



'94 Integra A/C System Won't Work

Corrosion from moisture in the main-wire-harness-to-A/C-wire-harness connectors may cause the A/C system to quit working on a '94 Integra. The connector in question is C151, located in the right front corner of the engine compartment. (Refer to page 22-4 of the '94 Integra S/M or page 201-1, photo 8, in the ETM.) Inspect the terminals in this connector first when troubleshooting an A/C electrical complaint.

Even though we've seen this problem on cars with factory-installed A/C, make sure you connect C151 securely when you install A/C in a new Integra RS.



Legend P/S Speed Sensor Residue

A little residue around the seam on the power steering speed sensor in a '91-94 Legend is not unusual. Don't replace the speed sensor for this reason; replace it only if it's actually dripping fluid. If you're in doubt, clean the sensor thoroughly, and apply some leak-checking powder. Test-drive the car, and then recheck for leaks.



Tips From Tech Line

Keep your fax number handy: As an additional service, Tech Line has been sending out more and more information by fax. So, do yourself and Tech Line a favor by posting your dealership's fax number near the phones you use to call Tech Line.

'94 Integra starter relay buzz: If a customer turns the ignition switch to "Start" very slowly, the starter relay may buzz. Don't bother trying to eliminate this symptom; there's nothing wrong. Just advise the customer to turn the switch at a normal rate.

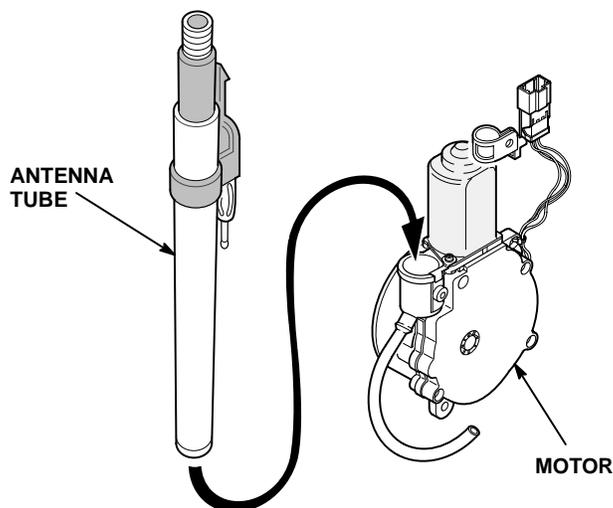
Starter won't crank/engine won't start: When you're diagnosing a starter that won't crank or an engine that won't start, look for aftermarket starter cut devices spliced into the ignition switch wiring. More often than not, the problem is the aftermarket device itself or a poor wiring job.

'91-94 Legend replacement ATF filters: The last replacement ATF filter, P/N 25420-PX4-A00, listed in the "Parts Updates" article in last month's S/N is for the '91-94 Legend, not for the '91-94 Integra.



Antenna Motor & Tube Replacement

Until recently, most replacement antenna motors came with an antenna tube. Now, the motors and tubes are available separately. In fact, motors with antenna tubes will continue to be available only until current stock is depleted. For all the applications and P/Ns, refer to Parts Information Bulletin (PIB) B94-0030, "Replacement Antenna Motors Without Antenna Tubes, 1986-94 Legend, 1990-94 Integra, 1992-94 Vigor, 1991-94 NSX," filed under "New Parts."



The replacement procedures for the antenna motor or the tube are about the same regardless of what year or model car you're working on. Refer to "Antenna Tube Replacement" in either the '95 Integra S/M or the '95 Legend S/M Supplement.



Corroded Connector Causes ABS Codes

Even a small amount of corrosion in connector C185 on a '91-94 Legend can cause problems in the low-voltage circuits that pass through it. Two such problems are false ABS codes 1-2 and 7-2. Check this connector first if a Legend comes in with these codes. Clean or replace the terminals, as needed, and repack the connector with lithium dielectric grease, P/N 08798-9001.

C185 is a 20-P connector located behind the driver's kick panel. It connects the engine compartment wire harness to the main harness. Many circuits pass through here, so any corrosion may cause multiple symptoms. Refer to page 204 in the '94 Legend or Legend Coupe ETM for a complete list of all these circuits.

ACC Phone ESN Changes

Some of our cellular phones are now coming with a new series of electronic serial number (ESN), and this has confused some people. Until recently, the ESN was always an eight digit number beginning with "82" (8 2 _ _ _ _ _). The new series of ESNs is still eight digits, but now it begins with "C3" (C 3 _ _ _ _ _). So, when the Number Assignment Module (NAM) instructs you to obtain the ESN from the back of the phone, you're looking for the number that begins with either "82" or "C3."

When you activate the phone, the phone company will also need the ESN. But some phone companies won't accept the eight digit, hexadecimal version mentioned above; they'll only accept the eleven digit, decimal version, which isn't on the phone. We could give you the formula for converting hexadecimal numbers to decimal numbers, but there's a simpler way.

Four labels with both versions of the ESN come with every phone. One label is stuck to the end of the phone carton, and the other three are folded and taped to the carton so that you can stick one on the R.O., one on the inventory folder, and one wherever you want. Stick one of these labels somewhere where it can be retrieved before you throw away the phone carton. (Decimal versions of the ESN begin with "130" when the hexadecimal ESN begins with "82" or with "195" when the hexadecimal ESN begins with "C3.")

i Great PQRs

Our Service Engineering Information Department likes to recognize those of you who send in Product Quality Reports (PQRs) that are legible, complete, well-written, and include illustrations or photos. Thanks, this month, to these conscientious professionals:

Dean Arteaga Gunn Acura
Steve Asch Buerkle Acura
Jack Earley Goodson Acura
Justin Gies Acura of Mountain View
Tim Gilchrist Crown Acura
Rodrigo Gonzales Los Gatos Acura
Lionel Richardson David McDavid Acura
Santino Santori Courtesy Acura
Dave Wiltse Schaller Acura
Mike Wooden Northeast Acura



Lock Rekeying Kit Revisited

We goofed! The new lock Rekeying Kit, P/N 06721-SH3-405, mentioned in the April '94 issue of S/N does *not* apply to all '88-94 models. It only applies to '90-95 Integras, '91-94 NSXs, and '92-94 Vigors (honest) or, in other words, any locks coded in the 5001 to 8442 range.

To rekey '86-89 Integras and '86-94 Legends (locks coded in the 3001 to 4481 range), you still need the A-6600 Pinning Kit from the All-Lock Company. (There's a complete description of this kit in the May '89 issue of S/N.) You can contact All-Lock at (205) 874-9001.



ALB Checker Repair

As a reminder, if your ALB Checker needs repair or service, contact

Satori Electric (America), Inc.
3830 Del Amo Blvd., Suite 101
Torrance, CA 90503
Phone: (310) 214-1791
Fax: (310) 214-1721

For complete warranty information, shipping information, and terms, refer to S/B 87-013, "ALB Checker Warranty and Repair Information," filed under "Tools."



A/T Throttle Cable Adjusting Note

In the August '94 issue of S/N, we ran an article entitled "New Way to Adjust A/T Throttle Cable." In step 3 of this article, cross out "The wheels should be on the ground, not turning."

Unless you have an assistant in the car applying the brakes, it's actually easier to do this procedure with the car elevated slightly on your lift. And, as it turns out, it really doesn't matter if the wheels are turning; just stay clear of them.

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