



Flush Out That Old ATF

Harsh shifting or “flaring” on shifts may be a sign that ATF is “worn out” and a change is in order. (It may also indicate that a poor quality ATF was used the last time it was changed.) If the ATF is the problem, however, you need to do more than just change it – you need to flush the trans. Here’s how’s to do it:

1. Raise the car on a hoist.
2. Drain the trans fluid.
3. Refill the trans with three quarts of Honda ATF.
4. Start the engine and shift the trans to D4.
5. Work the accelerator and let the trans upshift and downshift through all the gears at least five times.
6. Stop the drive wheels, then, with your foot on the brake pedal, shift between neutral and reverse at least five times.
7. Repeat steps 2 through 6 two more times (drain, refill, run through the gears five times).
8. Drain the trans and refill to the proper level with Honda ATF.



Legend Remote Audio Control Round-up

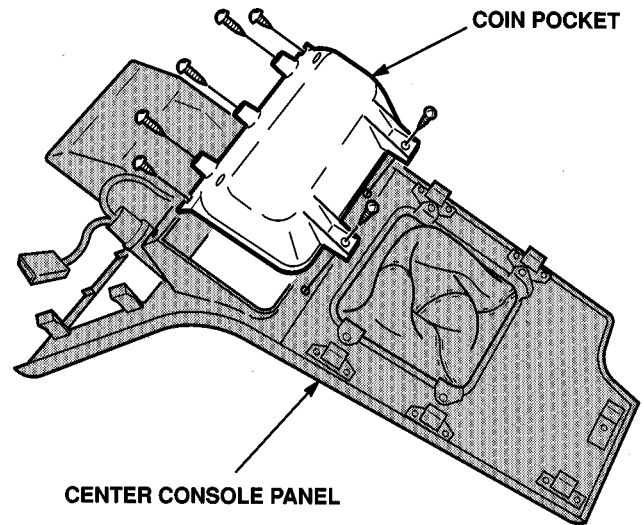
Are the different '91-92 Legend remote audio control symptoms giving you fits? This guide should help:

- If the remote controls won't change the volume, but will change the station, replace the audio unit. Refer to S/B 92-013, “Remote Audio Volume Controls Inoperative or Cause Static,” for all the details.
- If the car is equipped with an Acura cellular phone, and the remote volume control “won't work” only while turning the steering wheel, refer to the revised version of S/B 91-045, “Erratic Remote Audio Control Operation,” dated September 29, 1992. (“Won't work” may mean the volume control changes the radio station, turns on the CD player, or activates the phone.) The latest version of this bulletin explains how to install a revised steering column slip ring to improve the radio's ground. Do not replace the audio unit for this symptom.
- If the remote audio controls are completely inoperative, refer to the S/M. Troubleshoot and repair as necessary.



Legend Coin Pocket Availability

If you come across a '91-92 Legend with damaged center console screw holes (the ones right below the ashtray), you don't have to replace the whole center console panel. What's actually damaged is the coin pocket, which is available separately, P/N 77297-SP0-A00.



S/M & ETM Notes

'92 Legend differential pinion bearing preload:

Somehow the Vigor pinion bearing preload specs crept onto page 15-19 of the '92 Legend S/Ms. Refer to page 15-18 of the '91 Legend S/Ms for the proper specs.

'92 Vigor M/T secondary gear thrust washer: Index number 36 on page 13-9 of the '92 Vigor S/M; this thrust washer's size is 80 mm, not 90 mm.

'91 Legend A/T lock-up solenoid troubleshooting:

The wire colors for lock-up control solenoids A and B on pages 14-45, 14-50, and 14-51 are incorrect. If you look at the Circuit Diagram on page 14-45, you'll notice the wires are supposed to change colors between the solenoids and the ECU. In reality, the cars were not made this way, so cross out the BLK/RED and YEL/GRN on page 14-45. On page 14-50 (Code 1 troubleshooting), change all the BLK/REDS to YEL, and on page 14-51 (Code 2 troubleshooting), change all the YEL/GRNs to GRY.

'91 Legend fuse 19 amperage: Pages 141 and 148 of the '91 Legend Sedan ETM show the wrong amperage for fuse 19. Fuse 19 is 7.5A, not 15A. All other references to fuse 19 throughout the ETM are correct.

ACC Audio S/B Filing

Over the years, audio S/Bs have been filed in two different sections of the S/B binder – Electrical and Accessory. There are pros and cons to both filing schemes. After all, audio components are electrical, and some are dealer-installed options. Many, however, are standard equipment and therefore don't fit that definition of "accessory."

After a brief debate, we decided that all audio components fit another definition of accessory: "a device not essential but adding to the convenience or effectiveness of something else." So, with this in mind, all future audio bulletins will be filed under Accessory. If you move the three bulletins listed below from Electrical to Accessory, then all audio bulletins will be filed together:

92-013, Remote Audio Volume Controls
Inoperative or Cause Static

92-001, Static on AM Band

87-024, Replacement Radio Repair Harness

Future S/B Indexes (beginning with the 4th quarter 1992) will list these three bulletins under Accessory.

Special Tool Notes

Bleeder T-wrench Seals, T/N 07HAA-SG00120, are now available separately. It's just what you need if there's leakage between the Bleeder T-wrench and maintenance bleeder when you use the tool.

Clutch Alignment Shaft, T/N 07NAF-PR30100, was shipped to your dealership early this month. This is the new, improved tool for '92-93 Integras (their mainshafts are 1 mm larger). Make note of the new T/N on pages 12-2, 12-8, and 12-11 of your S/Ms, too.

Integra Clutch Disc Interchangeability

As mentioned in the article above, the mainshaft diameter on '92-93 Integra M/Ts is 1 mm larger than previous models. Consequently, '92-93 clutch friction discs are not interchangeable with '90-91 models.

Great PQR's

Our Service Engineering Information Department regularly recognizes those of you who send in Product Quality Reports that are legible, complete, well-written, and include illustrations or pictures. Here's this month's batch:

James Jackson Acura Carland

Richard Van Sickle Beaudry Acura

Peter Goon Acura of Boston

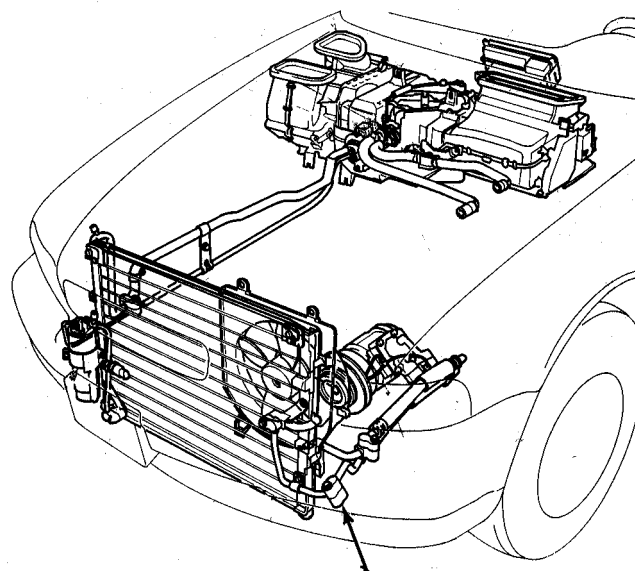
Paul Martin &

Mark Hawkins Flatirons Acura

Here's an example of a well-written PQR with a helpful illustration. This one was done by photocopying a page from the S/M, but sketches and photos are also appreciated.

Complaint/Symptom: A/C stops cooling intermittently.

Corrective Action: After extensive checking, we removed the lower condenser line. Found a screw in the end of the line that would restrict the refrigerant flow at times. Removed the screw, and evacuated and recharged the system.



Screw found in this fitting.

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