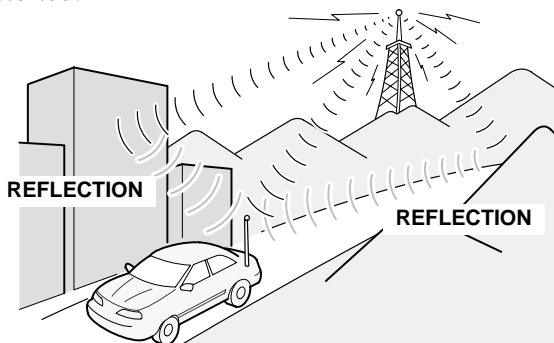


**ACC Poor Reception May Not Be the Radio's Fault**

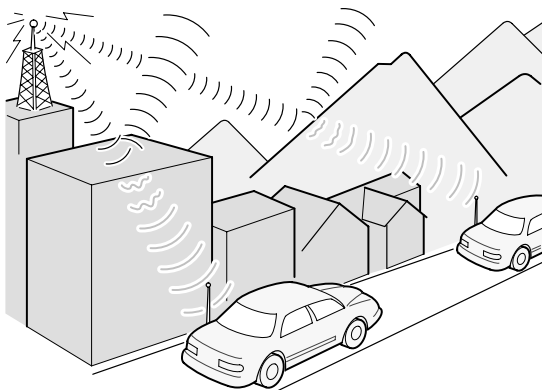
*Editor's Note: This is the first in a series of articles about reducing the number of "No Trouble Found" (NTF) audio units. All radios returned under warranty are sent to the radio manufacturer for analysis and remanufacturing. Annually, 40 percent of the returned radios are diagnosed as NTF. The NTF radios then go into the float stock, and the incidence of the same complaint recurring is virtually nil.*

Many radios are replaced for reception problems. Many of these reception problems, however, are not the fault of the radio but rather the result of peculiar radio phenomena – including multi-path, fade-out, and capture – or an antenna problem. Once you understand these phenomena and how an antenna works, you'll be less likely to blame the radio.

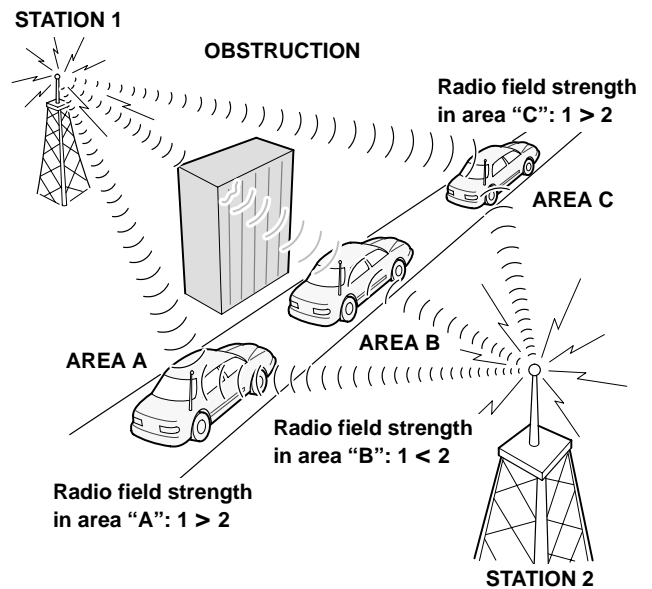
**Multipath:** This is a phenomenon peculiar to FM (frequency modulation) radio. When the radio waves from the radio station and the waves reflected by an obstacle such as a building or a mountain are received simultaneously, the sound may become weak or distorted.



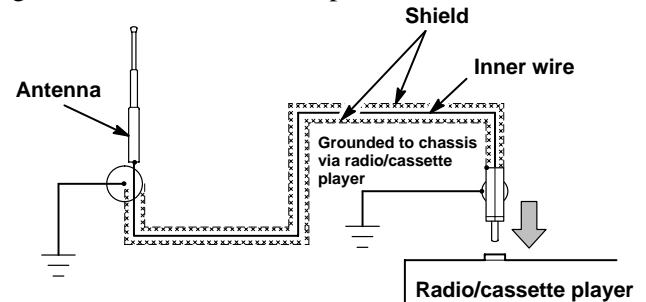
**Fade-out:** This is a sudden loss of reception that occurs when FM radio waves are blocked by an obstacle such as a building or a mountain. Fade-out affects only FM radio because frequency-modulated waves must travel straight. They can't be reflected off the ionosphere like AM (amplitude modulation) radio waves.



**Capture:** An FM radio can receive more than one station's radio waves if different FM stations broadcast at the same frequency. But most receivers are set up to "capture" the stronger radio waves and to suppress the weaker waves. If the broadcast waves are suddenly weakened or blocked by an obstacle, however, the receiver will amplify the previously suppressed waves, and the radio will change stations. Once the car is clear of the obstruction, the stations may change back.



**Antenna Interference:** The antenna is an important device because it's the "entrance" for the radio waves. Catching the electric waves in the air, the antenna must convert them into electric signals and feeds them to the tuner via the inner wire of the coaxial antenna cable. The electric signals are so weak that the inner wire must be protected from electrical noise. This is accomplished by running the inner wire through an insulated shield that's grounded at both ends. A bad antenna ground may cause static, ignition noise, or weak reception.

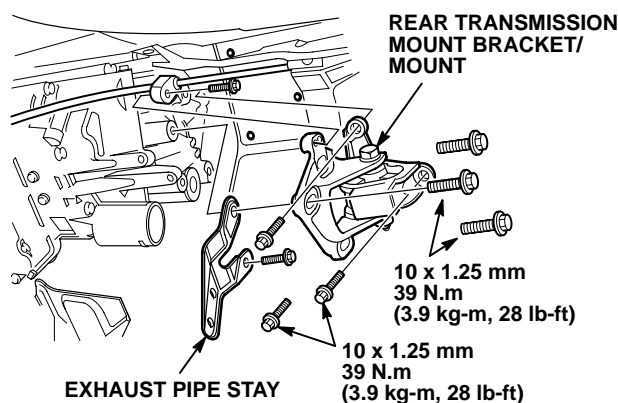


Next month, we'll get into the diagnosis and repair of some common audio problems.



## Legend Vibrates at Idle/Unusual Noises

In the June '93 issue of S/N, we said that a loose or damaged rear transmission mount cushion on a '91-92 Legend may cause a growling or crunching noise during cornering. In the October '93 issue of S/N, we reported that this same problem may cause an M/T-equipped car to pop out of gear. Now, you can add idle vibration and vibration-type noises during accel/decel to the list of symptoms for a bad mount cushion.



## 6-Speed Flywheel Rattles at Idle

It's not unusual to hear a couple of "knocks" at start-up and a light rattle at idle in 6-speed-equipped '93-95 Legends. The noise comes from the dual mass flywheel, and it should go away as soon as you rev the engine above idle. If you think the noise from a particular car is excessive, make sure you compare it to another car with similar mileage.



## Legend Cruise Control Input Test

The cruise control unit input test in the '91-94 Legend S/Ms needs correcting. When checking voltage at the BLU wire, the "desired result" should be 6 V, not battery voltage. Correct these pages:

S/M	Page
'91 Legend Coupe	23-345
'91 Legend Sedan	23-319
'92 Legend Coupe	23-343
'92 Legend Sedan	23-331
'93 Legend Coupe	23-337
'93 Legend Sedan	23-339
'94 Legend Coupe and Sedan	23-307



## Valet Mode Mistaken for Problem

A '94-95 Integra security system that has been inadvertently switched to valet mode is sometimes diagnosed as being defective. We know because we've found units in valet mode that were replaced for "valet" symptoms. (The '94-95 Integra system "remembers" its last mode even after being disconnected from power.)

When the security system is in valet mode, it's temporarily placed on "hold." The system will not arm automatically, and it can't be armed with the remote, although the panic feature will still work. This is a convenient feature if the system is set in the auto-arm mode, and you want to have the car washed, serviced, or valet parked.

To place the system in valet mode, first disarm the system. With the key out of the ignition switch, press and hold the Disarm/Valet button on the lower dash panel for three seconds. The LED on the steering column will flash once to indicate that the system is in valet mode.

When the ignition switch is turned off or a door is opened while the system is in valet mode, the LED will light for two seconds to remind the driver that it's in valet mode.

To take the system out of valet mode, remove the key from the ignition switch, and press and hold the Disarm/Valet button for one second. The LED will flash twice to indicate that the system is out of valet mode.



## Integras Have Lifetime Fuel Filters

The fuel filter used in '94-95 Integras is now considered to be a "lifetime" filter. The filter should be changed only if the fuel pressure drops below the specified value in the S/M. You don't need to replace the filter every four years or 60,000 miles as the '94 O/M and S/M say, and you won't find this recommendation in the '95 manuals.

### ACURA ServiceNews

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