



## MIL Basics

When you diagnose ECM- or PCM-related problems, the first step is to pay attention to the MIL (malfunction indicator light). The MIL will guide you to the appropriate troubleshooting flowchart in the S/M so you can repair the vehicle. Here are some MIL basics:

When you turn the ignition switch ON (II), the MIL should come on for about two seconds and then go off. If it does, you can retrieve DTCs with the PGM Tester, and use the appropriate troubleshooting flowchart in the S/M to fix the problem.

*If the MIL doesn't come on at all*, refer to the first troubleshooting flowchart in section 11 of the S/M for ECM or PCM troubleshooting. A MIL that doesn't come on is usually caused by a blown fuse, a blown bulb, or a poor ground.

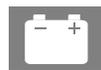
*If the MIL stays on, or comes on after two seconds, and the engine doesn't start*, refer to the second troubleshooting flowchart in section 11 of the S/M for ECM or PCM troubleshooting. A MIL that stays on is usually caused by a blown fuse or a shorted wire.



## Replacement ATF Filters

Replacement ATF in-line filters (the kind you get with a remanufactured A/T) are available separately for all models except NSX and SLX. Here's the model and P/N info:

Vehicle Model	ATF Filter P/N
'88-89 Integra	25420-PP1-305
'90-93 Integra	25420-PR0-A00
'94-97 Integra, '96-98 3.5RL, '97 2.2/3.0CL	25420-P24-A01
'92-94 Vigor, '95-98 2.5TL	25420-PW7-A00
'86-90 Legend	25420-PL5-305
'91-95 Legend, '95-96 3.2TL	25420-PX4-A00
'97-98 3.2TL	25420-P5H-A00



## Engine Won't Start? Check Coil & ICM

Revised 04/02/08

On models with distributor equipped ignition systems, if the engine cranks but there's no spark at the plugs, check the ignition coil and the ICM (ignition control module [igniter]) by doing this procedure:

NOTE: Wire colors for wires referenced here can vary between models, so use the appropriate ETM to ID them.

- Turn the ignition switch ON (II), and watch the MIL (malfunction indicator lamp).
  - If the MIL doesn't come on or stays on, refer to *MIL Basics* on this page.
  - If the MIL comes on for two seconds and then goes off, continue with step 2.
- Check for battery voltage at the positive wire going to the coil and at the positive wire going to the ICM.
  - If you have battery voltage, continue with step 3.
  - If you don't have battery voltage, check for an open between the ignition switch, the ICM, and the coil.
- With a voltmeter connected between the coil negative wire and ground, record the cranking voltage.
- Disconnect the negative wire between the coil and the ICM. Then, connect the voltmeter between the coil negative wire and ground, and record the cranking voltage. (This is the same test as step 3, except the negative wire to the ICM is disconnected.)
- If you get about 8V for step 3, and 10V for step 4, install a new coil, and retest.
- If you get about 10V for steps 3 and 4, install a new ICM, and retest.



## ATR Program Has a New Number

The ATR (Automatic Transmission Remanufacturing) program telephone number has changed. The new number is 937-332-6152. Call this number to order a remanufactured A/T, for A/T availability, and for general questions on the program. For technical questions, call Tech Line.

See the November '95 issue of S/N for more info on the program.



## Understanding the Tech Line Telephone System

In April, Tech Line began using a computerized call processing system called the Voice Response Unit (VRU). It allows Tech Line Specialists to respond more quickly to your calls by having you select from a recorded list of menu options before talking to them. If you're placed on hold, the VRU can also tell you the approximate wait time to talk to a Specialist.

To help you understand the system, here are some commonly asked questions and their answers.

**Question:** *Why does the VRU ask for my dealer number when I call?*

**Answer:** Your 6-digit dealer number is your password to enter the system. The Dealer Council requested this feature to prevent unauthorized Tech Line usage. If you enter an incorrect dealer number three times, your call will be disconnected.

**Question:** *Why do I need to give my dealer number again when I talk to the Tech Line Specialist?*

**Answer:** Our phone system doesn't transfer information from the VRU to the Tech Line Specialists. Unfortunately, this means you need to repeat your dealer number. Future plans include a more sophisticated computer system that will allow direct transfer of information.

**Question:** *What if the VRU tells me that my dealer number is invalid?*

**Answer:** The tones sent by some telephones can't be interpreted by the VRU, so try calling from a different phone. If you still can't get through, fax Tech Line at 310-783-3530 with your name, dealer number, and telephone number. A Tech Line Specialist will call you back as soon as possible.

**Question:** *Why don't I hear the call waiting time every time I call?*

**Answer:** If there are a lot of waiting calls, the VRU announces the approximate wait time. If no calls are waiting, you won't hear the wait time because you're immediately transferred to a Tech Line Specialist.

**Question:** *Why does it take longer to talk to someone between 11:00 a.m. and 1:00 p.m. PT (Pacific Time)?*

**Answer:** Tech Line Specialists take lunch breaks in two shifts between 11:00 and 1:00 PT. During these hours, only half of the staff is available to take calls. To avoid a long wait, don't call between these times unless you really need to.

**Question:** *How do I make an accurate selection from the VRU menu options?*

**Answer:** Use this info:

**Option 1, Engine Performance:** For questions on fuel injection, carburetors, ignition, driveability, emissions compliance, or MILs on engine problems.

**Option 2, General:** For questions on engines, transmissions, exhaust, chassis, steering, heating, air conditioning, electrical, body, accessories, or MILs not related to engine problems.

**Option 3, Message Center:** To report a resolution or close a contact, leave a message with the reference number, your dealer number, and a brief description of how you resolved the problem. Message Center messages are not retrieved until the end of the day, so don't ask for a callback.

**Option 4, Service Publications:** Use this option if you can't find a publication on the ACURALINK 2000 system and would like it faxed to you. If you're leaving a message, be sure to include the publication type (S/B, S/N, Installation Instruction, etc.), title, and number, along with your name, dealer number, fax number, and phone number.



## TL Wipers Aren't Speed-Sensitive

Although the '97 2.5 and 3.2 TL's intermittent wiper feature is adjustable, it isn't speed-sensitive as stated in the '97 O/M. Currently, the only Acura with intermittent speed-sensitive wipers is the 3.5RL.



## Main & Countershaft Callouts Reversed

On page 14-107 of the '97 3.0 CL S/M, the mainshaft and countershaft speed sensor illustration callouts are reversed. Please change them in your S/M.

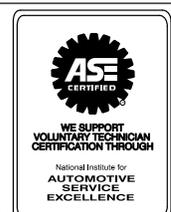


## FFS Signal Flowchart Fix: 2.5TL

On page 14-81 of the '95-97 2.5TL S/M, the last decision statement in the fuel feedback signal flowchart is incorrect. Change the statement to "Is there battery voltage?"

**ACURA ServiceNews**

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