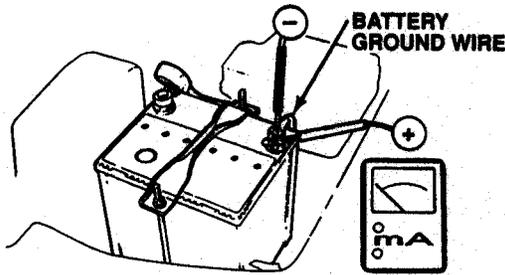




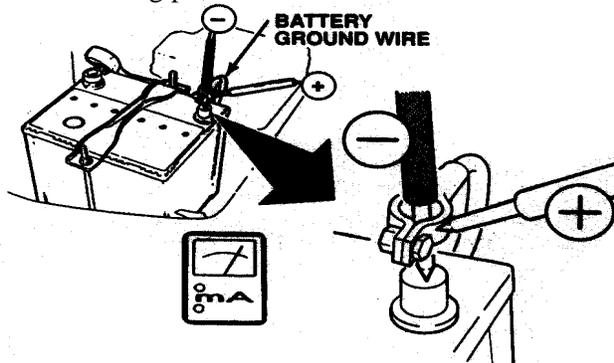
## Parasitic Draw Test Clarifications

The Parasitic Draw Test procedures in S/B 92-003, "Charging System Testing," show how to connect the ammeter in series without losing power to the clock and radio. But apparently our pictures weren't worth a thousand words. Here are some more words to make up the difference.

To measure parasitic draw, make sure the doors are closed, all electrical components are off, and the ignition switch has been turned off for at least five minutes (for passive belt timers to reset). Loosen, but do not remove, the negative battery terminal. With your ammeter on the 10A scale, touch the negative ammeter lead to the negative battery post and touch (or connect) the positive ammeter lead to the negative battery cable terminal.



Now, without breaking the contact between the test leads, battery post, and battery cable, carefully lift the negative cable off the negative post. The ammeter is now in series with the electrical system and is reading parasitic draw.



If the reading is less than 0.2A (200 mA), put the cable back on the post, change the ammeter range and leads to 200 mA, and lift the cable off the post again to get a more precise reading. If the reading exceeds the specs in the S/B, isolate the source of the draw by removing fuses and disconnecting components as described in the bulletin.

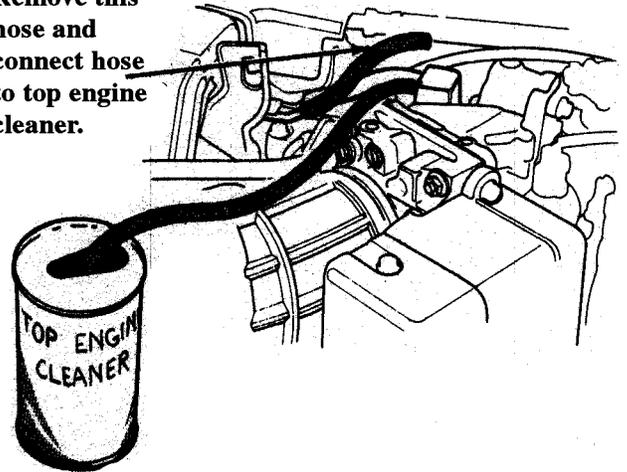


## Legend Knocks When Cold

Excessive carbon build-up on the pistons of '91 Legends may cause a loud metallic knocking noise when the engine is cold. The noise can usually be heard between 1,200 – 1,500 rpm, but it goes away as the engine warms up.

To remove the carbon deposits, use a liquid top engine cleaner (GM Top Engine Cleaner, #105002, works well). To draw the cleaner into the engine, remove the hose next to the #21 hose on the throttle body base.

**Remove this hose and connect hose to top engine cleaner.**



Connect a piece of hose long enough to immerse into the can of cleaner to the port on the throttle body base. Start the engine, keeping it at 800 – 1,000 rpm, then immerse the hose into the cleaner. Run the engine until all the cleaner has been drawn in, then immediately shut off the engine. Let the car sit for 1-2 hours, then drive it in the lower gears at higher rpm to remove the carbon loosened by the cleaner. (Reconnect the vacuum hose before you drive the car.)



## Summer Fuel in Winter Weather

Some petroleum companies are already supplying summer-type fuels in areas that are still experiencing winter-type weather. Fuel blended for summer usage has a higher boiling point to help prevent vapor lock problems. When used in cooler weather, this fuel won't vaporize as readily as a winter blend, and may cause cold-start problems. If you have symptoms such as extended cranking time, or start and stall, you may just need to change the fuel.



## Creak from NSX Windshield/Dash

A creak or squeak from the windshield or the dashboard of an NSX may be caused by the upper windshield molding contacting the glass, or glue on the molding. The noise usually occurs when driving over bumps, and may only be noticeable when the weather is cold.

To determine the cause, gently lift the leading edge of the molding with a non-metallic instrument and spray silicone lubricant between the glass and the molding. If the silicone spray gets rid of the noise, return the car to the customer.

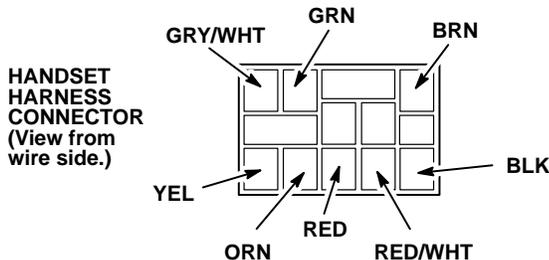
If the creak is still there, remove both front pillar retainers and the upper molding.\* Drive the car with the molding removed. If the noise is gone, remove any excess windshield glue from around the upper molding fastener and reinstall the molding with a dose of silicone lubricant.

\*If the molding was glued in place, it was replaced before. Clean or replace the molding and fastener as necessary, then install the molding as described above. Gluing the molding in is more likely to cause a creak than cure a creak.



## Legend Phone Won't Power Up/No Display

If a genuine-accessory cellular phone won't power up or the handset display won't work immediately after installation in a '91-92 Legend, check the handset harness. (The handset harness is P/N 08E04-SP0-20004; #18 on the parts illustration in the installation instructions.) When the handset harness connector is viewed from the wire side, the wires should be in the following positions.



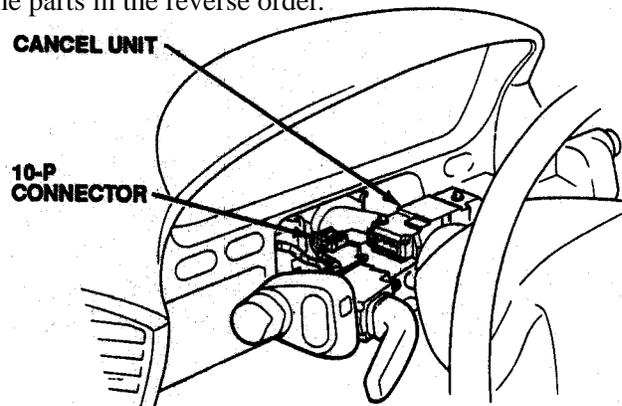
If any of the wires are out of position, move them to the correct cavities.



## NSX Turn Signals Cancel Too Soon

A poor connection in the turn signal cancel unit on an NSX may cause the turn signals to cancel too soon. "Too soon" usually means when you're still turning the steering wheel in the direction of the turn.

To correct this problem, first remove the tilt cover and the steering column covers. Now remove the cancel unit and its micro-switch. Remove the microswitch cover, clean the contacts, and bend them slightly to increase the contact pressure. Reassemble the parts in the reverse order.



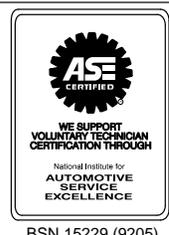
## Great PQR's

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:

- John T. Perry . . . . . Ron Tonkin Acura
- Philip Loan . . . . . Acura of Boston
- Steve Demar . . . . . Keyes Acura
- R. Allen Foskett . . . . . Marty Sussman Acura
- Martin George &  
Kyle Barth . . . . . Lindsay Acura
- Jeff Wisser . . . . . Irvin Green Acura

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