



**Figure 4**

This early Legend style and is very large compared to all of the newer Honda accumulators, but was used for several years, even on the Integra.

The stored pressurized fluid is routed from the hose to the modulator where it is held until needed by the modulator solenoids. Newer model accumulators are cylindrical and use a piston and "O" ring for storing the pressurized fluid.

**Figure 5**

The pressure switch, shown in *Figure 5*, tells the pump to run if there is not enough pressure, and stop if there is.

The relays (not shown) are controlled by the ABS ECU and will shut down the solenoids inside the modulator in the event of system failure. The wheel sensors (not shown) monitor each wheel's speed.

During normal braking the ABS system is not used. The function is like a regular brake system. The master cylinder sends fluid pressure out though the modulator and through the proportioning valve if it has one (some models don't) which reduces pressure to the rear wheels, to apply the brakes normally.



The ECU monitors the wheel sensors, vehicle speed sensor, and brake switch inputs for determining when to operate in the ABS mode.

**Figure 6**