

**ACC** Cassette Problems: Is the Player at Fault?

*Editor's Note: This is the third in a series of articles about reducing the number of "No Trouble Found" (NTF) audio units.*

Most cassette problems aren't the fault of the player. Here are the most common symptoms and their real causes.

**Loading and ejecting problems**, such as a cassette that can't be loaded, a cassette that comes out soon after loading, or a cassette that can't be ejected, are usually the fault of a particular cassette. Obvious causes are a partially detached label, a deformed (warped) plastic cartridge, or tape hanging out of the cassette.

To confirm a loading problem, try loading your known-good Honda Test Tape (P/N 07908-A01020A). Don't keep trying the customer's cassette. Some slightly deformed cassettes look good, and still they won't load. Also, depending on how the customer normally stores tapes, he or she may have more than one bad cassette. Cassettes exposed to sunlight on the dashboard or rear shelf can easily warp. Even the glove box can reach 140 degrees F on a hot summer day when the windows are rolled up.

If you have a unit that won't eject a tape, you may indeed be "stuck." However, try clearing the unit's microprocessor before you replace the unit. (The microprocessor controls the cassette player as well as the radio.) The sure way to clear the microprocessor is to disconnect both battery cables, and touch them together for five seconds. (Some units have capacitors that keep the memory powered for up to 10 minutes, so merely disconnecting power from the unit is not enough.) After clearing the unit, reconnect it, and try ejecting the tape again.

If the cassette still won't eject, replace the unit; don't try to forcibly remove the cassette. When a unit is shipped in for "tape stuck" or "will not eject tape," a cassette must be inside or else the claim will be debited. If the customer wants the cassette back, attach a completed Customer Cassette Tape Return Label (E2094, available from Helm) to the unit. If the cassette is usable, the repair center will return it to the customer.

**Music search problems**, such as stopping too soon or not soon enough, are usually caused by the recording or the type of music. Recording levels that are too low and "no recording zones" or breaks between programs that are too short are common problems with home-recorded cassettes. The search function requires a "no recording zone" that's at least four to five seconds long. Classical music, with its wide dynamic range, is also difficult to search. The search sometimes stops at the most quiet part of the

music (known as "pianissimo," if you want to impress your classical-music-loving customers).

**Auto-reverse problems**, such as reversing before the end of the tape, are often caused by improperly wound cassettes or cassettes that haven't been played regularly. In either case, the friction increases to the point that the auto-reverse system identifies that as the end of the tape. (You can sometimes revive one of these cassettes by tapping the side edge of the cassette on a hard surface several times or by fast forwarding and rewinding it from end to end several times.)

**Sound quality problems**, such as lack of high notes, muffled or weak sound, squealing, and slow or fluctuating sound, can be caused by a dirty tape head, a poor recording, a worn-out tape, or an improperly wound or stretched tape. (The 100- and 120-minute cassettes are more prone to stretch because they use thinner tape, which is why our owner's manuals advise against using them.) Of course, trying your test tape can quickly confirm or rule out all of these causes.

For lack of high notes and muffled or weak sound, try a head-cleaning cassette. (High notes are the first to go as the head becomes contaminated, and if it's really grungy, the sound becomes muffled or weak.) Wait a couple of minutes for the alcohol to evaporate from the tape head, then try your test tape again. If the sound is good, the problem is solved. If the sound is slightly better, ship the unit in through the Audio Repair program to have the head professionally cleaned (customer-pay). If the sound is indeed no better, go ahead and exchange the unit.

If cleaning the head cured the problem, you (or the customer) may wonder why wasn't the "Clean" indicator light on? This indicator light comes on after every 30 hours of cassette player use as a reminder to clean the head. However, if poor quality or improperly stored (contaminated) cassettes are used, the head would require cleaning sooner.

While we're on the subject of muffled sound, you may get this symptom when you play a non-Dolby cassette with the player in the Dolby mode. With our current players, the Dolby is activated automatically. You have to manually turn the Dolby off while you're playing a cassette. Then it stays off until you turn it back on or until the ignition switch is cycled.

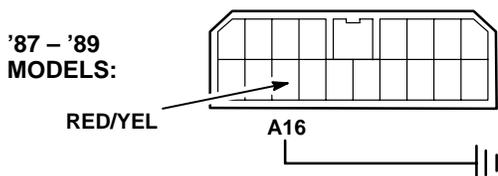
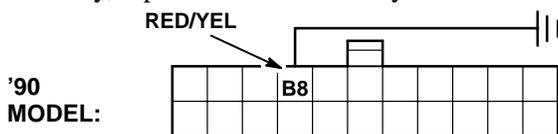


## Legend Early Upshift or No Kickdown

An '87-90 Legend Coupe or '88-90 Legend Sedan that upshifts too early or won't kick down into a lower gear at wide open throttle could have contaminated solenoid valves, a sticking modulator valve, or a faulty throttle angle sensor.

To check the solenoid and modulator valves, perform the pressure check in the Diagnosis section of S/B 88-011, *No A/T Upshift Past 2nd Gear*. If any of the pressures are out of spec, the solenoids are probably contaminated or the modulator valve is sticking. Unfortunately, that means disassembling the trans to find and repair the source of the contamination. You can't just replace the solenoids.

If the pressures are OK, then check the throttle angle sensor signal at the A/T control unit. Disconnect both connectors from the A/T control unit, and connect your voltmeter between the RED/YEL terminal (B8 on '90 models, A16 on '87-89 models) and body ground. Turn the ignition switch on, and slowly depress the accelerator pedal while watching the voltmeter. The voltage should change smoothly from about 0.5 V with the accelerator pedal released to about 4.5 V with the pedal fully depressed. If the voltage does not change smoothly, replace the throttle body and retest.



## Integra ABS Parts Now Available

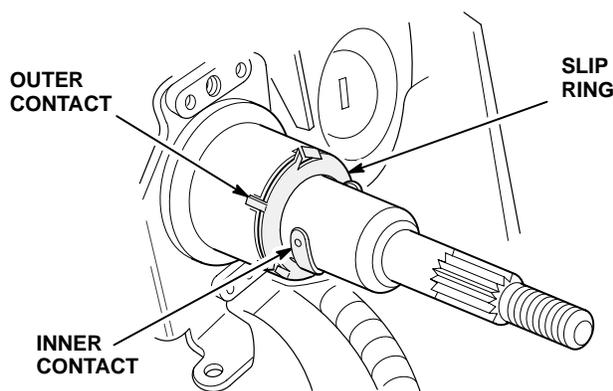
The accumulator and reservoir for the ABS modulator assembly on '94-95 Integras are now available as separate parts. You no longer have to replace the whole modulator assembly. The replacement procedure for the accumulator can be found in S/B 94-013, *Brake Fluid Leak*, and replacing the reservoir is self-explanatory.

ABS Accumulator Kit P/N 57018-ST5-000  
Reservoir Tank P/N 57019-ST5-000



## Install Slip Ring in Legend With Phone

Two things make the steering-wheel-mounted remote audio controls on a Legend more sensitive to variations in electrical resistance: adding a cellular phone control unit and the driving position memory system (DPMS). When the resistance is incorrect, the radio may change stations when you press one of the volume controls while turning the steering wheel. Consequently, whenever you install an Acura cellular phone in a '94-95 Legend, go ahead and install a slip ring assembly, P/N 35257-SP0-315, on the steering column to prevent a potential comeback. Refer to S/B 91-045, *Erratic Remote Audio Control Operation*.



## Reset DPMS Unit Before Replacing It

Before you replace the driving position memory system (DPMS) control unit on a '94-95 Legend for any symptom (limited steering column travel, flashing position switch lights, etc.), reset it. To do that, remove the No. 15 fuse (7.5 A) from the under-hood fuse/relay box for at least 30 seconds. (Removing the No. 20 fuse as the S/M says won't reset the control unit; we corrected that error in the February '94 issue of S/N.) Even unplugging the DPMS control unit won't reset it unless the four connectors are reconnected in a certain order.

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