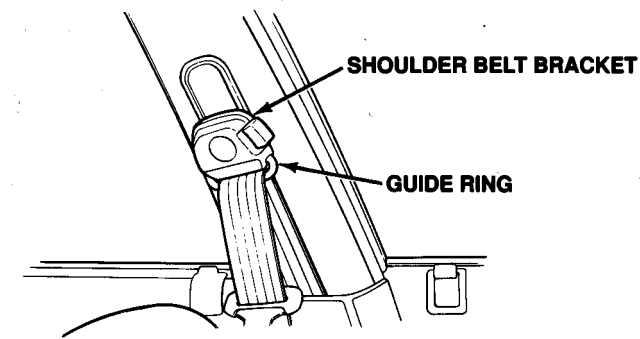




Slow Seat Belt? Clean the Guide Ring

A common cause of a slow retracting seat belt is a dirty guide ring on the shoulder belt bracket.



To confirm the cause, pull the shoulder belt out just above the trim panel, below the shoulder belt bracket (so the guide ring won't affect how the belt retracts). Release the belt and observe how quickly it retracts. Now pull the shoulder belt out by the tongue plate (as you would normally) and observe how quickly it retracts. If the belt retracts slower the second time, chances are there's a build-up of dirt on the guide ring.

To remove the build-up, wipe the guide ring's sliding surface with some isopropyl alcohol. The best method is to dampen a thin piece of linen cloth with alcohol, then run it between the belt and the ring.



NSX Fender Covers

Additional NSX fender covers, T/N 07MAZ-SL0000, are still available from our Parts Division. (All dealers were sent one last August.) In case you're not familiar with the cover, it features a top layer of gray vinyl with a red NSX logo, bonded to a thick, soft, protective rubber backing. The cover protects both rear fenders, from the door openings rearward, and the trunk lid. It even has an antenna hole in case you need to operate the radio.



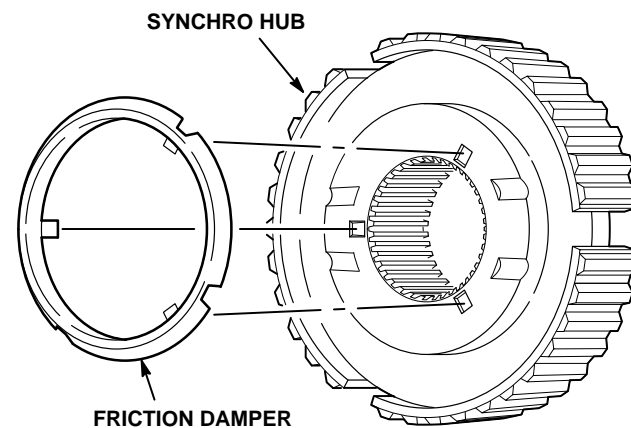
Vigor Service Check Connectors

The illustration of the service check connector location on page 19-49 of the '92 Vigor S/M is incorrect. The connector is located under the passenger's side of the dash near the center console, not near the right kick panel. (See the illustration on page 11-18.)



Legend M/T Assembly Tips

When assembling the countershaft for a '91 Legend M/T, make sure the drive tabs on the friction dampers engage the notches in the 1st/2nd synchro hub. There are two friction dampers: one for 1st gear, and one for 2nd gear. Each damper has three drive tabs that correspond with the three notches in either side of the 1st/2nd synchro hub. The dampers reduce "roll over noise" (gear lash noise) when the engine is idling with the trans in neutral and the clutch engaged.



Once the drive tabs are engaged with the notches, don't separate the gear and hub, and/or turn the countershaft or gear. If you do, the tabs will disengage, and the damper will turn with the gear (due to friction) while the synchro hub turns with the shaft (they're splined). If the tabs aren't in the notches, they get pinched between the gear and hub as you assemble the trans. Then, after you install the trans and drive the car, the tabs get torn off under power. This throws the countershaft clearances off (because the tabs were pinched), and you'll probably experience grinding during shifts, and/or slipping out of gear.



NSX: Alarm Sounds with Keyless Entry

After installing a keyless entry system on an NSX, the alarm may sound when you reconnect the security system control unit. Don't worry, you didn't do anything wrong. Just disconnecting and reconnecting the control unit can make the alarm sound. All you have to do is insert the key in either door and turn the key to "unlock" to reset the control unit.

