



Protective Coatings May Look Like Leaks

Protective undercoating dripping off of a new car may be mistaken for an oil leak. If a relatively new car comes in with an oil leak complaint, put it up on a lift, and check the consistency of the undercoating. If it hasn't hardened yet, wipe off any excess to prevent further dripping.

The protective shipping wax used on the engine, transmission, and the engine compartment in general, sometimes causes the same problem. When the engine gets hot, the wax may melt and drip off. When the wax is hot, its consistency and color are a lot like that of motor oil. So before you start hunting for an oil leak, wipe off the residue and test drive the car. If the leak doesn't recur, it was probably just shipping wax.



ETM Terminal Numbers

The "extra" number to the left of the connector number in an ETM circuit schematic is the "cavity" number; it indicates which connector cavity that wire is in. The number coincides with the one shown for that cavity in the Connector Cavity Number illustrations (ETM section 202).

On the car, you may come across a connector that has numbers molded in it (the integrated control unit connector, for example). Don't use those numbers to determine wire terminal locations in that connector; they won't match the cavity numbers shown in the ETM. Just ignore any numbers on the connector and follow the ETM connector cavity numbering system.



Vigors Still Need Valve Adjustments

The valve clearance adjustment intervals were inadvertently omitted from the Maintenance Schedule in the 1993 Vigor S/M. (Luckily, the O/M still lists valve adjustments, so you won't have to explain this to a customer.) The valves should be adjusted every 15,000 miles, the same as a 1992 model. We'll soon be sending a "sticky" page for your S/M, but for now, make a note on page 4-4.

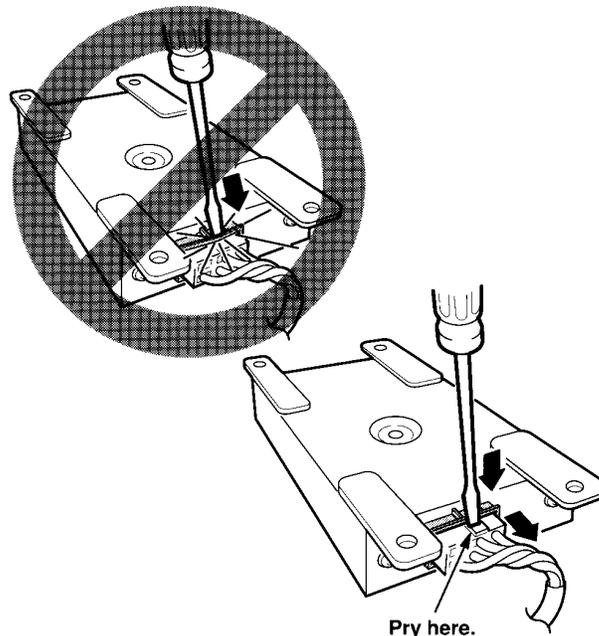


Memory Seat Control Unit Removal

Here are some helpful tips on removing the power seat control unit from a 1991-93 Legend (such as when performing S/B 93-016, "Seat Memory Beeps or Fails to Recall"):

First, run the seat up to the maximum height so you'll have more room to work around the control unit.

Then, when removing the connectors from the unit, don't pry them out with a screwdriver; they're tight, but they can be pulled by hand. If you can't remove them without prying, make sure you pry on the wire harness side of the connector, as shown. (Use a flashlight and look at the connector before you attack it.) Some people pry on the control unit half of the connector, which breaks easily, and makes it impossible to remanufacture the unit.



Legend Roof Rattle

The moonroof cable tubes on a 1991-93 Legend may contact the roof panel and cause a rattle. The noise sometimes sounds as though it's coming from the rear shelf or the C-pillar. You can usually duplicate the noise by hitting the rear of the roof panel with your fist.

To get rid of the rattle, lower the rear edge of the headliner so you can reach the cable tubes. Carefully bend the tubes down just a bit until there is sufficient clearance.



NSX Wheel Alignment

If you try to adjust the wheel alignment on an NSX the same way you would on most other cars (adjust the caster, camber, then the toe), you'll waste a lot of effort. The NSX suspension is unique; when you adjust the toe, the camber changes.

The alignment procedure in the 1993 NSX S/M was revised to make it more efficient. Use the 1993 procedure, including the rear toe spec of 4 ± 1 mm, when aligning any NSX.



R134A Refrigerant Oil

The Nippon Denso (ND) R134a air conditioning systems in the 1993 Legends and NSX use ND-8 refrigerant oil, P/N 38899-PR7-A01. *This is the only oil you can use in these systems!* Use of an R12 refrigerant oil, or even another brand of R134a refrigerant oil, will damage the compressor. Make sure you have some ND-8 on hand, and don't let anyone sell you anything else!



Legend Pretensioner Terminal Corrections

The test terminals for the driver's and passenger's seat belt pretensioners are transposed in the 1992-93 Legend S/Ms. Terminals B9 and B17 are for the passenger's pretensioner, while terminals B10 and B18 are for the driver's pretensioner. Correct this on the Circuit Diagram and in the Mode G troubleshooting in the S/Ms listed below.

S/M	Pages
1992 Coupe	23-366, 23-390
1992 Sedan	23-354, 23-355, 23-380
1993 Coupe	23-360, 23-388
1993 Sedan	23-362, 23-390



New Rain Protector Adhesive

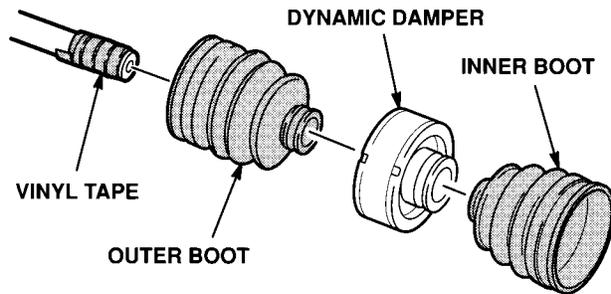
A special Rain Protector Adhesive, P/N 08712-0003, is now available to reseal the plastic covers used behind the door panels on all models. It comes in 11.5 oz (330 ml) tubes to fit standard caulking guns.



Outer CV Joint Boot Replacement

Although S/B 92-009, "Clicking Noise While Turning," describes how to replace an outer CV joint, don't use this procedure to replace an outer CV joint boot. The severe impacts required to remove the outer joint will damage the joint bearings, so never reuse an outer CV joint. To replace an outer CV boot, use the following procedure:

1. Remove the driveshaft as described in section 16 of the appropriate S/M.
2. Remove and discard the boot bands from both boots.
3. Remove the inner joint, circlip, rollers, and spider.
4. Remove the inner boot, dynamic damper, and outer boot. Discard both boots.
5. Wrap the splines with vinyl tape. Slide the outer boot down the shaft, then install and secure the outer boot bands.



6. Install the dynamic damper, inner boot, and inner boot bands, but don't secure the bands yet.
7. Remove the vinyl tape. Install the spider, rollers, circlip, and inner joint.
8. Secure the inner boot bands.
9. Reinstall the driveshaft using a new spindle nut.
NOTE: If you need to add grease to the CV joints, use Inner CV Joint Grease, P/N 08798-9003, and Outer CV Joint Grease, P/N 08798-9004.

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