ACURA ServiceNews March 1994

If You Must Write on the Glass...

If you ever need to write on a car's glass, don't use a crayon. Writing with a crayon can scratch the glass if there's dirt or other contaminants on the glass, and cleaning all the wax residue off the glass is difficult at best and sometimes impossible. (The scratches and residue may show up only under certain lighting conditions or when the glass is wet.) To prevent these problems from occurring, use an ink-type marker such as a "Marks-A-Lot" (or an equivalent).

'86-87 Legend Hydraulic Tappets

The replacement hydraulic tappets for an '86-87 Legend, P/N 14540-PH7-000, don't use O-rings. However, they're completely interchangeable with the old-style tappets, and you can even mix the old and new-style tappets in an engine. To quickly identify whether a given tappet requires an O-ring, just look for a groove in the tappet body; no groove – no O-ring.

"Safe" Coolant? No Such Thing

You may have heard of a propylene-glycol-based coolant that's advertised as being "essentially non-toxic" and "safer for people and pets." Another leading coolant manufacturer claims this advertisement is very misleading and irresponsible.

In any event, treat this product the same as any other coolants when it comes to potential hazards and disposal. Ingestion of this coolant, even a small amount, can be lethal. And you must still dispose of it in accordance with local ordinances, particularly if it's used. Used coolant is almost always contaminated with heavy metal deposits from the cooling system.

Remember, Genuine Honda Coolant is the only coolant recommended for use in Acura automobiles. Other coolants don't contain the combination of additives that we require for extended engine life and water pump seal lubrication.

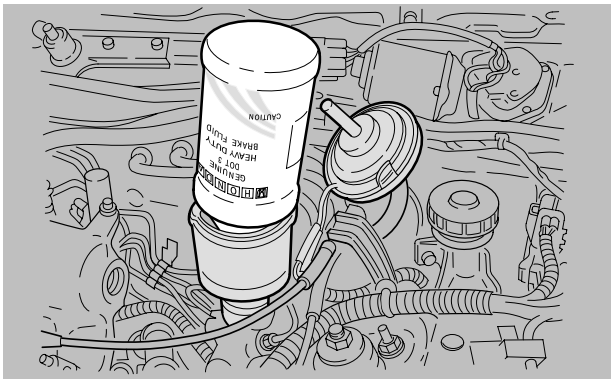
Brake Fluid Bleeding and Replacement

As you know, our Maintenance Schedules recommend changing the brake fluid every 30,000 miles. But changing the fluid in the master cylinder reservoir alone doesn't satisfy this recommendation; the *entire system* must be flushed.

The best way to flush (or just bleed) the brake system is by using either a vacuum bleeder or a pressure bleeder. Either bleeder, used properly, will ensure that the old brake fluid is thoroughly flushed out.

Regardless of which bleeder you're using, start by removing the master cylinder reservoir cap and strainer. Stir the fluid in the reservoir to get any sediment in suspension, then suck the fluid out of the reservoir with a syringe (turkey baster). If you're replacing brake pads at this time, push the caliper pistons in to force more of the old fluid back into the reservoir, and then suck that fluid out. Refill the reservoir with clean brake fluid, and repeat the stirring and sucking process until the reservoir is as clean as possible. Refill the reservoir one more time, then proceed with the appropriate bleeding procedure:

Vacuum Bleeding: Quickly invert a full bottle of brake fluid in the master cylinder reservoir. (It won't overflow; it works on the same principle as a bird feeder!) This effectively increases the reservoir capacity by 12 ounces and minimizes the chance of bleeding the reservoir dry. Using the bleeding sequence in the appropriate S/M, bleed at each caliper until the fluid is clear. (Follow the vacuum bleeder instructions.)



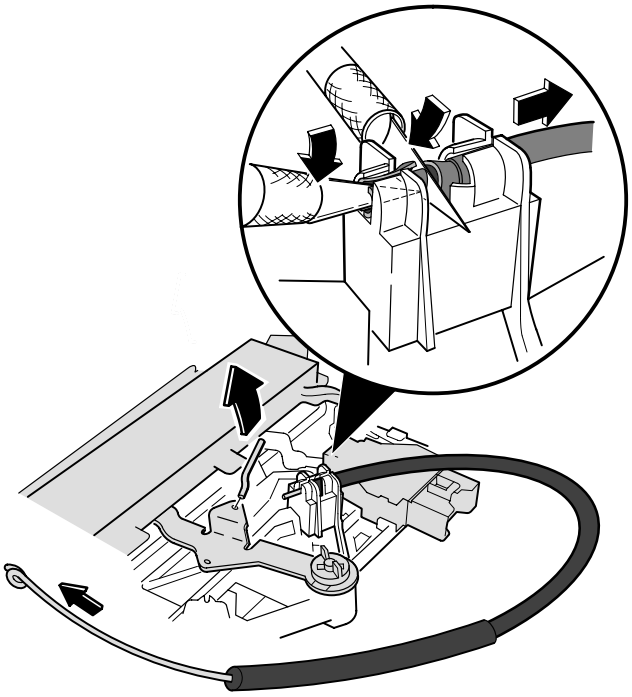
Pressure Bleeding: Install the pressure bleeder. Using the bleeding sequence in the appropriate S/M, bleed at each caliper until the fluid is clear. (Follow the pressure bleeder instructions.)

Integra Air Mix Cable Replacement

The air mix control cable replacement procedure on page 21-26 of the ’94 Integra S/M is incomplete. If you try to remove the cable housing by just lifting it out of the cable holder, the cable stoppers may break, rendering the heater control panel useless. To avoid this financially painful lesson, cut and remove the cable using this procedure:

1. Cut the inner cable on the lever side of the cable holder, then remove both pieces of the inner cable.

2. Using a sharp knife, cut completely through the end of the cable housing at the two locations shown.



3. Slide the large section of the cable housing out of the cable holder, being careful not to damage the cable stoppers.

4. Carefully remove the cut pieces of the cable housing with a small flat tip screwdriver.

5. Hook the tip of the new air mix cable to the temperature control lever, then push the cable housing into the cable holder until it locks into place.

Got Rocks in Your Heat Shield?

Before replacing an exhaust pipe for a rattling noise, remove the heat shields, and check for rocks or stones lodged between the heat shields and the exhaust pipe. We’ve resolved several exhaust rattle complaints by removing rocks that couldn’t be seen until the heat shields were removed.

NSX C/S Bearing Snap Ring S/B

Correct your copy of NSX S/B 93-010, “Broken Countershaft Bearing Snap Ring”: The bearing mentioned in the second bullet point of step 2 and under Parts Information (P/N 91122-PR8-008) is not the countershaft bearing. Change the part name to “Differential Tapered Bearing.” (The P/N is correct.)

Great PQRs

Our Service Engineering Information Department is always glad to recognize those of you who send in Product Quality Reports (PQRs) that are legible, complete, well-written, and include illustrations or photos. Thanks, this month, to these professionals:

Michael Dalby . . . . . Montano Acura
Steve Asch . . . . . Buerkle Acura
Buddy Walton . . . . . Acura Southwest
Mike Wooden . . . . . Northeast Acura
William Garcia . . . . . Glendale Acura
Douglas Martin . . . . . John Holtz Acura
Rufus Fellers . . . . . McDaniels Acura
Dave Cerne . . . . . Park Acura

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