



Outer CV Joints: Find the Noisy One

Here's a variation on the "Diagnosing Outer CV Joints" article we did way back in September '87. If it's not apparent which CV joint is making the noise, try the following procedure:

Driving Method

1. Drive to a large vacant parking lot.
2. Have your assistant stand in the center, and drive the car in a tight circle at about 10 mph with the brakes applied lightly.
3. Repeat step 2 in the opposite direction to determine which joint is noisiest.

On-hoist Method

NOTE: The on-hoist method is best-suited to A/T cars, and may not detect a CV joint with only a light degree of noise.

1. Raise the car on a hoist.
2. Start the engine and shift the trans to D4.
3. Raise the engine speed to 2000 rpm. While maintaining that throttle opening, apply the brakes enough to lower the engine speed to 1500 rpm.
4. With the engine loaded to 1500 rpm, slowly turn the steering wheel to both the left and right lock positions. Have your assistant listen from both sides of the car to determine which joint is noisiest.



PQR's: They Keep Getting Better

All of your Product Quality Reports are reviewed by our Service Engineering Department. This is your channel for informing them of your product concerns. Here are some more folks who recently sent in some well-written reports:

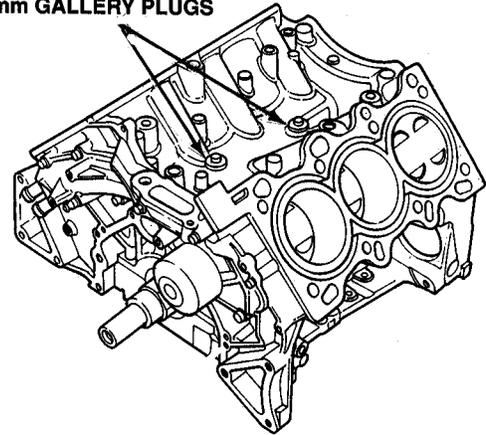
Vito Laneve & Paul Gagliadi	Acura of Roslyn
Nolan Richard	Acura Columbus
Bob Cloud	Day Acura
Garcia Williams	Huntington Beach Acura
David Hilton & John Burns	Acura of Boston
Russ Baer	Goodson Acura
Jeff Wisner & Ray Cooley	Irvin Green Acura
Dale Blice	Acura Motorcars of South Hills



Legend Oil Leak from Front of Trans

An oil leak from the torque converter/clutch housing area on a '91 Legend may actually originate under the intake manifold. To confirm the source, push a shop towel under the intake manifold, then remove it. If it's wet with engine oil, remove the intake manifold and check the two 18 mm gallery plugs in the top of the block. If they're leaking, torque them to 60 N·m (6.0 kg-m, 44 lb-ft). If the 18 mm gallery plugs are OK, remove the intake manifold gaskets and check the two 10 mm gallery plugs on each head. If they're leaking, torque them to 20 N·m (2.0 kg-m, 14 lb-ft).

'8mm GALLERY PLUGS



Legend LS Dome Light Won't Work

The front passenger's foot well illumination 2-P connector on a '91 Legend LS is often mistaken for other 2-P connectors in that area. Sometimes it's mistaken for the Service Check Connector and its terminals get connected with a jumper wire. At other times it's mistaken for the telephone speaker connector and the speaker gets plugged into it. Either way, chances are good that the integrated control unit will be damaged, and then the dome light won't work anymore.

So, remember . . .

- The foot well illumination connector is blue with a WHT/BLK and a WHT/BLU wire.
- The Service Check Connector is attached to the ECU cover, and it's gray with a BLK and a WHT wire.
- The telephone speaker connector is gray with two BLK wires.

Tips from Tech Line

Legend clutch judder: If the clutch judders or has a “grabby” feel during engagement, install a new non-asbestos friction disc:

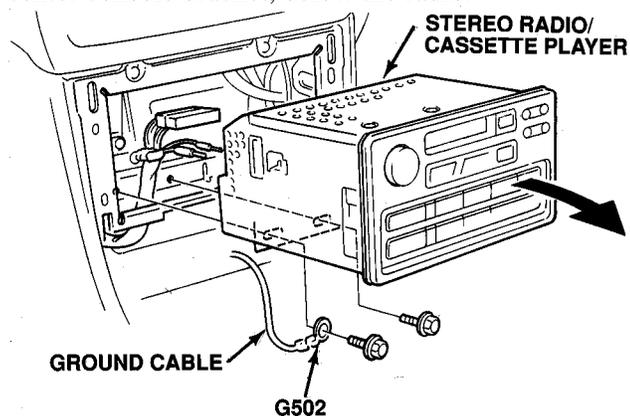
'89-90 Legend: P/N 22200-PL2-G11

'91 Legend: P/N 22200-PY3-010

Legend Coupe ABS Code 1-8: The parts and procedure in S/B 91-031 only apply to '91 Legend Sedans. If a Coupe indicates this code, check the accumulator and the ABS control unit.

Legend Sedan refrigerant capacity: The refrigerant capacity spec on page 21-57 of the '91 Legend Sedan S/M is incorrect. The correct capacity is 700-750 g (24-26 oz).

Security system sounds for no reason: If the alarm on a '91 Legend seemingly sounds for no reason, check for a poor ground at G502. G502 is located on the center console bracket, below the radio.



Radio identification: Yes, it is possible to determine the radio manufacturer from the radio reference or serial number. Compare the first two or three letters of the number to the guide below:

Panasonic - CQ or CR

Alpine - CM

Pioneer - KEH

Clarion - PH

Fluorescent Leak Detectors

Specially-formulated fluorescent tracing additives, used with a high-intensity black light, can save you time and effort when tracking down fluid leaks. (No more cleaning and powdering!) Just pour the proper additive into the system, run the system to let the additive penetrate, then shine the black light on the area. (There are different additives for ATF, fuel, water, and oil.) Two known-sources for these products are Kent-Moore (800-345-2233, or 313-574-2332 in MI), or Reveal (800-452-6788).



Smooth-out Legend Idle Vibration

To minimize vibration at idle and 1,400 rpm on A/T-equipped '91 Legends, use the following procedure to readjust the trans mounts:

1. Remove the catalytic converter and the heat shield so you can get to the trans mount bolts.
2. Loosen the three trans mount bolts that go into the trans (not the three that go into the body) Once you loosen the last bolt, the engine and trans will shift to where they want to be.
3. Retorque the trans mount bolts to 39 N·m (3.9 kg·m, 28 lb·ft).



New “Rad” Adapters

The new low-profile type radiator caps and necks on '91 Legends require new adapters for pressure checking. Two known-sources for such adapters are Assenmacher Specialty Tools (800-525-2943 or 303-530-2424) and Snap-on (contact your local representative).

	Assenmacher	Snap-on
Cap adapter	FZ 39	TA 39
Radiator adapter	FZ 38	TA 38



Blocked A/T Breather Pushes Out Seal

Since issuing the '91 Legend “A/T Breather Tube Modification” bulletin, we’ve found that a blocked breather can do more than push out the dipstick – it may cause the torque converter seal to push out and leak. So, to avoid unnecessary trans R & R, be sure to check the breather hoses on all cars within the affected VIN ranges during PDI. And for affected cars that have already been sold, contact the customers to arrange for an inspection.

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