



## Easy Hinge and Latch Maintenance

Once a year, especially on older vehicles, it's a good idea to clean and grease the hinges and latches on the hood, trunk, and doors. The S/Ms have always mentioned doing this service, but it's never been described how.

Here's the step-by-step:

1. Open the hood, trunk, and doors.
2. Spray Multi-Purpose Lube and Rust Penetrant (P/N 08732-0003) on the hood latch, and allow it to soak in for a few minutes.
3. Wipe off the hood latch with a clean shop towel, then dry the latch with compressed air.
4. With a clean shop towel, wipe the dirt and grease off the hood, trunk, and door hinges, and the trunk and door latches. (Because of limited access to some of these parts, you won't be able to remove all of the dirt and grease; just do the best you can.)
5. Lubricate all the hinges and latches with White Lithium Grease, P/N 08732-0005.
6. Operate the hinges and latches several times to make sure they move smoothly and work properly.
7. Remove any excess grease so it doesn't get inside the passenger's compartment or the trunk.

Whether or not you charge your customers for this service (not charging is a great way to promote your Service Department), write it down on their R.Os. so they have a record of when it was done.



## NSX "Growls" During Turns

If an NSX with M/T makes a growling noise during turns, find out if the trans has been refilled with engine oil. Not only do some brands of engine oil cause the clutches in the differential to growl, they can also cause stiff shifting. To eliminate the problem, drain the engine oil from the trans, retorque the drain plug (with a new washer) to 39 NVm (29 lb-ft), and refill the trans with Genuine Honda Manual Transmission Fluid, P/N 08798-9016.



## How to Pinpoint a Water Leak

Water leaks are often hard to find because most of them require you to douse the area with a lot of water (probably more than you think), and many are invisible to the naked eye. To find an elusive leak, try one of these tips:

- Watch the suspected area from inside the vehicle while someone quickly pours a 5-gallon bucket of water over it on the outside. (This is usually more effective than squirting the area with a hose.)
- Soak the exterior of the suspected area with soapy water, then have someone from inside the vehicle blow compressed air at it. If you see bubbles forming, you've found the leak.



## TL Transmitter Info

NOTE: This subject was also covered in the July '96 issue of S/N.

Since TLs were introduced in '95, they've used two types of keyless entry transmitters. This info will help you identify them.



2.5TL REMOTE

This transmitter is *not* programmable, and does *not* have a part number. (It's the same one used on the '91-95 Legend, '92-94 Vigor, and '91-96 NSX.) If you need a new transmitter, contact Kenwood U.S.A. Corp. (For ordering info, refer to S/B 97-040, *Keyless Remote Transmitter Information*, filed under Accessories in your S/B binder.)



3.2TL REMOTE

To program this transmitter, refer to page 23-249 of the '95-98 2.5TL S/M, page 23-124 of the '96-98 3.2 TL S/M, or to S/B 97-040. To order a new one, use P/N 72147-SZ5-A01.



## Fix RL Security and Door Lock Problems

To fix a '96-98 3.5RL that sounds the security system or locks the doors by itself, you may need to clean and reseal the harness connector(s) in one or more doors. (Water and corrosion can get inside the connectors, causing high resistance.) Here's what to do:

1. Remove the driver's door panel, and carefully peel back the plastic cover (rain protector).
2. Inspect the connectors inside the door.
  - If any of the connectors have a white, chalky discoloration on them, go to step 3.
  - If the connectors look OK, make sure they're all are tight, then go to step 5.
3. Disconnect the affected connectors, clean them with Multi-Purpose Cleaner/Degreaser (P/N 08732-9003), then reseal them with Lithium Dielectric Grease (P/N 08798-9001), and reconnect them. *Never reseal connectors with silicone grease.*
4. Make sure all of the connectors inside the door are tight.
5. Reinstall the plastic cover and the door panel. If you need to replace the adhesive for the plastic cover, use P/N 08712-00003.
6. Repeat the procedure on the rest of the doors.



## Retrieving ABS and TOD DTCs: '98 SLX

If you use the PGM Tester to retrieve DTCs on the '98 SLX, be aware that you can't retrieve Torque On Demand (TOD) or ABS DTCs with software version SN812. Until a future version of the software has this capability, use the S/M to retrieve and clear these codes. Info on TOD DTCs begins on page 4B2-12 of the '98 SLX S/M; ABS DTC info begins on page 5A-22.



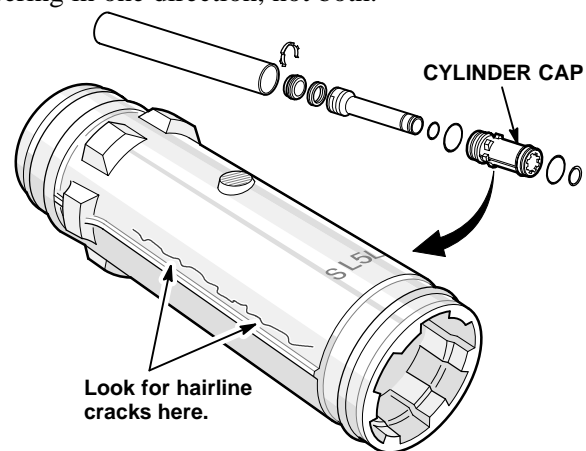
## Correct the Temp Display Article

In the article titled, *Reset the Outside Air Temp Display on RL* (from the May '98 issue of S/N), *the location of the outside air temperature sensor should be "in front of the A/C condenser," not under the glove box.*



## Reduced Power Assist on Left Turns

A '91-95 Legend or '92-94 Vigor with normal power steering assist on right turns, but reduced assist on left turns may have a cracked cylinder cap inside the power steering gearbox. The cylinder cap directs fluid from the 4-way control valve (in the valve body) to the left or right side of the steering rack piston. If it's cracked, fluid pressure to the piston is reduced, and so is the assist. A cracked cap usually affects steering in one direction, not both.



To correct this condition, you need to disassemble the steering gearbox and replace the cylinder cap. Refer to the appropriate S/M for rack overhauling instructions.



## SRS DTC 5-1 or 7-1 on '98 TLs

If you ever come across either of these scenarios on a '98 2.5TL or 3.2TL, you'll need to replace the SRS unit.

- The SRS indicator light stays on, *and* SRS DTC 5-1 or 7-1 is stored in the SRS unit's memory.
- The SRS indicator light stays on, *and* the PGM Tester will not communicate with the SRS unit.

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