

Rodent Damage to Knock Sensor Subharness

Got a '03–04 Accord V6, a '99–04 Odyssey, or a '03–04 Pilot in your shop with a DTC P0325 (knock sensor circuit malfunction), a TCS DTC 31 [engine retard command (PFINH)], or both? The problem could be rodent damage to the knock sensor harness.

Rodents (rats, mice, squirrels, etc.) are natural-born gnawers, and if one happens to climb up inside the engine compartment under the intake manifold (hey, it's a nice, cozy spot to hang out), there's a juicy knock sensor harness for the taking. If the subharness makes the menu, you'll need to replace it with this part:

Accord V6: P/N 30531-RCA-A00
H/C 7134133

Odyssey, Pilot: P/N 30531-P8F-A00
H/C 5878327

Engine Cranking or Starting Problems After Fill-up

Are '01–04 Civic owners complaining of these problems after a fill-up?

- The engine cranks a long time before starting
- The engine cranks but won't start
- The engine starts but then dies

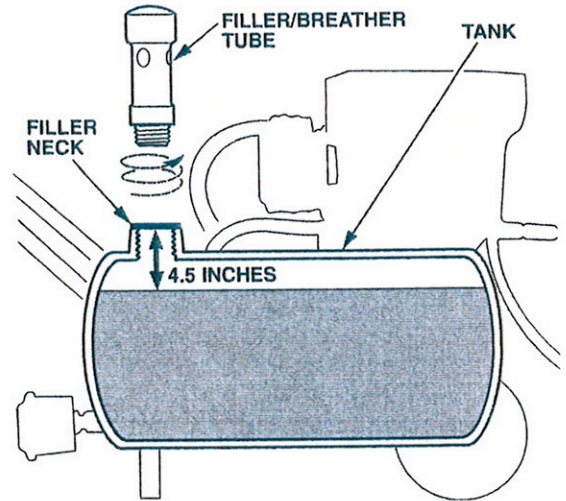
The culprit could be the purge control solenoid (PCS). If the PCS is stuck open, it can let vapors from the EVAP canister get pushed into the intake manifold during a fill-up. Too much vapor can cause the engine extended crank time, or the engine not to start, or to start and then stall after the tank is filled.

To fix this problem, check the PCS and the service port for contamination. If they're clean, then replace the PCS.

ATF Cooler Cleaner Operating Tips

Here are some tips for those of you who have received the ATF Cooler Cleaner (P/N GHTTTCF6H):

- When you're ready to use the cooler cleaner, make sure you check the fluid level in the tank. The fluid level should be **4.5 inches** from the top of the filler neck. Adjust the level if needed; don't overfill the tank. Use only Honda ATF-Z1; never use any additives.



- At the end of the 5-minute cleaning period, make sure you leave the air purge valve open while you flip the **MOTOR** toggle switch to **OFF**. If you turn off the pump with the air purge valve closed, ATF could spill out of the filler/breather tube when you would open the air purge valve to purge the ATF cooler and hoses of residual ATF.
- S/B 89-022, *ATF Cooler Cleaner*, doesn't really explain about the indicators on the cooler cleaner. The **MOTOR** toggle switch has a *green* indicator above the switch. It comes on when you flip the switch to **ON** and goes off when you flip the switch to **OFF**. The **HEAT** toggle switch has a *green* indicator and a *red* indicator above the switch. The *green* indicator comes on when you flip the switch to **ON** and goes off when you flip the switch to **OFF**. The *red* indicator comes on only if the fluid level in the tank is too low for the tank heater to work. If the red indicator comes on, add a gallon of ATF-Z1 to the tank.