



Applies To: **2000 Accord** – 2 door V6 From VIN 1HGCG2...YA000001 thru 1HGCG2...YA035748 **August 8, 2000**
 4 door V6 From VIN 1HGCG1...YA000001 thru 1HGCG1...YA076104

Hard Start After “Hot Soak”

SYMPTOM

Excessive cranking is needed to start the engine after the car is driven and then parked (with the engine off) for about 15 to 20 minutes. The engine stalls a few times before it begins to run smoothly, and the MIL may come on with a misfire DTC stored in the PCM.

PROBABLE CAUSE

In certain areas where the climate is very cold during the winter season, oil companies sell fuel that is specially formulated for improved cold weather driveability. If the weather is unseasonably warm in these areas during the winter season, the lower boiling point of this fuel causes the fuel in the lines to vaporize, resulting in a hard start or a misfire at start-up.

NOTE: This condition occurs primarily in New York, Pennsylvania, Ohio, Indiana, Illinois, Minnesota, and Colorado. If you are not located in the states listed above, contact your DSM before doing any of the following repairs. *Otherwise, your claim may be debited.*

CORRECTIVE ACTION

Replace the fuel pressure regulator and the PCM.

WARRANTY CLAIM INFORMATION

In warranty: The normal warranty applies.

Operation Number: 124102

Flat Rate Time: 0.5 hour

Failed Part: P/N 16740-PAA-A01
 H/C 5429048

Defect Code: 091

Contention Code: C02

Skill Level: Repair Technician

Out of warranty: Any repair performed after warranty expiration may be eligible for goodwill consideration by the District Service Manager or your Zone Office. You must request consideration, and get a decision, before starting work.

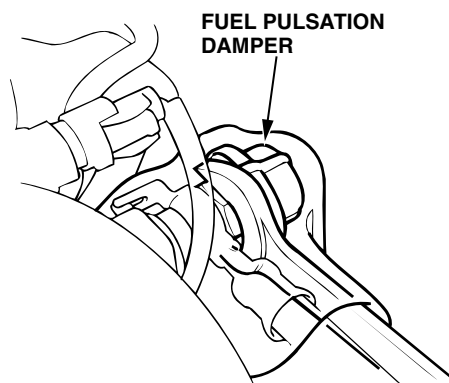
PARTS INFORMATION

Fuel Pressure Regulator Kit:
 P/N 06161-P8C-A00, H/C 6448039

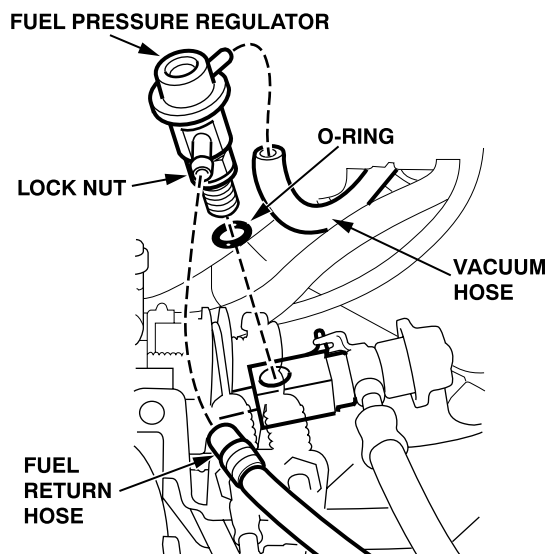
REPAIR PROCEDURE

1. Download the immobilizer information from the PCM in the car with the PGM Tester. Refer to S/B 00-049, *Immobilizer System (Type 2)*.

2. Write down the customer's radio station presets.
3. Disconnect the negative cable from the battery.
4. Remove the fuel fill cap.
5. Place a shop towel over the fuel pulsation damper, then slowly turn the damper counterclockwise to loosen it and relieve fuel pressure.



6. Tighten the fuel pulsation damper, and torque it to 22 N·m (16 lb-ft).
7. Disconnect the vacuum hose and the fuel return hose from the fuel pressure regulator.

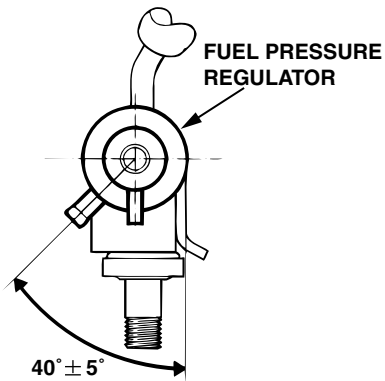


8. Loosen the fuel pressure regulator locknut, then remove and discard the regulator.
9. Apply clean engine oil to the new O-ring, and carefully push it onto the new regulator.

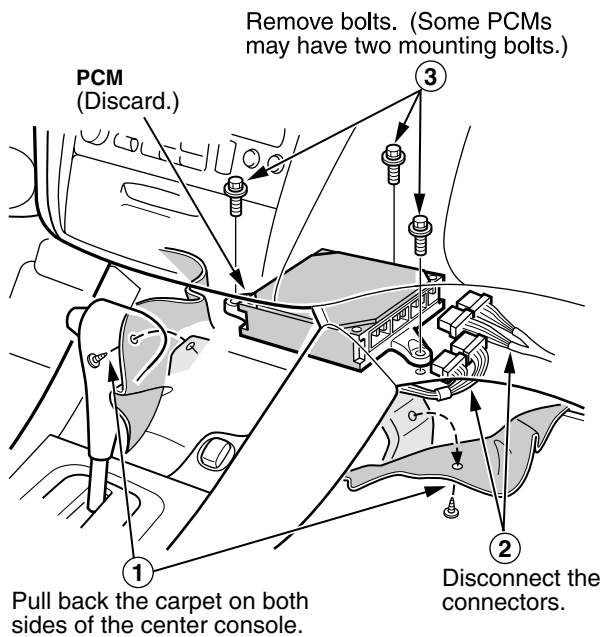


CUSTOMER INFORMATION: The information in this bulletin is intended for use only by skilled technicians who have the proper tools, equipment, and training to correctly and safely maintain your vehicle. These procedures should not be attempted by “do-it-yourselfers,” and you should not assume this bulletin applies to your vehicle, or that your vehicle has the condition described. To determine whether this information applies, contact an authorized Honda automobile dealer.

10. Install the new regulator. Turn it in by hand until the locknut seats.
11. Turn the regulator counterclockwise, and position it as shown.

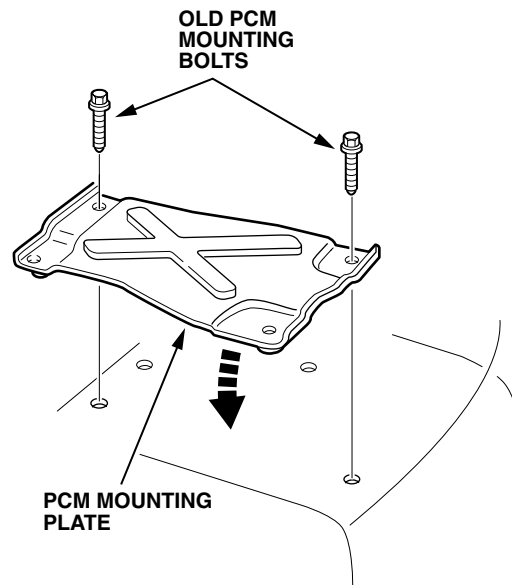


12. Tighten the locknut to 29 N·m (22 lb-ft), then connect the vacuum hose and the fuel return hose to the regulator.
13. Remove the PCM.

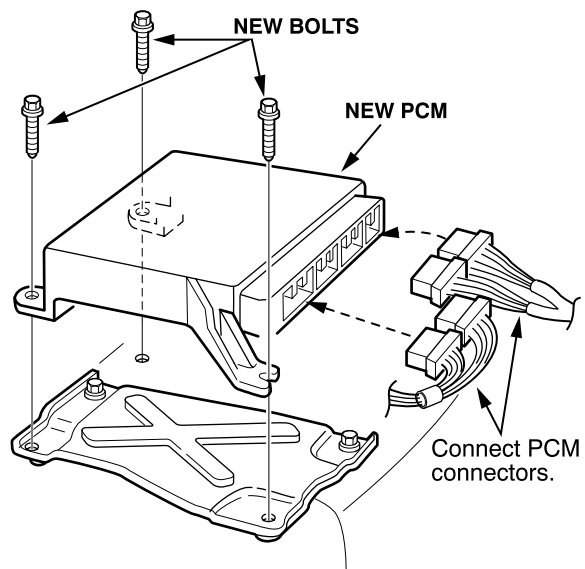


14. Check the PCM.
 - If the PCM has two mounting bolts, remove and discard the PCM. Go to step 15.
 - If the PCM has three mounting bolts, remove and discard the PCM. Also discard the PCM mounting plate from the fuel pressure regulator kit. Go to step 16.

15. Install the PCM mounting plate from the regulator kit. Reuse two old PCM mounting bolts.



16. Install the new PCM using the three new bolts.



17. Connect the four PCM connectors.
18. Reinstall the fuel fill cap.
19. Reconnect the negative battery cable.
20. Enter the customer's radio station presets, and reset the clock.
21. Upload the immobilizer information from the old PCM into the new one with the PGM Tester. Refer to S/B 00-049, *Immobilizer System (Type 2)*.