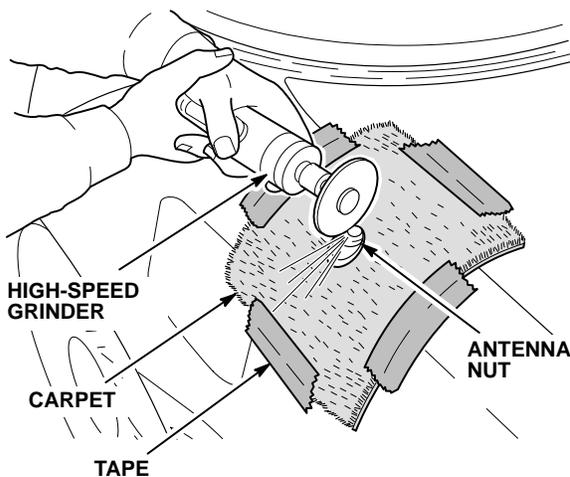




Corroded Antenna Nut Removal

When there's corrosion between the antenna nut and mast housing threads, it's sometimes impossible to remove the nut with an antenna nut wrench. If you find yourself in this situation, try the following:

1. Make sure you have the proper new antenna assembly, insulator, and antenna nut on hand.
2. Cut a 1-inch hole in the middle of a large, surplus piece of indoor-outdoor carpet (or something similar). Slip the hole over the antenna, and tape the carpet to the body.
3. Using a cut-off wheel in a high-speed grinder, cut through one side of the antenna nut.



4. Spread the antenna nut apart with a flat tip screwdriver, then remove it from the mast housing.
5. Remove the old antenna assembly.
6. Install the new antenna assembly, adapter, and antenna nut.



'92 Integra Buzzes From Dashboard

The left engine mount on a '92 Integra (the one by the timing belt cover) may cause a buzzing or rattling noise. The noise is transmitted through the body when the engine is in the 1,400-3,000 rpm range, and it can easily be heard from the passenger compartment. Usually, the noise sounds like it's coming from behind the gauge assembly.

An improved left engine mount is now available to eliminate this symptom. The new mount is P/N 50820-SK7-A01.



Legend Upshifts Harshly When Cold

If a '93 Legend customer complains that his automatic transmission upshifts harshly, warm the engine up fully before you try to evaluate it. Why? Because the trans *will* shift more harshly when the engine is below normal operating temperature.

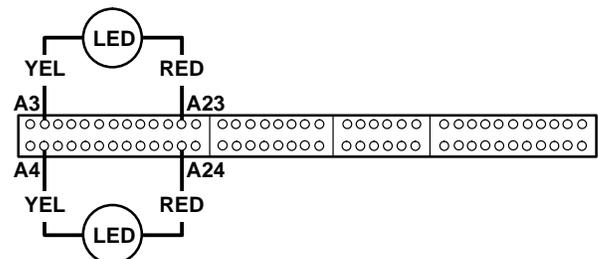
Beginning with the '93 models, the PCM retards the ignition timing slightly during shifting to produce smoother shifts. However, to keep emissions down during engine warm-up, this retard feature doesn't work until the coolant is up to normal operating temperature. So, when compared to how smoothly the trans usually shifts, some customers may notice slightly harsher shifting when the engine is cold.



Legend Shift Problem Correction

In the July '92 issue of S/N, we did an article on checking Vigor A/T shift solenoid signals while you drive ("Shift Problem: Trans or Control Unit?"). In the November '92 issue, we told you how to perform the same check on a '91-93 Legend. However, we reversed the terminal connections in the illustration of the Legend article, although the text was correct. (Do as we say, not as we illustrate?) So here it is again, with the correct illustration:

Connect LED A to terminals A23 (+RED) and A3 (-YEL), and LED B to A24 (+RED) and A4 (-YEL). Staple a photocopy of *this* Legend illustration to your July '92 issue.



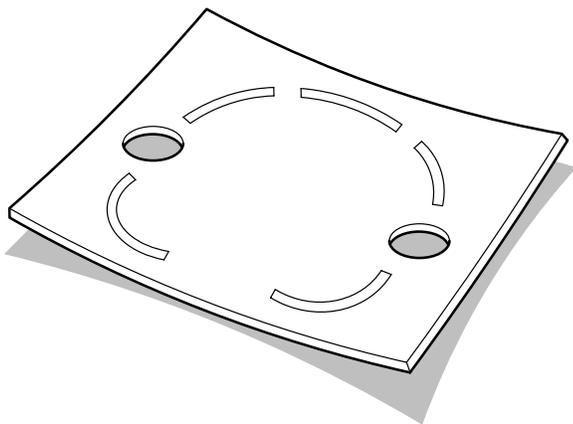
Slits in Integra Carpets

Why does the '94 Integra have slits in the carpet under the left-front corner of the driver's seat? The slits are for a retaining strap on the Canadian floor mats. (Apparently, some of those folks wear heavy boots that tend to knock the floor mats out of place.)



Integra Tweeters: No Template Required

Early-production tweeter kits for '94 Integras include a template for cutting the tweeter hole in the door panel. As you've probably noticed, however, the installation instructions don't mention a template. Don't worry, the instructions aren't missing anything; the installation procedure was changed to eliminate the use of the template.



'94 Integra A/C Installation Tips

Don't add refrigerant oil

Some people have misinterpreted step 24 of the A/C Installation Instructions to mean that they must add oil to the system during installation. That's not what it says; it merely states which oil to use, and how to handle it. The compressor in the A/C kit contains enough oil for the whole system. Don't add any oil; the quantity is critical. Too much oil will hurt the system's cooling performance, and, of course, too little may cause compressor noise or failure.

Care and feeding of O-rings

The '94 Integra A/C kit contains several different O-rings. What they have in common is that their material makes them compatible with R-134a, and they all need to be coated with the proper R-134a refrigerant oil during installation. Don't substitute an R-12 O-ring if you lose or damage one from the kit, and don't lube the O-rings with R-12 refrigerant oil. Use only the ND-8 oil, P/N 38899-PR7-A01 (the same oil you use in a '93 Legend or NSX).



Spongy Brake Pedal After Replacing Pads

If new brake pads are installed on a car with unevenly worn discs, you'll end up with a low, spongy brake pedal.

Under "average" driving conditions, you can usually replace the brake pads at least twice without refinishing the discs. After numerous pad replacements or severe usage, however, the discs can wear unevenly. At this point, you have a dished disc surface, which causes uneven pad wear, which makes the pad backing plate uneven under pressure. All of these uneven surfaces combine to cause caliper flex, which is what gives you the low, spongy brake pedal.

So if you know the pads have been replaced a couple of times, or whenever the discs and pads look suspicious, check the discs for taper as described in the S/M. Depending on your measurements and the thicknesses of the discs, refinish or replace the discs as needed.



Legend Oil Pressure Indicator Blinks

The oil pressure indicator light on a '91-93 Legend begins to blink if there is a momentary drop in oil pressure. The light continues to blink until the ignition switch is turned off. If the engine is restarted, and the oil pressure is up to par, the light stays off, indicating that all's well. You can drive the car when the light is blinking, but the problem should be checked as soon as possible.

The owner's manual doesn't mention this feature of the oil pressure indicator. It only states that this indicator lights (not blinks) when the oil pressure drops low enough to cause damage, and that you should pull to the side of the road and shut off the engine as soon as you can.

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