



Summer's Coming: A/C Refreshers

Here are reruns of two of our most popular (and, according to Tech Line, most useful) A/C articles:

Evaporator Cleaning

When a car comes in with bad A/C odor, the evaporator must be cleaned. While many methods and cleaning products have been tried, here's what we recommend:

Remove the evaporator assembly from the car, and disassemble it. Wash the case halves, the evaporator, and the foam insulators in a solution of mild dish soap and water. Don't use bleach or any other type of cleaner/disinfectant; they'll attack the surface coating on the evaporator and make things worse in the long run.

Let the parts dry thoroughly before you reassemble them. Remove any debris from the blower, the fresh air intake, and the cowl area.

A/C Leak Checking

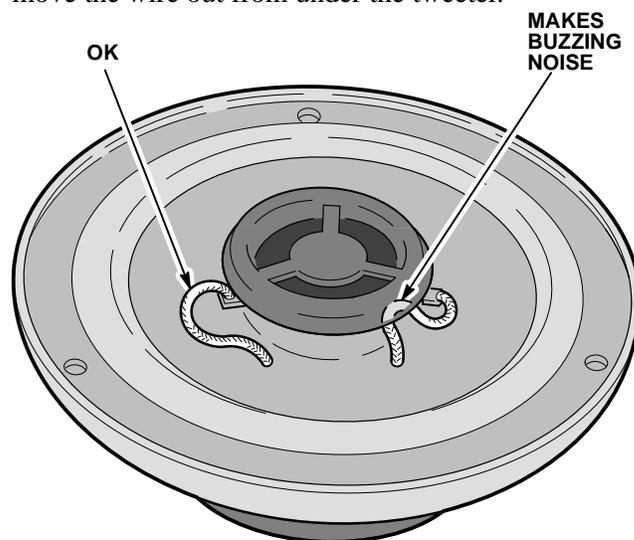
Here are some tips on finding the source of a slow (and, therefore, elusive) refrigerant leak:

- When checking fittings or components, keep your leak detector slightly below the suspected leaking area. Because both R-12 and R-134a are heavier than air, they tend to concentrate around the bottoms of fittings and seals.
- Test the evaporator by inserting your leak detector into the evaporator drain hose. Don't insert it into the vents; the blowing air may fool some detectors into indicating a false leak.
- Disconnect the condenser fan (to allow the air around the compressor to settle), then check the compressor shaft seal with the A/C system both on and off. Some seals will leak only when the compressor shaft is spinning, while others will leak only when it's at rest.
- If you still haven't found the leak, install your pressure gauges to monitor the system pressure. Block the air flow to the condenser, and run the A/C system. Blocking the condenser's cooling air will make the high-side pressure go up. (Don't let it go over 300 psi, and keep an eye on the coolant temperature gauge.) Recheck all the components on the high side. Still no leak? Turn the A/C off, wait for the system pressures to equalize, then check the low-side components again.



Coaxial Speaker Buzz

A coaxial speaker will make a buzzing noise if one of the flexible wires gets tucked under the edge of the tweeter. (Sometimes this occurs during installation if you grab the speaker by the tweeter.) To get rid of the noise, remove the speaker cover, and move the wire out from under the tweeter.



Be Nice to Your PGM Tester Program Card

Because the PGM Tester program cards are programmable, they are reusable. When a program card needs to be updated for new models or spec changes, we'll send you an updated card in exchange for your current card. So, keep your current card in good condition; it can't be reused if it's damaged, marked-up, or personalized. (And without an exchange, a new program card will set you back about \$180!)



New Tech Line Phone Option

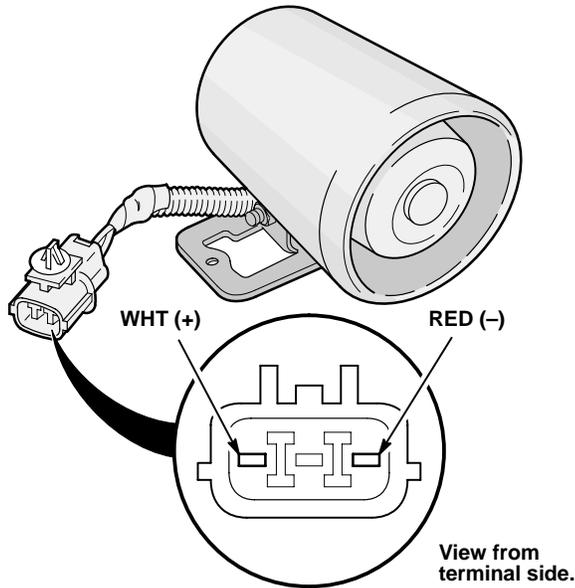
When you're calling Tech Line *just to report the resolution to a problem*, you no longer have to wait to speak to a Tech Line Specialist. After dialing Tech Line's number, push 3 on your touch-tone phone, and leave your dealership's name, the reference number, and a brief description of what was done to repair the car.

This message center is checked only once a day, so don't use it to request a callback.



Integra Security Siren Testing

If you need to test a '94 Integra security system siren, be careful how you connect power and ground. Contrary to common practice, you apply *power to the WHT siren wire and ground the RED wire*. Do it the other way, and you'll ruin the siren.



Tune Up Your A/C Equipment

With summer fast approaching, now is a good time to make sure your A/C recovery/recycling/recharging equipment is in tip-top condition.

For example, with the White Industries Model 01090 R-134a Refrigerant Management Center, the filter core should be replaced every 20 hours of operation or when the moisture indicator turns yellow. In addition, you should change the vacuum pump oil after every 24 hours of use on this model. If you need any additional parts, service, or information, contact White directly at (800) 633-2827.



Use the Right Cellular Phone NAM

Acura currently offers two types of cellular phones: one type for the Integra (the in-dash phone) and the other type for the Legend, NSX, and Vigor. Each type requires a specific number assignment module (NAM).

When programming an Integra in-dash phone, use the Programming the DIN Phone Number Assignment Module (NAM) Instruction Sheet, E2189. For the other models, use the Instructions for Programming the Acura Cellular Telephone, E2117.



A/C Unit Won't Fit Service Ports

If the couplers on your White R-134a unit don't fit the service ports on the car properly (or you can't charge or evacuate the system), the problem is the service ports, not the equipment. See "R-134a A/C System Can't Be Charged" in the February issue of S/N.



New Bose Amplifiers Are Improved

The premium Bose amplifiers in most '94 Legend Sedans (after VIN 003634) and Coupes (after VIN 000024) have been improved. These newer amplifiers have additional internal circuit breakers. Now, if a speaker or its wiring becomes shorted, it won't damage the amplifier. Our parts stock has also been updated to this new amplifier, and it will work in any '93-94 Legend with the premium Bose system. (However, it's not compatible with the '91-92 systems.)



Legend Seat Bases Now Updated

In the September '93 issue of S/N we told you that the '91-93 Legend seat base assemblies in our parts stock were not updated as described in S/B 92-017, "Driver's Seat Rocks." This is no longer true; S/B procedures have now been performed on all seat base assemblies in our stock. But this doesn't mean that you replace the seat base assembly for seat rock. You still need to follow the S/B to update the car's *original* seat.

ACURA ServiceNews

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