



## '94 Integra A/T Pressure Ports

The throttle B pressure inspection hole and the 2nd clutch pressure inspection hole are incorrectly labeled on pages 14-95, 14-97, and 14-98 of the '94 Integra S/M. The upper hole is throttle B pressure, and the lower hole is 2nd clutch pressure. We covered this in the December '93 issue of S/N, but Tech Line still receives calls when someone gets what appears to be a strange pressure reading. Check your S/M to make sure it's been corrected. (And if you're ever in doubt, look for the "B" and the "2" cast into the trans case adjacent to the inspection holes.)



## '86-87 Integra Whines After Governor R&R

When you have to replace a governor assembly or the governor gear in an '86-87 Integra A/T, make sure you have the correct replacement parts. Two slightly different governors were used, and if you install the wrong one, the car will come back with a loud, wheel-speed-related whine in all gears. Here are the different part numbers and the corresponding transmission numbers.

Part Number	Description	Year	Trans No.
27342-PH0-660	Governor Gear	'86-87	~1170811
27342-PH0-661	Governor Gear	'87	1170812 ~
27300-PH0-672	Governor Assembly	'86-87	~1170811
27300-PH0-674	Governor Assembly	'87	1170812 ~

NOTE: If the transmission number tag is gone, remove the original governor gear and measure it's circumference. The "660" gear, used in the "672" assembly, has a circumference of 50.3 mm. The "661" gear, used in the "674" assembly, has a circumference of 49.4 mm.



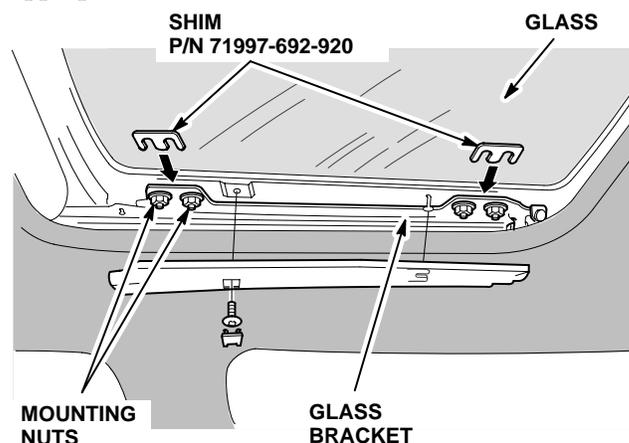
## Rapgard Adhesive on Rubber?

To remove Rapgard adhesive from rubber gaskets and moldings, use 3M General Purpose Adhesive Remover, 3M P/N 051135-08984.



## Legend Moonroof Adjustment Shims

If you need to raise the moonroof glass on a '91-95 Legend to align it with the roof, shims are available. The shims are P/N 71997-692-920, and each shim is 1 mm thick. For the complete procedure and glass height specs, look under "Moonroof, Glass Height Adjustment" in the Body section of the appropriate S/M.



## R-134a A/C System O-Ring Lubrication

When you install or repair an R-134a A/C system, it's not necessary to use expensive R-134a refrigerant oil just to lubricate the O-rings. Instead, use a drop of R-12 refrigerant oil. Lubricating the O-rings allows them to slide and not tear when the fittings are connected and tightened. A thin film of R-12 oil on the O-rings won't contaminate the system.



## Legend CKP/CYP Sensor Looks Goey

The crankshaft position/cylinder position (CKP/CYP) sensors on '91 Legends are encapsulated in black epoxy resin. As this resin ages, it may become a black sticky goo that appears to be leaking from the sensor. (The CKP/CYP sensor is located behind the left camshaft pulley, so you may notice the goo when you're replacing the timing belt.) Don't replace the sensor because of the goo; it doesn't mean the sensor is going to fail. The resin around the coils is still intact and protecting the coils from contamination and vibration.



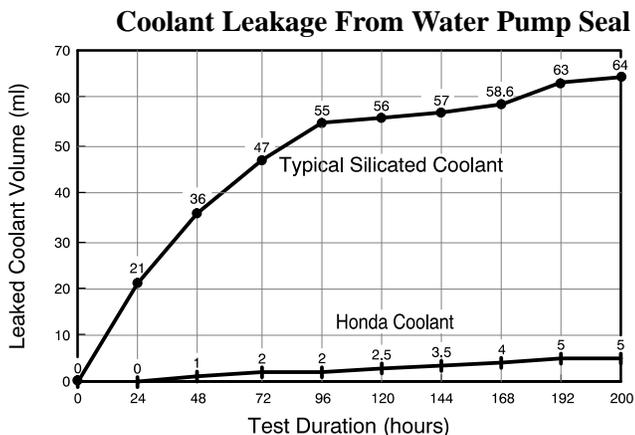
## Genuine Honda Coolant Is the Only Way to Go

Increasingly severe operating conditions and the advent of lower maintenance requirements have resulted in significant changes in the variety and the concentration of additives used in engine coolant. Also, the continual improvements in engine and vehicle design have challenged coolant suppliers to design products that perform well in a more demanding environment.

To meet these needs, Honda engineers have developed a superior, high-quality coolant that has several advantages over the competition.

Some antifreeze, although labeled as safe for aluminum parts, may not be compatible with Acura cooling system components. Extensive research and testing by both Honda R & D and CCI, the manufacturer of the Honda coolant, have proven that the abrasive silicates and/or borates found in most domestic coolants can cause these problems:

- Silicates bond to the surface of the water pump seal and act as an abrasive, causing considerable seal erosion and coolant leakage. In actual tests, the silicated coolant caused early leakage. This leakage increased dramatically until a substantial portion of the coolant had been lost. In contrast, the Honda coolant had almost no leakage through the duration of the test.



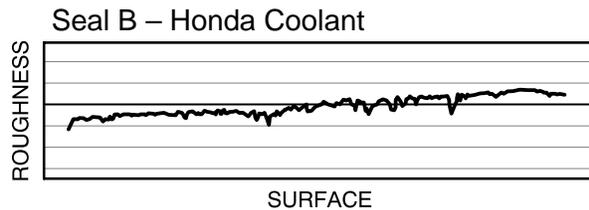
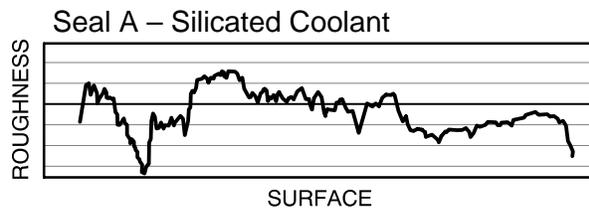
- Silicates tend to gel and settle in the coolest parts of the cooling system, causing radiator plugging and overheating.
- Borates cause pitting corrosion on the cylinder head.
- Silicate inhibitors are difficult to stabilize and, therefore, limit coolant shelf life.

Most commercially available coolants were originally designed for cast iron engines. Silicate, an inexpensive additive, was added to coolants to

prevent aluminum corrosion, but the long-term durability of the combination was not tested.

In contrast, Honda coolant was designed specifically for aluminum engines. It contains an organic corrosion inhibitor instead of silicate. This superior formula gives these advantages:

- No silicate abrasion of water pump seals. For example, these graphs show the surface roughness of two aluminum water pump seal rings. Seal A, exposed to silicated coolant, shows considerable damage. Seal B, exposed to Honda coolant, displays only minute wear.



- No plugging or overheating caused by silicate gelling.
- Excellent corrosion protection for aluminum components.
- Long-term corrosion protection for other cooling system materials (steel, cast iron, copper, solder, gaskets, seals, and O-rings).

You can find less expensive coolants on the market, but now you can see why genuine Honda coolant is the only coolant approved for Acura vehicles (it *must* be used for warranty repairs). Honda's non-silicate formula delivers added protection not offered by 95 percent of other brands. Since our customers expect lower maintenance, you're doing them an injustice if you use any other coolant.

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