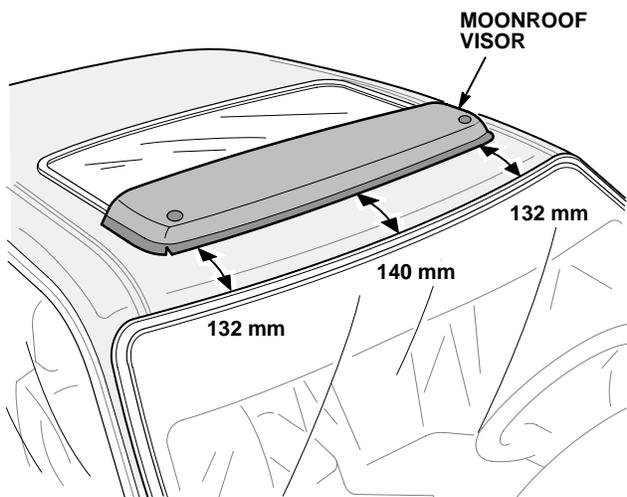




## TL Moonroof Visor “Whistles”

A whistling noise on a TL with a moonroof visor may be caused by the visor being too close to the windshield. To fix it, loosen the visor mounting screws, move the visor back until it's at the correct distance from the top of the windshield (see the illustration), then retighten the screws.



## SRS Service Precaution

On vehicles with SRS, *make sure you turn the ignition switch OFF, disconnect the battery, and wait at least 3 minutes before working on the system.* The capacitors in the SRS control unit store enough current to deploy the airbags even after you disconnect the battery. Waiting three minutes allows the current to dissipate.



## Use Your S/B Index for Campaigns

The easiest way to find an S/B on a product update, campaign, or recall is by using your Acura Service Bulletin Index, S/B 95-004. Page one lists all recalls and product updates ever issued on Acuras. And the rest of the 16-page index includes a list of all regular Acura S/Bs still in use. The handy index is updated twice a year to help you keep your S/B files up-to-date.



## DTC Info for OBD II Vehicles

Here's some MIL (malfunction indicator lamp) info for vehicles with OBD II that set transmission or engine DTCs.

### Transmission DTCs

When the TCM/PCM receives an abnormal input or output from the transmission, the D4 indicator in the gauge assembly flashes until you turn off the ignition switch. (Not all input/output problems cause the indicator light to flash.) When you restart the engine, the MIL stays on, indicating that there's a stored DTC. The D4 indicator light will not flash again until another transmission abnormality is detected.

If you call Tech Line for questions on transmission DTCs (P0700, P0715, P0720, P0730, P0740, P0753, or P0758), select Option #2 (General) from the Tech Line phone menu.

### Engine DTCs

When the ECM/PCM receives an abnormal signal from an engine sensor, the MIL stays on when you turn on the ignition switch. If the ECM/PCM receives a signal indicating a misfire that's strong enough to cause catalytic converter damage, it stores a misfire DTC. When a misfire DTC is stored, the MIL blinks when you turn on the ignition.

If you call Tech Line for questions on engine related DTCs, select Option #1 (Engine Performance) from the Tech Line phone menu.



## Correct Your '98 VIN Card

The yellow, '98 Acura VIN card mailed to you last November has an error in the MODEL LINE & ENGINE TYPE block. Please correct your copy of the card like this:

MODEL LINE & ENGINE TYPE	
DB7	Integra 4 Dr., B18B1
DB8	Integra 4 Dr., GSR, B18C1
DC2	Integra 3 Dr., GSR, B18C1
<del>DC3</del>	Integra 3 Dr., Type R, B18C5
DC4	Integra 3 Dr., B18B1
KA9	3.5RL 4 Dr., C35A1
NA1	NSX & NSX-T 2 DR., C30A1
NA2	NSX & NSX-T 2 DR., C32B1
UA2	2.5TL 4 Dr., G25A4
UA3	3.2TL 4 Dr., C32A6
YA2	3.0CL 2 Dr., J30A1
YA3	2.3CL 2 Dr., F23A1

DC2



## Engine Won't Start After Short Trips

An engine can be difficult to start after it's cold started, run for less than 60 seconds, and then stopped. To start an engine under these conditions, push the accelerator pedal all the way to the floor and hold it there while operating the starter. (But don't crank the engine for more than 10 seconds.) If the engine still won't start, wait 15 seconds (to let the starter cool off) then try again. For more info, refer to *Owner's Manual Can Prevent No-Starts* in the October '97 issue of S/N.



## Intermittent Power Window Operation

Intermittent power window operation on a '96-97 3.5RL is usually caused by a faulty window motor (regulator). Less common, but still possible, the problem could be caused by a bad multiplex component. To pinpoint the exact cause, use this info:

- If the VIN is JH4KA9...TC013142 thru JH4KA9...TC015248, look for a campaign completion mark over the first digit of the VIN in the engine compartment. If the mark's not there, replace the driver's multiplex control unit and, if necessary, the passenger's multiplex control unit; see S/B 96-052, *Product Update Campaign: 3.5RL Power Windows*.
- If the Product Update's been done, or if the vehicle is not in the affected VIN range, use S/B 97-019, *Power Window(s) Will Not Go Down*, to diagnose and repair the problem. When you read the S/B, keep these things in mind:
  - A binding regulator motor isn't always totally inoperative. For instance, if a customer slams the door, it can free up a binding motor, but the problem will most likely recur.
  - A faulty motor doesn't always make noise when you operate the power window switch. To see if the motor works, apply power and ground to it.



## Fix the Fog Light PIB

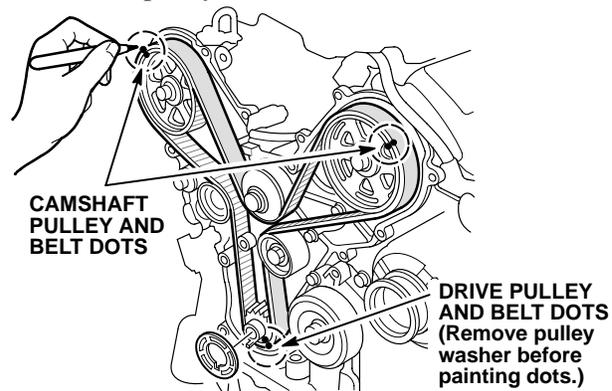
Parts Information Bulletin (PIB) B97-0017 incorrectly lists two fog light P/Ns for the '98 2.3CL and 3.0CL. Actually, both models use the same fog lights: P/N 08V31-SS8-201.



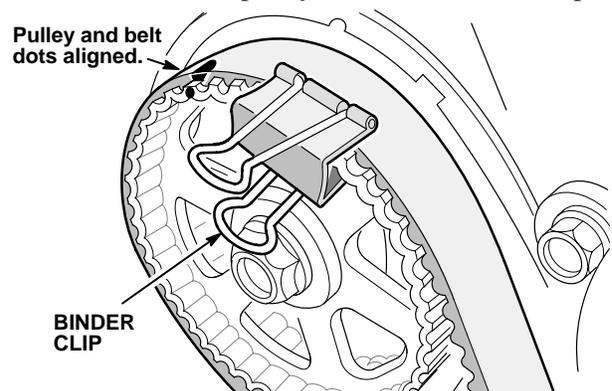
## V6 Timing Belt Replacement Tips

To make timing belt replacement easier on V6 engines, use these tips along with the S/M procedures:

- With the camshafts correctly timed and the old timing belt still installed, paint a dot of white correction fluid on the camshaft pulleys and the drive pulley, then paint a dot on the old belt next to each of the pulley dots.



- After you remove the old belt, line it up with the new belt, and count the number of teeth between the dots. Paint dots on the new belt in the exact locations as the old one.
- When you install the new belt, line up the belt dots with the pulley dots.
- To keep the belt teeth engaged during installation, hold the belt on the pulleys with small binder clips.



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