



Applies To: **2007–08 TL** – Check the iN VIN status for eligibility

May 17, 2012

Safety Recall: 2007–08 TL Power Steering Feed Hose Leak

BACKGROUND

This is a preliminary bulletin that enables dealerships to repair vehicles in used vehicle inventory. A final version will be posted at a future date.

There are two bulletins that include repairs for 2007–08 TL power steering hoses:

- Service bulletin 12-020, *Safety Recall: 2007–08 TL Power Steering Feed Hose Leak*
- Service bulletin 08-016, *Safety Recall: 2004–08 TL Power Steering Feed Hose Leak*

Make sure you follow the bulletin indicated by the iN VIN status inquiry because there are different symptom codes under WARRANTY CLAIM INFORMATION. Your claim may be debited if you file a repair under the wrong bulletin.

PARTS INFORMATION

Power Steering Feed Hose Kit: P/N 06535-SEP-307
(Contains P/S feed hose, P/S pressure switch O-ring, P/S pump inlet O-ring, and all bolts, nuts, and gaskets needed for the repair.)

REQUIRED MATERIALS

Acura Precision Crafted Power Steering Fluid:
P/N 08206-9002A
(Each vehicle may need up to three 12 oz. bottles.)

WARRANTY CLAIM INFORMATION

Operation Number: 5121D3

Flat Rate Time: 1.7 hours

Failed Part: P/N 53713-SEP-A02

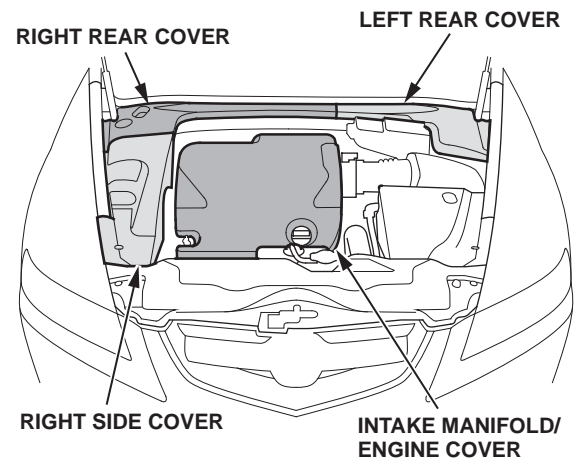
Defect Code: 5PH00

Symptom Code: S3900

Skill Level: Repair Technician

REPAIR PROCEDURE

1. Remove the engine compartment covers shown below.



2. Drain the P/S fluid:

NOTE: Take care not to spill any fluid. Wipe off any spilled fluid immediately.

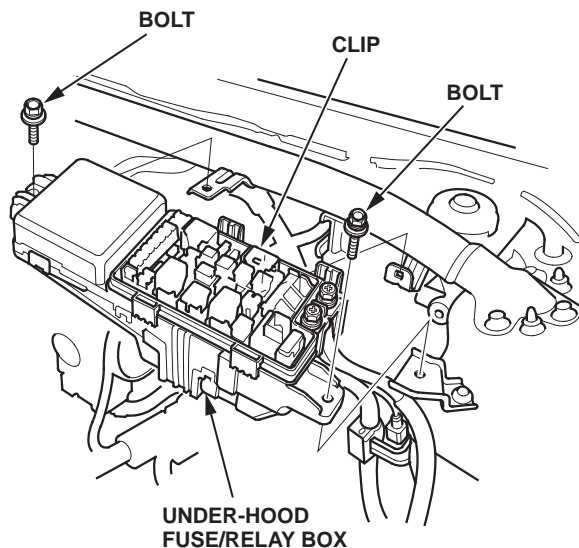
- Refer to page 17-13 of the *07–08 TL Service Manual*, or
- Online, enter keywords **STEERING FLUID**, and select **Power Steering Fluid Check/Replacement** from the list.

3. Check the condition of the drained fluid:

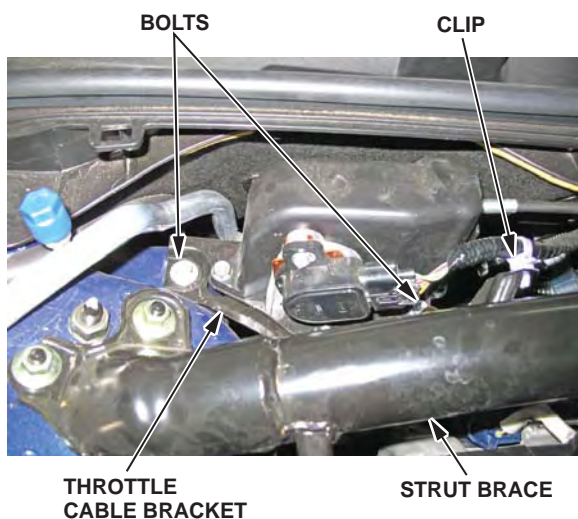
- If the fluid is contaminated, dark, or discolored, discard it; do not reuse it.
- If the fluid is clear with no contamination, save it in a covered container. It will be reused in step 43.

4. Reinstall the return hose on the P/S reservoir. If the hose clamp on the return hose is damaged, replace it.

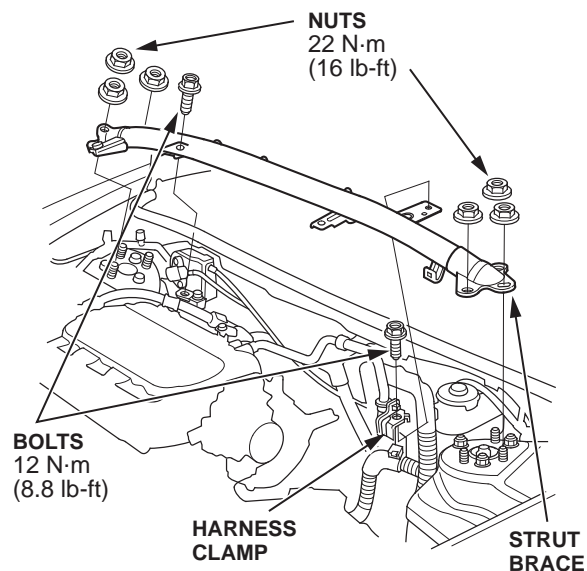
5. Remove the two bolts from the under-hood fuse/relay box, then detach the fuse/relay box from the strut brace bracket.



6. Remove the two bolts from the throttle cable bracket, then detach the clip from the strut brace.

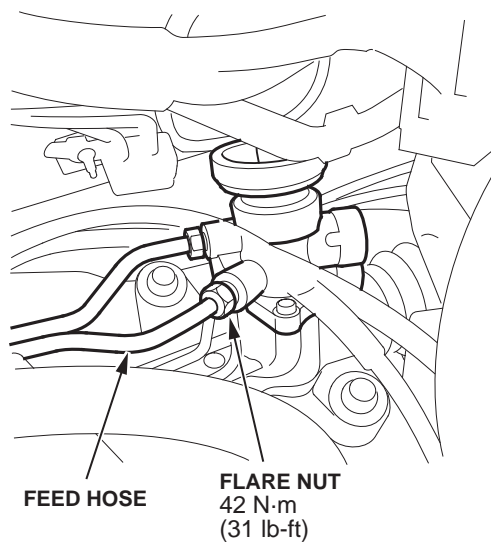


7. Remove the strut brace:
- Remove the harness clamp.
 - Remove the two bolts.
 - Remove the six nuts.



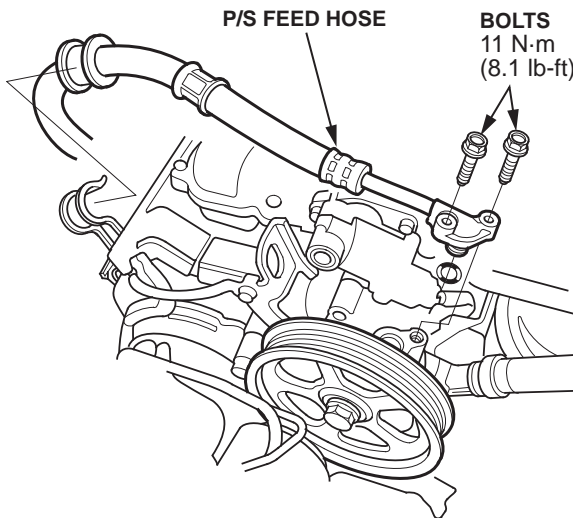
8. Disconnect the P/S feed hose from the steering gearbox by loosening its flare nut.

NOTE: To prevent fluid from dripping, place several shop towels under the feed hose connection, and wrap a towel around the exposed joint end.



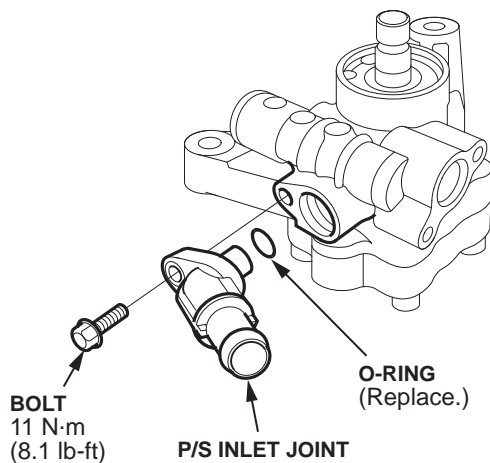
9. Remove the end of the P/S feed hose from the P/S pump.

NOTE: To prevent fluid from dripping, wrap a towel around the exposed end of the hose.

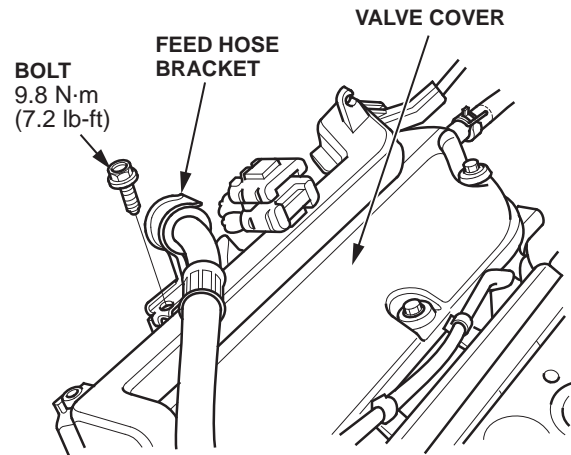


10. Replace the P/S pump inlet joint O-ring:

- Remove the inlet joint from the pump (one bolt).
- Remove the O-ring from the inlet joint.
- Lubricate a new O-ring with clean P/S fluid, then install it on the end of the joint.
- Reinstall the inlet joint, and torque its bolt to **11 N·m (8 lb-ft)**.

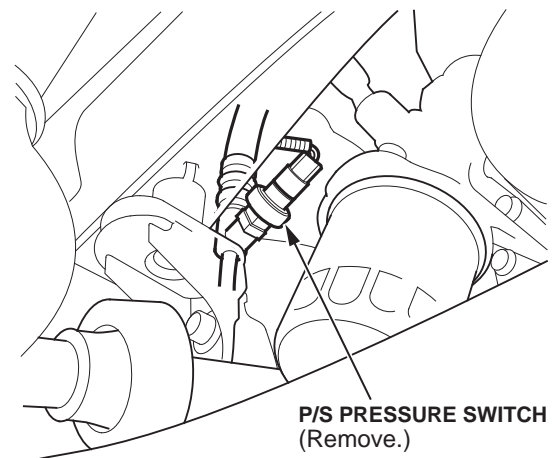


11. Remove the feed hose bracket from the valve cover (one bolt).



12. Disconnect the P/S pressure switch connector, then remove the pressure switch from the feed hose.

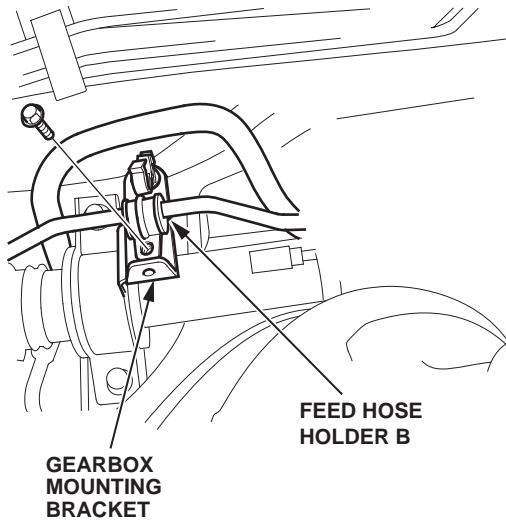
NOTE: To prevent fluid from dripping, stuff the end of a clean shop towel into the feed hose coupler.



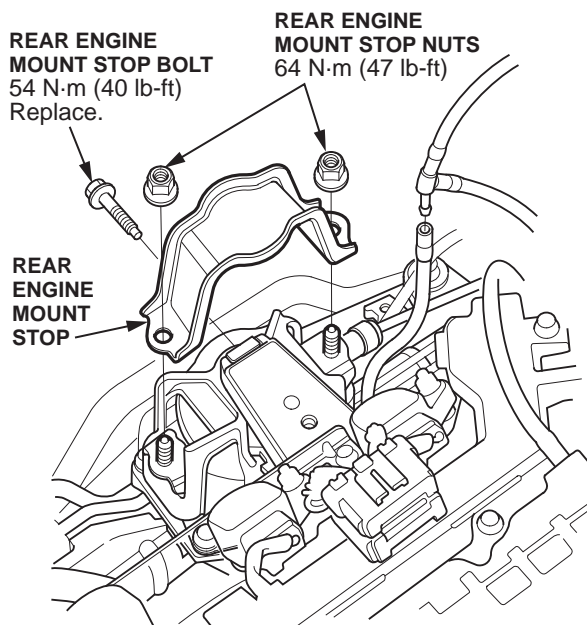
13. Remove the O-ring from the P/S pressure switch, and install a new one, lubricated with clean P/S fluid.

14. Install the original P/S pressure switch on the new feed hose. Tighten the switch to **12 N·m (8.8 lb-ft)**.

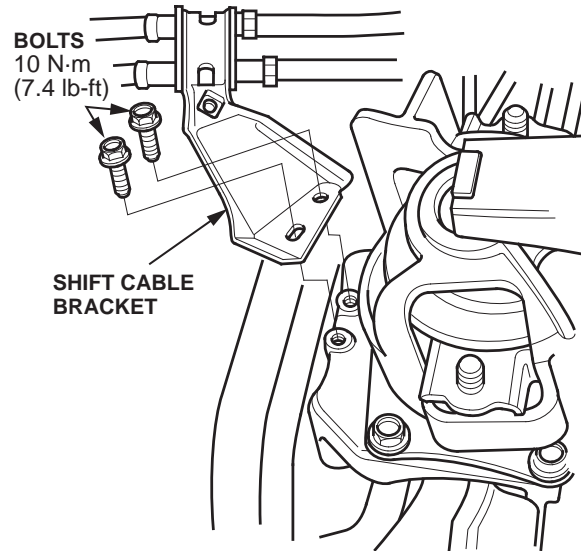
15. Remove feed hose holder B from the steering gearbox mounting bracket, located on the passenger side (one bolt).



16. Remove the rear engine mount stop (two nuts), then remove the rear engine mount stop bolt. The stop bolt *will not* be reused.



17. *M/T models only:* Remove the two bolts securing the shift cable bracket.

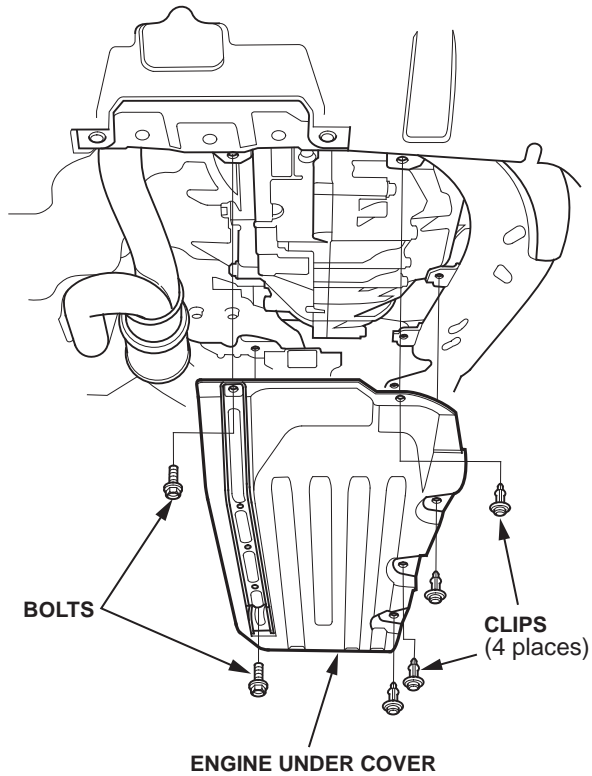


18. Lay the new feed hose next to the original feed hose in the engine compartment. Line up the hoses as closely as possible.

NOTE: When lining up the feed hoses, do not bend or scratch the painted metal line section of the new hose. *Even a scratch on the paint could cause future P/S line corrosion.*

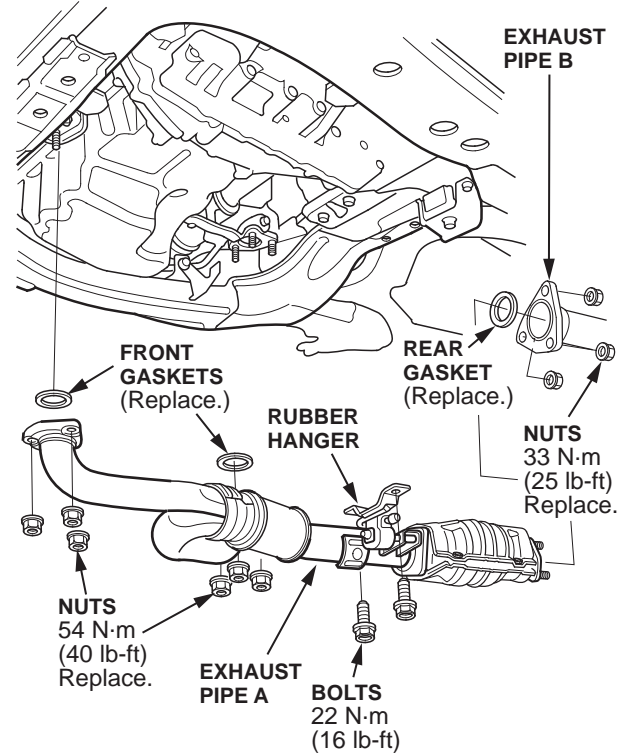
19. Raise the vehicle on a lift, and make sure it's securely supported.

20. Remove the engine under cover (two bolts and four clips).

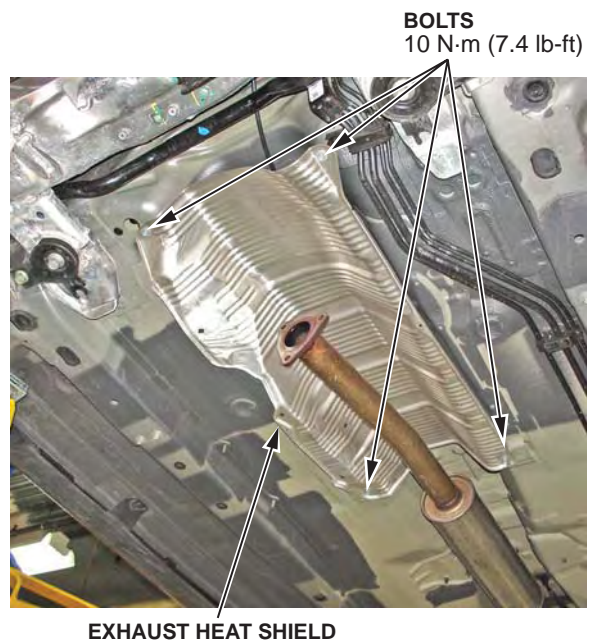


21. Remove exhaust pipe A:

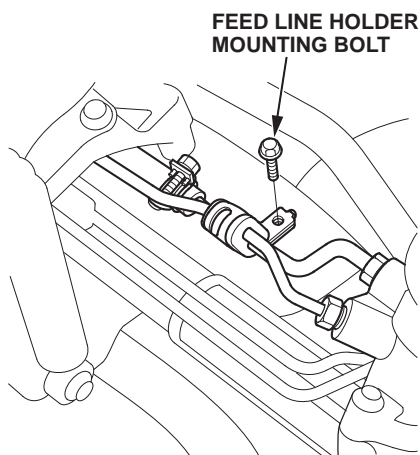
- Remove the rubber exhaust hanger from the subframe.
- Remove exhaust pipe A along with the three way catalytic converter (TWC) (nine self-locking nuts). The nuts *will not* be reused.
- Support exhaust pipe B with a stand.



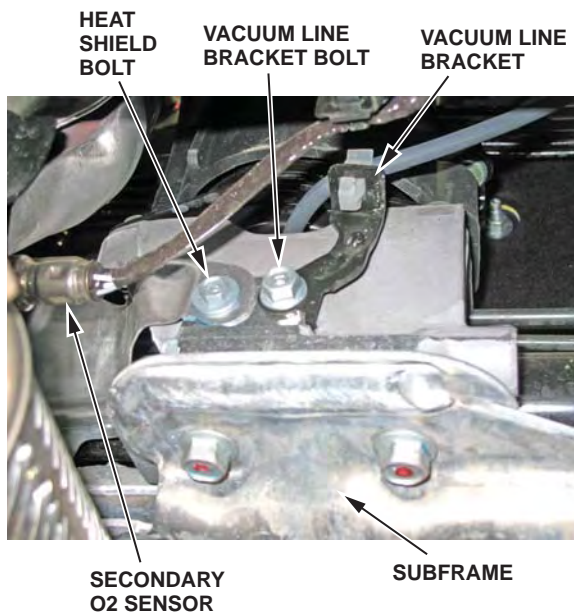
22. Remove the exhaust heat shield.



23. Remove the feed line holder from the front suspension subframe, located on the driver's side (one bolt). Remove the holder from both the feed and return lines, and discard (it will not be reused).

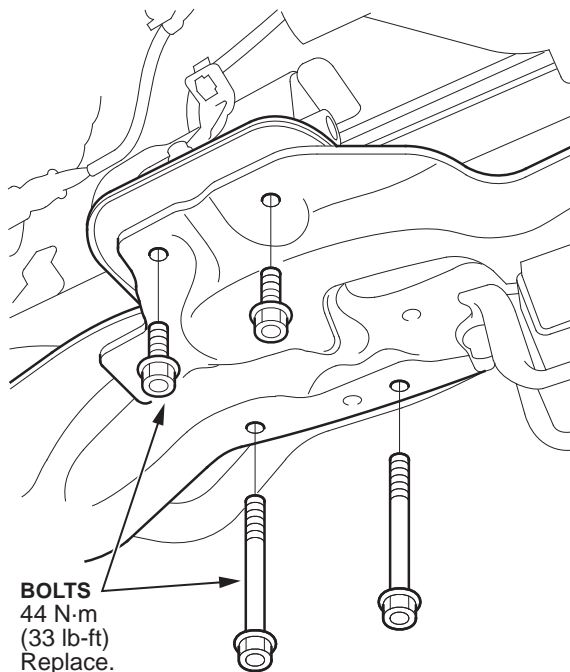


24. Remove the vacuum line bracket from the rear engine mount (one bolt).

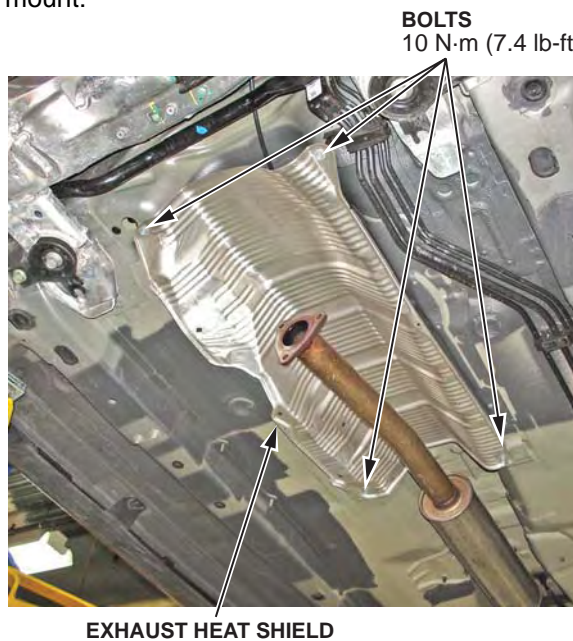


25. Remove the heat shield bolt from the front of the rear engine mount. The bolt is next to the secondary O2 sensor (bank 1, sensor 2).

26. Remove the four rear engine mount bracket bolts from the subframe. The bolts *will not* be reused.



27. Remove the center bolt from the transmission lower mount:



28. Using a transmission jack and a block of wood, position the wood in a secure area on the engine/transmission assembly, then *slightly* lift the assembly.

Position the wood in a secure area on the engine/transmission assembly.

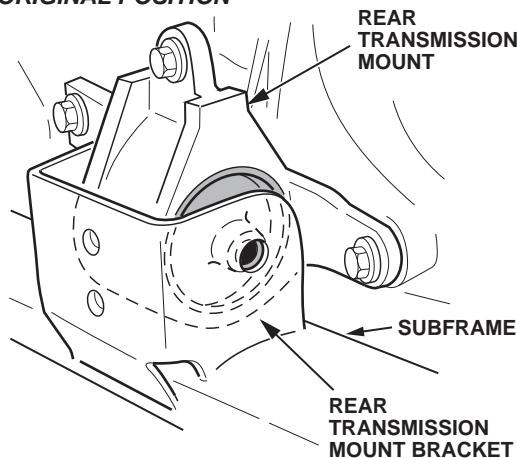


TRANSMISSION JACK STAND

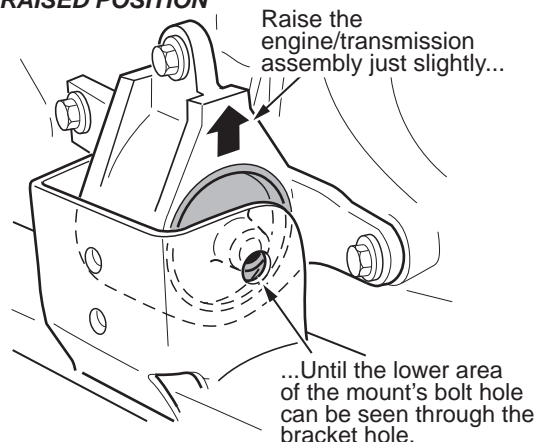
NOTE:

- To minimize the stress damage on the other engine/transmission mounts, do not lift the assembly too much.
- The maximum allowable lift is reached when you see the lower part of the mount's bolt hole through the bracket hole (see below).

ORIGINAL POSITION

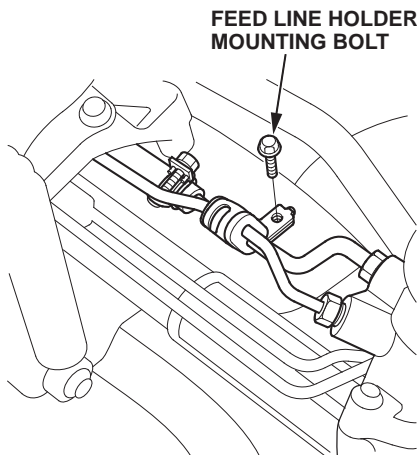


RAISED POSITION



29. Shift the rear engine mount up and to the left, towards the master cylinder.
30. Swap the positions of the new hose and the original hose (previously lined up in step 18), between the rear engine mount bridge and the subframe.
- NOTE: Be careful not to bend or scratch the metal line section of the new feed hose.
31. Move the rear engine mount back into place, with the new feed hose routed through it.
32. Hand-tighten the new bolts for the rear engine mount bracket; do not torque them yet.
33. Lower the transmission jack, and remove the block of wood.
34. Reinstall the transmission lower mount center bolt, and torque it to **59 N·m (43 lb-ft)**.
35. Torque the four new rear engine mount bracket bolts to **44 N·m (33 lb-ft)**.
36. Reinstall the exhaust heat shield, and torque its bolts to **10 N·m (7.4 lb-ft)**.
37. Reattach exhaust pipe A and the TWC using new gaskets and self-locking nuts. Use the torque specs on page 5.
38. Reinstall the rubber exhaust hanger to the subframe.
39. Reinstall all other parts removed from the underside of the vehicle, then lower it.
40. Remove the original feed hose from the engine compartment, then attach the new feed hose to the gearbox and to the P/S pump:
- Torque the gearbox flare nut on the new feed hose to **42 N·m (31 lb-ft)**.
 - Torque the P/S pump feed hose bolts to **11 N·m (8.1 lb-ft)**.

41. Install the new feed line holder (from the kit) onto the feed and return lines located on the driver's side, and then secure it to the front suspension subframe (one bolt).



42. Reinstall all remaining removed parts except the right (passenger) side engine compartment cover. Replace any damaged trim clips.
43. Using the clear P/S fluid you removed from the system (or new fluid if the original fluid was contaminated or discolored), fill the P/S reservoir to the upper level line.
- NOTE:
- Use Acura Precision Crafted Power Steering Fluid.
 - The system capacity is **1.1 L (37.2 oz)**.
 - The reservoir capacity is **0.32 L (10.8 oz)**.
44. Start the engine, run it at a fast idle, and turn the steering wheel lock-to-lock several times. This will bleed any air from the P/S system.
45. Recheck the fluid level, and add more if needed. Do not fill the reservoir above the upper level line.
- NOTE:
- Make sure you remove all shop towels used during the procedure.
 - Wipe off any spilled P/S fluid.
46. Reinstall the right (passenger) side engine compartment cover.