



The Basics of Tightening Torque

When a fastener is properly tightened, it's stretched to 80-90 percent of its tensile strength. A properly stretched bolt or stud acts like a spring to hold the parts together and to resist loosening. Under-tightening may result in the fastener fatigue-failing, and over-tightening may damage the bolt or threads.

To properly tighten a fastener, a torque wrench *must* be used. No matter how good you think you are, a "skillful pull" isn't good enough to guarantee that you've stretched the fastener to 80-90 percent of its tensile strength.

When tightening fasteners with a torque wrench, you may need to convert the units of measure. Use the following conversion factors.

Multiply	By	To Obtain
Newton-meters (N·m)	0.7233	Foot-pounds (lb-ft)
Kilogram-meters (kg-m)	7.233	Foot-pounds (lb-ft)
Foot-pounds (lb-ft)	0.1383	Kilogram-meters (kg-m)
Foot-pounds (lb-ft)	1.383	Newton-meters (N·m)

ACC Integra Radio and CD On at Same Time

If a customer claims that the radio and the CD player occasionally play at the same time on a '94-95 Integra, take his word for it. This symptom can be very intermittent and hard to reproduce, but the bottom line is you need to exchange the radio. All remanufactured Integra radios were updated as of May 15, 1995.

Some '95 Integra ETMs Lost Pages

We've discovered that some '95 Integra ETMs are missing the sections between pages 60 and 70-1. The missing sections are Air Delivery, section 61, A/C Compressor Controls, section 62, Fans, section 63, and Rear Window Defogger, section 64. If your ETM is missing these sections, call Helm at (800) 782-4356, and explain your problem; they'll send you a new ETM, with all the pages, free of charge.

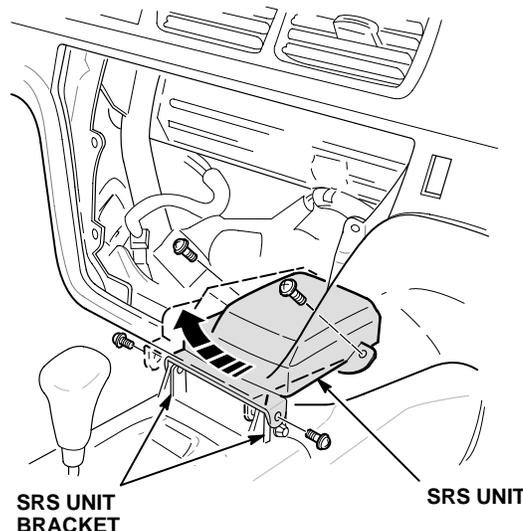


2.5TL SRS Unit Removal Changes

Due to a mid-production change in dashboard brackets, the SRS unit on a '96 2.5TL can't be removed as easily as the S/M describes. At first glance, it now looks like the dashboard must be removed, but it's not that bad.

First, follow steps 1 through 7 of the SRS unit replacement procedure on page 24-52 of the '95-96 2.5TL S/M. Then, follow these revised steps 8 and 9.

- Remove the four Torx bolts from the SRS unit, then shift the unit's rear mounting tabs up and over the SRS unit bracket, toward the left.



- Lift the front of the SRS unit, and push the rear of the SRS unit forward until the unit is upside down, then pull the unit out of the dashboard. Install the new SRS unit in the reverse manner.



Follow steps 10 through 17 on page 24-53 of the S/M to complete the replacement procedure.



Welcome to OBD II

The '95-96 2.5TL and the '95 NSX are the first Acuras to feature a PGM-FI system that meets the new on-board diagnostics (OBD) requirements known as OBD II. The rest of our models will have OBD II systems by the '96 model year.

OBD II is a comprehensive diagnostic system designed to allow any skilled technician to repair an engine management system problem on any OBD-II-equipped vehicle with the aid of an OBD-II-compatible scan tool. With the scan tool, you can now read much of the same sensor data that the engine control module (ECM) sees. In many cases, you no longer have to reproduce a diagnostic trouble code (DTC); reading the data will tell you whether there's a malfunction or not.

The SAE-established OBD II guidelines include these changes:

- A universal 16P diagnostic connector, with standardized pin assignments, called the data link connector (DLC).
- A standard list of DTCs for all manufacturers.
- Data snapshot capability in the ECM when a fault occurs.
- The ability to record a DTC whenever a fault occurs that affects emissions.
- The ability to erase DTCs with the scan tool.

On the 2.5TL, the DLC is located underneath the coin box/ashtray. On the NSX, the DLC is located behind a small access panel on the lower edge of the dashboard, below the glove box.

The SAE-defined DTCs are five-character alphanumeric codes:

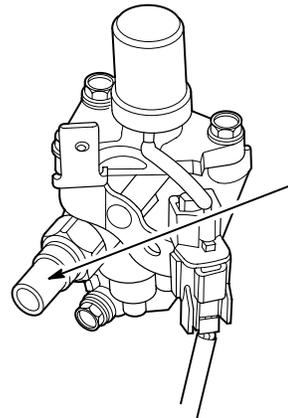
- First character, area of vehicle: B for body, C for chassis, P for powertrain, and U for undefined. (Currently, only powertrain codes have been defined.)
- Second character, code origin: 0 for SAE-controlled codes, 1 for manufacturer-controlled codes.
- Third character, system affected: 1 and 2 for fuel and air metering, 3 for ignition system or misfire, 4 for auxiliary emission controls, 5 for vehicle speed and idle controls, 6 for computer and output circuits, and 7 and 8 for transmission.
- Fourth and fifth characters, the fault: general malfunction, high or low voltage or frequency, or "out of range."

When using your PGM Tester on an OBD II model, you'll need the 4.01 (or later) version program card and the 16/14 pin OBD II Type 3 DLC adapter cable (P/N 02001969).



VTEC Pressure Switch Torque Spec

After all these years, we finally realized that neither the Integra or NSX S/Ms list a torque specification for the VTEC pressure switch. The spec is 22 NVm (2.2 kg-m, 16 lb-ft), and a good place to note the spec is on the VTEC Pressure Switch (DTC 22) Troubleshooting Flowchart page in section 6.



VTEC PRESSURE SWITCH
22 N·m
(2.2 kg-m, 16 lb-ft)



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, this month, to these conscientious professionals:

Steve Asch Buerkle Acura
 Jason Edwards Charlie Thomas Acura
 Kent Ferguson Mac Churchill Acura
 Jeffery Glenn Bell Acura
 Tom Henning Mike Hale Acura
 Ted Lytle Acura of Somerville
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