

A/C Compressor Shims and Seals

Here's a quick-reference list of some A/C compressor clutch shim and shaft seal part numbers for first generation Integras and Legends:

Compressor clutch shim -
'86-89 Integra & '86-90 Legend:

P/N N949013-2610 (0.2 mm)

P/N N949011-2750 (0.5 mm)

Compressor shaft seal - '86-89 Integra:

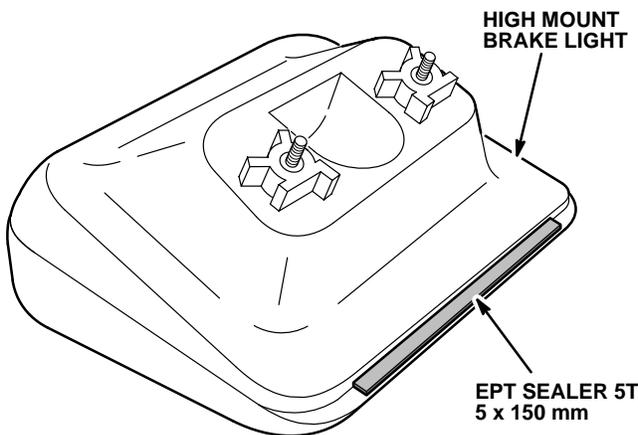
P/N 38834-PD2-003



Coupe High Mount Brake Light Rattle

The rear edge of the high mount brake light on a '91 Legend Coupe can rattle against the rear shelf. If you come across a car with this noise, the following procedure will get rid of it:

1. From inside the trunk, remove the bulb socket and the two mounting nuts from the high mount brake light.
2. Remove the high mount brake light from the rear shelf and turn it upside down.
3. Cut a 5 x 150 mm piece of 5 mm thick EPT Sealer.
4. Center and apply the EPT to the bottom of the light housing, along the rear edge, as shown.



5. Reinstall the high mount brake light as close to the rear window as possible, tighten the mounting nuts, and reinstall the bulb socket.

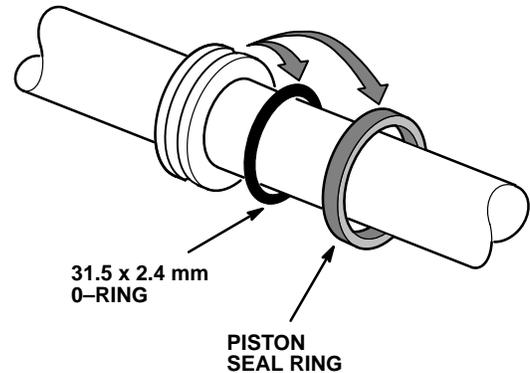


Legend Steering Rack Rebuilding

When you're rebuilding a steering rack on an '86 Legend, don't use the piston seal ring or the triangular 31.5 x 2.4 mm O-ring that are in the P/S Rack Seal Kit, P/N 065A3-SD4-415. The triangular O-ring and the piston seal ring in the kit are used only on '87-90 Legends; the '86 Legend uses the round O-ring and the corresponding piston seal ring listed below:

O-ring, 31.5 x 2.4 mm (round): P/N 91356-SD4-952

Piston Seal Ring: P/N 53629-SD4-951



Luckily, however, if you're just resealing a leaky rack, instead of doing a complete overhaul, it's not really necessary to replace the piston seal ring and O-ring. If the piston seal ring or its O-ring were the problem, the complaint would be poor assist in both directions, not leakage.



When Calling Tech Line...

When you need Tech Line's assistance, they would prefer that you call yourself, rather than having your Service Manager or someone else call on your behalf. The advice Tech Line gives is based on the information they receive over the phone, so the information must be as complete and accurate as possible. Experience has shown that critical information is often omitted or mis-communicated when dealing with a "middleman," resulting in wasted time and effort (yours, Tech Line's, and the customer's).

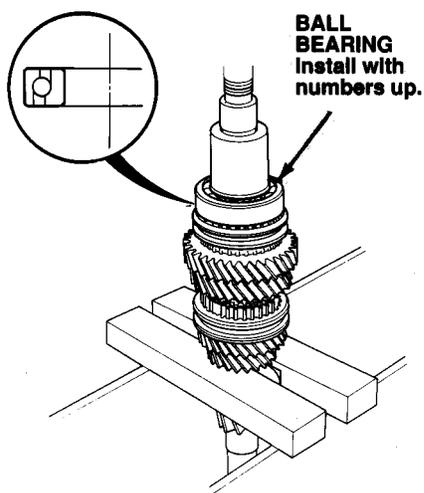
And speaking of accurate information, when Tech Line asks you a question, remember that an "I don't know" is better than a guess or an assumption.



Integra M/T Bearing Installation

The ball bearing on the 5th gear-end of the mainshaft in a '90-91 Integra is a directional bearing (i.e., it must be installed in the right direction). The Mainshaft Assembly Index page illustration indicates this, but it's easy to overlook. We'd suggest that you make a note near step 3 on page 13-27:

Install the bearing with the manufacturing numbers facing up, away from 5th gear.



Thanks for the Great PQR's!

Our Service Engineering Information Department would like to thank the following people for submitting some very detailed and legible Product Quality Reports (many with photos or sketches). Your extra effort really helps!

Gil Williams	Jerry Damson Acura
Luis Rovira	Rick Case Acura
Mike Hensley	Bill Gatton Acura
Daniel Cartwright	Beaudry Acura
David Bordeleau	Acura of Newport
John Owlett	Acura of Ocean
Don Lam	Mike Harvey Acura
Santino Santori	Courtesy Acura
Scott Saylor & Jim Duriuge	Acura of Maumee

We'll be recognizing more individuals for their outstanding PQR's in future issues, so keep 'em coming!



Another Cure for ALB Code 1.

A leaking modulator solenoid or a sticking ALB pump check valve won't let the ALB system reach or hold the specified pressure. Under these circumstances, the ALB pump will usually run until the control unit turns it off (120 seconds), or the pump may cycle on and off frequently (though driving conditions haven't required ALB operation). In either case, the modulator reservoir may overflow and, if the pump runs 120 seconds, the ALB light will come on and the control unit will indicate Problem Code 1.

S/B 89-022, "ALB Problem Code 1/Leaking Solenoid," contains a procedure for checking and flushing solenoids on '87-90 Legends. However, here's an easier method that works on any ALB-equipped Integra, NSX, or '87-90 Legend.

1. Check the ALB control unit for a problem code. If there's a code, make note of it, then clear the control unit's memory (see the S/M Brake section).
2. Connect the ALB Checker and run through modes 3, 4, and 5. (Sometimes using the checker will correct a leaking solenoid or sticking check valve.)
3. Test-drive the car. If the pump still cycles frequently, or it runs for 120 seconds and sets Code 1 again, drive to a vacant parking lot or some other stretch of deserted pavement and operate the ALB as follows.
4. Stop the car and turn the ignition switch off. Start the engine and check the ALB light. While the light is off, quickly accelerate to about 30 mph, make sure the ALB light is still off, then apply the brakes firmly enough to activate the ALB. NOTE: Don't try to activate the ALB when the ALB light is on – you'll flat-spot the tires. The light indicates the ALB can't be activated.
5. Repeat step 4 three or four more times. If operating the ALB in this manner doesn't restore normal pump operation, contact Tech Line for other possible causes of these symptoms.

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