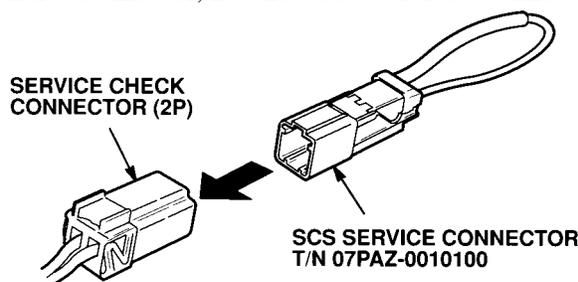




New Tool: SCS Service Connector

A new tool, the SCS Service Connector, T/N 07PAZ1-0010100, is now available. This simple tool (a connector half with two terminals connected by a jumper wire) makes it easier to jump the service check connector so you can read a diagnostic trouble code (DTC) on the malfunction indicator lamp (MIL). And it's cheap, too; the current dealer net price is under two bucks.

The name game: Yes, "SCS" is another new acronym, although you probably won't see it anywhere else; it stands for Service Check Signal. Also, the new 1994 Integra S/M (coming late June/early July) incorrectly refers to this tool as the SCS "Short" Connector, not the SCS "Service" Connector.



High-Pressure Water Ruins Power Mirrors

PDI technicians take heed: The electric motors in power mirrors can be damaged by blasting the mirrors with high-pressure water. When the water is aimed at the base of the mirror glass, the shape of the housing directs the water behind the glass, forcing it past the motor vents and seals. Then it's trapped in the motor housing, where it can corrode the motor in a very short time (sometimes even before the car is sold).



Erratic Fuel/Temp Gauge S/B Note

Here's a correction for S/B 90-012, "Erratic Fuel and Temperature Gauges."

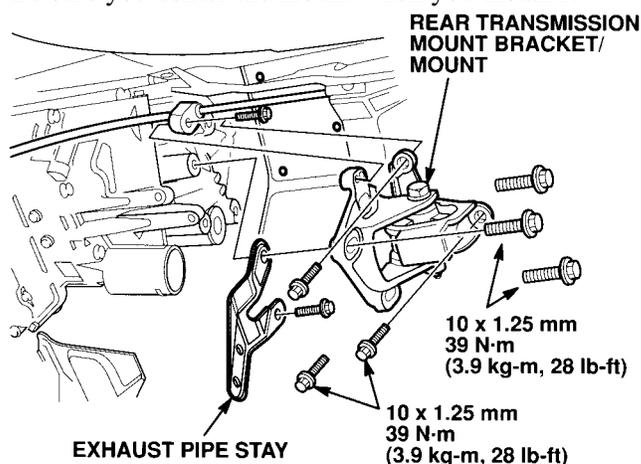
The printed circuit panel part numbers listed under Parts Information are correct for 1988-90 Legend Sedans and 1989-90 Legend Coupes. For a 1988 Coupe, however, you'll need one of the following printed circuit panels:

Without info center: P/N 78108-SG0-A01
With info center: P/N 78108-SG0-A81



Legend Growls During Cornering

A damaged rear transmission mount cushion on a 1991-92 Legend may cause a growling or crunching noise during cornering. If the noise is coming from the floor or center tunnel area, remove the heat shield and catalytic converter so you can get to the mount. Remove the rear mount and inspect the rubber cushion. If the cushion is split, replace the mount. Be sure you center the mount when you install it.



Bulk Hose vs. Preformed Hose

Our Parts Division sells fuel hose and vacuum hose in bulk rolls and preformed pieces. Each type of hose has its specific purpose.

Never substitute vacuum hose for fuel hose; it's not fuel resistant. Fuel will eventually damage the hose material and cause a fuel leak. Bulk fuel hose can be identified by a red stripe or by a red, braided exterior.

Never use bulk hose to replace a preformed hose. Preformed hoses provide free flow around tight corners and sharp bends. Bulk hose may kink and restrict flow, causing other systems to malfunction.

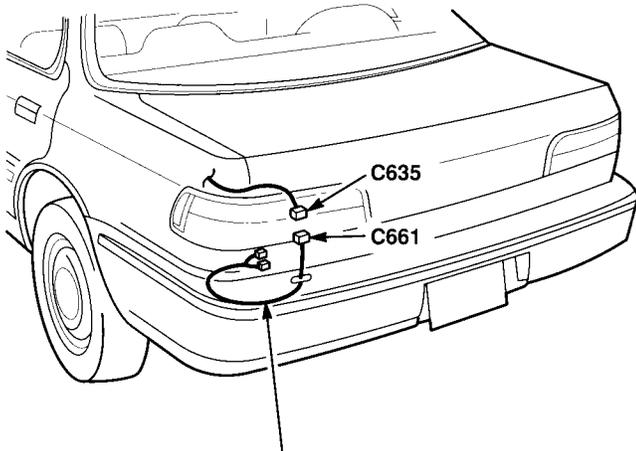
Always check the parts catalog when replacing a hose. Bulk hose will be P/N 95001-XXXXX or 95005-XXXXX (see "Bulk Hose" in the front of the parts catalog for further decoding info). Preformed hoses have a three-character alpha-numeric model code in their part numbers (example: XXXXX-SD4-XXX).



Integra ABS Code After Body Shop

Got a 1990-93 Integra with an ABS code 7-4? Has the car been to the body shop lately for some rear end repair? If so, head for the left rear corner of the trunk area.

Check the ABS rear speed sensor sub-harness 6-P pink connector (C661, which connects to C538 on a hatchback or C635 on a sedan). Some body shops fail to reconnect this connector properly after working in this area.



ABS REAR SPEED SENSOR SUB-HARNESS



New ODS Hang Tags/Labels

A new EPA regulation, effective May 15, 1993, requires that products containing or manufactured with Ozone Depleting Substances (ODS) bear a warning label with the name of the substance(s) used. This label *must* remain on the product until it is sold at the retail level (or the retailer may be subject to a fine).

This requirement applies to the air conditioning systems installed at your dealership because they still use R-12. If the A/C kit you're installing comes with a hang tag, hang it on the inside rearview mirror, and inform your sales staff to leave it there.

Our cars with R-134a systems will also come with a warning label because the expansion valve and capillary tubes contain a small amount of R-13, another ODS.



Legend "Pops" on Accel/Decel

A loose front door hinge on a 1991-93 Legend may cause a popping or knocking noise. The noise usually occurs once during acceleration and once during braking. Although the noise radiates up the A-pillar, it is often mistaken for a loose beam or suspension component.

To verify the source, grease the hinges with heavy grease, or try to reproduce the noise while holding the door open. If either trick eliminates the noise, replace just the door half of the hinge. Why just the door half? The hinge pin is a press fit in the body half, and replacing the body half requires front fender removal.



Coupe Front Speaker Buzzes

A buzz from one of the front speakers on a 1991-93 Legend Coupe may be caused by the wire harness contacting the speaker cone. Remove the door panel as described in the S/M, and inspect the door harness routing. If necessary, reroute the harness to give the speaker some more room.



Timing Belt Broken? Do a Leak Test

If a timing belt is damaged or broken while the engine is running, some of the valves may contact the pistons and bend. So after you install a new belt, check the valve clearances. Bent valves will usually have excessive clearance. If the valve clearances are OK, perform a cylinder leakage test. If the leakage exceeds 10% on any cylinder, remove the cylinder head, and repair the damage.

Some people mistakenly do just the opposite: Install a new belt, and then see how the engine runs to determine if any valves were bent. If a valve is bent just slightly, the engine may start and seem to run OK. After some time, however, the head of the damaged valve may break off and cause *severe* engine damage.

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