ACURA ServiceNews June 1995

When to Refinish Brake Discs

When brakes are subjected to “ordinary” usage, it’s usually not necessary to refinish the discs when you replace brake pads. This is good news for customers, especially with all the hoopla these days about reducing the cost of routine maintenance. However, there are certain circumstances where you must refinish the brake discs (using only your Kwik-Way or Snap-on on-car brake lathe, of course).

Brake judder is caused by variations in brake disc thickness. (The disc should be the same thickness all the way around.) As little as 0.015 mm (0.006 in.) variation in thickness can be felt as judder. To prevent comebacks after brake pad replacement, ask the customer if he regularly experiences steering wheel oscillation when braking. If the answer is yes, refinish the discs.

Tapered or dished discs occur because discs seldom wear evenly. (The inner surface will wear thinner or thicker than the outer surface.) When new pads are installed on tapered discs, the brakes will feel spongy until the pads wear to match the shape of the disc. Excessive taper also increases the amount of pedal effort it takes to stop the car. Refinish the discs to correct excessive taper.

Grooved discs (shallow grooves) are usually the result of non-asbestos brake pads rubbing against the iron brake discs, and are nothing to worry about. Refinishing the discs will remove the grooves, but they’ll reappear as the new pads and refinished discs wear. If the grooves are caused by metal-to-metal contact, then you should refinish the discs. If the grooves are deep, the brakes will feel spongy and the pedal effort will be high until the new pads wear to match the discs. Refinish the discs for deep grooves; don’t refinish the discs for shallow grooves.

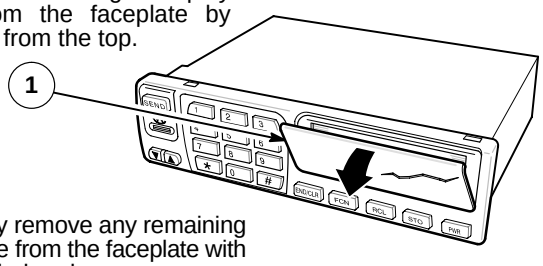
A/T Won’t Shift Out of Park

A shift-interlock-equipped car that won’t shift out of Park may have a bad throttle position (TP) sensor. Measure the TP sensor voltage at idle (refer to section 11 of the appropriate S/M); it should be 0.5 V (0.3 V for ’90-93 Integras). If the TP sensor voltage is 0.7 V (0.55 V for ’90-93 Integras) or more, the shift interlock system won’t let you shift the transmission out of Park. If the TP sensor is at fault, replace the throttle body.

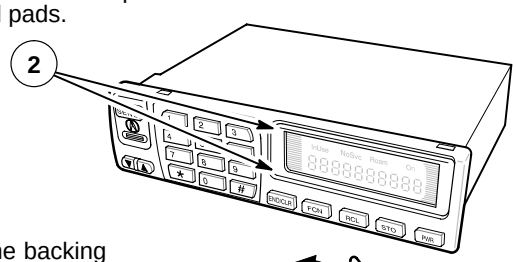
Replace Damaged In-Dash Phone Lens

If a customer damages the display lens on an in-dash cellular telephone, you can replace it. The replacement lens is P/N 08E01-SV4-900RE, and it comes with alcohol pads to help remove any remaining adhesive from the phone’s faceplate.

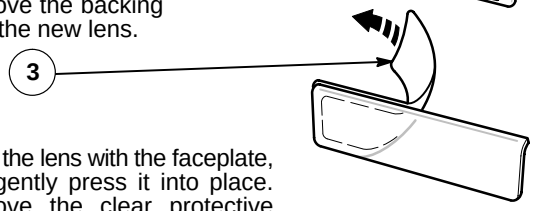
Remove the damaged display lens from the faceplate by prying it from the top.



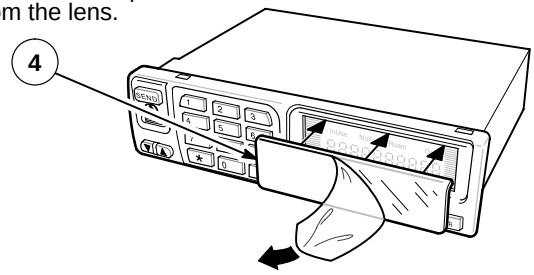
Carefully remove any remaining adhesive from the faceplate with the alcohol pads.



Remove the backing from the new lens.



Align the lens with the faceplate, and gently press it into place. Remove the clear protective facing from the lens.



Defogger Repair Kit

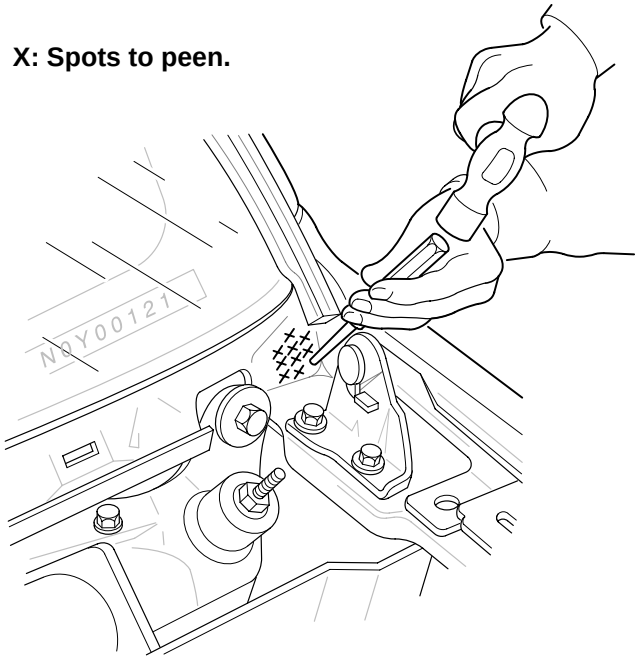
Looking for defogger grid repair paint? Try Locktite’s Quick Grid Rear Window Defogger Repair Kit, reorder number 15067. The kit includes a bottle of conductive paint that matches the grid lines, a brush, and a stencil. Because the stencil is wider than our grid lines, we still recommend that you mask the line with cellophane tape (refer to the Body section of any Acura S/M).

N&V Integra Creaks/Pops From A-Pillar/Dash

A creaking or popping noise from the area where the A-pillar and dashboard meet on a ’94-95 Integra may be caused by movement between several layers of sheet metal. The noise can usually be reproduced by driving the car through a bumpy turn or in and out of a driveway at an angle to twist the body.

If the noise is definitely coming from the base of the A-pillar, remove the cowl cover to expose where the bulkhead, the A-pillar, and the fender support come together behind the hood hinge. Using a dull center punch, a hammer, and a fair amount of aggression, peen the welded area 10 to 12 times. If the noise persists, remove the A-pillar trim, and peen the welded area from inside the car. Once you’re satisfied that the noise is gone, apply touch-up paint as needed.

X: Spots to peen.

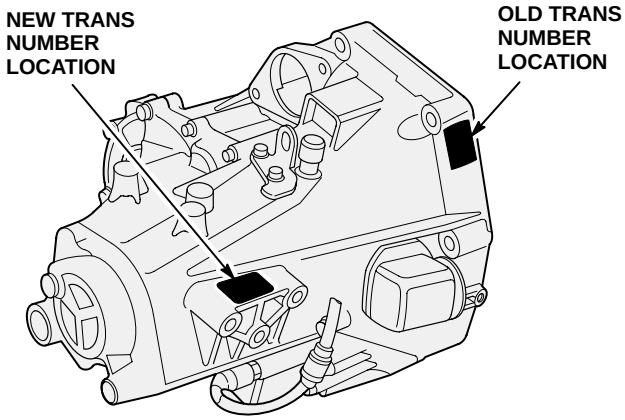


’95-96 2.5TLs are 50-State Cars

The Chassis and Paint Code pages in the ’95-96 2.5TL S/M incorrectly list two emissions groups. Correct your manual by crossing out the California engine number prefixes (’95 model: 10; ’96 model: 20), and change “49ST” to “50ST.” All ’95 2.5TL engine numbers start with G25A4-13 . . . , and all ’96 2.5TL engine numbers start with G25A4-23 . . .

Trans Number Moves on Integra M/T

Beginning with May ’95 production, the transmission number location was changed on ’95 Integra manual transmissions. This change makes room for a new parts marking tag on ’96 models that will show the car’s VIN.



Get Valve Adjustments Down Cold

Adjusting valve clearance is a basic, simple operation, right? What could we possibly tell you about valve clearance adjustments that you don’t already know? Read on and test yourself.

The valve clearance specifications in all our S/Ms are for a *cold* engine. If you must adjust the clearance on a warm engine at a routine maintenance interval, use a fan to cool the engine until it’s barely warm to the touch [100 degrees F (38 degrees C)]. With the cylinder head at this temperature, adjust the valve clearance to the maximum specification. This procedure should put the clearance in the middle of the range when the engine is cold.

If you’re trying to correct a valve-clearance-related problem like valve noise or idle misfire, don’t adjust the valves unless the engine is stone cold. Let the vehicle sit indoors in your work area overnight. Excessive valve clearance causes valve noise; insufficient valve clearance may cause idle misfire.

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