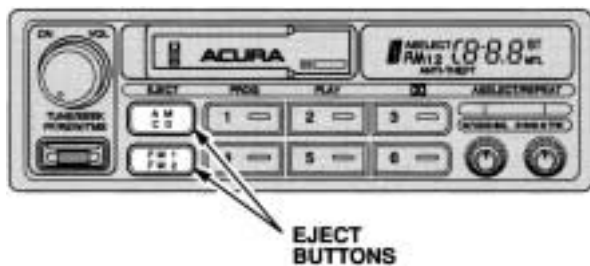


**ACC Integra Triple-Function Audio Units**

All 1994 Integras are equipped with triple-function audio units that can control all radio, cassette, and CD functions. A separate control head is no longer required for the CD player. The operating procedures for these units are covered in the owner's manual for the car, but here's one feature they missed.

The owner's manual and the unit's faceplate both indicate that the AM/CD button is the cassette tape eject button. However, both the AM/CD button *and* the FM 1/FM 2 button will eject a tape. Why both? So you can select which audio function you want to return to after playing a tape.



If you eject the tape with the AM/CD button, the unit will return to the last function that was selected with that button (either AM or CD). Likewise, if you eject the tape with the FM 1/FM 2 button, the unit will return to the FM mode last selected.

**ABS Code 1-2 S/M Change**

Here's a change for your 1991-93 Legend and 1992-93 Vigor S/Ms: The troubleshooting flowchart for ABS code 1-2 has you remove the 7.5 A ABS unit fuse from the under-hood ABS fuse/relay box and check for voltage between the fuse's "hot" terminal and body ground. Then the flowchart asks "Is there battery voltage?" We've measured the voltage at this terminal and found it's approximately 10 V. Change your S/Ms to read "Is there approximately 10 V?" on the following pages:

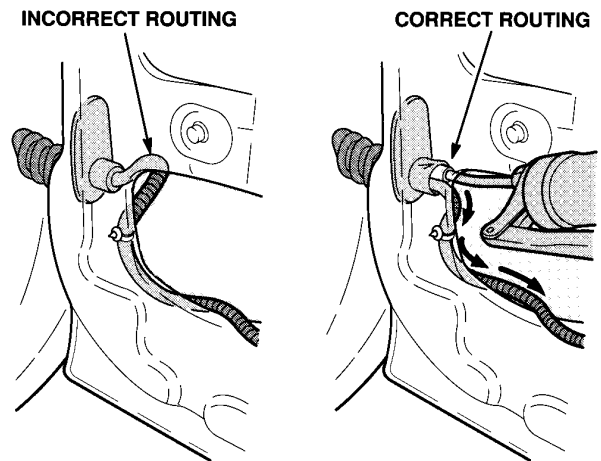
- 1991, 1992, & 1993 Legend . . . . . 19-56
- 1992 & 1993 Vigor . . . . . 19-54

**Legend Rear Power Window Won't Work**

Corrosion, caused by moisture, in the rear door harness connector may cause a rear door window on a 1991-93 Legend to quit working.

Remove the center pillar lower trim, the seat belt retractor, and the plastic retractor cover from the appropriate side of the car, and inspect the rear door harness connector (C405 on the right side, C266 on the left side). If the connector is corroded, you've found the culprit. (Otherwise, keep on troubleshooting.) Clean the connector, and pack it with dielectric grease.

To prevent the problem from recurring, remove the rear door panel. Look at the corrugated rear door harness protector where it goes into the rubber boot at the front of the door. You'll probably find that it enters the boot at a downward angle, which allows water to run down the wires to the connector. If so, release the harness from the first clip that holds it to the door. Pull the harness down (about 2") so that it enters the boot at an upward angle, then secure it with the clip. Pack the boot with dielectric grease where the corrugated protector enters, then reinstall the door panel.



**Vigor Crank Pulley Holder Attachment**

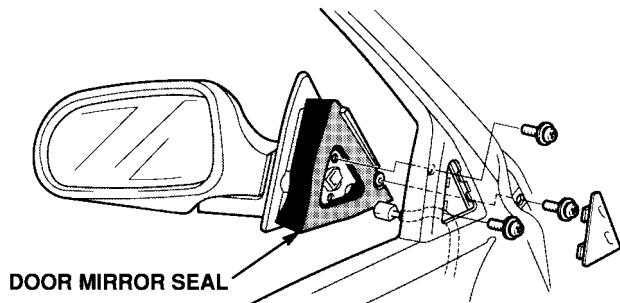
The tool number for the 50 mm Holder Attachment (for the crank pulley) on page 6-2 of the 1993 Vigor S/M was misprinted. The correct tool number is 07NAB-001040A. Also, change your copy of S/B 92-029, "Crankshaft Pulley Holder," to indicate that the 07NAB-001040A holder is now recommended instead of the 07MAB-PY3010A holder for all Vigors.



## Legend Sedan Door Mirror Seals

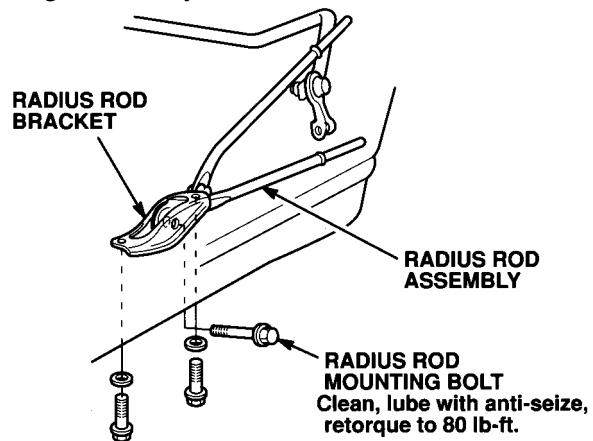
The urethane seals for the door mirrors on 1991-93 Legend Sedans are now available separately. (Previously, you had to replace the whole mirror if the seal was deformed or torn.) The part numbers are as follows:

Door Mirror Seal: . Left: P/N 76285-SP0-A01  
Right: P/N 76235-SP0-A01



## Legend Rear Suspension “Cracks”

A loud “cracking” noise from the rear suspension of a 1991-93 Legend when driving over sharp-edged bumps or holes may occur if the radius rod bushing isn’t clamped tightly in its bracket. To increase the clamping force of the radius rod mounting bolt, first remove the two radius rod bracket mounting bolts, then remove the radius rod mounting bolt. Clean the mounting bolt threads thoroughly, lubricate them with anti-seize, then torque the mounting bolt to 80 lb-ft during reassembly.



## Legend Seat Base Assemblies

Some people think that replacing the driver’s seat base assembly on a 1991-93 Legend is a good way to eliminate all the causes of seat rock. Not true! The current seat bases in stock were manufactured before the latest seat motor and linkage bushing updates, and may be looser than the original seat base.

If you must replace a seat base for loose or damaged seat track rails, check the elevation motor lead screws for looseness as described in the April 1993 issue of S/N. If the lead screws feel loose, update the new seat base as described in S/B 92-017, “Driver’s Seat Rocks.”



## Hatch Glass Hits Roof With Struts Off

When installing a spoiler on a 1994 Integra Hatchback, do exactly what step 12 of the installation instruction says: “...replace the hatch struts *one* at a time.” If both struts are removed, it’s possible to raise the hatch far enough that the corners of the glass hit the roof panel and break.

Obviously, if you have to remove the hatch itself for some reason, the same thing can happen because you have to disconnect both struts. We’d suggest you add a note to the S/M about not raising the hatch too far. Step 8 of the Hatch Replacement procedure on page 20-147 (where you remove the struts) would be a good spot.



## CD Changer Installation

A quick reminder: Unless the car is equipped with a triple-function audio unit, you must also install a CD control head when installing a CD changer. If you connect a changer directly to a non-triple-function audio unit, you’ll damage the audio unit.

All 1994 Acuras except Vigors are equipped with triple-function audio units. Prior to that, only 1991-93 Legends (except the 1991-92 base model), 1991-93 NSXs, and 1992-93 Vigor GS models came with triple-function audio units.

**ACURA ServiceNews**

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