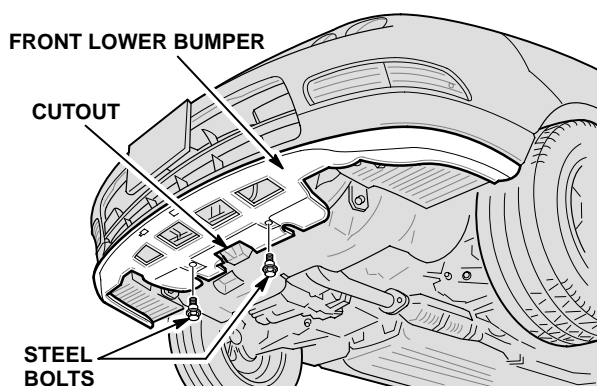




Bumper Changes on '96 Integra

On the '96 Integra, the front lower bumper has been changed. Now, the lower bumper has a cutout at the front jack point, and it's mounted to the under-body with two steel bolts instead of plastic clips. These changes increase the lower bumper's resistance to damage.



Because of these changes, the '96 Integra front lower bumper *cannot* be used on '94-'95 Integas. For more info, refer to PIB B96-0021, *Front Lower Bumpers, 1994-96 Integra*.



S/B Also Checks A/C Equipment Accuracy

For most Acuras*, S/B 96-004 (*Air Conditioning System Performance Test*) has a useful procedure to follow when customers are concerned about the performance of their A/C. As an added benefit, the S/B helps you check the accuracy of your A/C charging station when you test system pressures and interior temperatures on the vehicle. If you find that temperatures and pressures are not within their specs (as shown on the A/C System Performance Test Form), refer to the Test Results section of the S/B, and also consider these possible causes:

- If high-side and low-side pressures read too high, the system is probably *overcharged*.
- If high-side and low-side pressures read too low, and you have a warm reading from the center air duct, the system is probably *undercharged*.
- As a result of the test, if it appears that the charging station is overcharging or undercharging, get it checked and calibrated by its manufacturer as soon as possible.

* On SLX, use the '96 S/M, pages 1B-9 thru 1B-13.



Tips for Checking Oil Consumption

High oil consumption is rare. Often, when customers think their vehicles use too much oil, you'll find there's no problem at all. So before you respond to a complaint of high oil consumption by making internal engine repairs, follow these tips:

1. Check for and fix any visible external oil leaks.
2. Change the oil and the oil filter. (High oil consumption is sometimes caused by dirty or contaminated oil.) When you refill the crankcase, make sure the vehicle is on level ground, and the oil is up to the FULL mark on the dipstick.
3. Show customers how to properly read the dipstick, then ask them to check the oil level every time they get gas, adding oil only when it's a quart low. Run this "test" for at least twice the mileage of the customer's claimed oil consumption. (If the customer says the engine uses a quart of oil every 500 miles, run the test for at least 1,000 miles.) During the test, have the customer keep an accurate record of the mileage and the amount of oil added. In many cases, the test will prove that there's no oil consumption problem, and the customer won't return to your shop with the complaint.
4. If the test confirms the vehicle has high oil consumption, check these items:
 - Verify normal engine operation. If possible, check the ignition system with a scope, and check for DTCs with the PGM Tester.
 - Ask about the customer's driving habits. (High-speed driving or high engine loads can increase oil consumption.)
 - Check the vehicle's maintenance record. (Infrequent oil/filter changes can cause wear on the rings, pistons, and cylinder walls.)
 - Try to find out if the engine has ever been overheated or run without oil. (Overheating or running without oil can cause piston seizure, and damage to rings and cylinder walls.)

If the engine still has excessive oil consumption after you've gone through the possible causes and corrections in this list of tips, run diagnostic tests (cylinder leak-down, compression, etc.) to find the cause. Remember, don't make internal engine repairs until you know they're needed.



R-12 Alternates Are Not Recommended

Because of dwindling R-12 supplies, many independent refrigerant manufacturers have developed alternate refrigerants to use in R-12 systems. Some are labeled “EPA-approved,” but this only applies to their ozone depletion potential and non-flammability. It doesn’t mean they’re compatible with Acura A/C systems. If you’re thinking of using an alternate refrigerant, consider these things:

- None of the alternate refrigerants have been tested by Acura, and none have been approved for use in Acura vehicles.
- If your use of them damages A/C components, your dealership is responsible for the repairs.
- To prevent contamination of your R-12 and R-134a recovery-recharging equipment, you’d need to buy separate equipment.
- A system converted to an alternate refrigerant has different charging valves to accept that refrigerant; you can’t use any others.
- Getting a consistent supply of an alternate refrigerant may not always be possible.
- Some of the alternate refrigerants may be flammable. *Flammable refrigerants should never be used.*

You can avoid these concerns (along with the R-12 scarcity factor) by converting the A/C system to R-134a. All Acuras can be converted *without* replacing the compressor. All you need is an R-134a retrofit kit. For more info, refer to S/B 95-008, *Converting R-12 A/C Systems to R-134a.*



Great PQRs

Our Service Engineering Information Department is always happy to recognize those of you who send in Product Quality Reports (PQRs) that are legible, complete, well-written, and include illustrations or photos.

Thanks to these conscientious professionals who’ve recently sent in great PQRs:

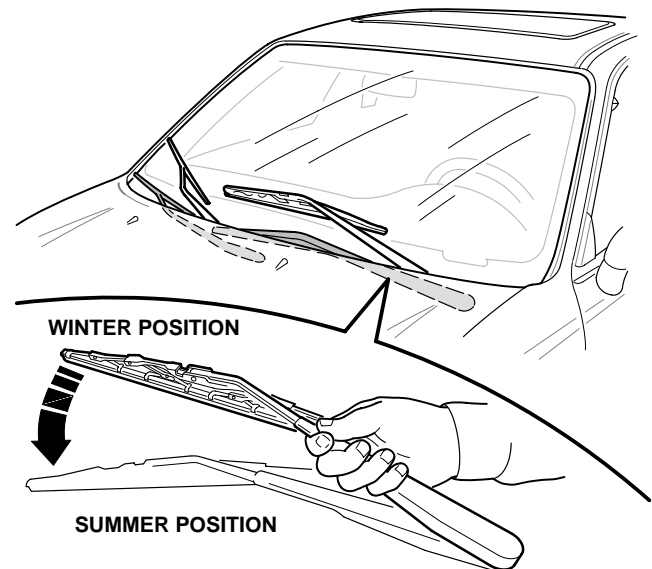
Chris Comorski	Northeast Acura
Jason Edwards	Charlie Thomas Acura
George Ferris	Hillside Acura
Wendell Karr-Ake . . .	Bob Howard Acura
Steve Leshner	Montano Acura
Larry Long	Gunn Acura
Jerry Palmieri	Northeast Acura
Frank Ochs	Bell Acura
Jeff Wisser	Irvin Green Acura
George Ziringer	Baierl Acura



Check 3.5RL Wiper Park Position at TQI

The windshield wiper arms on a 3.5RL have two parked positions: winter (above the hood line) and summer (below the hood line). The winter position helps to protect the wipers and wiper motor from damage caused by snow or ice build-up. Summer is the normal parked position.

If the wipers are in the winter position during TQI, change them to the summer position. Just hold them near their pivot points, and push down, parallel to the windshield, until they move to the summer position.



Use MTF in Integra M/Ts

On some M/T-equipped Integras, a moaning noise when turning left and accelerating may occur if there’s motor oil in the trans instead of MTF. Avoid this problem by using Genuine Honda MTF (P/N 08798-9016). MTF contains special additives for smoother shifting, and it extends the M/T fluid change interval to 90,000 miles.

ACURA ServiceNews

©1996 American Honda Motor Co., Inc. - All Rights Reserved. Published by AHM Service Communications, 1919 Torrance Blvd., Torrance, CA 90501-2746. All suggestions become the property of American Honda Motor Co., Inc.; sending a suggestion gives Honda permission to publish it without further consideration.

