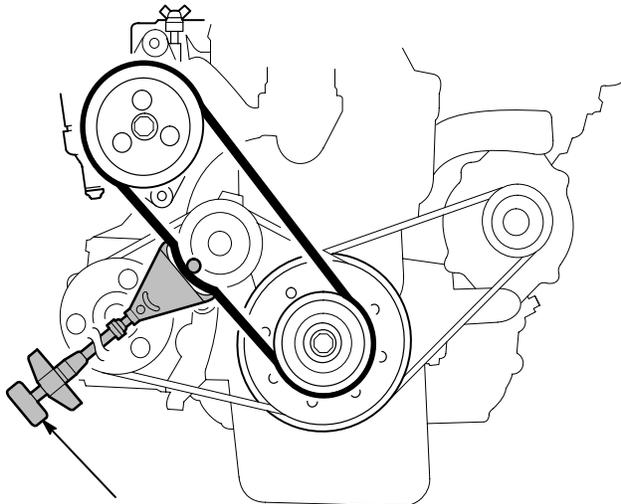




Belt Tension Adjustment

When you install the P/S and A/C belts during an Integra A/C kit installation (or at any time, for that matter), it's critical that you adjust the belts to the proper tension. If a belt is overtensioned, it puts too much load on the components. If a belt is undertensioned, it may slip and create other symptoms (for example, intermittent power steering or a chirping noise when the A/C compressor engages).

Since every dealership should have at least one belt tension gauge, T/N 07JGG-001010A, and the late-model Integra S/Ms have the belt tension specifications, there's really no excuse for improperly tensioned belts. But remember: you should always end up using the "used belt" specification.



**BELT TENSION GAUGE
07JGG-001010A**

A belt is considered used after it's been run for five minutes. This means that original-equipment belts are "used" by the time the car leaves the factory.

And when you do install a new belt, adjust it to the "new belt" specification, run the engine for at least five minutes, then readjust the belt to the "used belt" specification.



NSX Tire Spec Correction

Page 3-16 of the '94 NSX S/M Supplement incorrectly lists the rear tire size as 245/40 ZR 15. (The wheel and tire sizes did change for '94, but they were supposed to be larger, not smaller.) The correct rear tire size is 245/40 ZR 17.



Hands-Free Phone Performance

Now that the Acura in-dash cellular phone is out, you may run into a customer who's concerned about the phone's performance in the hands-free mode. Actually, this phone performs quite well when compared to similar phones in the same price range. The only hands-free phones that perform substantially better are those that use digital technology. (Digital technology would have doubled the price of this phone.)

First, the phone transmission in the hand-free mode will never sound as good as it does when you use the handset. But this is true of any speaker phone — car or home. You've probably received calls from people who use speaker phones in their homes or businesses. Doesn't the transmission usually sound hollow, possibly with some echo? Some speaker phones make it sound like you're talking from inside a 55 gallon drum!

Additionally, the microphone in the dash not only picks up your voice, it also picks up all the other noises inside the car: wind noise, road noise, blower noise, passenger's conversations — whatever noise is present. So, for best hands-free performance, keep the other noises to a minimum. Roll the windows up, turn the blower speed down, and tell the kids in the back seat to be quiet!

With the Acura in-dash cellular phone, however, feedback or echo (on the other end of the call) can often be minimized by adjusting the microphone "gain" (sensitivity). This adjustment also affects the volume on the other end of the call.

The microphone gain has three possible settings: low, mid, and high. When the phones leave the factory, they're set at "mid." To minimize feedback and echo, reset the gain to "low." To raise the volume, reset the gain to "high."

This adjustment is easily made using the phone key pad. To double-check the current setting, press the following keys in this sequence: FCN + 0 + 9 + 1 + STO. The phone's display should read "Mid," unless someone has already changed it to "Low" or "High."

To set the gain to high, press:

FCN + 0 + 9 + 2 + STO

FCN + 0 + 9 + 3 + CLR

To set the gain to low, press:

FCN + 0 + 9 + 3 + STO

FCN + 0 + 9 + 2 + CLR

To reset the gain to mid, press:

FCN + 0 + 9 + 2 + CLR

FCN + 0 + 9 + 3 + CLR



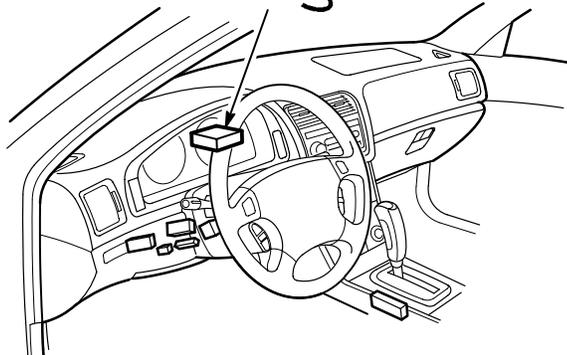
DPMS Notes

Clearing the DPMS control unit memory: Page 23-332 of both the Coupe and Sedan versions of the '94 Legend S/M incorrectly states that you remove the No. 20 (7.5 A) fuse from the under-dash fuse/relay box to clear the DPMS control unit memory. Change your S/Ms to read, "...remove the No. 15 (7.5 A) fuse from the under-dash fuse/relay box for at least 30 seconds." (If you look at the circuit diagram, it's easy to see that the No. 15 fuse is the constant power supply to the DPMS control unit, while the No. 20 fuse is only "hot" when the ignition switch is ON.)

Removing the steering column control unit: On page 23-327, under the callout for the steering column control unit, write "To remove, lower the steering column." (The illustration makes it appear that you can remove the steering column control unit by removing the instrument panel.)

STEERING COLUMN CONTROL UNIT
Troubleshooting, page 23-332

To remove, lower the steering column.



R-134a A/C System Can't Be Charged

An R-134a A/C system that won't take any refrigerant when you try to charge it may have a bad Schrader valve. To check it, measure the depth from the top of the valve body to the top of the valve depressor. If the depressor is too low (more than 7.2 mm from the top of the valve body), it may not get depressed enough to allow refrigerant into the system. If the top of the depressor is too high (less than 6.1 mm from the top of the valve body), the depressor may get bent when you connect your charging station, causing a leak. In either case, replace the line; the line was either mismanufactured or damaged by overtightening the Schrader valve.



Tips From Tech Line

Honda Canada Tech Line: The Honda Canada Tech Line is now centralized in one office. If you need their assistance with a Canadian car, you can call them at (416) 287-4727. If you're not sure whether it's a Canadian-spec car, check the under-hood emission label.

Stubborn Engine Fastener Removal: To ease the removal of stubborn water pump mounting bolts, exhaust system hardware, and other engine fasteners, first warm the engine to normal operating temperature. Then, loosen the fasteners before the engine cools off.

'87 Legend Coupe Speedo Sensor Reed Switch: Parts Information Bulletin 90-0020, dated 07-09-90, filed under New Parts, incorrectly lists a speedo sensor reed switch for '86-90 Legend Coupes. The P/N 78106-SD4-003 switch only fits '88-90 Legend Coupes (with NS gauge assemblies). The '87 Legend Coupe doesn't have a reed switch (and there was no '86 Coupe).

Cellular Phone Activation: If you need assistance when activating an Acura cellular phone, contact:
Honda Cellular Activation Center
149 Weldon Parkway, Suite 109
Maryland Heights, MO 63043
Phone: (800) 333-7593
Fax: (314) 993-0138

Vigor Antenna Operates With Radio Off: If a Vigor battery is in a low state of charge, the antenna may act strangely. Even with the radio turned off, the antenna may go up a few inches, and then retract when you turn the ignition switch on. So, if you have this symptom, test the battery and the charging system, not the antenna.

Wow! That's Really a Hot Tape: It's not unusual for cassette tapes to get hot during extended play, particularly when they're played at higher volumes and when the car is parked. You can assure your customers that this is normal and no cause for alarm.

ACURA ServiceNews

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