



R-12: No Substitutions, Please

Several products are currently being marketed as a replacement for R-12. They go by names such as OZ-12, Refrigerant 176, Arctic Chill R-176, and GHG Refrigerant 12. Many of these products are a combination of butane and isopropane. As these chemical names imply, these gases are highly flammable, and they should *not* be used in a mobile A/C system. Remember: accept no substitutes for R-12!

Another problem with this replacement refrigerant is that if you unknowingly recover it, it'll contaminate your R-12 recovery/recycling equipment.



NSX M/T Makes Noise In Corners

Transmission noise while cornering in an M/T-equipped NSX may mean that the transmission oil is contaminated with water. If you're asked to diagnose a car with this symptom, drain the oil, and check it for water. If the oil is contaminated, check the transmission breather tube as described in S/B 92-022, "Transmission Breather Tube Position." The hose should extend no more than 20 mm beyond the bracket.

After checking and, if necessary, repositioning the breather tube, refill the transmission, and drive the car for 25 to 50 miles. If the noise persists (or returns), drain and refill the transmission again, then recheck for the noise. Sometimes it takes two oil changes to eliminate all the residual contamination in the transmission, but it sure beats a teardown.



'86-90 Legend Oil Pressure Specs

The oil pressure specifications in section 8 of all the '86-90 Legend Coupe and Sedan S/Ms are off one way or the other. Both specs in the '86-89 manuals are way off (too high), and the psi conversion for the 3,000 rpm spec is wrong (too low) in the '90 manuals. The correct specs for all '86-90 Legends are:

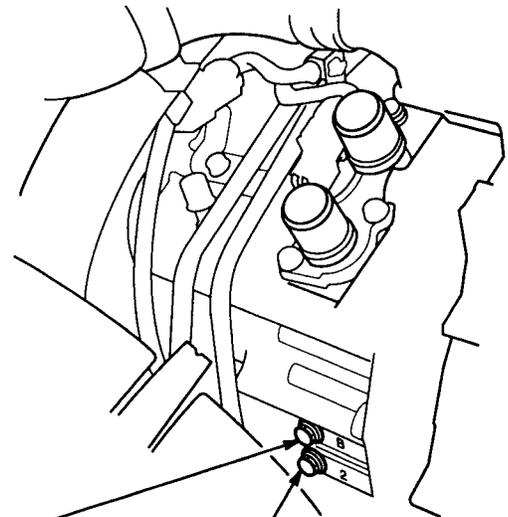
Idle 69 kPa (0.7 kg/cm², 10 psi)
3,000 rpm . . . 343 kPa (3.5 kg/cm², 50 psi)



'94 Integra A/T Pressure Test

The throttle B pressure inspection hole and the 2nd clutch pressure inspection hole are incorrectly labeled on pages 14-95, 14-97, and 14-98 of the '94 Integra S/M. (The upper hole is throttle B pressure and the lower hole is 2nd clutch pressure, not the other way around.) Our thanks to **Jeff Stuck** of Crown Acura and **Jeff Leith** of Miami Acura for getting together and sending us this correction.

Here are the correct pressure hole locations and, if you're ever in doubt, look for the "B" and the "2" cast into the case adjacent to the holes.



THROTTLE B PRESSURE INSPECTION HOLE

2ND CLUTCH PRESSURE INSPECTION HOLE

And while you're on page 14-98, you'll find another error in the throttle B pressure table at the bottom of the page. The two pressure checks in the lower right corner of the table should be made with the "throttle control lever fully *open*" (not fully closed).



Input Test Tip

Before you go through that next S/M input test, especially one of those long tests that goes on for two or three pages, take a tip from the SRS troubleshooting voltage chart: Make a photocopy of the input test pages from the S/M, and write down your voltage and continuity reading for each test. This way, you don't have to try to memorize all the results and, should you need to consult with Tech Line, you'll have everything they need right in front of you when you call.



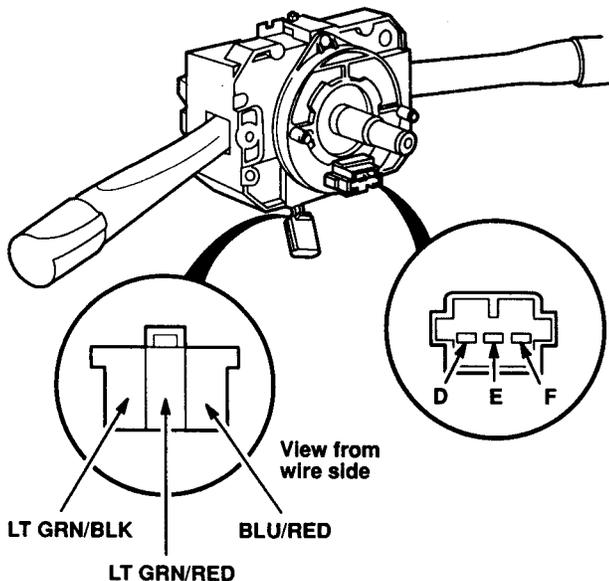
'90-93 Integra Slip Ring Test

One of the wire colors is wrong in the slip ring test in the '90-93 Integra S/Ms. Step 3 should read:

3. There should be continuity between the BLU/RED and D terminals, and the **LT GRN/BLK** and E terminals, as you turn the slip ring.

If you look at the layout of the two slip ring connectors, you can easily understand the mistake. It seems logical to go from one center terminal to the other, but that's not the way the circuit goes! Make this correction on these pages:

Integra S/M	Page
'90	23-205
'91	23-221
'92	23-229
'93	23-231



Discolored Brake Fluid

While we're on the subject of brake fluid, let's dispel the myth about judging the condition of the fluid by its color. All brake fluids discolor and get darker with age and exposure to high temperatures. Some brands of fluid may discolor more or less than other brands. Discoloration is normal, and it does not indicate a problem with the fluid or the brake system.



A/T Valve Body Replacement

Whenever you replace a valve body in an automatic transmission, compare the new valve body with the old one, and inspect them both closely. First, be sure that the new valve body is identical to the old one. Then, make sure all the valves are installed in the new valve body. Not all valve bodies are sold as complete assemblies. For example, some main valve bodies don't come with an orifice control valve. Double-check the valve body the first time, and you may save yourself the time-consuming and frustrating experience of removing and disassembling the transmission a second time.

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'94 Legend Wing Spoiler Installation

When installing a wing spoiler on a '94 Legend, follow the **'94-model** installation instructions exactly, and **don't** replace the original brake light failure sensor.

Wing spoiler kits in colors that have carried over from '91-93 models include a new brake light failure sensor, and some '91 kits are still out there with '91 instructions in them. However, if you install this sensor in a '94 model, the brake lamp indicator in the gauge assembly will stay on (the '94 brake light indicator circuit is different).