

**Product Update: Front Balancer Shaft Oil Seal**
(Supersedes 00-073, dated November 2000)**BACKGROUND**

The front balancer shaft oil seal may slowly come out of the oil pump housing. If it comes out completely, the oil can be pumped out of the engine rapidly without warning, causing serious engine damage if you continue to drive.

VEHICLES AFFECTED*Accord L4 2-door:*

1994-95 All market destinations for LAC
1996 KA market
1997 KA market from
VIN 1HGCD7 . . . VA000001 thru
1HGCD7 . . . VA027988

Accord L4 4-door:

1994-95 All market destinations for LAC
1996 KA market
1997 KA market from
VIN 1HGCD5 . . . VA000001 thru
1HGCD5 . . . VA179728

Accord L4 5-door:

1994-95 All market destinations for LAC
1996 KA market
1997 KA market from
VIN 1HGCE1 . . . VpA000001 thru
1HGCE1 . . . VA008642

Prelude:

1994-95 All market destinations for LAC

Odyssey:

1994-95 All market destinations for LAC

CUSTOMER NOTIFICATION

All owners of affected vehicles will be notified about this product update campaign by the distributor/dealer. An example of the customer notification is at the end of this service bulletin.

CORRECTIVE ACTION

Install an oil seal retainer to keep the oil seal in place.

PARTS INFORMATION

Front Balancer Shaft Oil Seal Retainer Kit:

P/N 06923-P0A-306
(Kit contains a retainer and an O-ring.)

NOTE: Early production kits also include a set of installation instructions. These instructions are *incorrect*; do not use them. Use *only* the procedure in this service bulletin to install the kit.

REQUIRED SPECIAL TOOLS

Accord L4/Odyssey/SOHC Prelude:

Holder Attachment, 50 mm offset,
T/N 07MAB-PY3010A

DOHC Prelude:

Holder Attachment, 50 mm offset,
T/N 07NAB-001040A

ALL:

Holder Handle, T/N 07JAB-001020A
Belt Tension Gauge, T/N 07JGG-0010100 or
07JGG-001010A
or
Gauge Set, T/N 07TGG-001000A

WARRANTY CLAIM INFORMATION

NOTE: This campaign ends January 1, 2003. After that date, warranty claims for installation of a retainer, or repairs required due to a failed oil seal, will *not* be accepted.

Flat Rate Time: 0.6 hour

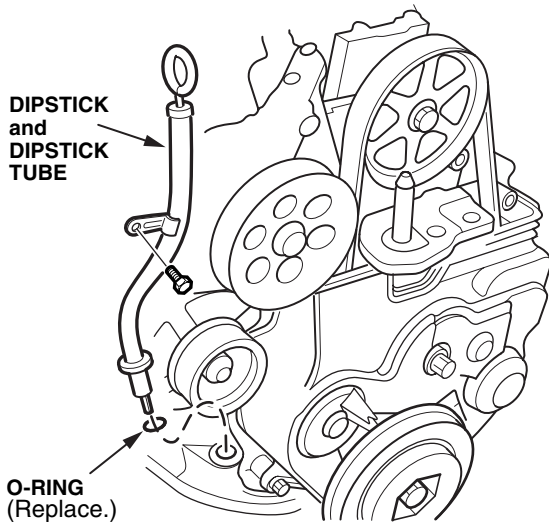
Failed Part: P/N 06923-P0A-306

Defect Code: 747

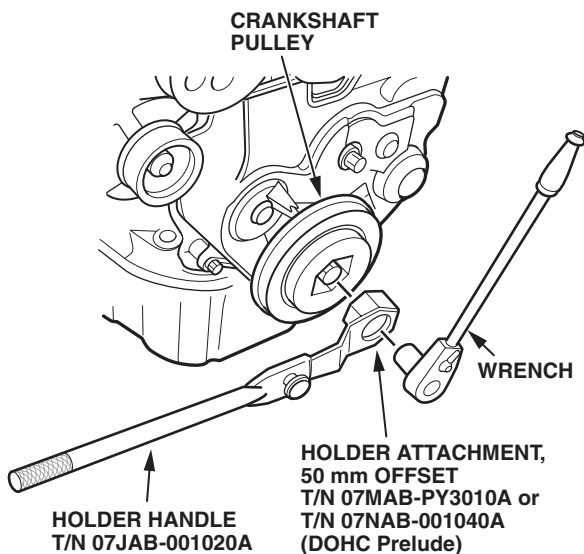
REPAIR PROCEDURE

1. Make sure you have the audio system anti-theft code, if needed. Write down your customer's radio station presets.
2. Disconnect the negative cable from the battery.
3. Remove the cylinder head cover. Remove the middle cover (DOHC Prelude) or the upper cover (all other affected models).

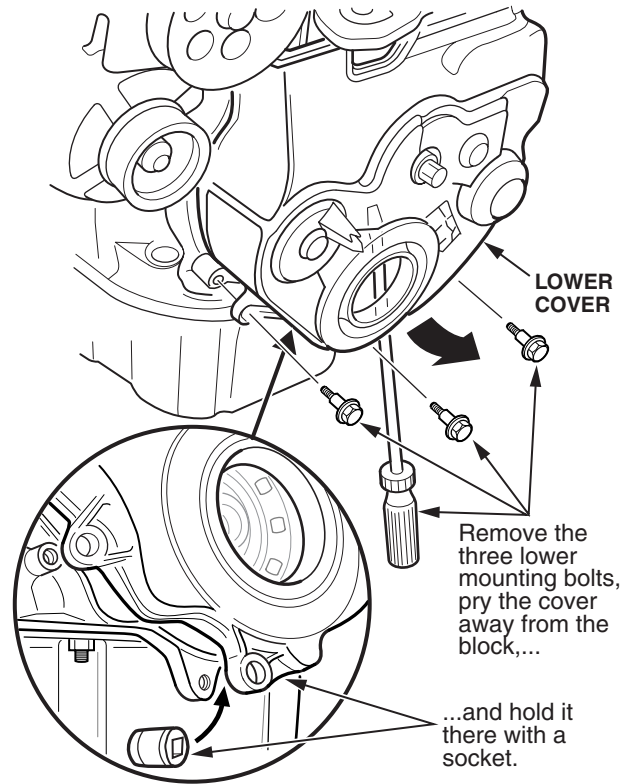
4. Loosen the mounting hardware for the power steering pump and the alternator. Then loosen the adjusting bolts 20 turns.
5. Remove the power steering pump belt and the alternator belt.
6. *DOHC Prelude only:* Remove the power steering reservoir and the power steering pump, and set them aside. Do *not* disconnect any power steering fluid lines.
7. Remove the dipstick and the dipstick tube. Make sure you cover the hole to keep debris out of the oil pan.



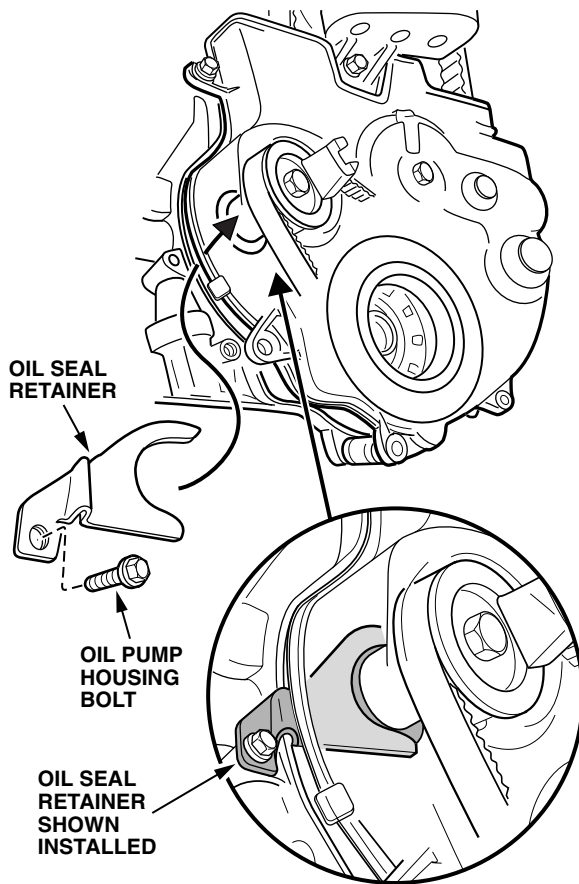
8. Raise the vehicle, and remove the left front wheel.
9. Remove the mounting bolts from the driver's side half of the splash shield. Pull back the splash shield, and secure it so you can access the crankshaft pulley.
10. Use the special tools and a wrench to remove the crankshaft pulley bolt, then remove the pulley.



11. Remove the three mounting bolts from the lower cover. Pry the bottom of the cover away from the block about 25 mm, and use a socket or similar tool to hold it there.



- Remove the oil pump housing bolt to the left and below the front balancer shaft.



- Install the oil seal retainer from the kit on the pump housing with the bolt you just removed. Torque the bolt to 12 N·m.
- Reinstall the lower cover bolts, making sure the rubber seal seats properly in the cover. Torque the bolts to 12 N·m.
- Reinstall the crankshaft pulley. Use the special tools and a torque wrench to torque the pulley bolt to 245 N·m. Make sure you use a torque wrench; do *not* use an impact wrench.
- Reinstall the splash shield mounting bolts. Torque the bolts to 12 N·m.
- Reinstall the left front wheel. Torque the wheel nuts to 108 N·m.
- Reinstall the dipstick tube with the new O-ring from the kit. Torque the bolt to 12 N·m. Reinstall the dipstick.
- DOHC Prelude only:* Reinstall the power steering reservoir and the power steering pump.
- Reinstall the alternator belt and the power steering pump belt.

- Tighten the adjusting bolts for the alternator and the power steering pump 20 turns, then torque the mounting hardware as specified in the appropriate shop manual. Use belt tension gauge T/N 07JGG-0010100 or 07JGG-001010A, or Gauge Set T/N 07TGG-001000A to check for proper belt tension.

NOTE: An over-tensioned belt *will* cause crankshaft failure, usually within a few thousand kilometers. Make sure the belt tension is correct before releasing the vehicle to your customer.

Accord L4 without A/C:

Alternator belt – 294 to 441 N (30 to 45 kg)
Power steering pump belt – 390 to 540 N (40 to 55 kg)

Accord L4 with A/C:

Alternator belt – 441 to 588 N (45 to 60 kg)
Power steering pump belt – 390 to 540 N (40 to 55 kg)

Odyssey:

Alternator belt – 441 to 588 N (45 to 60 kg)
Power steering pump belt – 390 to 540 N (40 to 55 kg)

SOHC Prelude without A/C:

Alternator belt – 300 to 450 N (31 to 46 kg)
Power steering pump belt – 350 to 500 N (36 to 51 kg)

SOHC Prelude with A/C:

Alternator belt – 294 to 441 N (30 to 45 kg)
Power steering pump belt – 350 to 500 N (36 to 51 kg)

DOHC Prelude:

Alternator belt – 390 to 540 N (40 to 55 kg)
Power steering pump belt – 390 to 540 N (40 to 55 kg)

- Reinstall the upper or middle cover. Torque the bolts to 12 N·m.
- Reinstall the cylinder head cover. Torque the mounting hardware sequentially in two or three steps as specified in the appropriate shop manual.
- Reconnect the negative cable to the battery.
- Enter the audio system anti-theft code, then enter your customer's radio station presets. Set the clock.
- Center-punch a completion mark above the last character of the engine compartment VIN.

Center-punch here.

1HGCDXXXXXXXXXXXXX

Example of Customer Letter

November 2000

Product Update Campaign: Engine Oil Leak

Dear Honda Owner:

We have sent this letter to notify you of a potential problem with your Honda vehicle.

What is the problem?

The balancer shaft oil seal, located in the front of the engine, may slowly come out of the oil pump housing. If it comes out completely, the oil can be pumped out of the engine rapidly without warning, causing serious engine damage if you continue to drive.

What should you do?

Call any authorized Honda distributor/dealer, and make an appointment to have your vehicle repaired. They will install a retainer that keeps the seal in place. *This repair will be done free of charge.* This applies until January 1, 2003. After that date, installation of a retainer or repairs required due to a failed oil seal are at your own expense.

What if you had this repaired previously?

Even if you are certain you had a balancer shaft oil seal replaced sometime in the past, contact an authorized Honda distributor/dealer, and make an appointment. They will inspect your vehicle, and install a retainer if one has not already been installed.

What to do if you feel this notice is in error.

Our records show that you are the current owner of a Honda vehicle involved in this campaign. If this is not the case, or the name/address information is incorrect, please notify your selling distributor/dealer.

If you have questions.

If you have any questions about this notice, or need assistance with contacting a Honda distributor/dealer, please call (*enter distributor/dealer name and phone number*).

Thank you for your cooperation. We regret any inconvenience this may cause you.

Sincerely,

(Enter distributor/dealer name and address.)