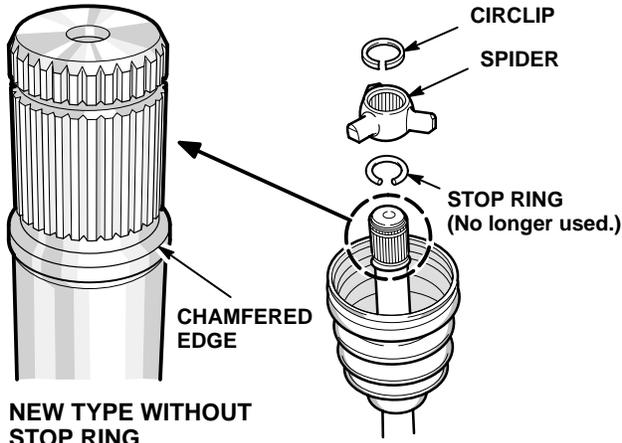




Inner CV Joint Design Change

If you order replacement driveshafts and inner CV joints for an Integra or a Vigor, they'll no longer come with a stop ring for the inner CV joint. Instead of a groove, the driveshaft has a chamfered edge to prevent the spider from sliding off the splines.

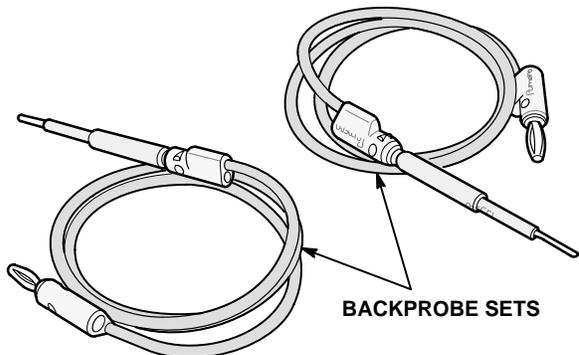


To avoid reassembly problems when you replace inner CV joints on Integras or Vigors, look closely at the end of the driveshaft, and don't install a stop ring if there's a chamfered edge at the end of the splines.



Backprobe Sets Make Circuit Tests Easy

Our special wire harness backprobe sets make it quick and easy to take voltage measurements at wire connectors without damaging wires or connectors. Although two backprobe sets were sent to your dealership (two are required to take a voltage measurement), they're so useful and inexpensive, you should get a pair for yourself. Just order two, T/N 07SAZ-001000A. The current dealer cost for each set is only \$7.16.



Leather Seat Noise

NOTE: This subject also appeared in the January '93 issue of S/N.

On vehicles with leather seating surfaces, the leather-to-leather contact can cause what sounds like a rattle when you drive over rough roads. The noise usually happens when there's contact between the seat-back and the cushion.

To confirm the cause, change the position of the seat-back: the noise will be worse when it's fully forward, and get more quiet when it's reclined. To eliminate the noise, apply a light film of liquid dishwashing soap (such as Ivory) to the contact surfaces with a clean finger or shop towel and wipe off the excess. Don't use a lot, and keep it away from the seating surface.



Beware of Diesel in the Fuel Tank

A vehicle that won't idle, has low power, pings, won't rev, or has black smoke pouring from the exhaust may have some diesel fuel in the tank. (If enough diesel is in the tank, the engine won't start.) Even though diesel nozzles at service stations don't easily fit into fuel fill pipes on vehicles that use unleaded fuel, it's still possible to get diesel fuel in there. Diesel contamination could also come from diesel fuel put into the service station's unleaded underground tank by mistake. If you suspect diesel contamination, drain the tank, dispose of the fuel properly, and refill the tank with fresh gasoline.



Worksheet Reduces Tech Line Wait Time

Last month, we mentioned how to reduce your Tech Line wait time by not calling during the staggered lunch shift (11:00 A.M. to 1:00 P.M., PT). Another way to reduce your wait is by filling out a Tech Line worksheet *before* you call. You'll then be able to quickly give Tech Line the info they need to make your call helpful and productive. If everyone would use a worksheet, we could shorten each call and free up the Specialists to take more calls, thereby reducing everyone's wait time.

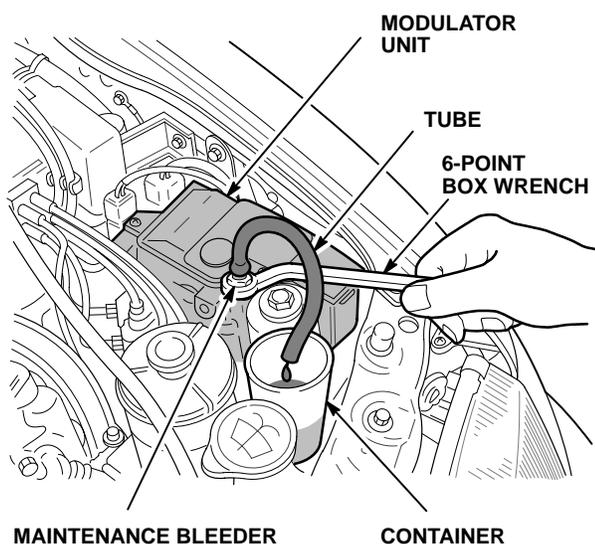
Tech Line worksheets are free of charge, and come in pads of 50. To get some, ask your service manager to order them using reorder number E2012.



A Better Way to Replace ABS Reservoir Fluid

To replace the ABS modulator fluid on '94-97 Integras, '97 2.2CLs, and '97 3.0CLs, use this improved version of the S/M procedure.

1. Remove the ABS modulator reservoir cap, then remove all the fluid and sediment from the reservoir with a clean bulb syringe (turkey baster).
2. Refill the reservoir to the MAX line with Genuine Honda DOT 3 brake fluid.
3. Remove the bleeder cap from the ABS modulator bleeder, and put a 6-point box-end wrench on the bleeder bolt.



4. Push one end of an appropriate diameter hose onto the bleeder bolt (it should fit snugly), then insert the other end into a container to catch the brake fluid.
5. Wearing eye protection, bleed the fluid from the reservoir into the container by *slowly* loosening the bleeder bolt an eighth to a quarter turn. *Do not loosen the bolt more than a quarter turn. The highly pressurized fluid can whip the hose around or even blow it off the bleeder bolt.*
6. Tighten the bleeder bolt, then remove the hose, the wrench, and the container.
7. Start the engine, let it run for a minute, then shut it off.
8. Repeat steps 3 thru 7 until the fluid in the reservoir reaches the MIN line. *Do not allow the ABS pump to run when the fluid is below the MIN line.*
9. Tighten the bleeder bolt to 11 NVm (8 lb-ft), then reinstall the bleeder cap.

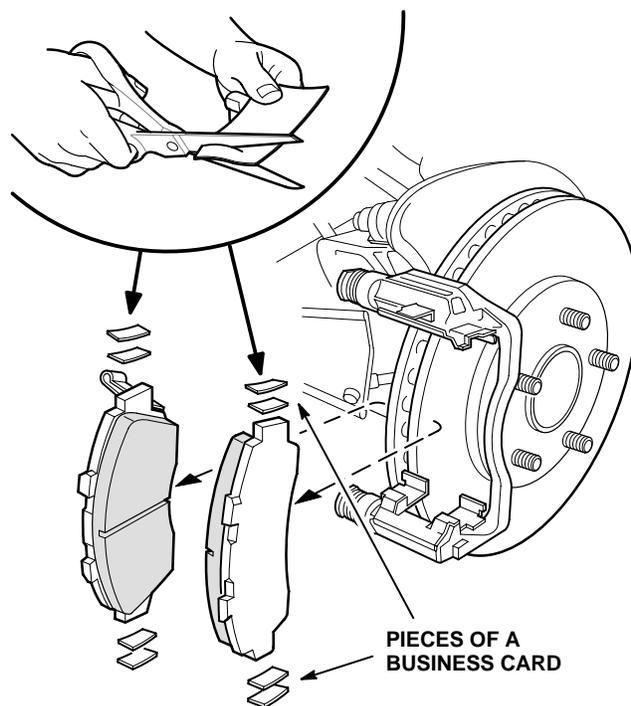
10. Refill the reservoir to the MAX line with Genuine Honda DOT 3 brake fluid.
11. Start the engine, and make sure the ABS indicator goes off.



Brakes Click When Applied

On any Acura, clearance between brake caliper brackets and the ends of the brake pad backing plates can cause a clicking noise the first time you apply the brakes in a new direction of travel (such as when you back up and then drive forward and apply the brakes). *This is a normal characteristic of the brake system.*

If you *really* need to convince a customer that the noise is normal, remove the pads from the caliper brackets and shim the ends of the pad backing plates with cut-up pieces of a business card until you can reinstall the pads snugly. If the noise temporarily goes away, you've confirmed that it was caused by the pads contacting the caliper brackets.



Don't worry about removing the card material. It'll get pulverized and fall out by itself after a short time.



Q&A: PGM Tester Data Transfer Module

The PGM Tester data transfer module (DTM) lets you send the results of freeze data, snapshots, and troubleshooting directly from your Tester to Tech Line. This is done by connecting the DTM to a phone line and to the PGM Tester, and then following the instructions on the inner lid of the DTM's case. You no longer need to write down Tester info for Tech Line; they can read it directly from your Tester.

If you have questions on using your shop's DTM, the answers below may help.

Question: *When I use the DTM, why do I get error messages like "Tech Line computer is not responding" or "Tech Line phone is busy. Try again later"?*

Answer: Besides obvious reasons like the Tech Line computer being down or a busy phone line, make sure the DTM settings for outside access, dialing mode, and cancel call waiting are all correct:

- **Outside Access:** Leave this field blank if the DTM is connected to a phone line that doesn't require you to dial "8" or "9" for outside access. If your phone line requires an outside access number, make sure the number is "8" or "9," not "1." The PGM Tester automatically adds "1" when you make a long-distance call.
- **Dialing Mode:** Most phone systems support Touch-Tone dialing, but if yours requires pulse dialing, set the dialing mode to "pulse."
- **Cancel Call Waiting:** If your phone line doesn't have "call waiting," this field should be blank. If it does, you need to enter the call waiting cancel code in the field. If you don't know your call waiting cancel code, contact your phone company.

Question: *What should I do if the PGM Tester screen goes blank as the DTM begins to communicate with Tech Line?*

Answer: Make sure the Tester's green LED power indicator is lit (indicating power), then go into the Tester's setup menu, select "Send Option," and make sure DATA TRANSFER is selected. If you're still having trouble, call the Special Tools Hotline at 800-346-6327. (Tip: To print a screen, go back to the setup menu, and change the "Send Option" to "Print Option.")

Question: *Where can I find more DTM info?*

Answer: DTM instructions are built into the PGM Tester software. Whenever "#H" is displayed in the top-right corner of the Tester screen, you can access the instructions by pressing the "#" and "HELP" buttons.



Where Do Tech Line Fixes Come From?

NOTE: This is a follow-up to last month's article *Tech Line Needs Your Feedback*.

When you call Tech Line and get repair info that fixes the vehicle you're working on, did you ever wonder where the repair came from? Since plenty of Tech Line callers ask this question, we're happy to give you the answer. (We're also interested in letting you know where you come in, and how you can help.)

First, when you call and give a description of the problem, the Tech Line Specialist tries to match it with a repair that was used to fix another vehicle with the same problem. If the repair can't be recalled from memory, the Specialist looks for it in a database of S/Bs, S/N articles, and Tech Line summaries. If a repair isn't available, the Specialist will then search through previous Tech Line contacts for a similar repair. If this doesn't turn up anything, they use S/Ms, ETMs, and other sources to recommend a repair.

So where do you come in? When you give Tech Line your feedback on the repair they gave you. Your feedback helps in two ways:

- If Tech Line's recommended repair helped you fix the vehicle, your feedback confirms that the repair is valid repair and can be used by other technicians.
- If Tech Line's repair didn't fix the problem, your feedback alerts them not to give it out any more and helps them revise it.

To give your feedback, call Tech Line, choose option 3 (Message Center), and then record your name, the call's reference number, and a brief message about how the repair worked out. Option 3 is an answering machine; you won't have to wait on the phone to speak to someone.



Immobilizer Control Unit Tips

Here are three tips to use when you work on a '96-98 3.5RL or '97-98 NSX immobilizer control unit.

- To get keys that will match the immobilizer control unit if all the vehicle's keys are lost or stolen, you need to replace the immobilizer control unit and program it to the vehicle. New control units come with a black master key, a gray valet key, and a red learning key. The new keys need to be cut to match the vehicle's ignition switch and locks.
- When using the PGM Tester to program a new immobilizer control unit, the Tester will prompt you to do several operations with the "original" keys. If none of the vehicle's original keys are available, the keys that come with the new control unit are considered the original keys.
- To program a new immobilizer control unit, refer to S/B 96-008, *Information About the Immobilizer System*, filed under Electrical in your S/B binder.



Voltage Drop and Continuity Testing

Whenever you can, do a voltage drop test instead of a continuity test when you're checking a circuit. A voltage drop test is safer for the circuit because it measures voltage without adding any power to it. Continuity tests, on the other hand, can damage circuits because they require an outside voltage source to power the ohmmeter. For a good "how to" on voltage drop testing, dust off your August '89 issue of S/N.

When you do need to test the continuity of a circuit (for example, a circuit with a diode in series), use a diode checker or an analog ohmmeter. A digital ohmmeter won't always work because some of them operate at less than 0.7 V, and this is less than the operating voltage of many diodes.

And remember, don't use analog ohmmeters, continuity checkers, or diode checkers to test solid-state components. The high current and voltage requirements of these meters can damage sensitive circuits and circuit boards.



Replace SRS Unit After Airbags Deploy

SRS unit replacement is *required* after the airbags deploy on '96 and later Integras, and all CLs, RLs, and TLs. If you don't replace the SRS unit after airbag deployment, DTC 10-1 (SRS unit replacement code) will be stored, and the SRS indicator light will stay on.

The same is true for all SLXs except that the DTCs are different. If you don't replace the SDM (SRS unit) after the airbags deploy, the SRS indicator light will stay on, and DTC 51, deployment commanded, and/or DTC 53, deployment commanded because of system fault or lack of back up power, will be stored.



Fix the EVAP Article

In the July '98 issue of S/N, the first two steps are reversed in the article *How to Troubleshoot DTCs P1456 and P1457*. To avoid any errors when you use the article to troubleshoot EVAP DTCs, correct your copy like this:

2. ✗ Prepare the car for troubleshooting.
 - If DTC P1456 was set, make sure the fuel tank is at least half full, *then go to step 3.*
 - If DTC P1457 was set, pinch off the hose between the 2-way valve and the fuel tank, *then go to step 3.*
1. ✗ Hook up the PGM Tester, turn the ignition switch ON (II), remove the fuel fill cap, and monitor the fuel tank pressure (FTP) sensor voltage with the engine off. The voltage should hold steady at $2.5 \pm .05V$.
 - If the voltage is OK, reinstall the cap and go to step ~~2~~. *2.*
 - If the voltage isn't steady or if it's not within the spec, replace the FTP sensor and/or repair its circuit; then repeat step ~~1~~. *1.*

ACURA ServiceNews

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