



Non-asbestos Clutch Kit for '87-88 Legend

A new, more durable, non-asbestos clutch kit is now available for '87-88 Legends. Besides a friction disc and pressure plate, the kit includes a slave cylinder, release fork, release fork bolt, release fork boot, and notification label. Notification label? Yes, the label goes on the bulkhead, just above clutch master cylinder, to remind you that a clutch kit was installed, and to use only the kit components for replacements. (Don't forget to clean the bulkhead with alcohol before applying the label.) All the kit component part numbers are listed on Parts Information Bulletin B92-0005, "Non-asbestos Clutch Kit 1987-88 Legend," filed under New Parts.



Tips from Tech Line

'91-92 Legend cruise control: Step 6 of the input test is backwards for M/T cars. The PNK wire should have no continuity to ground when the clutch pedal is pushed, and continuity to ground when it's released.

Integra evaporator drain hose: When installing the drain hose on a '90-92 Integra A/C evaporator, don't lube it. Otherwise, it may slip back off and you'll have passengers with wet feet.

Lost anti-theft radio codes: Just another reminder – due to our corporate move and the addition of a new Southern California area code, the number you call for lost anti-theft radio codes has changed a couple of times. The current number is 310-783-3240. Have the car's VIN and the radio's serial number on hand when you call.

Integra camshaft seal S/B: Correct the bulletin number on the "Camshaft Oil Seal Leaking" bulletin (filed under Engine). The bulletin number should be 91-051, not 91-015.

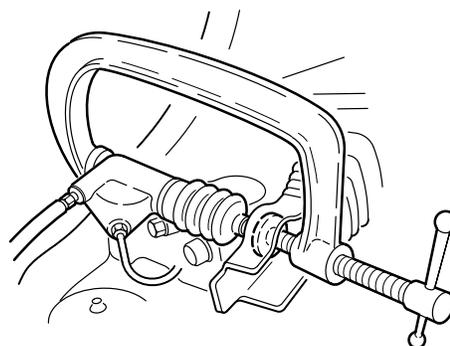
Sterling service: Although Sterling cars are equipped with an Acura power train, American Honda has no information on these cars. If your dealership is attempting to service a Sterling, and you need assistance, contact Sterling's Customer Service Department:

Sterling Motor Cars
8300 Northwest 53rd St.
Miami, FL 33166
(305) 597-6500



Spongy Clutch Pedal Cure

If you've had a hydraulic clutch system open and you've still got a spongy pedal after bleeding (and bleeding . . .), here's a neat trick: clamp the slave cylinder with a C-clamp – not too tight, just enough to hold the clamp in place – then bleed the clutch just as you would the brake system.



The C-clamp will prevent the slave cylinder piston from "floating" when you apply pressure to the fluid.



CV Joint Grease

CV joint grease will be available in March through our Parts Division. In fact, two types of CV joint grease are coming, one for inboard joints and one for outboard joints. (Inboard joints run hotter since they're attached to the trans.) Both come in handy 5.5 oz. (140 g) squeeze tubes, and the minimum order quantity is 12 tubes. One tube is enough to completely repack one joint, but check the exact grease quantity in the appropriate S/M.

Inboard CV Joint Grease: P/N 08798-9004
Outboard CV Joint Grease: P/N 08798-9003



Passenger Seat Track Alignment

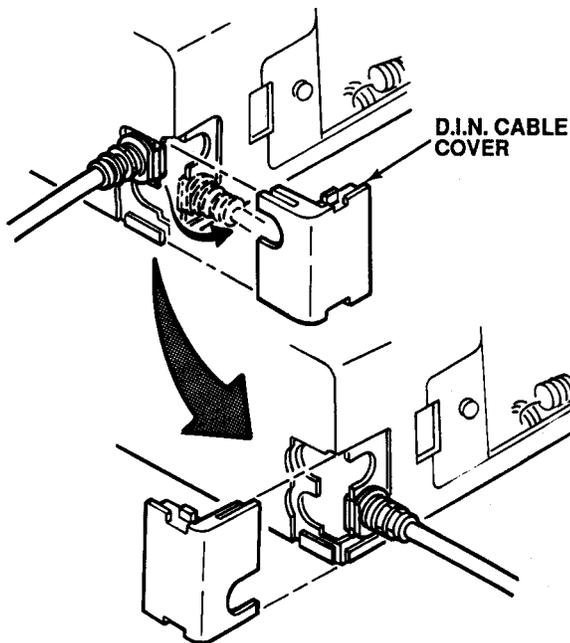
If the passenger seat on a '91 Legend L rocks or rotates a bit before the outer seat track locks, chances are the seat tracks are slightly out of alignment. Remove the outside track's front mounting bolt and loosen the rear mounting bolt. Insert a 10 mm flat washer, about 1.5 mm thick, between the front of the seat track and the body. Reinstall and tighten the bolts, then check the alignment. In some cases, it may be necessary to add a second washer.



CD Changer DIN Cable Hits Bracket

The DIN cable on the trunk-mounted CD changer may interfere with the changer mounting bracket in some applications. If so, reposition the cable as described below:

1. Remove the side cover from the DIN cable side of the changer.
2. Remove the DIN cable cover by sliding it away from the cable.
3. Slide the cable grommet out of its original position and move it to the alternate position.



4. Reinstall the DIN cable cover and the changer side cover.



Wet Nose Mask May Cloud Paint

Water trapped between the nose mask and the paint may cause cloudiness in the clear coat. This is especially true for cars with fresh paint. In fact, if the car has been repainted, don't use the mask at all for at least two weeks.

If cloudiness occurs from using the mask, you may be able to clear it up using an infrared lamp. Position the lamp over the cloudy area for two hours. Keep the lamp about 18-24 inches from the surface to avoid burning the paint. If the lamp doesn't cure the cloudiness, the paint will have to be refinished.



'90 Integra M/T Friction Dampers

Manual transmissions in '90 Integras use two different types of friction dampers on the 1-2 gear set. However, the parts microfiche doesn't list the trans number break. Here's the scoop:

- Up through trans S1-1068830, use:
P/N 91211-PS1-003 and 91212-PS1-003
- From trans S1-1068831 on, use:
P/N 91211-PS1-T01 and 91212-PS1-T01



Polish Scratched Wheels

Here's how to polish out scratches in the clear coat of alloy wheels. This is a good way to restore older wheels that have scratches from improper cleaning or to save new wheels that are found to be scratched at PDI.

1. Clean the wheels thoroughly with an appropriate wheel cleaner.
2. Inspect the wheel for surface scratches.
3. Remove the affected wheel(s) from the car. Use the 3M Finesse-it System to polish out the scratches. Inspect your work frequently and take off only enough material to remove the scratches.

NOTE: If you polish through to the metal, the clear coat cannot be repaired.

4. Remount the wheel(s) on the car.

3M Finesse-it System:

- 05921 - Imperial Wetodry Scalloped Disc
- 05922 - Hand Sanding Pad
- 05924 - Roloc Finishing Pad
- 05925 - Buffing Pad
- 05928 - Finishing Material

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