



Technical Service Information

ACURA LEGEND WITH G4, L5 & PL5X TRANSAXLES GRINDING OR BIND IN REVERSE

COMPLAINT: When a garage shift is made to Reverse, the transmission exhibits a "grinding" noise and/or a bind-up condition. This complaint occurs when one or more of the reverse selector components on the counter shaft have been changed during rebuild.

CAUSE: Incompatible reverse selector components on the counter shaft have been installed. These components for the G4, L5, and PL5X look the same at first glance, but **"Will Not"** interchange.

CORRECTION: *Figure 1* illustrates the differences in the "G4" and 1987 "L5" reverse counter shaft components. Take notice of the diameter of the components as well as tooth and spline configuration. The reverse servo uses a spring to return the piston to the 4th gear position.

Note: The original equipment G4 components were used in the 1987 Legend Coupe only, with the "L5" transaxle.

Compare the illustrations in Figure 1 with Figures 2 and 3.

Figure 2 illustrates the differences in the 1988 "L5" and **Some** 1989 "L5" reverse counter shaft components. Take notice of the diameter of the components as well as tooth and spline configuration. This reverse servo also utilizes a spring to return the piston to the 4th gear position

Compare the illustrations in Figure 2, with Figures 1 and 3.

Figure 3 illustrates the differences in some 1989 "L5" and 1990 "PL5X" reverse counter shaft components. Take notice of the diameter of the components as well as tooth and spline configuration. The 1989 "L5" and 1990 "PL5X" **does not** use a servo return spring, as it has a detent mechanism to keep the reverse servo in the reverse or 4th gear position. The fork is also different than the previous design level in that it is ribbed to accommodate the detent mechanism.

Compare the illustrations in Figure 3, with Figures 1 and 2.

INTERCHANGEABILITY:

Honda/Acura internal components look very similar. **Always** look closely to avoid this mis-assembly or any of the many other complaints that incompatible parts can create.

Even though parts look the same, there can be slight dimensional differences, because clearances in most Honda/Acura units is .003" to .006" there is little room for error, always check end play before final assembly of the transmission.

SPECIAL NOTE: *These are correction pages for illustrations that mistakenly got published in the 2001 Seminar Blue Book and in the February, 2001 issue of Transmission Digest.*

Many thanks to Brett Bogan from **HARDPARTS** for his assistance in compiling this information.



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ACURA LEGEND WITH G4, L5 & PL5X TRANSAXLES

GRINDING OR BIND IN REVERSE

ALL "G4" AND 1987 ONLY "L5"

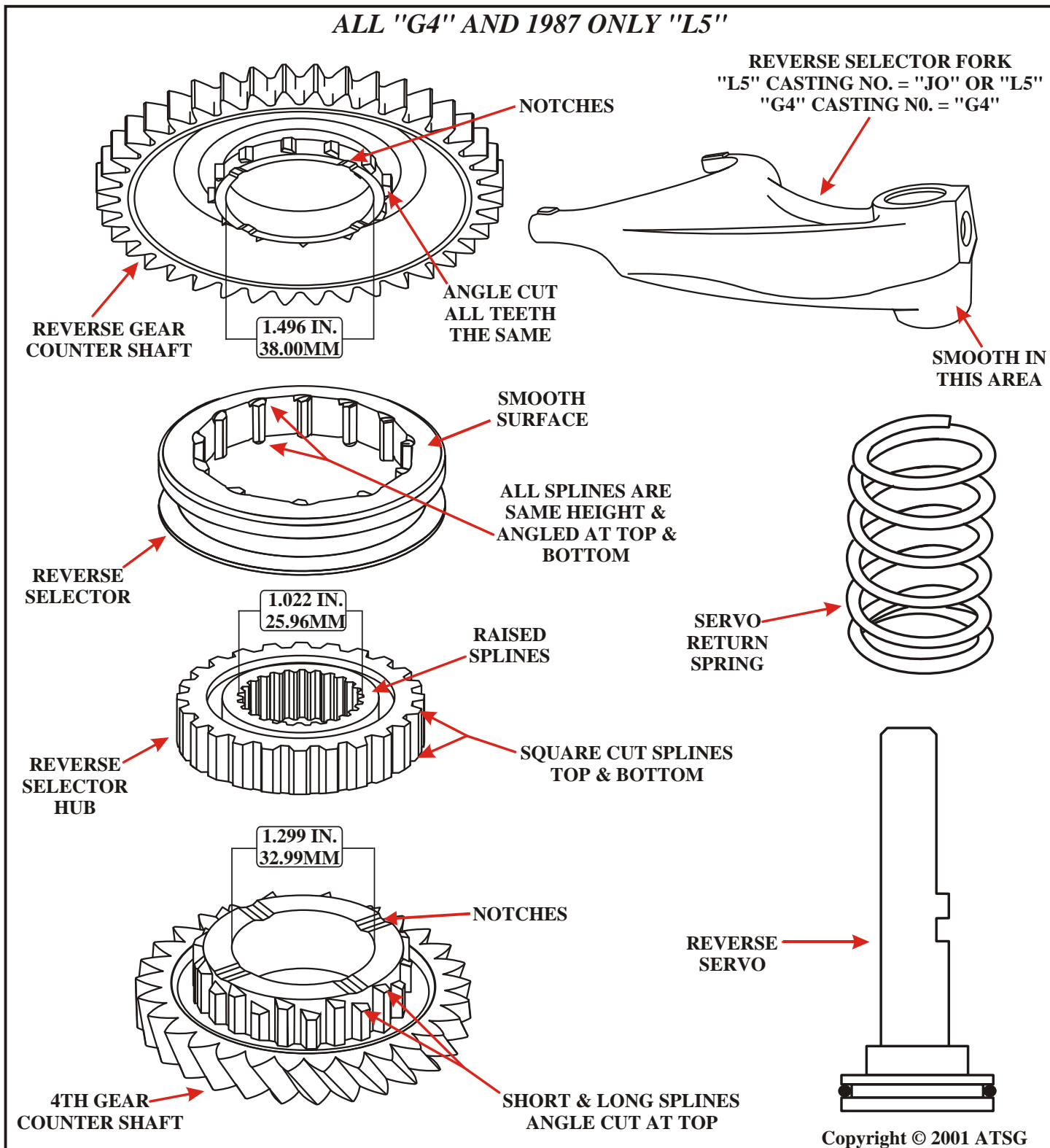
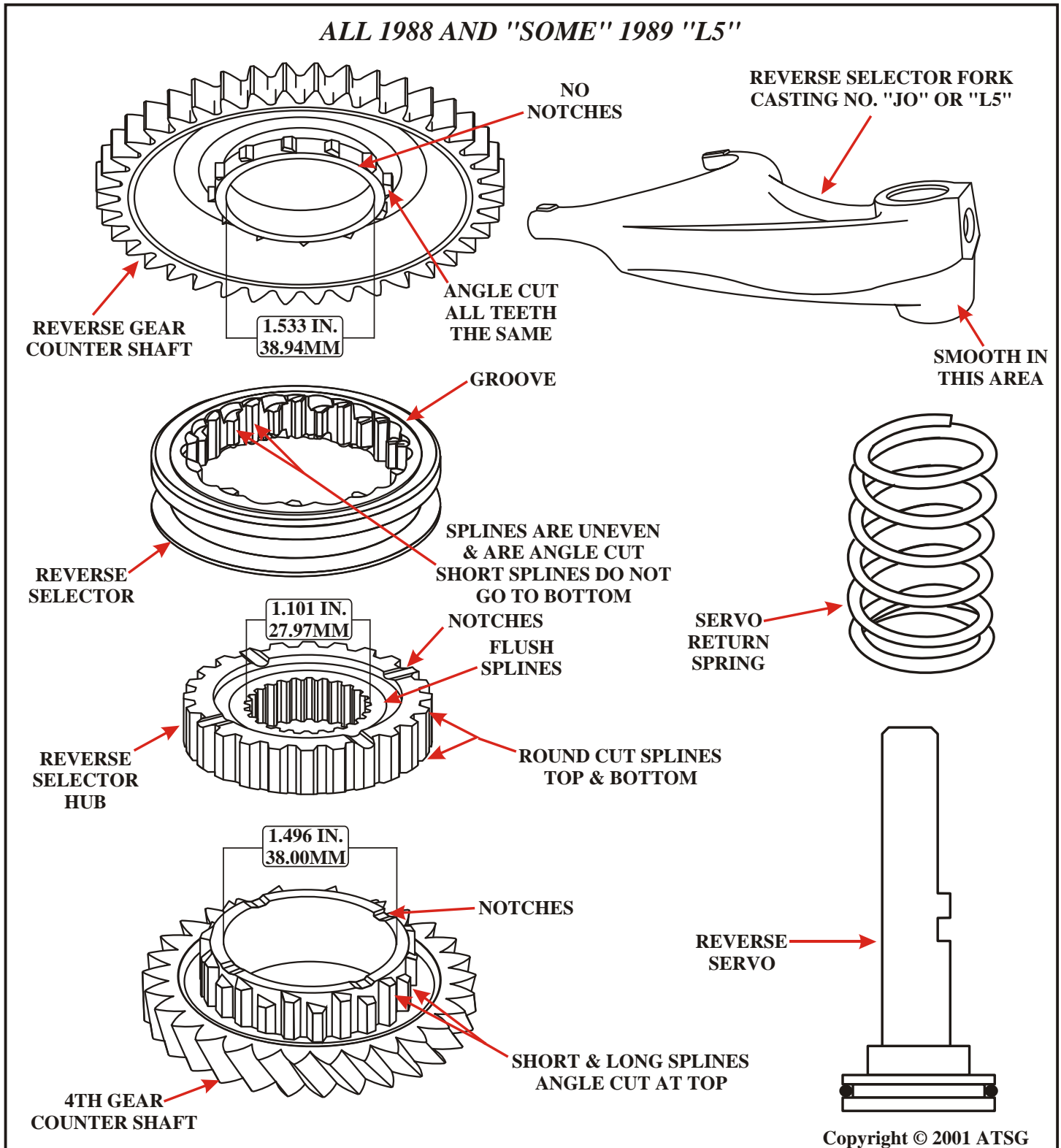


Figure 1

ACURA LEGEND WITH G4, L5 & PL5X TRANSAXLES GRINDING OR BIND IN REVERSE

ALL 1988 AND "SOME" 1989 "L5"



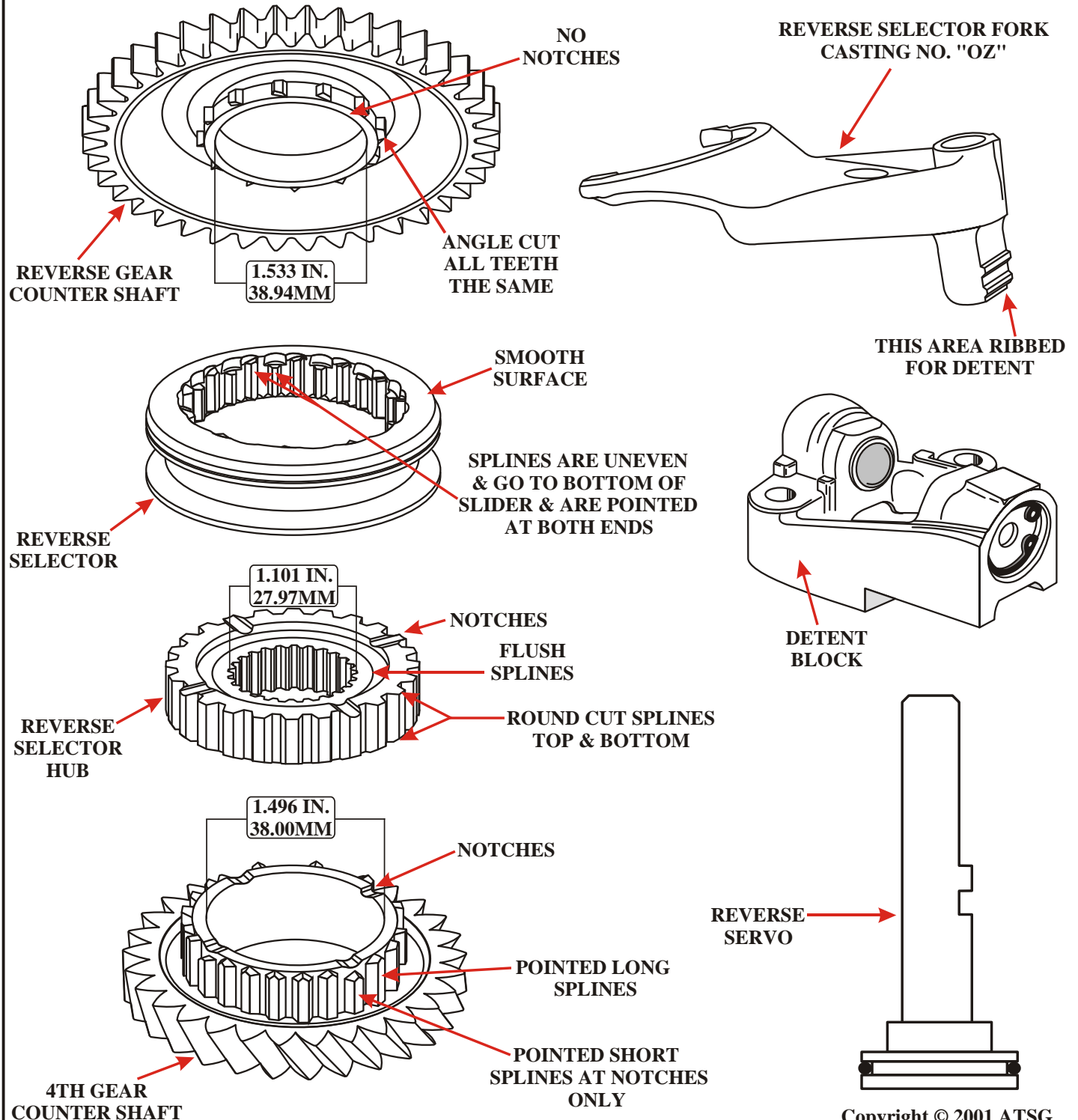
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Figure 2

ACURA LEGEND WITH G4, L5 & PL5X TRANSAXLES

GRINDING OR BIND IN REVERSE

"SOME" 1989 "L5" AND ALL 1990 "PL5X"



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Figure 3