



Memory Steering Column/Seat Tips

Several seconds of continuous beeping after you select a memory seat position on a '91-94 Legend indicate that the seat or steering column didn't move to the preset memory position.* This may be caused by a mechanical failure or blockage, or an electrical problem. But with so many motor systems involved (four in the seat and two in the steering column), where do you start?

First, let's look at how the control unit keeps track of the seat and steering column positions. The movement of each seat and column motor is monitored by either a reed switch or a slide switch. When a motor runs, the reed switch opens and closes, or the slide switch position changes. The control unit monitors these switches and stores this information in its memory. This enables the control unit to move the seat or column to the selected memory position. In the same way, the control unit can recognize when the seat or column hasn't moved to the memorized position, and that's when it starts the continuous beeping.

To begin troubleshooting, use the manual switches to check all the seat motors: front lift, rear lift, fore/aft, and recline. If the seat moves properly through its full travel, use the manual switches to move the steering column in and out, and up and down. If any motor fails to move properly, check the motor and linkage for binding, and check the related wiring and connectors.

If the seat and steering column work fine with the manual switches, then the problem is likely in one of the reed switch or slide switch circuits. To isolate which switch circuit is at fault, set the number 1 memory position. Then, move only one motor, and set the number 2 memory position. Alternately select the number 1 and 2 positions several times to see if the system properly retrieves each position each time.

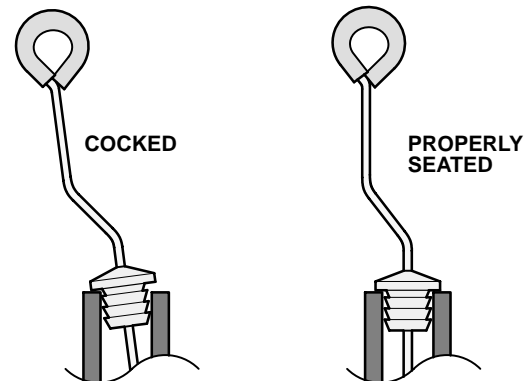
If the memory recall operates properly, then the switch circuit for that motor is OK. Continue to the next motor, and test it using the same method (reset one memory position, move only one motor, and reset the other memory position). The problem switch circuit will cause the control unit to beep continuously for several seconds after attempting to recall the memory position.

* When you have this symptom on a '91-92 Legend, also refer to S/B 92-016, "Seat Memory Beeps or Fails to Recall."



Seat Integra A/T Dipstick Completely

If the A/T dipstick isn't seated squarely in a '94 Integra, it can cock enough to contact the reverse shift fork and gear. At the very least, this causes a disconcerting noise; at the worst, it may prevent the trans from engaging reverse. The bend in the handle makes it easy to cock the dipstick, so make sure the rubber plug is seated all the way around.



If you find a dipstick that's had only a minor run-in with reverse gear (it's a little chewed up but all there), replace the dipstick, and flush the trans. If the dipstick is seriously deformed or part of it is missing, the trans will need to be replaced with a remanufactured unit.



Measure Temp With Digital Accuracy

To take accurate temperature readings on A/C and cooling systems, you need a digital pyrometer. A digital pyrometer is an electronic device used to measure temperature; it responds faster to temperature changes, and it's more accurate than a mechanical thermometer. A mechanical thermometer is always less accurate at the extremes of its range, and its accuracy tends to degrade with time (or after being dropped or mishandled).

Various companies sell thermocouple modules that will convert a Honda or most other digital multimeters into a digital pyrometer. Two that we've used are the P/N 80TK from Fluke (800-87FLUKE) and the Model 5200 from Alltest (800-ALLTEST or 708-519-0900 in IL), and there are other equivalents on the market. Check with your local tool distributor. Price-wise, they're not terribly expensive. For example, the Fluke thermocouple currently sells for about \$69.

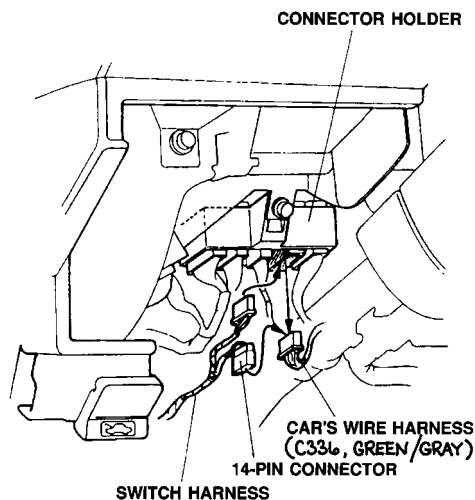


Tips From Tech Line

Ink marks in the paint: If someone writes on the Rapgard with an ink marker, the ink may bleed through onto the paint. These marks can be carefully polished out using a buffer with a medium to fine polishing compound.

Stick with Honda coolant: If customers ask you to install aftermarket coolant (even those so-called environmentally-friendly coolants), talk them out of it. These coolants haven't been tested in our engines, so we're not sure what the long-term effects might be on the seals, gaskets, and other cooling system components. Don't take a chance – stick with genuine Honda coolant.

'94 Legend fog light installation: Some people have a hard time finding connector C336 (14-P) when installing fog lights on a '94 Legend. The '94 Sedan installation instructions (step 13) say it's a green connector, while the '94 Coupe instructions (step 11) say it's a gray connector. They're both half right – one half of C336 is green and the other half is gray.



Speedo & Odo Read Fast After Trans Work

If you mix up the mainshaft speed (NM) sensor and vehicle speed sensor (VSS) connectors on a '94 Integra (such as after trans work), the speedometer and odometer will read fast. The speedometer will read very fast at low speeds, and the odometer will go too fast until the NM sensor speed exceeds the odometer design limits, then the odometer will stop working.

The NM sensor and the VSS both use identical, gray, 3-P connectors. However, there is an easy way to tell them apart. The VSS connector (C112) has only two wires, while the NM sensor connector (C130) has three.



NSX Center Armrest Covers Lift

If the hinges are binding on either the front or rear center armrest covers on a '93-94 NSX, the covers may look like they're not closed all the way. Because the hinges are resisting, they lift the covers against the latch when they're closed.

To eliminate this problem, first remove the cover (see page 20-49 of the '93 NSX S/M). Lubricate the hinge with a spray lubricant, and work the lubricant into the hinge by moving it back and forth. Reinstall the cover, and make sure it closes properly.



In-Dash Phone: Don't Dawdle

When you're programming a '94 Integra in-dash phone, don't hesitate too long as you enter the numbers to gain access to the Number Assignment Module (NAM) programming. If over 3.5 seconds elapses between key strokes, the phone won't let you access the NAM programming mode.

To enter the NAM programming mode, you must use the following key strokes: FCN, 0, the 6-digit security code, repeat the security code, and RCL. If the phone is being programmed for the first time, use the factory default security code, 000000 (six zeros).



Legend S/M: M/T Spec Correction

The countershaft 2nd-3rd spacer thickness is wrong in several late-model Legend S/Ms. Spacer "A" (P/N 23911-PY5-000) is 36.07-36.09 mm (1.4201-1.4209 in.) thick, and spacer "B" (P/N 23912-PY5-000) is 36.03-36.05 mm (1.4185-1.4193 in.) thick. Correct page 13-27 in the '91 Coupe and Sedan S/Ms, page 13-41 in the '93 and '94 Coupe S/Ms, and page 13-43 in the '94 Sedan S/M.

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