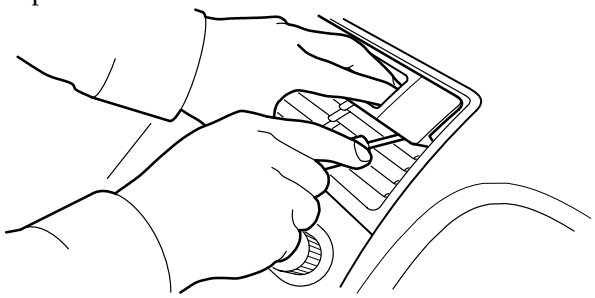
ACURA ServiceNews August 1991

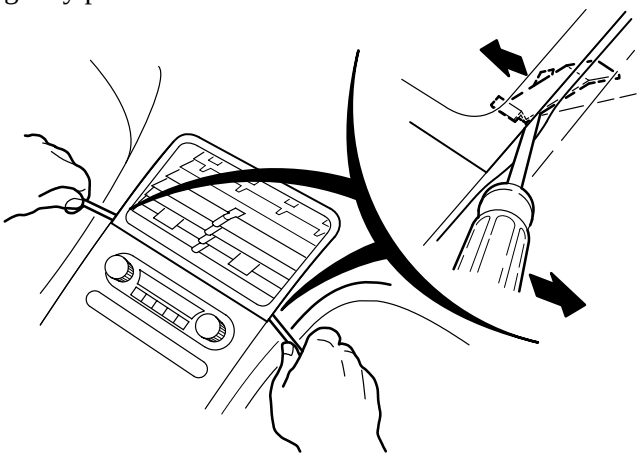
NSX Clock/Center Air Vent Removal

Here's how to remove the clock and center air vent from an NSX without scratching the vent or center console panel:

Clock: Instead of prying on the top of the clock (S/M, page 20-43), use a small screwdriver to pry between the bottom of the clock and the top of the vent. (This way you're prying on hidden surfaces.) As you pry up and out with the screwdriver, press down on the middle of the clock with your fingers and pull the clock out.



Center air vent: Remove the two screws behind the clock. Instead of prying against the center console panel to release the vent retainers, insert a small screwdriver at the bottom of each side of the vent. (This way the screwdriver rests against the upholstered console.) Push the retainers up, then gently pull the vent out.



No Wings for Integra 4-Doors

Wing spoilers are popular items for Integras, but remember, they're currently available for '90-91 *3-doors* only. (However, there will be a wing spoiler available for '92 4-doors.) If the 3-door spoiler is installed on a 4-door, it will eventually crack in the center mount area (and that isn't warrantable).

Accessory Wiring May Ruin Fuse Box

If you're working on a car with an intermittent electrical problem in a circuit that goes through one of the fuse boxes, check for after-market accessory wiring. Some installers wire-in after-market accessories by stuffing the wire into one of the fuse sockets along with the fuse blade. This spreads the fuse socket terminals apart, causing a poor connection. And once the terminals are spread, the only way to repair the problem is to replace the fuse box.

Even if there aren't any after-market accessories wired to the fuse box, pull the appropriate fuse and check the terminals. (Something may have been wired in there at one time.) To test the terminals, cut a blown fuse in half, then insert the blade between each pair of terminals to check for a snug fit.

Service Check Connector Jumper

Here's how to make a neat connector jumper for service check connectors, courtesy of **Steven Beckett** of Bill Gatton Acura, Johnson City, TN.

The donor for the connector is the high mount brake light socket harness from a '91 Legend. (These harnesses are usually discarded after wing spoilers are installed.) Snip the 2-P connector off of the harness, leaving enough of the wires so that they can be connected together. Strip the ends of the wires, solder and tape them, and you're done.

Legend/NSX PGM-FI Code Display

When reading a PGM-FI problem code on a '91 Legend or NSX, disregard the first time the code is displayed; it'll be one blink short of the actual code. For example, a code 7 first appears as 6 blinks, then 7 blinks, 7 blinks , . . . a code 43 first appears as 3 long blinks, three short blinks, then 4 long blinks, three short blinks, 4 long blinks, three short blinks, . . .

ACURA ServiceNews

BSN 14772 (9108)

91 Legend Coupe SRS Troubleshooting

We recently realized that some new twists in the SRS circuits on the ’91 Legend Coupe cause a problem with some of our “traditional” SRS troubleshooting.

The problem shows up when you make the voltage checks described on page 23-378 or 23-379 of the S/M. Any one of these problems: a short in the cowl sensor, an open in a dash sensor, an open in the driver’s airbag inflator or cable reel, a short in the transistor, or an open in the passenger’s airbag inflator (LS only), will give you voltage readings that indicate problems in all these circuits. Since simultaneous failures like this are unlikely, it would be reasonable to assume that the problem is with the control unit, but that’s rarely the case.

Here’s how to pinpoint the real cause (and avoid replacing the control unit needlessly) if your voltage checks indicate these multiple problems.

CAUTION:

- **Disconnect the negative battery cable, then disconnect the positive cable.**
- **Before disconnecting the airbag connector(s), turn the ignition switch off and wait for at least three minutes to let the capacitor in the back-up circuit discharge.**
- **Before disconnecting any part of the SRS wire harness, install short connectors (RED) on the airbag(s), then immediately install short connector A on the SRS main harness, followed by the short connectors (RED) on both seat belt pretensioners.**

1. Connect Test Harness B and measure the resistance between terminals 4 and 6. **If the resistance is more than 4.2K ohms, go to step A.** If the resistance is between 3.8 and 4.2K ohms, go to step 2.

2. Measure the resistance between terminals 12 and 16 of Test Harness B. **If the resistance is more than 4.2K ohms, go to step B**. If the resistance is between 3.8 and 4.2K ohms, go to step 3.

3. Measure the resistance between terminals 1 and 7 of Test Harness B. **If the resistance is more than 0.2K ohms, go to step C**. If the resistance is less than 0.2K ohms, go to step 4 (LS) or step 5 (L).

4. LS only: Measure the resistance between terminals 2 and 8 of Test Harness B. **If the resistance is more than 0.2K ohms, go to step E.** If the resistance is less than 0.2K ohms, go to step 5.

5. **Replace the SRS control unit and recheck the voltages as described on page 23-378 or 23-379 of the S/M.**

A. *From step 1:* Connect Test Harness D to the right dash sensor. Measure the resistance between terminals 1 and 2. **If the resistance is more than 4.2K ohms, replace the dash sensor.** If the resistance is between 3.8 and 4.2K ohms, go to step F.

B. *From step 2:* Connect Test Harness D to the left dash sensor. Measure the resistance between terminals 1 and 2. **If the resistance is more than 4.2K ohms, replace the dash sensor.** If the resistance is between 3.8 and 4.2K ohms, go to step F.

C. *From step 3:* Disconnect the cable reel harness 7-P connector from the SRS main harness and connect Test Harness C. Measure the resistance between terminals 4 and 5. If the resistance is more than 0.2K ohms, go to step D. If the resistance is less than 0.2K ohms, go to step F.

D. *From step C:* Disconnect the driver’s airbag 3-P connector and connect Test Harness C to the airbag. Measure the resistance between terminals 9 and 10. **If the resistance is more than 0.2K ohms, replace the airbag. If the resistance is less than 0.2K ohms, replace the cable reel.**

E. *From step 4, LS only:* Disconnect the passenger’s airbag 3-P connector from the SRS main harness and connect Test Harness C to the airbag. Measure the resistance between terminals 9 and 10. **If the resistance is more than 0.2K ohms, replace the airbag.** If the resistance is less than 0.2K ohms, go to step F.

F. ***From step A, B, C, or E:* Replace the SRS main harness and recheck the voltages as described on page 23-378 or 23-379 of the S/M.**