



Test Speedometer/ Odometer Accuracy

A complaint of “speedometer reads fast” can rarely be resolved by replacing the speedometer itself. In most cases, the customer is just keeping up with the flow of traffic, and traffic often flows faster than the posted speed limit. The next most common cause is tires. Underinflated, worn, or undersize tires will make the speedometer read fast, but that’s not the speedometer’s fault.

If you need to prove the point to someone, find a stretch of highway, with mile markers, where you can safely (and legally) maintain a speed of 60 mph.* Using a stop watch, measure the time it takes to travel one mile at an indicated 60 mph. (If so equipped, use the cruise control to help maintain a steady speed). At 60 mph, it should take 60 seconds to travel one mile. If your time is between 60 and 66 seconds, the speedometer is within our 10 percent tolerance.

Customers who suspect that the speedometer reads fast may also be concerned that the odometer is logging more miles than the car actually travels. Actually, there’s no correlation between speedometer and odometer error, and odometer error is usually less than speedometer error.

You can measure odometer error at the same time you’re checking the speedometer, but it’s more practical to have the customer do it because the car should be driven for 10 miles (speed doesn’t matter). Reset the trip odometer at the first mile marker, then measure for 10 actual miles. If the odometer reads 10.3 after 10 miles, for example, the odometer error is 3 percent.

* To test the speedometer at other speeds, divide 3,600 by the number of seconds it takes to travel one mile. The result will be the average mph, which you can then compare to what the speedometer indicated.



Tech Line Tips

Acura dealers who repair Hondas: If you are repairing a Honda vehicle, and you need Tech Line assistance, you *must* have the appropriate genuine Honda S/M and ETM on hand when you call. Tech Line really can’t give assistance unless they can refer you to these publications.

First name and initial, if necessary: When calling Tech Line, be sure to give them the initial of your last name if you’re not the only “John” or “Bob” (for example) at your dealership.

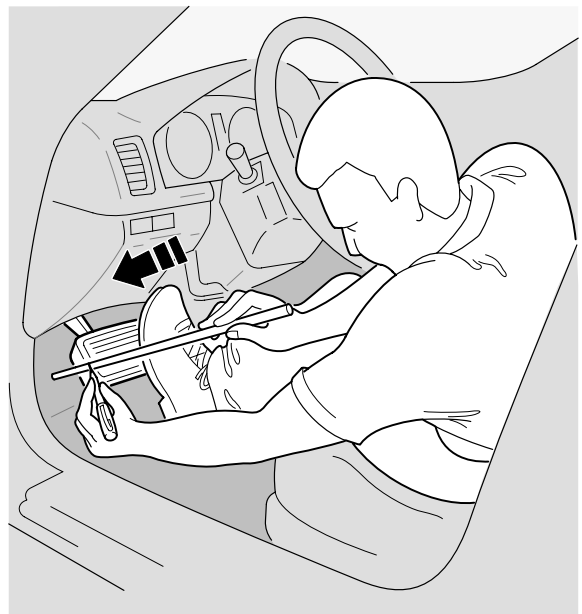


Brake Pedal Sinks While Car’s Stopped

If a customer complains that “the brake pedal sometimes sinks while I’m holding the car at a stop,” there’s usually nothing to worry about. You’ve probably experienced it yourself. When the A/C cycles on and off, or as electrical loads change, engine idle speed drops momentarily, then the ECM compensates and raises it back up. These changes in idle speed change the amount of vacuum available to the brake booster, which, in turn, changes the brake pedal height.

If you’re asked to evaluate this symptom, make sure the A/C and all electrical loads (including cooling fans) are off. If the brake pedal height still changes, test the master cylinder:

1. Start the engine, and let it warm up to normal operating temperature.
2. Sharpen one end of a piece of welding rod, hold it next to the brake pedal pad, and push it through the carpet to the floor.



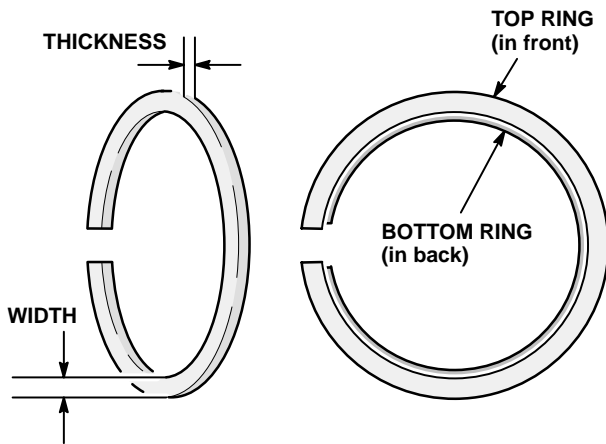
3. With the engine running in neutral, depress the brake pedal lightly (about the same pressure that’s required to keep an A/T-equipped car from creeping).
4. Mark the pedal height on the welding rod with a felt tip pen. Hold the same pressure for three minutes (this is very important), then mark the pedal height on the welding rod again.
5. If the pedal sinks less than 10 mm in three minutes, the master cylinder is OK.



Early Integra Rings: Which One on Top?

Recently, Tech Line has been receiving questions about '86-89 Integra piston ring installation. The question is, "Which ring goes on top?" Both rings are chrome-colored, yet they're not interchangeable.

The rings sets we're referring to are P/N 13011-PJ1-752 ('86-87 Integra), P/N 13011-PM6-G02 ('88-89 Integra), and the oversize rings in these same series. With these ring sets, the top rings are marked "1R," and should be installed with the identification marks facing upward. The bottom rings are marked "R," and should also be installed with the identification marks facing upward. The bottom rings are also slightly wider (not to be confused with thicker). The difference in width is easiest to see if you stand the top and bottom rings up on edge next to each other.



Who's Afraid of the Big, Bad PGM Tester?

Rumor has it that some people aren't using the PGM Tester because they're afraid that they don't know how to use it properly.

If you haven't been to a training center for PGM Tester training yet, PGM Tester modules EL-70, *Getting Started*, and EL-71, *Troubleshooting Mode* (Section 1), can be performed in your dealership. These modules will familiarize you with the PGM Tester and give you experience in using all of the tester functions.

While you won't receive credit for performing these modules until you attend a training center, you will learn how to use this powerful tool. Contact your Zone Training Center about availability of the modules.



Looking for Trailer Connectors?

As a reminder, connectors that mate with the prewired trailer connectors in Integras, Legends, and Vigors are available. The connector housings are supplied without terminals, so order them separately or pull them out of your Automobile Terminal Kit, T/N 07JAZ-003000A. Trailer wiring information is in the February '91 issue of S/N.

Trailer Connector Housings

'90-93 Integra	P/N 984B3-00008-00
'94-95 Integra	P/N 98530-00006-00
'86-90 Legend	P/N 983B3-00006-00
'91-95 Legend	P/N 98530-00010-00
'92-94 Vigor	P/N 98530-00008-00

Connector Terminals (sold in packs of 25)

'90-93 Integra	P/N 07JAZ-001040A
All others	P/N 07JAZ-001030A



Great PQRs

Our Service Engineering Information Department is always happy 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:

- Steve Asch Buerkle Acura
- Richard Buck Pikes Peak Acura
- Jeff Caudle Crown Acura
- Randy Compton David McDavid Acura
- Kent Crain Bradshaw Acura
- Lam Don Mike Harvey Acura
- Mike Hennessy Acura Utah
- Jackie McAdams Courtesy Acura
- Larry McDonald Vandergriff Acura
- Steven Metcalf Mac Churchill Acura
- Gary Morris John Eagle Acura
- Greg Schwendeman Acura Columbus
- Rod Wallace Pye Acura
- Mike Wooden Northeast Acura

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