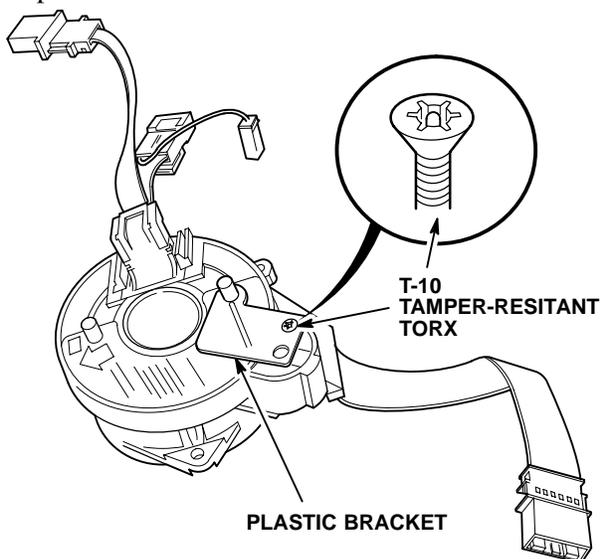


Special Torx on New Cable Reels

Replacement SRS cable reels are shipped with a plastic bracket attached that keeps the reel in the centered position. This bracket is held in place by a tamper-resistant Torx fastener. And believe us, it's "reel" resistant to tampering if you don't have a T-10 tamper-resistant Torx bit.



If you're interested in adding one of these bits to your tool collection, here are the tool numbers from some of the more common tool distributors:

Snap-on[TXXR-10	1/4, drive socket with bit
	TXXR-10-2A	1/4, bit only
Mac[T-10H	1/4, drive socket with bit
	T-10-HB	1/4, bit only
Matco	A10TP BI	1/4, bit only



Integra Fuel and Emissions Changes

The engine coolant temperature sensor and intake air temperature sensor troubleshooting flowcharts (codes 6 and 10) in the '91 Integra S/M contain some errors. Correct pages 11-43 and 11-47 as follows:

Correction 1: Near the end of both flowcharts, the step where you connect the test harness should read, "Connect the PGM-FI test harness to the ECU only, not to the main wire harness."

Correction 2: If you get a 5V reading in the next to the last step in both flowcharts, the cause could be either a or an open.



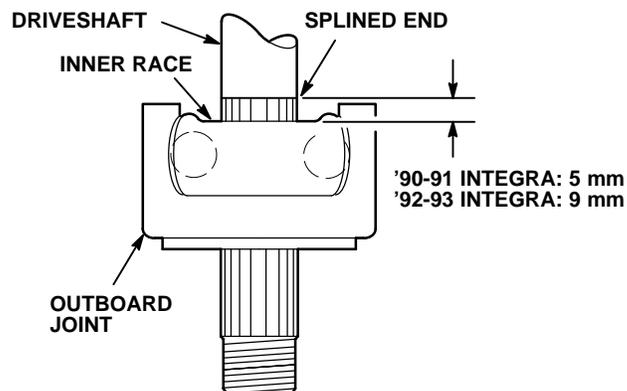
Legend Excessive Parasitic Draw

If a '91-92 Legend comes in with excessive parasitic draw (100-200 mA), check to see if the car is equipped with fog lights. If so equipped, disconnect the fog light relays, and recheck the parasitic draw. If the draw is now in the normal range (20-25 mA), replace the fog light harness with P/N 08V31-SP0-20305. (Some fog light kits were shipped with an incorrect harness.)



'92-93 Integra Outer CV Joint Notes

When replacing an outer CV joint on a '92-93 Integra, don't use the specs from the CV joint kit instructions. The instructions are correct for the '90-91 models, but the splined portion of the '92-93 driveshafts is longer. When you install the new outer CV joint on a '92-93 driveshaft, the distance from the end of the splines to the inner race of the joint should be 9 + 0.5 mm.



NOTE: Since the '90-91 driveshafts will supersede to the '92-93 type, it's best to measure the distance before you remove the old CV joint.



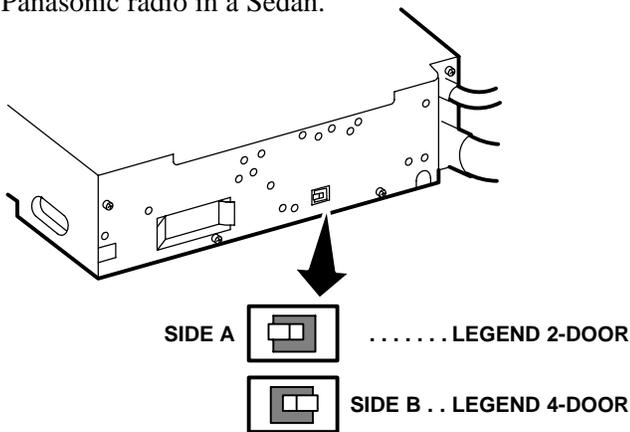
Mainshaft Splines/Release Bearing Lube

The Super High Temp Urea Grease, P/N 08798-9002, that was introduced a couple of years ago really is "super." Use it to lube the mainshaft splines, the clutch release bearing slide surface, and the release fork pivot when replacing a clutch, or whenever you have a trans out. (Some of the '93 S/Ms already recommend this grease in these spots, but we heartily recommend it for all years and models.)



Early Legend CD Player Stays On

If you ever see an '86-90 Legend with an in-dash CD player that won't turn off when the ignition switch is turned off, make sure the mode switch on the back of the chassis is in the correct position. The mode switch allows the player to work in either a Sedan or Coupe, although their radios are made by different manufacturers. The switch should be set to "A" for the Alpine radio in a Coupe, or "B" for the Panasonic radio in a Sedan.



NSX Cooling System Bleeding

Whenever you've had the cooling system opened up on an NSX (such as when doing the Product Update on '91 models), it's important to properly bleed the system. If there's any air left in the system, the customer will be back with a complaint of poor heater performance or, worse yet, overheating. Follow the procedure in section 10 of the S/M to make sure you get out all the air.



NSX Trunk Strut Replacement

When replacing a trunk strut on an NSX, order the pivot ball along with the strut. The pivot ball is difficult to remove from the strut, and may be damaged in the process.

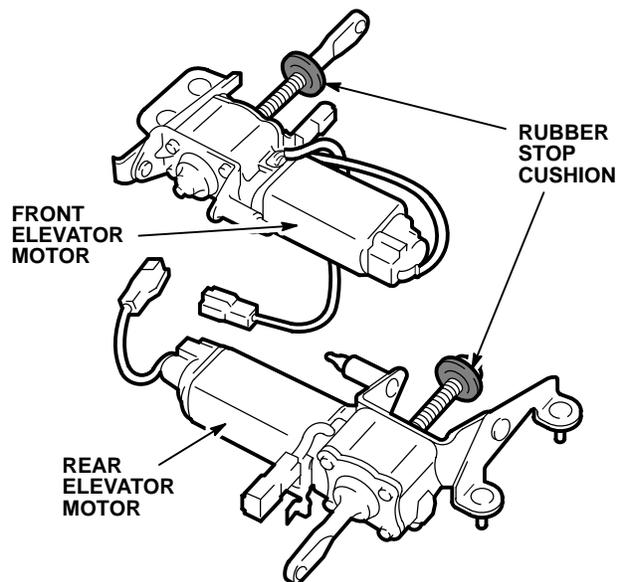
Trunk Strut, P/N 74872-SL0-003
Pivot Ball, P/N 90102-SL0-003



Seat Rock: Does It Need a Motor?

If you have a '93 Legend with seat rock, or a '91-92 Legend with repeat rock after performing S/B 92-017, don't replace both elevation motors automatically. Use the following procedure to see which motor (if either) is loose, or if the bushings are worn out.

1. Lower the seat all the way, then raise each end about one-half inch.
2. From under the rear of the seat cushion, locate the red rubber stop cushions on the front and rear motor lead screws.



3. With your hand on the rubber cushion, have an assistant sit in the seat and rock it back and forth. Don't let anyone move the seat with the motors while your hand is under there.
4. On a good motor, the rubber cushion will barely move in and out when the seat is rocked. If you feel a lot of movement on one motor, replace just that motor. If you feel little movement on both motors, check the linkage bushings.

ACURA ServiceNews

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