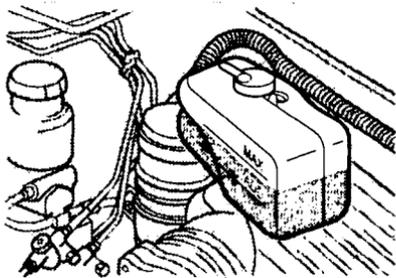


See the Maintenance Schedule in this section to find out when the engine coolant must be replaced.

### Checking the Coolant Level

Check the engine coolant level at the interval shown in the Maintenance Schedule unless there is evidence of leaking or overheating. The engine coolant level should be between the maximum and the minimum level marks on the radiator reserve tank.



You usually do not need to remove the radiator cap to check the engine coolant level.

#### **⚠ WARNING**

Removing the radiator cap while the engine is hot can cause the coolant to spray out, seriously scalding you.

Always let the engine and radiator cool down before removing the radiator cap.

### Adding Engine Coolant

To add engine coolant, remove the cap on the radiator reserve tank and fill the tank up to the maximum level mark. Add a 50/50 mixture of water and a good quality ethylene glycol antifreeze.

If you need to add engine coolant frequently, see your Acura dealer for a cooling system check.

If the proper quality antifreeze is used, there is no need to add extra inhibitors or additives. They may be harmful to the proper operation of the system.

### Cooling System Service

The cooling system should be serviced at the intervals specified in the Maintenance Schedule as follows:

- Wash the radiator cap and filler neck with clean water.
- Check the engine coolant level in the radiator and have it tested for freeze protection. Add ethylene glycol antifreeze, if needed, to maintain freeze protection at  $-33^{\circ}\text{F}$  ( $-36^{\circ}\text{C}$ ).

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- Have the cooling system and radiator cap tested for a pressure capacity of 15 psi (105 kPa). If a replacement cap is needed, use a cap specified for your model.
  - Tighten all radiator and heater hose clamps and inspect all hoses. Replace the hoses if they are swollen, "checked," or otherwise worn. Carefully tighten the hose clamps at the radiator. Overtightening could bend or collapse the radiator fittings.
  - Clean the front of the radiator core and air conditioning condenser.

It is the owner's responsibility to:

- Maintain the cooling system freeze protection at  $-33^{\circ}\text{F}$  ( $-36^{\circ}\text{C}$ ) to ensure protection against corrosion and loss of engine coolant from boiling. This should be done even if freezing temperatures are not expected.
- Add ethylene glycol-based antifreeze when antifreeze has to be added because of engine coolant loss or if more protection against freezing at temperatures lower than  $-33^{\circ}\text{F}$  ( $-36^{\circ}\text{C}$ ) is needed. Do not use an alcohol-based or methanol-based antifreeze, or plain water. They boil at a lower point, and do not provide corrosion protection.

## **Thermostat**

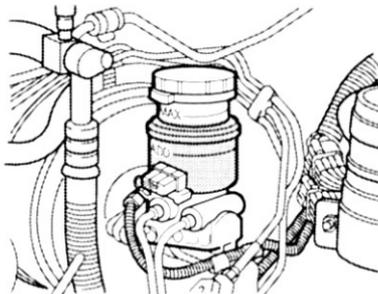
The engine coolant temperature is controlled by a thermostat, which stops engine coolant flow through the radiator until a preset temperature is reached. This thermostat is installed in the engine coolant inlet on the front of the engine block. The same thermostat is used in both winter and summer.

## Other Required Maintenance

### Brake Master Cylinder

Check the master cylinder fluid level in the reservoir every time you check the engine oil level.

The level should be between the MAX and ADD level line. If the level is lower than the ADD level line, fill to the MAX level line with DOT-3 or DOT-4 fluid.



If the diaphragm inside the reservoir cap is deformed, return it to the original (collapsed) condition, then tighten the cap.

It is normal for the brake fluid level to go down slightly as the front brake pads wear. So be sure to keep the reservoir fluid at the proper level.

If the reservoir needs frequent refilling, it may indicate a serious mechanical problem.

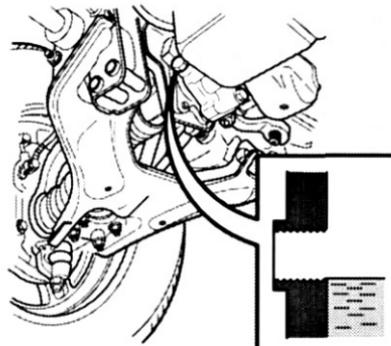
Brake fluid absorbs water from the air. Never use brake fluid that has been open to the air for an extended period. Throw it away and use new brake fluid from a sealed container.

### NOTICE

*Brake fluid can damage your vehicle's paint. Thoroughly clean up any brake fluid spills.*

### Shift-on-the-Fly System

The fluid level in the system should be checked at the intervals shown in the Maintenance Schedule.



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Remove the filler plug and make sure the fluid level is up to the edge of the hole. If it is not, add GL-5 gear oil to bring to that level. Use the same GL-5 gear oil specified for the front and rear axles (see page [206](#)).

### Front Wheel Bearings

Clean and repack the front wheel bearings at the interval shown in the Maintenance Schedule. Due to the weight of the tire and wheel assembly it is recommended that they be removed from the hub before lubricating the bearings to prevent damage to the oil seal.

"Long Fiber" grease should not be used to lubricate the wheel bearings. It can cause damage. Clean the old grease out of the bearings and hubs before repacking.

### Hood Latch and Hinges

Lubricate the hood latch assembly and hood hinge assembly as follows:

1. Wipe off any accumulation of dirt or contamination on the latch parts.
2. Apply multipurpose-type grease (NLGI No. 1 or 2) to the hood latch pin cam.
3. Apply light engine oil to all pivot points in the release mechanism.
4. Lubricate hood hinges with multipurpose-type grease (NLGI No. 1 or 2).
5. Check the hood hinges and latch mechanism to assure they are working correctly.

### Air Conditioning

Periodically have your Acura dealer check your air conditioning system to be sure there has been no loss in cooling output. See your Acura dealer if you suspect that the system is not performing as it should.

### Body Lubrication

Normal use of a vehicle causes metal-to-metal movement at certain points in the body. Noise, wear and improper operation at these points will result when a protective film of lubricant is not provided.

For exposed surfaces such as door checks, door lock bolts, lock striker plates, etc., apply a thin film of light engine oil.

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Any lubricant should be used sparingly. After application, all excess lubricant should be carefully wiped off.

The seat adjusters and seat track should be lubricated with water-resistant EP chassis lubricant.

There are other points on the vehicle body which may occasionally require lubrication. Window regulators and controls are confined in the space between the upholstery and the outside door panel. Easy access to the working parts may be made by removing the trim. Door weatherstrips and rubber hood bumpers should be lightly coated with a rubber lubricant.

### **Front and Rear Propeller Shaft**

Lubricate the rear propeller shaft sliding yoke and universal joints with grease containing MoS<sub>2</sub> (molybdenum disulfide-type grease) at the intervals shown in the Maintenance Schedule. Also check the propeller shaft flange-to-pinion bolts for proper torque of 64 N·m (46.3 lb-ft).

Check the front propeller shaft front side bolts for proper torque of 43 N·m (31.7 lb-ft).

### **Exhaust System**

Check the complete exhaust system and nearby body areas for damaged, missing, or mispositioned parts, open seams, holes, loose connections, or other deterioration that could allow exhaust fumes to seep into the passenger compartment or cause heat build-up in the floor pan. Any necessary corrections should be made immediately. For continued safety, exhaust system pipes and resonators rearward of the muffler must be replaced whenever a new muffler is installed.