



PGM Tester 5.0 Software Is Here

By the time you read this, you should have a PGM Tester Program Card that contains Version 5.0, dated 12/12/95. Now there's no excuse not to read the SAE-style DTCs. (See *OBD II Changes for PGM-FI System* in the November '95 issue of S/N.)

With Version 5.0, you can read the codes and do basic functions on all '92-96 models, but this version doesn't contain any troubleshooting. So, for OBD II models, read the code with the Version 5.0 card in your tester, then refer to the S/M troubleshooting. For '92-95 non-OBD II models, use the Version 4.01 card to read the code and troubleshoot the problem.



Long & Short Blinks

If you must resort to reading a PGM-FI system DTC at the MIL by jumping the service check connector (see the article above), then you must be able to distinguish between long and short blinks. With the increased number of DTCs on OBD II cars, some of the new codes are being mistaken for some of the more familiar codes.

For example, some transmission problems may cause the engine/powertrain control module (ECM/PCM) to store DTC 70. Using the flash code method, DTC 70 is indicated by seven *long* blinks (one long blink equals ten short blinks). Some technicians have misinterpreted a DTC 70 as a DTC 7 (throttle position sensor) and replaced the throttle body instead of fixing the transmission. (Of course, that wouldn't have happened if those techs had followed the DTC 7 troubleshooting flowchart carefully. They didn't; they tried to shortcut the procedure. But that's another story.)

If you're not sure what long and short blinks look like, here's an easy way to see an example: Disconnect the engine coolant temperature (ECT) sensor connector, turn the ignition switch on, and check the DTC. A disconnected ECT sensor will cause DTC 6 (six short blinks).



PGM Tester May Foul Resistance Test

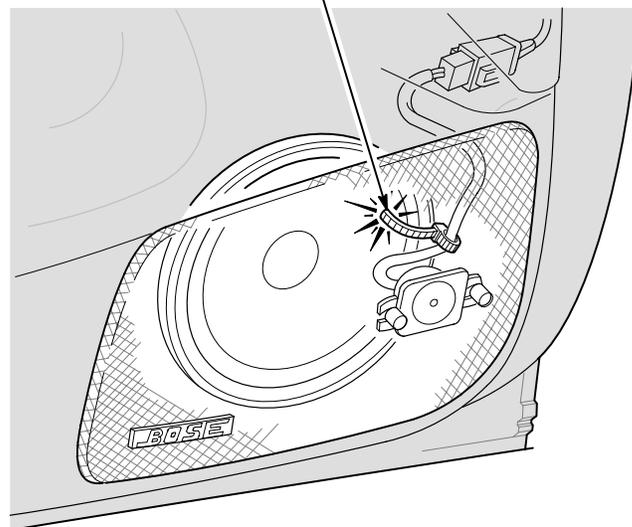
Before measuring the resistance of a circuit, make sure that the PGM Tester is disconnected from the vehicle. The tester shares the vehicle grounds, and this can affect the resistance reading (even when the tester is turned off).



Legend Door Speaker Buzzes

A buzzing from the door speaker on a '95 Legend may be caused by a wire harness clip contacting the speaker cone. Remove the door panel, and check the cut end of the speaker harness clip (it's a clip with a built-in wire tie). If the end of the wire tie is contacting the speaker cone, cut off the excess.

Wire tie end contacts speaker cone. (Cut off excess.)



Legend Idle Speed Adjustment

The idle speed adjustment procedure in the '93 and later Legend S/Ms uses the yellow LED on the ECM/PCM to check the idle speed. However, the idle speed adjustment procedure in the October '91 issue of S/N is less time consuming. (In a nutshell, adjust the idle speed to 500 rpm with the IAC valve disconnected and with the headlights, the rear defogger, and the blower fan on.)

After setting the idle speed, reconnect the IAC valve, and clear the ECM/PCM. Jump the service check connector, start the engine, and turn all the electrical accessories off. The yellow LED should be off. If the LED is blinking, turn the adjusting screw 1/4 turn clockwise; if it's on, turn the adjusting screw 1/4 turn counterclockwise. Wait 30 seconds, then check the LED to determine if further adjustment is necessary.



DPMS Column Won't Move Automatically

Aftermarket security devices or remote starters may foul the steering column portion of the DPMS on a '94-95 Legend. If the column won't move automatically (DTC 36), but can be moved manually, check for an aftermarket device wired into the BLU/WHT² wire from the ignition key switch to the DPMS control unit. Disconnect any aftermarket devices from this wire.

If no aftermarket accessories are connected to the BLU/WHT² wire, chances are the steering column was just "stalled." (For example, if you grab the steering wheel when exiting the car, and the column is still moving, the column may stall.) To confirm this cause, operate the extend, retract, and tilt buttons manually. If these functions have a smaller than normal range of travel, the column was stalled.

To restore full column operation, first remove the No. 15 (7.5 A) fuse from the under-dash fuse/relay box for at least 30 seconds to clear the DPMS control unit memory. Reinstall the fuse, manually extend and retract the column to each extreme, and tilt the column fully up and down. This allows the control unit to "relearn" the full limits of the column's travel. (Stalling the column made the control unit "forget" some of the range of travel.) You should now be able to set and retrieve steering column and seat positions properly. If not, refer to the S/M for further troubleshooting.



Ball Joint Circlips Eliminated

When you're replacing a ball joint, don't be alarmed if the replacement ball joint doesn't have a circlip groove. The circlips aren't necessary because the ball joints are a press-fit, so the clips and grooves are being eliminated from all production and replacement parts.



Legend Steering Judder/Vibration

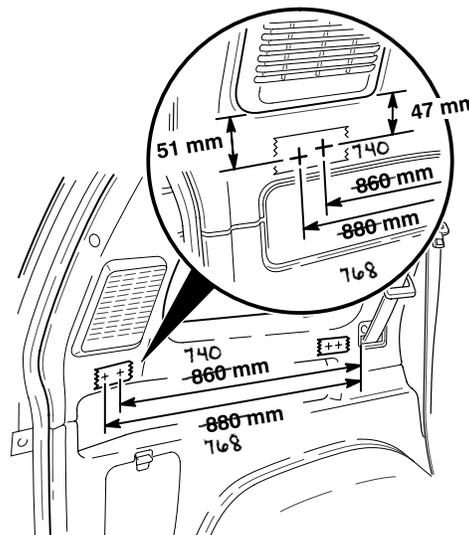
If the steering wheel on a '94-95 Legend judders, shudders, or vibrates as it returns to the straight-ahead position, check the power steering pump belt tension, the power steering fluid level, and the condition of the fluid. If these items are all OK, replace the steering rack valve body unit.



SLX Cargo Cover Installation

Some of the dimensions in step 4 of the '96 SLX Cargo Cover Installation Instructions are incorrect. These instructions will be revised, but in the meantime, correct your current copies.

Here's the second illustration from step 4 with the corrected dimensions.



TL Security Sounds On Its Own/Won't Set

A damaged trunk latch switch on a 2.5TL or 3.2TL may cause the security system to sound for no reason, prevent the system from setting, and/or keep the trunk-lid-open indicator on. The switch is easily damaged if the trunk latch is in the closed position and the trunk lid is shut.

Refer to the ETM to locate the trunk latch switch connector C522. Disconnect the connector, and check the latch switch with an ohmmeter. The latch switch should be closed (electrically) when the trunk lid is open (physically) and open when the trunk lid is closed. Replace the latch switch if it doesn't work properly.

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