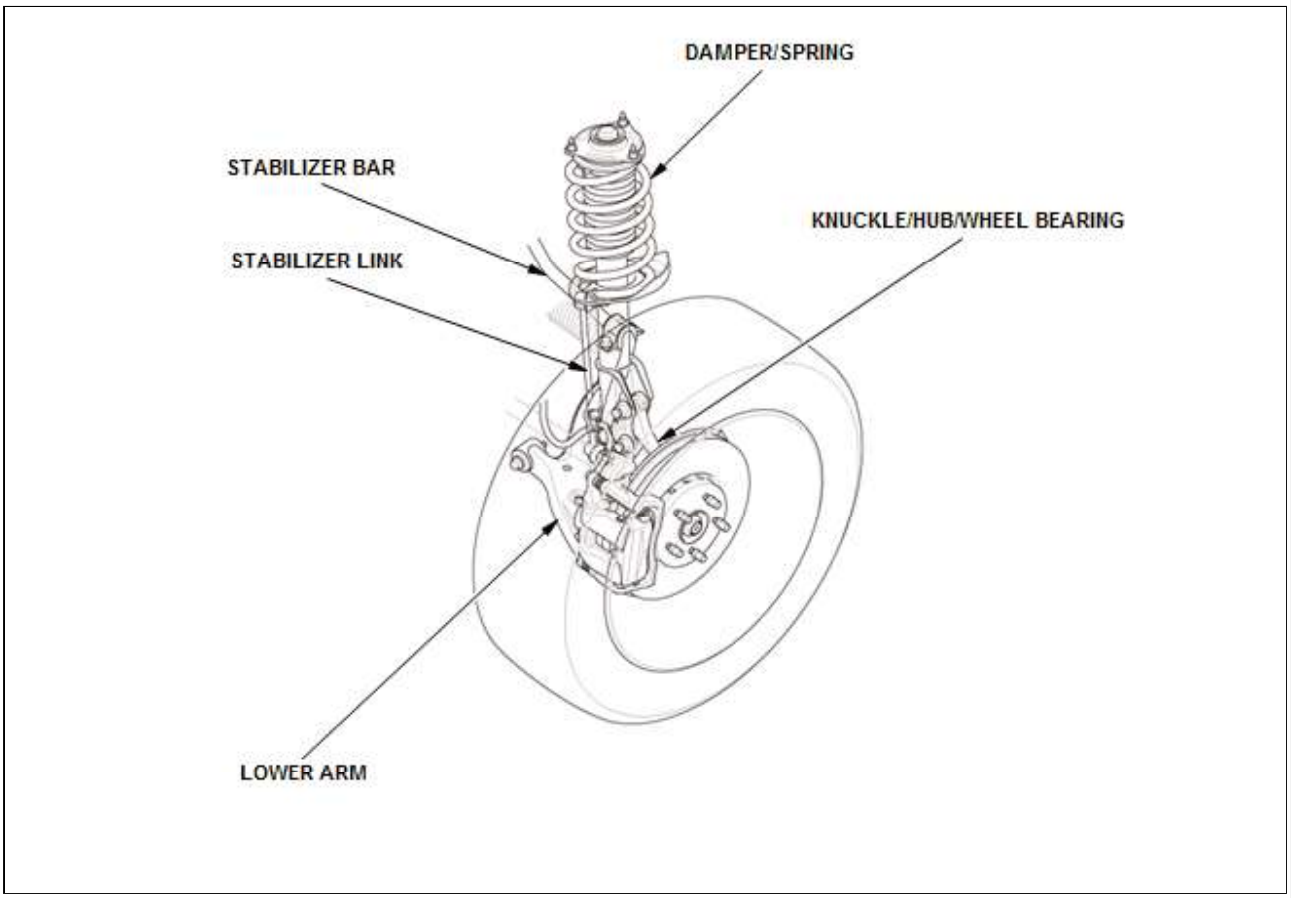
YMMS: 2018 Acura RDX Base
Engine: 3.5L Eng
VIN:

Nov 2, 2020
License:
Odometer:

DESCRIPTION > SUSPENSION SYSTEM DESCRIPTION - OVERVIEW (2013-18)

Front Suspension



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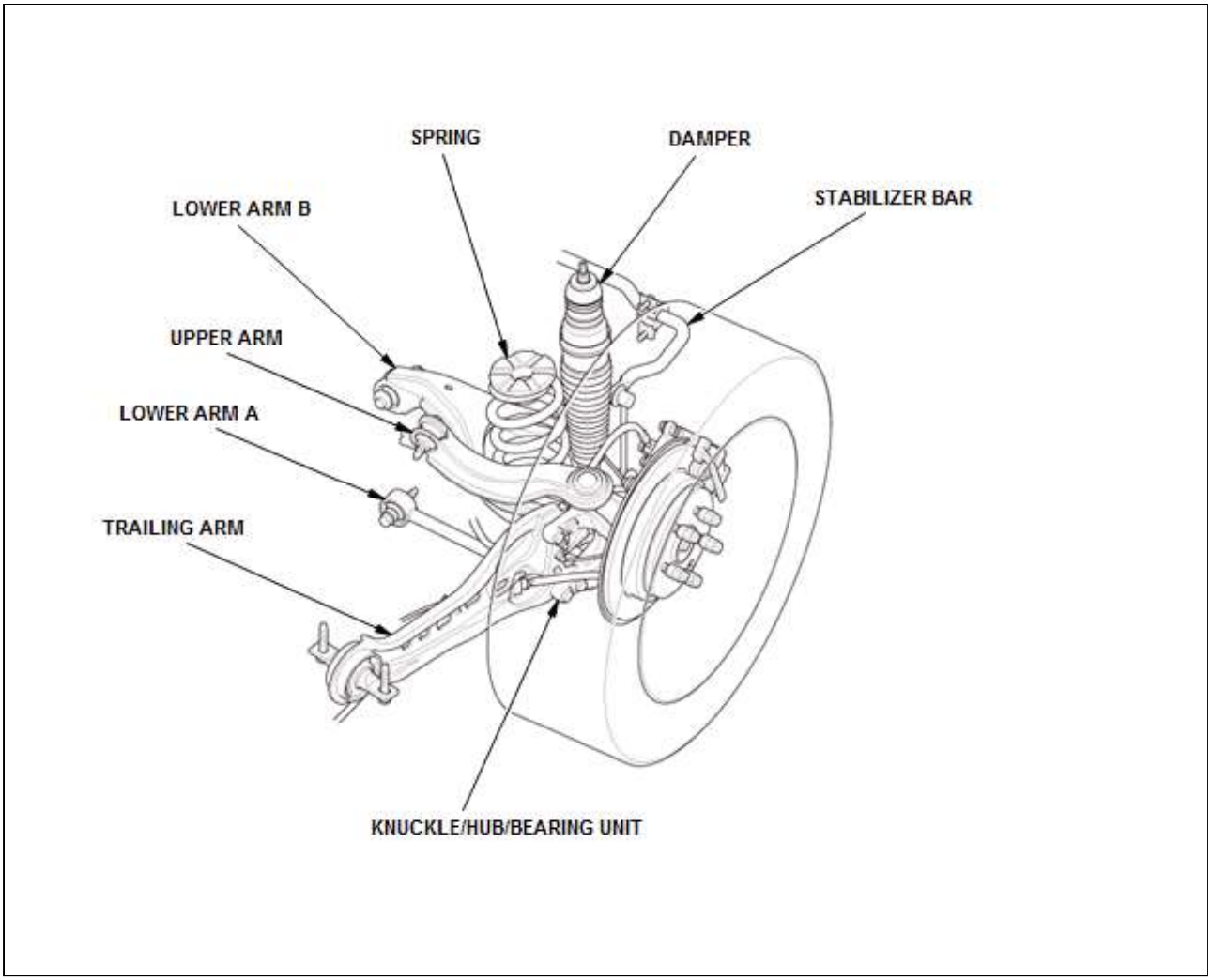
Rear Suspension



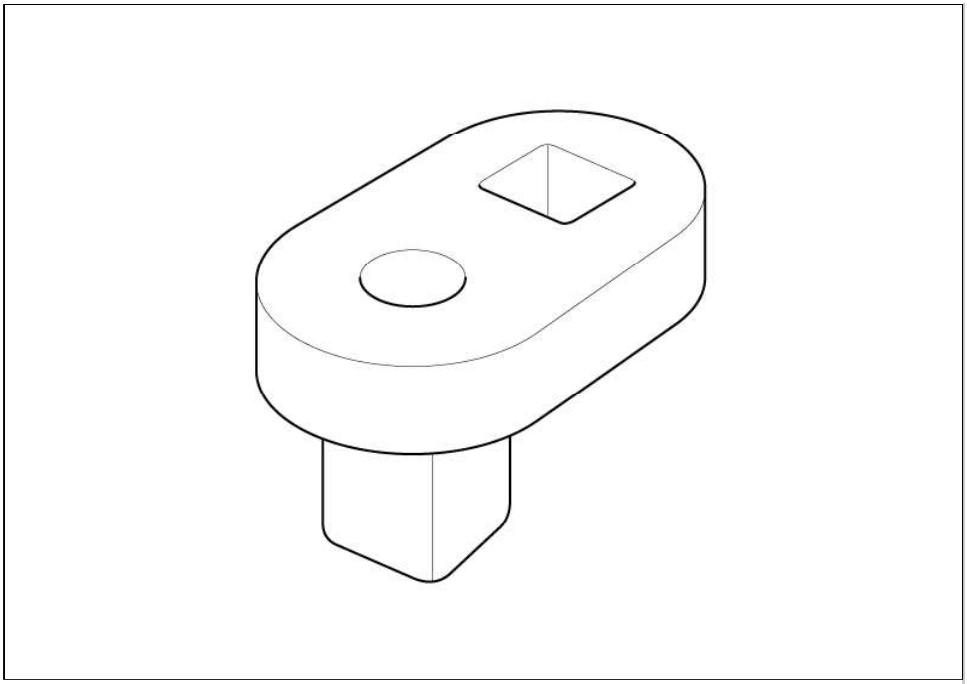
Courtesy of HONDA, U.S.A., INC.

Measurement	Qualification	Specification
Type	Front	Independent Macpherson strut with stabilizer, coil spring
	Rear	Independent double wishbone with stabilizer, coil spring

OVERHAUL > FRONT DAMPER/SPRING DISASSEMBLY, REASSEMBLY, AND INSPECTION (2013-18)

Front Damper/Spring Disassembly, Reassembly, and Inspection
Special Tools Required

Image	Description/Tool Number
	Strut Nut Adapter



07AAA-SVAA100

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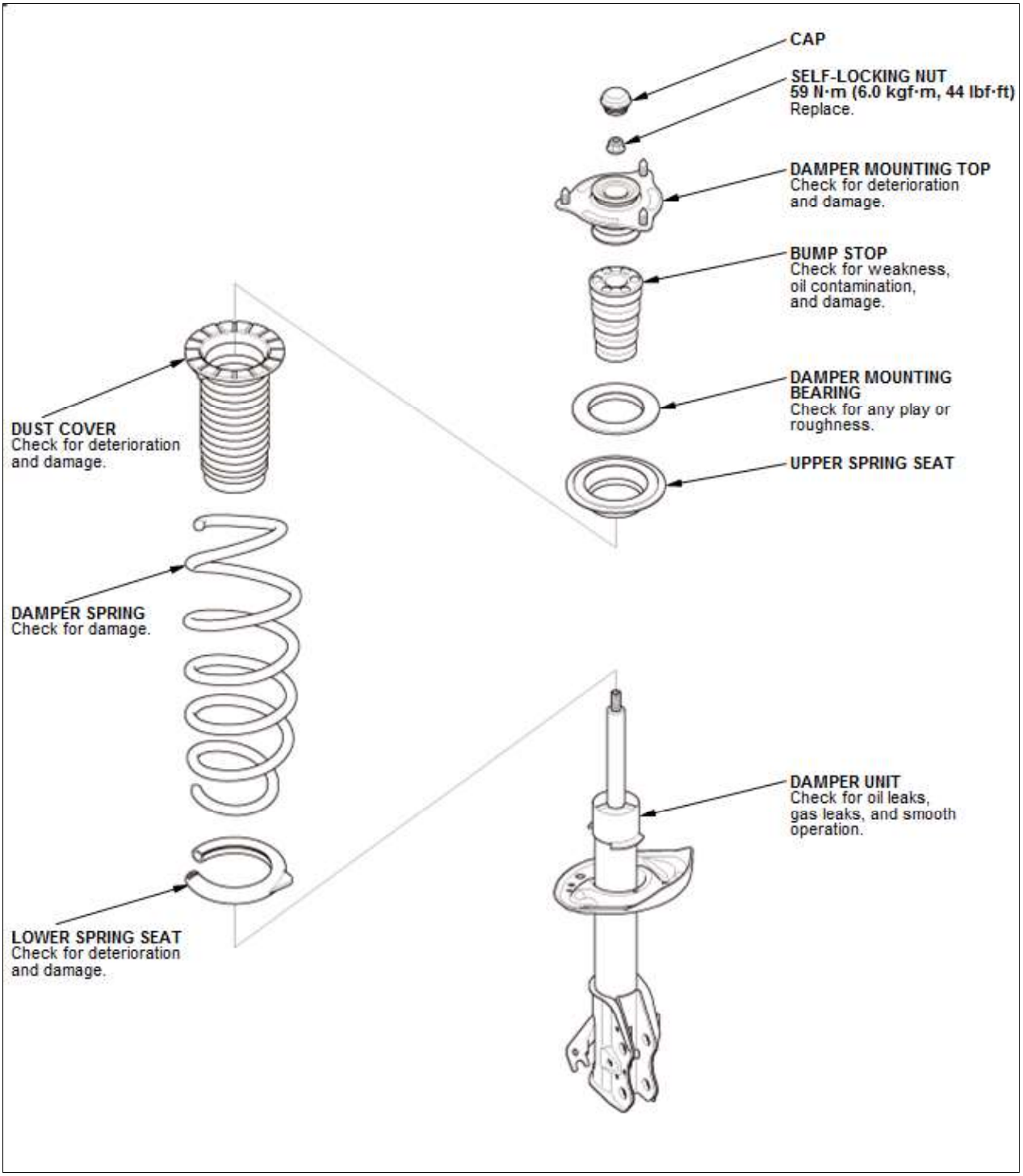
OVERHAUL > FRONT DAMPER/SPRING DISASSEMBLY, REASSEMBLY, AND INSPECTION (2013-18) > EXPLODED / VIEW

1. Damper/Spring - Exploded View

Fig 1: Exploded View Of Damper/Spring With Torque Specifications



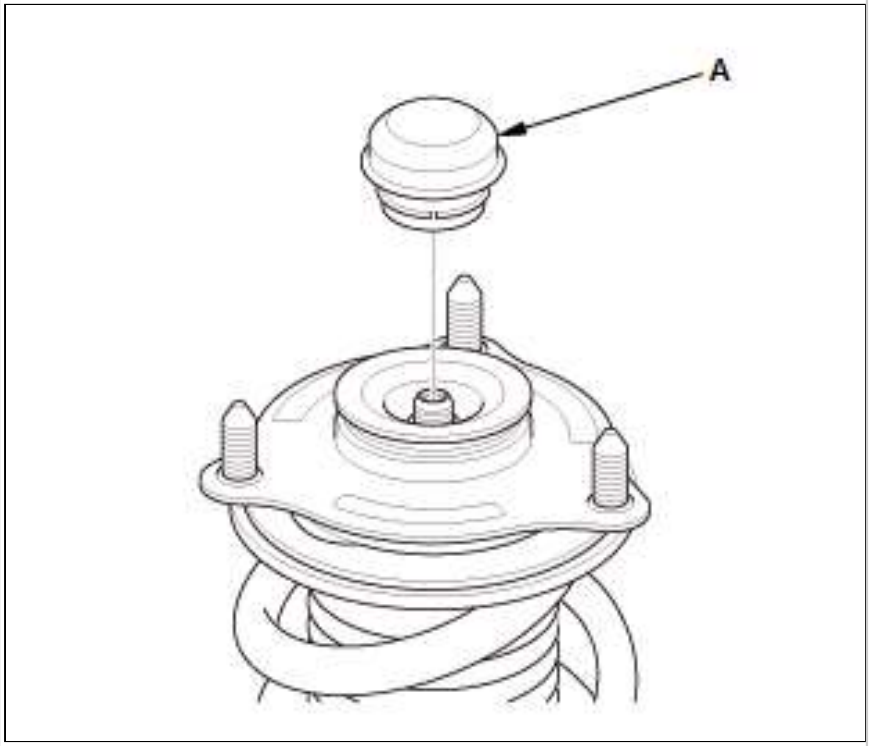
Courtesy of HONDA, U.S.A., INC.

OVERHAUL > FRONT DAMPER/SPRING DISASSEMBLY, REASSEMBLY, AND INSPECTION (2013-18) > DISASSEMBLY

NOTE:

- *When compressing the damper spring, use a commercially available strut spring compressor (Branick MST-580A or Model 7200, or equivalent) according to the manufacturer's instructions.*
- *Refer to the Exploded View as needed during the following procedure.*

1. Damper/Spring - Disassemble



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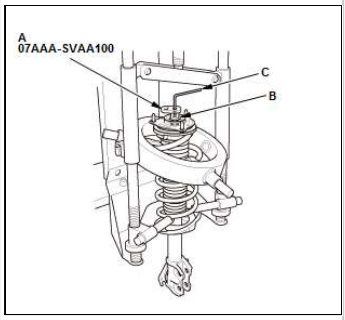
1. Remove the cap (A).



Courtesy of HONDA, U.S.A., INC.

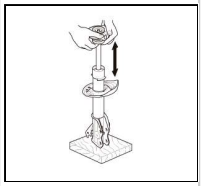
2. Compress the damper spring.

NOTE: *Do not compress the spring more than necessary to remove the nut*

3. Remove the self-locking nut with the strut nut adapter (A) and 17 mm deep socket (B), while holding the damper shaft with a hex wrench (C)
4. Release the pressure from the strut spring compressor
5. Disassemble the damper as shown in the Exploded View.

OVERHAUL > FRONT DAMPER/SPRING DISASSEMBLY, REASSEMBLY, AND INSPECTION (2013-18) > INSPECTION

1. Damper/Spring - Inspect



Courtesy of HONDA, U.S.A., INC.

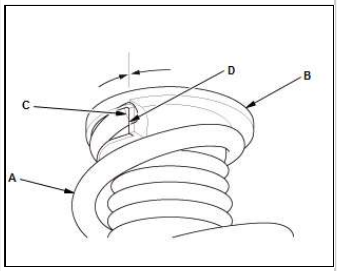
1. Reassemble the damper mounting base and the self-locking nut
2. Compress the damper assembly by hand, and check for smooth operation through a full stroke, both compression and extension. The damper should extend smoothly and constantly when compression is released. If it does not, the gas is leaking and the damper should be replaced
3. Check for oil leaks, abnormal noises, or binding during these tests.

OVERHAUL > FRONT DAMPER/SPRING DISASSEMBLY, REASSEMBLY, AND INSPECTION (2013-18) > REASSEMBLY

NOTE:

- *When compressing the damper spring, use a commercially available strut spring compressor (Branick MST-580A or Model 7200, or equivalent) according to the manufacturer's instructions.*
- *Refer to the Exploded View as needed during the following procedure.*

1. Damper/Spring - Reassemble

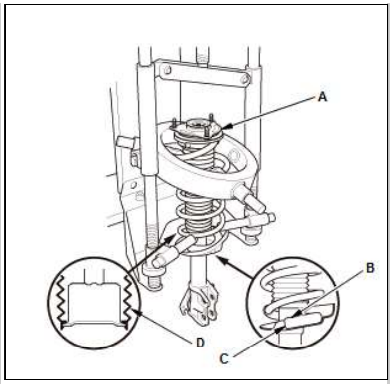


Courtesy of HONDA, U.S.A., INC.

1. Install the damper spring (A) on the dust cover (B) by aligning the upper end (C) of the damper spring with the ledge portion (D) of the dust cover.

2. Install all the parts except the self-locking nut and the cap onto the damper unit (A) by referring to the Exploded View
3. Align the bottom of the damper spring (B) and the stepped part of the lower spring seat (C) on the damper unit.

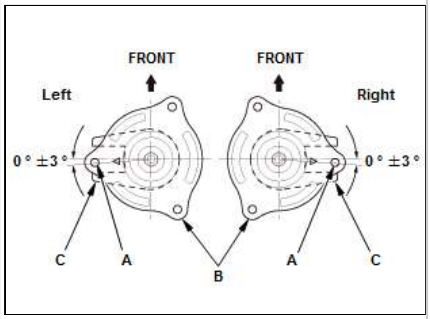
NOTE: *After reassembling the damper/spring, install the dust cover (D) into the damper unit as shown*



Courtesy of HONDA, U.S.A., INC.

4. Compress the damper spring.

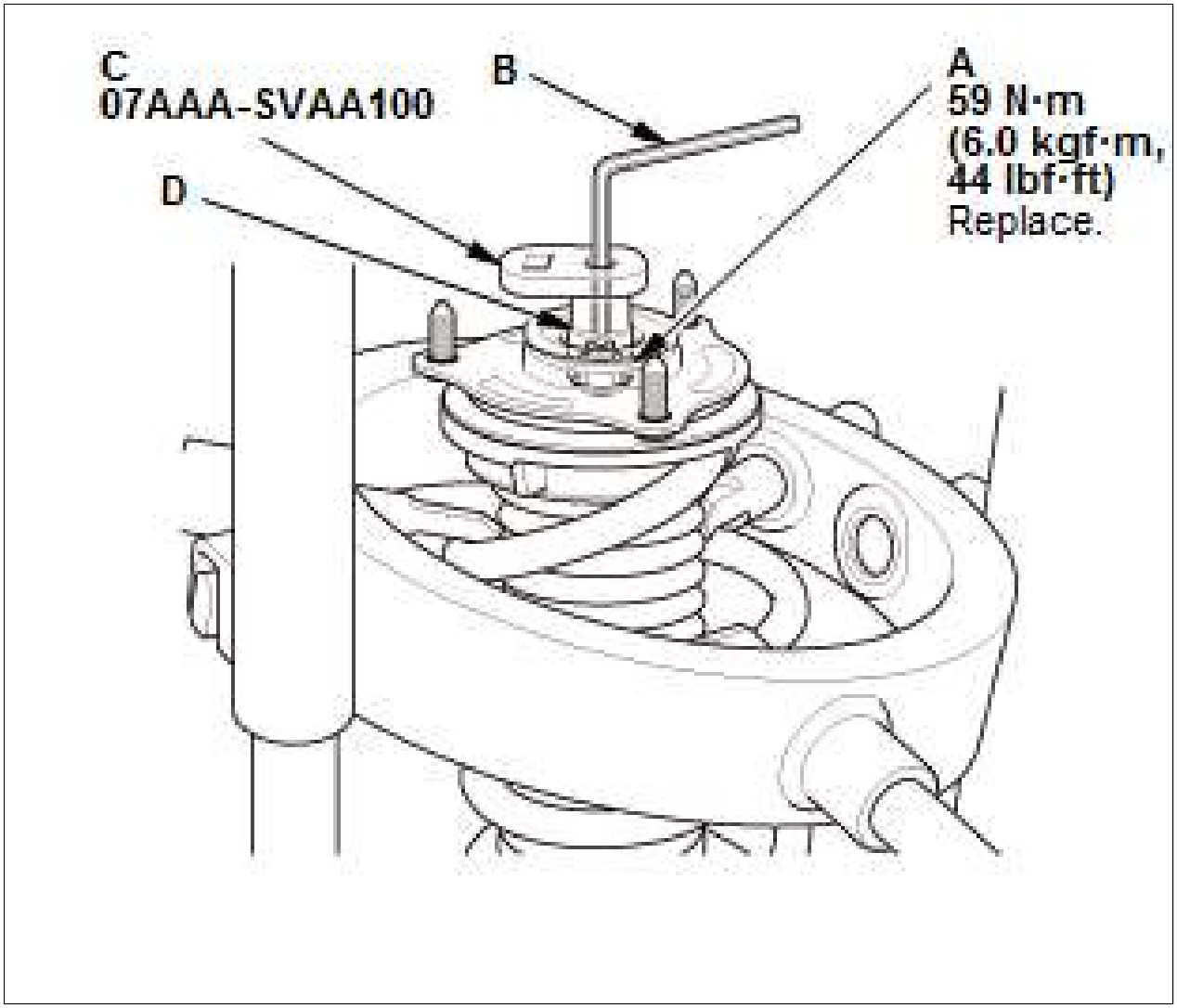
NOTE: *Do not compress the spring excessively.*



Courtesy of HONDA, U.S.A., INC.

5. Align the angle of the stud (A) on the damper mounting top (B) and the damper bracket (C) as shown.

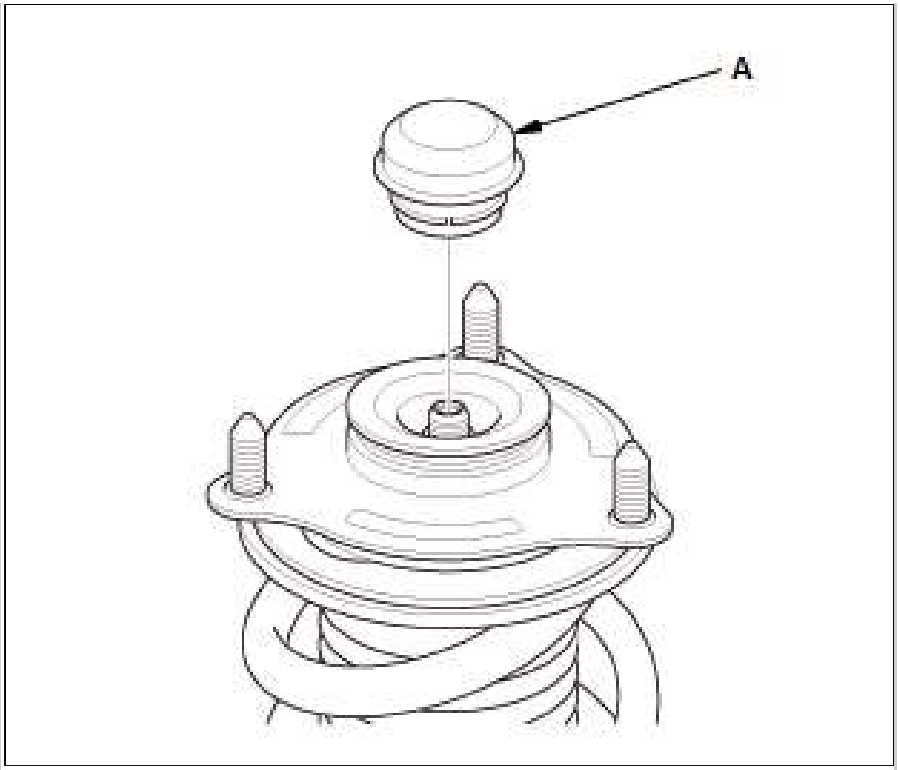
Fig 1: Damper Self-locking Nut With Torque Specifications



Courtesy of HONDA, U.S.A., INC.

6. Install the new self-locking nut (A)
7. Hold the damper shaft using a hex wrench (B), and tighten the self-locking nut using the strut nut adapter (C) and a 17 mm deep socket (D) to the specified torque
8. Remove the damper/spring from the strut spring compressor.

	9. Install the cap (A).



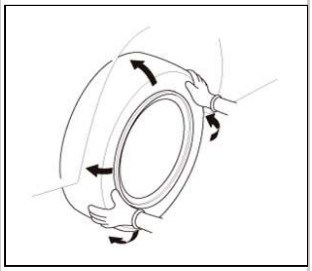
Courtesy of HONDA, U.S.A., INC.

INSPECTION/ADJUSTMENT > WHEEL ALIGNMENT (2013-18)

Wheel Alignment

INSPECTION/ADJUSTMENT > WHEEL ALIGNMENT (2013-18) > CHECK

1. Pre-Alignment - Check



Courtesy of HONDA, U.S.A., INC.

For proper inspection and adjustment of the wheel alignment, do these checks:

1. Release the parking brake to avoid an incorrect measurement.
2. Make sure the suspension is not modified.
3. Make sure the fuel tank is full, and that the spare tire, the jack, and the tools are in place on the vehicle.
4. Check the tire size and tire pressure according to tire information.
5. Set the steering column to the middle tilt position and telescopic position.
6. Check the runout of the wheels and tires .

	7. Check the suspension ball joints (Raise and support the vehicle . Hold a tire with your hands, and move it up and down and right and left to check for movement). 8. Before doing alignment inspections, be sure to remove all extra weight from the vehicle, and no one should be inside the vehicle (driver or passengers). 9. Lower the vehicle to the ground. Bounce the vehicle up and down several times to stabilize the suspension.

INSPECTION/ADJUSTMENT > WHEEL ALIGNMENT (2013-18) > INSPECTION

Use commercially available computerized four wheel alignment equipment to measure wheel alignment (caster, camber, toe, and turning angle). Follow the equipment manufacturer's instructions.

1. Caster - Inspect

	1. Check the caster angle.

Caster angle:	**2° 51 '±1°**

1. If the measurement is within the specifications, measure the front camber angle.
2. If the measurement is not within the specifications, check for bent or damaged suspension components.

2. Camber - Inspect

	1. Check the camber angle.

Camber angle:		
	Front:	**0° 00 ' ±30 '**
	Rear:	**±1 ° 00 ' ±30 '**
(Maximum difference between the right and left side: 0° 30 ')		

1. If the measurement is within the specification, measure the toe-in.
2. If the measurement for the front camber is not within the specification, go to front camber adjustment.
3. If the measurement for the rear camber is not within the specification, check for bent or damaged suspension components.

3. Rear Toe - Inspect

> **NOTE:** *Do the rear toe inspection before the front toe inspection.*

1. Release the parking brake to avoid an incorrect measurement

2. Check the toe.Rear toe-in:
2±2 mm (0.08±0.08 in)
    1. If adjustment is required, go to rear toe adjustment.
    2. If no adjustment is required, go to front toe inspection.

4. Front Toe - Inspect

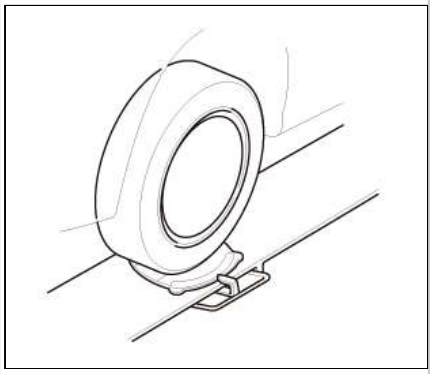
> **NOTE:** *Do the rear toe inspection before the front toe inspection.*

1. Set the steering column to the middle tilt position and telescopic position
2. Center the steering wheel spokes, and install a steering wheel holder tool
3. Check the toe with the wheels pointed straight ahead.

Front toe-in: 0±2 mm (0±0.08 in)

1. If adjustment is required, go to front toe adjustment.
2. If no adjustment is required, remove the alignment equipment.

5. Turning Angle - Inspect



Courtesy of HONDA, U.S.A., INC.

1. Turn the wheel right and left while applying the brake, and measure the turning angle of both wheels.

Turning angle:		
	Inward:	**35° 27 ' ± 2°**
	Outward (reference):	**30° 20 ' ± 1°**

2. If the measurement is not within the specifications, even up both sides of the tie-rod threaded section length while adjusting the front toe. If it is correct, but the turning angle is not within the specifications, check for bent or damaged suspension components.

INSPECTION/ADJUSTMENT > WHEEL ALIGNMENT (2013-18) > ADJUSTMENT

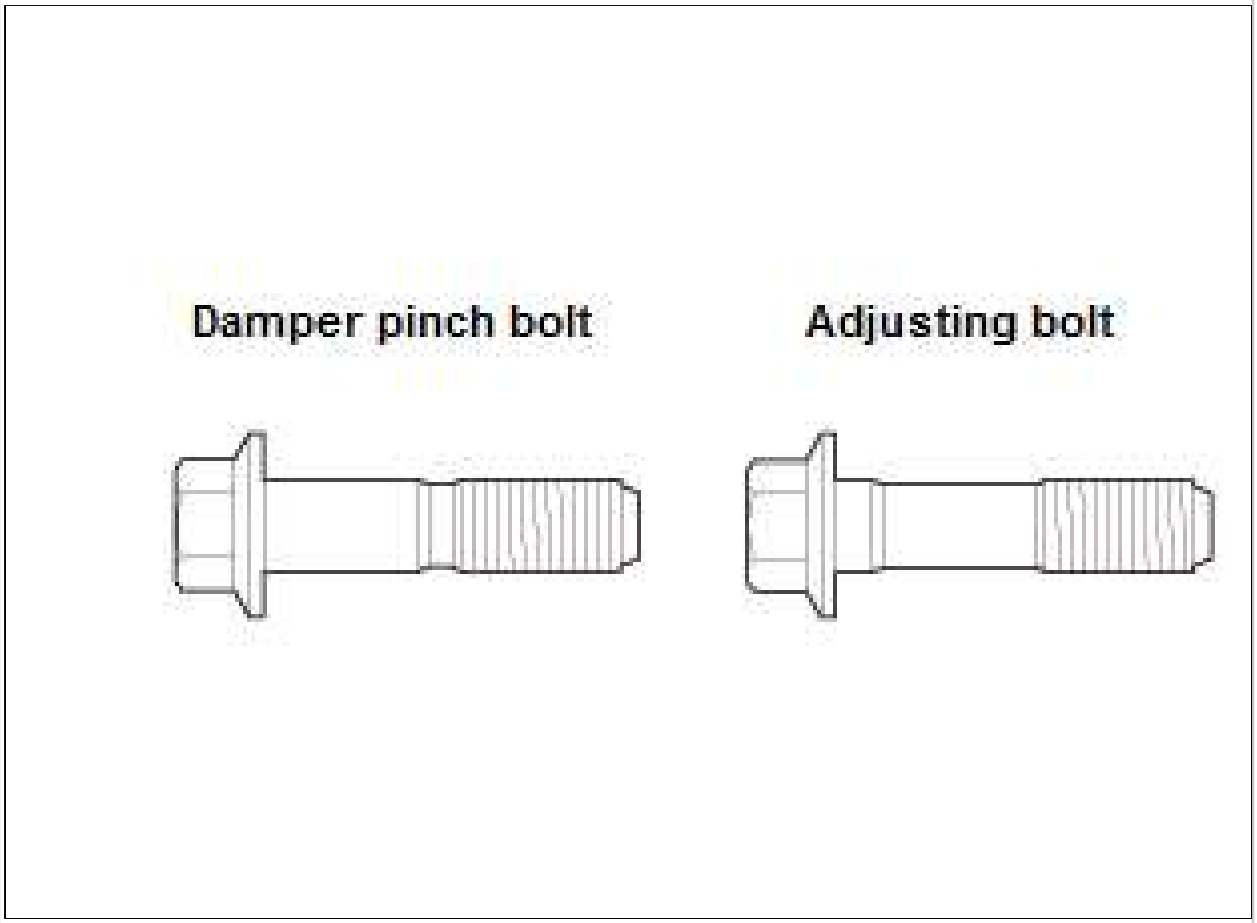
The suspension can be adjusted for front camber, front toe, and rear toe. However, each of these adjustments are related to each other. For example, when you adjust camber, the toe will change.

NOTE: *After adjusting the wheel alignment, do the VSA sensor neutral position memorization and steering angle sensor neutral position clear.*

1. Vehicle - Lift

	1. Raise and support the vehicle .

2. Front Camber - Adjust

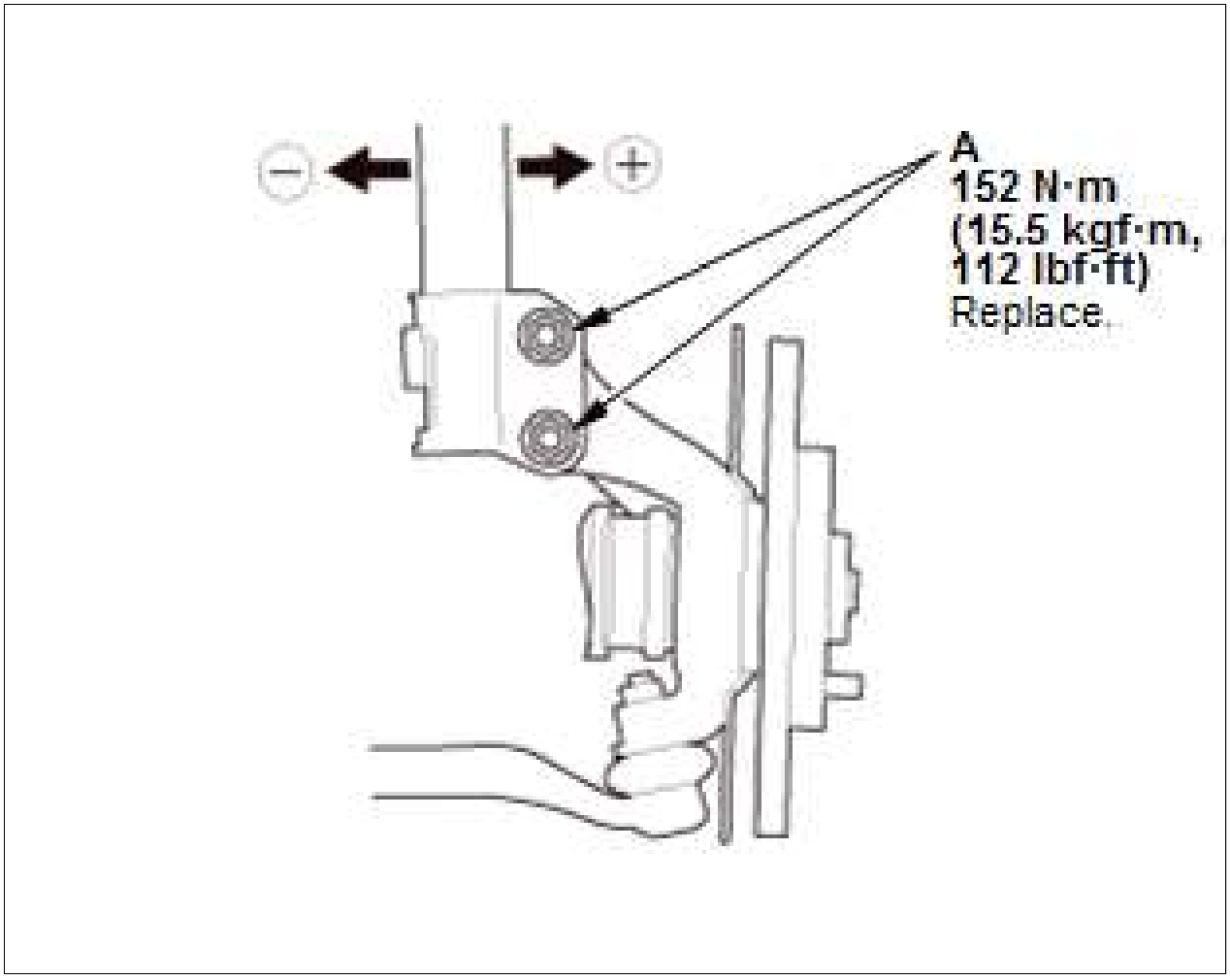


Courtesy of HONDA, U.S.A., INC.

The front camber can be adjusted by exchanging one or both of the damper pinch bolts with a smaller diameter adjusting bolt. The difference between the adjusting bolt diameter and the pinch bolt hole diameter allows for a small range of adjustment.

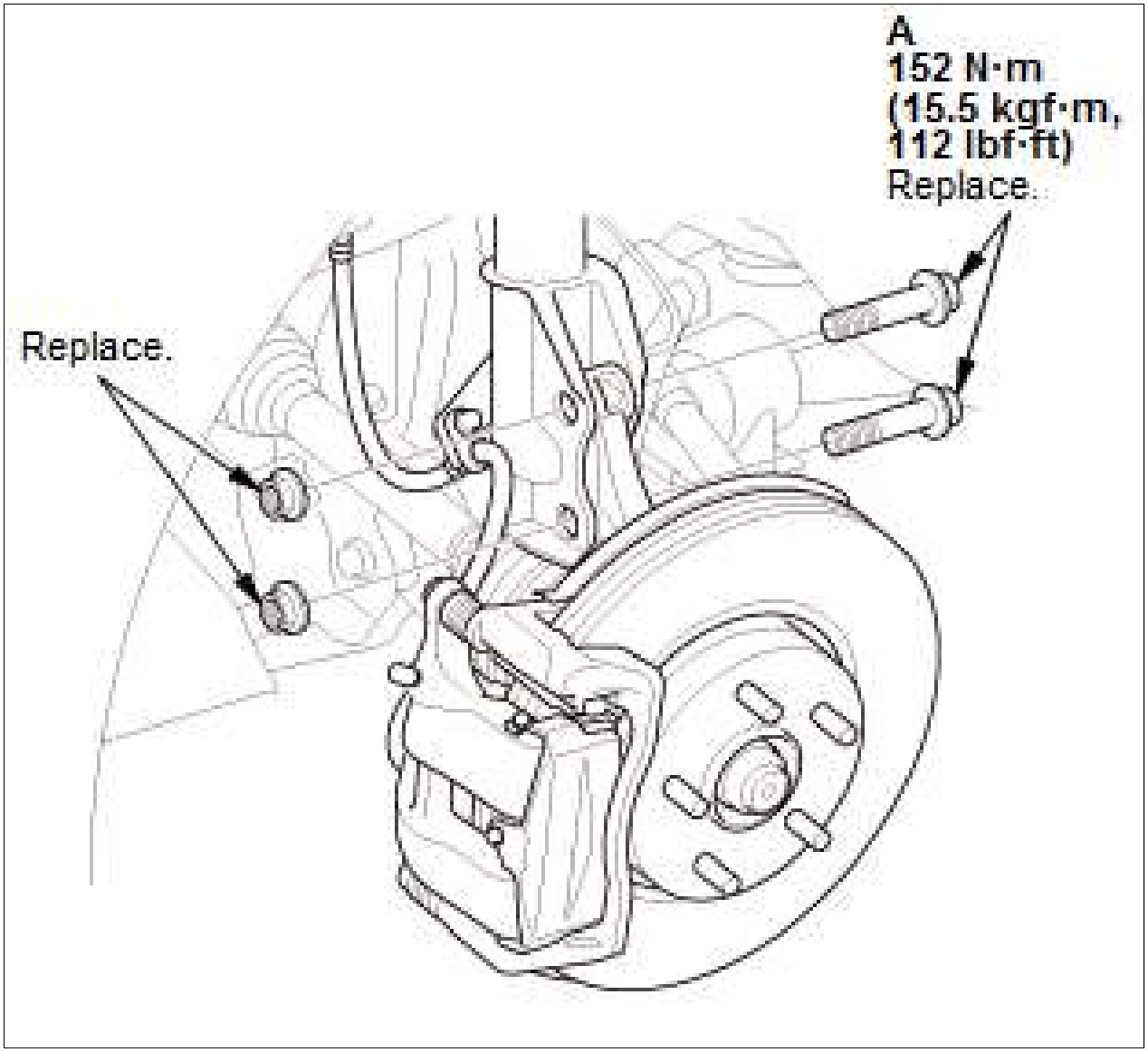
NOTE: *Refer to the Parts Catalog for the camber adjusting bolts.*

Fig 1: Front Camber Bolts With Torque Specifications (1 Of 2)



Courtesy of HONDA, U.S.A., INC.

Fig 2: Front Camber Bolts With Torque Specifications (2 Of 2)



Courtesy of HONDA, U.S.A., INC.

1. Remove both front wheels .
2. Loosen the damper pinch bolts (A), and adjust the camber angle by moving the bottom of the damper within the range of the damper pinch bolt free play.
3. Tighten the damper pinch bolts to the specified torque.
4. Clean the mating surfaces between the brake disc and the inside of the wheel, then install both front wheels .
5. Lower the vehicle to the ground, and bounce the front of the vehicle up and down several times to stabilize the suspension.
6. Measure the camber angle.
    1. If the measurement is within the specification, measure the toe-in.
    2. If the measurement is not within the specification, go to step 7.

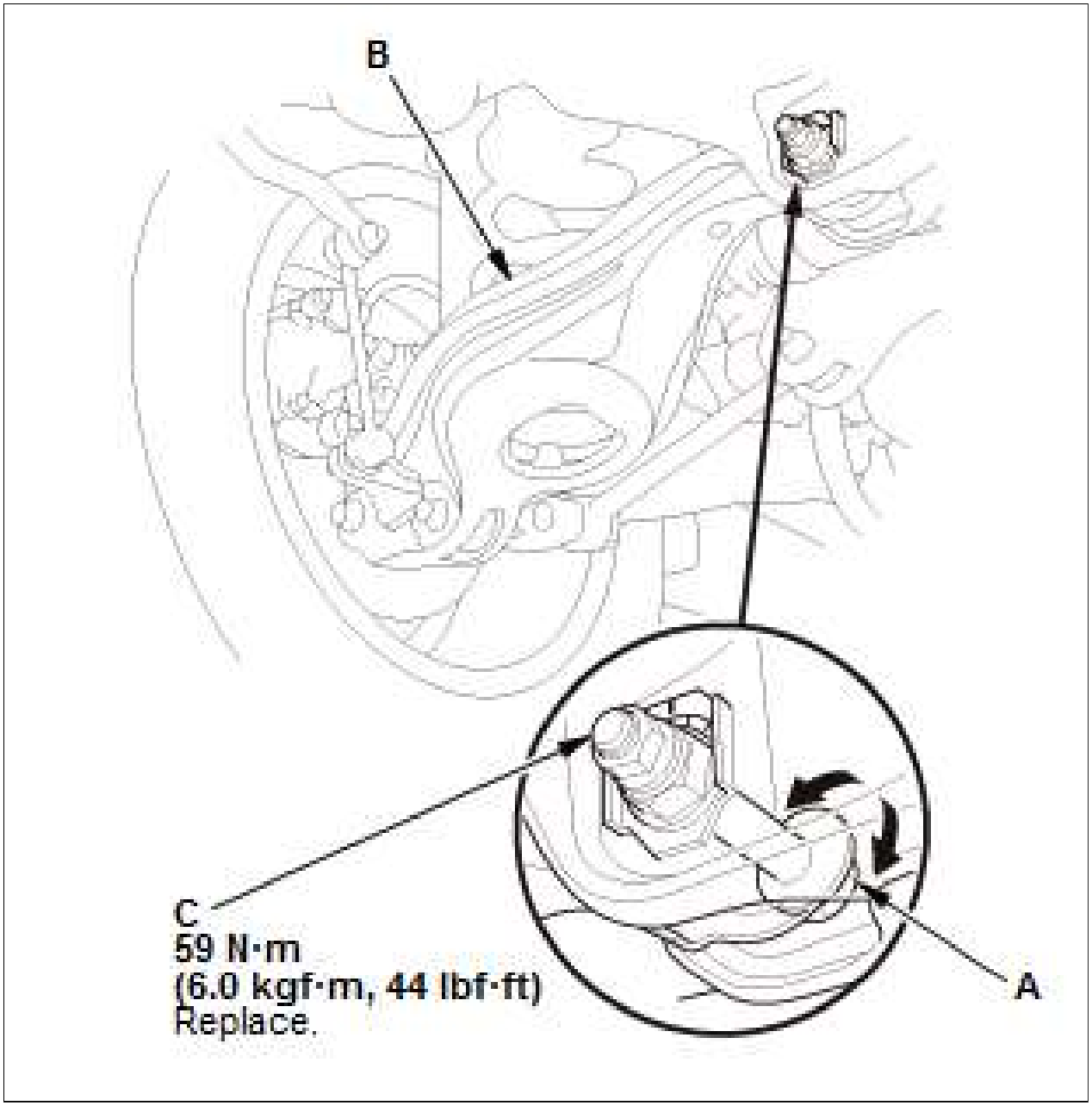
7. Remove both front wheels .
8. Replace the damper pinch bolts with the adjusting bolts (A), and adjust the camber angle.

> **NOTE:**
> 1. *The camber angle can be adjusted up to ±20 ' (center of tolerance) by replacing one damper pinch bolt with the adjusting bolt.*
> 2. *The camber angle can be adjusted up to ±40 ' by replacing both damper pinch bolts with the adjusting bolts.*

9. Tighten the bolts to the specified torque.
10. Clean the mating surfaces between the brake disc and the inside of the wheel, then install the front wheels .
11. Lower the vehicle to the ground, and bounce the front of the vehicle up and down several times to stabilize the suspension.
12. Measure the camber angle. If the camber angle is not within specification, repeat step 7 through 11 to readjust the camber angle. If the camber measurement is correct, measure toe-in, and adjust it if necessary.

3. Rear Toe - Adjust

Fig 3: Rear Toe Adjustment With Torque Specifications



Courtesy of HONDA, U.S.A., INC.

NOTE: *Do the rear toe adjustment before the front toe adjustment.*

1. Hold the adjusting bolt (A) on lower arm B, and remove the self-locking nut (C)
2. Replace the self-locking nut with a new one, and lightly tighten it.

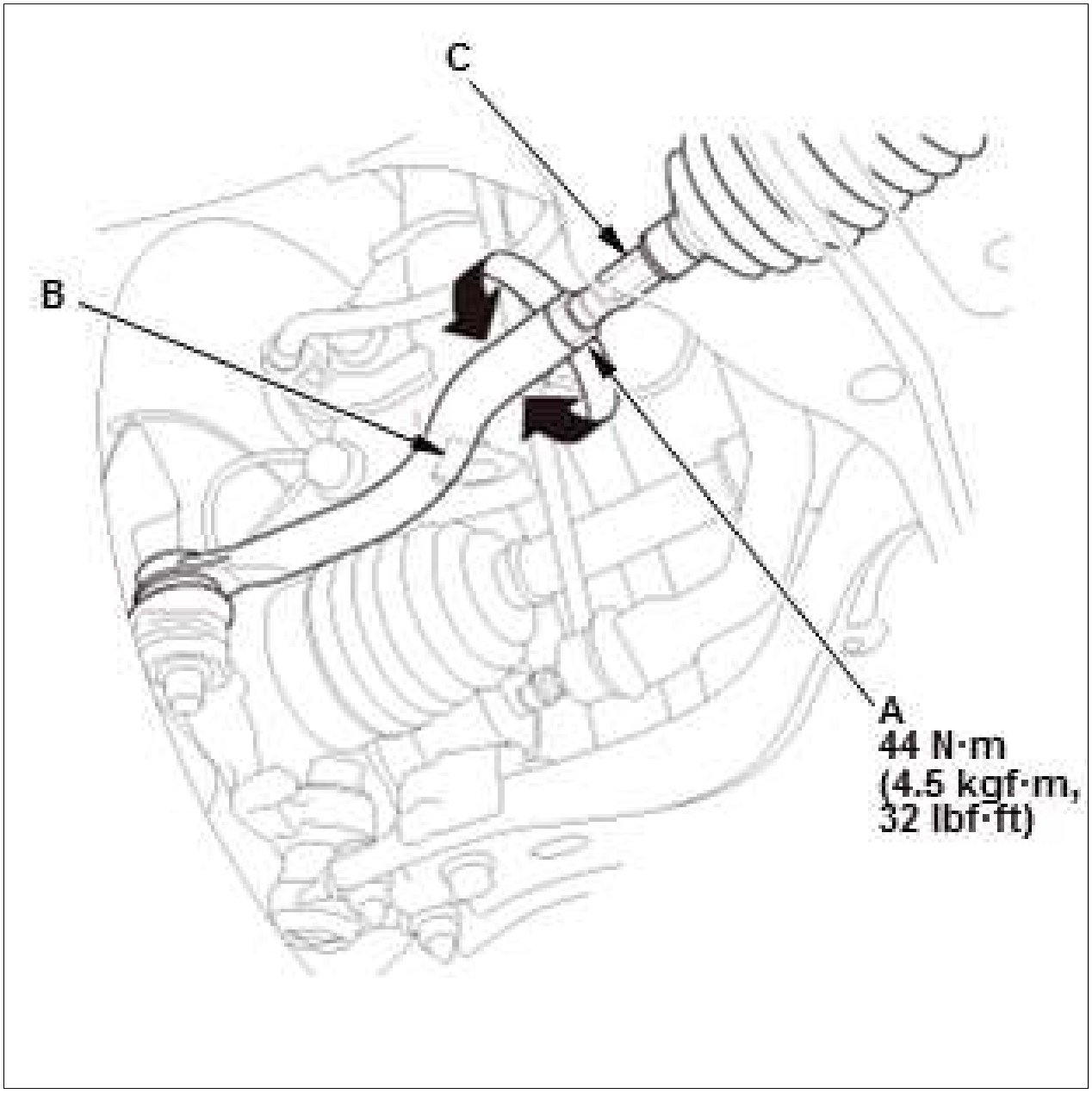
NOTE:

1. *Always use a new self-locking nut whenever it has been loosened.*
2. *Reassemble the adjusting bolt and the adjusting cam plate with the eccentric facing up.*

3. Adjust the rear toe by turning the adjusting bolt until the toe is correct
4. Tighten the self-locking nut to the specified torque while holding the adjusting bolt.

4. Front Toe - Adjust

Fig 4: Front Toe Adjustment With Torque Specifications



NOTE: *Do the rear toe adjustment before the front toe adjustment.*

1. Loosen the tie-rod end locknuts (A) while holding the flat surface sections (B) of the tie-rod end with a wrench, and turn both tie-rods (C) until the front toe is within specifications
2. After adjusting, tighten the tie-rod end locknuts to the specified torque. Reposition the rack-end boot if it is twisted or displaced.

5. VSA Sensor Neutral Position - Memorize

	1. Do the VSA sensor neutral position memorization .

6. Steering Angle Sensor Neutral Position - Clear

	1. Do the steering angle sensor neutral position clear .

INSPECTION/ADJUSTMENT > WHEEL BEARING END PLAY INSPECTION (2013-18)

Wheel Bearing End Play Inspection

INSPECTION/ADJUSTMENT > WHEEL BEARING END PLAY INSPECTION (2013-18) > INSPECTION

1. Vehicle - Lift

	1. Raise and support the vehicle .

2. Front Wheels and Rear Wheels - Remove

	1. Remove the wheels .

3. Wheel Bearing End Play - Inspect

Fig 1: Inspecting Front Wheel Bearing End Play With Torque Specifications

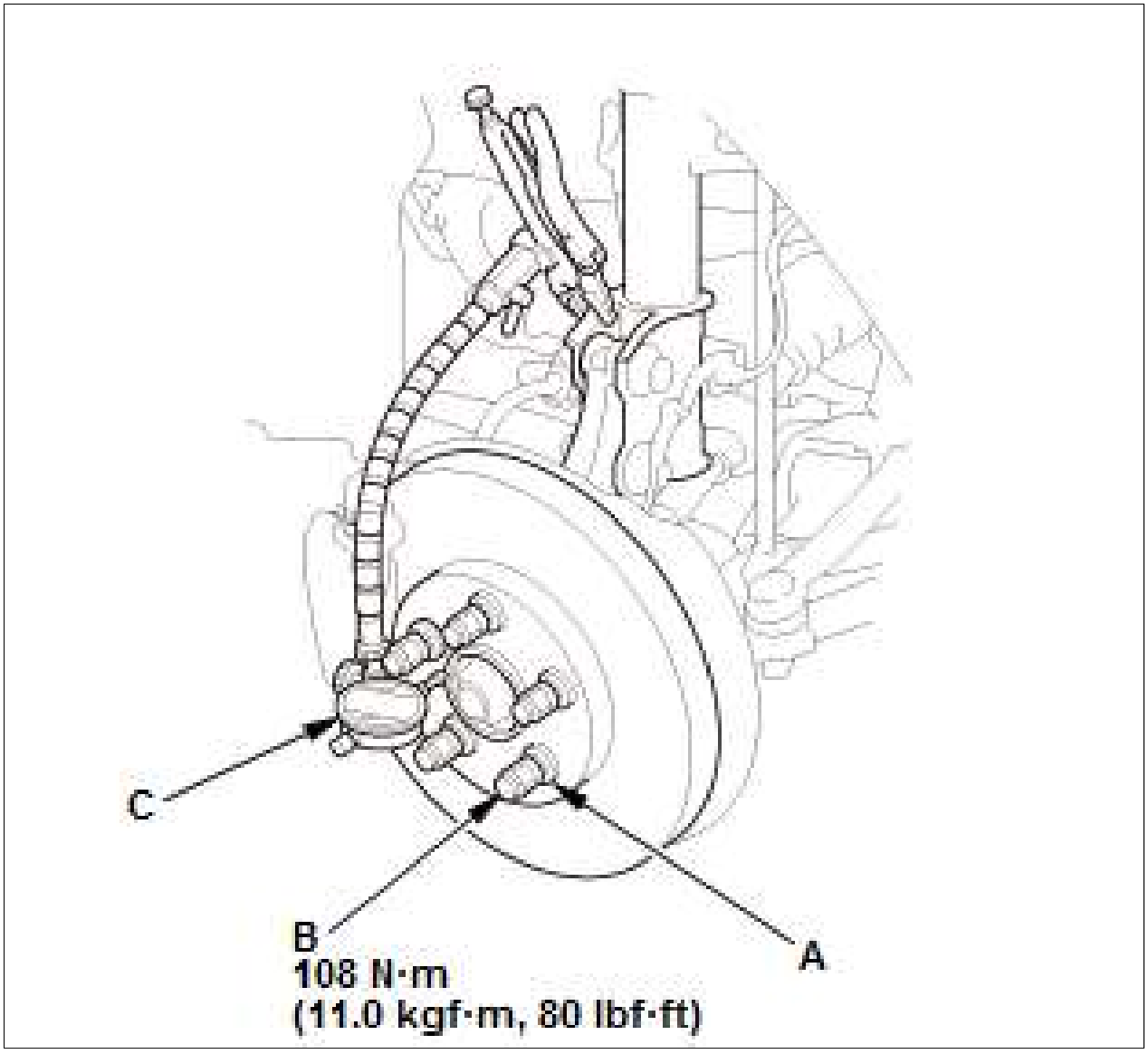


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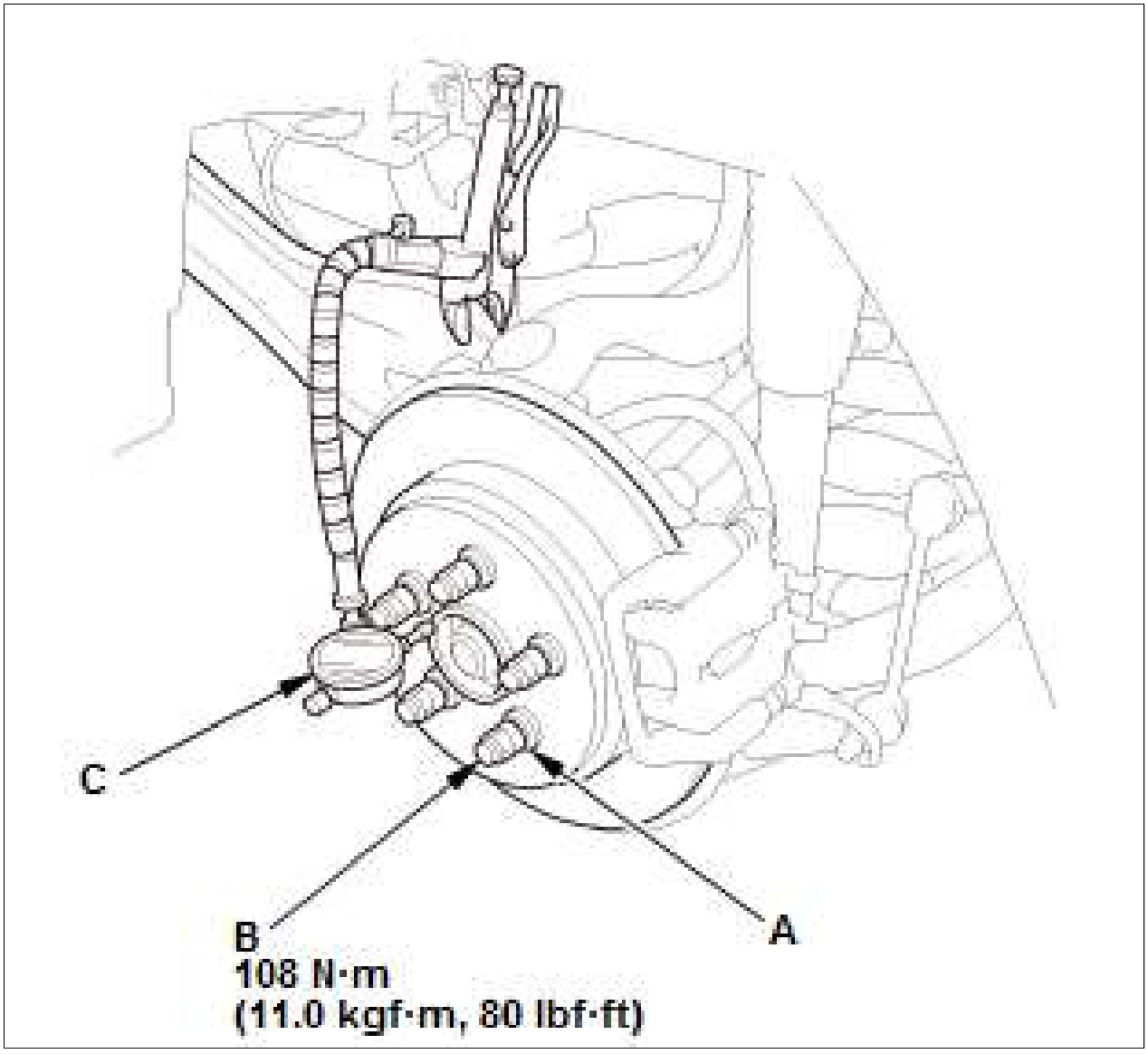
Fig 2: Inspecting Rear Wheel Bearing End Play With Torque Specifications



Courtesy of HONDA, U.S.A., INC.

1. Install suitable flat washers (A)
2. Install the wheel nuts (B)
3. Tighten the nuts to the specified torque to hold the brake disc or the brake disc/drum securely against the hub
4. Attach the dial gauge (C)
5. Place the dial gauge against the hub flange
6. Measure the bearing end play while moving the brake disc or the brake disc/drum inward and outward.

Wheel bearing end play:		
	Front/Rear:	0-0.05 mm (0-0.0020 in)

7. If the bearing end play measurement is more than the standard, replace the wheel bearing or the hub bearing unit - Refer to: Rear Knuckle/Hub Bearing Unit Removal and Installation (2013-15), or Rear Knuckle/Hub Bearing Unit Removal and Installation (2016-18) .

4. Front Wheels and Rear Wheels - Install

	1. Install the wheels .

INSPECTION/ADJUSTMENT > WHEEL RUNOUT INSPECTION (2013-18)

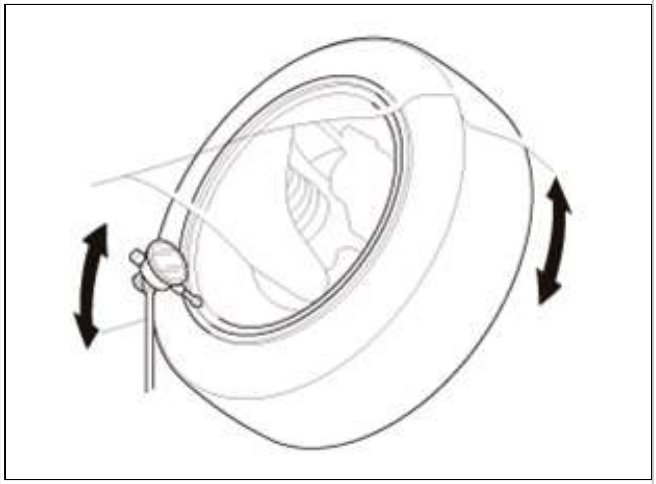
Wheel Runout Inspection

INSPECTION/ADJUSTMENT > WHEEL RUNOUT INSPECTION (2013-18) > INSPECTION

1. Vehicle - Lift

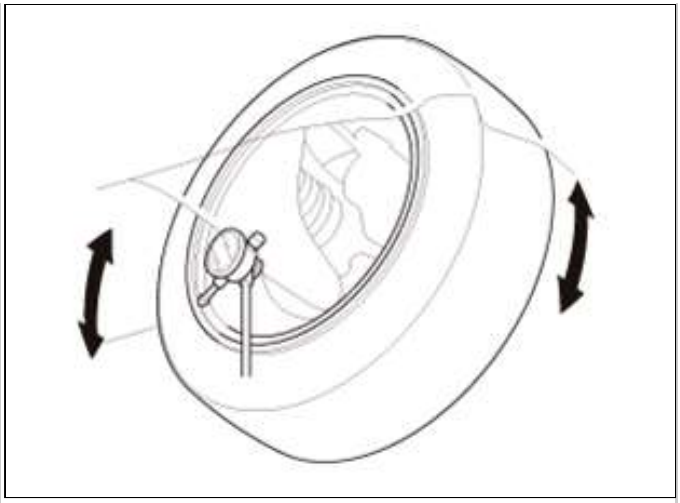
	1. Raise and support the vehicle .

2. Wheel Runout - Inspect

 Courtesy of HONDA, U.S.A., INC.	1. Check for bent or deformed wheels 2. Set up the dial gauge as shown 3. Measure the axial runout by turning the wheel.

Front and rear wheel axial runout:		
	Standard:	0-0.3 mm (0-0.012 in)
	Service limit:	**2.0 mm (0.079 in)**

	4. Reset the dial gauge to the position shown 5. Measure the radial runout.



Courtesy of HONDA, U.S.A., INC.

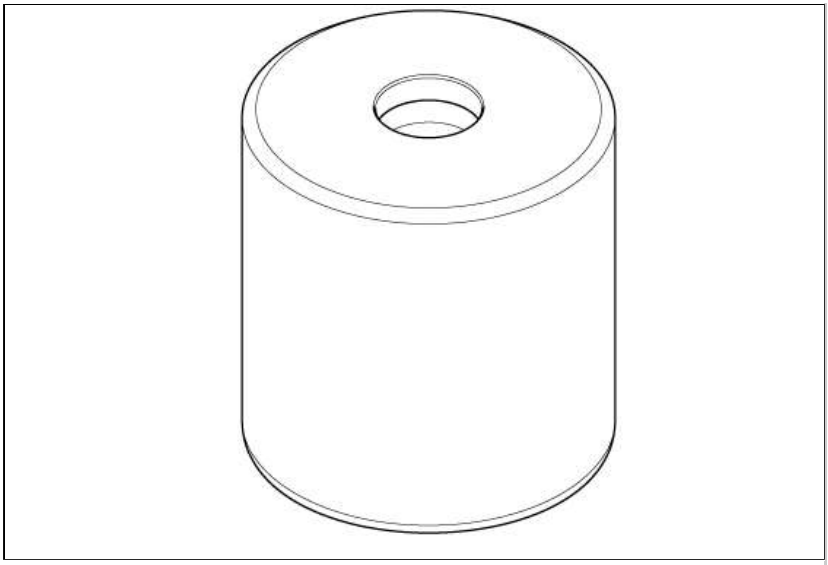
Front and rear wheel radial runout:		
	Standard:	0-0.3 mm (0-0.012 in)
	Service limit:	**1.5 mm (0.059 in)**

6. If the wheel runout is not within the specification, check the wheel bearing end play , and make sure the mating surfaces between the brake disc or the brake disc/drum and the inside of the wheel are clean.
7. If the bearing end play is within the specification but the wheel runout is more than the service limit, replace the wheel .

INSPECTION/ADJUSTMENT > BALL JOINT BOOT REPLACEMENT AND INSPECTION (2013-18)

Ball Joint Boot Replacement and Inspection
Special Tools Required

Image	Description/Tool Number
	Bearing Driver Attachment, 40 mm 07GAF-SE00200

 Courtesy of HONDA, U.S.A., INC.	
 Courtesy of HONDA, U.S.A., INC.	Clip Guide, 41 mm 07974-SA50700

INSPECTION/ADJUSTMENT > BALL JOINT BOOT REPLACEMENT AND INSPECTION (2013-18) > INSPECTION

1. Ball Joint Boot - Inspect
   Lower Arm Ball Joint/Rear Upper Arm
   1. Check the ball joint boot for weakness, damage, cracks, and inner boot grease leaks.

NOTE:

1. If the ball joint boot is damaged with grease leaks, replace the appropriate part as an assembly.

2. If the ball joint boot is weak and cracked, but does not leak grease, replace the appropriate ball joint boot.

INSPECTION/ADJUSTMENT > BALL JOINT BOOT REPLACEMENT AND INSPECTION (2013-18) > REPLACEMENT

Lower Arm Ball Joint

1. Vehicle - Lift

	1. Raise and support the vehicle .

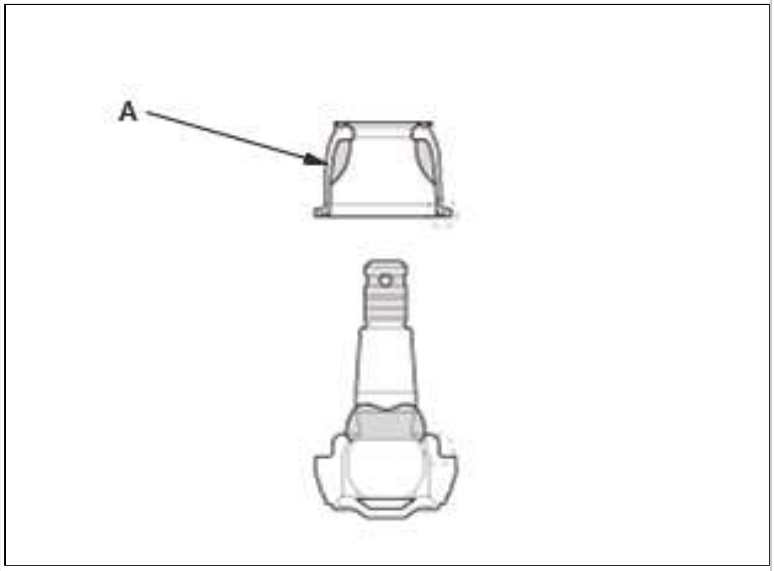
2. Front Wheel - Remove

	1. Remove the front wheel .

3. Lower Arm Ball Joint - Remove

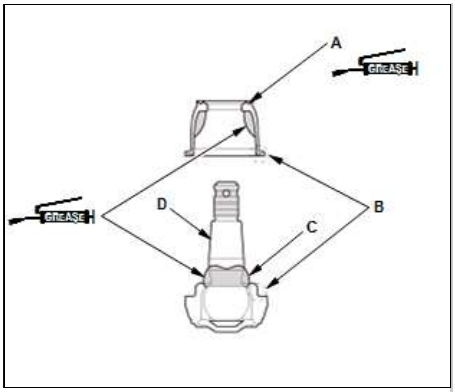
	1. Remove the lower arm ball joint .

4. Ball Joint Boot - Remove

 Courtesy of HONDA, U.S.A., INC.	1. Remove the ball joint boot (A).

5. Ball Joint Boot - Install

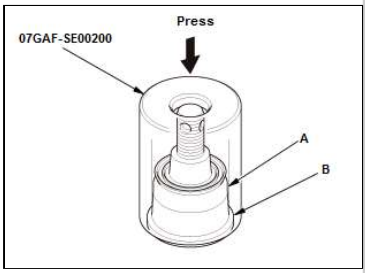
	1. Pack the interior and lip (A) of a new boot with grease. **NOTE:** *1. Keep the grease off of the boot-to-lower ball joint housing mating*



Courtesy of HONDA, U.S.A., INC.

surfaces (B).
2. *Use the grease that comes with the ball joint kit, or multi-purpose grease.*
3. *Do not let dirt or other foreign materials get into the boot.*

2. Pack fresh grease into the base (C)
3. Install the ball joint boot
4. Squeeze it gently to force out any air
5. Wipe the grease off the tapered portion of the ball joint pin (D).



Courtesy of HONDA, U.S.A., INC.

6. Press the boot (A) with the bearing driver attachment until the bottom seats (B) on the lower ball joint housing all the way around
7. Wipe any grease off the exposed portion of the ball joint pin.

6. Lower Arm Ball Joint - Install

	1. Install the lower arm ball joint .

7. Front Wheel - Install

	1. Install the front wheel .

Rear Upper Arm

8. Vehicle - Lift

	1. Raise and support the vehicle .

9. Rear Wheel - Remove

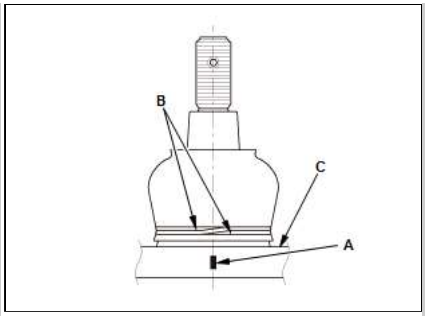
	1. Remove the rear wheel .

10. Rear Upper Arm - Remove

	1. Remove the rear upper arm - Refer to: Rear Upper Arm Removal and Installation (2013-15), or Rear Upper Arm Removal and Installation (2016-18) .

11. Ball Joint Boot - Remove

	1. Paint a alignment mark (A) in the center between the both boot



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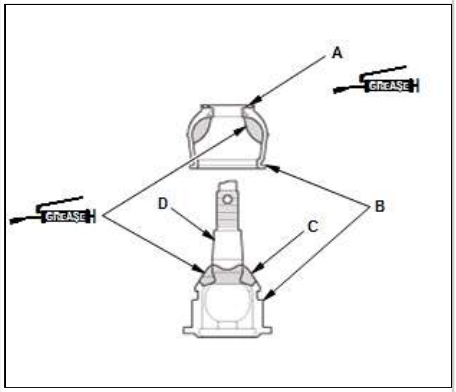
clip end faces (B) on the upper arm (C)
2. Remove the boot clip and the boot.

12. Ball Joint Boot - Install



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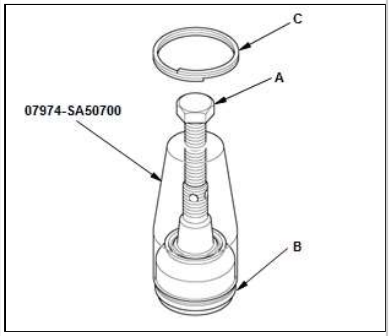
1. Pack the interior and lip (A) of a new boot with grease.

NOTE:

1. Keep the grease off of the boot-to-lower ball joint housing mating surfaces (B).
2. Use the grease that comes with the ball joint kit, or multi-purpose grease.
3. Do not let dirt or other foreign materials get into the boot.

2. Pack fresh grease into the base (C)
3. Install the ball joint boot
4. Squeeze it gently to force out any air
5. Wipe the grease off the tapered portion of the ball joint pin (D).



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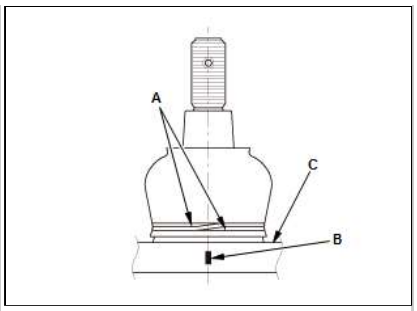
6. Adjust the clip guide with the adjusting bolt (A) until its base is just above the groove around (B) the bottom of the boot
7. Slide the clip (C) over the clip guide and into position on the boot.

8. Align the center between the both end faces (A) of the boot clip to alignment mark (B) of the upper arm (C)
9. Wipe any grease off the exposed portion of the ball joint pin.



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13. Rear Upper Arm - Install

	1. Install the rear upper arm - Refer to: Rear Upper Arm Removal and Installation (2013-15), or Rear Upper Arm Removal and Installation (2016-18) .

14. Rear Wheel - Install

	1. Install the rear wheel .

SYMPTOM TROUBLESHOOTING > LOW TIRE PRESSURE INDICATOR DOES NOT COME ON, AND NO DTCS ARE STORED (2013-13)

Diagnostic procedure

- 1.
  Symptom Troubleshooting - Refer to: TPMS Symptom Troubleshooting - TPMS indicator does not come on, and no DTCs are stored (2013-18), or TPMS Symptom Troubleshooting - TPMS indicator does not go off, and no DTCs are stored (2013-18), or TPMS Symptom Troubleshooting - Low tire pressure indicator does not go off, and no DTCs are stored (2013-15), or TPMS Symptom Troubleshooting - Low tire pressure indicator does not come on, and no DTCs are stored (2013-15) .

SYMPTOM TROUBLESHOOTING > LOW TIRE PRESSURE INDICATOR DOES NOT COME ON, AND NO DTCS ARE STORED (2013-18)

Diagnostic procedure

- 1.
  Symptom Troubleshooting - Refer to: TPMS Symptom Troubleshooting - TPMS indicator does not come on, and no DTCs are stored (2013-18), or TPMS Symptom Troubleshooting - TPMS indicator does not go off, and no DTCs are stored (2013-18), or TPMS Symptom Troubleshooting - Low tire pressure indicator does not go off, and no DTCs are stored (2013-15), or TPMS Symptom Troubleshooting - Low tire pressure indicator does not come on, and no DTCs are stored (2013-15), or TPMS Symptom Troubleshooting - Low tire pressure/TPMS indicator does not come on (2016-18), or TPMS Symptom Troubleshooting - Low tire pressure/TPMS indicator does not go off, and no DTCs are stored (2016-18) .

SYMPTOM TROUBLESHOOTING > LOW TIRE PRESSURE INDICATOR DOES NOT GO OFF, AND NO DTCS ARE STORED (2013-13)

Diagnostic procedure

- 1.
  Symptom Troubleshooting - Refer to: TPMS Symptom Troubleshooting - TPMS indicator does not come on, and no DTCs are stored (2013-18), or TPMS Symptom Troubleshooting - TPMS indicator does not go off, and no DTCs are stored (2013-18), or TPMS Symptom Troubleshooting - Low tire pressure indicator does not go off, and no DTCs are stored (2013-15), or TPMS Symptom Troubleshooting - Low tire pressure indicator does not come on, and no DTCs are stored (2013-15) .

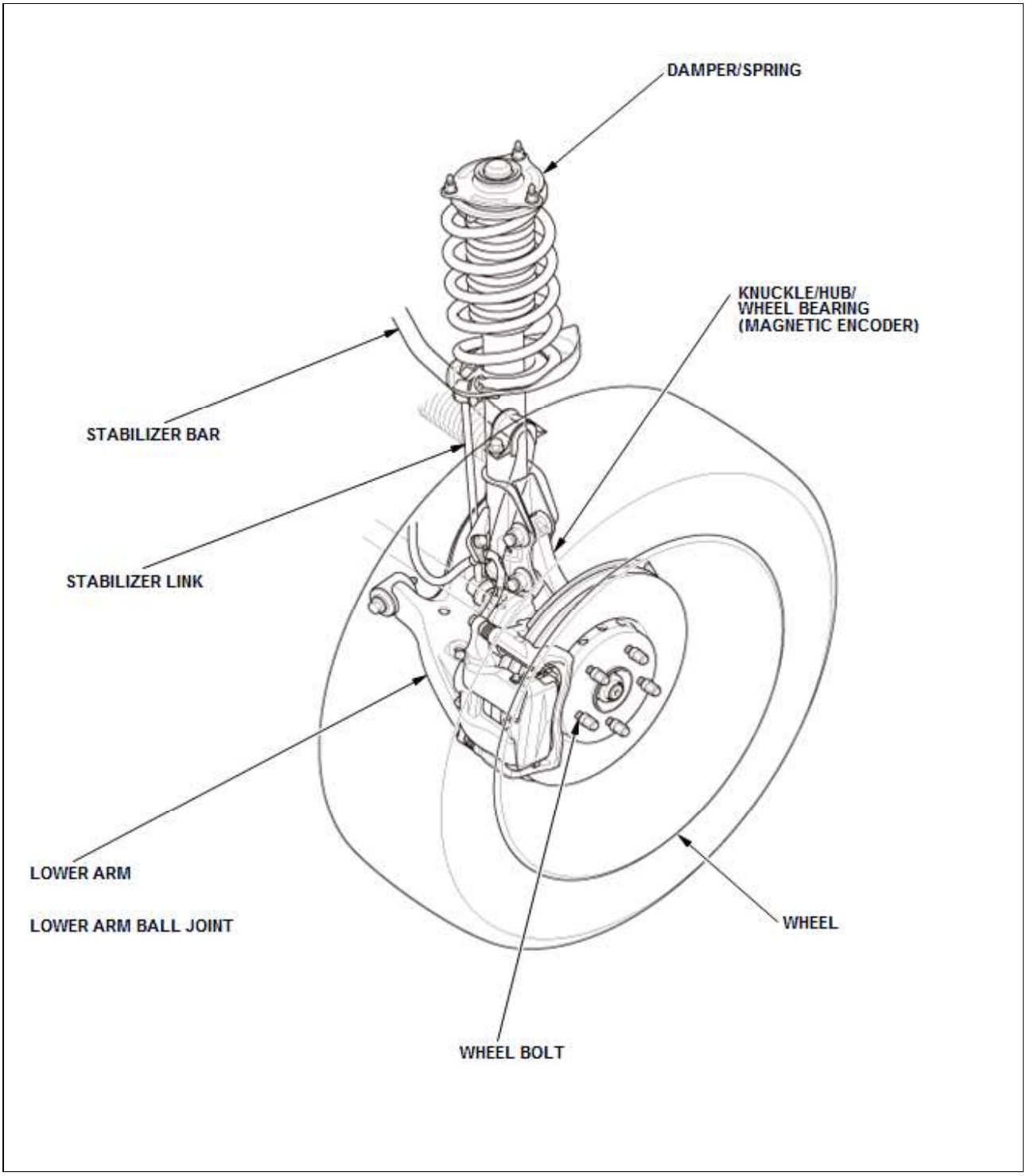
SYMPTOM TROUBLESHOOTING > LOW TIRE PRESSURE INDICATOR DOES NOT GO OFF, AND NO DTCS ARE STORED (2013-18)

Diagnostic procedure

- 1.
  Symptom Troubleshooting - Refer to: TPMS Symptom Troubleshooting - TPMS indicator does not come on, and no DTCs are stored (2013-18), or TPMS Symptom Troubleshooting - TPMS indicator does not go off, and no DTCs are stored (2013-18), or TPMS Symptom Troubleshooting - Low tire pressure indicator does not go off, and no DTCs are stored (2013-15), or TPMS Symptom Troubleshooting - Low tire pressure indicator does not come on, and no DTCs are stored (2013-15), or TPMS Symptom Troubleshooting - Low tire pressure/TPMS indicator does not come on (2016-18), or TPMS Symptom Troubleshooting - Low tire pressure/TPMS indicator does not go off, and no DTCs are stored (2016-18) .

COMPONENT LOCATION INDEX > FRONT AND REAR SUSPENSION COMPONENT LOCATION INDEX (2013-18)

Front Suspension



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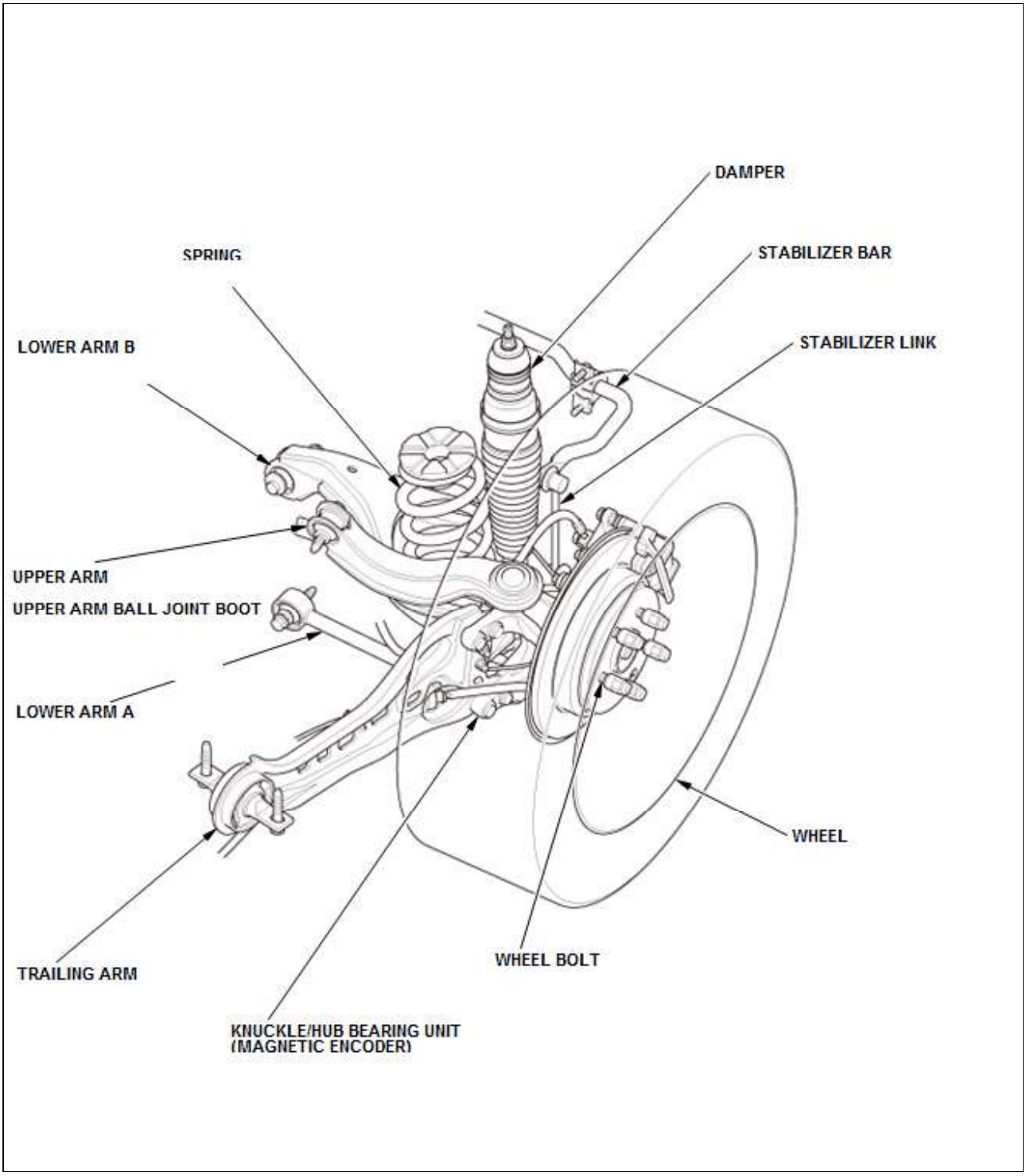
Rear Suspension



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TIRE PRESSURE SENSOR > MEMORIZING THE TIRE PRESSURE SENSOR ID (2013-15)

Memorizing the Tire Pressure Sensor ID

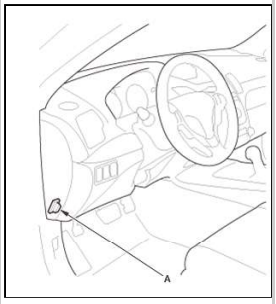
TIRE PRESSURE SENSOR > MEMORIZING THE TIRE PRESSURE SENSOR ID (2013-15) > PROCEDURE

1. Tire Pressure Sensor ID - Memorize
   Memorizing a Tire Pressure Sensor ID
   All four sensor IDs must be memorized to the TPMS control unit whenever you do any of these actions:
   1. Replace the TPMS control unit.
   2. Update the TPMS control unit.
   3. Replace the tire pressure sensor.
   4. Substitute a known-good wheel with tire pressure sensor.

> **NOTE:**
> 1. *To ensure the TPMS control unit memorizes the correct sensor ID, the vehicle with the new tire pressure sensor must be at least 10 ft (3 m) away from other vehicles that have sensors.*
> 2. *When replacing the TPMS control unit or update the TPMS control unit, use the HDS to memorize sensor IDs.*

Memorizing a Tire Pressure Sensor ID Automatically
After rotating the tires or replacing a tire pressure sensor, drive the vehicle for at least 40 seconds at a speed of 15 mph (24 km/h) or more, and all the sensor IDs are memorized automatically.

> **NOTE:** *After the sensor IDs are memorized, reduce the pressure in all four tires to less than the appropriate specification, and check to see that the four tire indicators come on.*



Courtesy of HONDA, U.S.A., INC.

Memorize a Tire Pressure Sensor ID with the HDS
The HDS can memorize the sensor ID of a new tire pressure sensor or a previously memorized sensor ID.

1. Press the engine start/stop button to select the OFF mode.
2. Connect the HDS to the data link connector (DLC) (A) located under the driver's side of the dashboard.
3. Press the engine start/stop button to select the ON mode.
4. Make sure the HDS communicates with the vehicle and the TPMS control unit. If it does not communicate, go to the DLC circuit troubleshooting .
5. Memorize the tire pressure sensor ID by following the screen prompts on the HDS.

NOTE:

1. *See the HDS Help menu for specific instructions.*
2. *When replacing the TPMS control unit or update the TPMS control unit, use the HDS to memorize sensor IDs.*
3. *After the sensor IDs are memorized, reduce the pressure in all four tires to less than the appropriate specification, and check to see that the four tire indicators come on.*

6. Press the engine start/stop button to select the OFF mode.

TIRE PRESSURE SENSOR > MEMORIZING THE TIRE PRESSURE SENSOR ID (2016-18)

Memorizing the Tire Pressure Sensor ID

TIRE PRESSURE SENSOR > MEMORIZING THE TIRE PRESSURE SENSOR ID (2016-18) > PROCEDURE

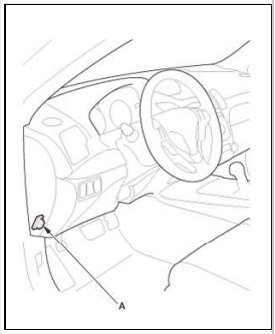
1. Tire Pressure Sensor ID - Memorize
   Memorizing a Tire Pressure Sensor ID
   All four sensor IDs must be memorized to the TPMS control unit whenever you do any of these actions:
   1. Replacing the keyless access/TPMS control unit.
   2. Replacing the tire pressure sensor.
   3. Substituting a known-good wheel with tire pressure sensor.

NOTE:

1. *To ensure the TPMS control unit memorizes the correct sensor ID, the vehicle with the new tire pressure sensor must be at least 3 m (10 ft) away from other vehicles that have sensors.*
2. *When replacing the keyless access/TPMS control unit, use the HDS to memorize sensor IDs.*

Memorizing a Tire Pressure Sensor ID Automatically
After rotating the tires or replacing a tire pressure sensor, drive the vehicle for at least 40 seconds at a speed of 24 km/h (15 mph) or more, and all the sensor IDs are memorized automatically.

NOTE: *After the sensor IDs are memorized, reduce the pressure in all four tires to less than the appropriate specification, and check to see that the four tire indicators come on.*



Courtesy of HONDA, U.S.A., INC.

Memorize a Tire Pressure Sensor ID with the HDS

The HDS can memorize the sensor ID of a new tire pressure sensor or a previously memorized sensor ID.

1. Turn the vehicle to the OFF (LOCK) mode.
2. Connect the HDS to the data link connector (DLC) (A) located under the driver's side of the dashboard.
3. Turn the vehicle to the ON mode.
4. Make sure the HDS communicates with the vehicle and the TPMS control unit. If it does not communicate, go to the DLC circuit troubleshooting .
5. Memorize the tire pressure sensor ID by following the screen prompts on the HDS.

NOTE:

1. *See the HDS Help menu for specific instructions.*
2. *When replacing the keyless access/TPMS control unit, use the HDS to memorize sensor IDs.*
3. *After the sensor IDs are memorized, reduce the pressure in all four tires to less than the appropriate specification, and check to see that the four tire indicators come on.*

6. Turn the vehicle to the OFF mode.