



Engine Won't Start? Watch the MIL

The Malfunction Indicator Lamp (MIL) or the Check Engine light should be the first diagnostic tool you use on a car that won't start. Turn the ignition switch OFF, then back ON (but not to START) while watching the light. The light will either:

- Not come on at all
- Come on for two seconds, then go off
- Come on and stay on

The Fuel and Emissions sections in all our S/MS have ECM or ECU troubleshooting for the first and third scenarios.

The '93 Integra S/M also has troubleshooting for the second scenario ("Engine Will Not Start"), which also works on '90-92 Integas. On other models, check for fuel pressure and spark.

If you call Techline for assistance on a car that won't start, be sure you can tell them how the indicator light behaves.



Integra Cruise Actuator Test

Step 4 of the Cruise Control Actuator Assembly Test in the '90-92 Integra S/MS contains an error. All you do in step 4 is power the magnetic clutch and listen for it to click. Cross-out the last sentence: "You should be able to hear the motor." (You'll check the motor in step 6 of this procedure.) Here are the page references:

- '90 S/M - page 23-208
- '91 S/M - page 23-224
- '92 S/M - page 23-232



Entry Lights Stay On/ETM Correction

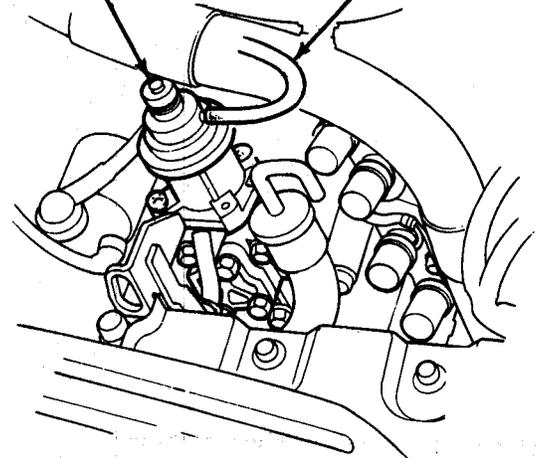
Make a note on page 115-3 of your '91 Legend ETM: Use pages 115-2 and 115-3 in the '92 Legend ETM if you're looking for an entry light problem. The '91 ETM omits two WHT/BLK wires that go to the left and right front door connectors, C384 and C303. These wires were omitted because they're not used, but if either is shorted to ground, the entry lights will stay on all the time.



Integra A/T Shifts Harshly

An A/T-equipped '93 Integra that shifts harshly may have a kinked vacuum modulator hose. Check the vacuum hose carefully from the modulator (located near the trans dipstick) up to the vacuum hose manifold, and reroute it if necessary.

VACUUM MODULATOR ASSEMBLY VACUUM HOSE



S/N Indexes: Now Which Ones?

Here's an update on the index guide we published in the November '91 issue of S/N.

The S/N index is what we call a "rolling" two year index. When it's updated each quarter, the articles from the oldest three issues are dropped, and the articles from the latest three issues are added. This keeps the index current, though 75% of the entries are duplicated from one quarterly index to the next. To avoid looking through all the duplicate article entries, save and use just the following indexes.

October '88: Covers the first two years of S/N, October '86 thru September '88.

October '90: Covers the second two years, October '88 thru September '90.

October '92: Covers the third two years, October '90 thru September '92.

The most current index: (Presently, that's the January '93 index.) Covers the last two years, so it will overlap the October '92 index to some extent until October '94. Check the dates on the current index date, then you'll know how much of the October '92 index to look through.



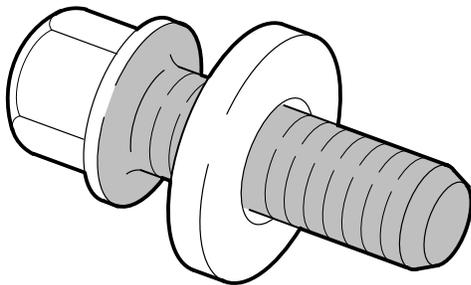
Remove Stubborn Crank Pulley Bolts

Although our crankshaft pulley bolts are high quality, they may stick to the crankshaft threads when properly torqued. In fact, a properly torqued pulley bolt may require up to two or three times the installation torque to remove! (Now there's a job for the proverbial two men and a boy!) Here's how we remove these stubborn pulley bolts:

1. Insert the appropriate crank pulley holder into the pulley. (See S/B 92-029, "Crankshaft Pulley Holder," filed under Special Tools.)
2. Support the crank pulley holder handle with a jack stand or transmission jack to get the weight of the car working for you.
3. Use a high-strength, long-handled, breaker bar with an impact socket to remove the bolt (which has right-hand threads). Try a 36-inch breaker bar if you have one (though there may be times when a bar 48 – 60 inches long would be nice).

When you reinstall the bolt, lubricate the threads and flange with motor oil, but don't lube the washer or pulley. Retorque the bolt to the specs in the appropriate S/M. The torque is critical; don't skimp just because you had a hard time removing the bolt.

Lube with motor oil here.



Don't lube washer.



NSX Transmission Removal

Whenever you remove the transmission from an NSX, use the procedure in the '93 S/M. The difference is you separate the lower control arms and toe control arms from the sub-frame, rather than the knuckles. (You'll find this easier than fighting a stubborn ball joint.)



Timing Belt Replacement

Some of you have noticed that '90 and later service and owner's manuals recommend timing belt replacement at 90,000 miles or 6 years. But what about '86-89 models?

We thought you'd never ask. (Actually, one of you did. Thanks to **Ed Krug** of Day Acura in Monroeville, PA, for inspiring this article. See, we do read our mail!)

The timing belt replacement interval for '86-89 models is also 90,000 miles/6 years. Prior to '90, however, our maintenance schedules only went to 75,000 miles/5 years.

Whenever a car comes in for a timing belt replacement, you should also recommend that the water pump be replaced at the same time. Point out the cost savings over replacing both parts individually, and remind the customer that the car will have 180,000 miles on it before it needs another belt. The pump may not make it that far.

Some customers are not easily convinced that timing belt and water pump replacements are necessary. And they may never experience a failure if the belt and pump aren't replaced. However, since these items are critical to the continued reliability of the engine at high mileage, the relatively small cost involved is money well spent.



S/N Survey: It's Not Too Late

A big THANKS to everyone who returned a '92 ServiceNews Survey. It's interesting to see which articles were especially helpful (or not), and we've received a lot of good comments and constructive criticism.

Based on your input, we'll be making some changes. But we'd really like to hear from the rest of you before we act. Tear that survey off your December '92 issue, fill it out, and send it in *now*. We'll tally the results and let you know what's happening in next month's issue.

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