

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

Sandro Giordano Wins ASE Top 20 Award!

Service tech **Sandro Giordano's** interest in mechanics began in his youth, when he took his father's lawn mower apart just to see how it worked. Nobody is exactly sure how his father felt about it, but that mechanical curiosity has led to a nearly 24-year career as a tech (the past 6 years at Acura of Turnersville, NJ) and now, an ASE Top 20 Award.

The award, from the National Institute for Automotive Service Excellence (ASE), tests and certifies technical professionals in all major areas of service and repair. Based on his test scores, Sandy not only has been Master Certified, but also has earned the distinction of being one of the top 20 techs in the U.S.!

With the support of his dealership and through his hard work, Sandy has developed a reputation as an educated and valued member of his service department. His success shows what you can

achieve with dedication and spirit. We congratulate Sandy for winning this prestigious award.

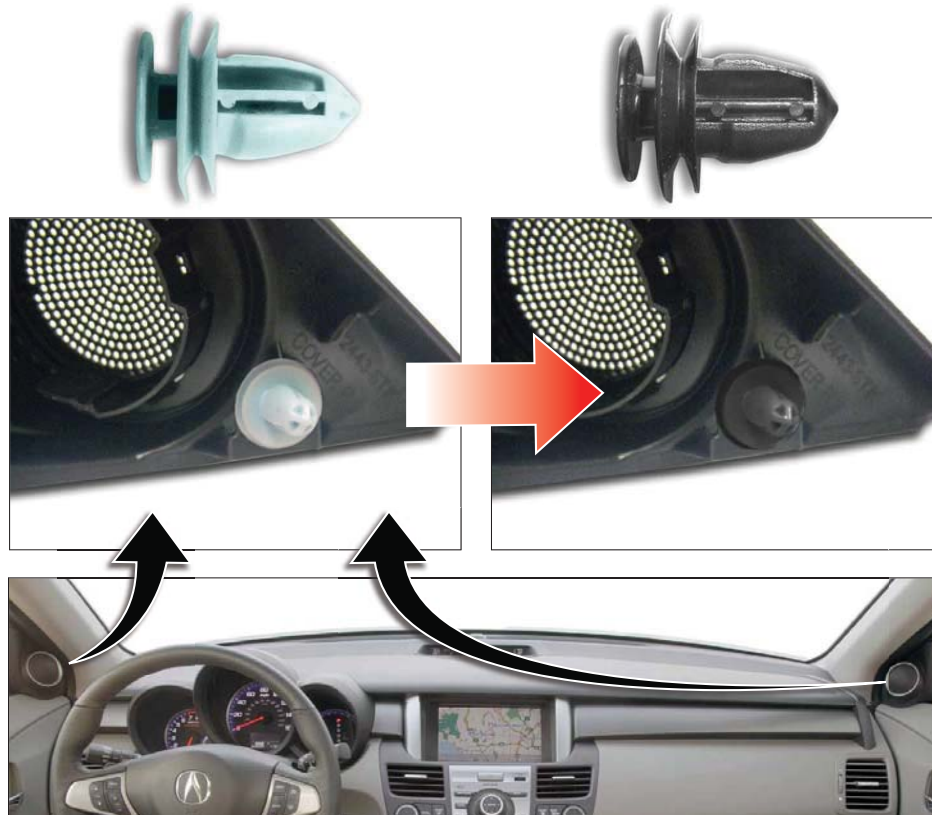


ASE Top 20 Award Winner Sandy Giordano

Front Door Tweeter Cover Is Loose, Rattles, or Falls Off

Currently Applies To: '07-09 RDX

Got a vehicle in your shop with a front door tweeter cover (door mirror garnish) that's loose, rattling, or falling off? The light blue retaining clip might not be strong enough to hold it in place. The fix for this is quick and easy. Just replace that clip with a black one (P/N 91560-S84-A11), and reinstall the cover. The black clip has a lot more holding power and will keep it secure.



Low Brake Pedal? Could Be Trapped Air in VSA Modulator

Currently Applies To: '07–12 MDX

Got a low brake pedal and bleeding the brakes **didn't** help? It could just be trapped air in the VSA modulator. Before replacing the master cylinder or the VSA modulator, try this bleeding procedure; it will get rid of any trapped air.

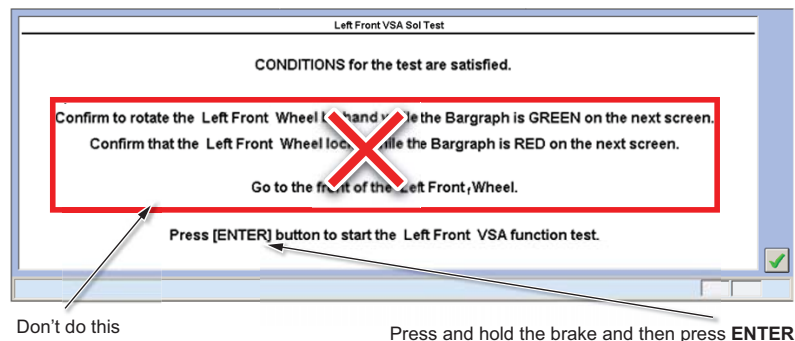
Before You Start

- Make sure the battery is fully charged and in good shape.
- Top off the brake fluid reservoir, and make sure it stays full during the bleeding procedures.

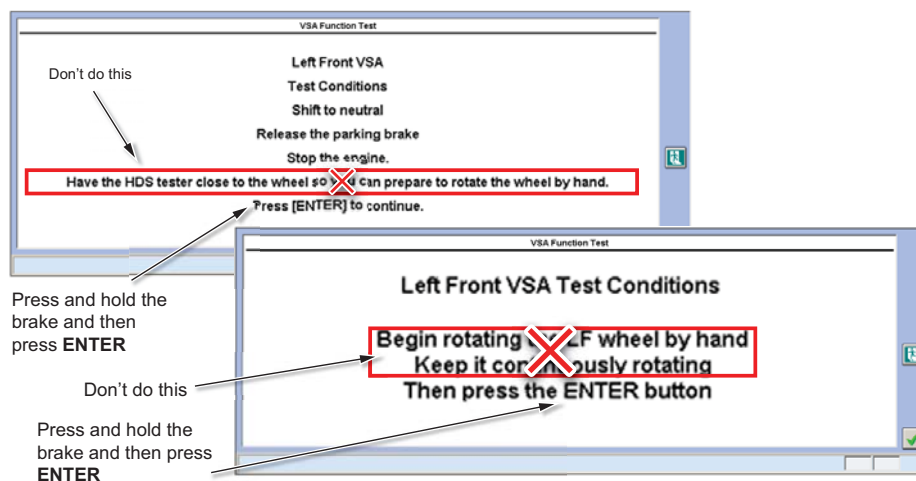
Prime the VSA Modulator Pump

1. Raise the vehicle on a lift, and remove the wheels.
2. Hook up your HDS PC and MVCI. Go to **ABS/TCS/VSA** and then **Functional Tests**.
3. Follow the screen prompts. Keep in mind they vary somewhat depending on which model year you're working on.
4. Click on **Left Front VSA**. In this test, you don't need to be close to the wheel or turn it. Just follow the screen prompts exactly as shown below.
5. When you see this screen ('07–09 models) or screens ('10–12 models), press and hold the brake pedal, then click on **ENTER**. Keep holding down the brake pedal until the test is done.

For 2007–2009 MDX



For 2010–2012 MDX



6. Click on **Right Front VSA**, and repeat steps 4 and 5.

NOTE: Since you're just priming the pump, you only need to do the front brakes.

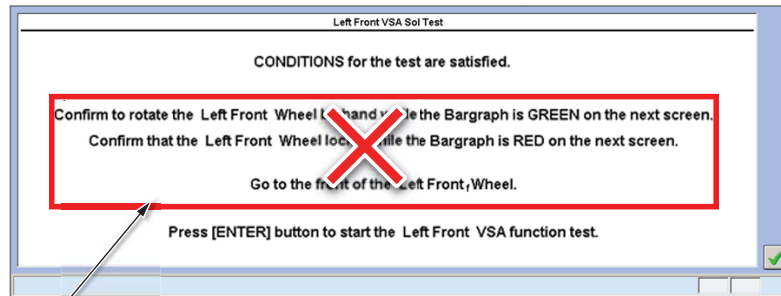
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Low Brake Pedal? Could Be Trapped Air in VSA Modulator...(cont'd)

Bleed the VSA Modulator

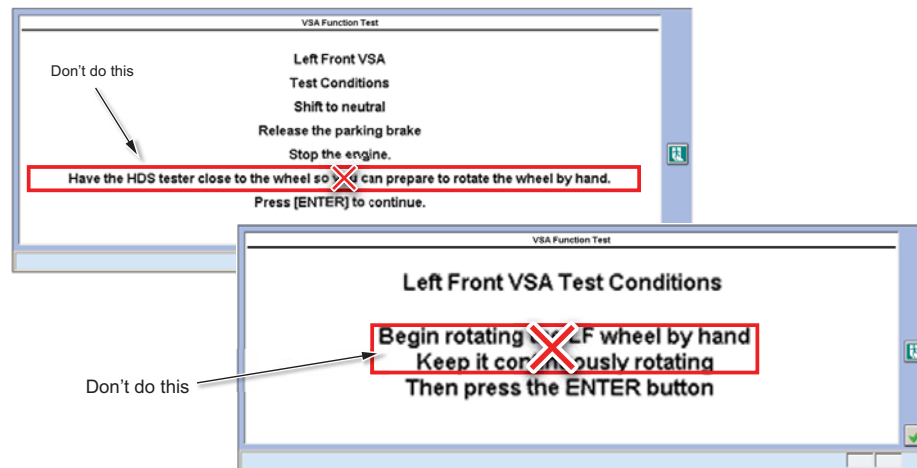
1. Connect one end of a clear bleed hose to the left front caliper's bleeder valve, and drop the other end into a container. Remember to keep that container higher than the caliper.
2. Open the bleeder valve.
3. Click on **Left Front VSA**, and follow the screen prompts exactly as shown below. **Don't** press the brake pedal while this test is running.

For 2007–2009 MDX



Don't do this

For 2010–2012 MDX



4. Repeat this test **four times**. You don't need to be close to the wheel or turn it during the test. Just watch the screen, and click on **ENTER** when prompted.
5. When you're done, close the left front caliper's bleeder valve.
6. Repeat steps 1 thru 5 for **Right Front VSA**, **Left Rear VSA**, and **Right Rear VSA**.
7. Top off the brake fluid.

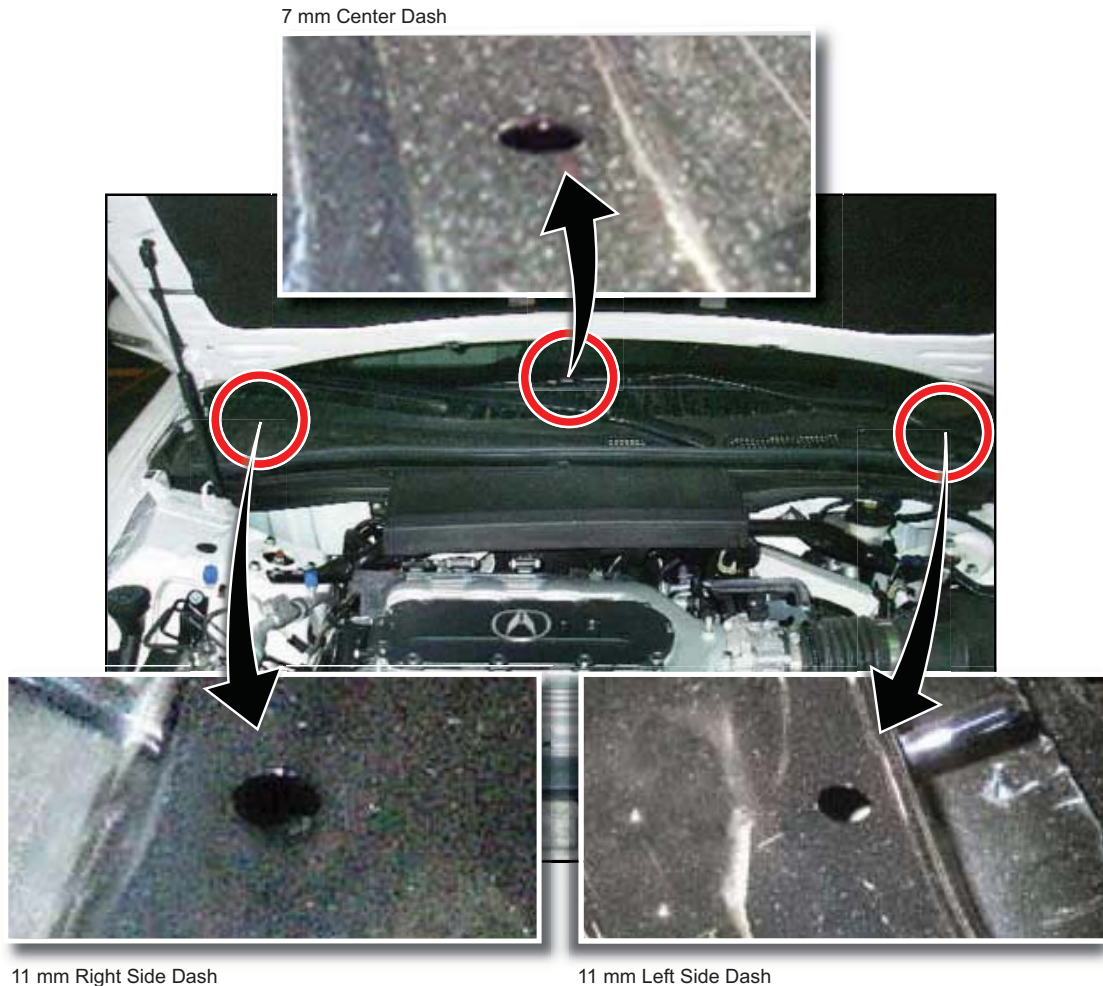
Bleed the Brake System

1. With someone helping you, bleed the front brake calipers until you get clear fluid and no bubbles. You usually need to do this **twice**.
2. Bleed the rear brake calipers the same way. You usually need to do this **five times**.
3. Reinstall the wheels, and lower the vehicle.
4. Top off the brake fluid.

Wind Noise From the Lower Windshield or Dashboard Area

Currently Applies To: '09–12 TL

Hearing a wind noise when driving **over 40 mph** that sounds like it's coming from the lower windshield or dashboard area? Check for missing grommets in the cowl area. There are three grommets involved: two **11 mm** grommets (P/N 90811-SNA-003), one at each corner, and one **7 mm** grommet (P/N 90807-SNA-003) in the middle as you're facing the engine. This photo shows you their exact locations.



If any of those grommets are missing, you'll need to install them. The left one is by far the easiest to reach. The right one is a little harder, and you might need to remove the wiper motor and linkage. The middle one is the hardest, since it's behind a layer of paneling for strength. But don't worry; there are access holes to make it easier.

To install those grommets, just remove the upper cowl top from the base of the windshield, reach underneath, and push them into place. Keep in mind that the factory installs them from the top and you'll be doing it from the bottom, so they'll be upside-down once you're done.

A Special Announcement for *ServiceNews* Readers

Don't be surprised if you're looking for an issue of *ServiceNews* on ISIS and it's not there. We're doing a bit of house cleaning and pulling some of the older ones. Those affected are from **February 2007 on up**. Why those? Because they're all covered by posted individual articles. And it's those articles that are really the heart and soul of *ServiceNews*.

We've continued to post monthly issues strictly for your convenience. But, with our emphasis on individual articles, those monthly issues are redundant and time consuming to maintain. So, from now on, you'll see just the latest issue and the one posted before it. Of course, we'll keep all issues posted **before February 2007**, since there aren't that many individual articles posted yet that cover their contents.

If you're looking for a particular *ServiceNews* article, just do a keyword search and you should easily find it. For more info on article searching, be sure to check out these *ServiceNews* articles:

- "Searching for Service Bulletins and *ServiceNews* Articles Now Easier"
- "Searching ISIS Technical Library Is Now Even Easier"

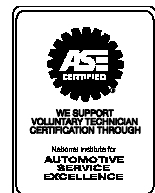
A Quick and Easy Way to Check Fuse Fit

A loose fuse fit in the fuse box from aggressive probing or use of electrical taps, can cause all sorts of intermittent electrical problems. A fuse might feel like it's seated in there nice and snug, but that can be misleading. So here's a quick and easy way to check fuse fit. This method works with any size blade-type fuse.

Take a fuse, and cut it in half. You've now got a handy terminal inspection feeler tool. Just pull the fuse, and check the female terminals with the tool. If either terminal feels loose, the fuse box needs replacing. **Never** try to fix a loose fuse box terminal.

 **ACURA**
ServiceNews

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BSN 47316 (1111)