



Improved Legend Antenna Assembly

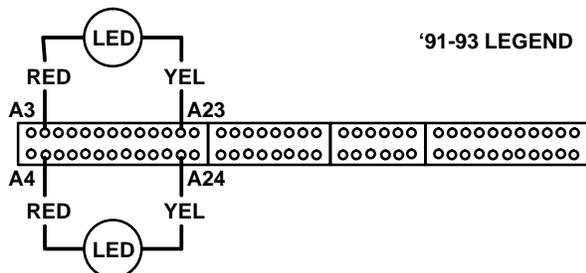
If you need to replace the antenna motor assembly on a '91-92 Legend Sedan, order the '93 unit, P/N 39150-SP0-A04. The '93 assembly features higher clutch tension, improved grounding, and a mast that's more resistant to bending. If you just need a mast, however, they're not interchangeable.



Department of Corrections

'90-93 Integra S/M, A/T Section, Clearing the A/T Control Unit: The fuse that clears the A/T control unit (or transmission control module [TCM] on '93 models) is the No. 34 BACK UP fuse (USA: 7.5A, Canada: 10A), not the Alternator Sensor fuse. Correct the text on the Troubleshooting Procedures page (14-33) and Electrical Symptom-to-Component Chart page (14-34) in each manual. Also correct the fuse amperage ratings for fuse No. 34 on the Circuit Diagram page (14-30) in the '90-92 S/Ms and the '90-91 ETMs (page 39).

S/N, July '92, "Shift Problem: Trans or Control Unit?": The test harness terminals (that you connect the LEDs to) in this article are correct for a Vigor, but not for a '91-93 Legend. For a Legend, connect LED A to terminals A23 (+ RED) and A3 (- YEL), and LED B to A24 (+ RED) and A4 (- YEL). Staple a photocopy of the Legend illustration below to your July issue.

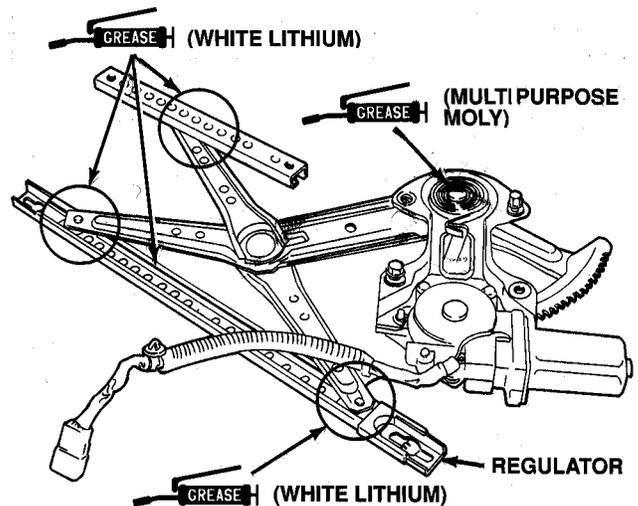


S/B 91-015, "Interior Squeaks and Rattles": The P/N for the anaerobic adhesive on page 12 (Door Glass Regulator Vibrates) is incorrect. First, it's not a 3M product, it's a Honda chemical, Hondalock 3. And there's a zero missing; it should be P/N 08713-0003.



Legend Window Regulator Noises

The spiral spring on the window regulator of a '91-92 Legend may knock or clunk when the window is raised if there's insufficient lubrication. Remove the window regulator and lube the spring with a multipurpose molybdenum grease. Make sure you work the grease down between each coil.



If the window regulator roller guides aren't lubricated properly, you may hear a creak as the glass closes fully. Remove the door panel and lube the roller guides and plastic rollers with white lithium grease, P/N 08732-0005.



Seat Moves When Door Is Opened

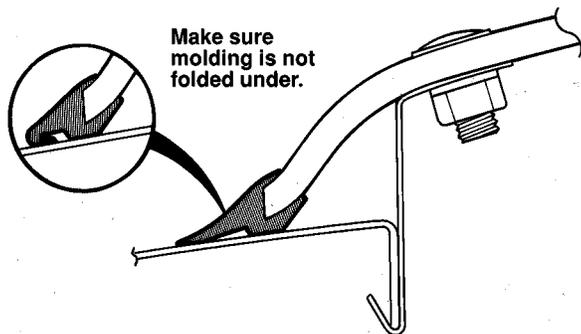
The R.O. for the '91-93 Legend L or LS you're working on says "The driver's seat sometimes moves by itself when the door is opened," or something similar. And you've checked, but you can't find anything wrong.

Chances are, nothing is wrong. The memory seat position buttons are right behind the inner door handle, and it's very easy to hit them with your knuckle when you pull the handle and push the door open. Do not replace the seat memory control unit for this symptom.

ACC Sunroof Visor Tips

What could be easier than installing a sunroof visor? Well, there are a couple of things to watch out for.

Before you tighten the mounting screws, make sure the rubber molding is laying flat against the roof and not folded under. If the molding is folded under during installation and left that way, it may take a set and be difficult to straighten out later.



Don't use power tools to tighten the mounting screws; you may end up with cracks around the mounting holes. Use only hand-powered tools to tighten the screws, and don't let that power get out of hand.

Advise your customers to clean the visor with mild soap and water only. Ammonia or petroleum-based cleaners and solvents are not compatible with the visor, and may cause cracks around the edges.

Poor Heater/Low Temp Gauge

Although we talked about these symptoms in the June '92 issue, Tech Line is still receiving quite a few calls.

A bad thermostat on a '91-92 Legend may cause poor heater performance, a low temperature gauge reading, or a high engine idle speed. If the symptoms match, remove the thermostat and check the opening and closing temperatures. Replace the thermostat if it doesn't open or close at the proper temperatures, or if it sticks at any time. (Replace just the thermostat and its mounting rubber; a new thermostat case packing is not needed.)



Use ALB Checker to Reproduce Codes

You may already know that the ALB Checker can produce brake pedal kickback in Function Test Modes 2-5. You may also know that Mode 0 can verify whether the wheel sensors are sending signals to the control unit. However, some techs seem unfamiliar with the ALB Checker's ability to simulate driving conditions. This is the purpose of Mode 1, and it's one way to reproduce most trouble codes without test driving.

For example, let's say a customer complains that the ABS indicator light came on. Your first steps should be to check for trouble codes, make note of them, then clear them. But were they caused by "temporary" driving conditions, such as a loss of traction or driving with the parking brake partially applied, or is there a real problem?

Next, you must try to reproduce the trouble code. This is where the ABS Checker comes into play. Instead of driving the car, simply use the checker in Mode 1. If the ABS indicator light originally came on because of a temporary driving condition, the system will check out OK. However, if there really is a problem in the system (most problems, anyway), Mode 1 will cause the light to come on and the code to trip. There are some wheel sensor and pulser problems Mode 1 will not catch. Basically, if Mode 1 reproduces the code, go ahead and troubleshoot it. If Mode 1 doesn't reproduce the code, go for a test drive.

Keep in mind, however, that step 3 of the Function Test in the service manual says that if the ABS light comes on when you use Mode 1, the connection between the ALB Checker harness and the ABS inspection connector is faulty. Well, you should check the connection just to be sure, but it's more likely that the checker just verified the problem for you.

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