



## GS-R Uses Different A/C Kit

There are two new A/C kits for '92 Integras: one just for the GS-R, and one for all other versions. The difference is the compressor. The GS-R engine will rev to 8,600 rpm before "fuel cut," and the standard Integra A/C compressor wasn't designed to handle that kind of rpm.

'92 Integra A/C Kits

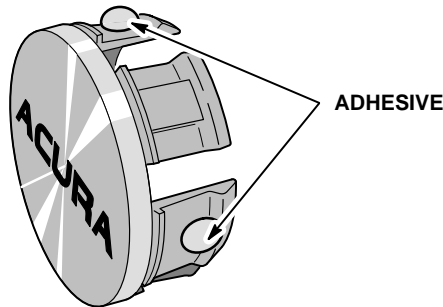
All except GS-R: P/N 80000-SK7-A03

GS-R only: P/N 80000-SK7-A20



## Alloy Wheel Center Cap Falls Off

Some of the alloy wheel center caps on early '92 Integras don't fit tightly enough. ("Early" means through VIN JH4DB1 . . . NS002697 or JH4DA9 . . . NS009765.) If one of these cars comes in missing a cap, test the other caps by trying to remove them with a piece of duct tape wrapped around your hand. If the tape pulls the cap out, apply three equally spaced dabs of 3M Weatherstrip adhesive to the cap before you reinstall it. New replacement caps, however, fit tighter and need not be glued.



## Tips from Tech Line

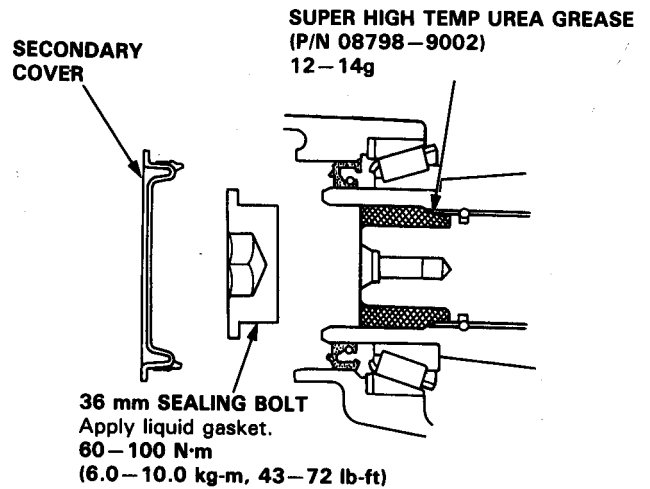
**'91-'92 Legend differential repair:** When repairing a differential in either a '91 or '92 Legend, use the latest information and procedures in the '92 S/M. And before you tear into a differential that's leaking oil, make sure the breather hose on the differential case cover isn't kinked.

**'91-'92 Legend cruise control surge on downhills:** When going down hills with the cruise control on, a little jerk or surge during the transition from "fuel cut" to part throttle is a normal characteristic of this model.



## Grease and Seal the Extension Shaft

When installing the extension shaft on a '91-'92 Legend or '92 Vigor, don't forget to grease the splines and coat the sealing bolt threads with liquid gasket. Without both of these preventative measures, the splines may rust and seize, making any future trans or differential removal very difficult.



## Starter Clicks But Won't Engage

Contaminated starter solenoid contacts on a '91-'92 Legend may keep the starter motor from working. If you can hear the loud click of the starter pinion engaging, but the starter motor won't spin, replace the starter solenoid. (It's available separately!)

Magnetic Switch (starter solenoid):  
P/N 31220-PY3-004



## ABS Light, No Code Note

Page 19-50 of all the '91 and '92 Legend S/Ms lists all possible causes for the ABS indicator light to be on with no problem code stored in the ABS control unit. However, when checking for an open in the YEL/BLK wire between fuse No. 3 (15 A) and the control unit, note that this is fuse No. 3 in the under-dash fuse box. There's been some confusion since fuse No. 3 in the under-hood fuse/relay box is also 15 A.



## Legend Door Glass Wind Noise Tips

Here are some diagnosis and repair tips for '91-92 Legend Sedans with wind noise from the front door glass:

### Diagnosis

Before attempting any repairs, drive the car in its original condition and pinpoint the noise to as small an area as possible.

First, drive the car in all four directions relative to the prevailing wind (into and away from the wind, wind from the right and left). Wind noise is usually most noticeable when the "noisy" side of the car is facing away from the wind (or, for you nautical-types, the leeward side of the car). After determining which direction is noisiest, vary your speed in that direction to determine which speed is noisiest.

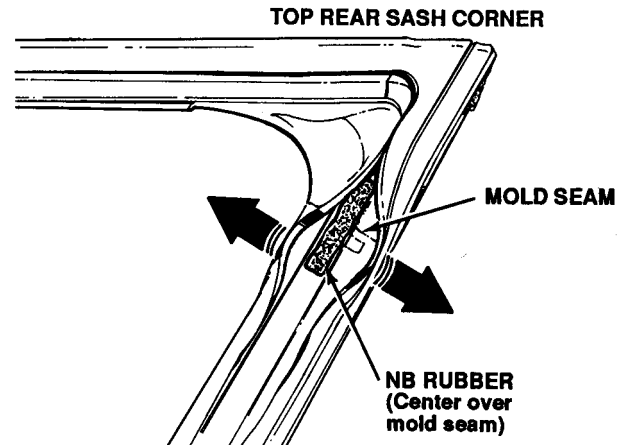
Now, drive the car in the noisiest direction, at the noisiest speed, and listen to the edges of the glass with your stethoscope (without the probe). If the passenger's side is the problem, have an assistant drive. The corners of the glass will always be noisier than the straight sections. Compare the noise level to another car to "calibrate" yourself to what's normal.

### Repair

- If the upper rear corner of the glass is noisy, use the procedure in the revised version of S/B 91-012, "Wind Noise From Door Glass," dated February 2, 1992.
- If the front or top edge of the glass is noisier than the rear edge, adjust the glass 1-2 mm forward by raising the rear of the roller guide.
- If the rear edge of the glass is noisier than the front or top edge, adjust the glass rearward by lowering the rear of the roller guide.

If the noise can't be eliminated by adjusting the roller guide, check for a deformed or improperly installed run channel. The run channel won't seal unless it's fully engaged with the door frame.

Replace the run channel if it's deformed. Add the reinforcement to the upper rear corner of the new run channel if it doesn't already have it (see above-mentioned S/B 91-012).



Before installing the new run channel, inspect the door frame spot welds. If the welds protrude and deform the run channel, flatten them with a drift.

Lubricate the run channel with silicone spray or WD-40. Install the upper section by pressing the lower lip in with a dull instrument. Test drive the car and adjust the glass for the least noise.



## Don't Use Service Loop for Timing

When checking the ignition timing on a '91-92 Legend or NSX (which should only be done at the 60K service), don't connect your timing light to the "service loop." The signal at the service loop isn't compatible with some timing lights, and you may get an incorrect reading. Instead, put the inductive pick-up around both wires to the #1 cylinder ignition coil.



## Great PQR's

Well, it's that time again – time to thank the folks who send in those well-written PQR's with all the pictures and arrows and 8 x 10 color glossy photographs (or snapshots). Here's this month's batch:

Allen Smith  
 Tim Porelle  
 J. D. Oliver  
 Russel Head  
 Martin George

Gorges-Wittman Acura  
 Acura Connection  
 Acura Southwest  
 Tamaroff Acura  
 Lindsay Acura

**ACURA ServiceNews**

©1992 American Honda Motor Co., Inc. - All Rights Reserved. Published by AHM Service Communications, 1919 Torrance Blvd., Torrance, CA 90501-2746. All suggestions become the property of American Honda Motor Co., Inc.; sending a suggestion gives Honda permission to publish it without further consideration.

