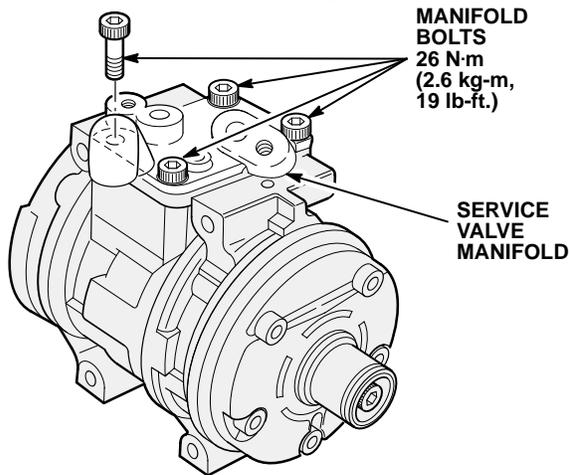




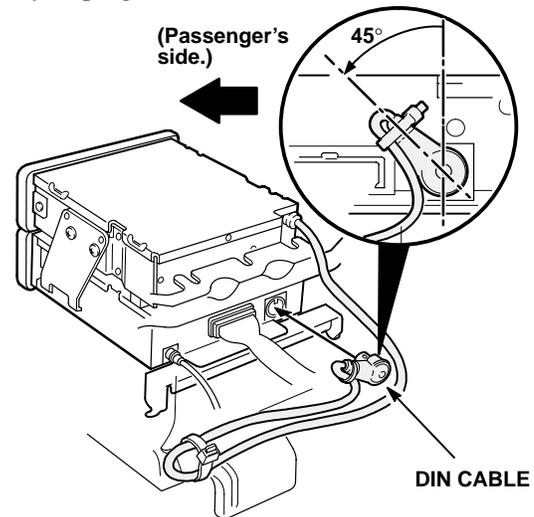
## Transfer ND Service Valve Manifolds

Replacement Nippondenso (ND) A/C compressors don't come with a new service valve manifold (the plate where the suction line, discharge line, and relief valve attach). Transfer the manifold from the old compressor to the new compressor. (Use the new O-ring included with the compressor.) Torque the manifold bolts to 26 N·m (2.6 kg-m, 19 lb-ft).



## Integra CD: Plug the DIN in Correctly

When installing a CD player or changer in a '94 Integra, beware: It is possible (if you've been eating your Wheaties) to plug in the DIN connector wrong (45 degrees off). With the RS audio unit, this means the CD player won't work. With the LS/GS-R audio unit, however, this means the audio unit will never work again! Make sure the DIN lead points toward the passenger's side of the car at a 45-degree angle when you plug in the connector.



## Vigor A/T: Engine Won't Crank

A faulty A/T gear position switch on a Vigor may intermittently cause the engine not to crank in Park. This symptom usually shows up during a cold start, and the engine will crank in most cases after you fiddle with the shift lever. Replace the A/T gear position switch (A/T position sensor), P/N 28900-PW7-A02.



## New Lock Rekeying Kit Just Released

Don't make your customers carry two keys after a lock replacement! Rekeying the replacement lock is easy. A new lock Rekeying Kit, P/N 06721-SH3-405, is now available for '88-94 models. The kit contains all six of the required tumblers (100 each), tumbler springs (600), and trunk lock bezels (10 for '88-89 Integras, and 10 for '89 and later Integras and Vigors), all in a handy plastic case. Rekeying instructions are also included, or you can still refer to the "How to Rekey Replacement Locks" article in the May '89 issue of S/N. The current dealer cost of the kit is \$99.00.



## SRS Torx Bolt Replacement

The Torx drive recess in the head of a driver's airbag mounting bolt is shallow and can strip if the Torx driver isn't fully engaged. Periodically dress the end of your driver with a grinder to keep it sharp and flat, and always make sure that the driver is fully seated in the recess before attempting to loosen or tighten a bolt.



## Legend Cruise Control Won't Set

A '94 Legend with a cruise control that won't set probably needs a new cruise control actuator. On your way to the actuator, check for poor connections at the actuator connector. If the connections are OK, substitute a known-good actuator (from a car whose cruise control will set). If that doesn't cure the problem, *then* proceed with the S/M troubleshooting.



## A/T Won't Engage Reverse

A broken or cracked mainshaft speed sensor on a '90-94 Legend, '92-94 Vigor, or a '94 Integra may give a bogus signal to the TCM, which then prevents the trans from engaging reverse.

If you're working on a car with this symptom, disconnect the shift solenoid connector at the most convenient spot. (Refer to the appropriate S/M.) If the trans still won't engage reverse, the problem is mechanical, not electrical. However, if the trans will engage reverse with the shift solenoids disconnected, inspect the mainshaft speed sensor for damage (such as from a front-end collision), replace it if necessary, and recheck the reverse engagement.



## '94 Integra M/T Second Gear Mix-Up

The P/N for the RS/LS countershaft second gear set, 23432-PS1-A01, on the '94 Integra 3-door parts microfiche is incorrect. The P/N for the RS/LS countershaft second gear set on the '94 Integra 4-door parts microfiche is correct, although the second gear in the set isn't.

So, to get a completely correct second gear set, order the P/N 23432-PS1-A02 gear set from the 4-door microfiche, plus a new second gear, P/N 23431-PS1-A01, to replace the gear in that set (it has the wrong number of teeth, and it's about 2 mm too thin).



## Early NSXs Can Use '94 Wheels/Tires

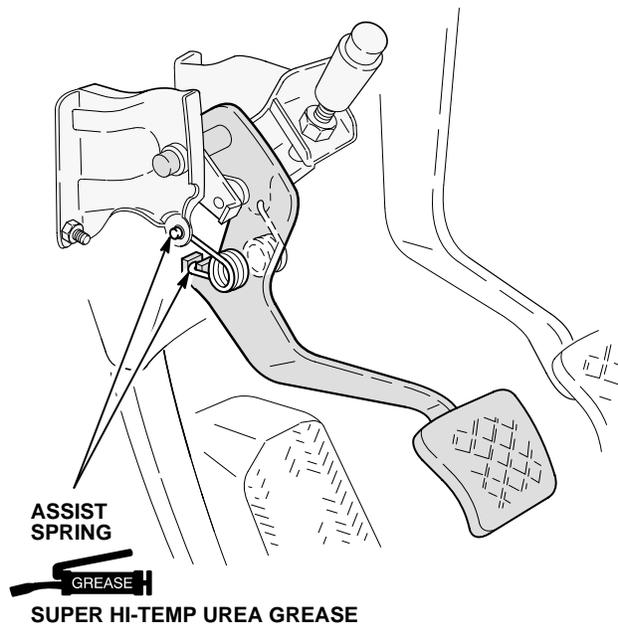
The '94 NSX wheel and tire combinations can be used on the '91-93 NSXs. Although the wheel diameters are one inch larger (16s and 17s), the lower profile tires keep the rolling circumference within one percent of the earlier wheels and tires.

The TCS control unit was changed on the '94 model to match the slightly different rolling circumference. However, we've installed the '94 wheels and tires on earlier NSXs and not had any problems with the TCS. If anyone does experience a TCS problem after a wheel and tire update, install a '94 model TCS unit before you start troubleshooting. (Hey, if you can afford an NSX and new wheels and tires, you can probably afford a control unit if you need one!)



## Legend/Vigor Clutch Pedal Makes Noise

A "spring noise" when you slowly depress and release the clutch pedal on a '91-94 Legend or '92-94 Vigor may be caused by a dry clutch pedal assist spring. Lubricate the assist spring pivot points with Super Hi-Temp Urea Grease, P/N 08798-9002, where shown.



## Car Leans Too Much? Measure Ride Height

If a car appears to lean excessively to one side, measure the ride height side-to-side.

Remove all loose items from the car. Jounce the car several times, front and rear. Roll the car back and forth about one tire revolution. Measure vertically from the ground, at the center of the wheel, to the top of the wheelwell opening. If the difference is less than 15 mm (5/8 inch) side-to-side, it is unlikely that any part of the car is out-of-spec or faulty.

### ACURA ServiceNews

©1994 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.

