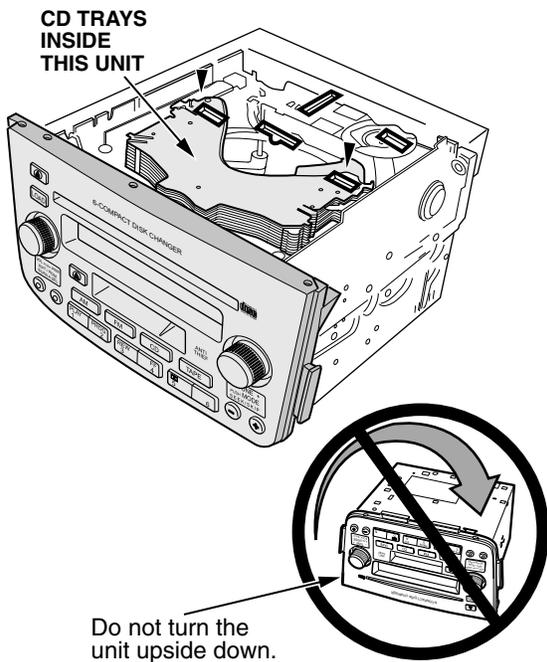


In-Dash Six-CD Unit Tips

All 3.2CLs and some 3.2TLs and MDXs now come with an in-dash six-CD audio unit. Here are some tips:

- If you need to remove or install the unit, disconnect the battery first or damage may occur. The CD changer begins initializing the changer mechanism as soon as it sees 12 volts, and if the unit is not flat and upright, damage may occur.
- In case of a stuck CD, remove the #9 fuse from the passenger side under-dash fuse/relay box for about 30 seconds. Initialization of the unit sometimes ejects the stuck CDs.
- If the unit displays an ER-E0 (electrical), ER-E1 (mechanical), or ER-E2 (stuck media) error code, reset it. To reset it, remove the #9 fuse from the passenger-side under-dash fuse/relay box for at least 1 minute. If the error code appears again, replace the unit with a remanufactured one.
- After you remove an in-dash six-CD unit, **do not turn it upside down**. If you do, the trays inside the unit may become misaligned, causing the changer not to accept CDs, and then it would need to be sent in for repairs.



Install New Fuel Pump Gasket on '01 MDX

Always install a new gasket if you remove the in-tank fuel pump on an MDX. Place the gasket on the tank first, and then carefully insert the fuel pump into the fuel tank.

S/M Fix: Use 5W-20 Oil on '02 3.2TL

Text to specify the use of 5W-20 motor oil was accidentally left out of page 3-3 and page 3-5 of the '02 3.2TL S/M supplement. Change the pages like this:

Page 3-3:

Do the items in parts A, B, and C as required for mileage/time interval listed.

- A**
- Replace engine oil, refer to the '99-01 3.2TL Service Manual (see page 8-5). - Capacity with filter changes.
 - Rotate tires. Follow the pattern shown in the Owner's Manual - Check tire inflation and condition.

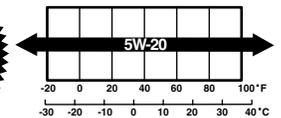
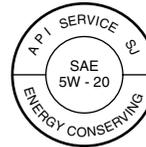
and use 5W-20 oil

Page 3-5:

Do the items in parts A, B, and C as required for mileage/time interval.

- A**
- Replace engine oil and filter, refer to the '99-01 3.2TL Service Manual (see page 8-5). - Capacity with filter changes.
 - Inspect front and rear brakes, refer to the '99-01 3.2TL Service Manual (see page 19-11).
 - Check pads and discs for wear (thickness), damage, and cracks.
 - Check calipers for damage, leaks, and tightness of mount bolts.
 - Check brake lining for cracking, glazing, wear, and contamination.
 - Check wheel cylinders for leaks.
 - Rotate tires, if the vehicle has been driven the distance listed. Follow the pattern shown in the Owner's Manual (condition).
 - Inspect tie rod ends, steering gearbox, and boots, refer to the '99-01 3.2TL Service Manual (see page 17).
 - Check rack grease and steering linkage.
 - Check boots for damage and leaking grease.
 - Check fluid lines for damage and leaks.
 - Inspect suspension components.
 - Check bolts for tightness.
 - Check condition of ball joint boots for deterioration and damage.
 - Inspect driveshaft boots. Check boots for cracks and boot bands for tightness, refer to the '99-01 3.2TL S/M

and use 5W-20 oil



Multiple Electrical Malfunctions on '01 MDX

When the ignition switch is turned to the START (III) position, an under-charged or faulty battery can cause any of these symptoms:

- The right rear window goes down about 1/4 inch.
- The right front and tailgate lock actuators cycle.
- The power mirrors change positions.
- As soon as the engine starts, all four speakers would have sound. (When the ignition switch is in the ON (II) position and the engine is off, only the rear speakers have sound.)

An under-charged or faulty battery can drop the system voltage to 8.5 volts or less when cranking, and that drop may trigger the symptoms mentioned above. That is why several symptoms happen only when the ignition switch is in the START (III) position.

Say “No” to Additives

Acura owner’s manuals typically state: “Your Acura vehicle does not require any oil or fluid additives. Additives may adversely affect the engine or transmission’s performance and durability.”

These aren’t just idle words. American Honda did extensive testing and found, for example, that some of the popular ATF additives quickly degrade shift quality. Urge customers to take these words seriously and say “no” to additives.

Concerns With Helm Customer Relations

Your business with Helm should be a pleasant and convenient experience. If the customer service rep was less than courteous or helpful, get their name and call the Service Communications department at 310-783-3462 or 310-783-3458; *we want to know about it.*

Limit Your Use of PGM Tester Software SN131

We have found several problems when using SN131 for SRS side airbag initialization procedures. These problems will be corrected in the next software release.

Reprogram your Tester program card using SN122. SN131 should be limited to these uses:

- ’00–01 3.2TLs for all functions except SRS side airbag initialization.
- The FTP (Fuel Tank Pressure) evaporative system testing parameter.

Service for Ilco Immobilizer Key Code Duplicator

If your Ilco Immobilizer Key Code Duplicator should need repair, contact Ilco by

Mail: Ilco Unican USA Inc.
400 Jeffreys Road
Rocky Mount, NC 27804

Phone: (800) 334-1381

Fax: (252) 446-4702

Web: www.ilcounican.com

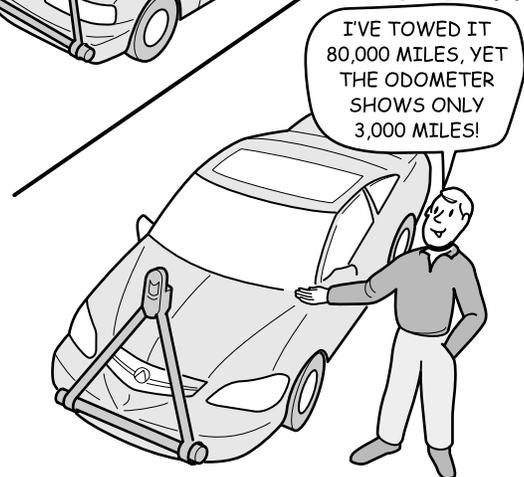
Does Odometer Change When Vehicle is Towed?

If the vehicle has an electronic (not cable-driven) speedometer, the odometer *doesn’t* accumulate mileage while the ignition switch is in the LOCK (0) or ACCESSORY (I) position, even when the vehicle is being towed.

THEN...



NOW...



Fixing a Cracked or Broken Transmission Flex Plate?

On any Acura, if the flex plate is cracked or broken, check for these causes:

- A missing dowel pin that allows crankshaft misalignment. The plate will flex with every crankshaft revolution and may eventually crack or break.
- A deformed dowel pin that keeps the transmission from mating against the block and causes crankshaft-to-mainshaft misalignment. This misalignment causes the flex plate to flex on every crankshaft revolution and may eventually crack or break the flex plate.
- A torque converter snout pressing too tightly onto the flex plate. This puts added stress on the flex plate and may eventually cause it to crack or break. The torque converter should slide smoothly into the flex plate hole.

Fuel Economy Q & A

Tech Line fields many questions on fuel economy, including why some vehicles don't get the fuel mileage estimates shown on the fuel economy label (part of the Monroney label that's on every new car and truck). Before you read this Q & A, here's a sample label with an explanation of its contents.

Use these two estimates to compare to other models in the same size class.

Compare this vehicle to others in the **FREE FUEL ECONOMY GUIDE** available at the dealer.

CITY MPG
17

HIGHWAY MPG
23

Fuel Economy Information

ACTUAL MILEAGE will vary with options, driving conditions, driving habits and vehicle's condition. Results reported to EPA indicate that the majority of vehicles with these estimates will achieve between **14 AND 20** mpg in the city and between **19 AND 27** mpg on the highway.

FOR COMPARISON SHOPPING, all vehicles classified as **SPEC. PURPOSE** have been issued mileage ratings ranging from **12 to 25** mpg city and **15 to 31** mpg highway.

Estimated Annual Fuel Cost: \$1223

This is the average estimate for city driving.

This is the average estimate for highway driving.

These numbers represent a range of fuel economy for other models of this size class.

This fuel cost is based on 15,000 mi/yr at \$1.35 per gallon.

These numbers represent a range of fuel economy that most drivers achieve with this particular model.

Question: Why can't I get the City and Highway mpg estimates shown on the label?

Answer: The mileage estimates on the label reflect the average mpg attained by similar vehicles in a model line under controlled laboratory conditions and are *not* the result of an actual road test. And remember, as stated on the fuel economy label: "Actual mileage will vary with options, driving conditions, driving habits, and vehicle's condition."

Question: Just how are the EPA mileage estimates made anyway?

Answer: Test vehicles are run by professional drivers on a treadmill-like device that measures exhaust emissions and fuel usage. During the test, the vehicle's headlights, A/C, heater, audio unit, and all accessories are turned off. Upshifts on M/T vehicles are typically made at 15 mph (1st to 2nd gear), 28 mph (2nd to 3rd gear), 41 mph (3rd to 4th gear), and 52 mph (4th to 5th gear).

The City portion of the test simulates a 7.5 mile stop-and-go trip with an average speed of 20 mph. The trip takes 23 minutes, has 18 stops, and keeps the engine idling at about 18 percent of the time to simulate rush hour traffic delays.

The Highway portion of the test simulates a 10-mile drive with speeds averaging 48 mph. It's run from a hot start in a mix of rural and interstate driving conditions. There are no stops, and there's not much idling time.

When both test results are known, the City mpg is lowered by **10 percent**, and the Highway mpg is lowered by **22 percent**; this makes the results closer to "real world" fuel consumption.

Question: How do I calculate mpg?

Answer: You divide the miles driven by the number of gallons of fuel that you used.

Question: How can I increase my vehicle's mpg?

Answer: To increase your vehicle's mpg, do this:

- As often as possible, accelerate slowly and smoothly, keep your engine speed below 3,000 rpm, and lower your road speed.
- Keep your tires inflated to the specs listed on the doorjamb sticker.
- Keep your vehicle in top condition by following the maintenance schedule listed in your owner's manual, and always use the recommended engine oil.

Question: Where can I get more info on fuel economy?

Answer: You can get a free copy of the *Model Year 2001 Fuel Economy Guide* by

Mail: National Alternative Fuels Hotline
9300 Lee Highway
Fairfax, VA 22031-1207

Phone: 800-423-1363

Web: www.fueleconomy.gov

ACURA ServiceNews

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