



## Can't Program Transmitter On a '98 Accord EX?

If you're having trouble programming the keyless remote transmitter on a '98 Accord EX, first make sure you have the correct transmitter: it should have an "open trunk" button, not an option button, and its P/N should be 72147-S84-A01. CR-V transmitters look the same, but won't work on Accords. With the correct transmitter in hand, do this:

1. With the key in the ignition switch, open the driver's door, and listen for the key-in reminder to beep. The system won't go into the programming mode unless the key-in reminder circuit is working.
  - If you hear the beep, it's OK to program the transmitter. Programming is on page 22-208 of the '98-99 Accord S/M.
  - If you don't hear the beep, go to step 2.
2. Remove the driver's dashboard lower cover.
3. On the driver's under-dash fuse/relay box, check the voltage of the BLU/WHT wire (terminal 9) in connector O (20P). With the key in the switch, you should have less than 1 V; with the key removed, you should have about 5 V or more. If you don't get these readings, check the key-in reminder circuit for shorts, opens, or faulty parts.

## Synchronize Transmitter After Changing Battery

NOTE: This condition can affect '94-97 Accords, '96-98 Civics, '97-99 CR-Vs, and '97-99 Preludes.

After replacing the battery or opening the battery compartment of a keyless remote transmitter, you'll need to synchronize it with the keyless receiver so the receiver will recognize its signal. Sometimes, even dropping or banging a transmitter can knock it out of sync.

To synchronize a transmitter with its receiver, all you do is press the Lock or Unlock button six times while the vehicle's doors, trunk, and hood are closed. The sixth time you press the button, the doors will lock or unlock to let you know that synchronization is complete.

After you replace the battery, the Lock/Unlock confirmation chirp will be off. To turn it back on (Accords, CR-Vs, and Preludes), press and hold the Lock and Unlock buttons at the same time until the transmitter's LED flashes. On Civics, press and hold the Lock and Option buttons at the same time until the LED flashes.

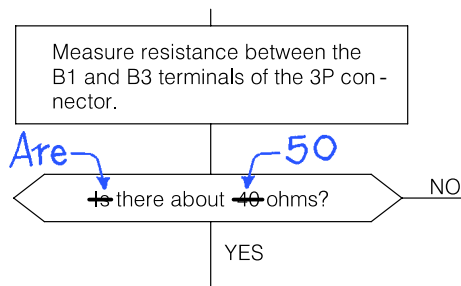
## DTC P1618 = PCM Failure: '96-97 Passports

A '96-97 Passport with DTC P1681 (PCM interprocessor communication error) doesn't need a diagnosis. Just replace the PCM.

## '97-99 Prelude S/M Fix: Immobilizer Receiver

Two corrections are needed in the immobilizer section of the '97-99 Prelude S/M. On page 23-201, the ohm reading near the end of the receiver and transponder test should be 50 ohms. And on page 23-202, a note is needed to let you know that the receiver isn't available separately from the ignition key switch. Correct the pages like this:

### Page 23-201



### Page 23-202

6. Install in the reverse order of removal.

NOTE: •As this harness serves as communication link, install it carefully.

7. After replacement, check the immobilizer system.

•The new receiver isn't available separately from the key cylinder. To avoid re-keying all the locks, remove the new receiver from the new key cylinder, and install it on the vehicle's key cylinder.

## '97-99 Prelude S/M Fix: ATTS Control Unit

On page 15-66 of the '97-99 Prelude S/M, correct an error in the ATTS control unit replacement procedure. Step 6 should read, "Press 3: All Sensors." Change the page like this:

5. Press 2: Neutral.
6. ~~Press 1: Steering Angle.~~ Press 3: All Sensors.
7. Press 1: Rewriting. Follow the Tester instructions and screen prompts to memorize the neutral position of the steering angle sensor.

## Fix A/C Instructions & S/M: '99 Civic

On '99 Civics, the air mix control door is electronically controlled (not cable operated like previous models). Because of this, *you need to rewrite steps 1 and 2 on page 4 of the '99 Civic A/C installation instructions (AII 19789)*. If you don't rewrite these steps, the air mix door won't move, and you'll bend it when removing the heater duct or the evaporator. Rewrite the steps like this:

**New step 1:** Turn the ignition switch ON (II), then turn the temp control knob all the way to Hot, and turn the ignition switch OFF.

**New step 2:** Disconnect the battery.

A similar revision is needed in the '96-99 Civic S/M at the beginning of blower unit replacement (page 21-37) and evaporator replacement (page 22-28). Here's the revision you need to add on each page:

*-For '96-98 models, slide the temperature control lever to HOT. - For '99 models, turn the ignition switch ON (II), then turn the temperature control knob to "HOT," and turn the ignition switch OFF.*

### Evaporator

#### Replacement

1. Remove the battery.
2. Recover the refrigerant with a recovery/recycling/charging station (see page 22-27).
3. Remove the bolts, then disconnect the suction and receiver lines from the evaporator.

Revised A/C installation instructions will be sent out in January '99. The S/M will be revised in the '96-00 edition.

## Throttle Position Sensor Monitoring

The TP (throttle position) sensor connected to the throttle valve shaft is a potentiometer that varies a 5 V reference voltage from the ECM/PCM as the shaft moves.

When you use the PGM Tester to monitor the TP sensor, it can display the output as degrees of opening angle, voltage, or a percent of throttle opening, depending on how your Tester is set up. To avoid mixing up your TP sensor readings, use this chart:

Throttle Position	Degrees	Voltage	Percent
Closed (Idle)	-0.2	0.49	9.6
Wide Open	90	4.5	90

## S/M Fix: ATF Replacement Interval on '99 Odyssey

On page 3-4 of the '99 Odyssey S/M, the 90,000 mile replacement interval for ATF is wrong. The correct replacement interval is 45,000 miles, and every 30,000 miles after that. Correct the page like this:

45,000 mi/ 72,000 km/ 3 years	<input type="checkbox"/> Replace coolant (see page (10-9). Capacity 6.6 l (7.0 US qt)	<input type="checkbox"/> Do items in A.
	<input type="checkbox"/> Replace brake fluid. Use Genuine Honda DOT 3 Brake Fluid.	<input type="checkbox"/> Do items in A.
	<input type="checkbox"/> Do items in A and B.	<input type="checkbox"/> Do items in A.
52,500 mi/ 84,000 km/ -		<input type="checkbox"/> Do items in A.
60,000 mi/ 96,000 km/ 4 years		<input type="checkbox"/> Do items in A.
67,500 mi/108,000 km/ -		<input type="checkbox"/> Do items in A.
75,000 mi/120,000 km/ 5 years	<input type="checkbox"/> Replace coolant (see page (10-9). Capacity 6.6 l (7.0 US qt)	<input type="checkbox"/> Do items in A.
	<input type="checkbox"/> Do items in A and B.	<input type="checkbox"/> Do items in A.
82,500 mi/132,000 km/ -		<input type="checkbox"/> Do items in A.
90,000 mi/144,000 km/ 6 years	<input checked="" type="checkbox"/> Replace transmission fluid, 2.9 L (3.1 US qt, 2.6 Imp. qt). U	<input type="checkbox"/> Do items in A.
	<input type="checkbox"/> Replace brake fluid. Use Genuine Honda DOT 3 Brake Fluid.	<input type="checkbox"/> Do items in A and B.
	<input type="checkbox"/> Do items in A and B.	<input type="checkbox"/> Do items in A.
97,500 mi/156,000 km/ -		<input type="checkbox"/> Do items in A.
105,000 mi/168,000 km/ 7 years	<input type="checkbox"/> Check valve clearance (see page 6-14).	
	<input type="checkbox"/> Replace spark plugs (see page 4-48). Use NGK (PZFR5-11) GAP: 1.0 -1.1 mm (0.039-0.043 in)	
	<input type="checkbox"/> Replace timing belt (see page 6-21) and inspect water pump	
	<input type="checkbox"/> Check idle speed. Should be 730+50 rpm in [N] or [P] position	
	<input type="checkbox"/> Replace coolant (see page (10-9). Capacity 6.6 l (7.0 US qt).	
	<input type="checkbox"/> Do items in A and B.	

Replace transmission fluid, 2.9 L (3.1 US qt, 2.6 Imp qt). Use Genuine Honda ATF (see page 14-111).

## Cell Phones Can Cause Static

On all models, it's normal for most cellular (digital) phones to cause static in the radio speakers when the phone is in standby mode. The closer it is to the radio, the louder the static will be.

## Radio Plays With Key OFF

On all models except Passport, the cellular phone battery can power the radio, even with the ignition switch OFF. This is because some 12 V phone adapter plugs don't have a diode to prevent phone power from going to the radio. High-quality 12 V adapters have the diode that prevents this.

## Catalytic Converter Article Correction

In the October '98 issue of S/N, the article *Before Checking a Catalytic Converter DTC* needs a correction. Before you test-drive the vehicle in step 1, the SCS service connector must be jumped. If it's not, you won't get a DTC during the test-drive, even if there is one. Correct step 1 like this:

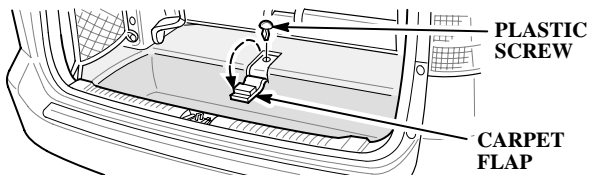
1. Check for a leak in the exhaust system. If you find one, repair it, clear the DTC, and test-drive the vehicle.

*with the SCS service connector jumped*

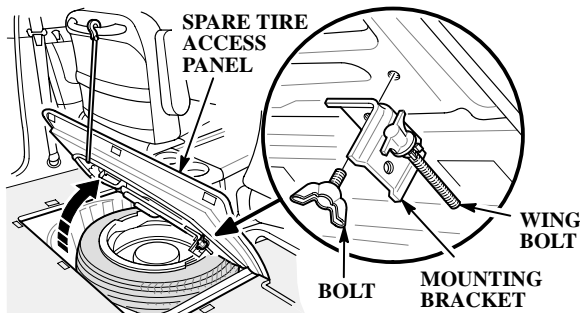
## Carpet Flap Hides Tire Mount

On '99 Odysseys, there's a flap cut into the carpet behind the third seat. Under the flap is the mounting point for a full-size-tire bracket. (Full-size tires won't fit in the spare tire well.) To mount a full-size tire, do this:

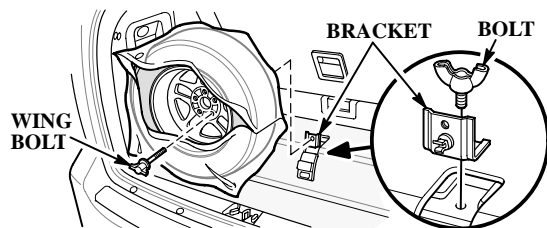
1. Pull back the carpet flap, and remove the plastic screw from the mounting hole.



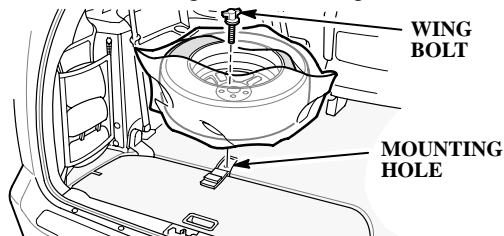
2. Remove the mounting bracket, the bolt, and the wing bolt from the spare tire access panel.



3. Put the tire in its storage bag. (The bag should be in the rear compartment next to the third row of seats.)
4. Mount the tire either standing up or laying down.
  - To mount the tire standing up, put the bracket over the mounting hole, and attach the bracket with the bolt. Then place the tire behind the third seat, and use the wing bolt to secure it to the bracket through one of its lug nut holes.



- To mount the tire laying down, fold the third seat into the floor, then place the tire face down over the mounting hole. Use the wing bolt to secure the tire to the mount through one of its lug nut holes.



## '99 Flat Rate Manuals Have Lots of Changes

The '99 Warranty Flat Rate Manuals have hundreds of changes you should be aware of. Most of them increase the FRT (flat rate time) in these areas:

- Heater-A/C components
- Interior trim (including instrument panels)
- Moonroofs
- Window regulators
- Various in-door operations

Another change is the addition of diagnostic time for electrical switches, circuits, and heater function.

Many of the FRT increases were a *direct* result of technicians like yourself sending in a Flat Rate Operation Request For Review card. To those who sent in cards, thanks for helping us improve the '99 manuals.

If you find an FRT that you think is too low, send in another card; they're in the back of the Warranty Flat Rate Manual. If you're out of cards, order more by calling Tech Line and selecting Option 4 (Service Publications).

When you send a card, your dealer will get an acknowledgment post card, and the FRT will be reevaluated. If the existing FRT is too low, it'll be increased in the warranty claims processing system right away. In addition, a HONDANET message will be sent to all dealers about the new FRT, and the revised time will be published in one of the '00 Flat Rate Manuals.

## Fill Out A/T Core Return Forms Accurately

When you send an A/T core back to the ATR (automatic transmission remanufacturing) program, you need to fill out the core return form *accurately*. The form is used by ATR to tell them what needs to be replaced. If it doesn't have complete and accurate info, the remanufactured A/T may not get the parts it needs, which can result in a comeback for the tech who installs it.

For example, if the core A/T has a shift problem and a noise, write down both symptoms on the core return form. If you only write down the shift problem, the noise may not get fixed.

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