

Model	Applicable To	File Under	Bulletin No.
1990 ACCORD	See VEHICLES AFFECTED	TRANS	90-039
			Issue Date DEC 7, 1990

"S" Indicator On, No Downshift

SYMPTOM

The "S" light is on and the transmission is stuck in third or fourth gear. The LED on the A/T Control Unit stays lit, and will not blink an error code. The interlock control unit (under the dashboard above the fuse box) buzzes or clicks.

PROBABLE CAUSE

The Automatic Transmission Control Unit is defective.

VEHICLES AFFECTED

2-door up to VIN 1HGCB7...LA039050
4-door up to VIN 1HGCB7...LA121350
4-door up to VIN JHMCB7...LC104599

DIAGNOSIS

Go to **CORRECTIVE ACTION** if you find any one of the following indications:

1. Depress the brake pedal. The interlock control unit stops buzzing or clicking.
2. Reset the A/T Control Unit by removing fuse No. 24 in the underhood fuse box, then test drive the car. The "S" light remains off and the transmission shifts normally.
3. Removing fuse No. 24 does not clear the A/T Control Unit.

CORRECTIVE ACTION

Replace the A/T Control Unit with a new unit listed under **PARTS INFORMATION**.

PARTS INFORMATION

Automatic Transmission Control Unit
Japan-built EX: P/N 28100-PX4-932
H/C 3523933
Japan-built LX & DX: P/N 28100-PX4-922
H/C 3520269
US-built EX: P/N 28100-PX0-932
H/C 3521796
US-built LX & DX: P/N 28100-PX0-922
H/C 3521788

WARRANTY CLAIM INFORMATION

In warranty: The normal warranty applies.

Out-of-warranty: Any repair performed after warranty expiration may be eligible for goodwill consideration by the District Service Manager. You must request consideration, and get the DSM's decision, before starting work.

Operation number: 218160
Flat rate time: 0.6 hour
Failed part: P/N 28100-PX0-921
H/C 3263035
Defect code: 030
Contention code: B01

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Transmission is Stuck in a High Gear and/or The “S” or “D4” Light is On

SYMPTOM

The “S” or “D4” light is on and the car starts off in third or fourth gear. The transmission may also have other unusual shift patterns.

PROBABLE CAUSE

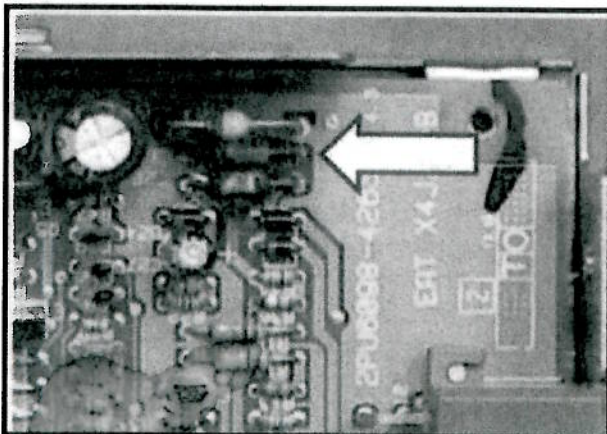
The most probable cause is a defective transmission control module (TCM). In most cases you will also find a damaged place on the circuit board of a malfunctioning TCM.

CORRECTIVE ACTION

Replace the TCM with a new unit.

Note that this problem is also recognized in an American Honda TSB 90-039 which is Page 2 of this document. In that TSB, the problem is identified as affecting only certain 1990 models. It has been the experience of many independent Honda techs that this problem can occur on Accords from 1990-1993.

Image 1—A damaged spot on the TCM board



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Opening a Door With a Stuck Door Latch

SYMPTOM

The drivers door will not open from either the inside or outside door handle. All the linkages are still in place yet, the door latch will not release.

PROBABLE CAUSE

The door latch assembly fails internally. The latch is not serviceable.

CORRECTIVE ACTION

The fix is to replace the defective door latch with a new one. The problem is getting the defective one off the car. Honda never issued a TSB on this problem, but many techs in the field perfected a way to drill into the latch and release it, allowing the door to open.

Follow this procedure:

Remove the inner door panel. This can be tough since the door is stuck closed. It is usually easier if you un-bolt the drivers seat and slide it to the rear or totally remove it (if you can).

Measure from the center of the "pivot rivet" drop down 1 1/16" and center punch a hole. The hole should be horizontally about 1/8" from the embossed stiffening ridge (to the door skin side). See Image 1 for reference.

Drill this hole with a 1/8" drill bit. Stop when the bit goes through the first layer of metal. Re-drill the hole using a 1/4" drill bit. After drilling through the first layer, let the drill bit go further and hit the internal parts of the latch.

Normally the drill bit will hit the right latch part and the latch will release. If it does not, use a

screwdriver through the 1/4" hole to release the latch. Simply turning and moving a flat screwdriver tip inside the 1/4" hole will usually release the latch. If all else fails, drill this hole larger and try again to hit the release.

Image 1

