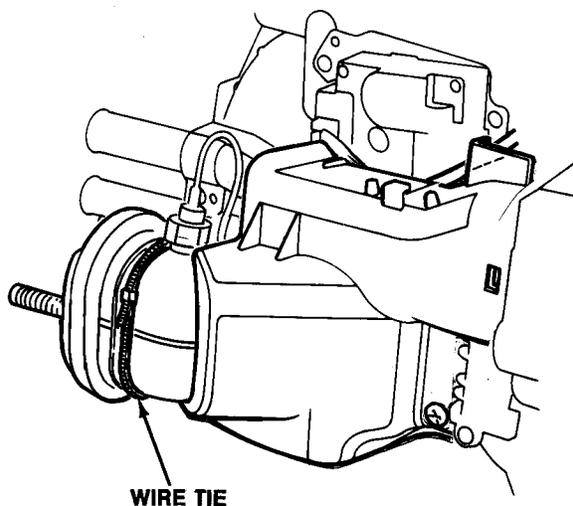


N&V

Rattle from Vigor Dash During Accel

The A/C evaporator pipe cover on a Vigor can vibrate and produce a rattle at about 3,000 rpm while the car is accelerating. Even though the cover is under the dash, right above the accelerator pedal, the noise may sound like it's coming from the center vent area.

The cover is two-piece, split horizontally, with a connecting screw on the bulkhead end. We've found that a wire tie around the middle of the cover, right in front of the expansion valve, will eliminate the rattle.



S/N Indexes: Which Ones Do You Use?

The S/N index is what we call a "rolling" two year index. When it's updated each quarter, the oldest three months of articles are dropped, and the latest three months are added. This keeps the index current, though most of the entries are duplicated from one quarter to the next. To avoid looking through all the duplicate article entries, try using just the following indexes:

October '88: Covers the first two years of S/N, October '86 thru September '88.

October '90: Covers the second two years, October '88 thru September '90.

The most current index: (Presently, that's the October '91 index.) Covers the last two years, so it will overlap some of the October '90 index until October '92. The October '92 index will be the next one to save.



Poor AM Reception Revisited

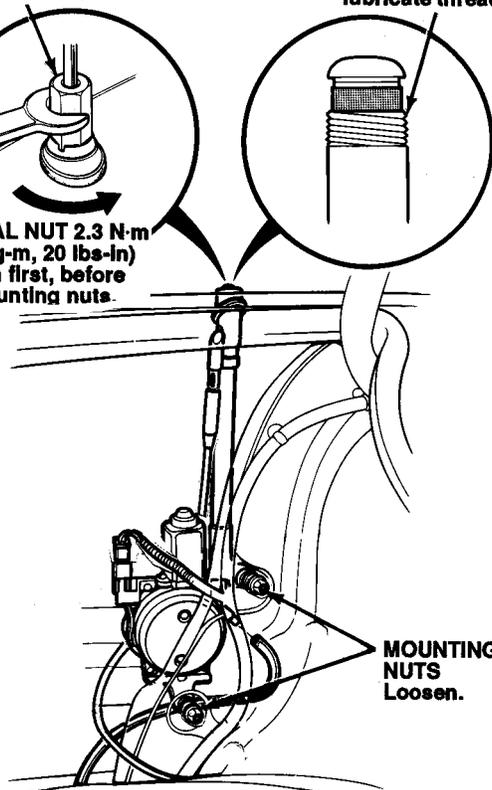
Poor AM radio reception is often caused by a poorly grounded antenna. In the October '88 issue we discussed how to fix poor grounds on roof-mounted antennas. Here's how to do the same on fender-mounted antennas:

Loosen the two antenna motor mounting nuts and remove the special nut from the mast housing. Clean and lubricate the mast housing threads. Reinstall and tighten the special nut to 2.3 N-m (0.23 kg-m, 20 lb-in) *first*, then tighten the two mounting nuts.

ANTENNA NUT WRENCH
07JAA-001000B

Clean and lubricate threads.

SPECIAL NUT 2.3 N-m
(0.23 kg-m, 20 lbs-in)
Tighten first, before
the mounting nuts.



Vigor Security System Corrections

Here are two corrections to the '92 Vigor Security System Input Test.

On page 23-308 of the S/M, between steps 8 and 9, cross out "Reconnect the 22-P and 16-P connectors to the control unit." In other words, leave the control unit disconnected throughout the entire input test.

Then, on step 9, change the "Test: desired result" box to read: "Check for continuity to ground: there should be continuity."



Airbag Replacement Pre-checks

Before replacing a deployed airbag in a car that was in an accident, make the following checks:

1. Inspect the dash or front sensors for physical damage. If any of the sensors are damaged, replace them.
2. Inspect the dash or front sensor wire harnesses. Replace, don't repair, any damaged harnesses.
3. Inspect the cable reel for heat damage. If there is any damage, replace the cable reel.
4. Install the new airbag as described in the appropriate S/M.
5. Reconnect all the wiring, the battery, etc.
6. Turn the ignition switch on. If the SRS indicator light comes on for about six seconds and then goes off, the SRS system is OK. If the light does not function properly, refer to the SRS troubleshooting in the appropriate S/M.



Legend M/T Spring and Ball Guide

Here's a handy guide to the detent balls and springs in a '91 Legend manual transmission. In fact, it would be real handy if you photocopied this chart and pasted it to page 13-36 of your '91 Legend S/M.

Sequence Number	Spring Length	Spring O.D.	Ball Diameter
13	20.5	7.7	8.0
14	20.5	7.7	8.0
15	21.0	9.2	9.5
16	24.0	7.6	8.0
18	20.5	7.7	8.0
On page 13-39, the spring and ball are:			
10	20.5	7.7	8.0

NOTE: While you're on page 13-36, cross out the sequence number 17 sealing bolt – it doesn't exist.



How to Move a Power Seat Manually

If the slide motor on a Legend power seat goes out, how do you move the seat to reach the seat mounting bolts? There are hex nuts on either end of fore/aft drive screws so you can turn them with a 12 mm open-end wrench.



Strange Electrical Phenomena

If you come across a '91 Legend with electrical items that work when they're not supposed to, here's a possible cause.

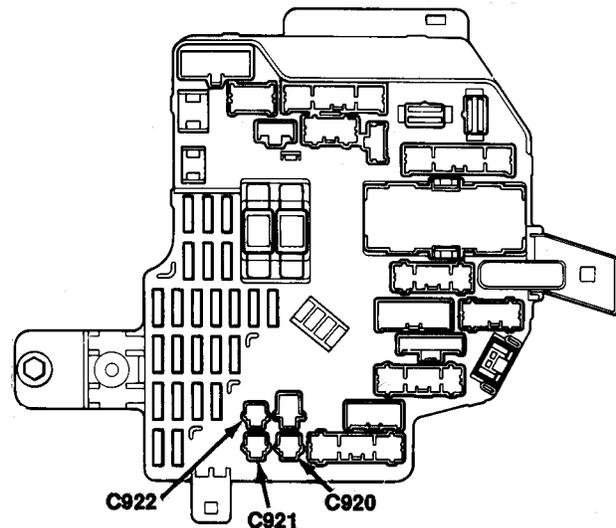
Both the L and LS have a heavy gauge WHT/BLU wire that runs from the under-hood fuse/relay box to the left kick panel area. On the LS, this wire powers the stereo amplifier. On the L, the wire stops at an unused connector tucked under the driver's footrest. If this WHT/BLU wire is mistakenly plugged into C920, C921, or C922 on the under-dash fuse/relay box, the following will occur:

WHT/BLU to C920: The blower motor is powered all the time (even with the ignition switch off).

WHT/BLU to C921: If the car has fog lights, the fog light connector (WHT wire) should be in C921. So with the WHT/BLU wire in C921 and the WHT wire disconnected, and both the fog light and high beam switches on, the high beams will stay on with the headlight switch off.

Or, with the WHT/BLU wire in C921 and the fog light WHT wire mistakenly plugged into C922, the headlights will stay on all the time.

WHT/BLU to C922: The cigarette lighter, radio, and antenna are powered all the time (even with the ignition switch off.)



ACURA ServiceNews

©1991 American Honda Motor Co., Inc. - All Rights Reserved. Published by AHM Service Communications, 1919 Torrance Blvd., Torrance, CA 90501-2746. All suggestions become the property of American Honda Motor Co., Inc.; sending a suggestion gives Honda permission to publish it without further consideration.



WE SUPPORT VOLUNTARY TECHNICIAN CERTIFICATION THROUGH ASE
National Institute for AUTOMOTIVE SERVICE EXCELLENCE

BSN 14925 (9111)