

**HONDA**

AMERICAN HONDA MOTOR CO., INC.

SERVICE

BULLETIN

AUTOMOBILE

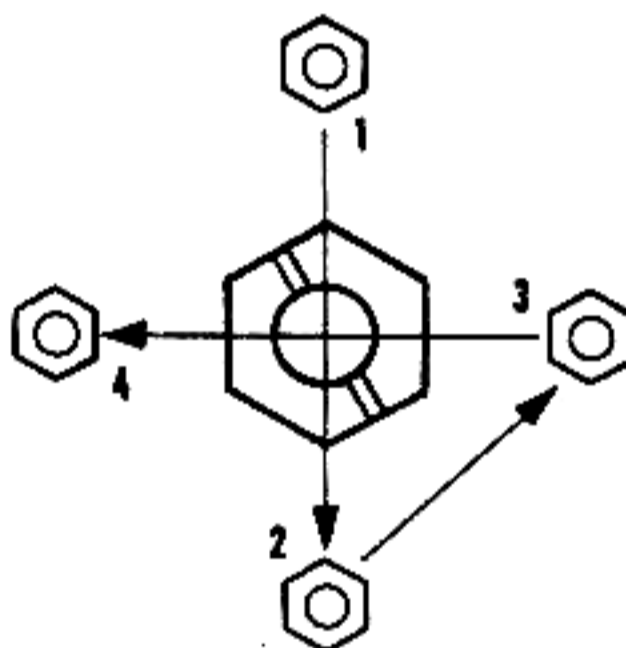
Technical Bulletin

August 5, 1970

**600 SEDAN – WHEEL SETTING (LUG) NUT TORQUE  
SPECIFICATION AND TIGHTENING PROCEDURE**

TORQUE SPECIFICATION: 4.0-4.8 KgM (28.9-34.7 lb-ft)

Whenever a wheel is removed and remounted, the wheel setting (lug) nuts should be tightened in the sequence shown below.

**CAUTION: DO NOT TIGHTEN THE NUTS TO MORE THAN 4.8 KgM (34.7 lb-ft)**AMERICAN HONDA MOTOR CO., INC.  
AUTOMOBILE SERVICE DEPARTMENT



13-706

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AUTOMOBILE

Technical Bulletin No. 09001

January 12, 1971

### 600 SEDAN — DRIVE SHAFT JOINT LUBRICANT

Whenever the drive shaft joint bellows are removed or replaced, the joint must be cleaned and the lubricant replaced. The lubricant specified by the Shop Manual P/N 08734-99900 or 08734-99910 is not imported by American Honda Motor Company. This lubricant is available from Texaco retailers under the trade name "MOLYTEX GREASE 2" and is available in 5 lb. cans. Only the specified lubricant should be used.

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Technical Bulletin No. 04001

February 9, 1971

**600 SEDAN - MODIFICATION OF CYLINDER BARREL**

Beginning with engine number N600E-1025937, the cylinder barrel has been modified to eliminate the use of "O" rings P/N 91326-568-003 on cylinder stud "A" between the cylinder barrel and the upper crankcase. These "O" rings must not be used when installing the new type cylinder barrel P/N 12100-568-682 on either the early or late type engines. The "O" rings should still be used with the early type cylinder barrel P/N 12100-568-680 or 12100-568-681.

**CYLINDER BARREL**

AMERICAN HONDA MOTOR CO., INC.  
AUTOMOBILE SERVICE DEPARTMENT

REFERENCE: Shop Manual 4-35



13-702

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AUTOMOBILE

Technical Bulletin No. 00001

February 12, 1971

**600 SEDAN MAINTENANCE**

A recent survey conducted by American Honda Motor Co., Inc., revealed several important inspections are often over-looked during periodic maintenance servicing. Careful attention to the following items will lead to greater customer satisfaction.

While the car is in the air:

1. Check the brake hoses, lines, wheel cylinders and calipers for leaks and damage.
2. Check the engine and suspension mounting bolts.
3. Re-torque all exhaust system and heat exchanger bolts:  
8 mm nuts and bolts: 2.0-2.4 Kg-m (15-18 lb-ft.)  
10 mm heat exchanger mounting nuts: 3.0-3.5 Kg-m (21-25 lb-ft.)  
Joint mounting bolt: 4.0-4.6 Kg-m (29-33 lb-ft.)

When the car is on the ground:

1. Check the battery electrolyte level.
2. Check the cooling fan belt tension.
3. Check the brake fluid level. Inspect the brake booster and master cylinder for leaks.

Enclosed please find 5 Honda 600 Ready Reference Charts. Distribute one chart to each technician working on Honda automobiles. These charts will be resupplied free of charge upon request.

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REFERENCE: Shop Manual 1-23





13-708

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Technical Bulletin No. 00002

March 2, 1971

### SERVICE BULLETIN IDENTIFICATION

Automobile Service Bulletins are numbered according to the respective section of the Honda 360/400/600 Sedan and Van Shop Manual. For example, drive shaft maintenance is covered in Section 9 of the Shop Manual, therefore, bulletins concerning the drive shaft have the number 09- - - in the upper left corner. The first drive shaft bulletin was 09001 and the second will be 09001. 00- - - identifies general bulletins.

In the upper right corner is a reference to the exact page in the Shop Manual where the subject is covered.

The number located below the reference is American Honda's printing control number. Additional copies of all bulletins should be ordered under this number.

AMERICAN HONDA MOTOR CO., INC.  
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Reference: None



13-715

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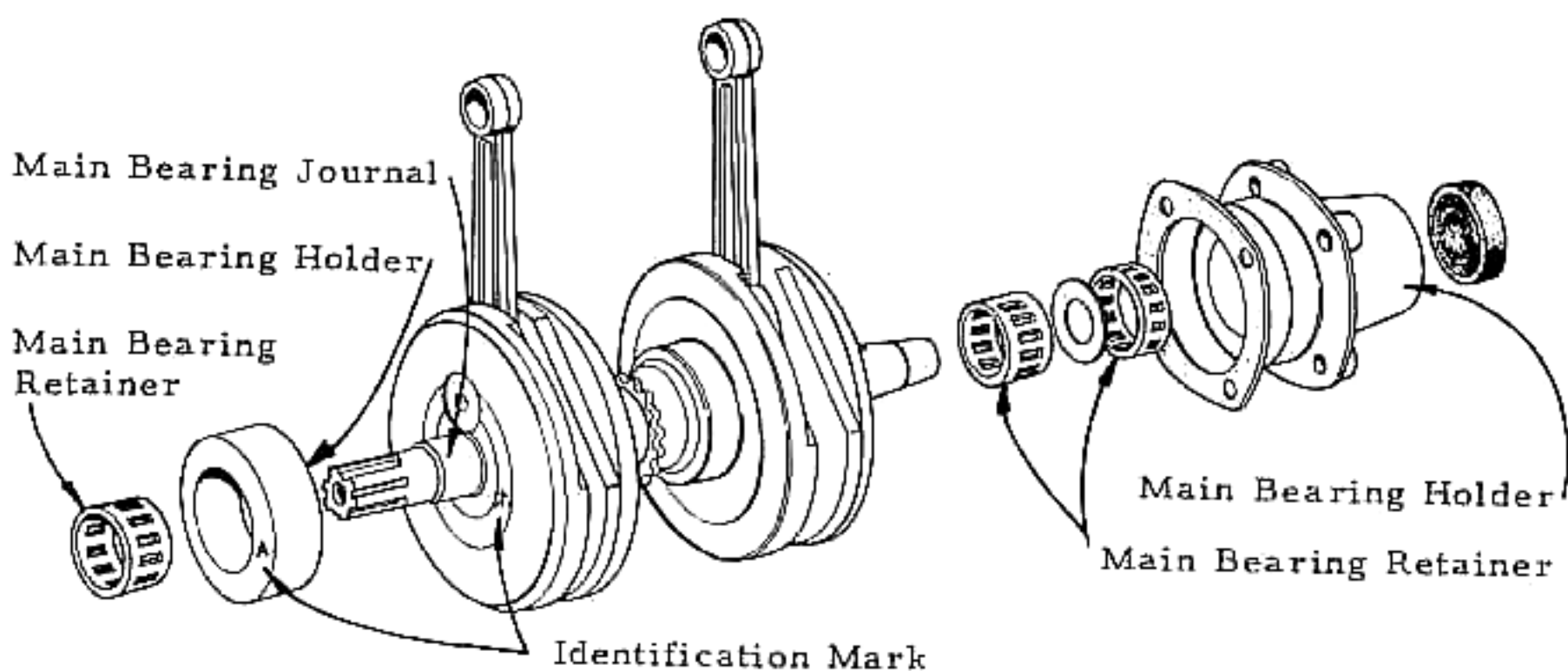
AUTOMOBILE

Technical Bulletin #04002

October 1, 1971

SUBJECT: HONDA 600  
CRANKSHAFT MAIN BEARING ROLLER SELECTION

The total clearance between the main bearing journal, roller and holder is 0.016 - 0.026 mm (0.00063 - 0.00102 in.) To make proper roller selection possible, the diameters of the crankshaft main bearing journal and holders are determined at the time of manufacture and inscribed on the respective part as indicated in the drawing below. If the crankshaft counterweight is marked either "C" or " / \ ", and the bearing holder is marked "F", find the "C" on the crankshaft main journal list and then move across the chart to the "F" column under the outer main bearing holder group - in this case -0.008 to -0.010. Then choose the appropriate part numbers from the chart on page 2. Whenever two marks are given on the bearing holder or crankshaft, choose the larger undersize roller. For example, if the crankshaft is marked "BC" or " □ / \ ", and the bearing holder is marked "E", use the -0.008 to -0.010 rollers rather than the -0.006 to -0.008 rollers.



AMERICAN HONDA MOTOR CO., INC.  
Automobile Service Department

REFERENCE: Shop Manual 4-40

HONDA 600  
CRANKSHAFT MAIN BEARING ROLLER SELECTION CHART

TOTAL CLEARANCE: 0.016-0.026 mm (0.00063-0.00102 in)  
BASIC DIAMETER OF ROLLER: 6 mm

CRANKSHAFT MAIN JOURNAL (DIAMETER: 34mm ± 0.000 to -0.012)		OUTER MAIN BEARING HOLDER (INSIDE DIAMETER: 46mm ± 0.010 to -0.012)											
		SIZE	MARK	A	B	C	D	E	F	G	H	I	J
.000	/	+.010	+.008	+.006	+.004	+.002	.000	-.002	-.004	-.006	-.008	-.010	-.012
-.002		A	+.008	+.006	+.004	+.002	.000	-.002	-.004	-.006	-.008	-.010	-.012
-.002	□	-.004	-.004	-.006	-.006	-.008	-.008	-.010	-.010	-.012	-.012	-.014	-.014
-.004		B	-.006	-.006	-.008	-.008	-.010	-.010	-.012	-.012	-.014	-.014	-.016
-.004	/\	-.002	-.004	-.004	-.006	-.006	-.008	-.008	-.010	-.010	-.012	-.012	-.014
-.006		C	-.004	-.006	-.006	-.008	-.008	-.010	-.010	-.012	-.012	-.014	-.014
-.006	=	-.002	-.002	-.004	-.004	-.006	-.006	-.008	-.008	-.010	-.010	-.012	-.012
-.008		D	-.004	-.004	-.006	-.006	-.008	-.008	-.010	-.010	-.012	-.012	-.014
-.008	木	.000	-.002	-.002	-.004	-.004	-.006	-.006	-.008	-.008	-.010	-.010	-.012
-.010		E	-.002	-.004	-.004	-.006	-.006	-.008	-.008	-.010	-.010	-.012	-.012
-.010	/\	.000	.000	-.002	-.002	-.004	-.004	-.006	-.006	-.008	-.008	-.010	-.010
-.012		F	-.002	-.002	-.004	-.004	-.006	-.006	-.008	-.008	-.010	-.010	-.012

ROLLER SIZE	HONDA CODE	PART NUMBER
6X16 ROLLER		
0.000 to - 0.002	26350	96221-60160
-0.002 to - 0.004	26351	96222-60160
-0.004 to - 0.006	26352	96223-60160
-0.006 to - 0.008	26353	96224-60160
-0.008 to - 0.010	26364	96225-60160
-0.010 to - 0.012	26365	96226-60160
-0.012 to - 0.014	26366	96227-60160
-0.014 to - 0.016	26367	96228-60160
6X10 ROLLER		
0.000 to - 0.002	26354	96221-60100
-0.002 to - 0.004	26355	96222-60100
-0.004 to - 0.006	26356	96223-60100
-0.006 to - 0.008	26357	96224-60100
-0.008 to - 0.010	26360	96225-60100
-0.010 to - 0.012	26361	96226-60100
-0.012 to - 0.014	26362	96227-60100
-0.014 to - 0.016	26363	96228-60100



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Technical Bulletin No. 18006

November 15, 1971

## REVISED 600 SEDAN AND COUPE PAINT FORMULAS

The following finishes are available from R &amp; M (Rinshed-Mason) jobbers.

## Honda 600 Sedan to VIN AN600-1033851

**MAGMA RED**  
Code R-18PNT-90 100  
AT-152 608  
AT-163 978  
AT-190 992  
AT-141 1000**SPRING YELLOW**  
Code Y-21PNT-90 100  
AT-190 823  
AT-177 924  
AT-174 986  
AT-142 1000**CERAMIC WHITE**  
Code NH-24PNT-90 100  
AT-190 934  
AT-142 991  
AT-174 999  
AT-177 1000**SCARLET RED**  
Code R-18PNT-90 100  
AT-152 587  
AT-151 829  
AT-170 959  
AT-141 1000**NASSAU BLUE METALLIC**  
Code PB-51MPNT-90 100  
AT-114 501  
AT-124 716  
AT-122 862  
AT-141 942  
AT-190 950  
AT-100 1000**ALLUVIAL GOLD**  
Code YR-1MPNT-90 100  
AT-114 530  
AT-177 812  
AT-179 872  
AT-100 1000

## Honda 600 Sedan From VIN AN600-1033852

**MAGMA RED**  
Code R-18PNT-90 100  
AT-152 608  
AT-163 978  
AT-190 992  
AT-141 1000**METALLIC GREEN**  
Code G-2MPNT-90 100  
AT-114 283  
AT-174 431  
AT-141 578  
AT-136 647  
AT-100 1000**PLATINUM SILVER**  
Code NH-5MPNT-90 100  
AT-114 664  
AT-177 696  
AT-190 711  
AT-176 725  
AT-100 1000**SPRING YELLOW (DARK)**  
Code Y-7PNT-90 100  
AT-190 434  
AT-174 734  
AT-177 790  
AT-142 820  
AT-100 1000

Honda 600 Sedan From VIN AN600-1033852 (Continued)

SPRING YELLOW (LIGHT) Code Y-21	TAWNY YELLOW Code Y-27
PNT-90 100	PNT-90 100
AT-190 823	AT-174 768
AT-177 924	AT-171 878
AT-174 986	AT-190 930
AT-142 1000	AT-141 970
	AT-170 1000

*incorrect*

Honda 600 Coupe From AZ600-1000001

CAROLINE YELLOW Code Y-3	<del>POPO ORANGE</del> GREEN Code G-20	PAL BLUE Code PB-30	POP ORANGE Code YR-12
PNT-90 100	PNT-90 100	PNT-90 100	PNT-90 100
AT-171 675	AT-174 825	AT-121 366	AT-172 630
AT-142 844	AT-141 905	AT-190 586	AT-170 840
AT-190 985	AT-133 950	AT-163 652	AT-142 940
AT-179 1000	AT-180 967	AT-141 670	AT-190 1000
	AT-100 1000	AT-100 1000	

The following finishes are available from DuPont jobbers.

HONDA COLOR CODE	COLOR	DUPONT STOCK NO.
G-2M	Metallic Green	37605
G-20	Popo Green	37606
NH-5M	Platinum Silver	37607
NH-24	Ceramic White	37608
PB-20	Pal Blue	37604
PB-51M	Nassau Blue Metallic	37610
R-18	Magma Red	37611
Y-3	Caroline Yellow	37612
Y-7	Spring Yellow (Dark)	37613
Y-21	Spring Yellow (Light)	37614
Y-27	Tawny Yellow	37615
YR-1M	Alluvial Gold	37616
YR-12	Pop Orange	37617

*correct*

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AUTOMOBILE SERVICE DEPARTMENT

SPECIAL INSTRUCTIONS: Remove and destroy  
Technical Bulletin No. 18004

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Technical Bulletin No. 14001

December 14, 1971

## 600 SEDAN AND COUPE 718A MODEL CARBURETOR

Under certain atmospheric conditions, some 600 Sedans and Coupes equipped with the 718A carburetor may experience a slight flat spot during rapid acceleration through a narrow band in the 4,000-4,500 rpm range. This condition can be corrected by installing a plug in the float chamber vent tube which extends into the left side of the choke bore and a No. 150 secondary main jet.

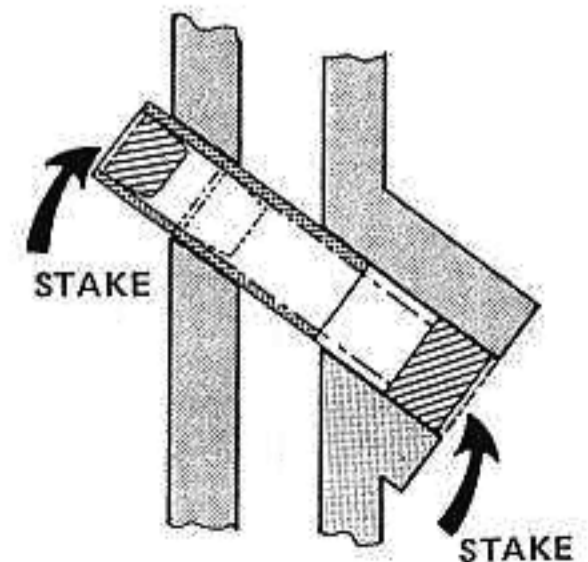
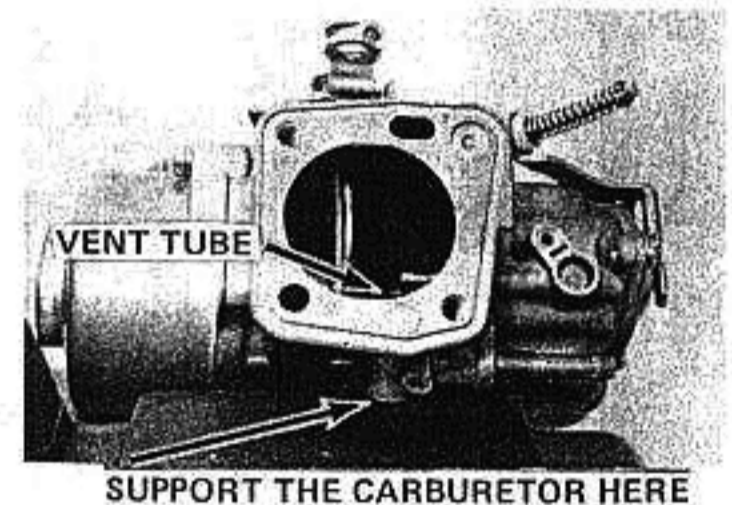
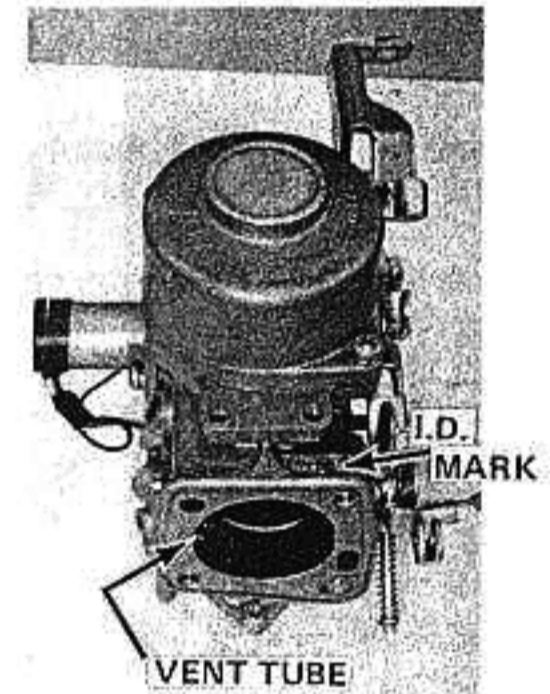
## PROCEDURE

## Vent Tube Plug Installation:

Remove the carburetor, then remove the carburetor air funnel and the air cleaner to carburetor bellows. Place the carburetor on a vise in such a way that the plug located on the external side of the vent is supported (see photograph). Place the small end of the plug into the vent tube and tap it in carefully with a drift punch. **DO NOT USE A CENTER PUNCH OR PIN PUNCH.** Drive the plug 0.5mm below the edge of the tube and stake the edge of the tube to secure the plug. The tube may move in as indicated in the drawing, but this will not affect carburetor performance. Turn the carburetor over and rest the air funnel mating surface on a wooden block, drive the external plug 0.5mm below the edge of the boss and stake the edge over it.

## Secondary Main Jet Installation:

Remove the carburetor float chamber body. Remove the primary and secondary main jets by rocking the clip plate back and forth while pulling it up. Replace the secondary jet and then reinstall both jets by positioning them in the clip plate and pressing the clip plate into the carburetor. Remount the float body.



Page two

After the carburetor has been installed, the car should be road tested to insure proper performance.

### REIMBURSEMENT AND PARTS ORDERING PROCEDURES

These components may be installed under the provisions of the Warranty Policy.

OPERATION NO.	OPERATION	QTY.	F.R.T.
M718A	Floater Chamber Vent Tube Plug and No. 150 Secondary Main Jet - Install	1	0.5

These parts will be supplied free of charge. They may be ordered on any of the standard parts order forms under Honda Code 54228 and the following description M718A Carburetor Kit.

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AUTOMOBILE SERVICE DEPARTMENT

Reference: None



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Warranty Letter No. 7

February 21, 1972

**HONDA 600 SEDAN AND COUPE  
CRANKCASE EMISSION CONTROL SYSTEM WARRANTY**

The Crankcase Emission Control System of all 1972 Honda 600 automobiles distributed or sold by American Honda Motor Co., Inc. is warranted against defects in material or workmanship which will cause the car to fail to conform with applicable Federal Environmental Protection Agency regulations for a period of 5 years or 50,000 miles of operation after delivery to the first retail purchaser, whichever occurs first, as outlined in the Honda Crankcase Emission Control System Warranty.

Please find enclosed, 50 Honda Crankcase Emission Control System Warranty cards. To comply with Federal regulations, this form must be given to all Honda 600 purchasers. Please insert this warranty under the clear plastic on the inside rear cover of the cover of the gray Owner's Manual binder.

Additional copies of this warranty will be supplied free, upon request.

**AMERICAN HONDA MOTOR CO., INC.  
AUTOMOBILE SERVICE DEPARTMENT**

-----cut here-----

TO: American Honda Motor Co., Inc.  
100 West Alondra Blvd.  
Gardena, CA 90247  
Attention: Automobile Service Department

Please send our dealership \_\_\_\_\_ Honda Crankcase Emission Control warranties.

_____	_____	_____
DEALERSHIP NAME	DEALER NUMBER	SALES OR SERVICE MANAGER

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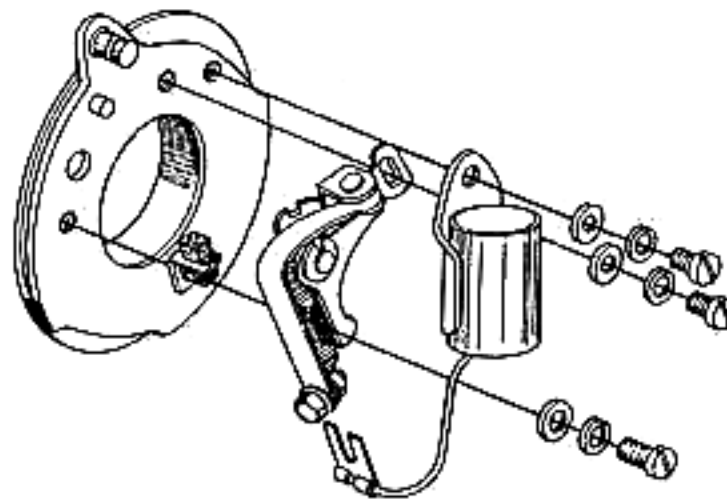
AUTOMOBILE

Technical Bulletin No. 02001

March 5, 1972

**HONDA 600 SEDAN AND COUPE CONTACT BREAKER MAINTENANCE**

Whenever the screws used to secure the contact breaker point unit and condenser to the breaker plate are removed, they must be reinstalled with their lock washers and flat washers. If these washers are not mounted, the screws will extend through the upper portion of the breaker plate and cause it to bind. If the breaker plate binds, the action of the vacuum advance mechanism will be severely restricted, if not eliminated. Should you find a breaker plate where these washers have been removed, replace the washers on the condenser mounting screw. If this clamp is missing, it may be replaced with a 4mm flat washer (P/N 94101-04000).



After installing the washers, check the action of the vacuum advance mechanism. Start the engine and watch the contact breaker plate. If the plate moves counter-clockwise when the engine speed is increased to 4,000 rpm and clockwise when the speed is reduced, it is functioning properly. If the plate does not move, it has been damaged and must be replaced. The breaker plate should not be disassembled as no service is required and repair is not practical.

AMERICAN HONDA MOTOR CO., INC.  
AUTOMOBILE SERVICE DEPARTMENT

REFERENCE: 360/400/600 SEDAN AND VAN SHOP MANUAL  
PAGE 2-10 TO 2-13  
Z360/600 COUPE SHOP MANUAL  
PAGE 34



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Technical Bulletin No. 14002

April 21, 1972

**M718A & M718B MODEL CARBURETOR  
REVISED ACCELERATOR PUMP STROKE SPECIFICATION**

The accelerator pump stroke specification (0.25 - 0.45mm) listed on page 46 of the Honda Z360/600 Coupe Shop Manual is incorrect.

Please revise all of your manuals to the proper specification, 1.7 - 1.9mm (0.07 - 0.08in.).

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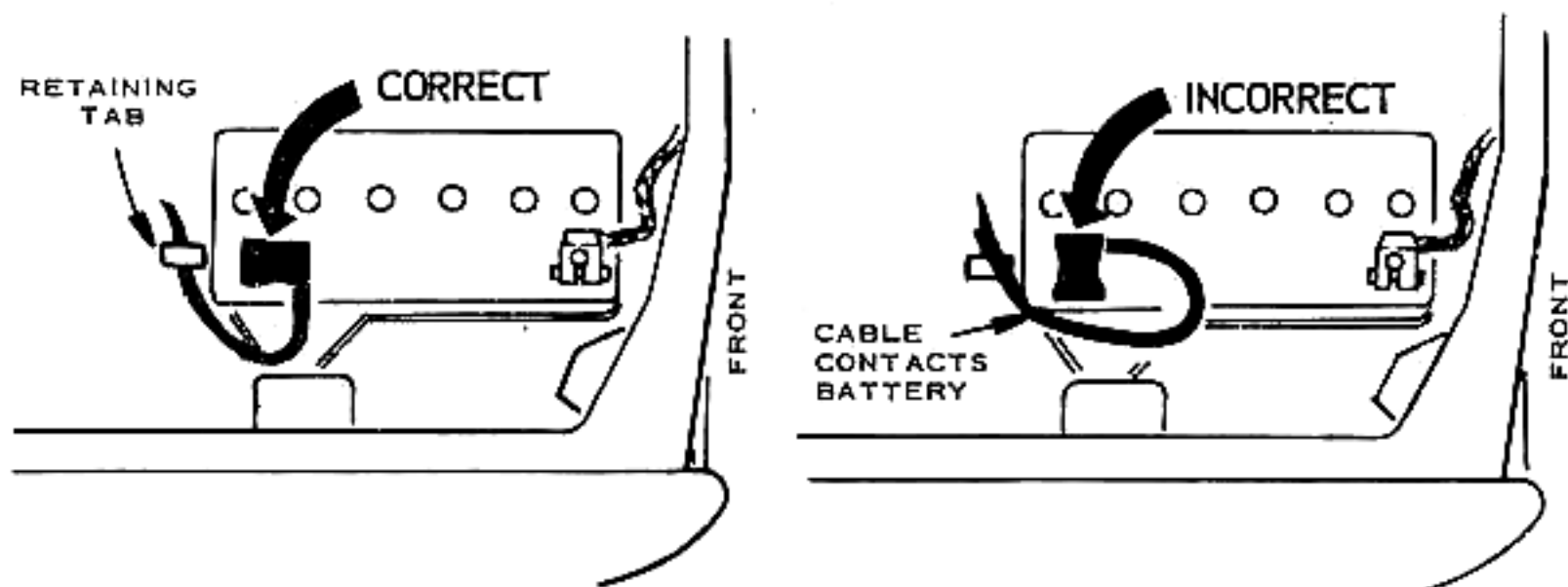
AUTOMOBILE

Technical Bulletin No. 02002

May 1, 1972

### HONDA 600 COUPE POSITIVE BATTERY CABLE INSTALLATION

Whenever the Honda 600 Coupe's positive battery cable is disconnected, it must be remounted as shown in the illustration on the left. DO NOT mount the cable as shown on the right as it may cause it to rub against the battery case. After remounting the cable, check to be sure that it is being held away from the battery case by the retaining tab directly below the brake pipe grommet.



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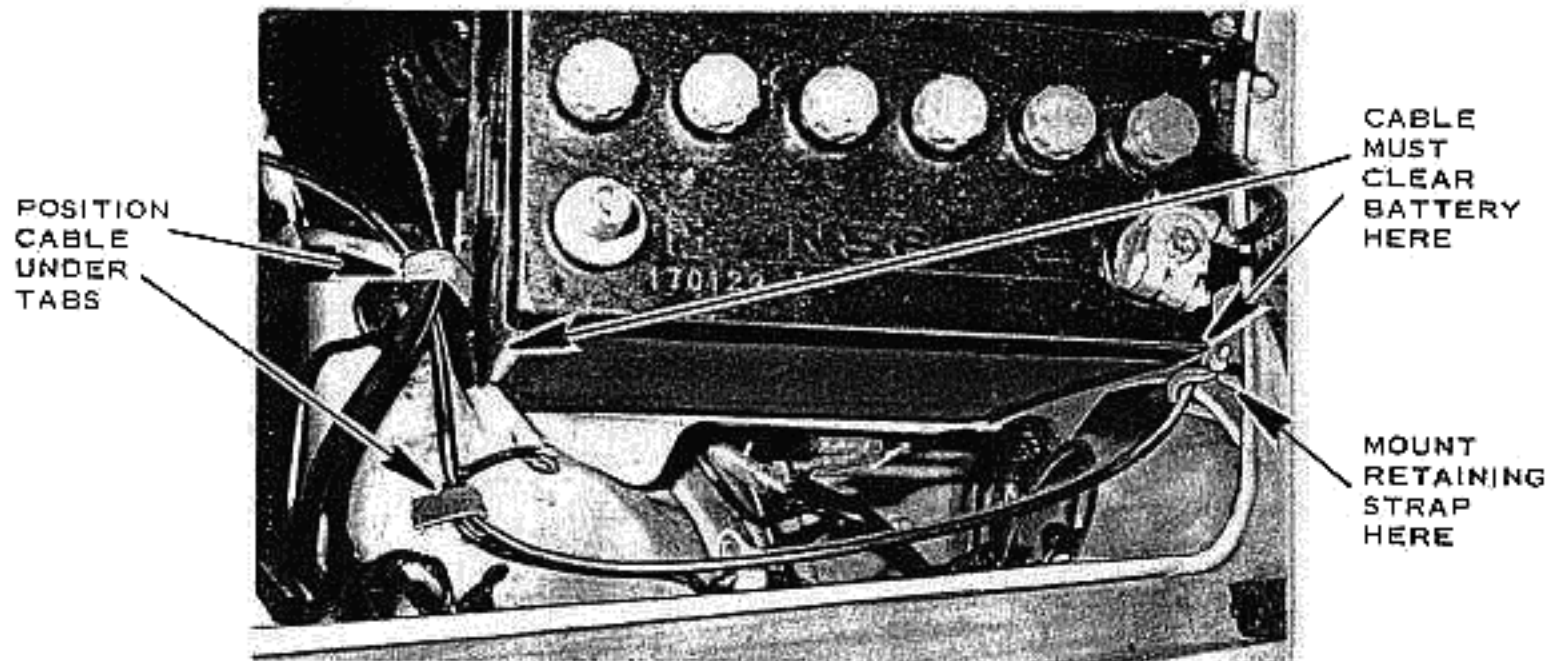
### AUTOMOBILE

Technical Bulletin No. 18007

May 5, 1972

#### SUBJECT: HONDA 600 COUPE HOOD LATCH RELEASE CABLE

The Honda 600 Coupe hood latch release cable housing may rub against and damage the right front and rear corners of the battery. This condition can be prevented by the installation of a retaining strap to hold the cable away from the front edge of the battery case and by routing the cable through the retainer tabs in the engine compartment as shown in the photograph.



#### APPLICATION:

The hood latch release cable retaining strap must be installed and the cable must be routed under the tabs on all Honda 600 Coupes in your stock. All 600 Coupe Owners will be notified by mail to return to their dealers to have these services performed free of charge.

#### REIMBURSEMENT PROCEDURES:

The services described above must be performed on ALL HONDA 600 COUPES, regardless of time, mileage or other warranty considerations. Compensation for these services will be made under the provisions of the Honda Automobile Warranty Policy. For your convenience, claims for up to 24 vehicles may be submitted on one repair order, if the repair order is filled out according to the instructions on page three of this bulletin. You may also submit individual claims for each vehicle using the following operation number and description.

OPERATION NO.	OPERATION	QTY.	F.R.T.
M6383	HOOD LATCH RELEASE CABLE STRAP - INSTALL	1	0.2

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Technical Bulletin No. 02003

June 20, 1972

**HONDA 600 SEDAN AND COUPE  
CONTACT BREAKER POINT UNIT(S)**

The contact breaker point units (ignition points) supplied by American Honda for the Honda 600 are designed expressly for the performance characteristics of the engine and maximum service life. When replacement is necessary, do not substitute motorcycle ignition points or other units not specifically designed for the Honda 600.

USE ONLY THE CONTACT BREAKER POINT UNITS SPECIFIED FOR  
THE HONDA 600 SEDAN AND COUPE (H/C 54196, P/N 30103-567-024  
WHICH SUPERCEDES H/C 52045, P/N 30103-551-024).

AMERICAN HONDA MOTOR CO., INC.  
AUTOMOBILE SERVICE DEPARTMENT

REFERENCE: 600 Coupe Parts Catalog  
Page 14 and 15

600 Sedan Parts Catalog  
Page 20 and 21



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Technical Bulletin No. 18008

August 28, 1972

**PAINT COLOR IDENTIFICATION  
600 SEDAN & COUPE**

The paint colors used on the Honda Sedan and Coupe, in most cases, are readily distinguishable. However, there are two shades of yellow used on the Sedan which can be confused.

The three yellows available on the Sedan are Tawny Yellow (Y-27), Spring Yellow Light (Y-21), and Spring Yellow Dark (Y-7). Tawny Yellow, sometimes called Mustard, is easily recognized because it is a very dark, rich yellow. The two shades of Spring Yellow can be easily confused.

When viewing a new Honda Car the difference between Spring Yellow Light and Spring Yellow Dark is easily seen. When the finish is exposed to the elements for long periods, it tends to fade and oxidize, sometimes making these two yellows difficult to tell apart. The general rule to follow is that early Sedans (thru AN600-1033851) are painted Spring Yellow Light and late Sedans (AN600-1033852 and on) can be either Spring Yellow Light or Dark.

If you should encounter problems determining the paint color of any coupe or sedan, locate a painted portion of the car which has not been exposed to severe sunlight and weathering and compare this portion to the enclosed color chart.

The Color Chart has all of the colors available on Sedans and Coupes. This chart should provide a reasonably accurate color match to use when trying to determine what color a car has been painted.

Encl: Color Chart (2)

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Technical Bulletin No. 17003

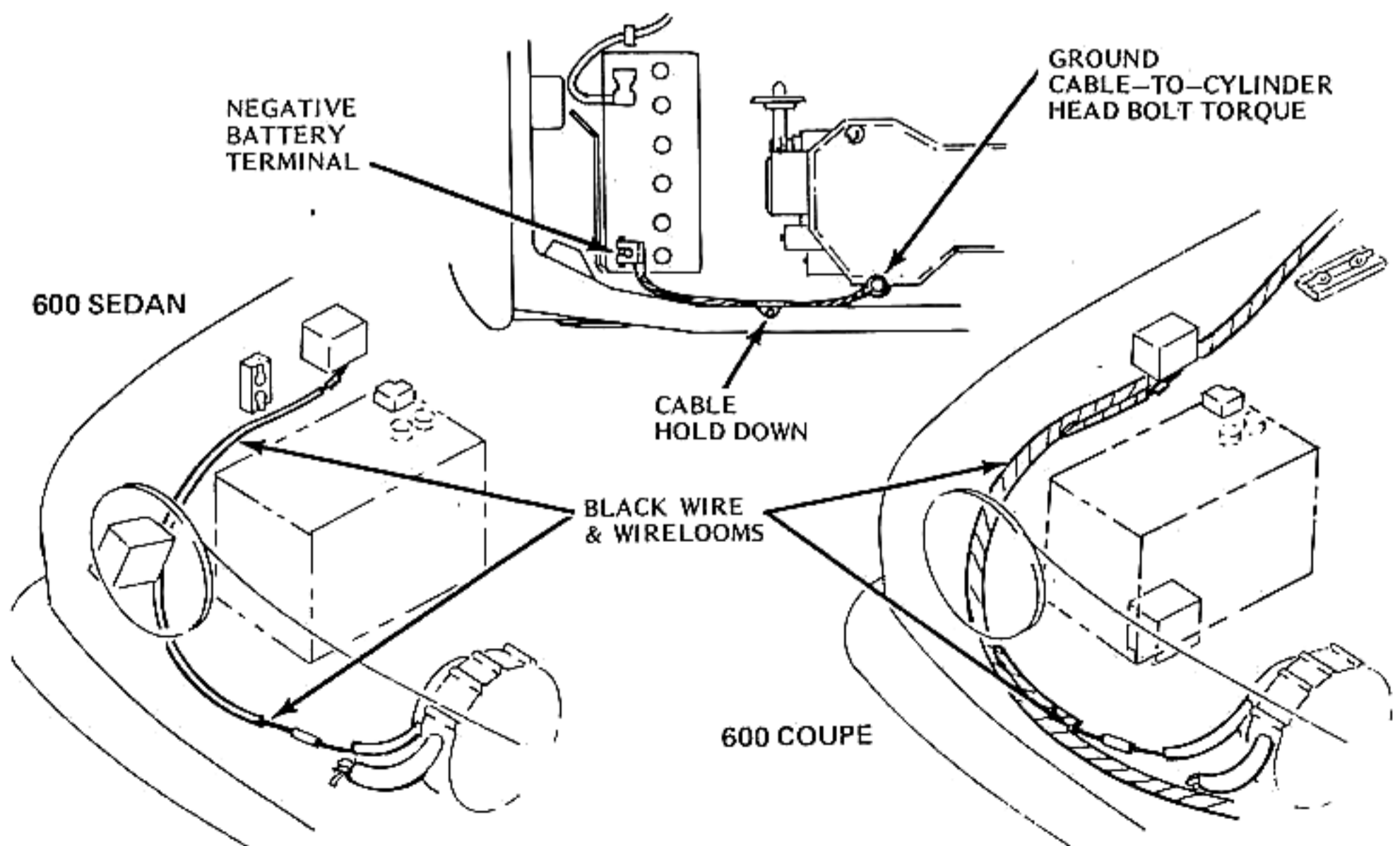
March 13, 1973

**LOOSE GROUND CONNECTION  
600 SEDAN AND COUPE**

**SYMPTOMS:** Overheating or burning of the ground wire (black) from the voltage regulator to the alternator.

**DIAGNOSIS:** If the ground connection on the cylinder head is loose, the current that would normally flow through this cable is diverted through the black wire connecting the voltage regulator to the alternator. This wire is not designed to carry the heavy current loads and it will overheat. Damage to parts other than the ground wire (black) or its loom is unlikely but replacement of the wire may require a new set of alternator brushes and/or a new voltage regulator.

**CORRECTIVE ACTION:** The ground cables on all cars should be checked during routine servicing. Check for a loose ground cable-to-cylinder head bolt and check the cable for broken or frayed strands.

**GROUND CABLE TO ENGINE BOLT  
1.0-1.4 Kg-M (7-10 ft/lbs.)**

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Technical Bulletin No. 17002

March 13, 1973

**OVERHEATING OF CHARGE INDICATOR RELAY  
600 SEDAN AND COUPE**

**SYMPTOMS:** Discoloration and possible melting of the charge indicator relay in the voltage regulator.

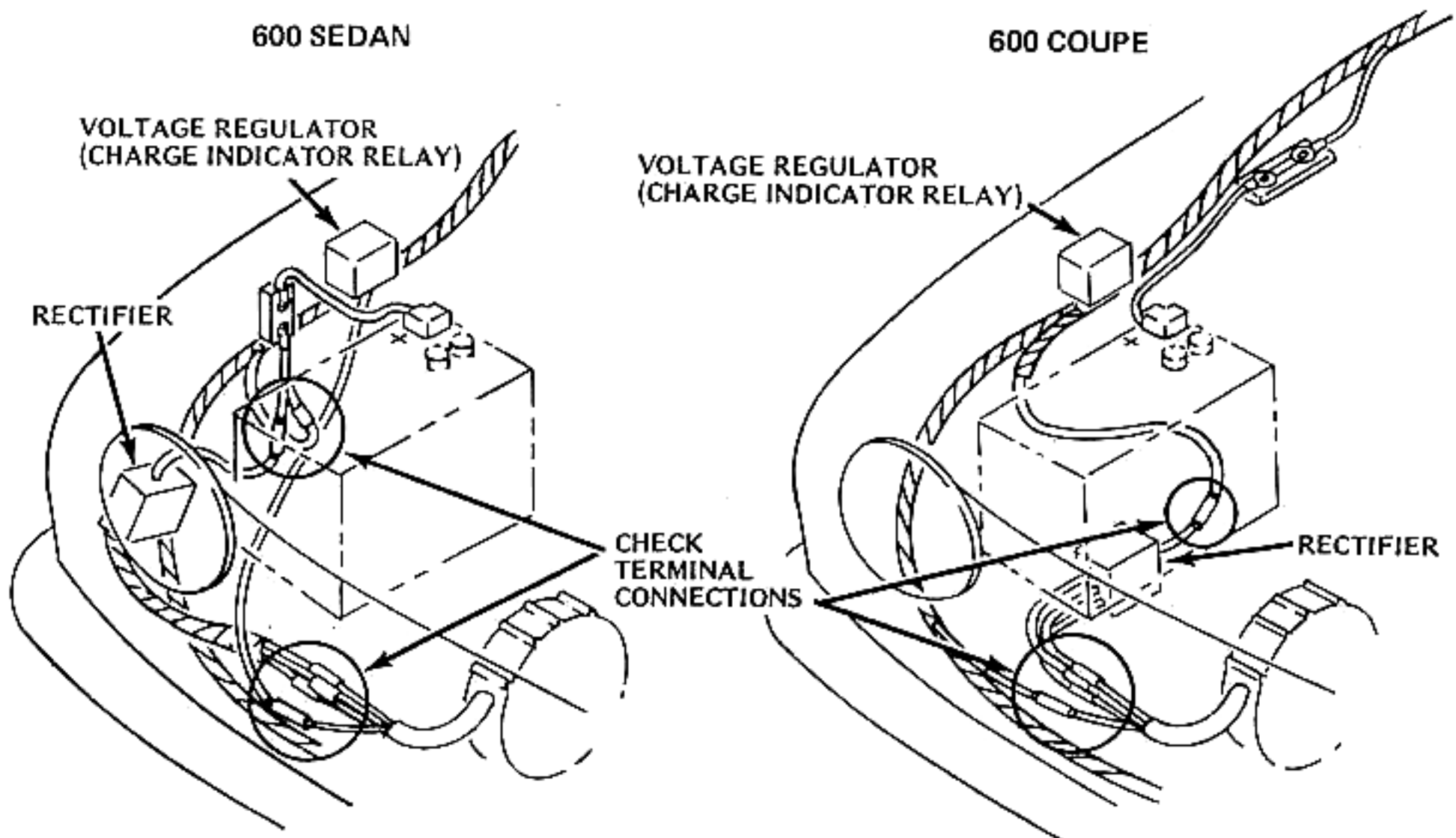
**DIAGNOSIS:** A poor connection at the rectifier output wire terminal will reduce current through the rectifier. This forces additional current through the wire (W/BL) between the stator and the voltage regulator and overheats the voltage regulator (charge indicator relay).

**CORRECTIVE ACTION:**

- Check the rectifier output wire terminal and the rectifier input terminals for loose or damaged connections.
- Start the engine and see if the charge indicator light goes out. If not, check the operation of the charge indicator relay.
- Check the amperage output and the no-load voltage to determine overall condition of charging system.

600 SEDAN

600 COUPE



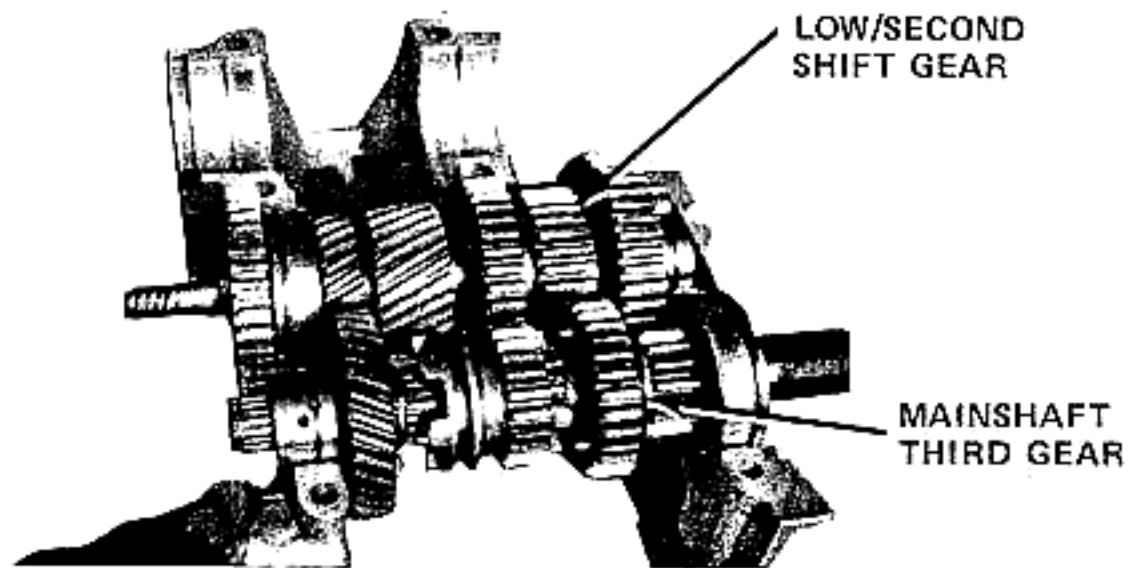


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**SERVICE BULLETIN**  
**AUTOMOBILE**

Technical Bulletin No. 06001

**REPLACEMENT OF LOW/SECOND SHIFT GEAR  
 AND MAINSHAFT THIRD GEAR  
 (HONDA 600 SEDAN NON-SYNCHRONIZED TRANSMISSION ONLY)**

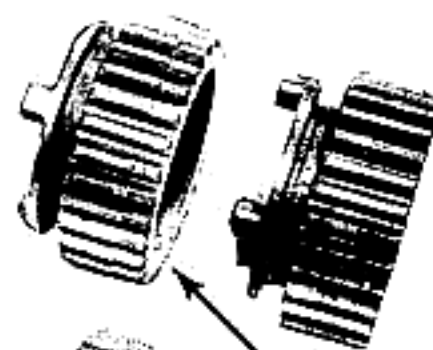
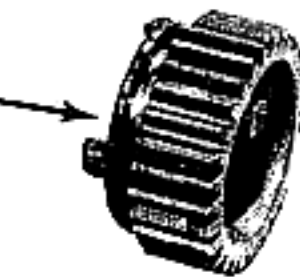
When replacing one or both of the above mentioned gears, they should be carefully inspected as outlined in this bulletin. There are two low/second shift gears and two mainshaft third gears available. Certain combinations of these gears will not mesh with each other because their diameters are different. If one or both of these gears is to be replaced, they should be carefully measured and compared with the specifications below before ordering replacement parts.



LOW/SECOND SHIFT  
 PN 23441-551-060  
 (DIA. 63.2MM)

MATES ONLY WITH

MAINSHAFT THIRD GEAR  
 PN 23470-568-030  
 (DIA. 64.6MM)



LOW/SECOND SHIFT GEAR  
 PN 23441-551-040  
 (DIA. 64MM)

MATES ONLY WITH

MAINSHAFT THIRD GEAR  
 PN 23470-568-020  
 (DIA. 64.1MM)