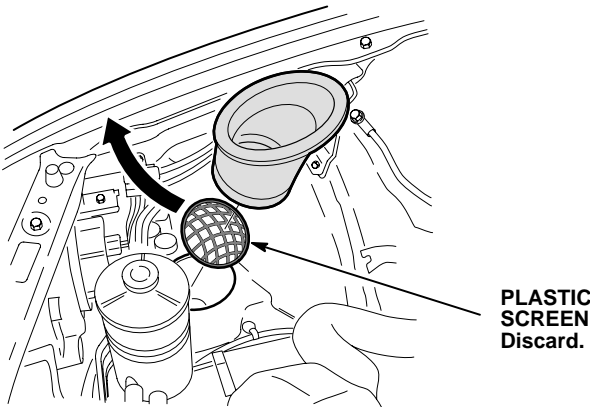




Low-Power, No Full Throttle Upshifts

A '91-94 Legend that accelerates poorly, is generally down on power, and (if A/T-equipped) won't upshift at full throttle, may have a restriction in the fresh-air side of the intake air tract.

Slip the intake air duct off of the throttle body, and test drive the car again. If the performance and shifting are back to normal, remove the air cleaner housing and the rubber duct that connects it to the intake air pipe. The duct contains a plastic screen that's designed to keep stray hardware from falling *down* into the resonator. However, if debris gets sucked *up* into the fresh air intake, the screen will stop it, causing a restriction.



Use a shop vacuum to clean the resonator cavity thoroughly. (The debris may only be held against the screen when the engine is inhaling a lot of air and fall down out of sight when there is no air flow.) When you reassemble the air cleaner, don't reinstall the screen; discard it.



Legend Whistles During Acceleration

Accumulated gunk (contamination) in the idle air bypass circuit of an '86-90 Legend may cause a whistling noise during light acceleration. To confirm the cause, temporarily turn the idle adjusting screw two turns out, and test drive the car again. If the noise is gone, remove the idle adjusting screw, and clean it and the throttle body port. Reinstall the adjusting screw, and reset the idle speed as described in the appropriate S/M.



Check Your Wheel Balancer Calibration

Have you ever had an apparent wheel balance problem that rebalancing didn't cure? It may be that your wheel balancer needs recalibrating. Most balancers can be recalibrated (follow the manufacturer's recommendations). You can easily determine if your off-car balancer needs recalibrating by using an Acura original-equipment alloy wheel with no tire and the following procedure.

1. Accuracy Check:

- Mount the wheel on the balancer, and check the balance. It shouldn't be more than 10 grams out of balance. If the balancer calls for more than 10 grams, try repositioning the wheel on the arbor, or try another wheel.
- Install the weights as indicated by the balancer to zero balance the wheel.
- Loosen the clamp, and rotate the wheel 180 degrees on the arbor. Recheck the balance. If the result is more than 5 grams, rotate the wheel 90 degrees, and recheck the balance again. If the result is again more than 5 grams, the balancer needs to be recalibrated (or repaired).

2. **Static Imbalance Test:** Install a 5 gram weight on the outer bead of the balanced wheel from step 1, and recheck the balance. The balancer should call for 5 ± 2 grams exactly 180 degrees from the extra weight. If not, the balancer needs to be recalibrated.

3. **Dynamic Imbalance Test:** Install another 5 gram weight on the inner bead of the wheel 180 degrees opposite of the weight you installed in step 2. The balancer should call for 5 ± 2 grams directly opposite of each of the extra weights. If not, the balancer needs to be recalibrated.

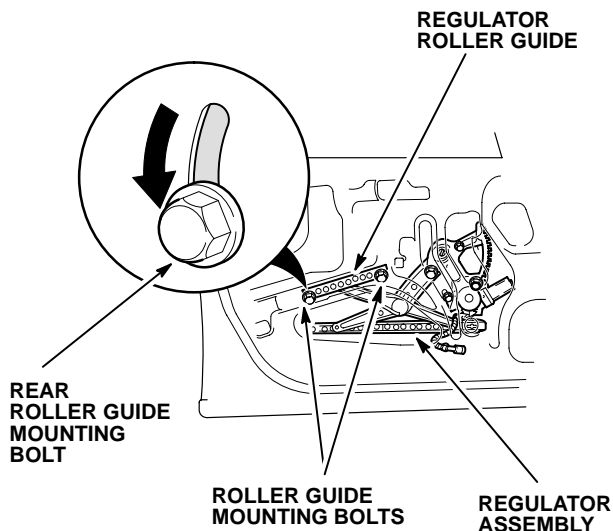
NOTE: If you need to brush up on wheel balancing fundamentals and terminology, we recommend that you review the Acura Advantage video, "Troubleshooting Wheel and Tire Vibrations."



Legend Wind Noise From Door Glass

If you have wind noise from the front door glass of a '91-93 Legend Sedan, the first thing you should do is adjust the glass as described in S/B 91-012, "Wind Noise From Door Glass." If you still have an audible wind leak at the run channel (detectable with a stethoscope) after adjusting the glass, use the following procedure to replace the run channel.

1. Remove the door panel and the inner and outer moldings.
2. Remove the door glass and the old run channel.
3. Inspect the new run channel for any pinholes or other flaws at the top of the door mirror area. Seal any holes or flaws with adhesive.
4. Lubricate the run channel with silicone spray, and install it carefully. Make sure it engages the door channel fully.
5. Reinstall the door glass and inner and outer moldings.
6. Move the rear roller guide bolt down to the bottom of its adjusting slot.



7. Temporarily reinstall the door panel (leave the screws out).
8. Test drive the car, and listen for the wind noise with your stethoscope. If necessary, readjust the door glass so that it engages the run channel properly (see steps 9 and 10 of S/B 91-012).



'94 Integra Two Trip Troubleshooting

If you've read the Fuel and Emissions System Description pages in your '94 Integra S/M, then you know something about the new "two trip detection method" logic for HO₂S and fuel metering functions.

With two trip logic, the only way you'll see the MIL on with either a code 1 or code 43 is if the problem occurs on two "back-to-back driving cycles." Back-to-back driving cycles means the car is driven, turned off, allowed to cool *completely*, then driven again. The advantage of this logic is that it prevents "false alarms" by not coding for some peculiar, one-off driving situation, but it will still alert you to the problem within two driving cycles if the car is really "broken."

So what does this mean to you when you have to diagnose a code 1 or code 43 on a '94 Integra? No, you don't have to drive the car twice to duplicate a problem. Just follow the new flowcharts exactly, and test drive or run the car *with the SCS short connector connected*. When the SCS short connector is connected to the service check connector, the two trip function is canceled; the MIL will blink the code the first time you duplicate the problem.



'94 Integra Steering Wheel Removal

To remove the steering wheel from a '94 Integra, you need a steering wheel puller. But beware: If you thread the puller bolts into the steering wheel hub more than five threads, the bolts will hit the cable reel and damage it. To prevent this, install a pair of jam nuts five threads up on each puller bolt.

If you've been eating your Wheaties, it's possible to yank the steering wheel off without a puller. Don't do it! The cable reel connectors may catch on the hub and pull the cable reel apart.

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