



Latest PGM Tester Software Is SN010P

The latest PGM Tester software, version SN010P (2/8/00), was sent to your service manager on the March ACURALINK CD. To load the software into the Tester, use your 8MB program card and the normal updating procedure (see the October '98 S/N).

Here's some important info on SN010P:

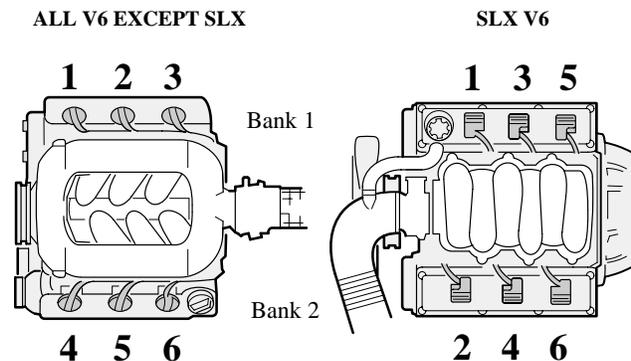
- The '01 3.2CL is included.
- On immobilizer-equipped '00 and later vehicles, you only need one of the customer's keys to replace the PCM or to add keys.
- You can't access the '00 3.5RL's VSA system. (VSA includes ABS and TCS). Until VSA access is added to a later software version, use the '96-00 3.5RL S/M to retrieve flash codes.
- It's a preliminary version of SN010 software. Once we fix a few minor bugs, we'll send you SN010 on the April '00 ACURALINK CD.



V6 Firing Order

In many diagnostic procedures for V6 engines, it's helpful to know the firing order and cylinder numbering. Since most S/Ms don't include this info, here it is:

On all V6 models except SLX, the firing order is 1-4-2-5-3-6. Looking at the crankshaft pulley end of these engines, the left bank of cylinders (bank 1) is numbered 1, 2, 3, and the right bank (bank 2) is 4, 5, 6.



On an SLX, the firing order is 1-2-3-4-5-6. From the crankshaft pulley end of the engine, the left bank of cylinders (bank 1) is numbered 1, 3, 5, and the right bank (bank 2) is 2, 4, 6.



S/N 13-Year Index

This month, we're sending you the S/N 13-year index. It lists all articles published from October '86 thru December '99, minus ones that don't apply any more (like Tech Line holiday hours). Several article descriptions also include updated vehicle info to let you know when an article also works on later models. To make room for the index in your S/N binder, you can discard all indexes thru '99. (Indexes are normally mailed with the January, April, July, and October issues.)



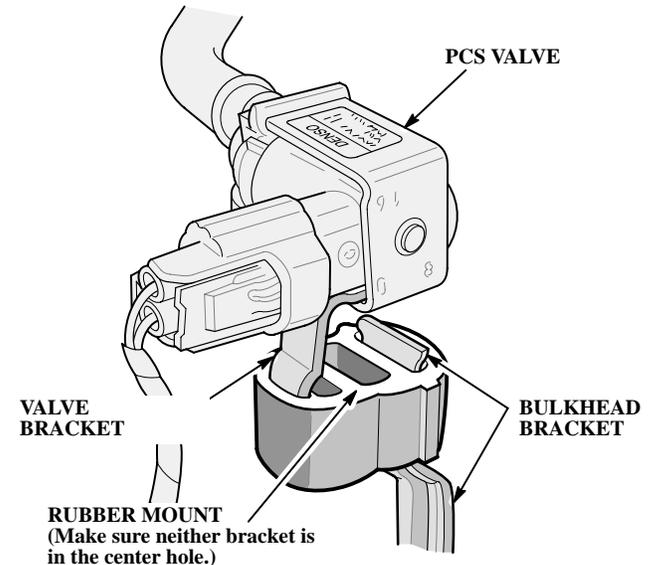
Cold Start Knock

To some degree, cold start knock (piston slap) is a normal characteristic on all 4-stroke gasoline engines. It happens when the engine is cold (piston-to-cylinder clearance at its greatest, and most of the oil drained back into the pan). As the engine warms up, the knock should quickly diminish, usually within 2 to 3 minutes.



Clicking PCS Valve: '00 3.2TL

If you have a clicking purge control solenoid (PCS) valve on a '00 3.2TL, check the valve's installation. It's attached to the bulkhead with a three-holed rubber mount above the brake booster. A correctly installed valve has the bulkhead bracket in one end of the mount, and its own bracket in the other. To minimize the clicking, make sure neither bracket is in the center hole.





Idle Learning Procedure

On Acuras with OBD II, current draw during transportation or storage is minimized by removing the memory backup fuse. After installing the fuse, run the engine at normal operating temperature for about 10 minutes. This allows the ECM/PCM to learn the proper IAC (idle air control) values.

You also need to do the idle learning procedure whenever you disconnect the battery or the ECM/PCM.



HomeLink Help

The HomeLink transmitter is that set of three buttons built into the map light (TLs, CLs) or driver's sunvisor (RLs). HomeLink can operate up to three remote-controlled devices (garage door openers, gate openers, home security systems, etc.). If you're having trouble programming the HomeLink transmitter or you would like to know which devices the transmitter can or cannot operate, call HomeLink at 800-355-3515. You can also log on to their website at www.homelink.jci.com.



Key Sticks in the Ignition

If the key sticks in the ignition on a '97-99 3.0CL, '98-99 2.3CL, or '99-00 3.2TL, you may need to adjust the shift cable. (See section 14 of the appropriate S/M for the procedure.) And to avoid a sticking key problem after you replace the trans or the shift cable, always finish the job with a cable adjustment.



Missing O-Ring Can Cause DTC P0740

On all models except SLX, don't replace the trans for DTC P0740 (Lock-up Control System) or for delayed engagement after sitting overnight until you've removed the trans and inspected the O-ring on the snout of the torque converter. If the O-ring is missing, replace it and clear the DTC. This is usually all you need to do to fix the trans.



Avoid Dashlight Flicker: '99-00 3.2TL

When the dashlight brightness controller on a '99-00 3.2TL is turned to its dimmest setting, the dashlights may flicker when the car starts to roll, and they won't become steady until you drive over 15 mph.

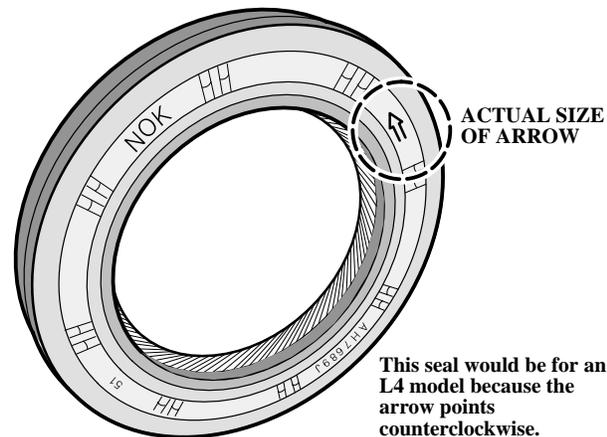
To prevent the flicker, turn the brightness controller knob up a little from its dimmest setting. This slight movement of the knob will keep the dashlights dim and steady.



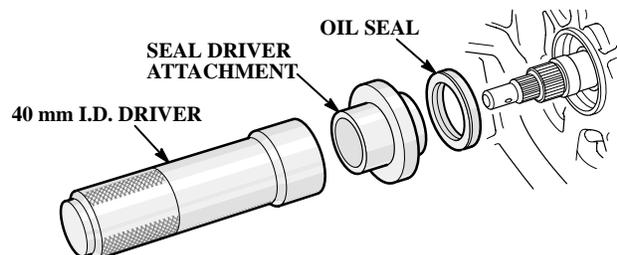
Leaking Torque Converter

This article applies to '99-00 3.2TLs, '98-99 3.0CLs, '98-99 2.3CLs, and '97 2.2CLs.

An ATF leak that usually shows up between 8,000 and 15,000 miles may be caused by the wrong torque converter oil seal. (See the 11/99 and 12/99 issues of S/N for more info on the seal.)



If you find that the wrong seal was installed (the small arrow on its face should point clockwise on V6 models and counterclockwise on L4s), you can replace it without disassembling the trans. Just refer to S/B 00-008, *Torque Converter Oil Seal Installation Tool*, filed under Tools, and install the correct seal with the new seal driver attachment and your 40 mm driver.



ACC Non-Acura Accessories Can Cause Problems

Using non-Acura accessories can cause a variety of vehicle problems because most aftermarket parts aren't specifically designed for Acuras. The best advice you can give your customers is to stick with Genuine Acura accessories. And if there's something they want for their vehicle that we don't offer, it's probably not a good idea to install it.

Here are some typical aftermarket products with the conditions of their installation and the problems they may cause:

Product	Condition	Problem
Alarm	Connected to the ceiling light circuit to monitor the doors.	May overload the safety indicator and burn out its printed circuit board.
	Connected to the starter cut relay circuit.	The trans may "think" it's in two gears at the same time, setting DTC P1705 (A/T Gear Position Switch Short to Ground).
CD changer	Non-standard wires and connectors.	May cause internal damage to the radio.
Cold or fresh air intake system	System doesn't separate water from air. Driving through deep standing water can get water into the engine.	Water in the engine (hydrolock) can bend the connecting rods. Bent rods eventually break and destroy the engine.
Remote starter system	Some can't be installed unless you disable the immobilizer.	Without an immobilizer, the vehicle is easier to steal.
Seat heaters	Installed in vehicle with side airbags.	Can interfere with the OPDS (occupant position detection system) and also trigger SRS DTC 15-3 (Faulty OPDS Sensor).
Starter cut device	May not be able to carry the current needed for the starter, causing a voltage drop.	The voltage drop can cause starter motor grinding or premature failure of starting system parts.
Sub-woofers	Mounted on the floor of the trunk with sheet metal screws.	The screws can damage ORVR (onboard refueling vapor recovery) components, the fuel tank, and other important fuel system parts, and trigger DTC P1456 (EVAP Leak Detected).
Wheels	Wheel offset (distance from face of hub to middle of rim) is incorrect.	Puts extra stress on wheel bearings, ball joints, control arms, and control arm bushings. Incorrect offset also exaggerates vibration problems and the vehicle's reaction to uneven roads. (See the article <i>What's Rough-Rutted-Road-Wander?</i> in the March '96 S/N.)
	Hole in the center of the wheel is larger than the hub flange.	The lug nuts are the only thing centering the wheel on the hub. This can cause steering wheel oscillation even if the wheels and tires are correctly balanced.



Q & A: A/T Remanufacturing Program

NOTE: An article on this subject also appeared in the November '95 S/N.

Even though the Automatic Transmission Remanufacturing (ATR) Program has been around for years, Tech Line still gets a lot of calls about it. Here's Tech Line's list of items for you to check before ordering a remanufactured trans, along with the answers to common questions about the ATR program.

Before you order a remanufactured trans, do these things:

- Compare the vehicle to another example of the same year and model to be sure that the "complaint" isn't a normal characteristic.
- Check for any S/Bs or S/N articles that cover the complaint.
- Check the fluid level, and also make sure the ATF is Genuine Honda ATF, P/N 08206-9001. Other brands of ATF can affect shift quality and torque converter lock-up.
- If applicable, check the A/T throttle control cable adjustment (use the "throttle B pressure method" from the August '94 S/N).
- Check the TCM/PCM for DTCs. (Some DTCs won't cause the MIL to come on.) Some electrical problems can cause the symptoms of an internal trans problem.

When do I use the ATR Program?

Any A/T warranty repair (including goodwill) requires the installation of a remanufactured trans and a torque converter. Any internal failure that requires trans disassembly qualifies for this program. In fact, disassembly of a trans under warranty is not allowed.

For non-warranty repairs, a variety of late-model remanufactured transmissions and various NOS (new old stock) transmissions are available. Refer to Parts Information Bulletin (PIB) B96-0014, *New and Remanufactured Automatic Transmissions For Non-Warranty Repairs*, filed under Parts (section 5).

How do I find out if there's an internal trans failure?

- Check for any S/Bs or S/N articles that cover the complaint.

- Use the troubleshooting procedures in the A/T section of the appropriate S/M.
- Drain the ATF into a clean pan or through a paint strainer to look for signs of damage or contamination.

Do I need a Tech Line reference number to order a remanufactured trans?

No.

How do I order a remanufactured trans?

For warranty repairs, transmissions must be ordered through the Remanufactured Parts Operations in Troy, OH. Refer to S/B 90-009, *Automatic Transmission Warranty Exchange Program*, filed under Transaxle, or look up PIB B96-0024, of the same title, filed under Procedure (section 1).

For non-warranty repairs, order transmissions from our Parts Division through normal channels. (Refer to PIB B96-0014 again.)

Who do I call for questions about the ATR Program?

- For administrative questions, call the ATR order desk at 888-997-7278.
- If you have diagnostic questions that the S/M, S/Bs, and S/N articles don't cover, call Tech Line.

What year and model transmissions are available through the ATR Program?

Most '90 and later models are in the program.

Where can I find the part numbers for replacement in-line ATF filters?

Refer to PIB B94-0017, *ATF Filter Kit Replacement Filters*, filed under New Parts (section 5a).

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