

# Acura TL 2004-2008 Repair Manual

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ACURA TL 2004-2008 SERVICE AND REPAIR MANUAL 1CD .IN THE MANUALS COVERED :  
MAINTENANCE, ENGINE MECHANICAL, EMISSION CONTROL SYSTEM, FUEL SYSTEM ,EFI  
SYSTEM , COOLING SYSTEM LUBRICATION SYSTEM , IGNITION SYSTEM, STARTING SYSTEM ,  
CHARGING SYSTEM , CLUTCH , MANUAL TRANSMISSION , AUTOMATIC TRANSMISSION ,, FRONT  
AND REAR AXLES AND SUSPENSION , BRAKE SYSTEM , STEERING , BODY ELECTRICAL  
SYSTEM , BODY , AIR CONDITIONING , SERVICE SPECIFICATIONS, BOLT TORQUE  
SPECIFICATIONS , SST AND SSM , WIRING DIAGRAMS THANKS ..ALSO HAVE ELECTRONIC  
PARTS CATALOG FOR SALE . THANKS AND HAPPY HERE IS SOME INFO ON GENERATION  
COVERED : Third Generation (UA6-UA7) Third generation Production 2004-2008 Assembly Marysville,  
Ohio, USA Layout FF layout Engine(s) 3.2L J32A3 (258hp) V6 3.5L J35A8 (286hp) V6 (Type-S only)  
Transmission(s) 5-speed automatic 6-speed manual Wheelbase 107.9 in (2741 mm) Length 189.3 in  
(4808 mm) Type-S: 189.8 in (4821 mm) Width 72.2 in (1834 mm) Height 56.7 in (1440 mm) Curb weight  
3,480 lb (1,579 kg) Related Honda Accord Honda Odyssey Honda Pilot Acura MDX The first  
third-generation Acura TL rolled off the assembly line on September 30, 2003. On October 6, 2003, the  
third generation Acura TL (the 3.2 moniker was dropped) was released for sale in North America.  
Developed mainly in the United States by a team led by Erik Berkman with bodywork by American Honda  
designer Jon Ikeda, the new TL was built in Marysville, Ohio, and was derived from the 7th generation  
US-market Honda Accord. It is powered by a 270 hp (201 kW); later revised to 258 hp (192 kW), based  
on the new SAE measurement standard for horsepower and 233 lbft (316 Nm) of torque, 3.2 L 24 valve  
SOHC VTEC V6 engine mated to either a 5-speed automatic with SportShift or 6-speed manual. Manual  
transmission models featured Brembo 4 Piston front brake calipers, a Torsen-type limited slip differential,  
and stiffer anti-roll bars front and rear. This generation and subsequent vehicles have not been rebranded  
as Hondas, nor sold in Japan as Hondas; they are dedicated to the Acura brand. As of March 2004,  
Honda offers to the public a factory-sanctioned tuner package version of the TL: the TL A-SPEC. This  
version features a suspension tuned by Makoto Tamamura, an indication of the TL A-SPECs aggressive

engineering. In addition, an underbody kit, spoiler, limited edition A-SPEC steering wheel, A-SPEC badge on the back, and 18-inch (460 mm) wheels are standard issue on the A-SPEC package. When installed at purchase, the car's 4 year/ 50,000 miles (80,000 km) warranty applies to the package as well. From 2004-2005 the base TL was also offered with a 6-speed manual as a no-cost option that also included Brembo brakes and all-season tires at no cost. The third generation TL was also the first car in the American market to include a 6-disc DVD-Audio system, output through an 8-speaker 225-watt system, engineered by Panasonic and tuned by Grammy-award winning Elliot Scheiner. The system also plays back normal audio CDs as well as DTS audio discs, CD-Audio, CD-Rs and CD-RWs but not MP3s. All models were also equipped with a Bluetooth HandsFree Link (HFL) system, integrated with the audio system, to allow for hands-free usage of one's cell phone (provided the phone also supports Bluetooth and is compatible with the HFL's hands-free profile). The driver can simply voice-dial the number and carry the entire conversation over the car's built-in audio system; when receiving a phone call a display will show caller ID if it is supported by the phone. The driver also has the capability to transfer current calls between the car and the cell phone. There is also a phone book which can store personal phone numbers within the car's memory. With the built-in XM Radio tuner, owners can elect to pay a monthly subscription after the complimentary 3 months subscription expires from Acura for XM radio, which provides over 100 digital channels via satellite. Sporting an Alpine-designed navigation system, the third generation TL also accepts voice commands<sup>[3]</sup> like Find nearest police station or Go home. The navigation system features an 8-inch (200 mm) touch-screen LCD, which allows for easy viewing of the road ahead. The JDM Honda Inspire debuted around four and a half months earlier (on June 11, 2003) and marked the branching out of the TL line from the Inspire. The Inspire is basically a seventh-generation US-market Honda Accord V6 with minor trim changes, and the addition of Variable Cylinder Management, which shuts off half of the engine when not needed to boost fuel economy. The Saber was discontinued and the new Inspire is being sold at Clio, Primo, and Verno dealerships. The TL became Acura's best-selling luxury sedan in 2004 with more than 79,000 sold that year.<sup>[4][5]</sup> 2005 The 2005 TL received a passenger airbag cut-off switch and extra stitching on the front seats. There were several minor changes made (such as changes in seat belt anchor mounts) which are not published. 2006 2006 TL A-SPEC The 2006 TL received the Tire Pressure Monitoring System (TPMS) and a new engine management system to help reduce torque steer. The new horsepower rating of 258 hp (192 kW)

is due to a change in testing procedures, despite the engine remaining the same since 2004.

### 2007-2008 Acura TL

The 2007 Acura TL features a slightly revised exterior as well as a revised interior with a new steering wheel, redesigned gauges, and footwell lighting, in addition to new interior and exterior colors. The 2007 TL (non Type-S) received suspension changes to improve ride comfort. Also new for the 2007 model year were LED turn signal repeaters on the side mirrors and fog lamps in the bumper. Prior to 2007, the fog lamps were integrated into the headlight housing; Daytime Running Lights now occupy that space (Canadian models have had DRLs there rather than fog lamps since 2004). TL with navigation models sport a new rear view camera with image displayed on the navigation screen as well as XM NavTraffic. In addition to the new standard auxiliary audio jack, the sound system is now MP3/WMA compatible and offers Dolby Pro Logic II decoding and speed-sensitive volume compensation. The manual transmission option had been dropped from the base TL due largely to extremely low sales (roughly 1 out of 40 TLs sold across America were equipped with a manual gearbox).

### 2007-2008 Acura TL Type-S

The most notable revision is the return of the Type-S edition of the TL. The Acura TL Type-S will receive the Acura RL's 3.5-liter V6 engine tuned for 286 horsepower (213 kW) and 256 lbft (347 Nm) of torque with either a 5-speed automatic or a 6-speed manual transmission. Exterior differences include quad exhaust pipes, restyled rear lamps and front fascia, lip spoiler, wider side sills, Brembo brakes, dark silver 10-spoke wheels, a black chrome grille rather than the standard glossy grille, and exclusive Type-S badging, plus an exclusive new color option, Kinetic Blue Pearl. The interior has Type-S badging on the steering wheel and headrests, more highly bolstered front seats, two-tone seats (only with the Ebony/Silver interior), metal racing pedals, carbon fiber trim, and red interior lighting (as opposed to blue in the base TL). Touch screen navigation is standard and the suspension has been firmed up. The only options are the aforementioned transmission and high performance summer tires (Bridgestone Potenzas) rather than the standard all-season tires (Michelin Pilot MXM4s). The 2008 TL features an improved new immobilizer system, a separate Tire Pressure Monitoring System (TPMS) warning lamp and two new body colours. The navigation system has been updated to work in Hawaii, and the AcuraLink satellite capability has been expanded to incorporate 76 markets (up from 38 markets for the 2007 model).

Performance  
Zero to 60 mph (97 km/h): (3.7L V6) 6.5 sec & (3.5L V6) 6.8 sec  
Zero to 100 mph (160 km/h): 13.9 sec  
Zero to 130 mph (210 km/h): 25.8 sec  
Street start, 5 mph (8.0 km/h) to 60 mph (97 km/h): 5.8 sec  
Standing -mile (400 m): 14.1 sec @ 101 mph (163 km/h)  
Top speed (governor limited): 150 mph

(240 km/h) Braking, 700 mph: 163 ft (50 m) Roadholding, 300 ft (91 m)-dia skidpad: 0.93 g

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