

Model	Model Code	Year Model
All	All	All

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Originator
Product Technical/QIC
Product Technical/QIC

Service News (Issue 2) Helping you fix it right the first time

Introduction

Welcome to Service news. This information has been compiled to give you hints, tips and explanations to a range of topics that are not normally shown in MaRIS or shop manual.

These news items will be issued as new topics arise.

Frayed Drive Belt May Be Normal Wear

If you have a vehicle in your workshop, and you notice the threads on the drive belt joint look frayed or worn away, do not assume right away that you need to replace the belt. You may be seeing normal belt wear.

During drive belt manufacturing, those fine yarn threads at the belt joint hold the fabric backing together until the rubber is vulcanized on the belt. Once that happens, those threads are no longer needed.

The small amount of threads sticking out from the belt do not cause any noise or functional problems, and they eventually wear away.

Threads Frayed



Threads Worn Away

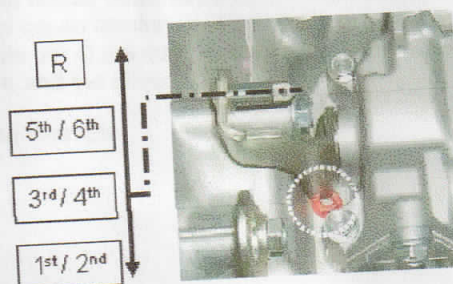


Problems Selecting Gear (2006YM Civic 5 door)

If you have a customer with a 2006 Civic 5 door complaining of difficult selection of 1st, 2nd, 3rd or 4th gears, it may be due to a foreign object blocking the select lever on the top of the transmission.

The problem may be more apparent when travelling down hill or under heavy braking as the foreign object may move forward underneath the select lever. When the vehicle accelerates or goes up hill the position of the foreign object changes allowing normal selection again.

This can happen to 1.4 or 1.8 petrol engines and on both i-Shift and manual transmission cars. You may find a stone, nut or clip trapped under the select lever as shown below.



To change gear, the select lever must move forward and downward (this corresponds with moving the gear

lever to the left) Depending on the size of the object stuck under the lever, 1st and 2nd gear may be affected or for larger objects 3rd and 4th selection may also be a concern.

On manual transmission vehicles, the customer may report the gear lever won't move far enough to the left side and it is intermittently not possible to select some gears.

For i-Shift vehicles, you may find DTC codes P0919 "Transmission shift change actuator neutral position learning time out" and /or P0909 "Transmission shift change actuator neutral position learned value is out of range".

How can you repair this ?

To repair both types of vehicle, remove the air cleaner box and check carefully under the select lever for any foreign objects such as a small stone, nut or clip. Once the object has been removed the vehicle will function normally.

Cleaning The Gauge Module (2006YM Civic 5 door)

If you have a 2006 Year model Civic 5 door with a dirty gauge module visor make sure you clean it carefully.

This part has a special anti glare coating which can be scratched or damaged if you use the wrong cleaning methods.

In the example below, the gauge module visor has been scratched by using a dirty or incorrect type of cleaning material.



How should it be cleaned?

For best cleaning results do not use any chemicals or cleaning agents as these could damage or remove the

anti glare coating.

Only use a soft lint free cloth to gently clean the gauge module visor. Do not use paper towel or materials that cause scrubbing.

Poor Radio Reception (2006YM Civic 5 door)

Do you have any cases of very poor radio reception on 2006 year model Civic 5 door?

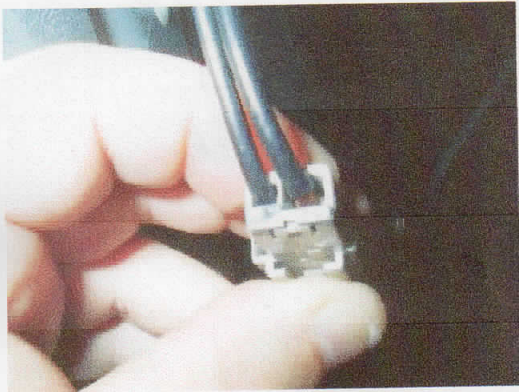
The problem could be due to a short in the antenna sub feeder coupler.

Check the sub feeder harness as it may have been mis-routed as shown in the example below.



If the feeder harness has been mis-routed, then this may cause tension on the sub feeder, which pulls the cable out of the coupler causing a short between the core and the shield.

(See example)



To repair this problem, replace the sub feeder harness, ensuring it is routed correctly.

Erratic Idle Speed (Jazz 2002-2003YM)

Are you having difficulty in diagnosing an erratic idling problem on a 2002 or 2003 year model Jazz. The cause could be due a defective PCV valve where the inner spring and valve has worn causing incorrect adjustment of blow by gas flow.

"Remember to check the PCV valve, it could save you a considerable amount of time in diagnosis"