

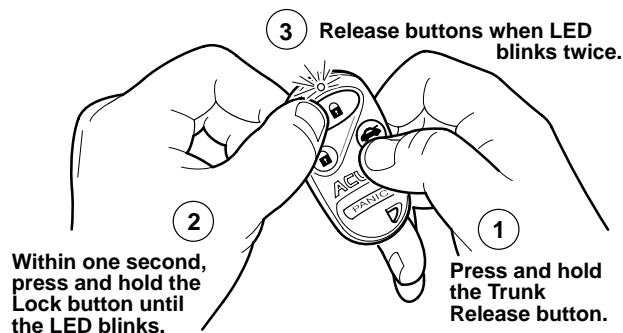


Remote Chirp Mode Can Turn On & Off

On CLs, RLs, and '97 Integras, keyless remote transmitters can be programmed so the alarm chirps or doesn't chirp when you lock and unlock the doors. Here's what happens in the "chirp" and "silent" modes, and how to switch from one mode to the other.

In the chirp mode, locking the doors with the transmitter causes the alarm to chirp once and the parking lights to flash once. Unlocking the doors causes two chirps and two flashes. If you press the Lock button when one of the doors isn't closed, you'll get three chirps and three flashes. In the silent mode, the parking lights flash the same way they do in the chirp mode, but the alarm doesn't chirp.

To switch a CL or Integra transmitter from chirp to silent, press and hold the Trunk Release button (OPTION button on Integra), then, within one second, press and hold the Lock button until the transmitter's LED blinks twice. To switch from silent to chirp, press and hold the same buttons until the LED blinks once.



Switching from "Chirp" to "Silent" on a CL.

To switch an RL transmitter from chirp to silent, press and hold the Trunk Release button, then, within one second, press and hold the Lock button until the transmitter's LED blinks once. To switch from silent to chirp, press and hold the same buttons until the LED blinks twice.



New SRS Inflator Simulator Tools

When you're checking the SRS on any '96 or later Acura, use the SRS inflator simulator tools in S/B 96-033, *SRS Inflator Simulator Tools*. The SRS tools listed in the '96 and '97 S/Ms (SRS service connector or SRS driver/passenger load tool) are not available. Refer to the S/B for tool numbers and illustrations.



Acceleration "Growl" on '95 Integra

During acceleration on '95 Integras with A/T, a growl that sounds like a bad wheel bearing may actually be caused by damaged carrier bearings in the differential. To check them, drain the trans fluid through a paint strainer, and look for metal particles. If you find any, the carrier bearings are probably damaged.

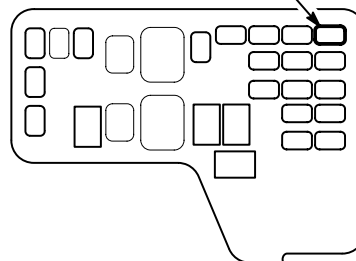
Whenever you find metal particles in the ATF, you need to replace the trans with a remanufactured unit or completely overhaul it. If the car is in warranty or covered by a vehicle service contract (VSC), use a remanufactured unit; overhauling is not allowed.



Clear the Error Code on 2.2CL Radios

If you see error code ERR3 on a 2.2CL's radio display, it means that the anti-theft code has been incorrectly entered three times, and the radio will not work. To clear the code, remove the 7.5A Backup/Radio fuse from the under-hood fuse/relay box for at least 10 seconds. Then reinstall the fuse, and enter the correct anti-theft code to restore radio operation.

UNDER-HOOD FUSE/RELAY BOX
(To clear the code, remove this fuse for at least 10 seconds.)



It's Not a Scratch, It's the Adhesive

When you remove white Wrap Gard, make sure you also remove the adhesive along the edges of it. The adhesive makes an invisible line, and if it's not removed, it collects dust and looks like a scratch to some customers.

To remove the adhesive, use 3M General Purpose Adhesive Cleaner (P/N 08984) or any brand of carnauba wax. After you've removed the adhesive lines, wash the vehicle thoroughly.



ABS Flowchart Fix: '95, '96 Integra S/Ms

Before you troubleshoot the left front ABS solenoid on a '95 thru '97 Integra, make the following correction to the '95 and '96 S/Ms. Reverse the "YES" and "NO" responses to the first decision box on page 19-111.



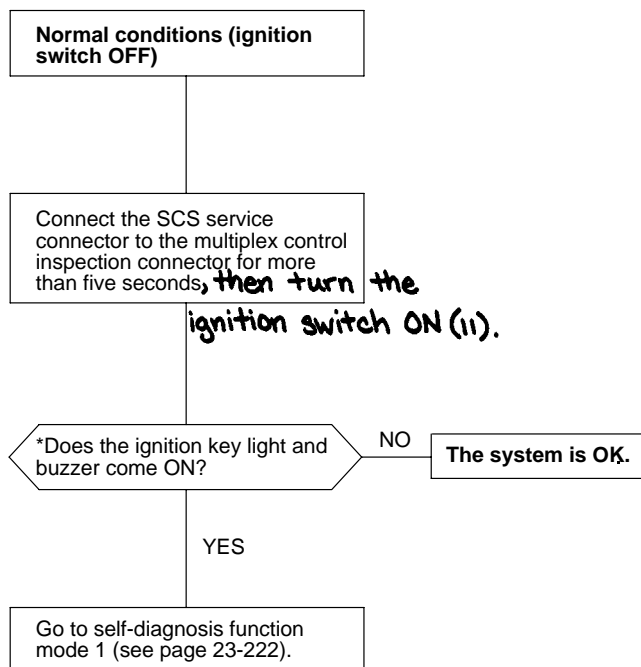
Brake Cleaner Precautions

Never use brake cleaner to wash out the master cylinder reservoirs. For that matter, don't use brake cleaner to clean inside any hydraulic parts. Brake cleaners contain chemicals that may not be compatible with brake fluids and seals. To clean hydraulic parts, use *brake fluid* only. Save your brake cleaner for cleaning external parts like discs, drums, and backing plates.



RL S/M Fix: Multiplex Diagnosis

Page 23-221 of the '96-97 RL S/M describes how to test the self-diagnosis function of the multiplex control system. Although it's not mentioned in the procedure, this test requires you to turn the ignition switch ON. Correct the page as shown below.



Servicing Front Brake Discs

Tech Line fields many questions on front brake disc servicing. Here are the answers to the most commonly asked questions.

Question: Why do you need to use a Kwik-Way Kwik-Lathe or a Snap-On Front Disc Brake Lathe when turning (refinishing) front brake discs?

Answer: Allowable production tolerances in the brake disc, the wheel hub, and the wheel bearing can combine to create disc run-out, which leads to uneven disc wear and, finally, brake judder. The best way to reduce brake judder is to turn the discs with an on-car brake lathe. And the only approved on-car brake lathes to use on Acuras are the Kwik-Way Kwik-Lathe or the Snap-On Front Disc Brake Lathe.

Question: To save brake lathe set up time, is it OK to leave the lathe mounted on one side, and turn both front discs on that side?

Answer: No. Discs need to be matched to the hub and bearing that they're mounted on.

Question: Do new front brake discs need turning?

Answer: Yes. New front brake discs need to be turned on the car to match them with their hub and bearing. Flat rate time for front brake disc replacement includes turning the new discs.

Question: Do front brake discs need to be turned every time you replace the brake pads?

Answer: No. If you don't have a thickness variation in the discs and the customer doesn't have a brake judder complaint, don't turn the discs. After the vehicle's gone through two or three sets of pads, you may have to turn the discs to eliminate dishing. Dishing gives you a spongy brake pedal until the pads conform to the disc.

Question: Will turning the front brake discs eliminate brake squeal?

Answer: Yes, but not for long. A freshly turned disc will not squeal. But after a few hundred miles, it smooths out, and the noise may return. The best way to eliminate brake squeal is to use pad shims and Molykote M77.

ACURA ServiceNews

©1996 American Honda Motor Co., Inc. - All Rights Reserved. Published by AHM Service Communications, 1919 Torrance Blvd., Torrance, CA 90501-2746. All suggestions become the property of American Honda Motor Co., Inc.; sending a suggestion gives Honda permission to publish it without further consideration.



WE SUPPORT VOLUNTARY TECHNICIAN CERTIFICATION THROUGH National Institute for AUTOMOTIVE SERVICE EXCELLENCE

BSN 18437 (9611)