



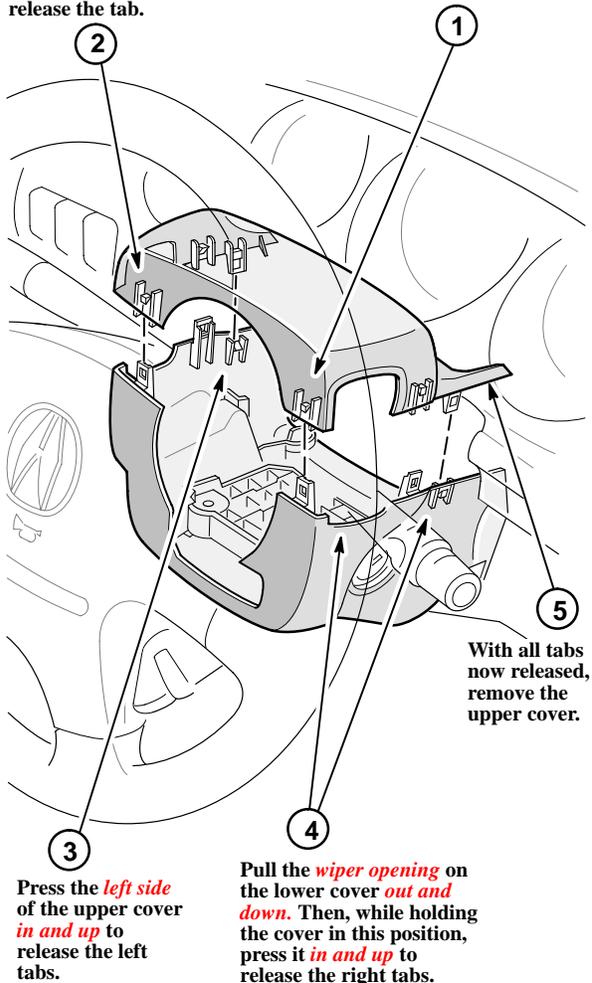
TL Meter Panel & Steering Column Cover Removal

The meter panel and steering column upper cover on a '99 3.2TL are easy to remove, but if you don't do it right, you can break mounting tabs, especially on the meter panel near the left vent. To avoid problems, follow this procedure:

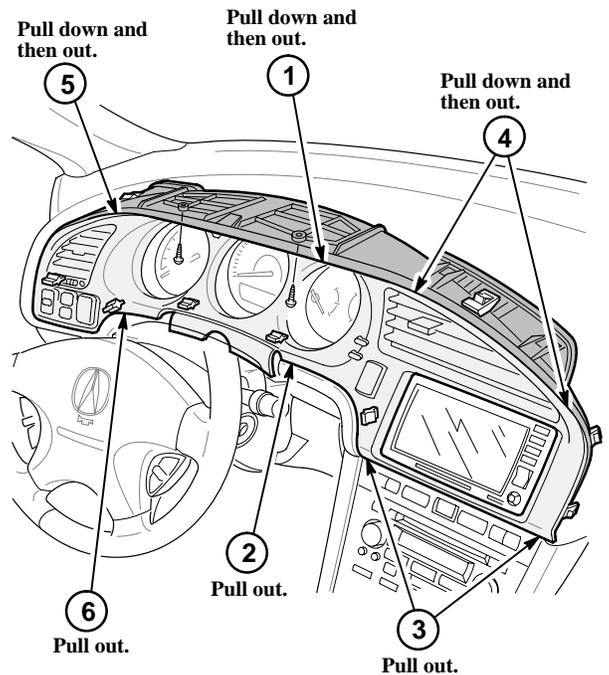
1. Turn the heater on for a few minutes to warm the dashboard and make the parts more flexible.
2. Tilt the steering column all the way down.
3. Remove the steering column upper cover. (This prevents the upper cover from getting scratched by the meter panel, and it'll also help you avoid damage whenever you need to remove the upper cover.)

Turn the steering wheel 45° to the left. Then press the **left corner in and up** to release the tab.

Unlock the steering wheel, and turn it 45° to the right. Then press the **right corner in and up** to release the tab.



4. Remove the two meter panel screws above the gauge assembly.
5. Detach the meter panel's metal clips in this sequence:



6. Disconnect the connectors on the left and right sides of the panel, then remove the panel.
7. Make sure none of the mounting tabs are broken and all of the metal clips are in place.

NOTE: To avoid breaking the panel's left side tab, don't hit or force the left vent or the air flow dial below the vent.

8. To reinstall the panel, reconnect the connectors, and carefully press the panel into position; to reinstall the steering column upper cover, press the halves together. (The installation sequence for the panel and the cover isn't important.)



Don't Strip Threads on Brake Lathe Mount

In August '98, we sent all Service Managers a 1-piece speed mount for your on-car brake lathe. This mount is much easier to use than the old 2-piece mount. (See the October '98 S/N). To avoid stripping the threads on the new mount, don't torque it more than 40 lb-ft. In other words, **don't use an impact wrench!**



A/C Oil Level Is Critical

When replacing an A/C component, you need to maintain the correct oil level in the A/C system. Not enough oil causes compressor noise or even compressor failure. And too much oil reduces the A/C's cooling capability. Remember these tips:

- Before you recover a vehicle's refrigerant, empty the oil discharge cup on your recovery-recycling-recharging unit. This way you'll know how much oil came out of the system you're working on. To avoid system contamination, *never reuse recovered oil*.
- New compressors are filled with enough oil for the whole system, meaning some oil has to be drained before installation. To figure out how much to drain, measure the oil from the old compressor, and subtract this amount from the system's total capacity. If the old compressor was empty, don't drain more than 50 cc from the new one.
- When you replace a compressor, a condenser, an evaporator, a receiver-dryer, or a refrigerant line, add the correct amount of new oil for that component.

Refer to section 21 or 22 (SLX section 1A) of the appropriate S/M for component and system oil capacities and other helpful info.



Write DTCs on R.Os. and Parts

Whenever you work on a warranty repair because of a DTC (diagnostic trouble code), write the DTC(s) on the repair order in an obvious place. And ask the warranty clerk to write the DTC(s) in the ECU Failure Code field on the warranty claim. This helps us develop quick and accurate fixes.

You should also write the DTC on the failed part with a felt-tip pen. This helps with warranty analysis and ensures that faulty parts aren't reused. But don't guess the DTC; writing down the wrong code is worse than writing nothing.



Service Info Is Yours 24-Hours-A-Day

Need an Installation Instruction or S/B right away? No problem. Need it after hours? We can do that too. With our fax-on-demand system, S/Bs from '96 thru '99 and Installation Instructions for '98 and '99 models are available 24-hours-a-day, 7-days-a-week. Here's how to use the system:

1. Get the pubs number for the Installation Instruction or the bulletin number for the S/B.
 - For Installation Instructions, look at your Installation Instruction index. If you don't have an index, get one faxed to you. Go to step 2.
 - For S/Bs, look at your S/B index (S/B 97-022), find it on DCS, or look at the S/N monthly mailing summaries. Go to step 2.
2. Call Tech Line, then enter your dealer number and password. If you don't know the password, ask your Service Manager for it.
3. From the menu options, press 4, Publications.
4. Once you're in the fax-on-demand system, press 2 for Acura Publications.
 - If you need an Installation Instruction index, go to step 5.
 - If you know the Installation Instruction or S/B number, go to step 6.
5. Press 1 to select an index, then follow the rest of the instructions to get the index faxed to you. After you have the index, find your publications number, then go back to step 2.
6. Press 2 to request an Installation Instruction; press 3 to request an S/B.
7. Follow the rest of the instructions. For each call, you can request three Installation Instructions or one S/B.

NOTE: When you're asked to enter the document number, enter the last 5-digits of the Installation Instruction number or the 5-digit S/B number minus the dash. For example, if the Installation Instruction number is BII 19901, enter 19901; if the S/B number is 99-011, enter 99011.

Frequently Asked Parts Questions

Here's a parts Q&A compiled by Tech Line that could answer some of your parts questions.

Question: *Can I install a part with a superseded P/N on a later model vehicle?*

Answer: It depends. Usually, a P/N is superseded when the part has been changed to correct a problem. Even if the old part looks the same, it may not perform like the new one. But a P/N can also supersede to a previously used part if Honda R&D finds the old part to be interchangeable. For more info on superseded parts, contact the parts analyst at your parts center.

Question: *If I get a part with the wrong P/N, how do I get the right one?*

Answer: To resolve a mispackaging, mislabeling, or other parts problem, report it to your parts analyst. If the analyst doesn't have an answer, he or she can get help from National Parts Technical.

Question: *If a part isn't in the parts catalog, how do I get the P/N?*

Answer: For P/N info, ask your parts analyst. If your analyst doesn't know the answer, he or she can get help from someone at Part Number Administration.

Question: *How can I get a back-ordered part sooner?*

Answer: Order the part on an Urgent Parts Order, not a stock order or a daily order. (The order reference number for an urgent order begins with "U," stock orders begin with "S," and daily orders begin with "D.") Then call your parts analyst, and tell them you've placed an urgent parts order that you'd like to upgrade to a critical back order (CBO). The analyst will need this info:

- The urgent order reference number, your dealer number, and the P/N.
- The reason you want to upgrade to a CBO (car down, potential buy-back, etc.).
- The VIN and the customer's name.

If the part's available, it'll be shipped the day your order is received.

NOTE: The procedure for upgrading an urgent order to a CBO can vary between parts centers. Check with your parts analyst for the method used in your area.

As you can see, most parts-related questions can best be answered by the parts analyst at your parts center. Save yourself a Tech Line call by calling your parts analyst instead.

Use Latest S/Ms and ETMs

When an S/M or ETM spans a range of years, use the latest version. For example, if you're working on a '98 3.5RL, use the '96-99 S/M or ETM. Sure, these manuals have info for the new model, but they also contain the corrections and revisions we've made since the previous versions were printed.

With only a few exceptions listed below the table, here are the latest S/Ms and ETMs you should be using:

Model	S/M	ETM
'96-99 3.5RL	'96-99	'96-99
'99 3.2TL	'99	'99
'96-98 3.2TL	'96-98	Individual years
'95-98 2.5TL	'95-98	'95-98
'97-99 3.0CL	'97-99	'97-99
'98-99 2.3CL	'98-99	'97-99
'97 2.2CL	'97	'97-99
'86-99 Integra	Individual years	Individual years
'90-99 NSX	Individual years	Individual years
'96-99 SLX	Individual years	Individual years

Some Integras and NSXs don't have major differences between model years in their electrical systems. Because of this, every year doesn't have it's own ETM. Before you look for a non-existent ETM, refer to this info:

- For '99 Integras, use the '98 ETM.
- For '98 or '99 NSXs, use the '97 ETM.
- For '96 NSXs, use the '95 ETM.

NOTE: Stick-on labels to update these ETMs were sent to your Service Manager on 3/22/99.

specs

S/M Fix: P/S Fluid Spec for GS Integra

On page 3-13 of the '98 Integra S/M, the power steering fluid spec for the '98 Integra GS is wrong. The correct spec is 1.0 liter (1.06 US quarts, 0.88 Imp quarts). Move the GS spec to the correct line on the page as shown.

Steering — Section 17		MEASUREMENT	STANDARD (NEW)
Pump	Pump pressure with shut-off valve closed kPa (kgf/cm ² , psi)		6,400 -7,400 (65 -75, 924 -1067)
Power steering fluid	Recommended fluid Fluid capacity ℓ (US qt, Imp qt)		Honda Power Steering Fluid-V or S 1.06 (1.12, 0.93) 1.0 (1.06, 0.88) 0.4 (0.42, 0.35)



Fill Out A/T Core Returns Accurately

When you send an A/T core back to the ATR (automatic transmission remanufacturing) program, you need to fill out the core return form *accurately*. The form is used by ATR to tell them what needs to be replaced. If it doesn't have complete and accurate info, the remanufactured A/T may not get the parts it needs, which can result in a comeback for the tech who installs it.

For example, if the core A/T has a shift problem and a noise, write down *both* symptoms on the core return form. If you only write down the shift problem, the noise may not get fixed. Then, when the A/T is installed in another vehicle, it could still have the noise.



Tech Line New Calls and Callbacks

When you call Tech Line, you may wonder why the Specialist asks you, "Is this a new call or a callback?" Knowing this allows the Specialists to enter the correct screen on their computers. So what are new calls and callbacks anyway?

A *new call* is the call you make about something for the first time. The Specialist creates a contact report, and asks you for your dealer number, your name, the VIN, the vehicle's mileage, and the customer's complaint.

A *callback* is the call you make to follow up on something you previously called about. The Specialist asks you for the reference number of the call so the previously entered info can be read and updated.



ATF Capacity Fix: TL Owner's Manual

On page 276 of the '99 3.2TL Owner's Manual (O/M), the liter capacity for ATF changing is wrong. The correct amount to add is 2.7 liters, *not* 2.8 liters. The total ATF capacity in the O/M is correct at 7.1 liters. Please tell your service advisors and parts people about this correction. And whenever you add ATF, make sure it's Genuine Honda Premium Formula ATF.



Fix the Security System Article

In the February '99 S/N, the article *Engine Can Start While Alarm Sounds* has an error. It says the starter on most vehicles (including '98-'99 CLs) is not disabled by the security system. It should have said the immobilizer disables the starter on RLs, NSXs, *and CLs*. This doesn't change the gist of the article, but we always try to keep your newsletter as accurate as possible.



Integra S/M Correction Page

Instead of handwriting a lengthy correction in the '98 Integra S/M, use the correction page insert in this issue of S/N. Just follow the instructions on both sides of the insert.

ACURA ServiceNews

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ELD Troubleshooting Fixes: '98 Integra S/M

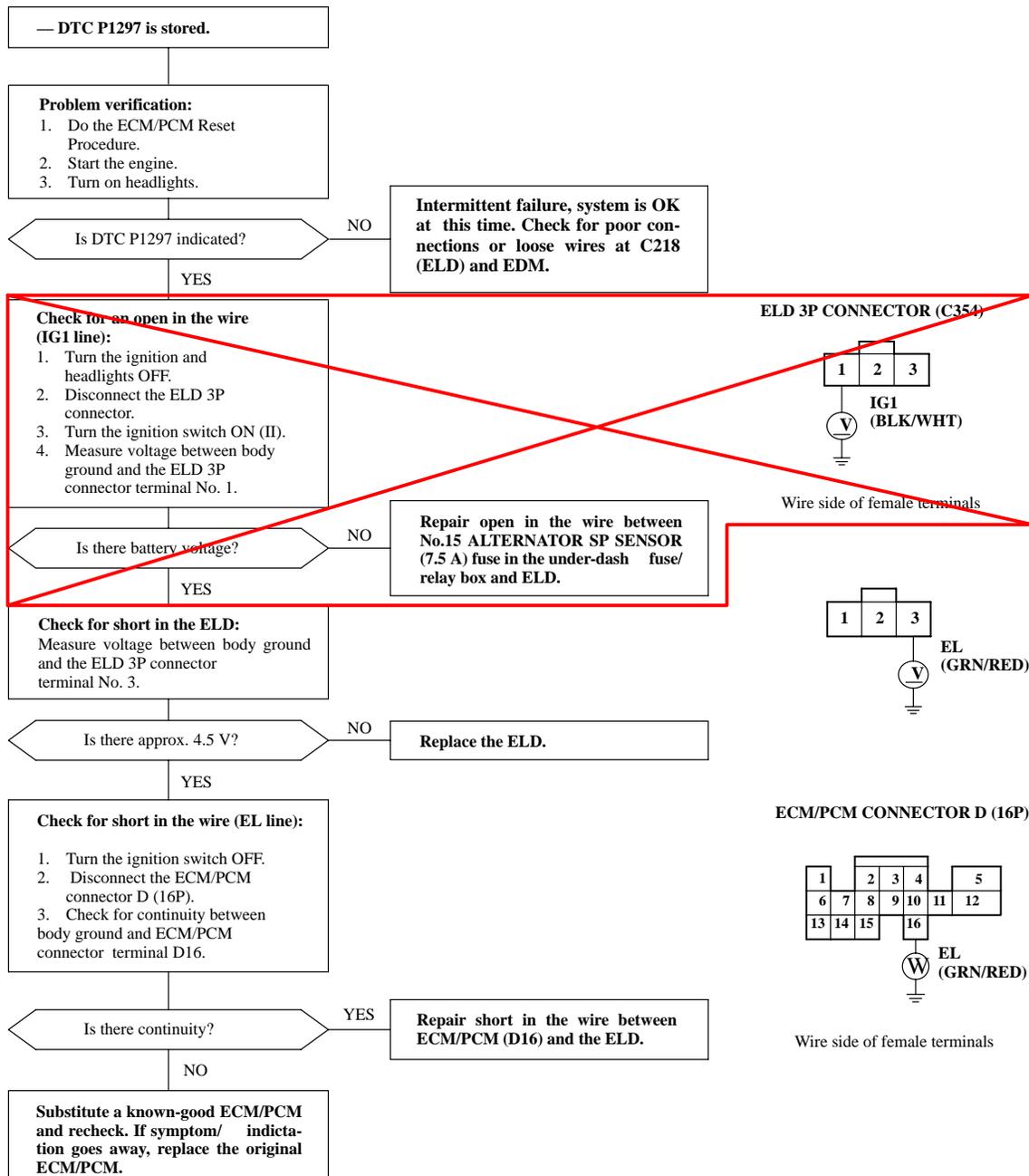
Here are two corrections you need if you're using the '98 Integra S/M to diagnose problems with low or high voltage in the ELD (electrical load detector) circuit. The first correction is for DTC P1297 (low voltage in ELD circuit); the second is for DTC P1298 (high voltage in ELD circuit).

Page 11-88, DTC P1297:

Delete the info in the middle of the troubleshooting chart.

Electrical Load Detector (ELD)

P1297 The scan tool indicates Diagnostic Trouble Code (DTC) P1297: A low voltage problem in the Electrical Load Detector (ELD) circuit.



Page 11-89, DTC P1298:

Cross out the info on the entire page, and insert this correction page in front of it.

