



Winter and Summer Fuels

To better match fuel properties with differences in seasonal temperature, oil companies change their fuel formulas twice a year: winter and summer. They make these changes the same time each year for a given area, and most customers never notice it unless it gets unseasonably hot or cold. So what's the difference between winter and summer fuel?

- Winter fuel vaporizes at a lower temperature than summer fuel. This is good for cool weather, but if the air temp gets above 90°F (80°F at higher altitudes), winter fuel can cause hot-start difficulties, poor initial idle, and initial stumbling.
- Summer fuel vaporizes at a higher temperature than winter fuel. This makes it suitable for warm weather, but if it's used at low temps, summer fuel can cause long crank times and stalling.

If you're hearing lots of driveability complaints from customers and your winter weather is unusually hot, suggest they switch to a high-volume, name-brand fuel (to reduce the possibility of poor quality), and hope that the weather returns to normal. To fix starting problems in the meantime, tell customers to crank the engine for 5 seconds without pressing the accelerator. Then if the engine still doesn't start, press the accelerator halfway down, and continue cranking until it does start. For more info on engine starting, see the owner's manual.



Tool & Equipment Orders

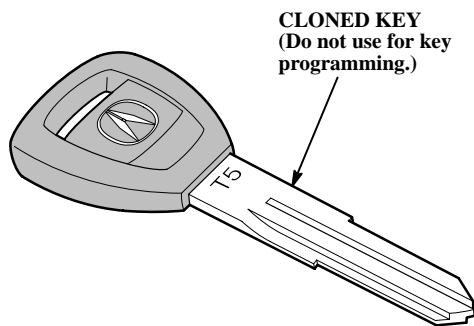
Tool and equipment orders are not handled by our Special Tools department, so please don't call the Special Tools Hotline to order anything. The hotline is for questions on tool use and other technical questions.

To order special tools (most hand tools with a 12-digit part number), use normal parts ordering procedures. To order shop equipment such as PGM Tester items, the Kwik-Way On-Car Brake Lathe, and the Ilco Key Code Duplicator, call the Acura Tool and Equipment Program at 888-424-6857.



Can't Program Immobilizer Keys?

If you're having trouble using the PGM Tester to program any new keys on an immobilizer-equipped vehicle, see if the key you're programming has "T5" stamped on the shank. A T5 key can't be programmed using the PGM Tester.



A T5 key is a clone of one of the vehicle keys made *only* with the Ilco key duplicator. (The duplicator is a required piece of equipment that was sent to each dealer last October.) To program new keys on vehicles with one or more T5 keys, see S/B 99-029, *Ilco Immobilizer Key Code Duplicator*, filed under Tools.



Check Fluids *Before* Vehicle Delivery

Recently, several IQS (initial quality survey) customers have commented that the windshield washer reservoir was empty when they picked up their new vehicles. Please ensure that the washer fluid and all other fluids are at proper levels before vehicle delivery.



Front Door Creak or Rattle: '99-00 3.2TL

If a '99-00 3.2TL has a creak or rattle that sounds like it's coming from inside a front door, you may need to replace the driver's or passenger's door switch. (The door switches control the dome light and the courtesy lights. There's a switch on the lower rear corner of each B-pillar.)

To find out if it's a switch noise, remove the switch from the side with the noise, and drive the car. If the noise is gone, install a new door switch.



Anti-Theft Code Info for RLs and TLs

To get a lost radio or navigation system anti-theft code for a '96-00 RL or '99-00 TL, use the ACURALINK DCS terminal, and enter the radio serial number or the navigation control unit serial number minus its last alpha digit. If you have trouble getting either code from DCS, call the Warranty Department at 310-783-3240. Here's some additional info on each code:

Radio Codes

The radio will lock up if its code is incorrectly entered three times. To unlock a radio, enter the correct code after leaving the radio on for an hour, or after removing the radio backup fuse and leaving it out for one minute.

Navigation System Codes

If the code is incorrectly entered three times, the system locks up and its clock displays 0:00. To unlock the system, enter the correct code after you've parked the car outside, away from buildings, and let it idle for one hour. (And for security reasons, get an extra key so you can lock the doors while the engine runs.)



Correction to Immobilizer Article

In the September '99 S/N, the article *Start Engine Without Immobilizer Key* has an error in step 3. To enter the immobilizer brake code on RLs and NSXs, *apply and release the parking brake, don't push the brake pedal.*



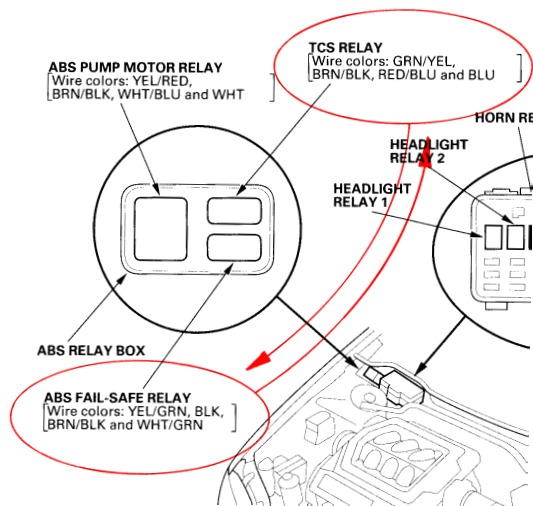
Gauge Assembly Precaution

When you work on gauges or printed circuit boards, don't tighten screws with an electric screwdriver. Electric screwdrivers can overtighten screws, causing damage to PCBs (printed circuit boards), flexible PCBs, or even gauges. If you do use an electric screwdriver, use it only for disassembly.



S/M Fix: ABS & TCS Relays Reversed

On page 22-7 of the '99-00 3.2TL S/M, the callouts for the TCS relay and the ABS Fail-Safe relay are reversed. Correct the page like this:



Resetting Navi PINs

NOTE: This subject also appeared in the November '98 S/N.

On 3.5RL and 3.2TL navigation systems, two vehicle users can each store up to 50 personal destinations (addresses with phone numbers). To access these destinations, each user must enter a separate PIN (personal identification number). If the vehicle changes owners or if the customer forgets the PIN, you can reset it. Here's how:

3.5RL

1. Press the **SETUP** button next to the navigation screen to display the setup screen.
2. Press **PIN** on the setup screen.
3. Enter the navigation system four-digit anti-theft code in the **Enter PIN** field, and press **Done**. You can now enter a new PIN and access the personal destinations.

3.2TL

1. Press the **Setup** icon next to the clock on the navigation screen to display the setup screen.
2. Press **Others** at the bottom of the screen to get to the next setup screen.
3. Press **Personal PIN** on the screen.
4. Enter the navigation system four-digit anti-theft code in the **PIN** field, and press **Done**. You can now enter a new PIN and access the personal destinations.



OPDS Sensors Are Part of Seat-Back

On '99-00 3.5RLs and '00 3.2TLs with side airbags, the OPDS (occupant position detection system) sensors are part of the front passenger's seat-back; they're attached to the seat-back foam, and they're not available separately. Replacement seat-back foam already has the sensors attached.

And if you do replace the seat-back foam, don't forget to initialize the OPDS with the PGM Tester.



MTF Minimizes M/T Noise

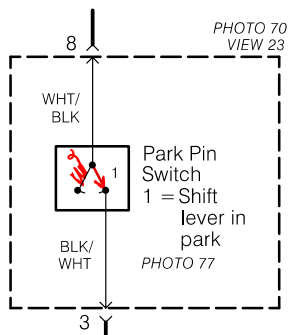
For all M/T-equipped Acuras, Genuine Honda Manual Transmission Fluid (MTF) is the factory fill. Honda MTF gives you smoother shifting, keeps bearing noise to a minimum, and can also quiet moaning noises during turns. Whenever you refill or top off an M/T, use Genuine Honda MTF, P/N 08798-9016.



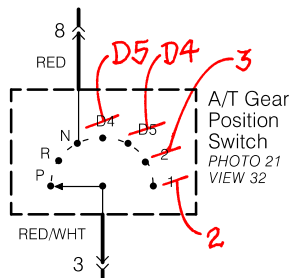
ETM Fix: 3.2TL Interlock System

In the '99-00 3.2TL ETM, the interlock system circuit diagram has a couple of errors you need to correct. Here are the affected ETM pages and how to mark them.

Page 138 and 138-1:



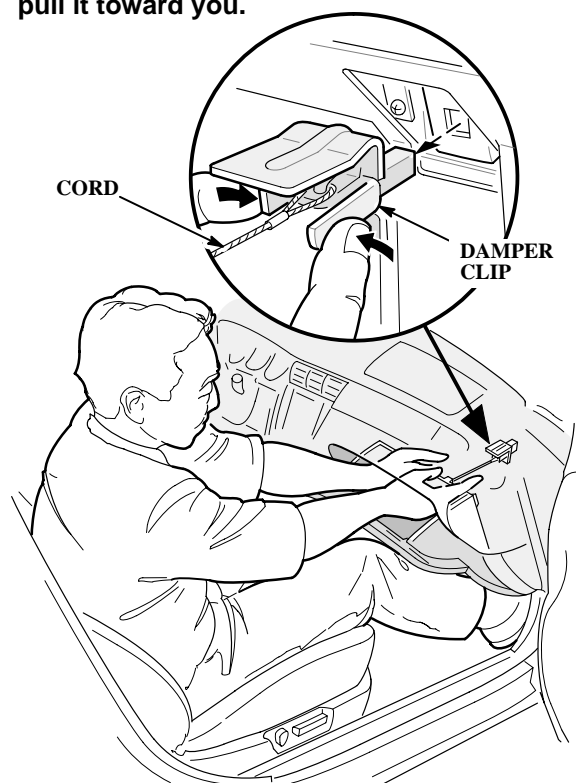
Page 138-1:



S/M Fix: 3.5RL Glove Box Removal

In the '96-00 3.5RL S/M, the glove box removal procedure needs a better description of how to detach the damper clip. On page 20-50, cross out step 3, and write in a note to refer to the January '00 issue of S/N for the damper clip removal procedure. Here's the new step 3 along with a new illustration:

3. Support the glove box with your knee to reduce tension on the damper cord, then squeeze the two tabs on the damper clip and pull it toward you.



New 8MB Program Card for PGM Tester

In December '99, an 8MB (megabyte) PGM Tester program card was mailed to all service managers. The card comes blank and must be loaded with the SN000 version software from your December DCS CD. (Be sure the workstation you use to program and update program cards is loaded with the latest CD.)

Beginning with SN000, you need to use the 8MB card for all software updates. If your shop needs additional cards, order them through the Acura Tool and Equipment Program at 888-424-6857.



Rapid Pad Wear, Vibration, & Brake Pedal Concerns

If a customer complains of rapid brake pad wear, vehicle vibration (after a long drive), or a high, hard brake pedal, there may be a misadjustment in the brake system. To find out, do this:

1. Drive the vehicle until the brakes drag or until the pedal is high and hard. This can take 20 or more brake pedal applications.
 - If the brakes drag, go to step 2.
 - If the brakes don't drag, look for other causes of pad wear, high pedal, or vehicle vibration.
2. With the engine running, raise the vehicle on a lift, and spin all four wheels by hand.

Is there brake drag at any of the wheels?

YES – Check the brake light switch, the brake pedal free play, and the brake pedal return, and adjust or repair as needed. If the brakes still drag, go to step 3.

NO – Look for other causes of the pad wear, high pedal, or vehicle vibration.

3. Turn the engine off, pump the brake pedal to deplete the vacuum in the brake booster, then spin the wheels again to check for brake drag.

Is there brake drag at any of the wheels?

YES – Go to step 4.

NO – Recheck the brake switch, the pedal free-play, and the pedal return. If all the adjustments are OK, replace the booster. ■

4. Without removing the brake lines, unbolt and separate the master cylinder from the booster, then spin the wheels to check for brake drag.

Is there brake drag at any of the wheels?

YES – Go to step 5.

NO – Recheck the brake switch and the pedal return. Also check the master cylinder pushrod clearance and the booster-to-master cylinder clearance. If all the adjustments are OK, replace the master cylinder. ■

5. Loosen the hydraulic lines at the master cylinder, then spin the wheels to check for brake drag.

Is there brake drag at any of the wheels?

YES – Go to step 6.

NO – Replace the master cylinder. ■

6. Loosen the bleeder screws at each caliper, then spin the wheels to check for brake drag.

Is there brake drag at any of the wheels?

YES – Disassemble and repair the caliper on the wheel(s) with brake drag. ■

NO – Look for and replace any damaged brake lines. ■



S/M Fix: 3.0CL Brake Disc Specs

Our thanks to **Phil Barrat** of Rosenthal Acura for reporting this S/M error to Tech Line.

On page 2-9 of the '97–99 3.0CL S/M, the brake disc thickness specs are for the '97 model. (The '98–99 specs are missing.) Write in these new specs:

		STANDARD (NEW)	SERVICE LIMIT
Disc thickness	Front	24.9 – 25.1 (0.98 – 0.99)	23.0 (0.91)
	Rear	9.9 – 10.1 (0.39 – 0.40)	8.0 (0.31)
Disc runout	Front	—	0.10 (0.004)
	Rear	—	0.10 (0.004)
Disc parallelism	Front and rear	—	0.015 (0.0006)
Pad thickness	Front	10.5 – 11.5 (0.41 – 0.45)	2.0 (0.08)
	Rear	8.5 – 9.5 (0.33 – 0.37)	2.0 (0.08)

Disc thickness Front ('98-'00) | 22.9-23.1 (0.90-0.91) | 21.0 (0.83) |

Since the '97–99 3.0CL S/M only contains ABS info, make sure you use the correct S/M when you work on conventional brakes. For '97 3.0CLs, refer to the '97 2.2CL S/M; for '98–99 3.0CLs, refer to the '98–99 2.3CL S/M.



Use the Customer Questionnaire

Using the customer complaint diagnostic questionnaire is a great way for your service advisor to collect valuable vehicle info from customers. The four-page questionnaire covers fuel and emissions, A/C, noises and leaks, and A/T. When your advisor fills out the appropriate section of the questionnaire and attaches it to the R.O., you get a diagnostic “heads up” to help you find and fix the vehicle problem. If your advisors aren't using the questionnaire, maybe they should be. To order more questionnaires, call Helm at 800-782-4356, and use reorder number Y0271.

ACURA ServiceNews

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