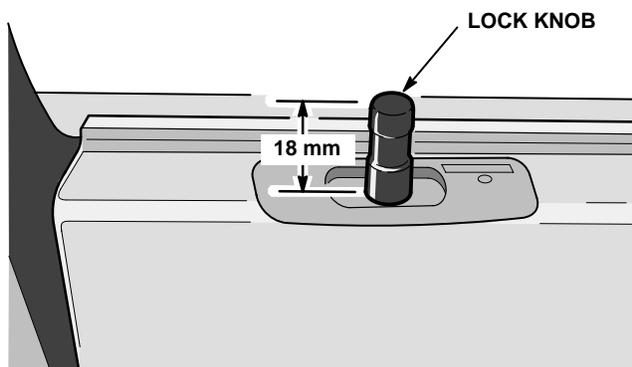




Legend Lock Knob Breakage

Misadjusted '91-93 Legend Sedan door lock knobs (ones that stick up too high) are more prone to breakage. They get smacked by elbows, caught in shirt sleeves, and snagged by car wash towels.

If you're replacing a broken lock knob, tighten the new one until it's at the height spec listed in the S/M: 18 mm exposed when the door is locked. (And while you have your ruler out, you might as well check the other three.)



Integra ETM Correction

Correct page 133 in your '93 Integra ETM: Fuse 13 for the optional security system is located in the under-dash fuse/relay box, not the under-hood fuse box.



Three New Worksheets

Our Service Engineering Information (SEI) department recently sent samples of three new worksheets to all dealers. These worksheets make it easier for you to report the details on certain problems and, in turn, SEI gets better information. Here's a brief description of each one, along with the reorder number (they're stocked at Helm).

Windshield Replacement Report, E2167: Use to report stress cracks only.

Wire Harness Repair Checksheet, E2168: Use for any wire harness, connector, or wiring assembly problem.

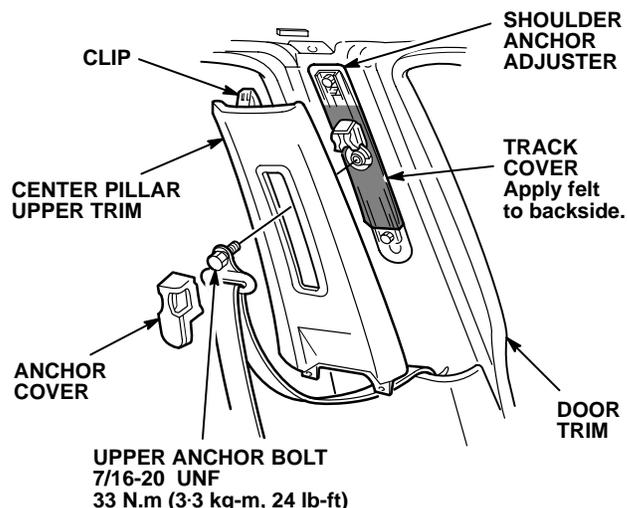
Wheel Balance Information Worksheet, E2169: Supersedes all prior wheel balance forms.



Rattle in Shoulder Belt Anchor Adjuster

The front shoulder belt anchor adjuster track cover may contact the center pillar upper trim and rattle on some '93 Legend Sedans. If you have a car with this symptom, insert some felt between the anchor track and the track cover, as described below. The felt eliminates the clearance between the track cover and pillar trim, and it provides a cushion between the track and cover.

1. Remove the front and rear door opening trim from the center pillar area.
2. Remove the anchor cover and the upper anchor bolt.
3. Pull the lower section of the center pillar upper trim away from the body to gain access to the shoulder belt anchor adjuster. (You don't have to completely remove the trim.)
4. Cut a 6 mm wide strip of felt (P/N 06993-SA5-000), and apply it to the back of the track cover, where it contacts the track.



Another Legend Driver's Seat Note

If the slide motor runs, but the seat doesn't move, replace the slide motor and slide gearbox. You'll find these parts listed on the parts microfiche under '93 model only, but they also fit the '91 and '92 models.

Left Slide Motor Assembly:

L and LS: 81514-SP0-A21

Standard: 81514-SP0-A41

Left Gearbox Assembly:

L and LS: 81517-SP0-A21

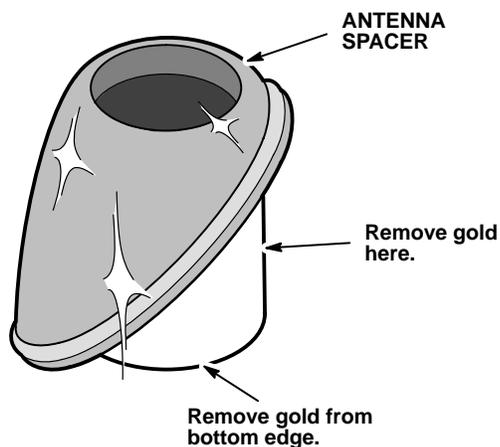
Standard: 81517-SP0-A41



Poor Reception? Look for Gold Kit!

If a Legend or Vigor comes in with a radio reception problem, check the car for a gold emblem kit. What do gold emblems have to do with radio reception? Nothing, but that gold antenna spacer might be the culprit.

Remove the gold antenna nut and the antenna spacer, and inspect the part of the spacer that goes inside the fender. If that area is gold plated (it's not supposed to be), the spacer may be acting as a conductor to ground instead of as an insulator.



Using a utility knife or file, remove the gold plating from the lower part of the spacer and its bottom edge.

Loosely reinstall the antenna spacer and antenna nut. Loosen the antenna motor mounting nuts, then retorque the antenna nut to 20 lb-in. (Loosening the motor allows the antenna collar to make a good ground when you torque the antenna nut.) Retighten the motor mounting nuts.



Vigor Crunches/ Rattles While Braking

The ends of the front brake pads rubbing against the pad retainers may make a crunching or rattling noise on '92-'93 Vigors. The noise usually occurs while turning with the brakes applied, and can be mistaken for other noises (worn out CV joint, worn or loose suspension component). If you can duplicate the noise by making a sharp turn with the brakes and the throttle applied, lubricate the ends of the pads with Molykote M77. (If this seems like *deja vu*, we did this article for Legends in the January '93 issue.)



Oil Light Stays On Below Freezing

When an engine is started and run for just a short time (not enough to warm the coolant to normal operating temperature), the condensation in the crankcase doesn't get a chance to steam off. Do this often enough in cold weather (such as when cars are moved around the back lot for snow removal), and a fair amount of water may accumulate in the bottom of the oil pan. This is dangerous in below freezing weather; the water can freeze and obstruct the oil pump inlet!

If you're in cold country, watch the oil pressure indicator light whenever you start cars in your inventory. If the light stays on for more than 10 seconds, shut the engine off immediately. Push the car into the shop, and let it sit to thaw the ice in the oil pan. Drain and refill the crankcase, then run the engine for at least 20 minutes after it reaches normal operating temperature to remove any remaining condensation.



Order Pre-Tensioners, Too

When you're repairing a '93 NSX, '91 or later Legend Coupe, or '92 or later Legend Sedan in which the airbag(s) has deployed, don't forget to order new front seat belts. Because the seat belt pre-tensioners deploy along with the airbag, the seat belts can't be reused.



Great PQR's

Our Service Engineering Information Department regularly recognizes those of you who send in Product Quality Reports that are legible, complete, well-written, and include illustrations or pictures. Thanks, this month, to:

Kyle Barth &
Scott Smith Lindsay Acura
Bruce Dunlap Montano Acura
Mike Wooden Northeast Acura

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