

Enter Anti-Theft Codes Successfully

Anti-theft radios are sometimes replaced because they “won’t accept a code.” In most cases, there’s nothing wrong with these radios; the problem was that the installer had the wrong code, or he didn’t know the fine points of entering the code.

Our anti-theft radios allow only three attempts at entering the code. During each attempt, the radio will beep after you enter the fifth (last) digit of the code. After three attempts with errors or the wrong code, the radio will not beep. The radio won’t even accept the correct code *unless* you clear its memory.

The sure way to clear the radio’s memory quickly is to disconnect both battery cables and touch them together for five seconds. (Some radios have capacitors that keep the memory powered for up to 10 minutes, so merely disconnecting power from the radio is not enough.)

After the memory is cleared, enter the code again. If you make a mistake, don’t stop; continue entering numbers until the radio beeps, then try again. If the radio still won’t accept the code, confirm the code with the customer or the national Warranty Department at (310) 783-3240. When calling the Warranty Department, you must have your dealer number, the car’s VIN, and the radio’s reference number and serial number. The reference number is particularly important because different model radios may have the same serial number.

Steering Wheel and Body Vibration

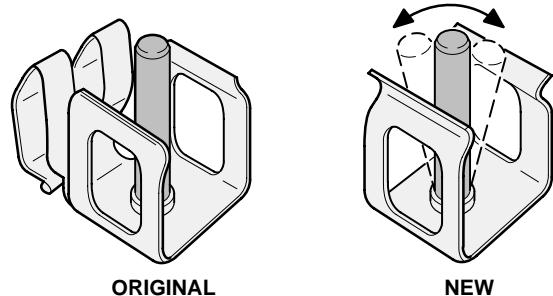
A vibration in the steering wheel or body, similar to the vibration of an out-of-balance wheel and tire assembly, may be caused by a faulty damper (shock absorber).

First, inspect the dampers for any signs of leakage. If one is leaking, replace it.

If no leakage is evident, test drive the car with an assistant following in another car. Have your assistant observe the wheels as you drive over bumps and potholes. If one wheel vibrates more than the others after hitting the bumps, the corresponding strut is probably faulty. You can also bounce the car up and down in the shop, comparing it side to side, and to another car.

Integra Shift Linkage Adjuster Pins

The new shift linkage adjuster pin used in S/B 94-003, “RECALL: Automatic Transmission Shift Linkage,” is supposed to be flexible. The pin is not rigidly attached to the clip like on the original part.



ORIGINAL

NEW

CV Boot Kits Are Now Available

Inboard and outboard CV boot kits are now available for most models. The inboard kits include the inboard boot, both bands, and grease, *plus* all the other parts you need when you R & R the driveshaft and CV joint: the set ring, circlip, stopper ring, and spindle nut. The outboard kits include the outboard boot, both boot bands, a dynamic damper band for A/T models, *plus* the appropriate inboard kit. An upcoming Parts Information Bulletin will list the prices, but here are the applications and part numbers:

'86-89 Integra

Inboard, right or left: 44017-SE0-A00
Outboard, right or left: 44018-SE0-A00

'90-93 Integra

Inboard, right or left: 44017-SK7-A00
Outboard, right or left: 44018-SK7-A00

'94 Integra

Inboard, right or left (all): 44017-SR3-900
Outboard, right or left (RS, LS): 44018-SR3-951
Outboard, right or left (GS-R): 44018-ST7-J00

'86-90 Legend

Inboard, right or left: 44017-SD4-A00
Outboard, right or left: 44018-SD4-A00

'91-94 Legend

Inboard, right or left: 44017-SP0-A00
Outboard, right or left: 44018-SP0-A00

'92-94 Vigor

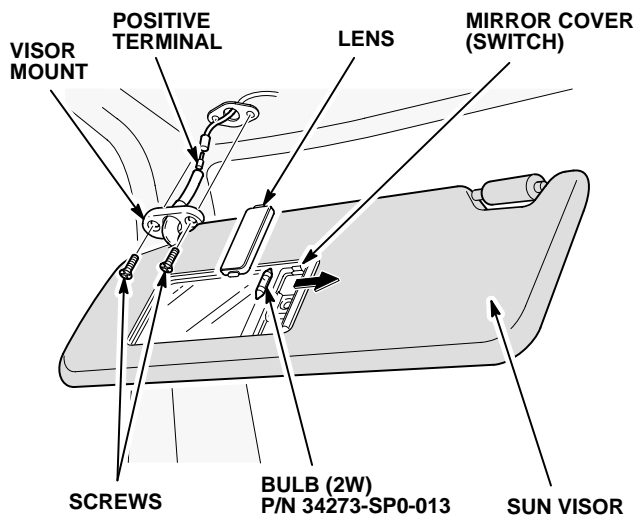
Inboard, right or left: 44017-SL5-A00
Outboard, right or left: 44018-SL5-A00



Vanity Mirror Light Won't Work

If one of the vanity mirror lights won't work on a '91-94 Legend, remember that it's designed to work only when the headlights are on, the visor is pulled down, and the mirror cover is open.

If the light won't work intermittently (bumping the visor makes it go off and on), replace the bulb first (it's easy and inexpensive), then test the wiring to the visor. In other words, explore all the other possibilities before you special-order an expensive visor.



Alarm Sounds When It's Not Supposed To

The '91-94 Legend security system allows the customer to conveniently arm the system with or without the key or the optional keyless entry transmitter. You can arm the system by locking the driver's or passenger's door with the key, by locking the doors with the door lock switch or lock knob, or by using the keyless transmitter.

Once the system is armed and the 15-second delay period has elapsed, only the key or the keyless transmitter will disarm the system. But the key can only disarm the system via the door locks; you can't disarm the system by using the key in the ignition switch (like '86-90 Legends).

Here are a few things that will cause the security system alarm to sound when it shouldn't:

- **Alarm sounds when unlocking the door with the key:** If the alarm sounds intermittently when the driver's or passenger's door is unlocked with the key, replace the door actuator assembly for the affected door.
- **Alarm sounds when starting the engine:** This is probably caused by a customer who doesn't understand exactly how the system works. If the customer opens the door to enter, locks the door while it's still open, and closes the door, the system will arm. If the engine is started within 15 seconds, the system will disarm. However, if more than 15 seconds elapse, the alarm will sound when the engine is started. So this one's easy: If you're not going to start the engine right away, lock the doors *after* they're closed to prevent the system from arming.
- **Alarm sounds when an unlocked door is opened:** The door lock knob circuit is probably to blame. Inspect for poor connections in the GRN/BLK wire between the driver's door actuator and the security system control unit. If the connections are all good, the door actuator may be faulty.



Remove Extension Shaft From A/T Core

Here's how to avoid an unnecessary delay when you're replacing a '91-94 Legend or a '92-94 Vigor A/T with a remanufactured unit: Remove the extension shaft before you return the core trans. The remanufactured trans doesn't come with an extension shaft.



Legend 6-Speed Oil Pan Removal

Make a note at the beginning of the Oil Pan Removal procedures on page 8-7 of your '93 and '94 Legend Coupe S/Ms and your '94 Legend Sedan S/M: If the car is equipped with a 6-speed trans, the trans and flywheel must be removed to remove the oil pan. (The 6-speed flywheel design makes it impossible to remove the two rear oil pan bolts with the flywheel installed.)

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