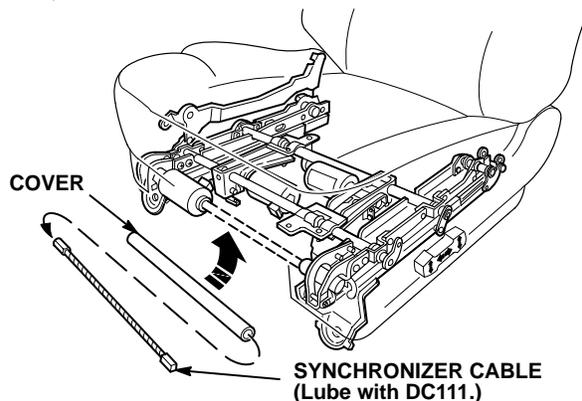




## Update to '97 2.2CL Power Seat S/B

On a '97 2.2CL, when you do the procedure in S/B 96-019 (*Power Seat Will Not Move Forward or Backward*), you'll need to apply silicone grease to the new seat track synchronizer cable before you install it. (The cable will make a whirring noise if it's not greased.) To grease the cable, remove it from its cover, apply a generous amount of DC111 silicone grease, and reinsert it.



DC111 is available from Dow Corning; call them at (800) 248-2481.



## Some A/T Flare Is Normal on Integra

If '94-96 Integra customers complain that the A/T slips when they accelerate after a right turn or after they accelerate from a partial stop, the condition is probably normal. To check it, drive the car at 50 mph, decelerate to 20 mph with the throttle closed (or almost closed), then lightly accelerate. If there's an rpm flare when you accelerate, it's because the A/T hasn't selected the next gear yet. This is a normal phenomenon, dubbed "imitation flare."

This type of flare occurs when the trans wants to downshift after a long deceleration. Then, for a split-second when the throttle opens and the next gear hasn't been selected yet, there's an rpm flare. This isn't transmission slippage; it's built into the logic of the A/T. All '94-96 Integra A/Ts exhibit this condition, so don't replace the trans in an attempt to correct it.

For cars, with a misadjusted throttle cable, you can reduce the flare by adjusting the throttle cable while monitoring the A/T throttle pressure B measurement. Just use the A/T throttle cable adjustment procedure shown in the August '94 issue of S/N.



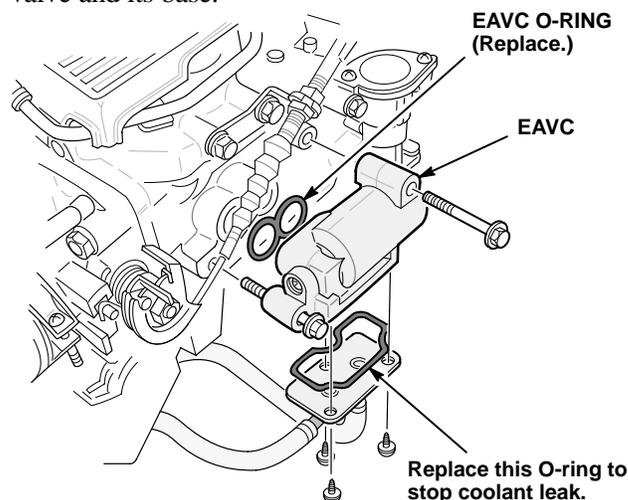
## Tech Line Service Updates

- Saturday Tech Line service has been discontinued. After two years, they've found that Saturday service isn't used enough to justify continuing it. Tech Line's Monday thru Friday hours are unchanged.
- This month, Tech Line will add a Voice Response Unit (VRU). At the start of each call, the VRU tells you how long you can expect to wait to talk to a Tech Line specialist.
- In the future (no firm start date yet), a feature called "Tech Tips" will be added to the VRU. Tech Tips is a menu-driven system that gives you recorded vehicle repair information 24 hours a day, seven days a week.



## Replace EACV O-Ring to Stop Coolant Leak

If you have a coolant leak on a '92-94 Vigor, check the base of the Electronic Air Control Valve\* (EACV) for seepage (The leak may be coming from the EACV O-ring.) To fix it, don't replace the EACV, just replace the O-ring (P/N 36453-PV3-004) located between the valve and its base.



To replace the O-ring, remove the EACV (two bolts), then separate the base from the valve (three bolts). Before you reassemble the EACV, apply a thin bead of Hondabond 4 Liquid Silicone Gasket (P/N 08717-0004) to the new O-ring. When reinstalling the EACV, you'll also need a new O-ring (P/N 36455-PM3-J01) between the valve and the intake chamber. Tighten the EACV mounting bolts to 22 NVm (16 lb-ft).

\* Also known as the Idle Air Control (IAC) valve.



## Don't Change the Oil Too Soon

On all Acuras (except SLX), the original oil contains additives that protect the engine during its break-in period. These additives aren't in over-the-counter oils, so change the oil at the recommended mileage/time interval, not before.



## Control Panel Parts Are Replaceable

On '94-96 Integras, many parts for the temperature control panel (bulbs, control knobs, cables, levers, switch covers, etc.) are available separately. Replacement of the entire control panel is needed only when you have a malfunctioning switch. Refer to the Integra parts microfiche for specific part numbers.



## EVAP Flowchart S/M Fixes: 3.5RL & 3.2TL

Here are two EVAP flowchart corrections for your '96 S/Ms.

**'96 3.5RL S/M, page 11-156:** In the decision box at the top of the page, cross out "Is there 5 V?" Replace it with "Is there continuity?"

**'96 3.2TL S/M, page 11-148:** When you diagnose DTC P0441 by checking the vacuum lines, don't use the vacuum pump illustration on page 11-148; it shows the pump connected to the wrong side of the hose. Cross out the illustration and write this note next to it: "The correct illustration is on page 11-150."



## PGM-FI S/M Fix: '91 Legend

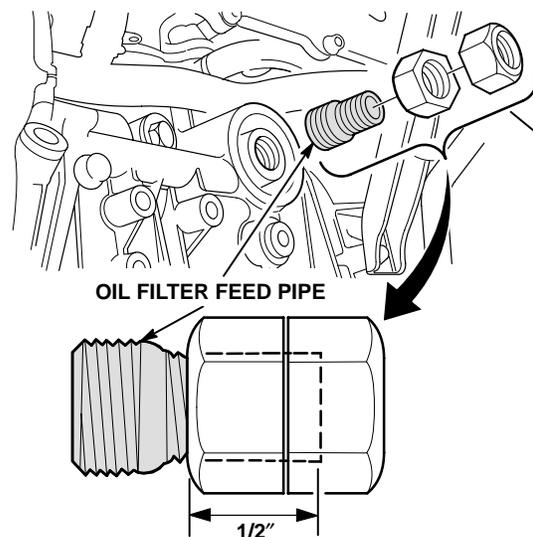
In the '91 Legend S/M, on the bottom of page 11-56, a correction is needed in the PGM-FI ignition output signal troubleshooting flowchart. Cross out the box that says "Connect the test harness between the ECU and connector." Then draw a new box in the same spot and write in it, "*Connect the test harness to the main harness only, not the ECU.*" Please make this change to all copies of the S/M.



## Oil Filter Feed Pipe Replacement

Here's how to replace a stripped or cross-threaded oil filter feed pipe on '86-96 Integras, '92-94 Vigors, '95-96 2.5TLs, and '97 2.2CLs. For each repair, you'll need a new feed pipe (P/N 90015-PH1-013), and two nuts (20 x 1.5 mm).

1. Remove the oil filter feed pipe with a pipe wrench or vise grips.
2. Thread one nut onto the new feed pipe about 1/2 inch. Then thread the second nut against the first one, and tighten it.



3. Thread the new feed pipe into the block. Using the outer nut, torque the feed pipe to 29 N · m (22 lb-ft).
4. Hold the inner nut with a wrench, and remove the outer nut. Then remove the inner nut.



## Plastic Lens Cleaning

When cleaning the exterior on any vehicle, use regular car wash detergent to remove road grime and tar from plastic lenses. Don't use things like methyl alcohol, isopropyl alcohol, degreasers, and parts cleaners; these products can actually dry out the plastic, causing it to crack. Areas most prone to cracking are where two different colors of plastic are joined.

Pass this cleaning tip on to your customers too. It'll save them the hassle of replacing plastic lenses on their vehicles.

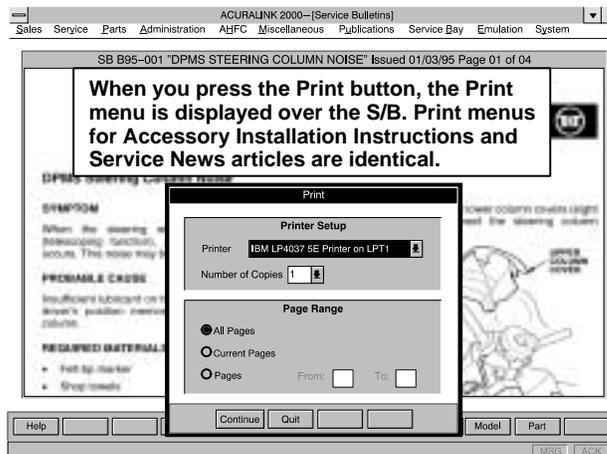
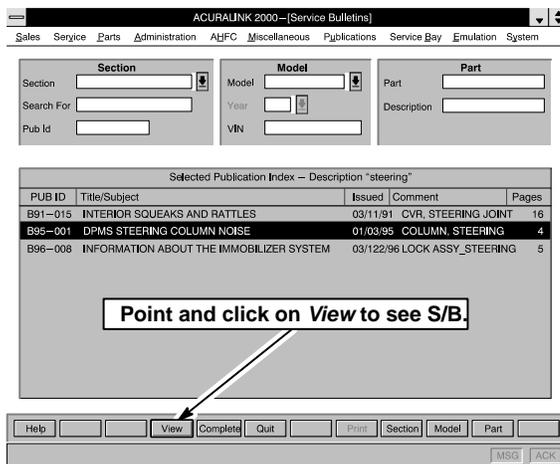
## Service Pubs Available on ACURALINK 2000

Over the years, we've supplied you with a multitude of service publications to help you with your work. And now, a system has been created for you to access these publications electronically. If your dealership subscribes to the ACURALINK 2000 EPS (Electronic Publications System), you have immediate access to Service Bulletins, Accessory Installation Instructions, and ServiceNews articles. (You also have access to parts information, but the focus of this article is service publications.)

Even if you don't have PC (personal computer) experience, don't worry; EPS is easy to use. Just get someone at your dealership to walk you through the basics. If you get stuck while using EPS, press the F1 key for on-screen help. With slight variations, the EPS "basics" shown below are the same for Service Bulletins, Installation Instructions, and ServiceNews Articles.

### Using EPS (The Basics)

1. Ask your Service or Parts Manager for your DCS (Dealer Communications System) password.
2. Once you're logged-in to ACURALINK 2000, click on **Publications** from the list of choices across the top of the screen.
3. You have three choices in **Publications: Parts, Service, and Pricing Setup**. Select either **Parts** or **Service**, then choose the publication type you want using the drop-down menu.
  - In **Parts**, select **Accessory Installation Instructions** from the list of options.
  - In **Service**, the selections are **Bulletins (All)** (S/Bs, S/N articles, and PIBs combined), **Service Bulletins** (just S/Bs), and **ServiceNews** (just S/N articles).
4. After you make your selection, the publication search screen appears. This screen has three boxes across the top: **Section**, **Model**, and **Part**. Each one allows you to find publications using different search criteria.
  - "Section" lets you look up a publication by **Section** (engine, trans, etc.), by **Search For** (a key word from the publication), and by **Pub Id** (the publication's ID number).
  - "Model" lets you look up a publication by **Model** and **Year**, or by **VIN**.
  - "Part" lets you look up a publication by **Part** (a part number shown in the publication) or by **Description** (a key word that describes the part).
5. After you enter the search criteria, you'll see a list of publications that match it. Just scroll through the list until you find the title/subject you want, then click on **View** to display it.
6. Once the publication is on the screen, you can manipulate it in several ways.
  - To make it appear larger or smaller, click on **Zoom In** or **Zoom Out**.
  - To see the next page, click on **Continue**.
  - To print, click on **Print**, enter your printing options, then click on **Continue**.
  - To return to the publication search screen, click on **Quit**.



These are just the basics. There are many more ways to look up info with EPS. Give it a try!

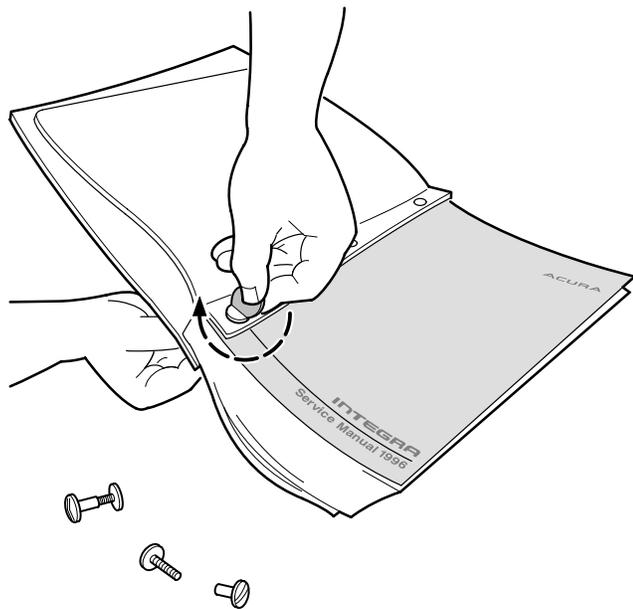


## Durabook Covers Available for S/Ms

Durabook is a flexible plastic cover you can attach to S/Ms to prevent spines from cracking, keep pages from falling out, protect against dirt and grease, and make it easy to slide S/Ms in and out of the shelf.

Last year we sent your dealership a sample Durabook cover on the '96 Integra S/M. Since S/Ms must be three-hole drilled to accept the Durabook screws, we began three-hole drilling S/Ms and S/M supplements in '96. In '97, ETMs will also be three-hole drilled.

Here's some additional info. When you assemble the covers, don't pound the receivers into the screws with a hammer or mallet; this will split the receivers and loosen the screws. Instead, twist them together with two quarters, holding the receiver as you tighten the head of the screw.



The only drawback to the covers is they don't allow you to lay S/Ms completely flat. This makes it hard to read the center margins on some manuals (especially older ones with narrow margins). But when all is said and done, Durabook is cheap insurance. You can protect your sizeable investment in S/Ms for less than \$4.00 a book. (They come in sets of ten for \$39.50.)

To order Durabook protective covers, call Helm at 1-800-782-4356.



## Get Organized With Installation Binders

Many dealerships don't use binders to store their Accessory Installation Instructions. If the Installation Instructions at your dealership are piled up in stacks instead of being neatly organized in binders, there's little chance you'll be able to find one when you need it. This wastes both your time and your customer's time. Worse yet, if you install an accessory without using its instructions, you could damage the accessory and the vehicle. An easy way to avoid problems is to store the instructions in Accessory Installation Instruction binders.

Binders are available from Helm, by phone (800-782-4356), by FAX (313-865-5927), or through ACURALINK. The cost is \$13.00 per binder (this includes the tabs). For additional ordering info, refer to S/B 90-019, *Acura Service Publications and Supplies*.

The best way to store Installation Instructions is to use one binder for each model year. Each dealership should have two complete sets of binders: one to use in the Service Department, and one for the Parts Department.

If you need extra Installation Instructions, they're also available from Helm (beginning with the '92 model year) in full-year sets and model sets. Full-year sets cost \$8.00 to \$15.00. Model sets cost \$3.00 to \$5.00 per year.

NOTE: You can also look up Installation Instructions with ACURALINK 2000. For more info, read the ACURALINK 2000 article on page 3.



## 2.5TL Brake Pad S/B Is for 3.2TL Too

Service Bulletin 96-012, *Rapid Rear Brake Pad Wear*, also applies to '96 3.2TLs. Please write "1996" and "3.2TL" below the YEAR and MODEL headings on your copy of the S/B. The pads listed in the S/B (P/N 43022-SV4-A20) should *always* be used as replacement pads for '96 3.2TLs and '95-96 2.5TLs.

### ACURA ServiceNews

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