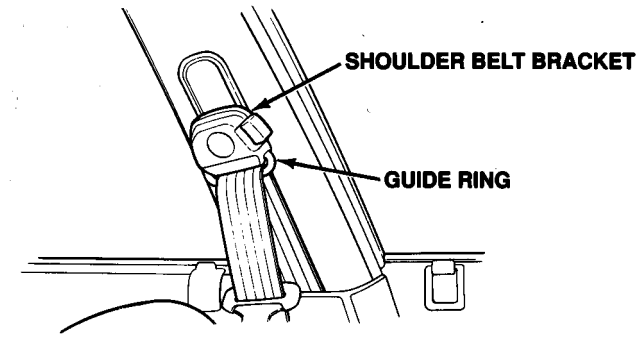




## Slow Seat Belt? Clean the Guide Ring

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.



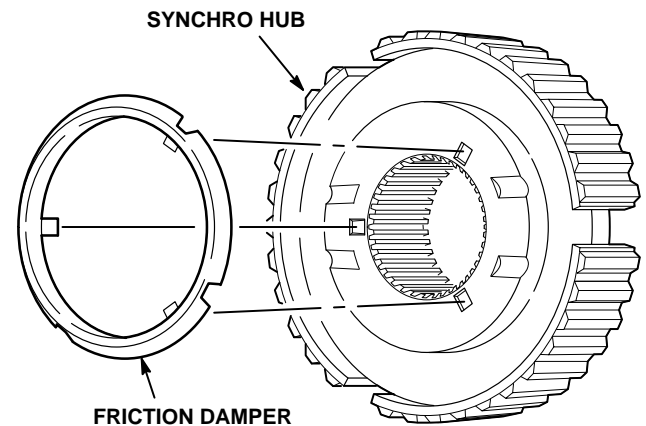
## Vigor Service Check Connectors

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 1<sup>st</sup>/2<sup>nd</sup> synchro hub. There are two friction dampers: one for 1<sup>st</sup> gear, and one for 2<sup>nd</sup> gear. Each damper has three drive tabs that correspond with the three notches in either side of the 1<sup>st</sup>/2<sup>nd</sup> 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.



## Integra ALB Parts Availability

Replacement parts for the '90-91 Integra ALB modulator and accumulator assemblies are now available. So, from now on, there will rarely be a reason to replace either assembly. Here's a list of what's available:

Rear solenoid:	P/N 57250-SK7-A01
Left front solenoid:	P/N 57220-SK7-A01
Right front solenoid:	P/N 57210-SK7-A01
Divider O-ring*: (2 per solenoid):	P/N 57139-SB0-801
Solenoid O-ring*: (2 per solenoid)	P/N 57202-SG0-801
Oil bolt gasket*:	P/N 90545-300-000
Pressure switch:	P/N 57390-SK7-A01
* These parts are also used on '87-90 Legends, so you may already stock them.	

To replace the solenoids, refer to the procedure in the '91 Integra S/M (it's not in the '90 Integra S/M). For tips on pinpointing a leak from the accumulator assembly, refer to the Legend S/B 89-029, "ALB Pump Runs Often/ALB Problem Code 1."



## New Product Quality Reports

A revised Product Quality Report (order #E2015) is scheduled for release later this month. The report is a three-part, NCR-type form, and it's been simplified to make it less time-consuming to fill out.

Product Quality Report		YEAR	Make a check on box or initial
Your Name: _____		MODEL	LS-9100-01
Date of Occurrence: _____		SOOT	20-00-00
Mileage: _____		STYLE	STYL-190-01-01-00-01
Engine No. _____		TRANS	Internal A Automatic
Dealer Name: _____		REG	
Complaint/Symptom	Complaint Part Number	Photo or Sketch	
Corrective Action			

\*From List On Back  
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We'd also like to take this opportunity to thank some more of you for your excellent product quality reporting.

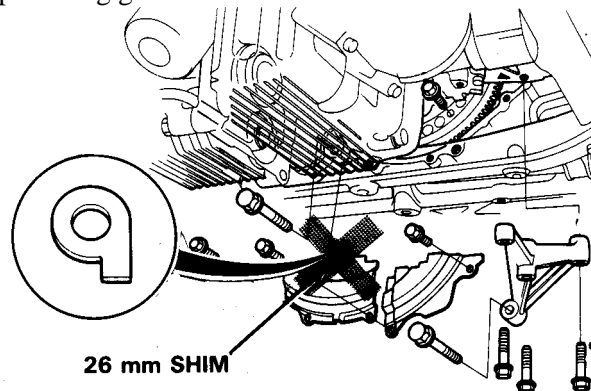
Malcolm Douglas  
Vito Laneve &  
Paul Gagliardi  
George Martin  
John Bernardo

Tamaroff Acura  
Acura of Roslyn  
Lindsay Acura  
Acura of Westchester



## Legend Trans/Diff Shim Position

All '91 Legends (and Vigors too, for that matter) use a select-fit 26 mm shim at the trans-to-differential mounting bolt hole. This shim, however, is pictured upside down in the A/T section of the '91 Legend Sedan S/M (pages 14-96 and 14-158). So take note: be sure the shim's tab points *down* when installing this shim; otherwise, the tab may hit the drive plate/ring gear.



## Trunk "Melt Sheets"

Pass this on to your body shop: The original-type trunk "melt sheet" or sound insulation is now available for cars that are damaged in accidents. Order P/N 72846-282-003AH and you'll receive four 4' x 4' sheets that can be cut to fit as needed.



## Leave the Gas in the Accumulator

When replacing an ALB accumulator under warranty, don't discharge its nitrogen. All accumulators replaced under warranty are called in and inspected, but they're impossible to test if they've been intentionally discharged. From now on, accumulators that are received with the nitrogen discharged, along with those that test OK, will be returned to the dealer and the warranty claim will be debited.

## ACURA ServiceNews

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