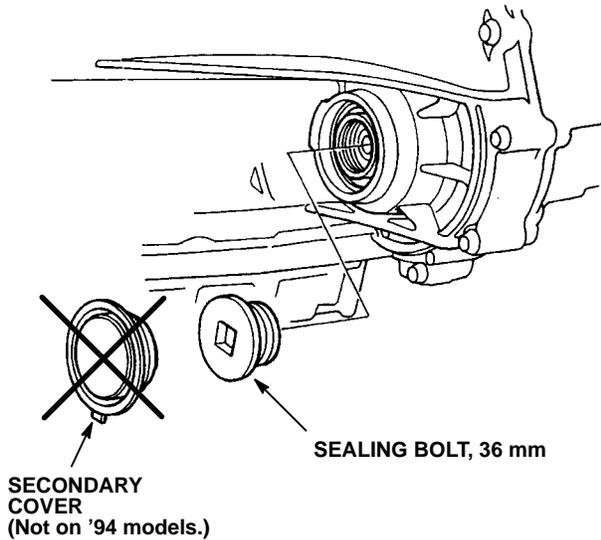




Extension Shaft Secondary Cover

The extension shaft secondary cover (the one over the 36 mm sealing plug at the end of the extension shaft) has been eliminated from '94 Legends. Both the S/M and the current parts microfiche still show this part for the '94 models, but this will be corrected in future revisions.



DPMS Steering Column Inoperative

If a '94 Legend customer complains that the steering column no longer moves to the memorized position after inserting the ignition key into the ignition switch, there's a good chance that the steering column was "stalled" at some time. (For example, if you grab the steering wheel when exiting the car, and the column is still moving, the column may stall.) To confirm this cause, operate the extend, retract, and tilt buttons manually. If these functions now have a smaller than normal range of travel, the column was stalled.

To restore full column operation, first remove the No. 15 (7.5 A) fuse from the under-dash fuse/relay box for at least 30 seconds to clear the DPMS control unit memory. Reinstall the fuse, manually extend and retract the column to each extreme, and tilt the column fully up and down. This allows the control unit to "relearn" the full limits of the column's travel. (Stalling the column made the control unit "forget" some of the range of travel.) You should now be able to set and retrieve steering column and seat positions properly. If not, refer to the S/M for further troubleshooting.



P/S Seal Kit Update

To further simplify parts ordering for steering rack and control valve rebuilds, several new Power Steering Seal Kits are now available. Kit "A" is for the rack; kit "B" is for the control valve. Here's a list of all the kits currently available:

Application/Description	P/N
'86 Legend – Kit A	065A3-SD4-505
'87-90 Legend – Kit A	065A3-SD4-425
'86-90 Legend – Kit B	065B3-SF1-405
'91-94 Legend – Kit A	06531-SP0-010
'91-94 Legend – Kit B	06532-SP0-000
'86-89 Integra – Kit A	065A3-SD2-415
'86-89 Integra – Kit B	065B3-SD2-405
'90-93 Integra – Kit A	065A3-SH3-425
'90-93 Integra – Kit B	065B3-SK7-405
'92-94 Vigor – Kit A	06531-SL5-010
'92-94 Vigor – Kit B	06532-SL5-000



Cloudy Paint After Rapgard Removal

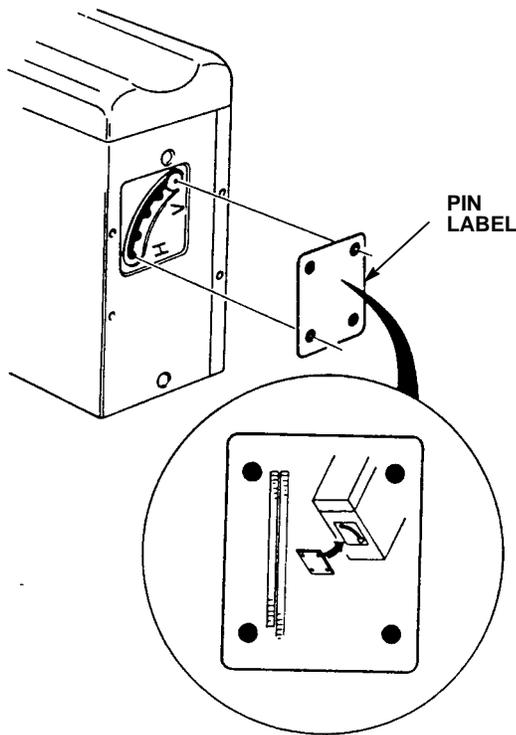
It's not unusual to see some cloudy marks in the paint right after you remove the plastic protective film (Rapgard) from a '94 model during PDI. Typically, these marks show up where there was a wrinkle or air bubble in the film. Even though the paint is hard when the film is applied, there are still solvents trapped in the paint. As the solvents work their way to the surface, the paint softens and conforms to the surface of the Rapgard.

These marks aren't permanent; once the solvents leave the paint, the surface will "flow out" and become glossy again. Letting the car sit in the sun or in a warm shop will speed the process, but it may take up to 24 hours for the marks to disappear. *Don't color sand or polish the paint for at least 24 hours after removing the Rapgard.*



'94 CD Changer Installation

The '94 model CD changer, P/N 08A06-142-420, can be mounted either horizontally or vertically, depending on the application. To accommodate these two mounting positions, the springs on the CD changer can be adjusted accordingly (see the appropriate installation instructions). After the springs are adjusted, you *must* apply the "pin labels" over the spring pins. These labels prevent the spring pins from dislodging and moving when the car is driven over bumps. (If the springs aren't positioned properly, the CDs will skip excessively.)



ABS Pump Runs Frequently

A leaking ABS modulator solenoid and an ABS accumulator with little or no nitrogen have one symptom in common: both problems cause the ABS pump to run frequently. The difference in the symptoms is how long the pump runs. When the nitrogen in the accumulator is depleted, the pump will run only a short time (5 to 10 seconds). When one of the solenoids is leaking, the pump will run much longer (sometimes up to 120 seconds).

The similarity in these symptoms has caused some people to replace solenoids needlessly in '87-90 Legends and '90-93 Integras. If you check one of these cars for a leaking solenoid as described in the appropriate S/B, and the accumulator is bad, the S/B test will indicate a faulty solenoid. Why?

When the nitrogen in the accumulator is depleted, the bladder can't act like a spring to pressurize the stored fluid. The accumulator fills up with fluid, and the pump tries to compress it. Since the fluid can't be compressed, the system pressure builds rapidly to an excessive level. This forces the solenoids to open (a safety feature), allowing the fluid to return to the modulator reservoir. This cycle of pressure buildup and relief is what causes the pump to cycle off and on rapidly.

So what should you do the next time you get a car with an ABS pump that runs frequently? First, check for a faulty accumulator. Bleed off the system pressure with the bleeder T-wrench. Connect your ALB checker, and perform the Mode 1 test. Keep track of how many seconds the pump runs after you press the Start Test button. If the pump runs only about 5 to 10 seconds and turns off, the nitrogen in the accumulator is probably depleted. To verify that the accumulator is faulty, bleed off the fluid again with the bleeder T-wrench. If you don't get at least 100 to 160 cc in the tool reservoir, replace the accumulator.



Electrical Connector Catalog

Many of the electrical connector housings that are likely to be damaged in a collision are now available separately for '90-91 models. These connectors can be found in the Acura Electrical Connector Catalog, P/N 13CNNB-1, that was recently mailed to your Parts Department. Check it out! (It should be filed with the Parts Reference Guide.)

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