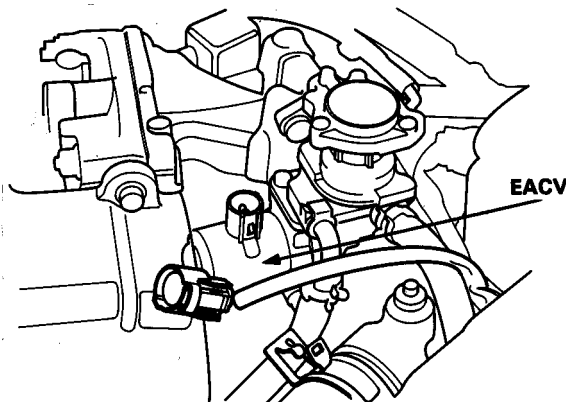




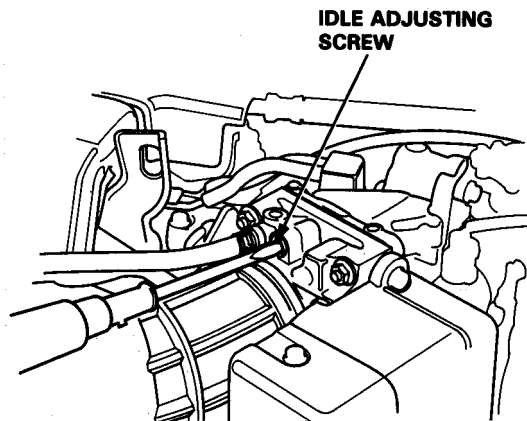
'91 Legend Idle Speed Adjustment

If the base idle speed on a '91 Legend is misadjusted, the engine may idle erratically, or stall. If you encounter this complaint, reset the idle as follows:

1. Warm the engine up to normal operating temperature.
2. Connect a tachometer to the loop on the igniter or to the tachometer connector.
3. Disconnect the 2-P connector from the EACV.



4. With the headlights (high beam), rear window defogger, and blower fan (high, A/C off) on, adjust the idle to 500 rpm.



5. Reconnect the EACV and reset the ECU.



Legend M/T 3rd Gear Repair Set

If you need to replace the mainshaft or either 3rd gear on an early '91 Legend M/T (before trans #K4A6-1003369), **all three parts must be replaced as a set**. Order the third gear repair set, P/N 23014-PY5-000.



Replacement Fuel Pressure Gauge Hose

A replacement hose for the Fuel Pressure Gauge, T/N 07406-0040001, is now available separately. (Previously, you had to buy a whole new gauge.) The replacement hose is also 24" long (the original was only about 8" long) which makes the gauge more convenient to use.

Fuel Pressure Gauge Hose: T/N 07406-004020A



Stubborn Shipping Wax Removal

When a new car is stored for about six months or more before PDI, some stubborn spots of shipping wax may remain after the rest of the wax has been removed. If the shipping wax removers listed in S/B 87-005 won't remove all the wax, try some naphtha. (Naphtha is a petroleum-based solvent available from many paint and hardware stores.)

Soak a piece of terry cloth with the naphtha, then lay it on the wax for 35 minutes. Periodically rewet the cloth with naphtha from a spray bottle, then gently wipe away the wax.

Some words of caution: don't use naphtha as a primary shipping wax remover – it may damage other components. And, as with any chemical, follow the manufacturer's recommendations on proper handling, protective clothing, etc.



Parts Tidbits

Legend L/LS volume knobs: Replacement volume knobs are now available for '91 Legend L/LS radios. One part number, 39102-SP0-A21, fits both Alpine and Panasonic radios.

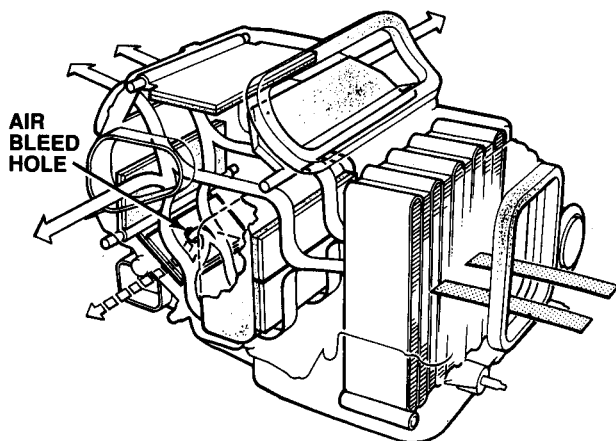
Vigor antenna masts: The antenna mast part number on the Vigor micro fiche is incorrect. The correct number is 39152-SL5-A01.

CD changer DIN cables: The CD changer DIN cable that's used in cars that aren't prewired for the changer can also be used as a replacement cable in cars that are prewired (instead of buying the car's main harness). The DIN cable part number is 08A06-102-41003.



NSX: Vent Air from Heater Ducts

When the VENT mode is selected on an NSX, a small amount of air also flows from the foot well (heater) ducts. This feature helps cool the interior more uniformly.



If a customer dislikes this feature, a plug can be installed in the air bleed hole in the heater door. (Air will still flow from the foot well ducts in the BI-LEVEL and HEAT modes after the plug is installed.) To install the plug . . .

1. Remove the passenger's dashboard lower cover, glove box door, and glove box (see S/M, page 20-43).
2. Remove the right door glass air duct (located behind the glove box).
3. Remove the mode control motor and the white air control plate (see S/M, page 22-69). Remove the screw holding the right foot well vent, then pull the vent straight out.
4. Insert the 14 mm plug, P/N 95550-14000, through the vent, into the hole in the heat door.
5. Reinstall all the removed parts in the reverse order. Make sure all the air doors are properly adjusted (see S/M, section 22).



Cruise Control Pops When Canceled

A light "popping" noise when you cancel the cruise control function on a '90 - 91 Integra is normal. (We've heard of people who have needlessly replaced actuators trying to eliminate this noise.) The noise is simply the spring-loaded, magnetic actuator clutch being released.



Keyless Needs to be Pushed Twice

If a customer complains that sometimes the keyless remote must be pushed twice to lock or unlock the doors, nothing is wrong, the system is just "out of synch." Here's how it works:

The keyless system is very simple. All it does is alternate between lock and unlock as the control unit receives signals from the remote. If you only use the keyless remote to lock and unlock the doors, everything is fine. But if you use the remote one time and the key the next, the system will be out of synch.

For example, you depress the keyless remote button to lock the doors. The keyless control unit signals the doors to lock, and they do. Then you use the key to unlock the doors. When you exit the car, you push the remote button to lock the doors. Since the last time you pushed the button the control unit sent a lock signal, it now sends the alternate (unlock) signal to the door locks. Obviously, the unlock signal won't lock the doors, so you have to push the button again to send a lock signal.



Legend Power Seat Memory Glitch

The seat back memory range limit on a '91 Legend is based on the position the seat back was in when the power seat control unit was connected (powered). So if the seat back was near either the forward or backward extreme when the control unit was connected, the customer's favorite seat back setting may be beyond the memory range. And when the seat back is moved beyond the memory range, it cancels the preset memorized positions.

To reset the memory range, manually adjust the seat to the normal driving position. Disconnect the power seat control unit, then reconnect it. Once the customer resets the memorized seat positions, they should now be well within the control unit's memory range.

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