



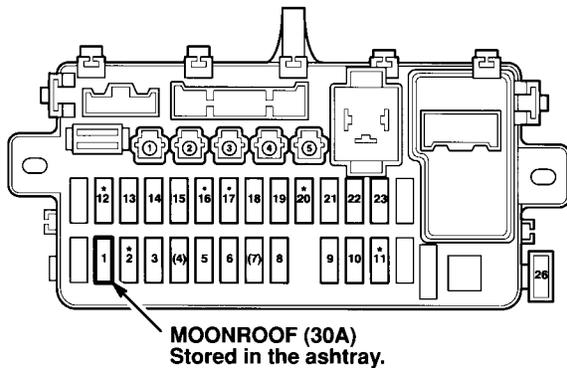
## What to Expect on the New Integra

Here are some of the new and different things to watch for on the 1994 Integra:

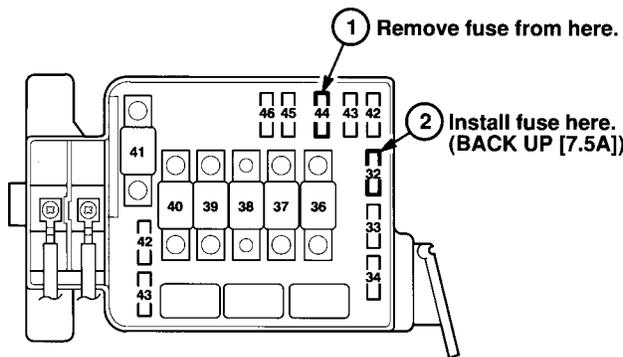
**Fuse installation at PDI:** To get all systems functioning, remove the following fuses from their storage areas and install them in the proper positions.

On all models:

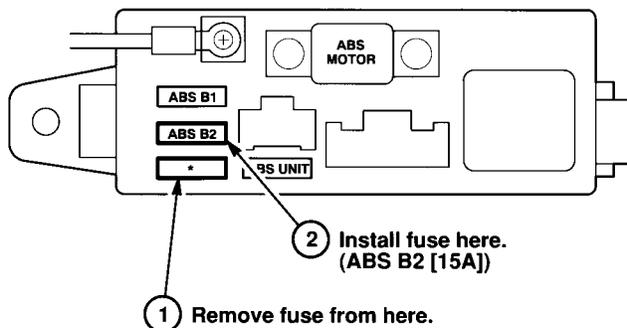
### UNDER-DASH FUSE/RELAY BOX



### UNDER-HOOD FUSE/RELAY BOX



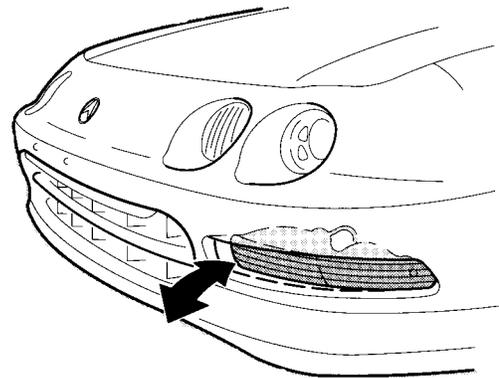
On GS-Rs only:



**“Creases” in the hatch:** There are two angled creases (accent lines) in the hatch that help form a wide indentation in the sheet metal. The lines are barely noticeable on cars with spoilers because there’s not much sheet metal behind the window. On a car without a spoiler, however, some people might ask if those lines are supposed to be there, or are they dents?

**Moisture behind the taillight lens:** Moisture from dew, rain, or washing the car may accumulate behind the front corners of the taillight lenses. This part of the lens is merely a reflector; there’s no housing behind it. The moisture will evaporate, or you can blow it out with compressed air on a new car during PDI.

**Spring-loaded front turn signals:** The combined front turn signal and side marker light assemblies are spring-loaded to survive minor impacts. You can push the lights in about an inch, and they’ll pop back to their original position.



**Power door locks:** The 1994 Integra has a new type of power door lock system. To unlock the driver’s door, turn the key clockwise, then release it. To unlock all the doors from the driver’s door, turn the key clockwise and hold it there for several seconds.

**Beverage holder:** The beverage holder isn’t designed to pop all the way out. To open it, push on the front, and it will pop out slightly. Then pull it out the rest of the way.

**Cargo area cover:** When you close the hatch, make sure the cargo area cover is down! If the cover is folded up, the hatch will hit it and knock the mounting rods out of whack.

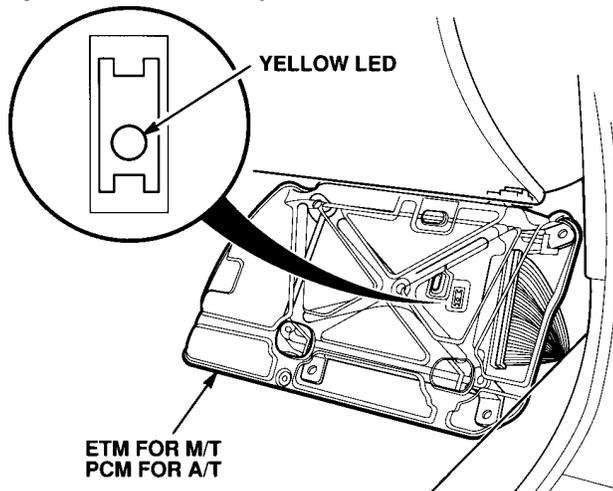
**Lumbar support:** The driver’s seat lumbar support no longer has a ratcheting style adjuster. The lever has about 170 degrees of movement to vary the position of the lumbar support.



## 93 Legend Idle Speed Adjustment

The idle speed adjustment procedure in the 1993 Legend S/M uses the yellow LED on ECM/PCM to check the idle speed. However, the idle speed adjustment procedure in the October 1991 issue of S/N is less time-consuming. (In a nutshell, adjust the idle speed to 500 rpm with the EACV disconnected and the headlights, rear defogger, and blower fan on.)

After setting the idle speed, reconnect the EACV, and clear the ECM/PCM. Jump the service check connector, and start the engine. The yellow LED should be off. If the LED is blinking, turn the adjusting screw 1/4 turn clockwise; if it's on, turn the adjusting screw 1/4 turn counterclockwise. Wait 30 seconds, then check the LED to determine if further adjustment is necessary.



## Close R-134a Valve When Not in Use

Always turn off the valve on the R-134a tank when you're not using your R-134a equipment. We've had reports that some tank valves may leak slightly when left in the open position. The cost of even a slight leak adds up quickly since R-134a runs about \$15.00 a pound.



## Refrigerant Oil – 93 Legend Capacity

The refrigerant oil capacity in the 1993 Legend Coupe and Sedan S/Ms has been changed. The correct capacity is now 140 ml (4.75 oz). Correct pages 3-16, 21-67, and 21-75 in both of your 1993 manuals.



## Intermittent A/C? Test It Longer

Intermittent A/C problems, those you can't duplicate, are the tough ones. On an Integra or a 1988-90 Legend with manual A/C, the cause is often an intermittently bad thermostat, and a voltage drop test is the best way to find this problem. But sometimes you need to check the thermostat for an extended period of time to get it to act up.

Connect a voltmeter across the thermostat terminals, leaving the thermostat connected to the car's harness. Close all the windows, start the engine, turn on the A/C, and select recirculation. These operating conditions are important; they'll cause the compressor to cycle on and off frequently once the interior is cooled down.

Park the car out of the way where you can let it run for a couple of hours, if necessary. When the compressor cycles on, the voltmeter should read 0.2V or less. When the compressor cycles off, the voltmeter should read battery voltage. If the voltage is over 0.2V, or fluctuates each time the compressor engages, replace the thermostat (the thermostat contacts aren't making a good connection). If the voltage is OK initially, just let the car run. Monitor the voltage every 15-20 minutes, up to two hours.

If the thermostat still checks OK after two hours, test the compressor relay. Move your voltmeter leads over to the switching side of the relay (copper terminals), and check the voltage drop exactly as described above.



## Loose 6-Speed Shift Boot Causes Noise

You'll hear more trans noise in the passenger compartment of a 1993 Legend Coupe 6-speed if the shift lever boot isn't fully seated in the floor pan. If the rear of the boot is loose, you'll hear more noise in 1st, 3rd, and 5th gears. Conversely, you'll hear more noise in 2nd, 4th, and 6th gears if the front of the boot is loose. Remove the console, and reseal the boot as necessary.

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