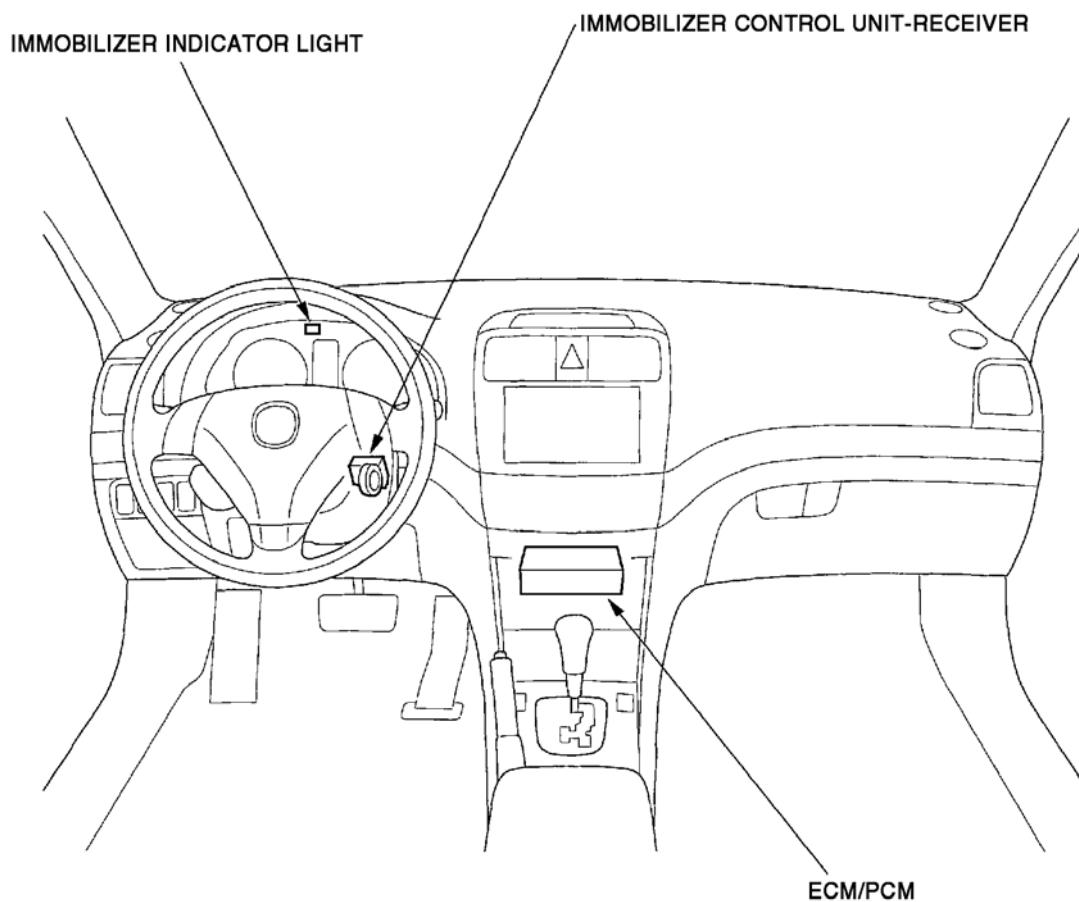


2004 ACCESSORIES & EQUIPMENT

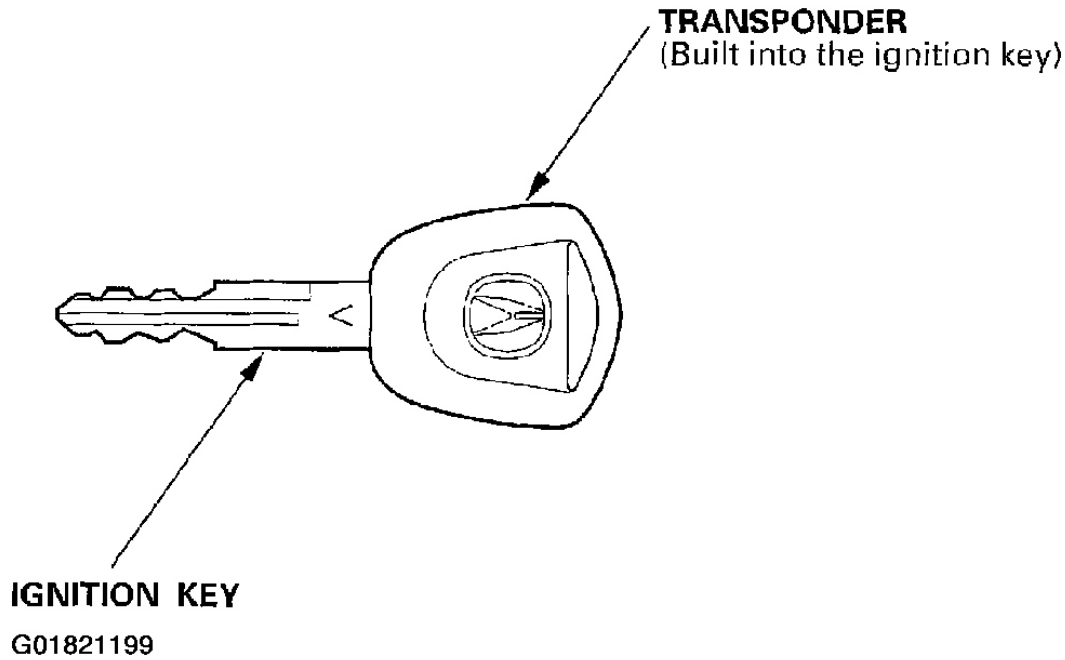
Immobilizer System - TSX

COMPONENT LOCATION INDEX



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**Fig. 1: Locating Immobilizer System Components (1 Of 2)**

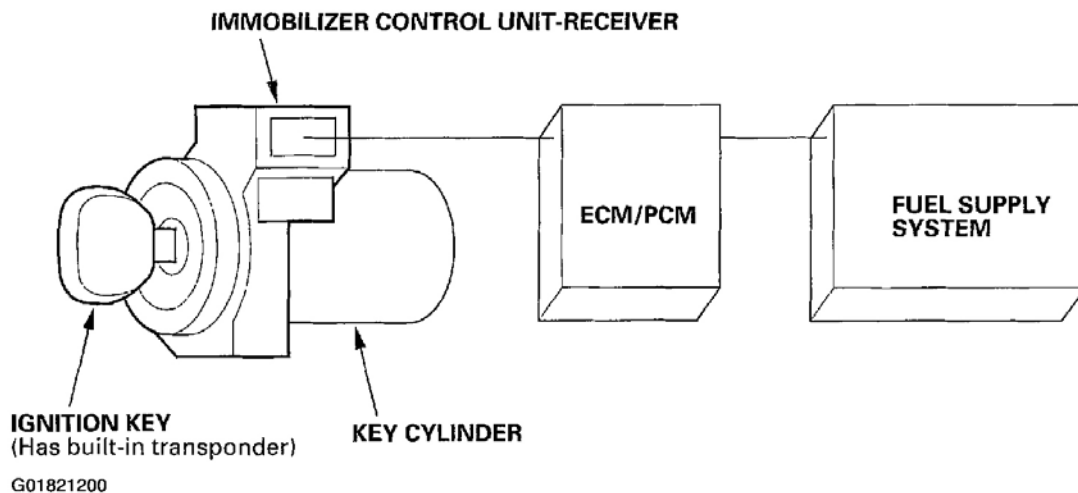


**Fig. 2: Locating Immobilizer System Components (2 Of 2)**

## SYSTEM DESCRIPTION

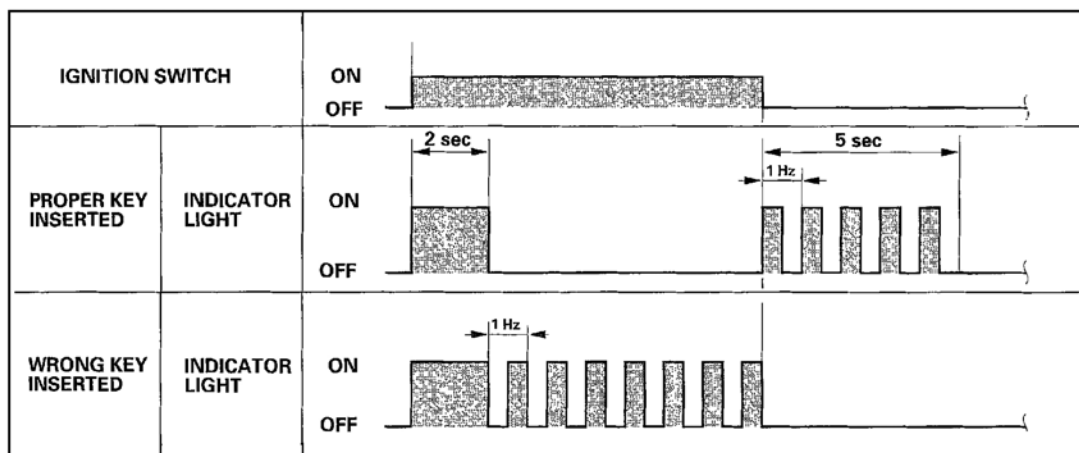
The vehicle is equipped with an immobilizer system that will disable the vehicle unless the proper ignition key is used. This system consists of a transponder located in the ignition key, an immobilizer control unit-receiver, an indicator, and the ECM/PCM.

When the key is inserted in the ignition switch and turned to the on (II) position, the immobilizer control unit-receiver sends power to the transponder in the ignition key. The transponder then sends a coded signal back to the immobilizer control unit-receiver which then sends a coded signal to the ECM/PCM.



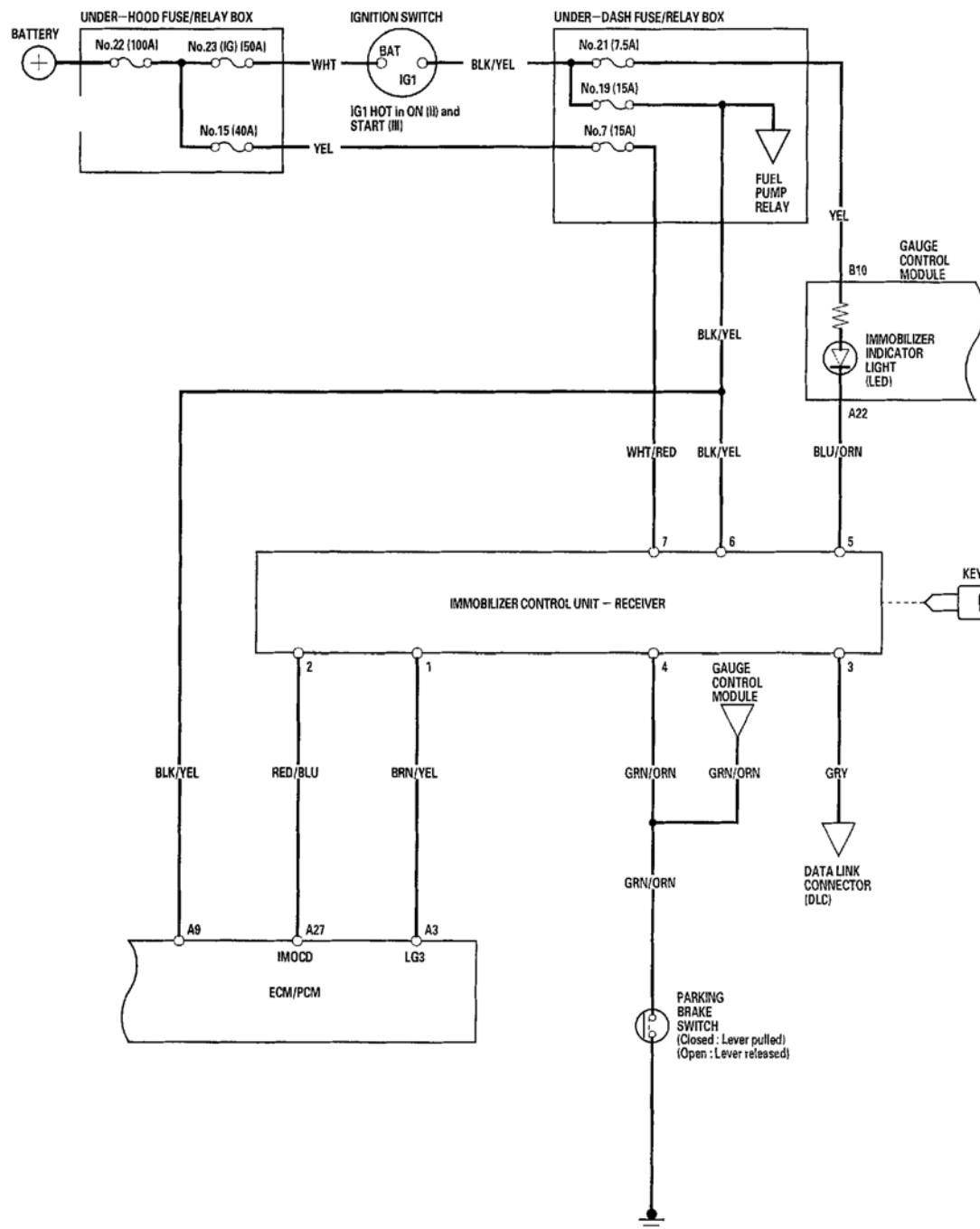
**Fig. 3: Immobilizer System Schematic**

- If the proper key has been used, the immobilizer indicator will come on for about 2 seconds, then go off.
- If the wrong key has been used or the code was not received or recognized by the unit, the indicator will come on for about 2 seconds, then it will blink until the ignition switch is turned OFF.
- If the ignition switch is turned OFF, the indicator will blink for about 5 seconds to signal that the unit has reset correctly, then the indicator will go off.
- If the customer has lost their key, and cannot start the engine, contact Acura Customer Relations.



**Fig. 4: Immobilizer Indicator Light Blinking Pattern**

**CIRCUIT DIAGRAM**



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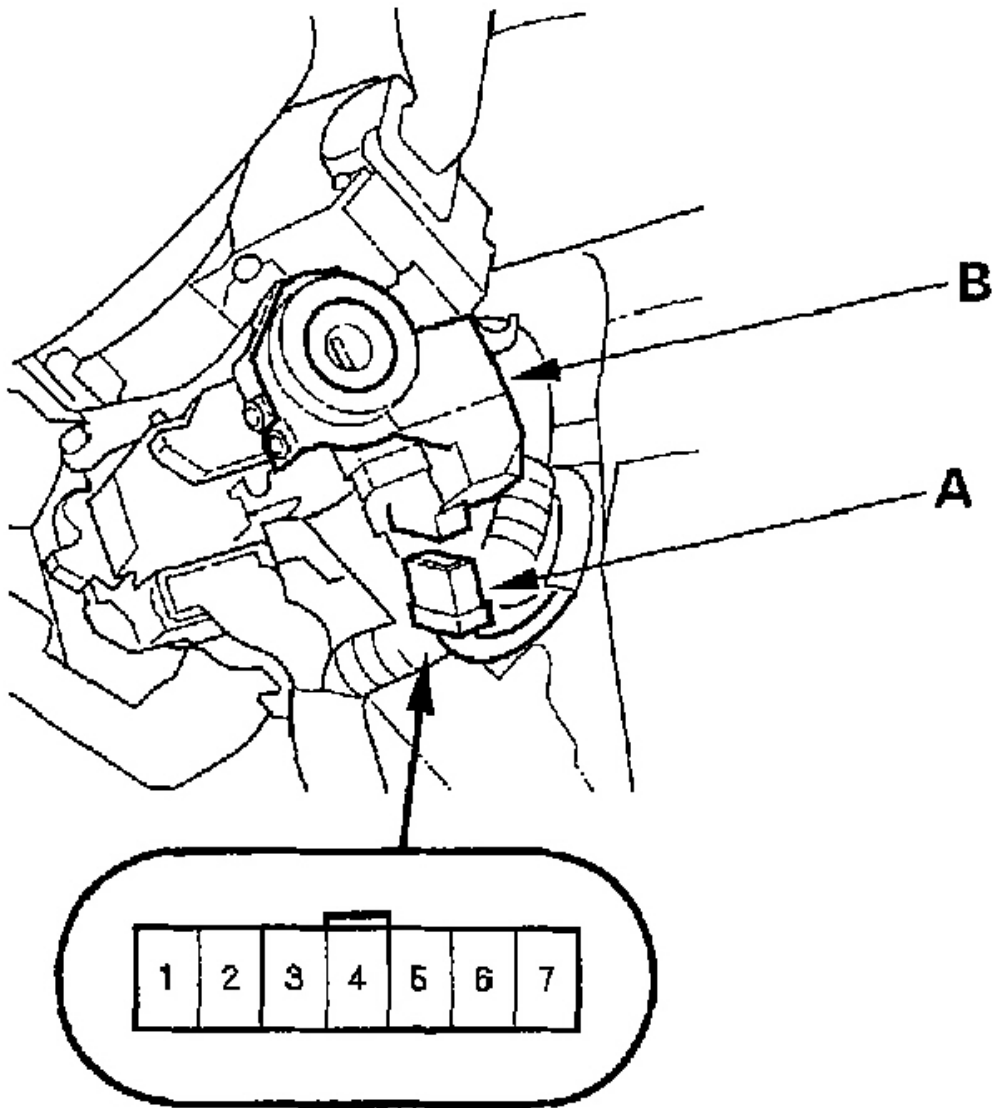
**Fig. 5: Immobilizer System Wiring Diagram**

## TROUBLESHOOTING

Follow this procedure if the vehicle does not start after rewriting the ECM/PCM with the HDS.

**NOTE THESE ITEMS BEFORE TROUBLESHOOTING:**

- Due to the action of the immobilizer system, the engine takes slightly more time to start than vehicle's without an immobilizer system.
  - When the system is normal, and the proper key is inserted, the indicator comes on for 2 seconds, then it will go off.
  - If the indicator starts to blink after 2 seconds, or if the engine does not start, repeat the starting procedure. If the engine still does not start, continue with this procedure.
  - Check the ECM/PCM DTC's (see **GENERAL TROUBLESHOOTING INFORMATION** ).
1. Remove the steering column covers (see **STEERING COLUMN REMOVAL AND INSTALLATION** ).
  2. Disconnect the 7P connector (A) from the immobilizer control unit-receiver (B).



## Wire side of female terminals

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**Fig. 6: Disconnecting The 7P Connector From The Immobilizer Control Unit-Receiver**

3. Turn the ignition switch ON (II) with the proper key.
4. Check to see if the immobilizer indicator comes on.

**Does the indicator come on (blinking or solid)?****YES:** Go to step 5.**NO:** Go to step 8 .

5. Check for voltage between the immobilizer control unit-receiver 7P connector No. 7 terminal and body ground.

**Is there battery voltage?****YES:** Go to step 6.**NO:** Check for these problems:

- A blown No. 15 (40A) fuse in the under-hood fuse/relay box.
- A blown No. 7 (10A) fuse in the under-dash fuse/relay box.
- An open in the WHT/RED wire.

6. Check for voltage between the immobilizer control-unit receiver 7P connector No. 4 terminal and body ground with the parking brake lever applied, then released.

**Is there 1 V or less, then 5 V or more?****YES:** Go to step 7.**NO:** Check for these problems:

- Short to ground.
- Faulty parking brake switch or a poor body ground of the parking brake switch.
- Repair an open in the GRN/ORN wire.

7. Check for continuity between the immobilizer control unit-receiver 7P connector No. 2 terminal and ECM/PCM 31P connector A27 terminal.

**Is there continuity?****YES:** Go to step 8.**NO:** Repair an open in the RED/BLU wire.

8. Connect the immobilizer control unit-receiver 7P connector No. 5 terminal to body ground with a jumper wire, then turn the ignition switch ON (II).

**Does the immobilizer indicator come on?****YES:** Go to step 9.**NO:** Check for these problems:

- An open in the BLU/ORN wire between the gauge assembly and immobilizer control unit-receiver.
- A faulty immobilizer indicator.
- A blown No. 21 (7.5A) fuse in the under-dash fuse/relay box.

9. Check for voltage between the immobilizer control unit-receiver 7P connector No. 6 terminal and body ground with the ignition switch ON (II).

**Is there battery voltage?****YES:** Go to step 10.**NO:** Check for these problems:

- A blown No. 19 (40A) fuse in the under-dash fuse/relay box.

- An open in the BLK/YEL wire.

10. Check for continuity between the immobilizer control unit-receiver 7P connector No. 1 terminal and body ground.

**Is there continuity?**

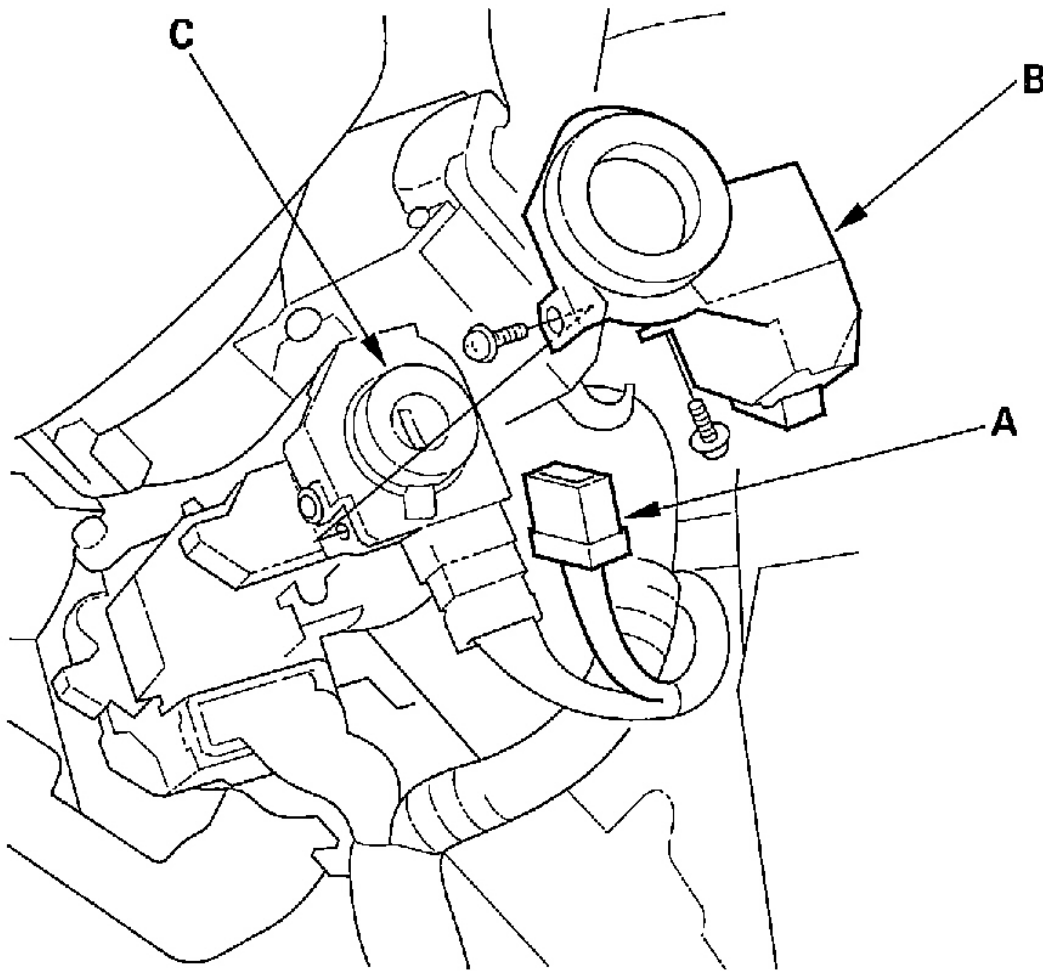
**YES:** Replace the immobilizer control unit-receiver. After replacing the immobilizer control unit-receiver, rewrite the unit with the HDS.

**NO:** Repair the open in the BRN/YEL wire.

## **IMMOBILIZER CONTROL UNIT-RECEIVER REPLACEMENT**

1. Remove the dashboard lower cover (see **DRIVER'S DASHBOARD LOWER COVER REMOVAL/INSTALLATION** ).
2. Remove the steering column covers (see **STEERING COLUMN REMOVAL AND INSTALLATION** ).
3. Disconnect the 7P connector (A) from the immobilizer control unit-receiver (B).





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**Fig. 7: Disconnecting The 7P Connector From The Immobilizer Control Unit-Receiver**

4. Remove the two screws and the immobilizer control unit-receiver from the ignition key cylinder (C).
5. Install the immobilizer control unit-receiver in the reverse order of removal.
6. After replacement, check the immobilizer system.