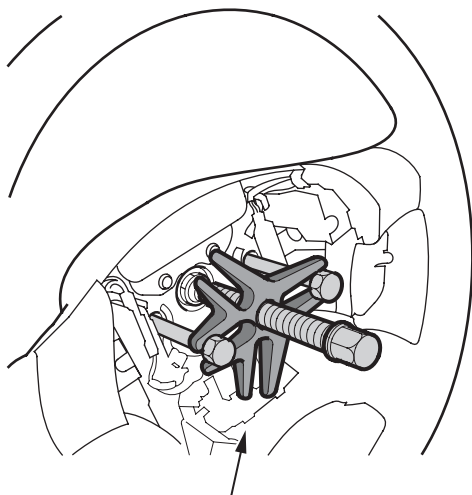


Helping you fix it right the *first time - every time*

Use a Steering Wheel Puller to Avoid Horn Problems

Need to remove the steering wheel? Make sure you follow the removal procedure in the applicable S/M **to the letter**. That means using a commercially available steering wheel puller.



STEERING WHEEL PULLER

If you ignore that procedure and try muscling the steering wheel off the steering column shaft—or worse, tapping it loose with a hammer—you can bend the steering wheel, causing the horn not to work or to be so sensitive that it honks by itself. Steering wheels that are bent during R&R **aren't** covered by warranty.

If the horn has either problem, install a known-good steering wheel that was properly removed with a steering wheel puller. If the horn works fine with that known-good steering wheel, you need to replace the bent steering wheel.

Back-up Sensor Buzzer Now Generates a Single Tone

Currently Applies To: '07 MDXs

If you do accessory installation work, here's something we thought you ought to know about: The buzzer that comes in the kit for the accessory Back-up Sensor (P/N 08V67-STX-200A) has been changed. It now has a built-in on/off switch and it generates a single tone. The original buzzer generated separate tones for the center and side sensors.

Tech Line Reference Numbers Hit 2 Million!

Tech Line reached an important milestone on December 4, 2006: They issued their **2 millionth** reference number since opening for business on January 2, 1984! Seems like it was just yesterday—November 1, 2001, to be exact—when Tech Line issued their **1 millionth** reference number. Way to go, guys!

A Word About Those Tech Line Reference Numbers

Tech Line uses reference numbers to pull up your case file when you call back for more help. Reference numbers **aren't** an automatic warranty authorization or an assurance that your time will be reimbursed by warranty.

Something we need to really emphasize: **Don't** call Tech Line to get a reference number **after** you've finished with a repair. It's just a waste of your time—not to mention, the time of the Tech Line specialist.

For more info on Tech Line reference numbers, check out the newly released Online University training module GIC74, *Using Tech Line as a Resource*.

Mark Original Parts With a Felt-Tip Pen

When a service tech claims the replacement part has the same problem or symptom as the original part, a Tech Line specialist has good reason to suspect the service tech reinstalled the original part by mistake.

To keep from installing the wrong part and winding up with a come-back, here's a handy tip: Mark the original part with a felt-tip pen **before** you pull it from the vehicle. Replacement parts and parts pulled from a new vehicle often look exactly the same. If you mark the original part, it's easy to spot and there's no mistaking it for its replacement.

Replace Solenoids or Replace A/T? How to Decide

Currently Applies To: '03–07 MDXs, '03–06 NSXs, '07 RDXs, '03–07 RLs, '03–06 RSXs, '03–07 TLs, and '04–07 TSXs

A/T DTCs or shift problems caused by a stuck or contaminated solenoid can often be fixed by replacing the affected solenoid. To determine whether to replace just the solenoid or the entire trans, follow this procedure:

1. Clear the DTC(s) (if any are set), and go out for a thorough test-drive.

Does the trans make any grinding or whining noises?

YES - Replace the trans.

NO - Go to step 2.

2. Strain the ATF through a paint strainer.

Is the ATF contaminated with metal or friction material?

YES - Replace the trans.

NO - Go to step 3.

3. Check the PCM for DTC(s) from your test-drive.

Are there any DTC(s)?

YES - Follow the troubleshooting for that DTC(s) in the applicable S/M.

NOTE: Don't replace the trans for electrical solenoid DTCs. These DTCs are caused by an electrical circuit problem, not by a mechanical problem in the trans.

NO - Go to step 4.

4. Think back to your test-drive.

Did you notice any clutch slippage, flaring between shifts, or harsh shifting?

YES - Replace all of the clutch pressure control (linear) solenoids.

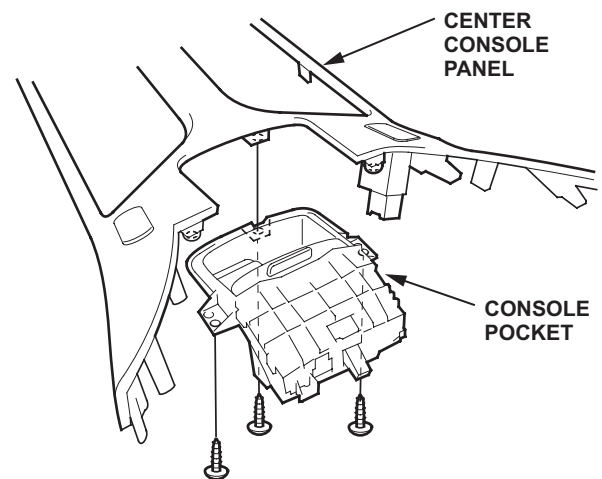
NOTE: Only replace the solenoids if the trans has **less than 20,000 miles** and the solenoids are covered by warranty. ('05 and earlier models: 4 years/50,000 miles; '06 and later models: 6 years/70,000 miles) If the trans has **more than 20,000 miles** or the solenoids are out of warranty, replace the trans.

NO - The vehicle is OK at this time. (Debris can hold a valve open and cause shifting problems that go away as soon as the debris is dislodged.)

Transfer Console Pocket to Replacement Center Console Panel

Currently Applies To: '07 MDXs

Here's something to keep in mind if you're replacing the wood grain center console panel for any reason: You **don't** need to replace the console pocket. The console pocket has three screws so you can easily transfer it to the replacement center console panel.



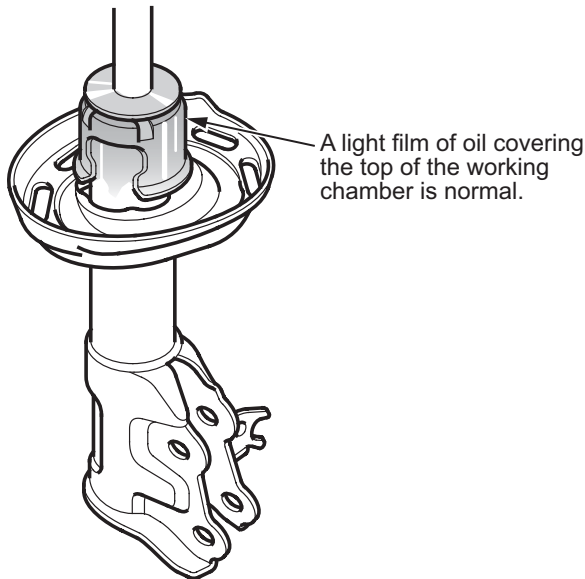
Steering Wheel Vibration? Could Be Cold Flat-Spotting

Steering wheel vibration is rarely caused by out-of-balance front wheels. If the steering wheel vibrates at TQI or with very low mileage, it's most likely caused by cold flat-spotting, which can happen if you park a vehicle with warm tires for an extended period. As the tires cool, they take a set and develop temporary flat spots.

To check for cold flat-spotting, warm up the tires by driving for about **15 to 20 minutes** at highway speeds. If cold flat-spotting is the culprit, the steering wheel vibration will lessen as the tires warm up. If, however, there's no change in the vibration level, then use the Hunter GSP 9700 and check for high road force.

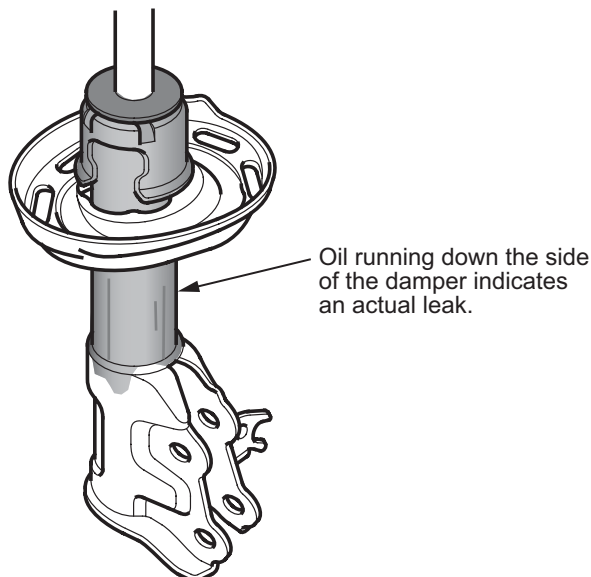
Oil Film at Top of Damper Working Chamber Is OK

When a front or rear damper is working right, sometimes a light film of oil will form over the top of the working chamber.



This doesn't mean there's a leak. It's just the result of the oil wiping off the rod as it travels back into the chamber. To make up for this loss, an extra amount of oil was added to the chamber when the damper was made. That light film of oil you see is normal and it doesn't mean you've got to replace the damper.

An actual leak, however, will be really obvious. A leaking damper will have enough oil dribbling down the side to leave a small puddle on the ground. A worn or damaged seal is the typical culprit.



Software Update Fixes ED-18 System Test Glitch "RIPPLE EXCESSIVE"

In the May '06 issue of *ServiceNews*, we told you about a glitch in the charging system test software for the Honda Electrical System Analyzer (ED-18) (See the article "Charging System Test Result Says RIPPLE EXCESSIVE."). And because of that glitch, we told you if you needed to test the charging system not to use the System test on the ED-18 and to use another approved charging system tester instead.

Well, we've got some good news! We've fixed the glitch. All Acura dealerships will be sent an ED-18 Update Utility Software kit (T/N MTRESU18A2). This kit consists of a utility CD, a 25-pin-to-9-pin interface cable, and a set of illustrated, easy-to-follow installation instructions.

Updating the ED-18 is really a snap. Just hook it up to a fully charged 12-volt battery, load the utility CD into a PC or laptop, plug in the interface cable, push the ED-18's power button, and follow the prompts on the PC's or laptop's display screen. When the update is complete, you'll see **SUCCESS...Update Complete!** on the screen. You'll also see **UPDATE COMPLETE** on the ED-18's display screen. It's **that** easy.

S/M Fix: Keyless Transmitter Programming/Deleting

Currently Applies To: '07 MDXs

You need to tweak page 22-147 of the '07 MDX S/M. There seems to be some confusion when you're instructed to push the lock or unlock button within 4 seconds and turn it OFF. What we're really talking about here is the lock and unlock button on the **keyless transmitter** and the OFF position on the **ignition switch**.

Under the subheadings **Adding a remote transmitter**, **Adding multiple remote transmitters**, and **Deleting remotes**, change the first sentence text to read: Turn the ignition ON (II) and within 4 seconds push the transmitter's lock or unlock button within 4 seconds and turn the ignition switch OFF (0), ...

Mark up your copies of the S/M to reflect these changes. They've already been made in ISIS.

Which Wheel Nuts and Wheel Locks Go on Which Wheels?

Currently Applies To: '07 MDXs and '05–07 RLs

MDXs and RLs comes with different types of wheels, each with their own particular wheel nuts. It's important to know which wheel nuts go on which wheels, because they're **not** interchangeable. If you install the wrong wheel nuts on a wheel, the wheel could “chirp” when you make turns because it's not properly clamped in place. In a nutshell, here's what you need to know:

Model/Year	14 mm Wheel Nut Part Number	
	Aluminum-Alloy Wheels	PAX System Wheels
2007 MDX	90304-SJA-A91	N/A
2005 RL	90304-SHJ-A91	N/A
2006 RL		
2006 RL With PAX System	N/A	90304-SJA-A91
2007 RL	90304-SHJ-A91	N/A
2007 RL With PAX System	N/A	90304-SJA-A91

Wheel Nut (P/N 90304-SHJ-A91)



Wheel Nut (M14) (P/N 90304-SJA-A91)



The same thing applies if you're installing a set of accessory wheel locks. Make sure they're the right ones for the model you're working on. Here's the lowdown on wheel locks:

Wheel Lock (P/N 08W42-SJA-200): Applicable to '05–07 RLs without PAX System wheels.



Wheel Lock (P/N 08W42-SJA-200A): Applicable to '07 MDXs and to '06–07 RLs with PAX System wheels.



Pull the Release Lever to Manually Open the Fuel Fill Door

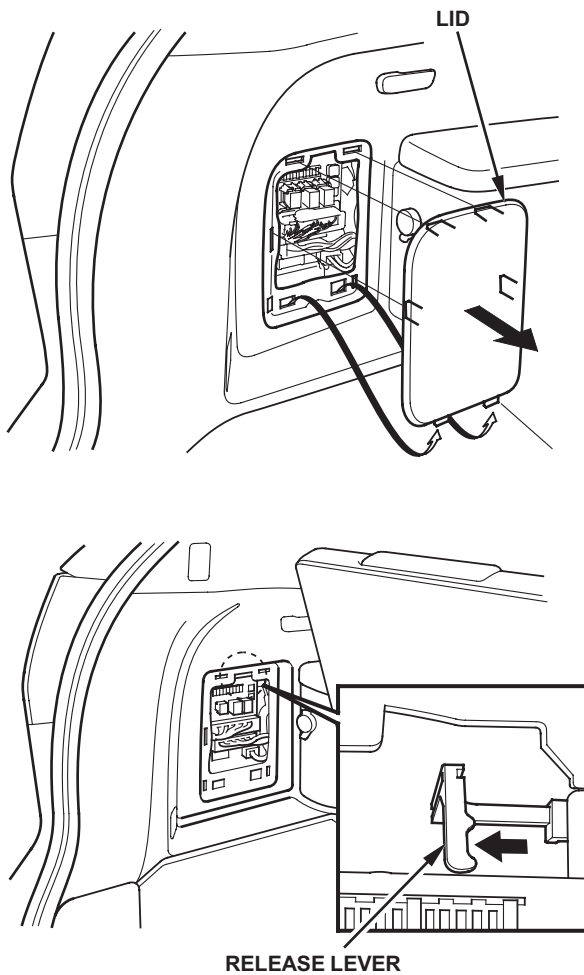
Currently Applies To: '07 MDXs and '05-07 RLs

The MDX and RL come with an electrically operated fuel fill door. Push the button in the driver's door pocket, and the door pops open.

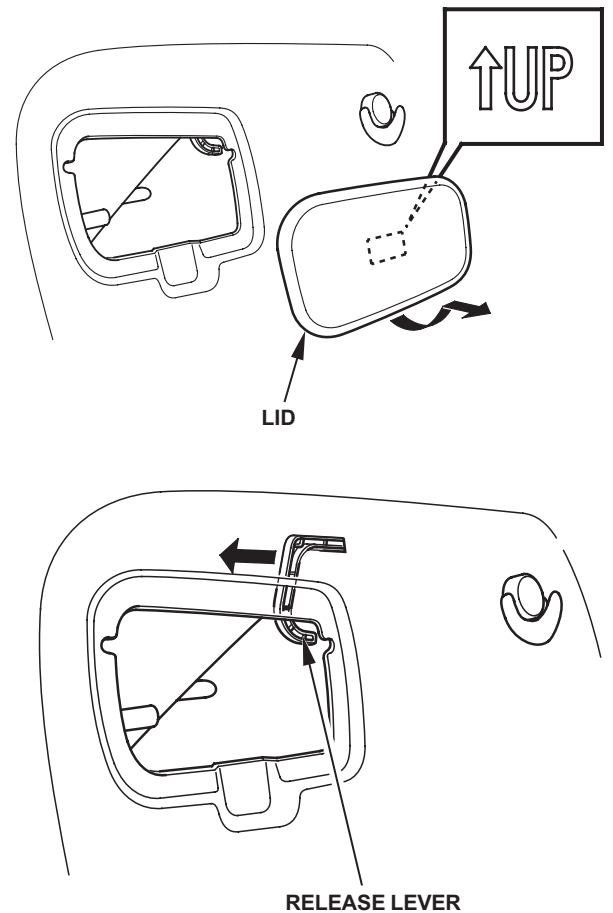
If for some reason the button doesn't work, you can still open the door manually. In the MDX, there's a release lever behind the rear fuse box lid in the cargo area; in RLs, it's behind the left maintenance lid in the trunk.

To open the fuel fill door manually, just grab the release lever and pull it rearward.

'07 MDX



'05-07 RL



HomeLink: *Before You Troubleshoot, Consider This*

Currently Applies To: HomeLink-equipped '97-01 CLs, '01-07 MDXs, '07 RDXs, '99-07 RLs, '99-07 TLs, and '04-07 TSXs

Got a service client complaining he or she can't program HomeLink to work with a garage door or security gate opener? Before you go start troubleshooting HomeLink, here are some things to consider:

- **Is your client using the original remote transmitter that came with the opener?** HomeLink can be programmed **only** with the original remote transmitters. And for quick and accurate programming, the remote transmitter should have a fresh battery. If your client is using an aftermarket universal remote transmitter, the folks at HomeLink say most of these units **aren't** compatible with HomeLink. If your client runs into any programming problems, he or she can call HomeLink at **800-355-3515** or visit their website at www.homelink.com.
- **Was the garage door opener made before April '82?** These openers don't have the safety feature that stops and reverses the drive motor if an object is detected during closing, increasing the risk of injury. It may not be possible to program HomeLink to work with it.
- **Does the garage door opener use a rolling code?** To program HomeLink to work with these openers, there are specific steps you must do. If your client does just the basic programming steps, HomeLink may not work with that opener. Those steps are clearly spelled out in the applicable O/M. Remind your client to follow them **to the letter**.

Proper Care and Feeding of an Acura Battery

An Acura battery will give dependable performance and have a long service life if you take proper care of it. Here's some good advice to keep it in top form:

- **Maintain the electrolyte level.** If your battery has removable vent caps, check the electrolyte level on a regular basis and add distilled water when you see the level is low.
- **Keep the terminals clean.** Check the terminals and cables at least once a year for signs of corrosion, especially when the weather gets hot. On a CL, RL, or TL, you'll need to remove the battery cover before you can begin checking. If the connections are dirty or corroded, clean them using a battery post and terminal cleaner. This ensures a good connection and reliable starting.
- **Keep the battery case clean.** Use a clean cloth dampened with ammonia or a 50/50 mix of baking soda and water to remove heavy oil or dirt from the top of the battery case. Then rinse the top of the case with clean water and let it thoroughly dry.
- **Keep the battery charged.** If you don't drive your vehicle every week, you may need to charge the battery periodically. Lack of use takes its toll on a battery—especially an automotive battery, which is designed to be charged regularly by an alternator. Any unused battery, regardless of its chemistry, will discharge itself over time. And if that battery is allowed to remain discharged, it will suffer severe corrosion of the positive grid, resulting in battery failure. The rate of discharge depends on the type of battery and the temperature it's stored at.



ACURA ServiceNews

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