

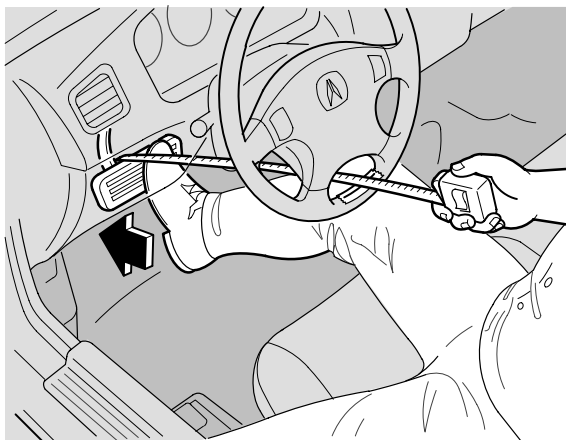


Master Cylinder Diagnosis

In the February '95 issue of S/N, we gave you information on testing the master cylinder when a customer complains of a sinking brake pedal. Usually, there's nothing to worry about; the pedal will sink slightly when the ECM boosts the idle speed to compensate for the A/C compressor or increased electrical loads. (When the idle speed changes, the amount of vacuum to the brake booster also changes. So, if the idle speed changes while you're stopped at a light with the brakes applied, a slight pedal drop is normal.)

But, if you *are* asked to diagnose the master cylinder, here's a procedure that's more accurate than the one in last year's article. (You'll need a piece of masking tape, a pencil, and a tape measure.)

1. Start the engine, and let it warm up to operating temperature.
2. Stick a 2-inch piece of masking tape on the bottom of the steering wheel, then draw a horizontal line across it.
3. With the transmission in Neutral, press and hold the brake pedal lightly (about the same pressure needed to keep an A/T-equipped car from creeping), then release the parking brake.
4. While still holding the brake pedal, hook the end of the tape measure behind it. Then, pull the tape up to the steering wheel, and note which mark on it lines up with the line you made on the masking tape.



5. Watch the tape measure. If it moves less than 10 mm after you've applied steady pressure to the brake pedal for three minutes, the master cylinder is OK.



Defogger Connectors Broken Off?

A long, long time ago (in the January '88 issue of S/N), we explained how to reattach rear window defogger connectors that have broken off – this can happen when car wash attendants practice careless window cleaning techniques. If you don't know how to reattach the connector, you have to replace the rear window. To save those windows, here's an updated version of that useful article.

1. Clean the connector and its mounting area on the glass with an abrasive pad such as Scotch-Brite. Both surfaces must be free of corrosion, dirt, and grease.
2. If the connector is missing, make a new one using supplies from your Terminal Pin Kit A (T/N 07JAZ-003000B).
3. Apply a paste-type solder flux to the connector. (For a good bond, this is a *must*.)
4. Using a pistol-type soldering gun (with tight element nuts, and rated at 300 watts or more), hold the connector in its original position and turn on the heat. Don't let it get too hot, though, or you'll ruin the defogger grid wires.
5. When you think it's hot enough, apply rosin-core solder between the connector and the mounting area. As the solder begins to flow, turn off the heat but keep the gun in place until the joint cools.
6. Connect the defogger and test its operation.
7. Pat yourself on the back; you've just saved an expensive rear window from the scrap heap!



Lube the Roof Seals on '95-96 NSX-T

Here's a tip to help you keep your NSX customers happy: whenever a '95-96 NSX-T comes in for service, clean and lube the roof seals to prevent creaking from the roof panel.

- Remove the roof panel, then clean the seals with glass cleaner and a soft cloth.
- Apply Honda Silicone Grease (P/N 08798-9013) to the front and rear seals. Rub it into the seals, wipe off any excess, then reinstall the roof panel.

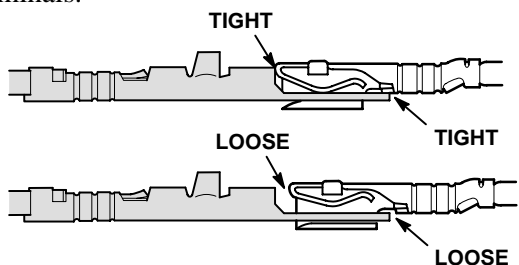
If you'd like more information on the subject, read S/B 95-015, *Creaking From the Removable Roof*.



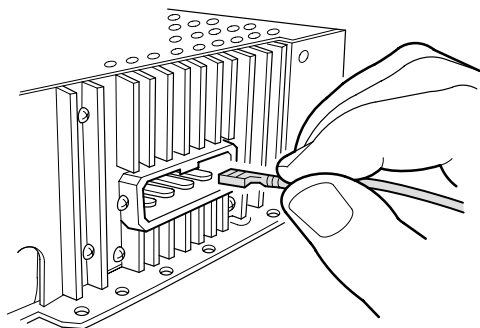
Checking the Connectors Will Save You Time

Many electrical problems are caused by loose terminals, not faulty components. But even when you join two connectors, or plug a connector into its electrical component, one or more of the terminals inside them may not make good contact. If you think you have this problem, follow the tips outlined below. Also, refer to S/B 95-007, *Terminal Replacement Instructions*.

1. If the connector connects directly to a component, unplug it, then remove the suspect female terminal from it with the appropriate size terminal removal tool. (When you check more than one terminal on the same connector, remove them and check them one at a time; that way, they're not easily mixed-up.)
2. If the connector joins to another connector, separate them, and remove the suspect male and female terminals with the appropriate size terminal removal tool. (As in step 1, remove and check one male/female terminal set at a time, so they don't get mixed-up.)
3. Check the fit between the male and female terminals.

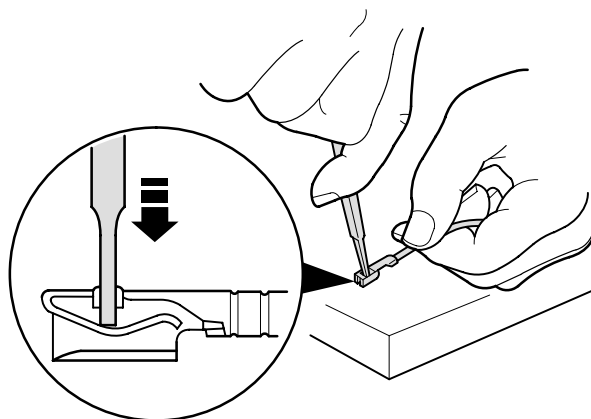


NOTE: On connectors that plug into components, check the fit of the female terminal to its corresponding male terminal on the component. *Don't* use a male terminal from one of your terminal pin kits, or you'll ruin the female terminal.



If the terminals don't fit tightly, separate them and go to the next step.

4. Increase spring tension on the female terminal by pushing in its center tab with a terminal removal tool.



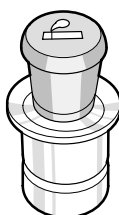
5. Check the fit again, and adjust it if needed.
6. Reinsert the terminals into the connector, reconnect the connector, then check the electrical component to make sure it works.



Don't Blow a Fuse, Use the Right Lighter

If you try to use a Legend cigarette lighter in a '95-96 TL, you'll blow an under-hood fuse (#37 on the 2.5TL, and #57 on the 3.2TL). Even though the base of both lighters looks similar, they're *not* interchangeable. To avoid any mix-ups, just remember that the TL lighter is smaller than the Legend lighter. And, the word "STANLEY" is printed on the base of the Legend lighter.

TL LIGHTER



LEGEND LIGHTER



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