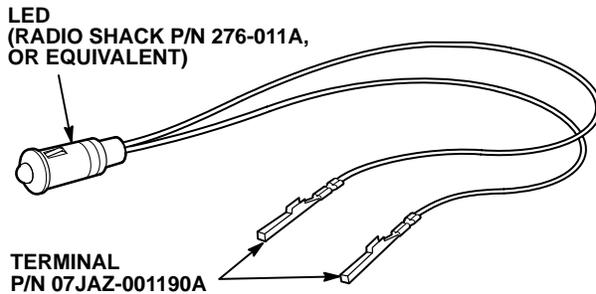




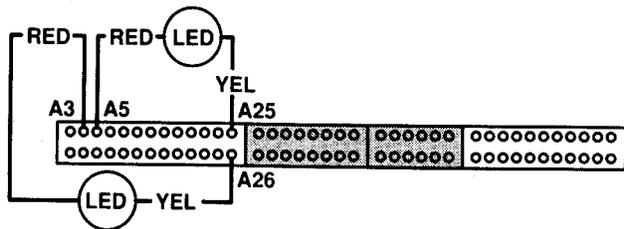
Shift Problem: Trans or Control Unit?

What's the first question that comes to mind when you have a shifting problem on an electronically-controlled A/T? Is the cause mechanical, hydraulic, or electrical? If there's a problem code in the control unit, that helps, but where do you start if there's no code? Check the control unit signals while you drive the car.

First, you need to make two 12V LED test lights. We used two Radio Shack LEDs (P/N 276-011A) with terminals (P/N 07JAZ-001190A) from our Automobile Terminal Repair Kit. Label one test light "A" and the other "B."



Connect your Test Harness (T/N 07LAJ-PT3010A) to the car as described in the appropriate S/M. Connect LED A to terminals A5 (+ RED) and A25 (- YEL). Connect LED B to A3 (+ RED) and A26 (- YEL).



Test drive the car with an assistant to watch the LEDs. When driving in D3 or D4, the LEDs should go on and off as the trans shifts, as shown below.

Gear	LED A	LED B
First	off	on
Second	on	on
Third	on	off
Fourth (in D4 only)	off	off
Reverse	on	off

When LED A comes on, the control unit is supplying voltage to shift solenoid A. Likewise, when LED B comes on, shift solenoid B is being supplied voltage. If the trans doesn't shift, but the LEDs show the right shift signals, the control unit is OK. Test the shift solenoids themselves next. If they're OK, there's an internal transmission problem.

ACC New Control Box for Vigor LS Phone

Before installing an Acura cellular phone in a Vigor LS, you need a different control box. The one in the kit isn't compatible with the LS (the radio will stay muted), although it works fine in a GS. The updated control box (which will work in either an LS or GS) is P/N 08E01-SL5-20010.

Your Parts Department can return the original control box for credit. (See Parts Information Bulletin B92-0036, filed under Special Return.)

A/C Leak Checking

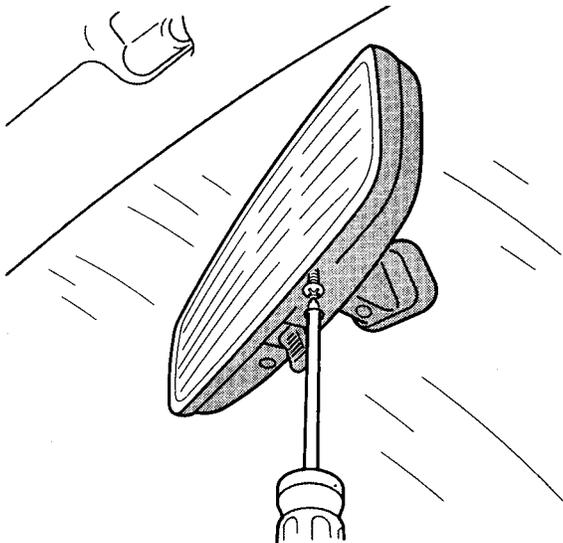
Here are some tips on finding the source of a slow (and, therefore, elusive) refrigerant leak:

- Check fittings and components with your leak detector below the area you're checking. R-12 is heavier than air and tends to concentrate around the bottom of fittings and seals.
- Test the evaporator by inserting your leak detector into the evaporator drain hose. Don't insert it into the vents; the blowing air may fool some detectors into indicating a false leak.
- Check the compressor shaft seal with the compressor both on and off. Some seals will leak only when the compressor shaft is spinning, while others will leak only when it's at rest. Disconnect the condenser fan to settle the air around the compressor.
- If you still haven't found the leak, install your pressure gauges to monitor the system pressure. Block the air flow to the condenser and run the system. Blocking the condenser's cooling air will make the high side pressure go up (don't let it go over 300 psi, and keep an eye on the coolant temperature gauge). Recheck all the components on the high side. Still no leak? Turn the A/C off, wait for the system pressures to equalize, then check the low side components again.



Mirror Tension Adjustment

The adjustment tension is adjustable on '91-92 Legend and Vigor rearview mirrors. You can get to the adjusting screws by inserting a Phillips screwdriver through the two holes in the bottom of the mirror. Tighten the screws evenly till you reach the desired tension.



Bent/Stuck Antenna Mast Repair

Antenna masts sometimes get bent by car washes, garage doors, low-hanging tree branches, and even flying litter. (Wind load will not bend the mast.) Most bent masts can be straightened, however, as long as they're not kinked.

Have an assistant turn on the radio, then stop the mast with your hands when it's about half way up. Rotate all the segments to determine which are bent. If one of the lower segments is bent, pull the other segments up so you're only bending one at a time. Lower the antenna until the center of the bend is even with the antenna nut, then push or pull the mast as needed to straighten it. Rotate the mast and work the segments up and down by hand to check your progress.

If the mast is straight, but still won't extend fully, it's probably full of gunk. Remove the mast and soak it in solvent. Work the segments up and down to clean them. Rewash the mast with a grease-cutting cleaner (Fantastic, 409, Simple Green, etc.). Reinstall the mast without lubrication. (Lubricants help some antennas for a while, but in the long run they just attract dirt.)



SRS: No Shortcuts, No Probes, No Paint

No shortcuts: Unfortunately, there are no shortcuts when it comes to SRS troubleshooting. (But if we ever find any, you'll be the first to hear.) When the SRS indicator light stays on, you have to perform all the voltage checks in the S/M. And if you have to call Tech Line about an SRS problem, be sure you have all the voltages written down.

No probes: Never probe an SRS connector from either the terminal or the wire side. The terminals are gold plated and easily damaged. If you don't have the correct test harness, you'll have to get one before you can do any testing.

No paint: If there's a cosmetic problem with an airbag assembly, replace it. Don't try to paint it. No testing has been done for paint compatibility or for possible paint or solvent penetration.



New Wrench for Stuck Antennas

An updated antenna nut wrench with a larger hole in the center is now available. The larger hole enables you to slide the wrench over an antenna that won't go all the way down. The new wrench is T/N 07JAA-001000C.



S/M Notes

'92 Legend interlock system: Step 1 of the interlock control unit input test on page 23-151 of the S/M is incorrect. With just the brake pedal depressed, you should have battery voltage at the BLU/BLK wire. With both the brake pedal and the accelerator pedal depressed, you should have less than 1V at the BLU/BLK wire.

'90-92 Integra A/T code 7: The last connector illustration on this flowchart page has one wrong wire color (page 14-47 in the '90 and 91 S/M, page 14-44 in the '92 S/M). Terminal B4 is a BLU wire, not BLU/YEL.

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