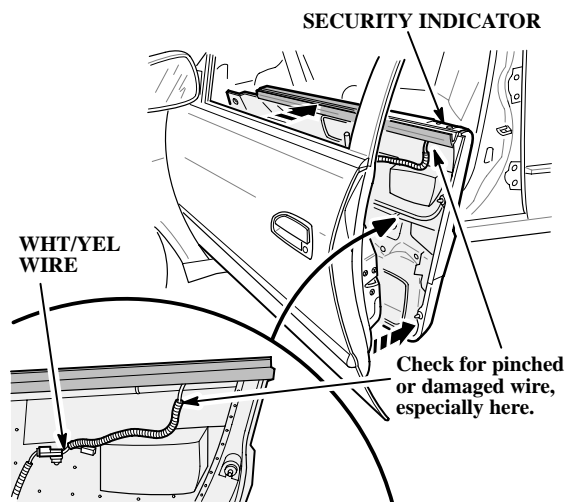


5. Move the left bank pulley another 1/4 turn clockwise until its green mark lines up with the valve cover's timing mark.
6. The crankshaft and camshafts are now ready for belt installation. Install the timing belt as shown in section 6A1 of the '98 SLX S/M.

## Fuse 13 Blows Repeatedly: '98 Accord EX

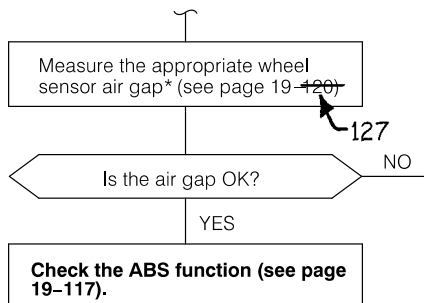
If fuse No. 13 in the passenger's under-dash fuse/relay box blows repeatedly, here's what to do:

1. Remove the driver's door panel.
2. Trace the routing of the security indicator's WHT/YEL wire. If the wire is pinched or damaged, repair it, and then reroute it so nothing interferes with it. (Damage is usually caused by the wire getting pinched by a clip on the door panel inner molding.)



## Wheel Sensor S/M Fix: '97 Accord

On page 19-88 of the '97 Accord S/M, the wheel sensor troubleshooting chart leads you to the wrong page to measure the wheel sensor air gap. Please write in the correct page number as shown below.



## New Software Works on '98 Passport

The latest PGM Tester software, version SN802 (12/18/97), is on the January '98 HONDANET 2000 CD. It gives you the capability to diagnose engine, transmission, SRS, and ABS functions on the '98 Passport.

## Don't "Test Drive" A/Ts on a Rack

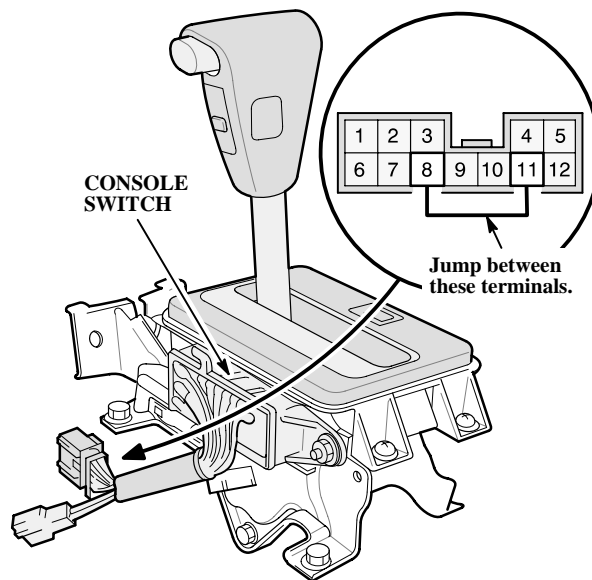
On any vehicle with A/T, if you need to test drive the trans, do a road test; don't do it on a rack. This is especially important on '98 Accords and Odysseys; the A/Ts on these vehicles don't upshift past second gear when the wheels are off the ground. Not knowing this has led some techs to replace good A/Ts on Accords and Odysseys.

## Ignition Key and Shifter Stuck on '90 Accords

See... we *do* supply you with repair info on older cars! Here's a fix for '90 Accords.

If the ignition key can't be removed, the shifter is stuck in Park, and the "P" light on the shift indicator doesn't work, you may have an open circuit in the shift position console switch. To check it, do this:

1. Remove the front console.
2. Connect a jumper wire between terminals 8 and 11 (the BLK wire and the GRN/WHT wire) of the 12P connector on the shift position console switch.

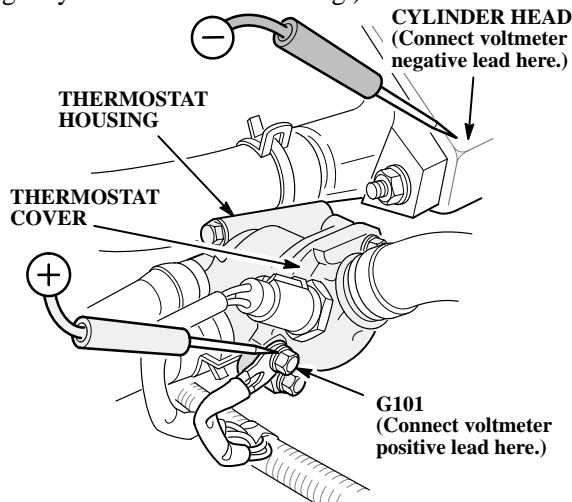


- If the ignition key, shifter, and shift indicator work when the jumper wire is connected, replace the switch, P/N 35700-SM4-A91, H/C 3278306.
- If they don't work, test the switch (see page 23-136 of the '90 Accord S/M).

## Check the Ground for Civic ECM/PCM Problems

On '84-98 Civics, the ECM/PCM and all PGM-FI electrical components share ground location G101. Bolted to the thermostat housing, G101 can get corroded and cause too much resistance in systems that are controlled by the ECM/PCM. To check the ground, run this voltage drop test:

1. Connect the leads of a voltmeter as shown. (Don't connect the negative lead to the thermostat housing; corrosion between the housing and the head will give you an inaccurate reading.)



2. Start the engine, and snap the throttle wide open to load the circuit.
  - If the drop is less than 0.5V, the ground is OK.
  - If the drop is more than 0.5V, remove the thermostat cover, and clean the cover and housing mating surfaces. Usually, this solves the problem.

## Fix Electrical Section Contents Page

Please make these corrections to the contents page for the Electrical section of the '96-98 Civic S/M.

Charging System .....	23- <del>72</del> <b>98</b>
Connector Identification and Wire Harness Routing .....	23- <del>11</del> <b>13</b>
<hr/>	
*Horn .....	23- <del>173</del> <b>172</b>
<hr/>	
Lighting System .....	23- <del>146</del> <b>145</b>

## Replace Exciter Ring With Axle Bearing & Seal

If you're replacing a rear axle bearing or seal on a '96-97 Passport EX 4WD, the only way to get to them is to cut off the ABS exciter ring. To remove and install the ring (it's P/N 8-97187-419-0, H/C 5698477), see S/B 97-041, *Service Manual Update: Rear Axle Exciter Ring Removal*. There's one ring on each axle.

The new ring needs to be a press-fit on the axle. If it fits loosely, you need to replace the axle too, P/N 8-97187-412-0, H/C 5698469. (The diameter of the axle at the exciter ring was changed to 39.5 mm in mid-production; before the change, the diameter was 39.8 mm. If you're working on a vehicle with smaller diameter axles, the exciter rings won't fit correctly.)

## Fuel Gauge Won't Read Full: '98 Accord V6

If the fuel tank on a '98 Accord V6 is filled when you have the ignition switch ON (II), it'll take a long time for the fuel gauge to read full. To make the gauge read full immediately, turn the ignition switch off and then on again. This is a normal characteristic that needs no repair.

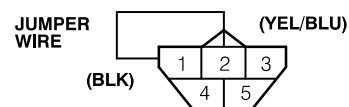
## Fuel Gauge Test Also Applies to '98 Accord V6

Currently, the fuel gauge test on page 11-107 of the '98 Accord S/M only applies to L4 models. To make the test also apply to V6 models, write-in this info:

7. Connect the fuel pump 5P connector terminals No. 1 and No. 2 with a jumper wire, then turn the ignition switch ON (II).

*(on V6 models, add a 3-to-5 ohm resistor to the jumper wire)*

FUEL PUMP 5P CONNECTOR



Wire side of female terminals

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