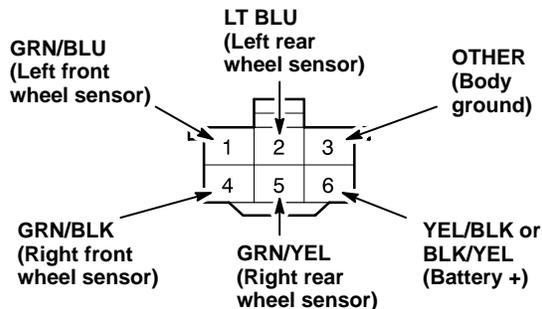




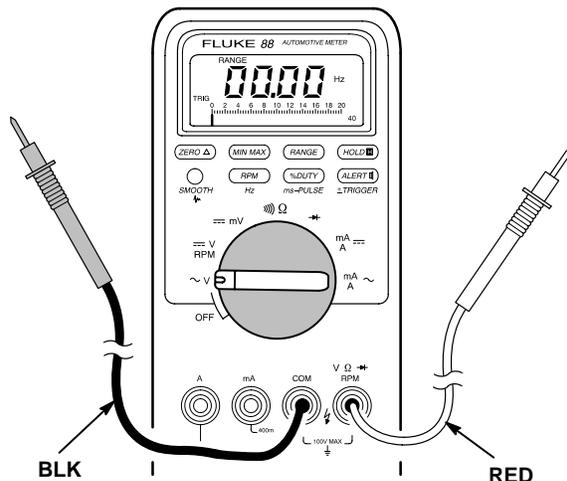
Measure ABS Wheel Sensor Frequency

An ABS diagnostic trouble code (DTC) 4 or 5 indicates a problem in one of the wheel sensor circuits (wiring, sensor, or pulser ring). If the S/M troubleshooting fails to pinpoint the cause of a wheel sensor DTC, try monitoring the alternating current (AC) frequency of each wheel sensor.

You can monitor the wheel sensor circuits by connecting a Fluke 86 or 88 meter to the 6P ABS inspection connector (or ALB checker connector; check the appropriate S/M for the location). The ABS inspection connector is wired like this:



1. Turn the meter dial to the “~V” setting. Depress the “RPM” button three times. The meter display should read like this:



2. Connect the RED meter lead to the first sensor wire to be checked. Connect the BLK meter lead to the ground wire or body ground.
3. Drive the vehicle, and monitor the sensor frequency. The frequency should be 0 when the vehicle is stopped, and it should increase smoothly as the vehicle speed increases.
4. Switch the RED meter lead to each of the other wheel sensor wires, drive the vehicle, and monitor the other sensor frequencies. All four sensor readings should be the same; any irregularities in the readings will help identify the problem sensor circuit.



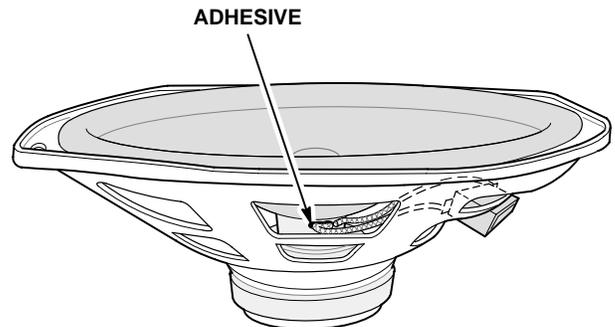
Broken 2.5TL License Plate Trim

When you install a rear license plate on a '95-96 2.5TL, insert the plate into the plastic tabs on the license plate trim. If you're also installing a license plate frame, position the frame on top of the tabs. If the frame rattles, secure it to the plate or tabs with some double-sided tape. The license plate tabs are designed to hold only the plate; stuffing the frame in there will break the tabs.



Rear Speaker “Buzzes” on 2.5TL

If one of the rear speakers “buzzes” on a '95-96 2.5TL, use a flashlight to inspect the adhesive that attaches the wires to the voice coil. If the wires are loose or starting to loosen, replace both rear speakers.



ABS Clicks on Bumps

A clicking noise when driving over severe bumps is a normal characteristic of an ABS-equipped Acura. The noise comes from the solenoids in the ABS modulator. If the bump causes a wheel to lose contact with the ground, the rotational speed of that wheel may change. If the speed of one wheel isn't the same as the others, the ABS control unit tries to correct the wheel speed difference by operating the solenoids, even if the brake pedal isn't depressed.

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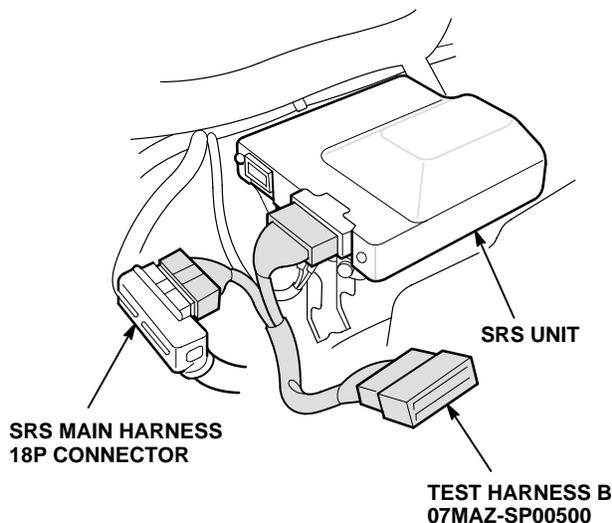
Simplified '94-95 Integra SRS Troubleshooting

Many technicians still have trouble using the S/M voltage chart to pinpoint a problem area in the '94-95 Integra SRS. (The '96 Integra SRS will have self-diagnostics like the TL-series SRS.) So to make life easier, here are some simplified resistance and voltage checks that will help you find the most common problems that cause the SRS indicator light to come on. Of course, there are other possibilities; so if this procedure doesn't reveal the cause, refer to the more detailed S/M procedures.

Connect test harness "B," T/N 07MAZ-SP00500, between the SRS main harness 18P connector and the SRS unit, and measure the resistance and voltages as indicated in the chart below. For the resistance and continuity checks, leave the ignition switch off. For the voltage checks, turn the ignition switch on.

NOTE: Test harness "B" has "A" and "B" sides. Only the "B" side is used for these checks. Remember that the "A" and "B" sides of this test harness *are not* connected to each other and *should not be* connected to each other. Once the test harness is connected, the SRS indicator light will be on

whenever the ignition switch is on.



1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18

Terminals	Circuit	Desired Result	Probable Cause if Result Is Not Obtained
B1 to B7	Driver's airbag	1.5 to 3.0 Ohms	Damaged cable reel, open airbag igniter
B2 to B8	Passenger's airbag	1.5 to 3.0 Ohms	Open airbag igniter, poor connections
B4 to B6	Right dash sensor	3.9 to 4.0 kOhms	Poor connections
B12 to B16	Left dash sensor	3.9 to 4.0 kOhms	Poor connections
B5 to ground	SRS ground	Continuity to ground	Poor connections
B15 to ground	SRS ground	Continuity to ground	Poor connections
B11 to ground	SRS indicator light	5.0 to 12 volts	SRS indicator light circuit open or shorted
B13 to B5	SRS power	Battery voltage	SRS fuse or connections open
B14 to B15	SRS power	Battery voltage	SRS fuse or connections open



2.5TL Compressor Clutch Won't Engage

If the A/C compressor clutch won't engage on a '95-96 2.5TL, check the A/C pressure switch. Bypass the switch by connecting the BLU/BLK wire and the PNK wire at the pressure switch connector with a jumper wire. If the clutch engages, run the A/C system, and check the pressures. If the pressures are OK, replace the pressure switch.



2.5TL "Pops" When Trunk is Closed

The trunk lid springs rubbing against their body mounts on a '95-96 2.5TL may make a "popping" noise when you close the trunk from the fully opened position. To eliminate the noise, lubricate the springs (torsion bars) with chassis grease where they contact the body mounts. (Look for the areas where the body mounts have rubbed the paint off of the springs.)