



## Evaporator Cleaning

When a car comes in with bad A/C odor, the evaporator must be cleaned. While many methods and cleaning products have been tried, this is what we recommend.

Remove the evaporator assembly from the car and disassemble it. Wash the case halves, the evaporator, and the foam insulators in mild dish soap and water. If the odor was real bad, the foam insulators should be replaced. Don't use bleach or any other type of cleaner/disinfectant; they'll attack the surface coating on the evaporator and make things worse in the long run.

Let the parts dry thoroughly before you reassemble them. Remove any debris from the blower, fresh air intake, and the cowl area.

Remind the customer: interior deodorizers, perfumes, and cigarette smoke generally make A/C odor worse. The key is keeping the evaporator as dry as possible. Use RECIRC when the outside air is humid; FRESH when the outside air is dry. Turn the A/C off the last few blocks before you reach your destination, but leave the blower on. If necessary, you can use the different ventilation modes to redirect the air to where it's not noticeable.



## Legend Water Pump Removal

Glen Swafford of Superior Acura, Fairfield, OH, wrote to tell us: "I have replaced no less than 10 – 15 (2.5L & 2.7L Legend) water pumps and had trouble on at least a third of them. The 6 mm bolts seem to break off on removal (at least one or two). The reason: lock tight on the threads."

Glen goes on to say that, due to the limited working space, it's sometimes necessary to lower the engine to drill and tap the block. Other times, it's possible to heat the bolt with a torch and back it out using needle-nose vise grips.

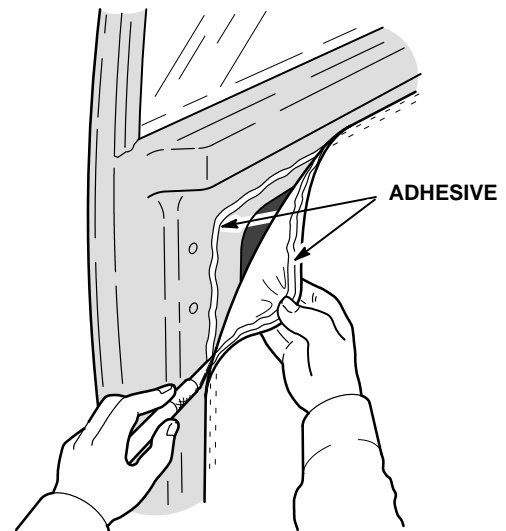
His tip: run the engine until it reaches its normal operating temperature to soften the thread lock. It's definitely not as pleasant changing a water pump on a warm engine, but it sure beats wrestling broken bolts!



## Easy Plastic Door Cover Removal

Anytime you work inside a door, you have to peel back at least some of the plastic inner door cover. If the white adhesive is fairly new and fresh, you end up with long sticky strings of goop to get on your clothes (or the car's interior). If the adhesive is old and hard, the plastic cover may tear before the goop gives up.

The best way to deal with the adhesive is to cut through it with a sharp utility knife as you slowly pull the plastic cover back a little at a time. What you end up with is half of the adhesive on door, and half on the cover, with no sticky mess. You also have a nice outline of where the cover should be, and the adhesive will usually stick back together again with no leaks.



## Great PQR's

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

Russ Baer . . . . . Goodson Acura  
Santino Santori . . . . . Courtesy Acura  
Mark Templeton . . . . . Pflueger Acura  
Philip Wan &  
David Hilton . . . . . Acura of Boston



## Troublesome Noises? Try “ChassisEAR”

Wouldn't it be easier to diagnose chassis and suspension noises if you could get your ears under the car while you're driving it? Well, there's a device called the “ChassisEAR” that enables you to do just that.

The Steelman ChassisEAR consists of six clamp-on microphones, a control box with a six-way switch, and a set of earphones, all in a handy carrying case. Simply clamp the mikes on the suspect components, run the leads inside the car, then put on the earphones and drive. While driving, you can switch from one mike to the next until you've pin-pointed the noise. The clamps are numbered and color-coded, and a handy worksheet is included so you can check-off which areas are noisy and which are quiet. (These mikes are very sensitive, so you may hear noises you've never heard before.)

If this sounds like a worthwhile addition to your toolbox, your local Snap-on, Mac, or Matco representative should be able to get you one.



## Poor Legend Heater Performance

A bad thermostat on a '91 Legend may cause poor heater performance, a low temperature gauge reading, or a high engine idle speed. If the symptoms match, remove the thermostat and check the opening and closing temperatures. Replace the thermostat if it doesn't open or close at the proper temperatures, or if it sticks at any time.



## NSX Headlight Adjuster Set

A headlight adjuster set is now available separately for the NSX. (Previously, you had to order the whole headlight assembly.) The set includes a vertical adjuster, a horizontal adjuster, and eight mounting screws (enough for one headlight).

NSX Headlight Adjuster Set:  
P/N 33129-SL0-A01



## S/M Notes

**'91-92 Legend starter replacement:** Though the S/M doesn't say so, the left driveshaft must be removed to replace the starter. Follow the S/M procedure through step 4, then remove the driveshaft before you do step 5. Step 6 is then: “Remove the two mounting bolts, then remove the starter.”

**'90-92 Integra A/T Code 10:** If the cause is an open or short in the BLU/WHT wire between the A/T control unit and the PGM-FI ECU, the referenced ECU terminal is B4 on '90 and '91 models, and D16 on '92 models.

**'91-92 Legend Sedan refrigerant capacity:** Correct page 21-57 in these manuals, the capacity is 700-750 g (24-26 oz). (The '91-92 Coupe manuals are OK.)

**'92 Integra shoulder belt troubleshooting:** The test results are reversed in step 10 of the control unit input test (page 23-245). With the driver's (or passenger's) door closed, there should be less than 1V. With the door open, there should be 5V or more.



## Vigor Clutch Release Bearing Noise

If a Vigor customer complains of noise only when the clutch pedal free play is taken up (not when the pedal is fully released or fully depressed), the release bearing (throw-out bearing) may be at fault. Improved release bearings are available: P/N 22810-PW5-013.

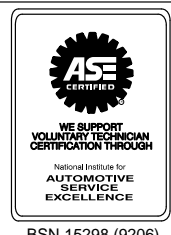


## Replacement Alternator Bearing

The bearing that's used in the pulley-end of many of our alternators is now available separately. This bearing, P/N 31114-PK1-003, is a replacement for worn or noisy front bearings in '86-91 Integras, '87-88 Legend Coupes, and '86-90 Legend Sedans.

### ACURA ServiceNews

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