

2007-08 ENGINE PERFORMANCE

Fuel Supply System - TL

COMPONENT LOCATION INDEX

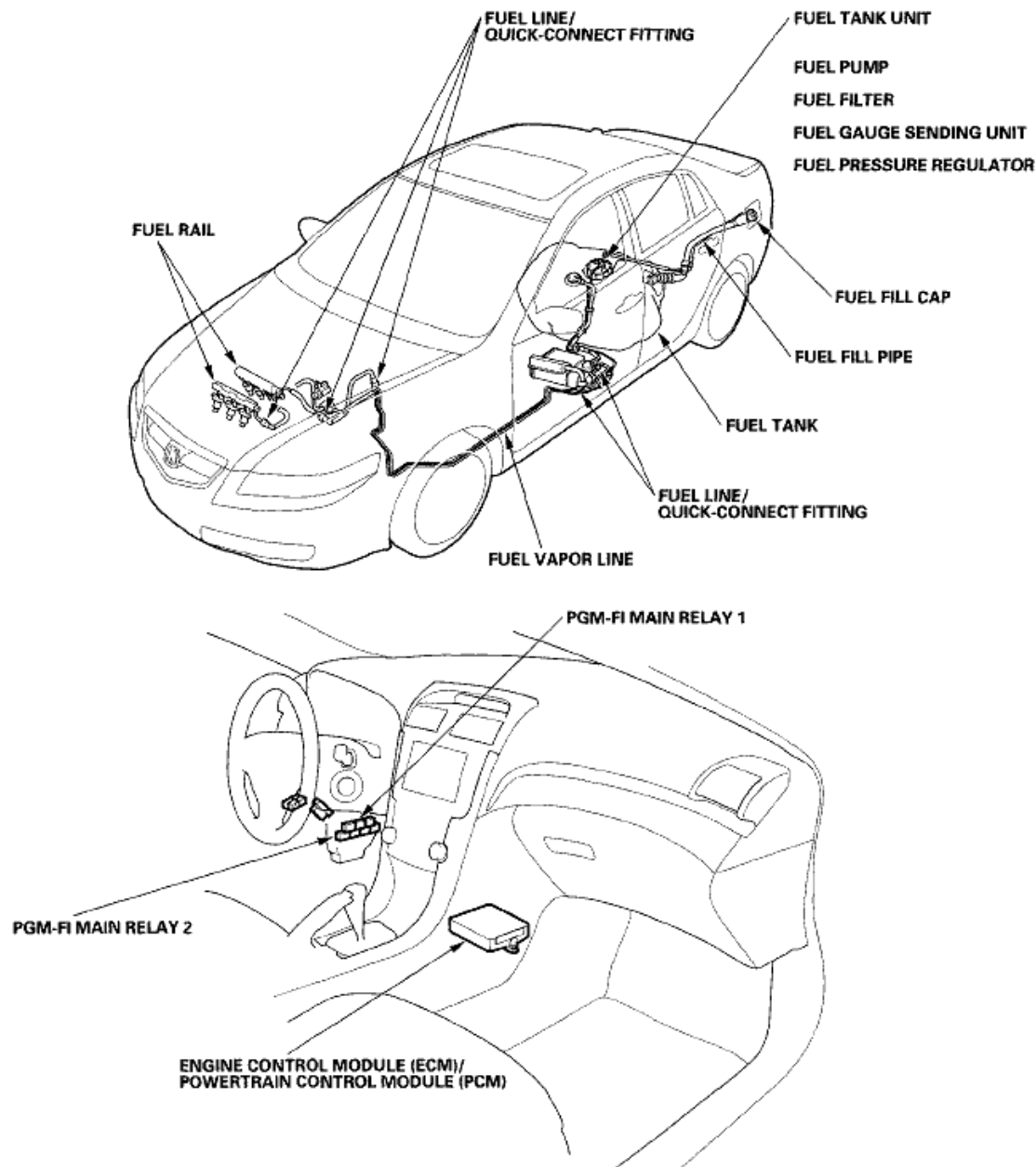


Fig. 1: Identifying Fuel Supply System Component Location (1 Of 2)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

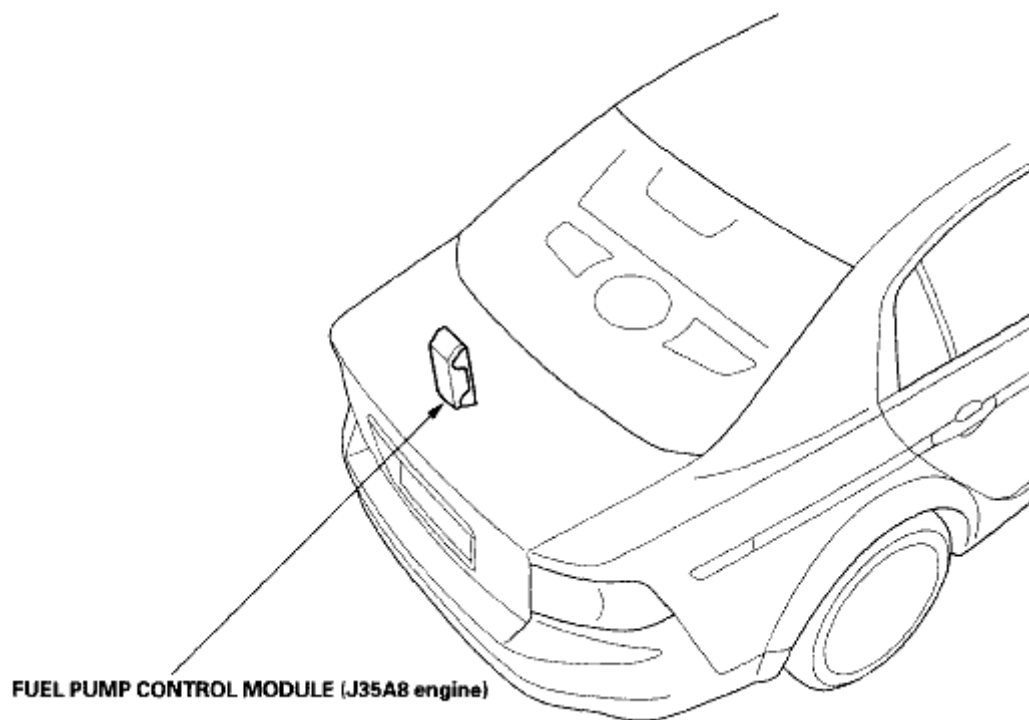


Fig. 2: Identifying Fuel Supply System Component Location (2 Of 2)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

DTC TROUBLESHOOTING

DTC P0461: FUEL LEVEL SENSOR (FUEL GAUGE SENDING UNIT) CIRCUIT RANGE/PERFORMANCE PROBLEM

NOTE:

- Before you troubleshoot, record all freeze data and any on-board snapshot, and review the general troubleshooting information (see GENERAL TROUBLESHOOTING INFORMATION).
- Because it requires 162 miles (260 km) of driving without refueling to complete this diagnosis, DTC P0461 cannot be duplicated during this troubleshooting.

1. Test the fuel gauge sending unit (see FUEL GAUGE SENDING UNIT TEST).

Is the fuel gauge sending unit OK?

YES -Check for poor connections or loose terminals at the fuel gauge sending unit and the gauge control module.

NO -Replace the fuel gauge sending unit (see FUEL PUMP/FUEL GAUGE SENDING UNIT REPLACEMENT), then go to step 2.

2. Turn the ignition switch ON (II).
3. Reset the ECM/PCM with the HDS.
4. Do the ECM/PCM idle learn procedure (see ECM/PCM IDLE LEARN PROCEDURE).

5. Check for Temporary DTCs or DTCs with the HDS.

Is DTC P0461 indicated?

YES -Check for poor connections or loose terminals at the fuel gauge sending unit and the gauge control module, then go to step 1.

NO -Troubleshooting is complete. If any other Temporary DTCs or DTCs are indicated, go to the indicated DTCs troubleshooting.

DTC P0462: FUEL LEVEL SENSOR (FUEL GAUGE SENDING UNIT) CIRCUIT LOW VOLTAGE

NOTE: Before you troubleshoot, record all freeze data and any on-board snapshot, and review the general troubleshooting information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Turn the ignition switch ON (II).
2. Clear the DTC with the HDS, and wait 5 seconds.
3. Check for Temporary DTCs or DTCs with the HDS.

Is DTC P0462 indicated?

YES -Go to step 4.

NO -Intermittent failure, the system is OK at this time. Check for poor connections or loose terminals at the gauge control module and the fuel gauge sending unit.

4. Turn the ignition switch OFF.
5. Remove the trunk floor trim panel (see TRIM REMOVAL/INSTALLATION - TRUNK AREA).
6. Remove the access panel from the floor.
7. Disconnect the fuel tank unit 5P connector.
8. Turn the ignition switch ON (II).
9. Clear the DTC with the HDS, and wait 5 seconds.
10. Check for Temporary DTCs or DTCs with the HDS.

Is DTC P0463 indicated?

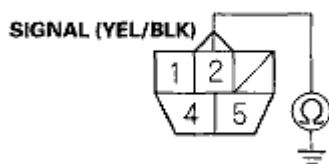
YES -Replace the fuel gauge sending unit (see FUEL PUMP/FUEL GAUGE SENDING UNIT REPLACEMENT), then go to step 22.

NO -Go to step 11.

11. Turn the ignition switch OFF.
12. Remove the gauge control module (see REWRITING THE ODO DATA ON A NEW GAUGE CONTROL MODULE).
13. Disconnect gauge control module connector A (30P).

14. Check for continuity between fuel tank unit 5P connector terminal No. 2 and body ground.

FUEL TANK UNIT 5P CONNECTOR



Wire side of female terminals

Fig. 3: Checking Continuity Between Fuel Tank Unit 5P Connector Terminal No. 2 And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES -Repair short in the wire between the gauge control module (signal line) and the fuel gauge sending unit, then go to step 23.

NO -Go to step 15.

15. Reconnect gauge control module connector A (30P).
16. Remove the fuel tank unit (see **FUEL TANK UNIT REMOVAL AND INSTALLATION**).
17. Connect the fuel tank unit 5P connector.
18. Turn the ignition switch ON (II).
19. Clear the DTC with the HDS.
20. Set the float (A) to the E position.

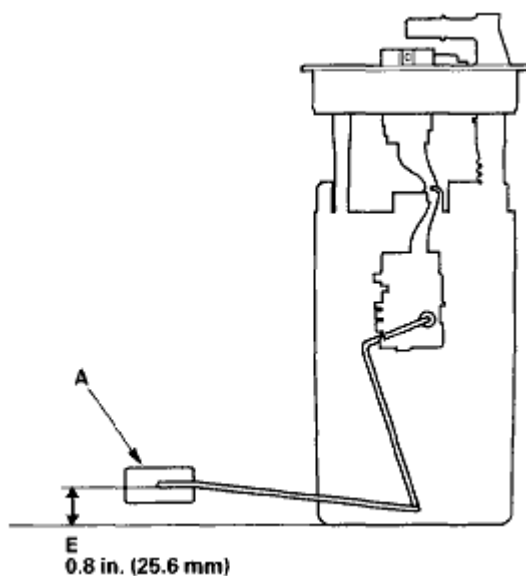


Fig. 4: Setting Float To E Position

Courtesy of AMERICAN HONDA MOTOR CO., INC.

21. Check the fuel gauge.

Does the gauge move to the empty position?

YES -Go to step 29.

NO -Replace the gauge control module (see **REWRITING THE ODO DATA ON A NEW GAUGE CONTROL MODULE**), then go to step 22.

22. Turn the ignition switch OFF.
23. Install the parts in the reverse order of removal.
24. Reconnect all connectors.
25. Turn the ignition switch ON (II).
26. Reset the ECM/PCM with the HDS.
27. Do the ECM/PCM idle learn procedure (see **ECM/PCM IDLE LEARN PROCEDURE**).
28. Check for Temporary DTCs or DTCs with the HDS.

Is DTC P0462 indicated?

YES -Check for poor connections or loose terminals at the gauge control module and the fuel gauge sending unit, then go to step 1.

NO -Troubleshooting is complete. If any other Temporary DTCs or DTCs are indicated, go to the indicated DTCs troubleshooting.

29. Install the parts in the reverse order of removal.
30. Reconnect all connectors.
31. Update the ECM/PCM if it does not have the latest software (see **UPDATING THE ECM/PCM**), or substitute a known-good ECM/PCM (see **SUBSTITUTING THE ECM/PCM**).
32. Check for Temporary DTCs or DTCs with the HDS.

Is DTC P0462 indicated?

YES -Check for poor connections or loose terminals at the gauge control module and the fuel gauge sending unit. If the ECM/PCM was updated, substitute a known-good ECM/PCM (see **SUBSTITUTING THE ECM/PCM**), then recheck. If the ECM/PCM was substituted, go to step 1.

NO -If the ECM/PCM was updated, troubleshooting is complete. If the ECM/PCM was substituted, replace the original ECM/PCM (see **ECM/PCM REPLACEMENT**). If any other Temporary DTCs or DTCs are indicated, go to the indicated DTCs troubleshooting.

DTC P0463: FUEL LEVEL SENSOR (FUEL GAUGE SENDING UNIT) CIRCUIT HIGH VOLTAGE

NOTE: Before you troubleshoot, record all freeze data and any on-board snapshot, and review the general troubleshooting information (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Turn the ignition switch ON (II).
2. Clear the DTC with the HDS, and wait 5 seconds.
3. Check for Temporary DTCs or DTCs with the HDS.

Is DTC P0463 indicated?

YES -Go to step 4.

NO -Intermittent failure, the system is OK at this time. Check for poor connections or loose terminals at the gauge control module and the fuel gauge sending unit.

4. Turn the ignition switch OFF.
5. Remove the trunk floor trim panel (see **TRIM REMOVAL/INSTALLATION - TRUNK AREA**).
6. Remove the access panel from the floor.
7. Disconnect the fuel tank unit 5P connector.
8. Connect fuel tank unit 5P connector terminal No. 1 to body ground with a jumper wire.

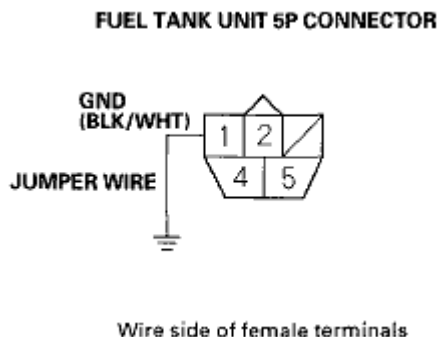


Fig. 5: Connecting Fuel Tank Unit 5P Connector Terminal No. 1 To Body Ground With Jumper Wire

Courtesy of AMERICAN HONDA MOTOR CO., INC.

9. Remove the gauge control module (see **REWRITING THE ODO DATA ON A NEW GAUGE CONTROL MODULE**).
10. Disconnect gauge control module connector A (30P).
11. Check for continuity between gauge control module connector terminal A9 and body ground.

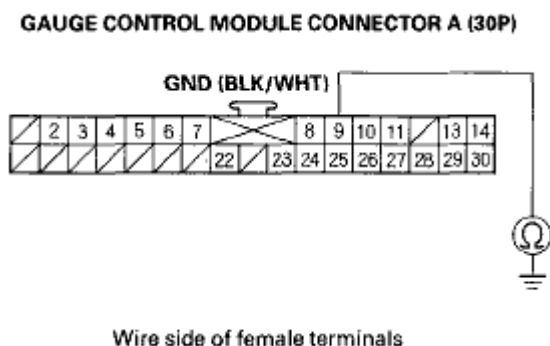


Fig. 6: Checking Continuity Between Gauge Control Module Connector Terminal A9 And Body

Ground

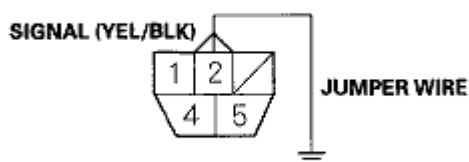
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES -Go to step 12.

NO -Repair open in the wire between the gauge control module (GND line) and the fuel gauge sending unit, then go to step 24.

12. Connect fuel tank unit 5P connector terminal No. 2 to body ground with a jumper wire.

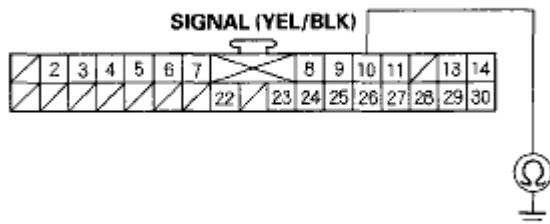
FUEL TANK UNIT 5P CONNECTOR

Wire side of female terminals

Fig. 7: Connecting Fuel Tank Unit 5P Connector Terminal No. 2 To Body Ground With Jumper Wire

Courtesy of AMERICAN HONDA MOTOR CO., INC.

13. Check for continuity between gauge control module connector terminal A10 and body ground.

GAUGE CONTROL MODULE CONNECTOR A (30P)

Wire side of female terminals

Fig. 8: Checking Continuity Between Gauge Control Module Connector Terminal A10 And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES -Go to step 14.

NO -Repair open in the wire between the gauge control module (signal line) and the fuel gauge sending unit, then go to step 24.

14. Remove the jumper wire from the fuel tank unit 5P connector.

15. Remove the fuel tank unit (see **FUEL TANK UNIT REMOVAL AND INSTALLATION**).
16. Test the fuel gauge sending unit (see **FUEL GAUGE SENDING UNIT TEST**).

Is the fuel gauge sending unit OK?

YES -Go to step 17.

NO -Replace the fuel gauge sending unit (see **FUEL PUMP/FUEL GAUGE SENDING UNIT REPLACEMENT**), then go to step 23.

17. Connect the fuel tank unit 5P connector.
18. Reconnect gauge control module connector A (30P).
19. Turn the ignition switch ON (II).
20. Clear the DTC with the HDS.
21. Set the float (A) to the F position.

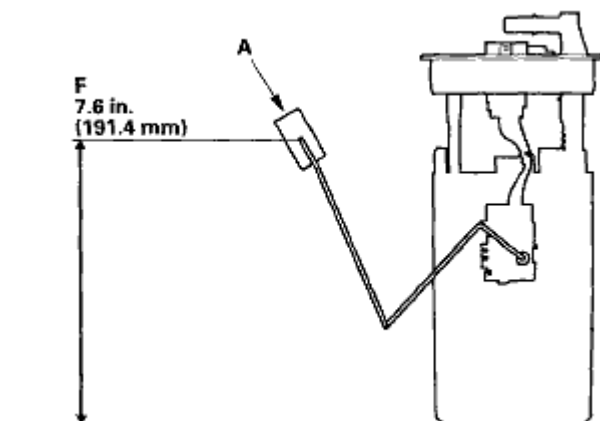


Fig. 9: Setting Float To Position

Courtesy of AMERICAN HONDA MOTOR CO., INC.

22. Check the fuel gauge.

Does the gauge move to the full position?

YES -Go to step 30.

NO -Replace the gauge control module (see **REWRITING THE ODO DATA ON A NEW GAUGE CONTROL MODULE**), then go to step 23.

23. Turn the ignition switch OFF.
24. Install the parts in the reverse order of removal.
25. Reconnect all connectors.
26. Turn the ignition switch ON (II).
27. Reset the ECM/PCM with the HDS.
28. Do the ECM/PCM idle learn procedure (see **ECM/PCM IDLE LEARN PROCEDURE**).
29. Check for Temporary DTCs or DTCs with the HDS.

Is DTC P0463 indicated?

YES -Check for poor connections or loose terminals at the gauge control module and the fuel gauge sending unit, then go to step 1.

NO -Troubleshooting is complete. If any other Temporary DTCs or DTCs are indicated, go to the indicated DTCs troubleshooting.

30. Install the parts in the reverse order of removal.
31. Reconnect all connectors.
32. Update the ECM/PCM if it does not have the latest software (see **UPDATING THE ECM/PCM**), or substitute a known-good ECM/PCM (see **SUBSTITUTING THE ECM/PCM**).
33. Check for Temporary DTCs or DTCs with the HDS.

Is DTC P0463 indicated?

YES -Check for poor connections or loose terminals at the gauge control module and the fuel gauge sending unit. If the ECM/PCM was updated, substitute a known-good ECM/PCM (see **SUBSTITUTING THE ECM/PCM**), then recheck. If the ECM/PCM was substituted, go to step 1.

NO -If the ECM/PCM was updated, troubleshooting is complete. If the ECM/PCM was substituted, replace the original ECM/PCM (see **ECM/PCM REPLACEMENT**). If any other Temporary DTCs or DTCs are indicated, go to the indicated DTCs troubleshooting.

DTC P0627: FUEL PUMP CONTROL MODULE SYSTEM MALFUNCTION

NOTE: Before you troubleshoot, record all freeze data and any on-board snapshot, and review the general troubleshooting information (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Turn the ignition switch ON (II).
2. Clear the DTC with the HDS.
3. Turn the ignition switch to the start (III) position.

NOTE: This vehicle has an auto control mode starting system. It keeps the starter motor running after the ignition switch is released for 15 seconds, or until the engine starts.

4. Check for Temporary DTCs or DTCs with the HDS.

Is DTC P0627 indicated?

YES -Go to step 5.

NO -Intermittent failure, the system is OK at this time. Check for poor connections or loose terminals at the fuel pump control module, PGM-FI main relay 2, the fuel pump, and the ECM/PCM.

5. Turn the ignition switch OFF.

6. Check the No. 19 IG FUEL PUMP (15 A) fuse in under-dash fuse/relay box.

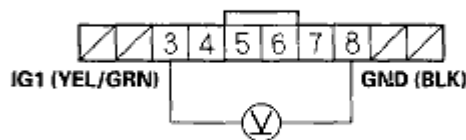
Is the fuse blown?

YES -Repair short in the wire between PGM-FI main relay 2 and the No. 19 IG FUEL PUMP (15 A) fuse. Also replace the No. 19 IG FUEL PUMP (15 A) fuse, then go to step 68.

NO -Go to step 7.

7. Disconnect the fuel pump control module 10P connector (see **FUEL PUMP CONTROL MODULE REPLACEMENT**).
8. Turn the ignition switch ON (II), and measure voltage between fuel pump control module 10P connector terminals No. 3 and No. 8 within 2 seconds.

FUEL PUMP CONTROL MODULE 10P CONNECTOR



Wire side of female terminals

Fig. 10: Measuring Voltage Between Fuel Pump Control Module 10P Connector Terminals No. 3 And No. 8

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there battery voltage?

YES -Go to step 23.

NO -Go to step 9.

9. Turn the ignition switch OFF.
10. Remove the left kick panel (see **TRIM REMOVAL/INSTALLATION - DOOR AREAS**), then remove PGM-FI main relay 2 (G) from the under-dash fuse/relay box.

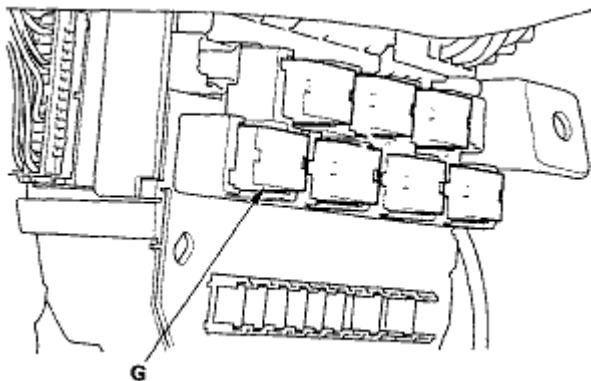


Fig. 11: Identifying PGM-FI Main Relay

Courtesy of AMERICAN HONDA MOTOR CO., INC.

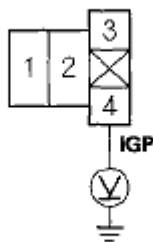
11. Test PGM-FI main relay 2 (see **POWER RELAY TEST**).

Is PGM-FI main relay 2 OK?

YES -Go to step 12.

NO -Replace PGM-FI main relay 2, then go to step 68.

12. Turn the ignition switch ON (II).
 13. Measure voltage between PGM-FI main relay 2 4P connector terminal No. 4 and body ground.

PGM-FI MAIN RELAY 2 4P CONNECTOR

Terminal side of female terminals

Fig. 12: Measuring Voltage Between PGM-FI Main Relay 2 4P Connector Terminal No. 4 And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

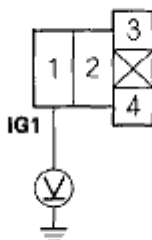
Is there battery voltage?

YES -Go to step 14.

NO -

- Replace PGM-FI main relay 1, then go to step 68.
- If needed, replace the under-dash fuse/relay box (see **REMOVAL AND INSTALLATION**), then go to step 68.

14. Measure voltage between PGM-FI main relay 2 4P connector terminal No. 1 and body ground.

PGM-FI MAIN RELAY 2 4P CONNECTOR

Terminal side of female terminals

Fig. 13: Measuring Voltage Between PGM-FI Main Relay 2 4P Connector Terminal No. 1 And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

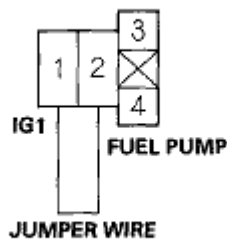
Is there battery voltage?

YES -Go to step 15.

NO -Replace the under-dash fuse/relay box (see **REMOVAL AND INSTALLATION**), then go to step 68.

15. Turn the ignition switch OFF.
16. Connect PGM-FI main relay 2 4P connector terminals No. 1 and No. 2 with a jumper wire.

PGM-FI MAIN RELAY 2 4P CONNECTOR



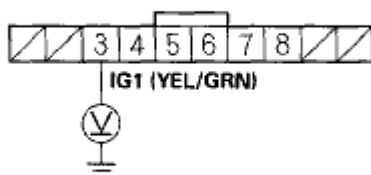
Terminal side of female terminals

Fig. 14: Connecting PGM-FI Main Relay 2 4P Connector Terminals No. 1 And No. 2 With Jumper Wire

Courtesy of AMERICAN HONDA MOTOR CO., INC.

17. Turn the ignition switch ON (II), and measure voltage between fuel pump control module 10P connector terminal No. 3 and body ground.

FUEL PUMP CONTROL MODULE 10P CONNECTOR



Wire side of female terminals

Fig. 15: Measuring Voltage Between Fuel Pump Control Module 10P Connector Terminal No. 3 And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there battery voltage?

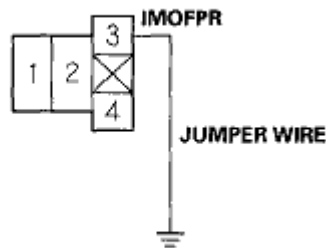
YES -Go to step 18.

NO -

- Repair open in the wire between the under-dash fuse/relay box and the fuel pump control module, then go to step 68.
- If needed, replace the under-dash fuse/relay box (see **REMOVAL AND INSTALLATION**), then go to step 68.

18. Turn the ignition switch OFF.
19. Jump the SCS line with the HDS.
20. Disconnect ECM/PCM connector E (31P).
21. Connect PGM-FI main relay 2 4P connector terminal No. 3 to body ground with a jumper wire.

PGM-FI MAIN RELAY 2 4P CONNECTOR



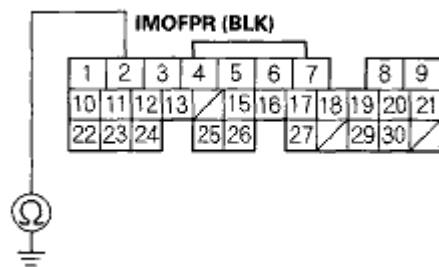
Terminal side of female terminals

Fig. 16: Connecting PGM-FI Main Relay 2 4P Connector Terminal No. 3 To Body Ground With Jumper Wire

Courtesy of AMERICAN HONDA MOTOR CO., INC.

22. Check for continuity between ECM/PCM connector terminal E2 and body ground.

ECM/PCM CONNECTOR E (31P)



Wire side of female terminals

Fig. 17: Checking Continuity Between ECM/PCM Connector Terminal E2 And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES -Go to step 74.

NO -Repair open in the wire between the ECM/PCM (E2) and PGM-FI main relay 2, then go to step 68.

23. Turn the ignition switch OFF.

24. Reconnect the fuel pump control module 10P connector (see **FUEL PUMP CONTROL MODULE REPLACEMENT**).
25. Turn the ignition switch ON (II).
26. Clear the DTC with the HDS.
27. Turn the ignition switch OFF.
28. Turn the ignition switch ON (II), and check for sound from the fuel pump within 2 seconds.

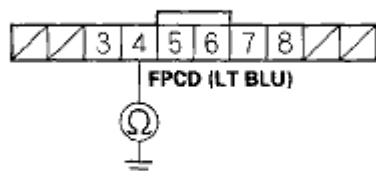
Does the fuel pump operate?

YES -Go to step 29.

NO -Go to step 48.

29. Turn the ignition switch OFF.
30. Disconnect the fuel pump control module 10P connector.
31. Check for continuity between fuel pump control module 10P connector terminal No. 4 and body ground.

FUEL PUMP CONTROL MODULE 10P CONNECTOR



Wire side of female terminals

Fig. 18: Checking Continuity Between Fuel Pump Control Module 10P Connector Terminal No. 4 And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES -Go to step 32.

NO -Go to step 35.

32. Jump the SCS line with the HDS.
33. Disconnect ECM/PCM connector E (31P).
34. Check for continuity between ECM/PCM connector terminal E20 and body ground.

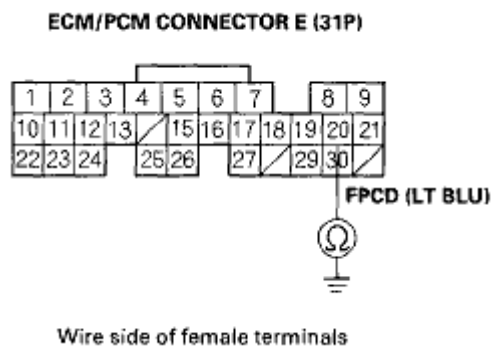


Fig. 19: Checking Continuity Between ECM/PCM Connector Terminal E20 And Body Ground
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES -Repair short in the wire between the ECM/PCM (E20) and the fuel pump control module, then go to step 68.

NO -Go to step 74.

35. Jump the SCS line with the HDS.
36. Disconnect ECM/PCM connector E (31P).
37. Connect fuel pump control module 10P connector terminal No. 4 to body ground with a jumper wire.

FUEL PUMP CONTROL MODULE 10P CONNECTOR

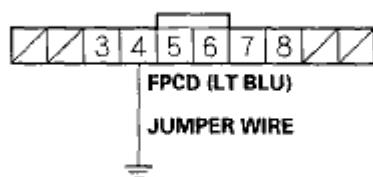


Fig. 20: Checking Connect Fuel Pump Control Module 10P Connector Terminal No. 4 To Body Ground With Jumper Wire
Courtesy of AMERICAN HONDA MOTOR CO., INC.

38. Check for continuity between ECM/PCM connector terminal E20 and body ground.

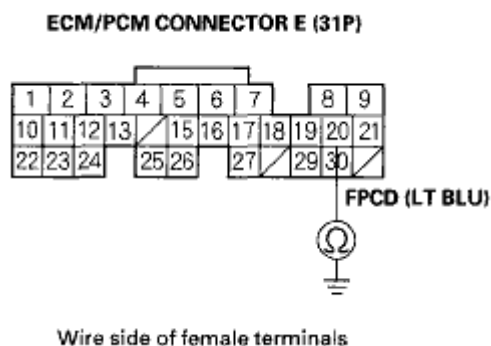


Fig. 21: Checking Continuity Between ECM/PCM Connector Terminal E20 And Body Ground
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES -Go to step 39.

NO -Repair open in the wire between the ECM/PCM (E20) and the fuel pump control module, then go to step 68.

39. Remove the jumper wire from the fuel pump control module 10P connector.
40. Reconnect the fuel pump control module 10P connector and ECM/PCM connector E (31P).
41. Turn the ignition switch ON (II).
42. Measure voltage between ECM/PCM connector terminal E20 and body ground.

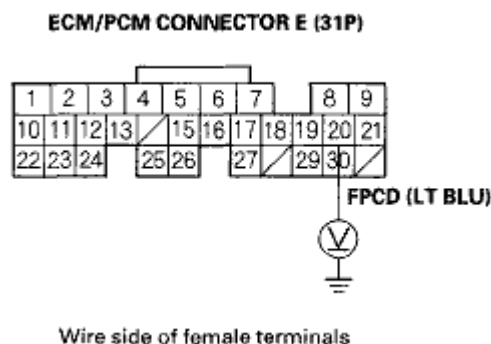


Fig. 22: Measuring Voltage Between ECM/PCM Connector Terminal E20 And Body Ground
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there about 8 V or more?

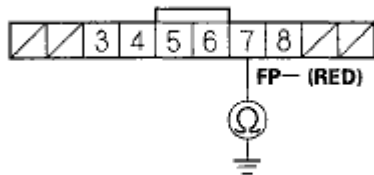
YES -Go to step 43.

NO -Replace the fuel pump control module (see **FUEL PUMP CONTROL MODULE REPLACEMENT**), then go to step 68.

43. Turn the ignition switch OFF.
44. Remove the trunk floor trim panel (see **TRIM REMOVAL/INSTALLATION - TRUNK AREA**).
45. Remove the access panel from the floor.

46. Disconnect the fuel pump 5P connector.
47. Check for continuity between fuel pump control module 10P connector terminal No. 7 and body ground.

FUEL PUMP CONTROL MODULE 10P CONNECTOR



Wire side of female terminals

Fig. 23: Checking Continuity Between Fuel Pump Control Module 10P Connector Terminal No. 7 And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

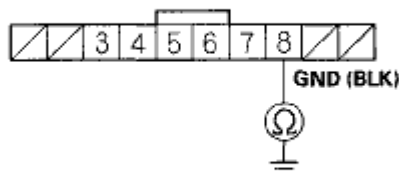
Is there continuity?

YES -Repair short in the wire between the fuel pump control module (FP- line) and the fuel pump, then go to step 68.

NO -Substitute a known-good fuel pump control module (see **FUEL PUMP CONTROL MODULE REPLACEMENT**), then go to step 68 and recheck. If DTC P0627 is not indicated, replace the original fuel pump control module (see **FUEL PUMP CONTROL MODULE REPLACEMENT**), then go to step 68. If DTC P0627 is indicated, go to step 74.

48. Turn the ignition switch OFF.
49. Disconnect the fuel pump control module 10P connector (see **FUEL PUMP CONTROL MODULE REPLACEMENT**).
50. Check for continuity between fuel pump control module 10P connector terminal No. 8 and body ground.

FUEL PUMP CONTROL MODULE 10P CONNECTOR



Wire side of female terminals

Fig. 24: Checking Continuity Between Fuel Pump Control Module 10P Connector Terminal No. 8 And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

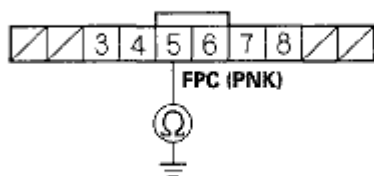
Is there continuity?

YES -Go to step 51.

NO -Repair open in the wire between the fuel pump control module (GND line) and G603, then go to step 68.

51. Check for continuity between fuel pump control module 10P connector terminal No. 5 and body ground.

FUEL PUMP CONTROL MODULE 10P CONNECTOR



Wire side of female terminals

Fig. 25: Checking Continuity Between Fuel Pump Control Module 10P Connector Terminal No. 5 And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

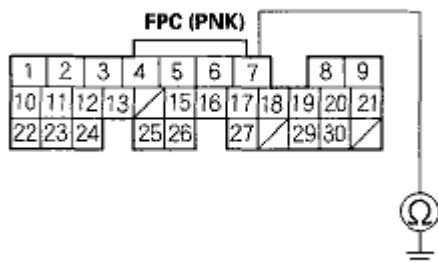
Is there continuity?

YES -Go to step 52.

NO -Go to step 55.

52. Jump the SCS line with the HDS.
 53. Disconnect ECM/PCM connector E (31P).
 54. Check for continuity between ECM/PCM connector terminal E7 and body ground.

ECM/PCM CONNECTOR E (31P)



Wire side of female terminals

Fig. 26: Checking Continuity Between ECM/PCM Connector Terminal E7 And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES -Repair short in the wire between the ECM/PCM (E7) and the fuel pump control module, then go to step 68.

NO -Go to step 74.

55. Reconnect the fuel pump control module 10P connector.
56. Turn the ignition switch ON (II), and measure voltage between ECM/PCM connector terminal E7 and body ground within 2 seconds.

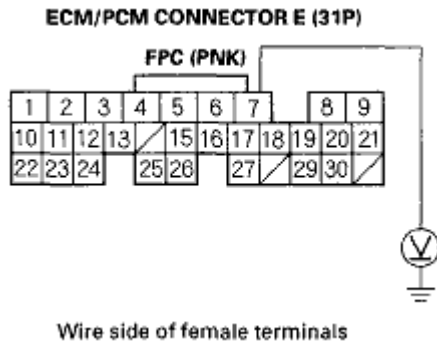


Fig. 27: Measuring Voltage Between ECM/PCM Connector Terminal E7 And Body Ground
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there battery voltage?

YES -Go to step 57.

NO -Replace the fuel pump control module (see **FUEL PUMP CONTROL MODULE REPLACEMENT**), then go to step 68.

57. Turn the ignition switch OFF.
58. Remove the trunk floor trim panel (see **TRIM REMOVAL/INSTALLATION - TRUNK AREA**).
59. Remove the access panel from the floor.
60. Disconnect the fuel pump 5P connector.
61. Disconnect the fuel pump control module 10P connector (see **FUEL PUMP CONTROL MODULE REPLACEMENT**).
62. Connect between fuel pump 5P connector terminal No. 5 to body ground with a jumper wire.

FUEL PUMP 5P CONNECTOR

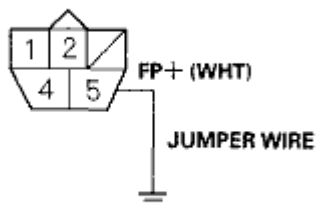
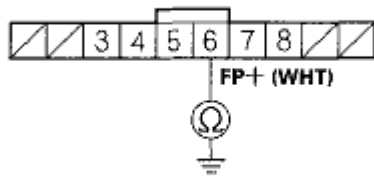


Fig. 28: Connecting Between Fuel Pump 5P Connector Terminal No. 5 To Body Ground With Jumper Wire
Courtesy of AMERICAN HONDA MOTOR CO., INC.

63. Check for continuity between fuel pump control module 10P connector terminal No. 6 and body ground.

FUEL PUMP CONTROL MODULE 10P CONNECTOR



Wire side of female terminals

Fig. 29: Checking Continuity Between Fuel Pump Control Module 10P Connector Terminal No. 6 And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

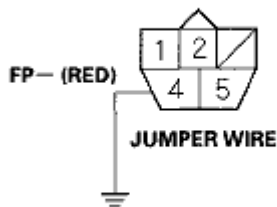
Is there continuity?

YES -Go to step 64.

NO -Repair open in the wire between the fuel pump control module (FP+ line) and the fuel pump, then go to step 68.

64. Connect between fuel pump 5P connector terminal No. 4 to body ground with a jumper wire.

FUEL PUMP 5P CONNECTOR

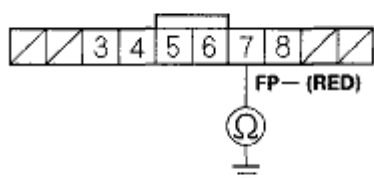


Wire side of female terminals

Fig. 30: Connecting Between Fuel Pump 5P Connector Terminal No. 4 To Body Ground With Jumper Wire

Courtesy of AMERICAN HONDA MOTOR CO., INC.

65. Check for continuity between fuel pump control module 10P connector terminal No. 7 and body ground.

FUEL PUMP CONTROL MODULE 10P CONNECTOR

Wire side of female terminals

Fig. 31: Checking Continuity Between Fuel Pump Control Module 10P Connector Terminal No. 7 And Body Ground

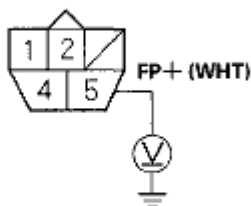
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES -Go to step 66.

NO -Repair open in the wire between the fuel pump control module (FP- line) and the fuel pump, then go to step 68.

66. Reconnect the fuel pump control module 10P connector.
67. Turn the ignition switch ON (II), and measure voltage between fuel pump 5P connector terminal No. 5 and body ground within 2 seconds.

FUEL PUMP 5P CONNECTOR

Wire side of female terminals

Fig. 32: Measuring Voltage Between Fuel Pump 5P Connector Terminal No. 5 And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there battery voltage?

YES -Replace the fuel pump (see **FUEL PUMP/FUEL GAUGE SENDING UNIT REPLACEMENT**), then go to step 68.

NO -Substitute a known-good fuel pump control module (see **FUEL PUMP CONTROL MODULE REPLACEMENT**), then go to step 68 and recheck. If DTC P0627 is not indicated, replace the original fuel pump control module (see **FUEL PUMP CONTROL MODULE REPLACEMENT**), then go to step 68. If DTC P0627 is indicated, go to step 74.

68. Turn the ignition switch OFF.

69. Reconnect all connectors.
70. Turn the ignition switch ON (II).
71. Reset the ECM/PCM with the HDS.
72. Do the ECM/PCM idle learn procedure (see **ECM/PCM IDLE LEARN PROCEDURE**).
73. Check for Temporary DTCs or DTCs with the HDS.

Is DTC P0627 indicated?

YES -Check for poor connections or loose terminals at the fuel pump control module, PGM-FI main relay 2, the fuel pump, and the ECM/PCM, then go to step 1.

NO -Troubleshooting is complete. If any other Temporary DTCs or DTCs are indicated, go to the indicated DTCs troubleshooting.

74. Reconnect all connectors.
75. Update the ECM/PCM if it does not have the latest software (see **UPDATING THE ECM/PCM**), or substitute a known-good ECM/PCM (see **SUBSTITUTING THE ECM/PCM**).
76. Check for Temporary DTCs or DTCs with the HDS.

Are any Temporary DTCs or DTCs indicated?

YES -If DTC P0627 is indicated, check for poor connections or loose terminals at the fuel pump control module, PGM-FI main relay 2, the fuel pump, and the ECM/PCM, then go to step 1. If any other Temporary DTCs or DTCs are indicated, go to the indicated DTCs troubleshooting.

NO -If the ECM/PCM was updated, troubleshooting is complete. If the ECM/PCM was substituted, replace the original ECM/PCM (see **ECM/PCM REPLACEMENT**).

FUEL PUMP CIRCUIT TROUBLESHOOTING

J32A3 ENGINE

If you suspect a problem with the fuel pump, check that the fuel pump actually runs; when it is on, you will hear some noise if you listen to the fuel fill port with the fuel fill cap removed. The fuel pump should run for 2 seconds when the ignition switch is first turned on. If the fuel pump does not make noise, check as follows:

1. Turn the ignition switch OFF.
2. Remove the left kick panel (see **TRIM REMOVAL/INSTALLATION - DOOR AREAS**), then remove PGM-FI main relay 2 (G) from the under-dash fuse/relay box.

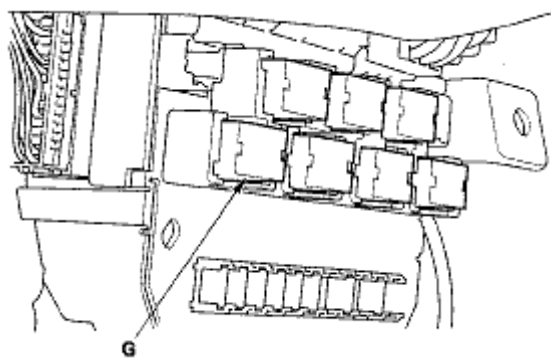
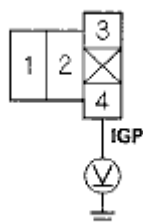


Fig. 33: Identifying PGM-FI Main Relay
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Turn the ignition switch ON (II).
4. Measure voltage between PGM-FI main relay 2 4P connector terminal No. 4 and body ground.

PGM-FI MAIN RELAY 2 4P CONNECTOR



Terminal side of female terminals

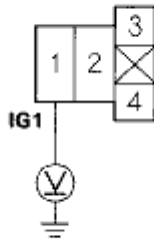
Fig. 34: Measuring Voltage Between PGM-FI Main Relay 2 4P Connector Terminal No. 4 And Body Ground
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there battery voltage?

YES -Go to step 5.

NO -

- Replace PGM-FI main relay 1.
 - If needed replace the under-dash fuse/relay box.
5. Measure voltage between PGM-FI main relay 2 4P connector terminal No. 1 and body ground.

PGM-FI MAIN RELAY 2 4P CONNECTOR

Terminal side of female terminals

Fig. 35: Measuring Voltage Between PGM-FI Main Relay 2 4P Connector Terminal No. 1 And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

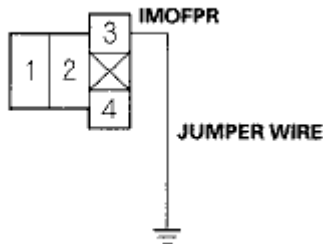
Is there battery voltage?

YES -Go to step 6.

NO -

- Check the No. 19 IG FUEL PUMP (15 A) fuse in the under-dash fuse/relay box.
- If needed replace the under-dash fuse/relay box.

6. Turn the ignition switch OFF.
7. Connect PGM-FI main relay 2 4P connector terminal No. 3 to body ground with a jumper wire.

PGM-FI MAIN RELAY 2 4P CONNECTOR

Terminal side of female terminals

Fig. 36: Connecting PGM-FI Main Relay 2 4P Connector Terminal No. 3 To Body Ground With Jumper Wire

Courtesy of AMERICAN HONDA MOTOR CO., INC.

8. Jump the SCS line with the HDS.
9. Disconnect ECM/PCM connector E (31P).
10. Check for continuity between body ground and ECM/PCM connector terminal E2.

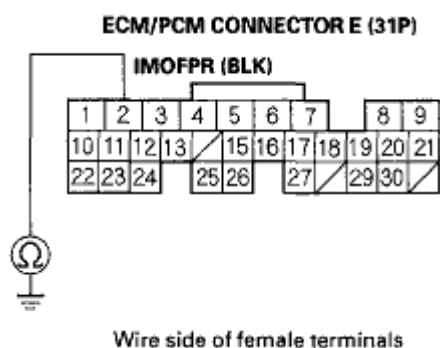


Fig. 37: Checking Continuity Between Body Ground And ECM/PCM Connector Terminal E2
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES -Go to step 11.

NO -Repair open in the wire between PGM-FI main relay 2 and the ECM/PCM (E2).

11. Reinstall PGM-FI main relay 2.
12. Connect ECM/PCM connector terminal E5 to body ground with jumper wire.

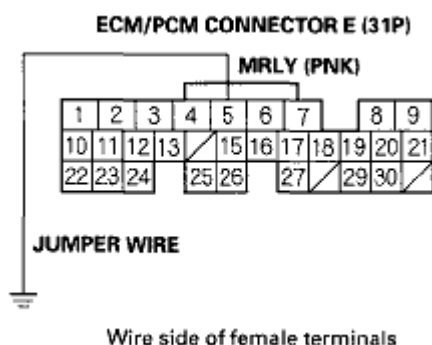


Fig. 38: Connecting ECM/PCM Connector Terminal E5 To Body Ground With Jumper Wire
Courtesy of AMERICAN HONDA MOTOR CO., INC.

13. Turn the ignition switch ON (II).
14. Measure voltage between ECM/PCM connector terminal E2 and body ground.

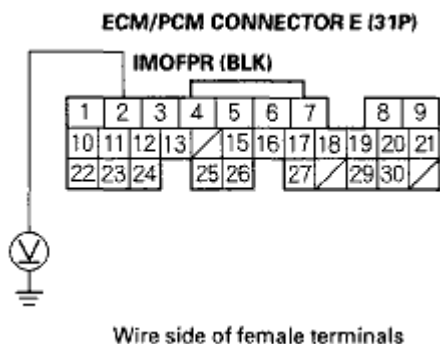


Fig. 39: Measuring Voltage Between ECM/PCM Connector Terminal E2 And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there battery voltage?

YES -Go to step 15.

NO -Replace PGM-FI main relay 2.

15. Turn the ignition switch OFF.
16. Reconnect ECM/PCM connector E (31P).
17. Open the SCS line with the HDS.
18. Turn the ignition switch OFF.
19. Turn the ignition switch ON (II), and measure voltage between ECM/PCM connector terminal E2 and body ground within 2 seconds.

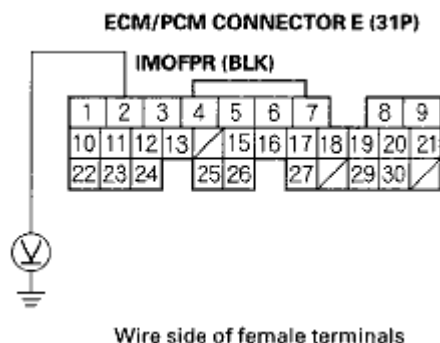


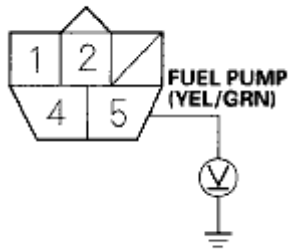
Fig. 40: Measuring Voltage Between ECM/PCM Connector Terminal E2 And Body Ground
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there battery voltage?

YES -Update the ECM/PCM if it does not have the latest software (see UPDATING THE ECM/PCM), or substitute a known-good ECM/PCM (see SUBSTITUTING THE ECM/PCM), then recheck. If the symptom/indication goes away with a known-good ECM/PCM, replace the original ECM/PCM (see ECM/PCM REPLACEMENT).

NO -Go to step 20.

20. Turn the ignition switch OFF.
21. Remove the trunk floor trim panel (see TRIM REMOVAL/INSTALLATION - TRUNK AREA).
22. Remove the access panel from the floor.
23. Turn the ignition switch ON (II), and measure voltage between fuel pump 5P connector terminal No. 5 and body ground within 2 seconds.

FUEL PUMP 5P CONNECTOR

Wire side of female terminals

Fig. 41: Measuring Voltage Between Fuel Pump 5P Connector Terminal No. 5 And Body Ground

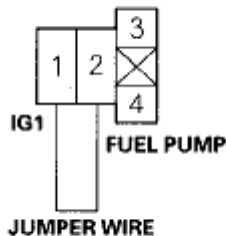
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there battery voltage?

YES -Go to step 28.

NO -Go to step 24.

24. Turn the ignition switch OFF.
25. Remove PGM-FI main relay 2.
26. Connect PGM-FI main relay 2 4P connector terminals No. 1 and No. 2 with a jumper wire.

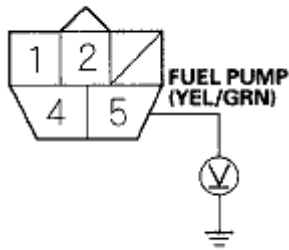
PGM-FI MAIN RELAY 2 4P CONNECTOR

Terminal side of female terminals

Fig. 42: Connecting PGM-FI Main Relay 2 4P Connector Terminals No. 1 And 2 With Jumper Wire

Courtesy of AMERICAN HONDA MOTOR CO., INC.

27. Turn the ignition switch ON (II), and measure voltage between fuel pump 5P connector terminal No. 5 and body ground.

FUEL PUMP 5P CONNECTOR

Wire side of female terminals

Fig. 43: Measuring Voltage Between Fuel Pump 5P Connector Terminal No. 5 And Body Ground

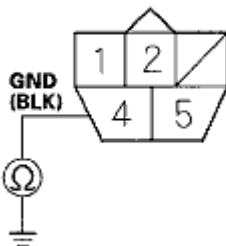
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there battery voltage?

YES -Replace PGM-FI main relay 2.

NO -Repair open in the wire between PGM-FI main relay 2 and the fuel pump 5P connector.

28. Turn the ignition switch OFF.
29. Check for continuity between fuel pump 5P connector terminal No. 4 and body ground.

FUEL PUMP 5P CONNECTOR

Wire side of female terminals

Fig. 44: Checking Continuity Between Fuel Pump 5P Connector Terminal No. 4 And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES -Replace the fuel pump (see **FUEL PUMP/FUEL GAUGE SENDING UNIT REPLACEMENT**).

NO -Repair open in the wire between the fuel pump 5P connector and G603.

FUEL PRESSURE RELIEVING

Before disconnecting fuel lines or hoses, relieve pressure from the system by disabling the fuel pump and then disconnecting the fuel tube/quick connect fitting in the engine compartment.

WITH THE HDS

1. Make sure you have the anti-theft codes for the audio system and the navigation system (if equipped).
2. Turn the ignition switch OFF.
3. Connect the HDS to the data link connector (DLC) (A) located under the driver's side of the dashboard.

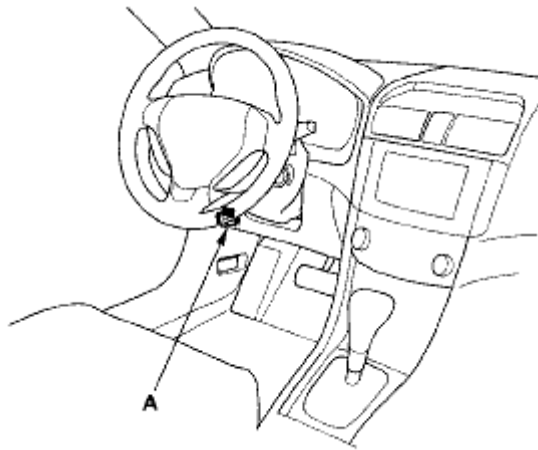


Fig. 45: Connecting HDS To Data Link Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. Turn the ignition switch ON (II).
5. Make sure the HDS communicates with the ECM/PCM. If it doesn't, go to the DLC circuit troubleshooting (see **DLC CIRCUIT TROUBLESHOOTING (PART 2)**).
6. Turn the ignition switch OFF.
7. Remove the fuel fill cap to relieve the pressure in the fuel tank.
8. Turn the ignition switch ON (II).
9. From the INSPECTION MENU of the HDS, select Fuel Pump OFF, then start the engine, and let it idle until it stalls.
10. Turn the ignition switch OFF.

NOTE:

- Do not allow the engine to idle above 1,000 rpm or the ECM/PCM will continue to operate the fuel pump.
- A DTC or a Temporary DTC may be set during this procedure. Check for DTCs, and clear them as needed (see **IF THE MIL DID NOT STAY ON**).

11. Turn the ignition switch OFF.
12. Disconnect the negative cable from the battery.
13. Remove the quick-connect fitting cover (A).

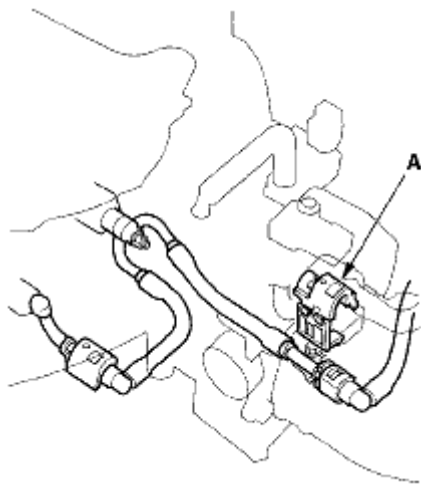


Fig. 46: Identifying Quick-Connect Fitting Cover
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

14. Check the fuel quick-connect fitting for dirt, and clean it if needed.
15. Place a rag or shop towel over the quick-connect fitting (A).

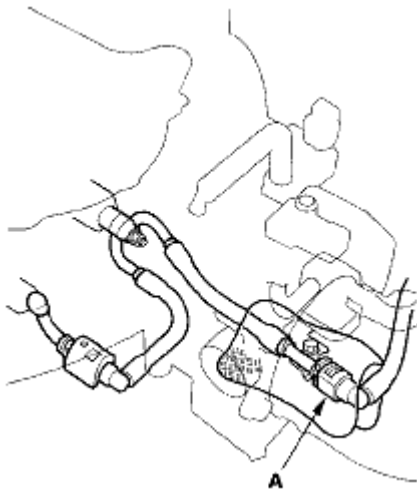


Fig. 47: Placing A Rag Or Shop Towel Over Quick-Connect Fitting
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

16. Disconnect the quick-connect fitting (A): Hold the connector (B) with one hand, and squeeze the retainer tabs (C) with the other hand to release them from the locking tabs (D). Pull the connector off.

NOTE:

- Be careful not to damage the line (E) or other parts.
- Do not use tools.
- If the connector does not move, keep the retainer tabs pressed down, and alternately pull and push the connector until it comes off easily.
- Do not remove the 'retainer from the line; once removed, the retainer must be replaced with a new one.

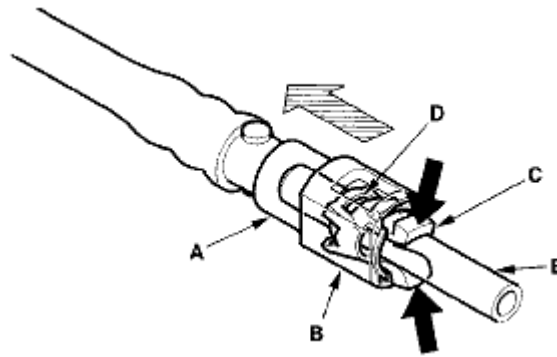


Fig. 48: Identifying Quick-Connect Fitting
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

17. After disconnecting the quick-connect fitting, check it for dirt or damage (see step 4 on **FUEL LINE/QUICK-CONNECT FITTING REMOVAL**).
18. Reconnect the negative cable to the battery, then do this:
 - Enter the anti-theft codes for the audio system and the navigation system (if equipped).
 - Set the clock (on vehicles without navigation).

WITHOUT THE HDS

1. Make sure you have the anti-theft codes for the audio system and the navigation system (if equipped).
2. Remove the left kick panel (see **TRIM REMOVAL/INSTALLATION - DOOR AREAS**), then remove PGM-FI main relay 2 (G) from the under-dash fuse/relay box.

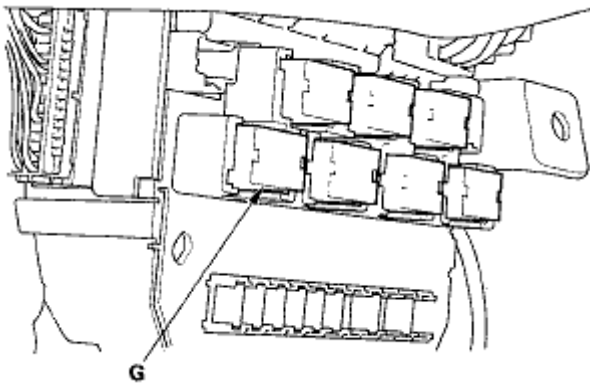


Fig. 49: Identifying PGM-FI Main Relay
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Start the engine, and let it idle until it stalls.

NOTE: If any DTCs are stored, clear and ignore them.

4. Turn the ignition switch OFF.
5. Remove the fuel fill cap to relieve the pressure in the fuel tank.
6. Disconnect the negative cable from the battery.
7. Remove the quick-connect fitting cover (A).

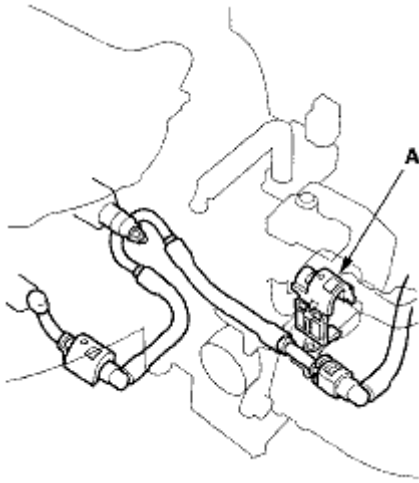


Fig. 50: Removing Quick-Connect Fitting Cover
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

8. Check the fuel quick-connect fitting for dirt, and clean it if needed.
9. Place a rag or shop towel over the quick-connect fitting (A).

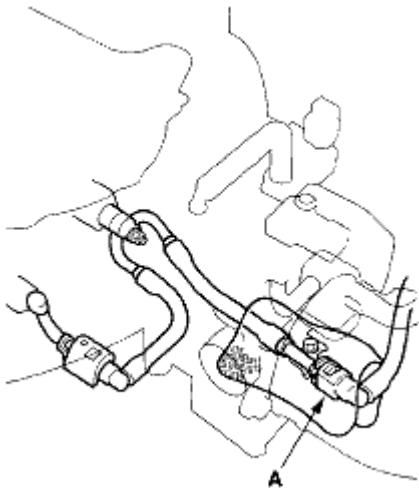


Fig. 51: Placing A Rag Or Shop Towel Over Quick-Connect Fitting
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

10. Disconnect the quick-connect fitting (A): Hold the connector (B) with one hand, and squeeze the retainer tabs (C) with the other hand to release them from the locking tabs (D). Pull the connector off.

NOTE:

- Be careful not to damage the line (E) or other parts.
- Do not use tools.
- If the connector does not move, keep the retainer tabs pressed down, and alternately pull and push the connector until it comes off easily.
- Do not remove the retainer from the line; once removed, the retainer must be replaced with a new one.

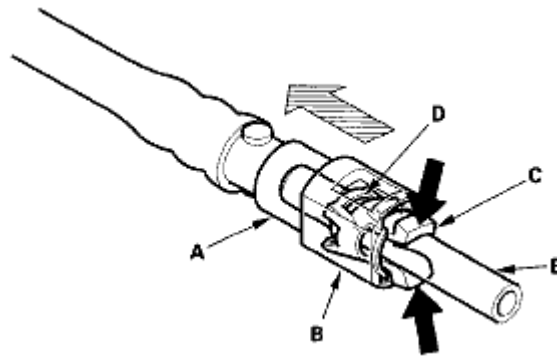


Fig. 52: Identifying Quick-Connect Fitting
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

11. After disconnecting the quick-connect fitting, check it for dirt or damage (see step 4 on **FUEL LINE/QUICK-CONNECT FITTING REMOVAL**).
12. Reconnect the negative cable to the battery, then do this:
 - Enter the anti-theft codes for the audio system and the navigation system (if equipped).
 - Set the clock (on vehicles without navigation).

FUEL PRESSURE TEST

Special Tools Required

- Fuel pressure gauge 07406-004000B
 - Fuel pressure gauge attachment set 07AAJ-S6MA150
1. Relieve the fuel pressure (see **FUEL PRESSURE RELIEVING**).
 2. Disconnect the quick-connect fitting. Attach the fuel pressure gauge set and the fuel pressure gauge.

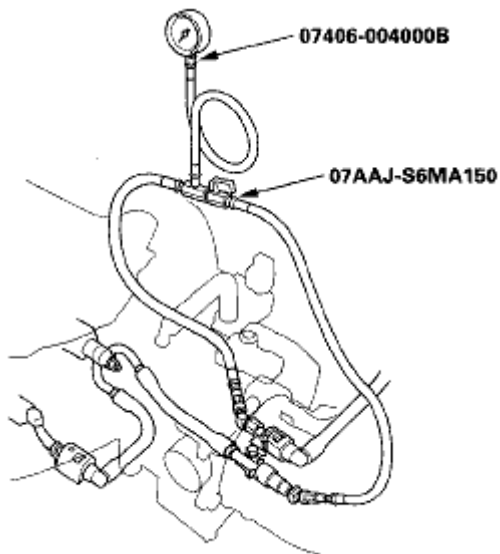


Fig. 53: Attaching Fuel Pressure Gauge Set And Fuel Pressure Gauge
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

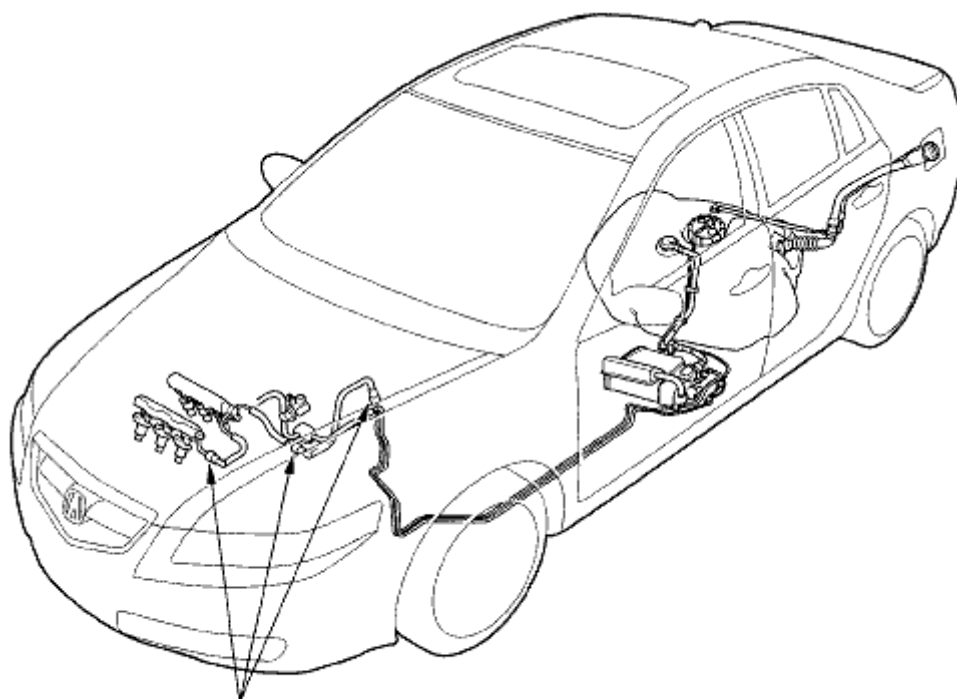
3. Start the engine, and let it idle.
 - If the engine starts, go to step 5.
 - If the engine does not start, go to step 4.
4. Check to see if the fuel pump is running: Listen to the fuel filler port with the fuel fill cap removed. The fuel pump should run for 2 seconds when the ignition switch is first turned on.
 - If the pump runs, go to step 5.
 - If the pump does not run, J32A3 engine: do the fuel pump circuit troubleshooting (see **FUEL PUMP CIRCUIT TROUBLESHOOTING**), J35A8 engine: refer to the DTC troubleshooting.
5. Read the fuel pressure gauge. The pressure should be 380-430 kPa (3.9-4.4 kgf/cm² , 55-63 psi).
 - If the pressure is OK, the test is complete.
 - If the pressure is out of specification, replace the fuel pressure regulator (see **FUEL PRESSURE REGULATOR REPLACEMENT**) and the fuel filter (see **FUEL FILTER REPLACEMENT**), then recheck the fuel pressure.

FUEL TANK DRAINING

1. Remove the fuel tank unit (see **FUEL TANK UNIT REMOVAL AND INSTALLATION**).
2. Using a hand pump, a hose, and a container suitable for fuel, draw the fuel from the fuel tank.
3. Reinstall the fuel tank unit (see **INSTALLATION**).

FUEL LINE INSPECTION

Check the fuel system lines and hoses, for damage, leaks, and deterioration. Replace any damaged parts.

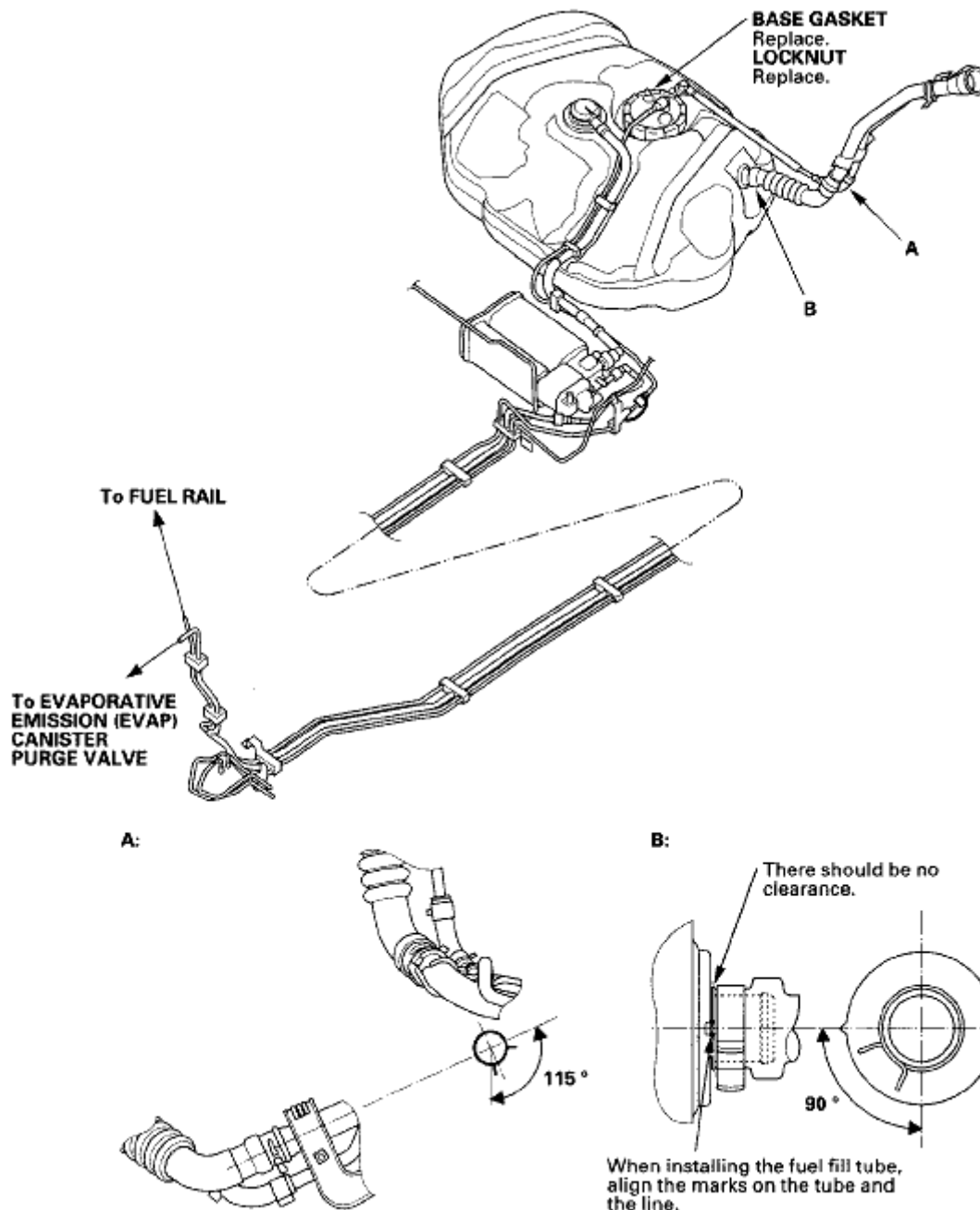


Make sure the connections are secure and the quick-connect fitting covers are firmly locked in place.

Fig. 54: Locating Fuel Line

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Check all clamps and retighten if necessary.

**Fig. 55: Identifying Fuel Line From Fuel Tank**

Courtesy of AMERICAN HONDA MOTOR CO., INC.

FUEL LINE/QUICK-CONNECT FITTING PRECAUTIONS

The fuel line/quick-connect fittings (A), (B), (C), (D), (E), (F), (G) connect the fuel rail (H) to the fuel feed hose (I), fuel feed hose (I) to the fuel feed hose (J), the fuel feed hose (J) to the fuel line (K), the fuel line (K) to the fuel line (L), the fuel line (L) to the fuel tank unit (M), the fuel vapor line (N) to the fuel vapor

line (O), the fuel vapor line (O) to the EVAP canister (P). When removing or installing the fuel feed hose, the fuel tank unit, or the fuel tank, it is necessary to disconnect or connect the quick-connect fittings. Pay attention to the following:

- The fuel feed hoses, fuel line, and quick-connect fittings are not heat-resistant; be careful not to damage them during welding or other heat-generating procedures.
- The fuel feed hoses, fuel line, and quick-connect fittings are not acid-proof; do not touch them with a shop towel that was used for wiping battery electrolyte. Replace them if they came into contact with electrolyte or something similar.
- When connecting or disconnecting the fuel feed hoses, fuel line, and quick-connect fittings, be careful not to bend or twist them excessively. Replace them if they are damaged.

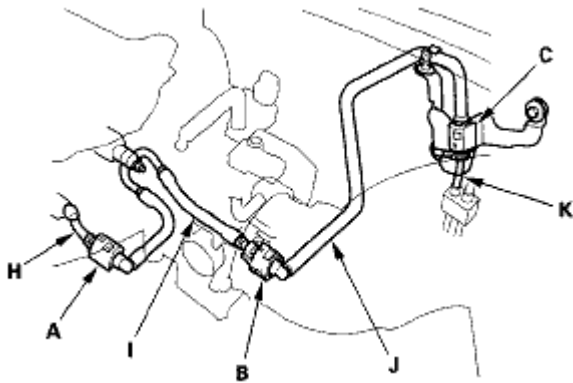


Fig. 56: Identifying Fuel Rail

Courtesy of AMERICAN HONDA MOTOR CO., INC.

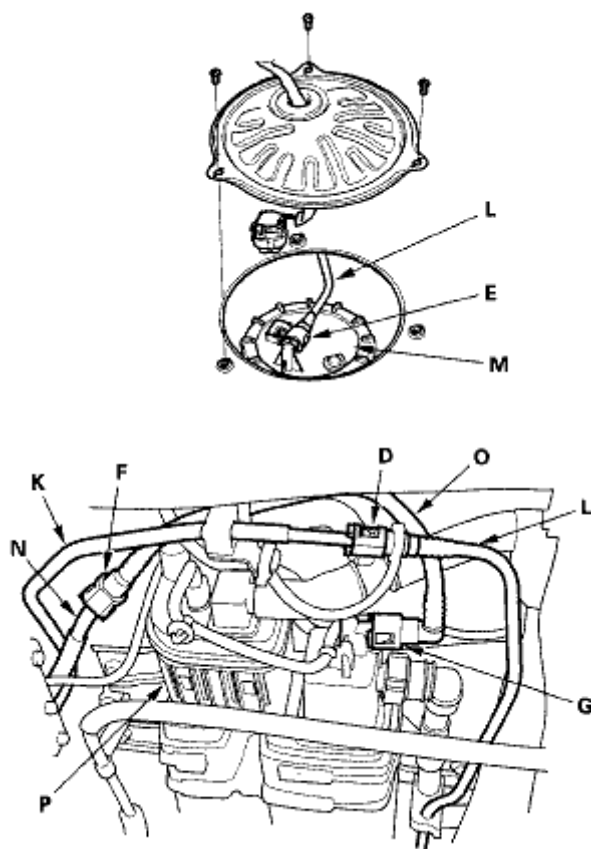


Fig. 57: Identifying Fuel Tank Unit
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

A disconnected quick-connect fitting can be reconnected, but the retainer on the mating line cannot be reused once it has been removed from the line. Replace the retainer when:

- replacing the fuel rail.
- replacing the fuel feed line.
- replacing the fuel pump.
- replacing the fuel filter.
- replacing the fuel gauge sending unit.
- replacing the EVAP canister.
- it has been removed from the line.
- it is damaged.

RETAINER COLOR AND LINE DIAMETER REFERENCE

Location	Manufacturer	Retainer color	Line diameter
A, B, C, D	Tokai	Blue green	0.31 in. (8.0 mm)
E, F, G	Tokai	Orange	0.37 in. (9.5 mm)

FUEL LINE/QUICK-CONNECT FITTING REMOVAL

NOTE: Before you work on the fuel lines and fittings, read the "FUEL LINE/QUICK-

CONNECT FITTING PRECAUTIONS" .

1. Relieve the fuel pressure (see **FUEL PRESSURE RELIEVING**).
2. Check the fuel quick-connect fittings (A) for dirt, and clean them if needed.

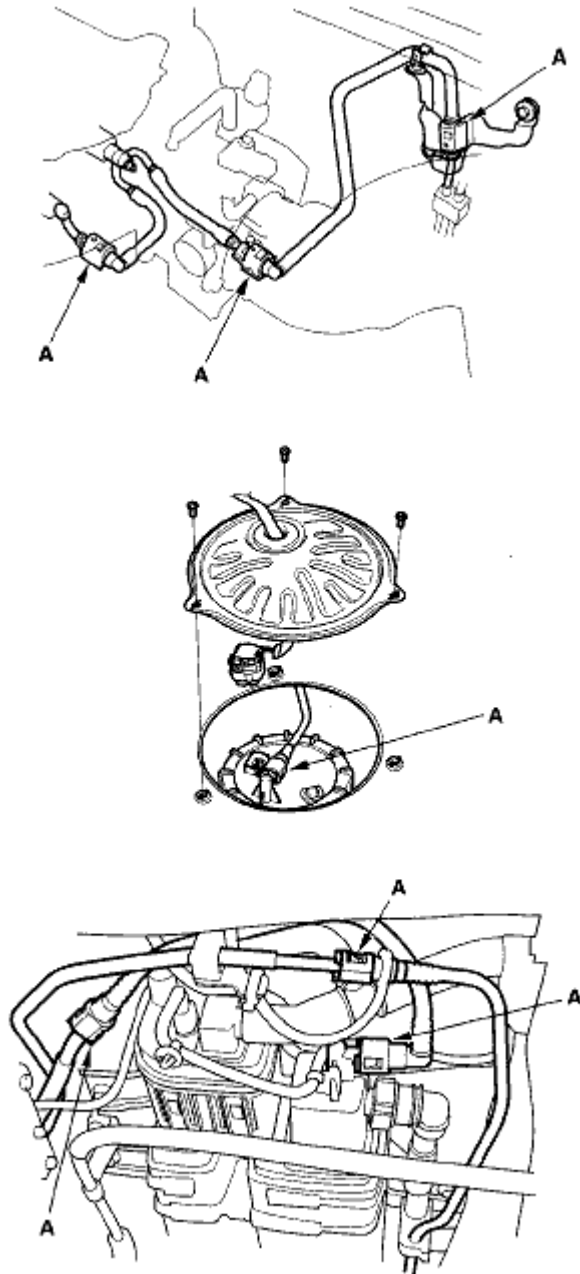


Fig. 58: Identifying Fuel Quick-Connect Fittings
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Place a rag or shop towel over the quick-connect fitting. Hold the connector (A) with one hand, and squeeze the retainer tabs (B) with the other hand to release them from the locking tabs (C). Pull the connector off.

NOTE:

- Be careful not to damage the line (D) or other parts. Do not use

tools.

- If the connector does not move, keep the retainer tabs pressed down, and alternately pull and push the connector until it comes off easily.
- Do not remove the retainer from the line; once removed, the retainer must be replaced with a new one.

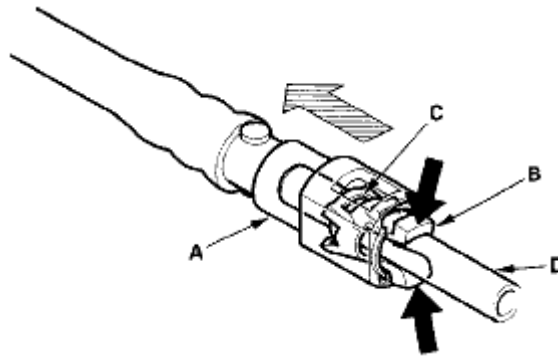


Fig. 59: Identifying Connector

Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. Check the contact area (A) of the line (B) for dirt or damage.
 - If it is dirty, clean it.
 - If it is rusty or damaged, replace the fuel pump, fuel filter, or fuel feed line.

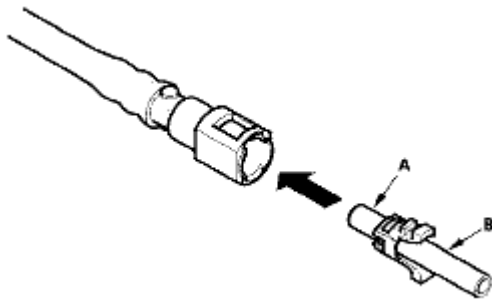


Fig. 60: Checking Contact Area Of Line For Dirt Or Damage

Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. To prevent damage and keep foreign matter out, cover the disconnected connector and line ends with plastic bags (A).

NOTE: The retainer cannot be reused once it has been removed from the line.

Replace the retainer when:

- replacing the fuel rail.
- replacing the fuel feed line.
- replacing the fuel pump.
- replacing the fuel filter.

- replacing the fuel gauge sending unit.
- replacing the EVAP canister.
- replacing the fuel vapor line.
- it has been removed from the line.
- it is damaged.

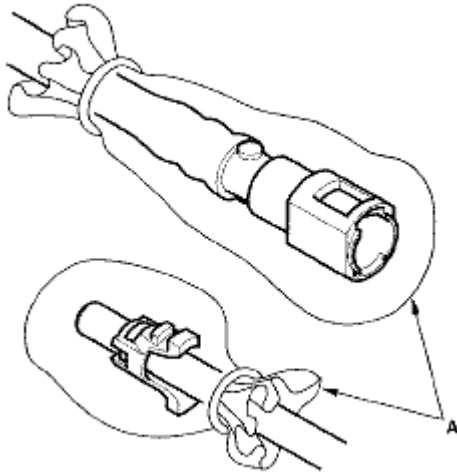


Fig. 61: Covering Disconnected Connector And Line Ends With Plastic Bags
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

FUEL LINE/QUICK-CONNECT FITTING INSTALLATION

NOTE: Before you work on the fuel lines and fittings, read the "**FUEL LINE/QUICK-CONNECT FITTING PRECAUTIONS**".

1. Check the contact area (A) of the line (B) for dirt or damage, and clean it if needed.

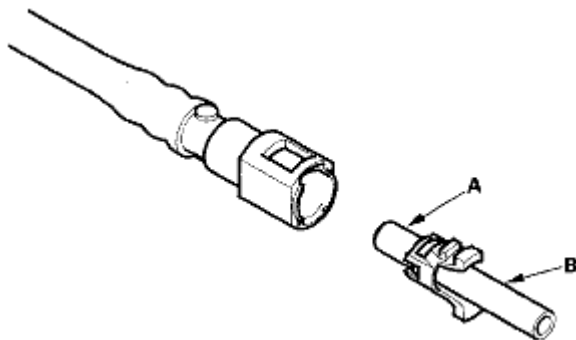


Fig. 62: Checking Contact Area Of Line For Dirt Or Damage
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

2. Insert a new retainer (A) into the connector (B) if the retainer is damaged, or after:
 - replacing the fuel rail.
 - replacing the fuel feed line.
 - replacing the fuel pump.

- replacing the fuel filter.
- replacing the fuel gauge sending unit.
- replacing the EVAP canister.
- replacing the fuel vapor line.
- removing the retainer from the line.
- Use the same manufacturer retainer and the same size retainer when the replacing the retainer (see **FUEL LINE/QUICK-CONNECT FITTING PRECAUTIONS**).

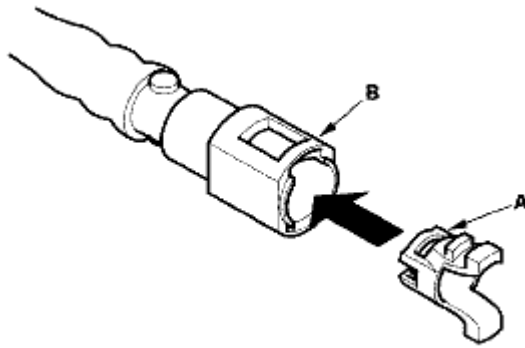


Fig. 63: Inserting Retainer Into Connector

Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Before connecting a new fuel tube/quick-connect fitting assembly (A), remove the old retainer from the mating line.

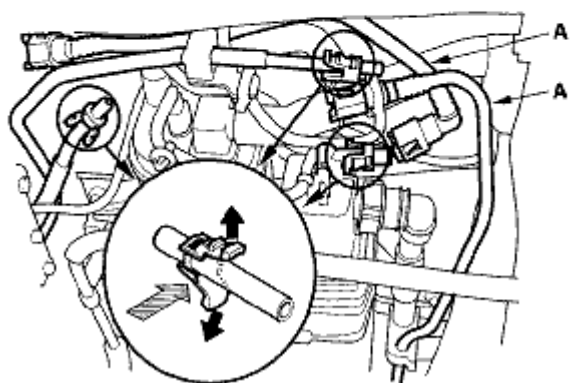
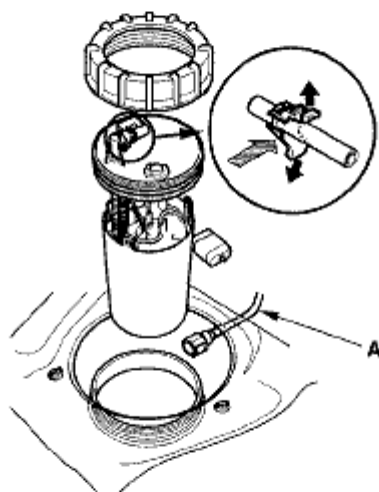
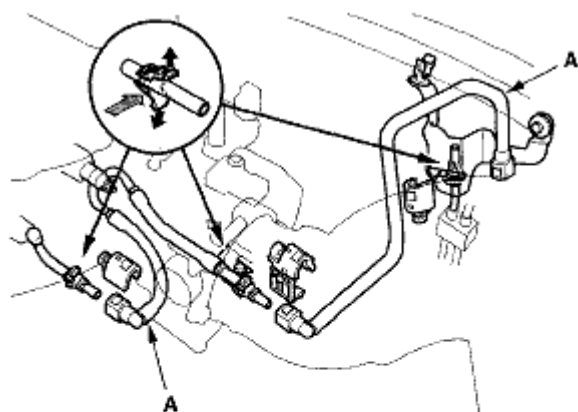


Fig. 64: Identifying Fuel Tube/Quick-Connect Fitting Assembly
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. Align the quick-connect fittings with the line (A), and align the retainer locking tabs (B) with the connector grooves (C). Then press the quick-connect fittings onto the line until both retainer tabs lock with a clicking sound.

NOTE: If it is hard to connect, put a small amount of new engine oil on the line end.

Connection with new retainer

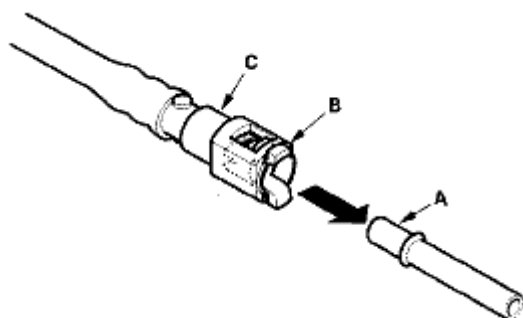


Fig. 65: Identifying Connection With New Retainer
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Connection to new fuel feed line

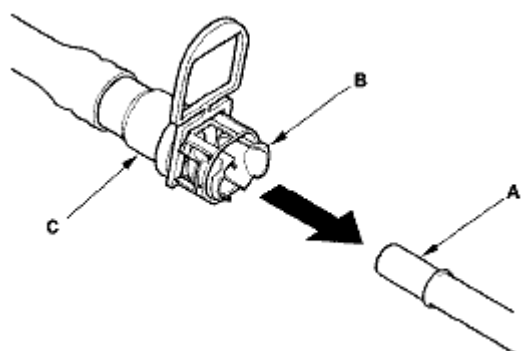


Fig. 66: Identifying Connection To Fuel Feed Line
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Reconnection to existing retainer

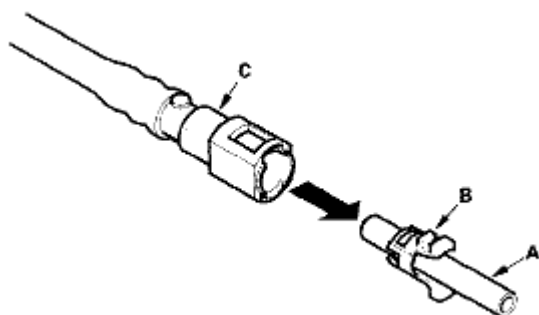


Fig. 67: Identifying Reconnection To Existing Retainer
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. When you are reconnecting the connector with the old retainer, make sure the connection is secure and the tabs (A) are firmly locked into place; check visually and also by pulling the connector (B). When you are replacing the fuel line with a new one, make sure you remove the ring pull (C) upwards after you confirm the connection is secure.

NOTE: Before you remove the ring pull, make sure the fuel line connection is secure. If the connection is not secure, the ring pull could break when

you try to remove it.

Reconnection to existing retainer

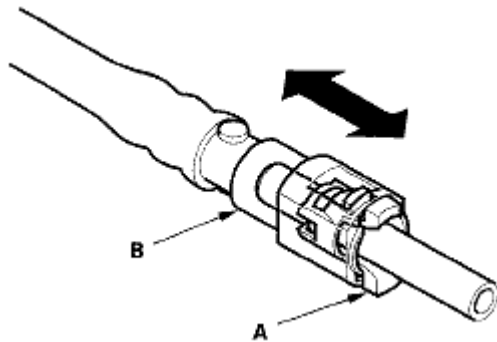


Fig. 68: Identifying Reconnection To Existing Retainer
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Connection to new fuel feed line

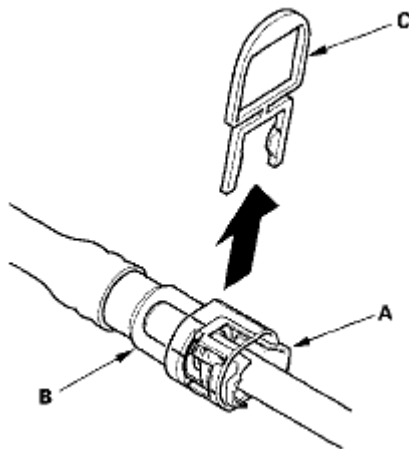


Fig. 69: Identifying Connection To Fuel Feed Line
Courtesy of AMERICAN HONDA MOTOR CO., INC.

6. Reconnect the negative cable to the battery, and turn the ignition switch ON (II) (but do not operate the starter motor). The fuel pump will run for about 2 seconds, and fuel pressure will rise. Repeat two or three times, and check that there is no leakage in the fuel supply system.

FUEL TANK UNIT REMOVAL AND INSTALLATION

Special Tools Required

Fuel sender wrench 07AAA-S0XA100

REMOVAL

1. Relieve the fuel pressure (see **FUEL PRESSURE RELIEVING**).
2. Remove the fuel fill cap.

3. Remove trunk floor trim panel (see **TRIM REMOVAL/INSTALLATION - TRUNK AREA**).
4. Remove the access panel (A) from the floor.

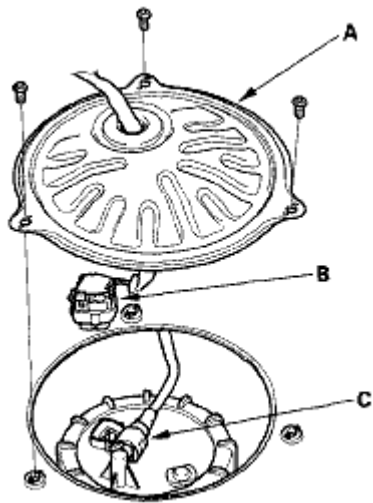


Fig. 70: Identifying Access Panel And Fuel Tank Unit 5P Connector
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Disconnect the fuel tank unit 5P connector (B).
6. Disconnect the quick-connect fittings (C) from the fuel tank unit.
7. Using the special tool, loosen the locknut (A).

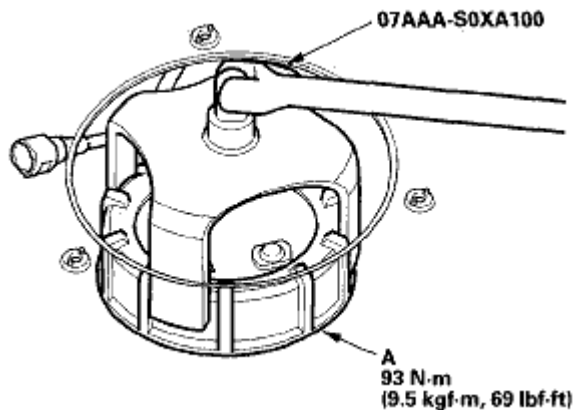


Fig. 71: Loosening Locknut With Torque Specifications
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

8. Remove the locknut (A) and the fuel tank unit (B).

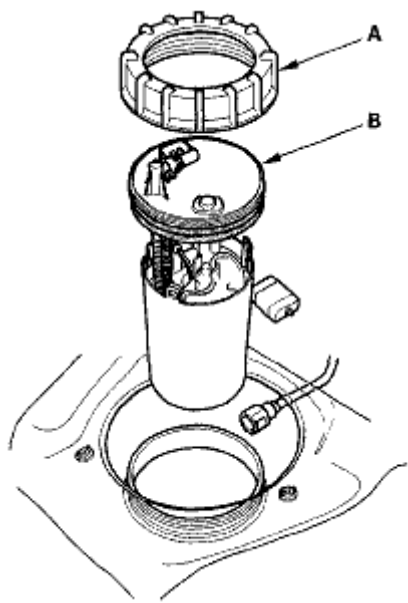


Fig. 72: Identifying Locknut And Fuel Tank Unit
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

INSTALLATION

1. Temporarily attach a new base gasket (A) to the fuel tank unit (B), then insert the fuel tank unit partially into the fuel tank.

NOTE:

- Be careful not to damage the new base gasket.
- Be careful not to bend the fuel gauge sending unit.
- Do not coat the base gasket with oil.

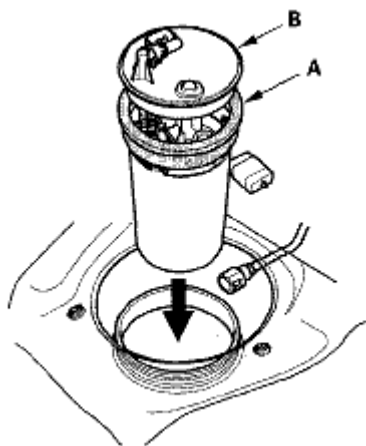


Fig. 73: Identifying Fuel Tank Unit And Base Gasket
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

2. Transfer the base gasket (A) from the fuel tank unit to the fuel tank.

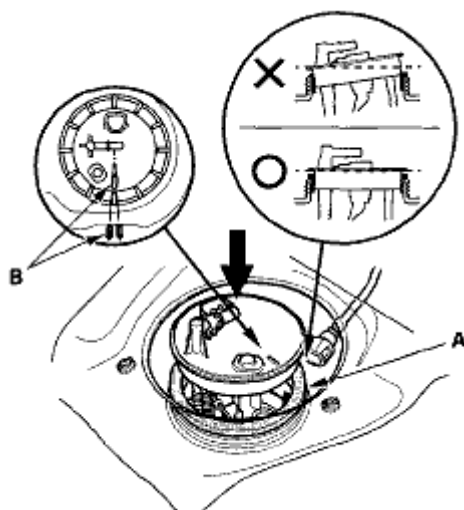


Fig. 74: Identifying Fuel Tank Unit And Transfer Base Gasket
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Align the marks (B) on the tank and the fuel tank unit, then insert the fuel tank unit into the fuel tank until it sits on the base gasket.

NOTE: To avoid a fuel leak, check the base gasket, visually or by hand, to make sure it is not pinched.

4. Using the special tool, tighten the new locknut (A) to the specified torque.

NOTE:

- After tightening, make sure the marks are still aligned.
- After installation, check the base gasket, visually or by hand, to make sure it is not pinched.

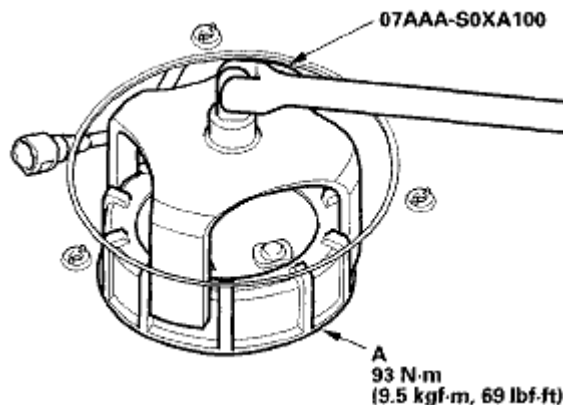


Fig. 75: Tightening Locknut With Torque Specifications
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Connect the fuel tank unit 5P connector, then connect the quick-connect fitting.
6. Reconnect the negative cable to the battery, and turn the ignition switch ON (II) (but do not operate the starter motor). The fuel pump will run for about 2 seconds, and fuel pressure will rise. Repeat this two or three times, then check that there is no leakage in the fuel supply system.

7. Install the access panel.
8. Install the trunk floor trim panel (see **TRIM REMOVAL/INSTALLATION - TRUNK AREA**).
9. Install the fuel fill cap.

FUEL PRESSURE REGULATOR REPLACEMENT

1. Remove the fuel tank unit (see **FUEL TANK UNIT REMOVAL AND INSTALLATION**).
2. Disconnect the fuel gauge sending unit connector (A).

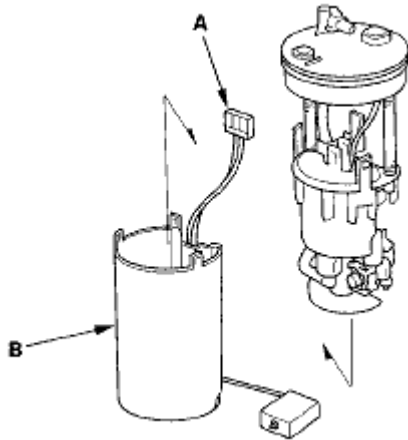


Fig. 76: Identifying Fuel Gauge Sending Unit Connector And Cover
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Remove the cover (B).
4. Remove the clip (A).

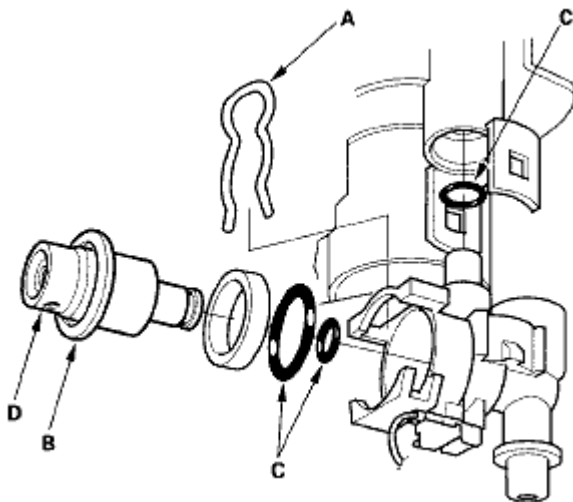


Fig. 77: Identifying Fuel Pressure Regulator And Clip
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Remove the fuel pressure regulator (B).
6. Install the parts in the reverse order of removal with new O-rings (C) lubricated with clean engine oil.

Make sure the regulator is installed with the drain hole (D) facing down.

FUEL FILTER REPLACEMENT

The fuel filter should be replaced whenever the fuel pressure drops below the specified value (see **FUEL PRESSURE TEST**), after making sure that the fuel pump and the fuel pressure regulator are OK.

1. Remove the fuel tank unit (see **FUEL TANK UNIT REMOVAL AND INSTALLATION**).
2. Remove the fuel filter set (A).

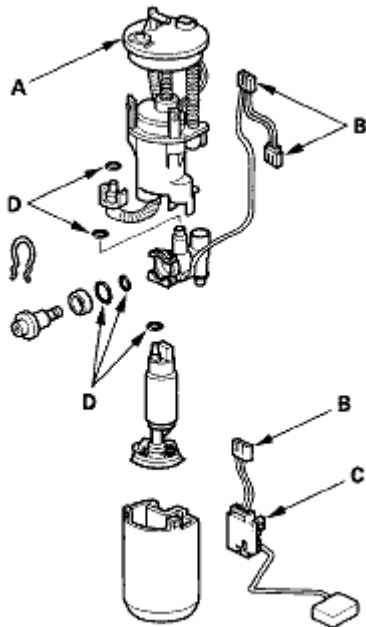


Fig. 78: Identifying Fuel Filter Set

Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Check these items before installing the fuel tank unit:
 - When connecting the wire harness, make sure the connection is secure and the connectors (B) are firmly locked into place.
 - When installing the fuel gauge sending unit (C), make sure the connection is secure and the connector (B) is firmly locked into place. Be careful not to bend or twist it excessively.
4. Install the parts in the reverse order of removal with new O-rings (D). When installing the fuel tank unit, align the marks on the unit and the fuel tank (see **INSTALLATION**).

FUEL PUMP/FUEL GAUGE SENDING UNIT REPLACEMENT

1. Remove the fuel tank unit (see **FUEL TANK UNIT REMOVAL AND INSTALLATION**).
2. Remove the fuel level sensor (fuel sending unit) (A) from the fuel tank unit (B).

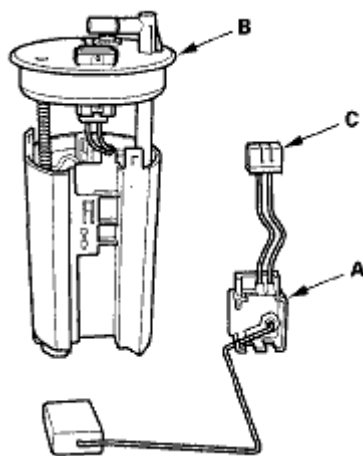


Fig. 79: Identifying Fuel Level Sensor And Fuel Tank Unit
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Check these items before installing the fuel tank unit:
 - When connecting the wire harness, make sure the connection is secure and the connector (C) are firmly locked into place.
 - When installing the fuel gauge sending unit, make sure the connection is secure. Be careful not to bend or twist it excessively.
4. Install the parts in the reverse order of removal. When installing the fuel tank unit, align the marks on the unit and the fuel tank (see **INSTALLATION**).

FUEL TANK REPLACEMENT

REMOVAL

1. Relieve the fuel pressure (see **FUEL PRESSURE RELIEVING**).
2. Drain the fuel tank (see **FUEL PRESSURE TEST**).
3. Install the fuel tank unit, if not already done.
4. Loosen the rear wheel nuts slightly, then raise the vehicle, and make sure it is securely supported. Remove the rear wheels.
5. Release the parking brake.
6. Remove the fuel tank covers (A).

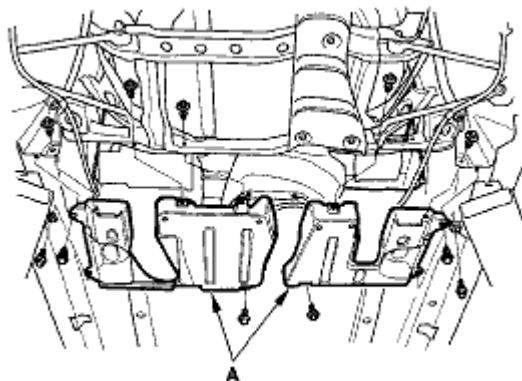
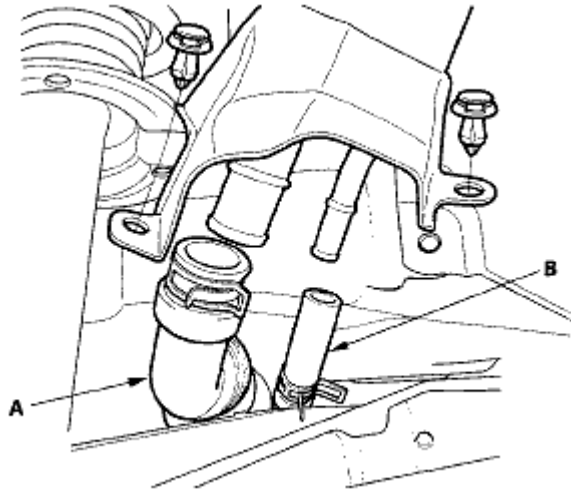


Fig. 80: Identifying Fuel Tank Covers

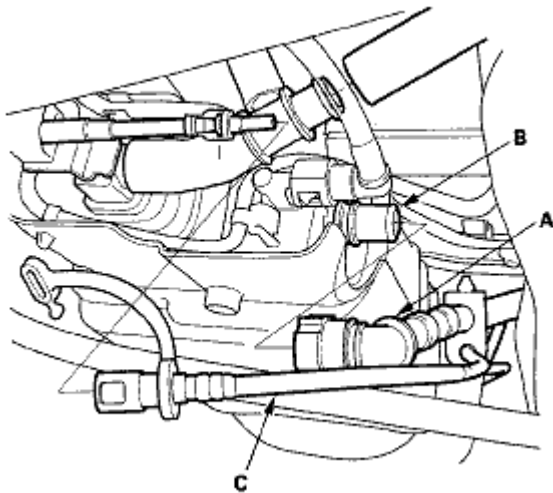
Courtesy of AMERICAN HONDA MOTOR CO., INC.

7. Remove the exhaust muffler (see **EXHAUST PIPE AND MUFFLER REPLACEMENT**).
8. Disconnect the fuel fill neck tube (A) and breather hose (B).

**Fig. 81: Identifying Fuel Fill Neck Tube And Breather Hose**

Courtesy of AMERICAN HONDA MOTOR CO., INC.

9. Disconnect the vapor line (A) from the EVAP canister (B). Then disconnect the fuel line (C).

**Fig. 82: Identifying Vapor Line And EVAP Canister**

Courtesy of AMERICAN HONDA MOTOR CO., INC.

10. Disconnect the wheel sensor 2P connector (A).

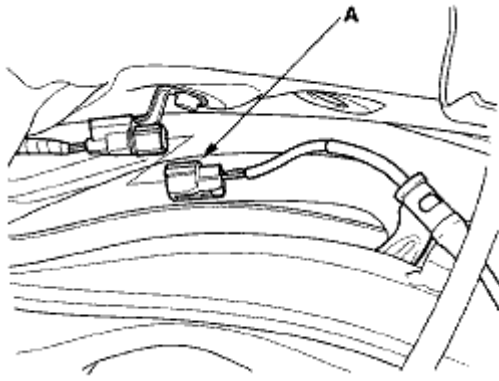


Fig. 83: Identifying Wheel Sensor 2P Connector
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

11. Remove the two caliper bolts (A), and caliper body (B).

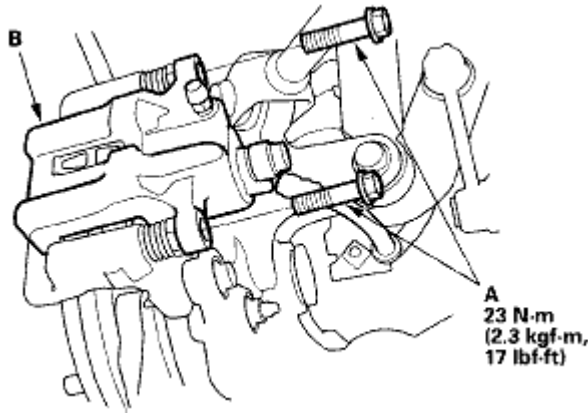


Fig. 84: Identifying Caliper Body And Bolts With Torque Specifications
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

12. Remove the brake hose mounting bolt (A).

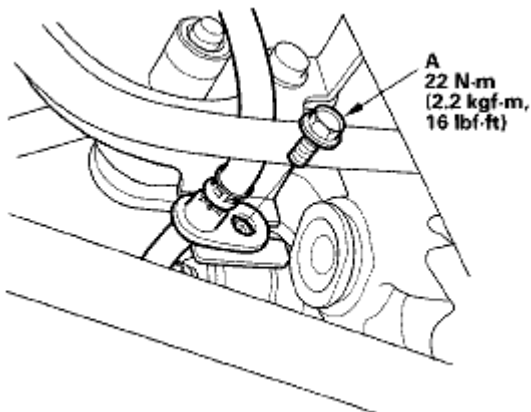


Fig. 85: Identifying Brake Hose Mounting Bolt With Torque Specifications
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

13. Hook the caliper body (A) on to the damper spring (B).

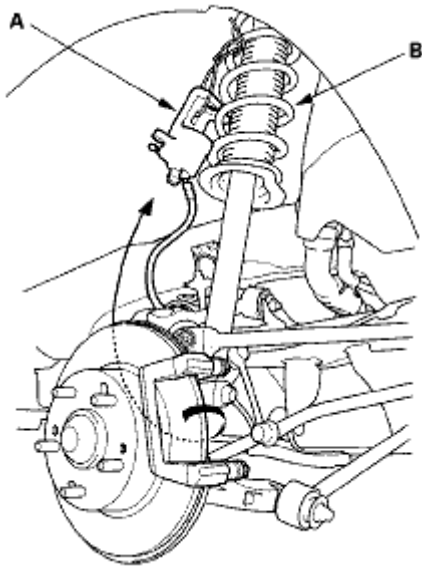


Fig. 86: Identifying Caliper Body And Damper Spring
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

14. Remove the brake pads (see **REAR BRAKE PAD INSPECTION AND REPLACEMENT**).
15. Remove the parking brake cable (see **PARKING BRAKE CABLE REPLACEMENT**).
16. Remove the damper lower mounting bolt (A).

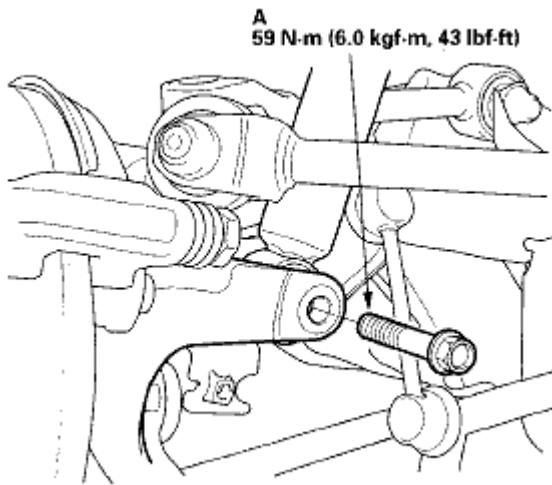


Fig. 87: Identifying Damper Lower Mounting Bolt With Torque Specifications
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

17. Remove the parking brake cable bracket bolt (A).

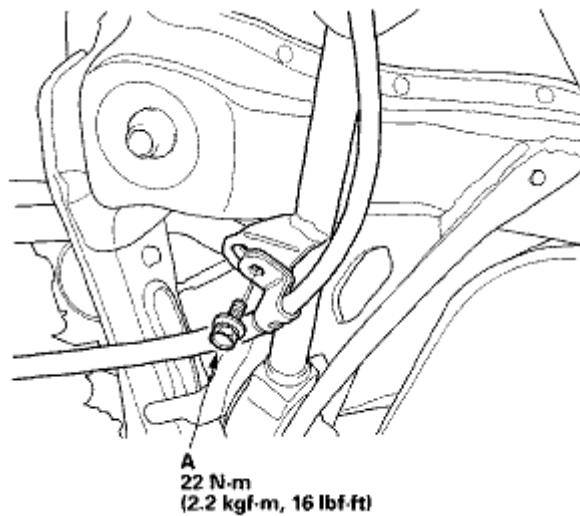


Fig. 88: Identifying Parking Brake Cable Bracket Bolt With Torque Specifications
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

18. Remove the heat shield (A). Place a jack or support under the suspension subframe. Remove the mounting bolts (B) and (C). Remove the rear suspension subframe.

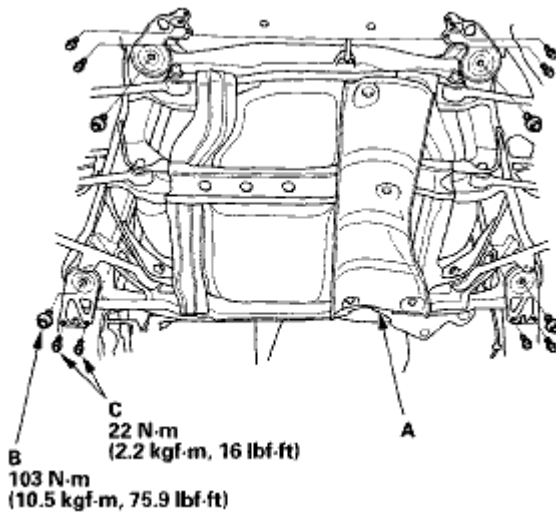


Fig. 89: Identifying Heat Shield And Mounting Bolts With Torque Specifications
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

19. Remove the bolts (A) and the fuel tank straps (B).

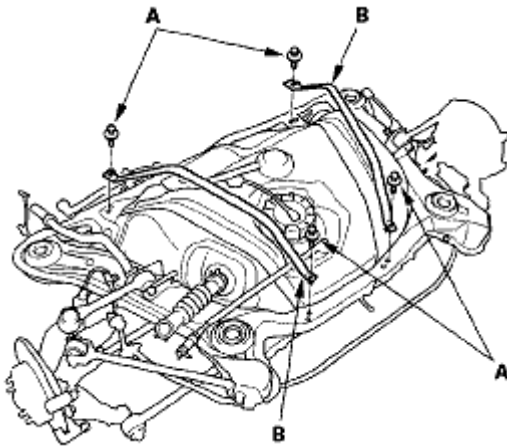


Fig. 90: Identifying Fuel Tank Straps And Bolts
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

20. Lift the fuel tank out of the subframe.

INSTALLATION

1. Install the tank straps (A), and tighten the bolts (B).

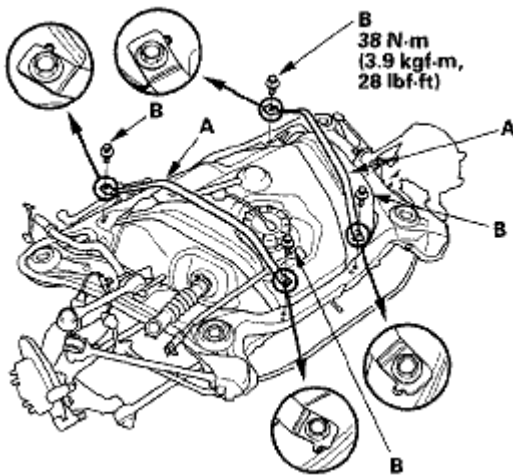


Fig. 91: Identifying Tank Straps And Bolts With Torque Specifications
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

2. Place a jack or support under the rear suspension subframe. Install the rear suspension subframe with new mounting bolts, aligning the pins (A) with the holes in the subframe.

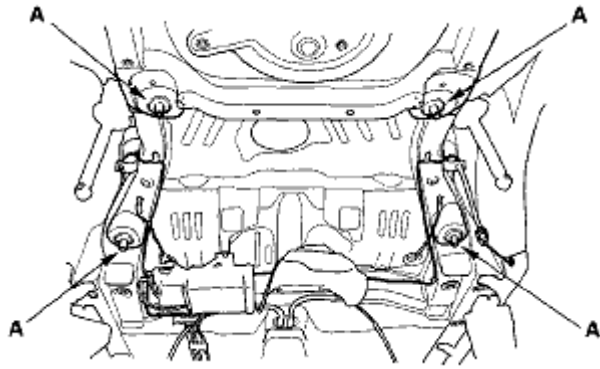


Fig. 92: Identifying Rear Suspension Subframe With Mounting Bolts
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Install the parts in the reverse order of removal.
4. After installation, do a wheel alignment (see **WHEEL ALIGNMENT**).

FUEL FILL PIPE REMOVAL/INSTALLATION

1. Relieve the fuel pressure (see **FUEL PRESSURE RELIEVING**).
2. Drain the fuel tank (see **FUEL PRESSURE TEST**).
3. Remove the fuel fill cap.
4. Remove the fuel fill pipe protector (see **FRONT FENDER FAIRING REPLACEMENT**).
5. Disconnect the fuel fill tube (A) and fuel vapor hose (B).

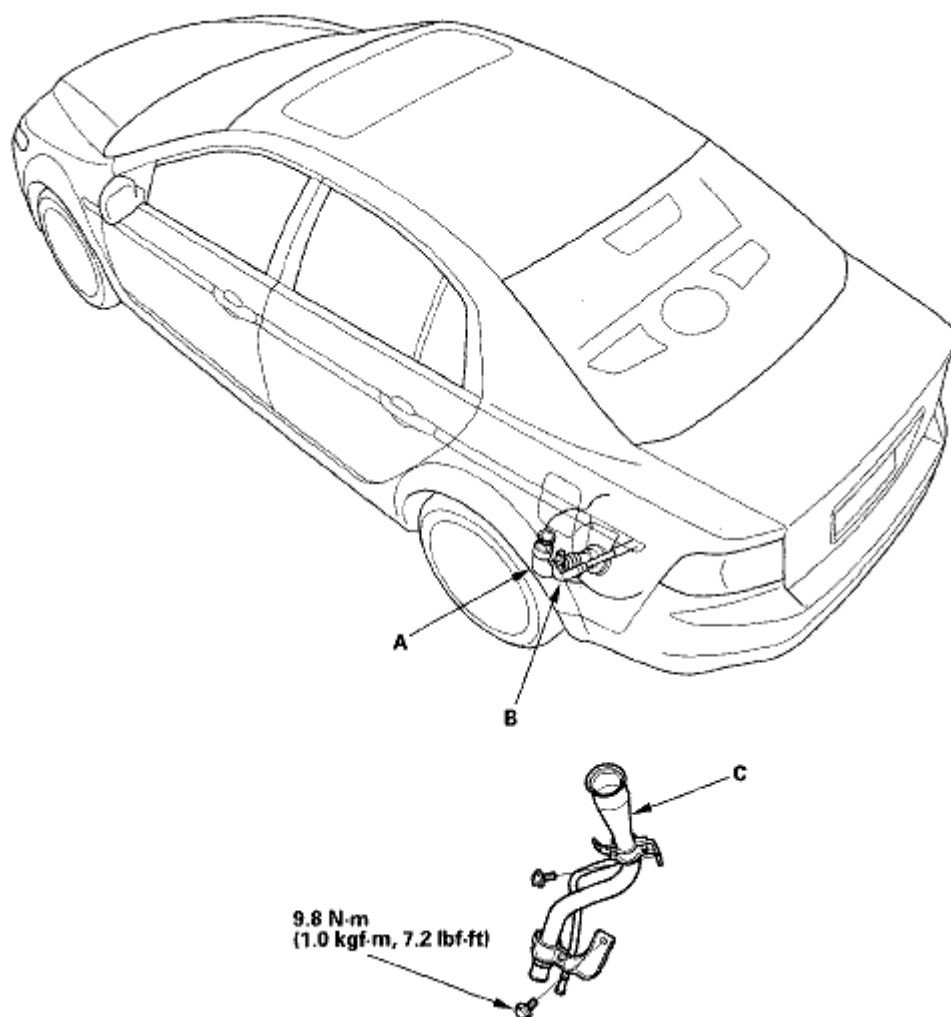


Fig. 93: Identifying Fuel Fill Tube And Fuel Vapor Hose With Torque Specifications
Courtesy of AMERICAN HONDA MOTOR CO., INC.

6. Remove the fuel fill pipe (C).
7. Install the parts in the reverse order of removal.

FUEL PUMP CONTROL MODULE REPLACEMENT

1. Remove the left trunk side trim panel (see **TRIM REMOVAL/INSTALLATION - TRUNK AREA**).
2. Disconnect the fuel pump control module connector (A).

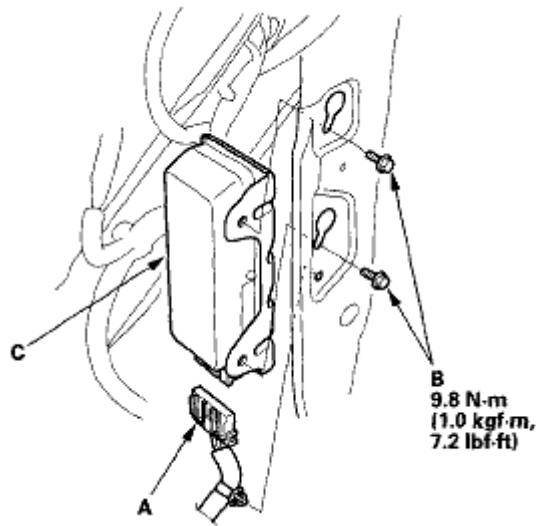


Fig. 94: Identifying Fuel Pump Control Module Connector With Torque Specifications
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Remove the bolts (B).
4. Remove the fuel pump control module (C).
5. Install the parts in the reverse order of removal.

FUEL GAUGE SENDING UNIT TEST

NOTE: For the fuel gauge system circuit diagram, refer to the Gauges Circuit Diagram (see CIRCUIT DIAGRAM).

1. Check the No. 21 IG METER (7.5 A) fuse in the under-dash fuse/relay box before testing.
2. Do the B-CAN system diagnosis Test Mode A troubleshooting (see TROUBLESHOOTING - B-CAN SYSTEM DIAGNOSIS TEST MODE A).
 - If no problem is found, go to step 3.
 - If DTC B1175 is indicated, go to the indicated DTC's troubleshooting.
3. Turn the ignition switch OFF.
4. Remove the trunk floor.
5. Remove the access panel (A) from the floor.

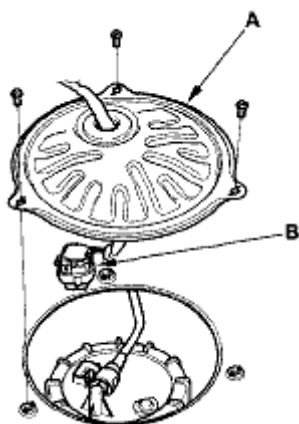
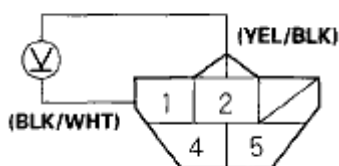


Fig. 95: Identifying Access Panel And Fuel Pump 5P Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

6. Disconnect the fuel pump 5P connector (B).
7. Measure voltage between fuel tank unit 5P connector terminals No. 1 and No. 2 with the ignition switch ON (II). There should be battery voltage.
 - If the voltage is OK, go to step 8.
 - If the voltage is not as specified, check for:
 - a short in the YEL/BLK wire to ground.
 - an open in the YEL/BLK or BLK/WHT wire.

FUEL TANK UNIT 5P CONNECTOR



Wire side of female terminals

Fig. 96: Measuring Voltage Between Fuel Tank Unit 5P Connector Terminals No. 1 And No. 2

Courtesy of AMERICAN HONDA MOTOR CO., INC.

8. Turn the ignition switch OFF.
9. Remove the fuel tank unit from the fuel tank (see **FUEL TANK UNIT REMOVAL AND INSTALLATION**).
10. Measure resistance between the No. 1 and No. 2 terminals with the float at E (EMPTY), 1/2 (HALF FULL), and F (FULL) positions.

If you do not get the following readings, replace the fuel gauge sending unit (see **FUEL PUMP/FUEL GAUGE SENDING UNIT REPLACEMENT**).

FLOAT POSITION AND RESISTANCE CHART

--	--	--	--	--

Float Position	F 7.6 in. (191.4 mm)	1/2 4.4 in. (113.1 mm)	LOW 1.8 in. (46.5 mm)	E 0.8 in. (25.6 mm)
Resistance (ohms)	19 to 21	205.5 to 215.5	543.4 to 670.9	770 to 790

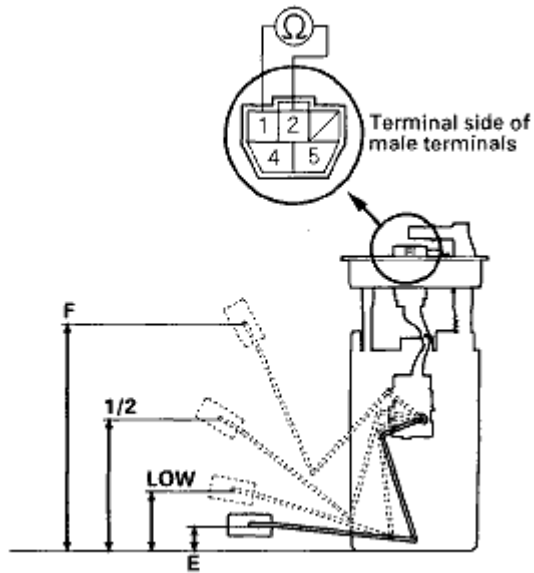


Fig. 97: Measuring Resistance Between No. 1 And No. 2 Terminals
Courtesy of AMERICAN HONDA MOTOR CO., INC.

11. Reconnect the fuel tank unit 5P connector.
12. Remove the No. 15 BACK UP (40 A) fuse from the under-hood fuse/relay box for at least 10 seconds, then reinstall it.
13. Turn the ignition switch ON (II).
14. Check that the pointer of the fuel gauge indicates "F" with the float at F.
 - If the pointer of the fuel gauge does not indicate "F" replace the gauge assembly.
 - If the gauge is OK, the test is complete.

NOTE:

- The pointer of the fuel gauge returns to the bottom of the gauge dial when the ignition switch is OFF, regardless of the fuel level.
- Remove the No. 15 BACK UP (40 A) fuse from the under-hood fuse/relay box for at least 10 seconds after completing troubleshooting, otherwise it may take up to 20 minutes for the fuel gauge to indicate the correct fuel level.

LOW FUEL INDICATOR TEST

1. Do the gauge self-diagnostic function (see **SELF-DIAGNOSTIC FUNCTION**).
 - If the low fuel indicator flashes, go to step 2.
 - If the low fuel indicator does not flash, replace the gauge control module (see **REWRITING THE ODO DATA ON A NEW GAUGE CONTROL MODULE**).

2. Do the B-CAN system diagnosis Test Mode A troubleshooting (see **TROUBLESHOOTING - B-CAN SYSTEM DIAGNOSIS TEST MODE A**).
 - If any DTCs are indicated, do the indicated DTC's troubleshooting.
 - If no DTCs are indicated, go to step 3.
3. Do the fuel gauge sending unit test (see **FUEL GAUGE SENDING UNIT TEST**).