



## P/S Fluid Foaming

If power steering fluid foams and overflows the reservoir, there's probably a pin-hole leak between the reservoir and the suction side of the P/S pump. When air is sucked into the system, it mixes with the fluid and creates foam. Another symptom of P/S fluid foaming can be a low growling noise from the pump.

Leaks like this aren't easy to diagnose because they let air in, but don't always leak fluid out. Try this technique to find one of these small leaks:

1. Warm the engine to normal operating temp.
2. Adapt a hand pump to fit into the reservoir opening. (Mighty-Vac pumps come with adapters to do this.)
3. With the engine at idle, connect the hand pump, and pressurize the reservoir up to, but not over, 8 psi.
4. Look for a leak on the suction hose or at the P/S pump shaft seal, and repair the system as needed.



## Avoid an Oil Leak at the Drain Plug

To avoid an oil leak on all Acura vehicles, here's what to do *before* you reinstall the oil pan drain plug:

- Apply a thin coat of Hondabond HT silicone liquid gasket (P/N 08718-0001) to both sides of a new oil pan drain plug washer (P/N 94109-14000). And remember to keep the silicone away from oxygen sensors.
- Remove the old washer from the plug, and install the new one. Make sure the flat side of the new washer faces the oil pan.

The tightening torque for 14mm drain plugs (the size used on most Acura vehicles) is 39 N·m (29 lb-ft).



## Vibration at Idle on '96-97 3.5 RLs

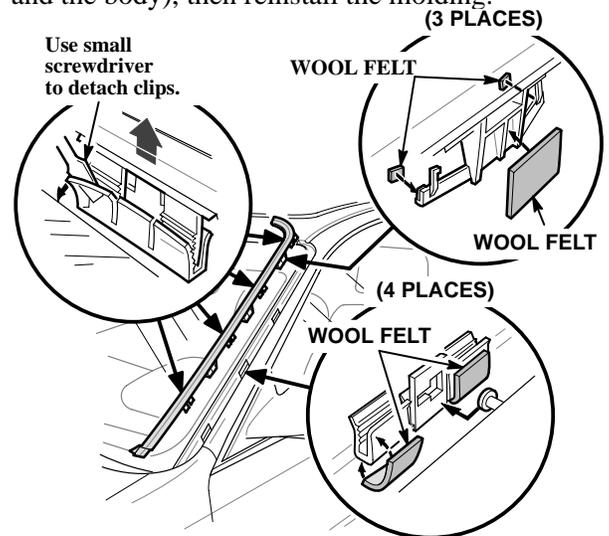
If a '96-97 3.5RL vibrates while idling in gear, the vacuum hose to the left engine mount may be disconnected near the back of the alternator. If the hose is disconnected, reattach it. Then, if the vibration's still there (it probably won't be), troubleshoot it as you would any other noise or vibration.



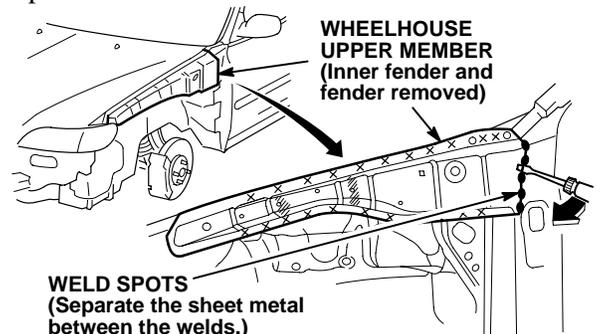
## Quiet the Creak

On '97 2.2CLs (thru VIN 19UYA1 . . . VL008556), follow the procedure in S/B 96-053, *Pop or Creak From the Right Side of the Dashboard*, to fix a dashboard creak. (The S/B describes how to install a piece of EPDM foam between the dashboard and windshield. Actually, it applies to both the right and left sides.) If this doesn't stop the creak, do these additional steps:

1. Remove the A-pillar side molding on the side with the creak, then test-drive the car. If you still hear the noise, go to step 2.
2. Apply wool felt to each trim clip (between the clip and the body), then reinstall the molding.



3. Test-drive the car again. If you still hear the noise, go to step 4.
4. Remove the inner fender and the fender to access the wheelhouse upper member. (Refer to section 20 of the '97 CL S/M for inner fender removal, and section 4 of the '97 CL Body Repair Manual for fender removal.)
5. Find the welds where the upper member attaches to the inner A pillar. With a flat blade screwdriver, separate the sheet metal between the welds.



6. If any of the welds are cracked, reweld them with a MIG welder. Apply touch-up paint to any new welds you make.
7. Reinstall the fender and the inner fender.



## Wiper Blade Tune Up and Replacement

On any vehicle, road film or fallout that builds up on the windshield or wiper blades may cause the wipers to smear and chatter. If your customers have this problem and their wiper blades are less than six months old, try this before you replace the blades:

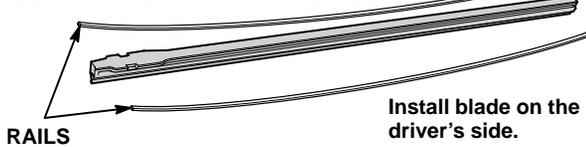
- Clean the windshield thoroughly with Glass Cleaner (P/N 08732-ALL01410E). Get it clean enough so water will “sheet” off, not just bead up.
- Clean the wiper blades with *undiluted* windshield washer concentrate on a clean cloth. (Windshield washer concentrate contains a wetting agent to condition the blade rubber.)

If the blades still smear or chatter, replace them. Remove the rails from the old blades, inspect them, and install them on the new blades as described below:

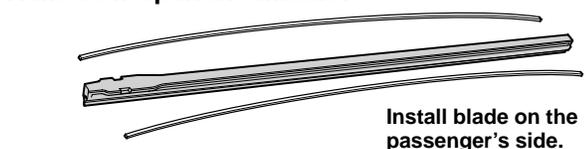
- If the rails are slightly curved, install two of them in the driver’s side blade with the curve bowing down toward the windshield. This way, the blade will press harder against the middle of the windshield, ensuring clear center vision for the driver.

Install the other two rails in the passenger’s side blade with the curve bowing up, away from the windshield. This will make the blade press harder against the edges of the windshield to clear off water at the upper and lower ends of each wiper pass.

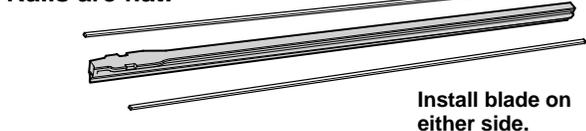
**Rails bow down in the middle:**



**Rails bow up in the middle:**



**Rails are flat:**



- If the rails are flat, install them on either blade.
- Whether the rails are flat or curved, if one wiper blade is a little shorter than the other (common on many vehicles), install it on the driver’s side.

It’s a good idea to clean the wiper blades on every vehicle that’s in your shop for service; it’s one of those “extra touches” that customers appreciate (don’t forget to let them know it was done). To clean the blades, use undiluted windshield washer concentrate (as mentioned earlier), or try the blade cleaner called Optimizer. Optimizer comes in boxes of 100 individually packed cloths soaked in a special cleaner. You can purchase it from a NAPA auto parts store (NAPA P/N 60-100).



## Defrosting and Defogging Tips

Follow these tips to improve defrosting and defogging performance on all Acura vehicles:

- **Turn on the A/C.**

The A/C removes moisture from the air, and improves defroster performance. (The A/C comes on automatically when you select defrost on RLs, TLs, and CLs.) For warm, dry air, use the A/C and the heater together.

- **Use the dash side vents properly.**

For faster windshield clearing in the defrost mode, close the side vents to direct more air to the windshield. To clear the door glass, open the side vents and point them at the glass.

- **Use the Fresh Air and Recirculation modes.**

Select the Fresh Air mode for window defogging when the outside air is cold or dry. If the outside air is warm or damp, use the Recirculation mode with the A/C on.

- **Keep the windows clean, inside and out.**

Moisture in the air condenses more readily on dirty, filmy windows. It’s easier for the ventilation system to clear windows that are clean. (For info on keeping windows clean, see *Keep Window Film Under Control*, in the February ’97 issue of S/N.)



## Before Replacing Electrical Parts . . .

Did you know that many electrical parts returned under warranty are installed on vehicles and tested? From these tests, we have found that many of the parts have nothing wrong with them. Since so many good parts are found, it's a safe assumption that the only problem with most of them is with the connectors.

Before you replace an electrical part with an intermittent problem, disconnect it from its wire harness, and inspect the connector terminals. If any terminals are bent or loose, repair them, and make sure the connector snaps firmly into place.

Info on connector checking and repair is in the February '96 issue of S/N. The article title is *Checking Connectors Will Save You Time*. If you need to replace terminals, refer to S/B 95-007, *Terminal Replacement Instructions*.



## Where's the Fuel Fill Flapper Door?

On some '97 vehicles, you won't find a flapper door inside the fuel fill neck. In the past, the flapper door was installed to deter someone from pumping leaded fuel into a tank that used unleaded fuel only. Now that all fuel sold in the country is unleaded, the flapper door isn't needed. In fact, it'll be phased out on all Acuras over the next few years.



## Use the Right Fuel Fill Cap

Fuel fill caps on vehicles with enhanced\* evaporative emissions equipment – '96-'97 3.5 RLs, and '97 3.0CLs, 2.5TLs, and 3.2TLs – have a leak-down rate spec of 0.08 cc per minute at 3.4 kPa of pressure. If you replace the cap, use the same kind, P/N 17670-SV1-A01 (cap color: gray). If the cap is replaced with a locking cap, make sure the new one has the same leak-down rate.

And remember, if the cap is loose, or if the wrong one is installed, it could cause the malfunction indicator lamp (MIL) to come on.

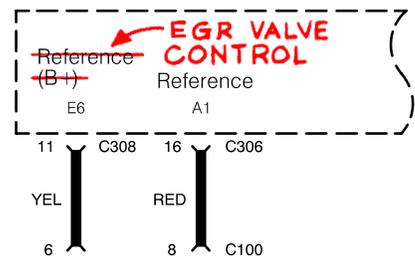
\* In addition to normal evaporative functions, an enhanced system runs self-tests on the purge control system, the canister, and the fuel tank for improved control of emissions.



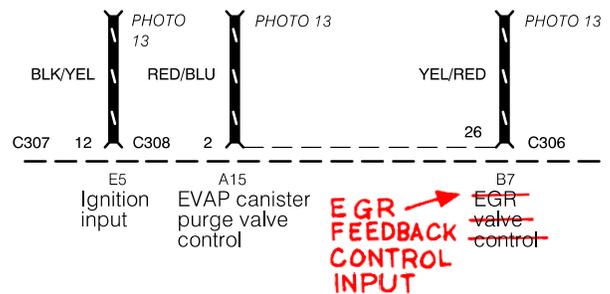
## Terminal Switch for '96 SLX ETM

Before you troubleshoot the fuel injection system on a '96 SLX, switch two of the PCM terminal references on page 23-4 of the '96 SLX ETM. Pin E6 should be for EGR valve control, and Pin B7 is for EGR feedback control input. Mark the ETM page like this:

TOP RIGHT SIDE OF PAGE:



BOTTOM CENTER SIDE OF PAGE:



## ABS Pump Motor Noise Is Normal

On '97 2.5TLs, 3.2TLs, and Integra Type Rs, the ABS control unit checks the ABS pump motor each time the ignition is turned on. It's normal to hear the pump motor run a short time when the car starts to move.



## The Correct Multiplex Control Unit for RLs

If you ever replace the passenger's side multiplex control unit, on an RL, make sure the P/N on the new unit is 38850-SZ3-A01. Don't use the control unit if its P/N ends with "E01" because the door locks or windows won't work. If you have an "E01" unit (passenger's), return it, and you'll be sent the "A01" part.



## ACG on SLX Has Two Outputs

Some of your '96-97 SLX customers may wonder why the blower motor slows down and the voltmeter drops when they accelerate or open the throttle. This is because the ACG (alternating current generator, or just "alternator" in the good ol' days) has two outputs: low and regular.

To improve fuel economy, the ACG operates at a lower output during acceleration (except when the headlights are on and the coolant temperature is cold). The ACG operates at regular output all other times.

When the PCM (powertrain control module) switches the ACG between these two outputs, a minor voltage fluctuation occurs in the electrical system. Don't try to fix it; it's normal.



## 3.2TL Cruise Control Needs Two S/Ms

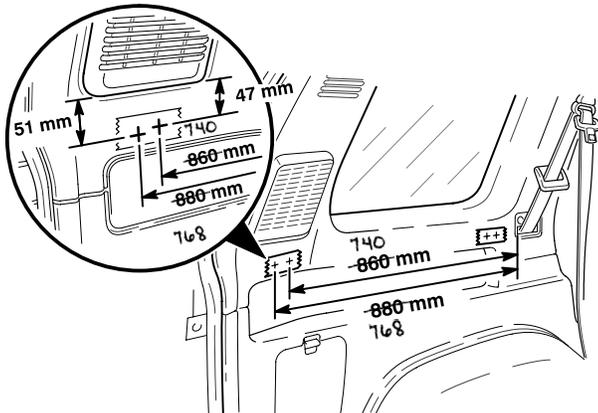
For complete info when working on a '96-97 3.2TL cruise control system, you'll need to use section 23 of two S/Ms. Use the '96-97 3.2TL S/M for the circuit diagram, basic troubleshooting, A/T gear position switch tests, and actuator testing, replacement, and adjustment. For all other 3.2TL cruise control info, refer to the '95-97 2.5TL S/M.



## '97 SLX Cargo Cover Installation

NOTE: This topic was also in the January '96 issue of S/N. Unfortunately, the correction was not included in the '97 installation instructions.

In step 4 of the '97 SLX Cargo Cover Installation Instructions, some of the dimensions in the second illustration are incorrect. Please write in the corrected dimensions as shown below.



## Reprogramming Cell Phone Transceivers

If you're installing a new or remanufactured cellular phone transceiver in a '91-95 Legend or a '91-97 NSX, do not use a data link transfer cable to move the old transceiver's information as described in S/B 91-020, *Transferring Information to a Replacement Telephone*. If you do, you can damage the transceiver software and the electronic serial number (ESN), making the new transceiver useless too.

When you install a transceiver on these vehicles, you'll need to tell the cellular service provider that the ESN has changed. Then, activate the transceiver, use the programming procedure for new phones. (It's in the phone's installation instructions.)



## Where's the Radio Anti-Theft ID Card?

Are you having trouble finding radio anti-theft ID cards in glove boxes? It's because some of the plastic bags holding the cards have tape adhesive on them, which makes the bag stick to other things in the glove box. Before you replace the card, look through everything in the glove box and you'll probably find it. If you can't, order a free replacement from Helm at 800-782-4356. The reorder number for the card is E2203.



## Keep the "Key Code" Database Up-to-date

Whenever you replace a lock set, help us keep the key code database up-to-date by calling our Warranty Department, and giving them the new key code for the vehicle you're working on. Their number is (310) 783-3240. All technicians benefit from an accurate key code database, especially when working on an RL or NSX immobilizer system.

**ACURA** ServiceNews

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