INTRODUCTION

How to Use This Manual

This supplement contains information for HONDA ACCORD. Refer to following shop manuals for service procedures and data not included in this supplement.

Description	Code No.
HONDA ACCORD MAINTENANCE, REPAIR AND CONSTRUCTION 93	62SN700
HONDA ACCORD SUPPLEMENT 93	62SN720
HONDA ACCORD SUPPLEMENT 94	62SN721

The first page of each section is marked with a black tab that lines up with one of the thumb index tabs on this page. You can quickly find the first page of each section without looking through a full table of contents. The symbols printed at the top corner of each page can also be used as a quick reference system.

Special Information

⚠ WARNING Indicates a strong possibility of severe personal injury or loss of life if instructions are not followed.

CAUTION: Indicates a possibility of personal injury or equipment damage if instructions are not followed.

NOTE: Gives helpful information.

CAUTION: Detailed descriptions of *standard workshop* procedures, safety principles and service operations are not included. Please note that this manual contains warnings and cautions against some specific service methods which could cause PERSONAL INJURY, damage a vehicle or make it unsafe. Please understand that these warnings cannot cover all conceivable ways in which service, whether or not recommended by HONDA MOTOR might be done, or of the possible hazardous consequences of every conceivable way, nor could HONDA MOTOR investigate all such ways. Anyone using service procedures or tools, whether or not recommended by HONDA MOTOR, *must satisfy himself thoroughly* that neither personal safety nor vehicle safety will be jeopardized.

All information contained in this manual is based on the latest product information available at the time of printing. We reserve the right to make changes at any time without notice. No part of this publication may be reproduced, stored in retrieval system, or transmitted, in any form by any means, electronic, mechanical, photocopying, recording, or otherwise, without the prior written permission of the publisher. This includes text, figures and tables.

marked sections are not included in this manual.

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HONDA MOTOR CO., LTD.
Service Publication Office

General Info
Special Tools
Specifications
Maintenance
Engine
Cooling
Fuel and Emissions
Transaxle
*Steering
Suspension
Brakes (Including ABS)
*Body
*Heater and Air Conditioning
*Electrical (Including SRS)

As sections with * include SRS components; special precautions are required when servicing.

Outline of Model Changes

The following summarizes changes made on the 93 ACCORD Shop Manual (Code No. 62SN700), 93 ACCORD Shop Manual Supplement (Code No. 62SN720) and 94 ACCORD Shop Manual Supplement (Code No. 62SN721).

ITEM	DESCRIPTION	CODE NO.			REFERENCE SECTION
		62SN720	62SN721	62SN722	
General	2.3 ℓ model added	○			—
	2.0 ℓ KS model added	○			—
	1.8 ℓ model added			○	1, 3
Engine	H23A3 engine type added F20Z1, F20Z2 engines valve clearance modified	○			—
	Rear mount bracket Changed		○		—
	Changed • Torque value of radiator fan self locking nut • Connecting pipe (H23A3 engine) • Water pump		○		—
	F18A3 engine added			○	6, 7
PGM-FI	Changed for 2.3 ℓ model addition • Vacuum connections • Electrical connections • Heated oxygen sensor (HO2S) • TDC/CKP/CYP sensor • Starting air valve • Fast idle thermo valve • Throttle body • Intake air bypass (IAB) control system • Intake air control system	○			—
	Main wire harness changed		○		—
	F18A3 engine added			○	11
Manual Transmission	Countershaft 2nd gear synchro system changed		○		—
	Changed • Countershaft clearance inspection • Reverse idle gear shaft torque			○	13
Automatic Transmission	Changed for 2.3 ℓ model addition • Road test shift schedule • Stall speed RPM • Pressure testing fluid pressure • 1st/2nd clutch assembly	○			—
	Circuit diagram modified Changed • Reverse idler gear shift and holder • Main valve body assembly • Secondary shaft assembly • Clutch discs and pistons • Throttle control cable inspection and adjustment Discontinued • Right side cover protector • Magnet on ATF strainer		○		—
	Changed • 1st-hold clutch plates • Secondary shaft axial clearance specification • Torque value of the transmission housing bolts Added • 1st clutch discs			○	14

The following summarizes changes made on the 93 ACCORD Shop Manual (Code No. 62SN700), 93 ACCORD Shop Manual Supplement (Code No. 62SN720) and 94 ACCORD Shop Manual Supplement (Code No. 62SN721).

ITEM	DESCRIPTION	CODE NO.			REFERENCE SECTION
		62SN720	62SN721	62SN722	
Brake	Application of brake pads changed due to 2.3 ℓ model addition	○			—
	Changed • Torque value of rear brake caliper bracket mounting bolt for conventional brakes • Anti-lock Brake System (ABS)		○		—
	Possible to replace the reservoir and the accumulator of the modulator unit			○	19
Body	Added • Front spoiler for 2.3 ℓ model • Trunk spoiler for 2.3 ℓ model	○			—
	Some protectors of doors added		○		—
Electrical	Changed • Ignition system (2.3 ℓ model) • Power supply circuit • Starter mounting bolt torque value changed (M/T) Keyless entry system added (KE)	○			—
	Added • Cruise control system (KE model) • Supplemental Restraint System (SRS) Type III Changed • Power supply circuit • AT gear position indicator circuit • Trunk light • Location of head light washer switch (KE model) • Horn system • Supplemental Restraint System (SRS) Type II		○		—
	Changed • Keyless entry and Security alarm system			○	23

General Information

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Chassis and Engine Numbers

Vehicle Identification Number (VIN)

SHHCC75200U100001

Manufacturer, Make and Type of Vehicle
- SHH: HONDA OF THE U.K.MFG., LTD. U.K. HONDA Passenger car

Body Type
- CC7: ACCORD

Body and Transmission Type
- 5: 4-door Sedan/5-speed Manual
- 6: 4-door Sedan/4-speed Automatic

Vehicle Grade
- 2: 1.8i S
- 3: 1.8i ES
- 4: 2.0i
- 5: 2.0i S
- 6: 2.0i LS
- 7: 2.0i ES
- 8: 2.3i SR

Fixed Code

Auxiliary Number

Factory Code
- U: Honda of the U.K. Manufacturing in U.K.

Model Year
- 1: 1994 (Except 1.8 ℓ model)
- 1: 1995 (1.8 ℓ model)

Serial Number

Engine Number

F18A3-E200001

Engine Type
- F18A3: 1.8 ℓ Sequential Multiport Fuel-injected 115 PS engine Unleaded gasoline with CATA
- F20Z1: 2.0 ℓ Sequential Multiport Fuel-injected 131 PS engine Unleaded gasoline with CATA
- F20Z2: 2.0 ℓ Sequential Multiport Fuel-injected 115 PS engine Unleaded gasoline with CATA
- H23A3: 2.3 ℓ Sequential Multiport Fuel-injected 158 PS engine Unleaded gasoline with CATA

Serial Number

Transmission Number

MP6A-3000001

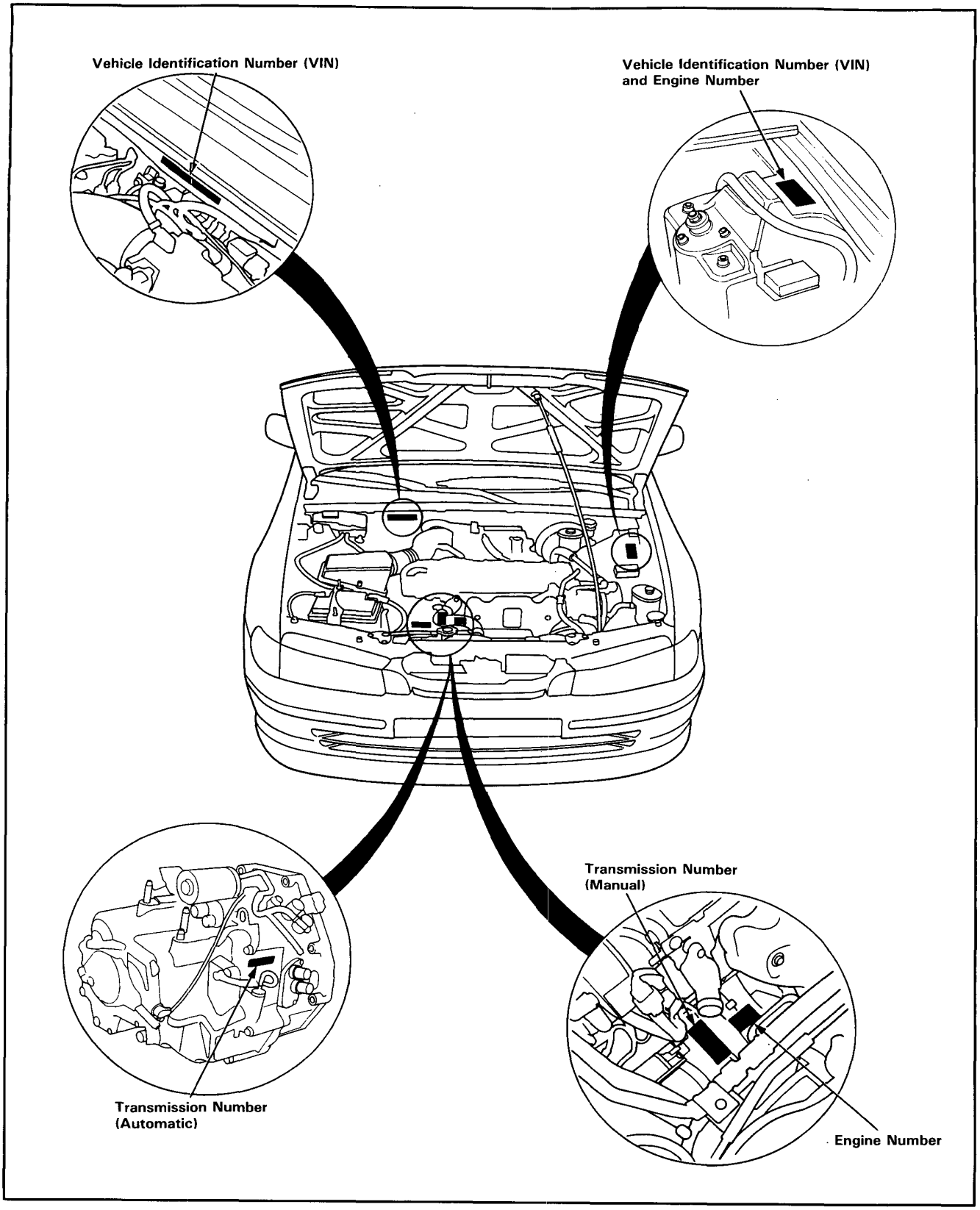
Transmission Type
- MP6A: Automatic for F20Z1, H23A3 engines
- N2C4: Manual for F20Z2 engine
- N2D4: Manual for H23A3 engine
- N2S4: Manual for F20Z1, F18A3 engines

Serial Number
- Automatic: 3000001 ~
- Manual: 2000001 ~

MODEL	GRADE NAME	APPLICABLE AREA CODE	TRANS-MISSION TYPE	VEHICLE IDENTIFICATION NUMBER	ENGINE NUMBER	TRANSMISSION NUMBER
ACCORD (without ABS)	1.8i S	KG	5MT	SHHCC75200U100001~	F18A3-E200001~	N2S4-2000001~
	2.0i	KG	5MT	SHHCC75400U100001~	F20Z2-E200001~	N2C4-2000001~
	2.0i LS	KG	5MT	SHHCC75600U100001~	F20Z2-E200001~	N2C4-2000001~
	2.0i S	KG	5MT	SHHCC75500U100001~	F20Z1-E200001~	N2S4-2000001~
		KS	5MT	SHHCC75500U100001~	F20Z1-E200001~	N2S4-2000001~
ACCORD (with ABS)	1.8i ES	KG*1,*2,*3	5MT	SHHCC75300U100001~	F18A3-E200001~	N2S4-2000001~
	2.0i	KG*1	5MT	SHHCC75400U100001~	F20Z2-E200001~	N2C4-2000001~
		KE*1	5MT	SHHCC75400U100001~	F20Z2-E200001~	N2C4-2000001~
	2.0i LS	KG*1	5MT	SHHCC75600U100001~	F20Z2-E200001~	N2C4-2000001~
		KG*1,*2	5MT	SHHCC75600U100001~	F20Z2-E200001~	N2C4-2000001~
	2.0i S	KG*1	5MT	SHHCC75500U100001~	F20Z1-E200001~	N2S4-2000001~
			4AT	SHHCC76500U100001~	F20Z1-E200001~	MP6A-3000001~
	2.0i LS	KG	5MT	SHHCC75600U100001~	F20Z1-E200001~	N2S4-2000001~
		KG*1	5MT	SHHCC75600U100001~	F20Z1-E200001~	N2S4-2000001~
			4AT	SHHCC76600U100001~	F20Z1-E200001~	MP6A-3000001~
		KG*2,*3	5MT	SHHCC75600U100001~	F20Z1-E200001~	N2S4-2000001~
		KG*1,*3	5MT	SHHCC75600U100001~	F20Z1-E200001~	N2S4-2000001~
			4AT	SHHCC76600U100001~	F20Z1-E200001~	MP6A-3000001~
		KS	5MT	SHHCC75600U100001~	F20Z1-E200001~	N2S4-2000001~
			4AT	SHHCC76600U100001~	F20Z1-E200001~	MP6A-3000001~
		KS*3	5MT	SHHCC75600U100001~	F20Z1-E200001~	N2S4-2000001~
		KS*1	5MT	SHHCC75600U100001~	F20Z1-E200001~	N2S4-2000001~
		KS*1,*3	5MT	SHHCC75600U100001~	F20Z1-E200001~	N2S4-2000001~
			4AT	SHHCC76600U100001~	F20Z1-E200001~	MP6A-3000001~
		KE*1,*4	5MT	SHHCC75600U100001~	F20Z1-E200001~	N2S4-2000001~
			4AT	SHHCC76600U100001~	F20Z1-E200001~	MP6A-3000001~
	2.0i ES	KG*1,*2,*3	5MT	SHHCC75700U100001~	F20Z1-E200001~	N2S4-2000001~
			4AT	SHHCC76700U100001~	F20Z1-E200001~	MP6A-3000001~
		KE*1,*2,*3	5MT	SHHCC75700U100001~	F20Z1-E200001~	N2S4-2000001~
			4AT	SHHCC76700U100001~	F20Z1-E200001~	MP6A-3000001~
	2.3i SR	KG*1,*2,*3	5MT	SHHCC75800U100001~	H23A3-E200001~	N2D4-2000001~
		KS*1,*3	5MT	SHHCC75800U100001~	H23A3-E200001~	N2D4-2000001~
		KS*3	5MT	SHHCC75800U100001~	H23A3-E200001~	N2D4-2000001~
		KE*1,*2,*3	5MT	SHHCC75800U100001~	H23A3-E200001~	N2D4-2000001~
			4AT	SHHCC76800U100001~	H23A3-E200001~	MP6A-3000001~

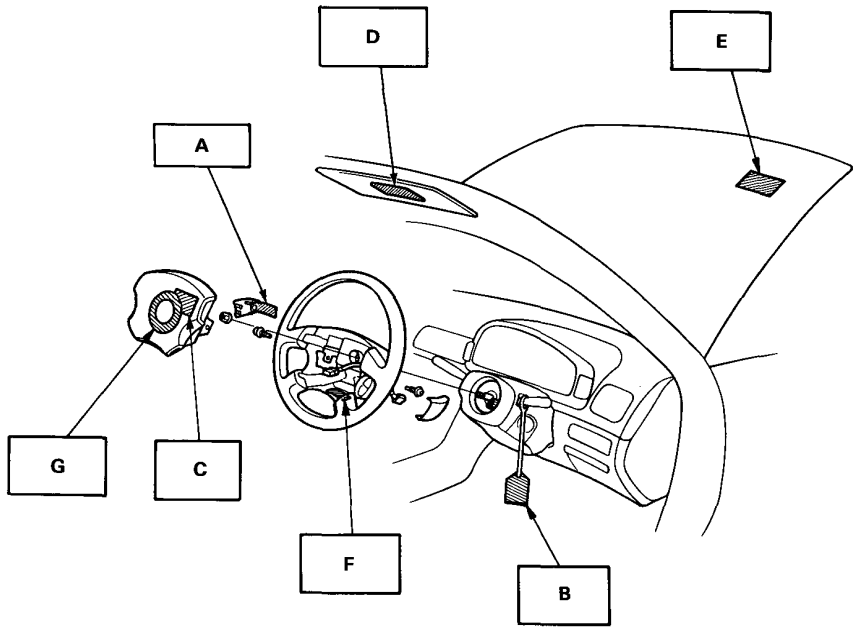
*1: With sunroof
*2: With air conditioning
*3: With driver and front passenger SRS airbag system (Type III)
*4: With driver SRS airbag system (Type II)

Identification Number Locations



Warning/Caution Label Locations

SRS Airbag System Type II



A: MAINTENANCE LID CAUTION
Option on some model versions:

注意 SRS
SRSメインテナンスは、イグニッション スイッチを切ってから行うこと。
CAUTION SRS
BEFORE MAINTENANCE, SWITCH OFF THE IGNITION.
ATTENTION
AVANT TOUT ENTRETIEN, COUPER LE CONTACT.
ACHTUNG
VOR WARTUNG ZÜNDUNG AUSSCHALTEN.
LET OP
ZET HET KONTAKTSLOT AF ALVORENS MET HET ONDERHOUD TE BEGINNEN.

B: SRS CAUTION TAG
Option on some model versions

C: MONITOR CAUTION

NOTICE
- REFER TO SERVICE (SHOP) MANUAL FOR DETAILED INSTRUCTIONS.

REMARQUE
- POUR LES INSTRUCTIONS DÉTAILLÉES, SE REPORTER AU MANUEL DE REPARATIONS.

LET OP
- RAADPLEEG HET WERKPLAASHANDBOEK VOOR NADERE AANWIJZINGEN.

ACHTUNG
- AUSFÜHRLICHE ANWEISUNGEN SIND DEM WERKSTATTHANDBUCH ZU ENTNEHMEN.

D: DRIVER INFORMATION (SUNVISOR)
Standard equipment:

SRS ALWAYS WEAR YOUR SEAT BELT
- THIS CAR IS EQUIPPED WITH A DRIVER AIRBAG AS A SUPPLEMENTAL RESTRAINT SYSTEM (S.R.S.).
- IT IS DESIGNED TO SUPPLEMENT THE SEAT BELT.
- IF YOUR SRS INDICATOR LIGHTS WHILE DRIVING SEE YOUR AUTHORIZED HONDA DEALER.

(cont'd)

Warning/Caution Label Locations

SRS Airbag System Type II (cont'd)

E: SRS WARNING (HOOD)
Standard equipment:

WARNING SRS
THIS VEHICLE IS EQUIPPED WITH AN AIRBAG SYSTEM AS A SUPPLEMENTAL RESTRAINT SYSTEM (S.R.S.).
ALL S.R.S. ELECTRICAL WIRING AND CONNECTORS ARE COLORED YELLOW. DO NOT USE ELECTRICAL TEST EQUIPMENT ON THESE CIRCUITS. TAMPERING WITH OR DISCONNECTING THE S.R.S. WIRING COULD RESULT IN ACCIDENTAL FIRING OF THE INFLATOR OR MAKE THE SYSTEM INOPERATIVE, WHICH MAY RESULT IN SERIOUS INJURY.

ATTENSION SRS
CE VEHICULE EST EQUIPE D'UN COUSSIN D'AIR DU COTE CONDUCTEUR QUI CONSTITUE UN SYSTEME DE RETENUE COMPLEMENTAIRE (SRS).
TOUS LES FILS ET CONNECTEURS ELECTRIQUES DU SYSTEME DE RETENUE COMPLEMENTAIRE (SRS) SONT DE COULEUR JAUNE. NE PAS UTILISER UN EQUIPEMENT D'ESSAIS ELECTRIQUES SUR CES CIRCUITS. NE PAS TOUCHER OU DEBRANCHER LES FILS DU SYSTEME SRS CAR CECI POURRAIT DECLENCHER ACCIDENTELLEMENT LE GONFLEUR OU RENDRE LE SYSTEME INOPERANT ET PROVOQUER AINSI DE GRAVES BLESSURES.

WARNUNG SRS
DIESES FAHRZEUG IST MIT EINEM FAHRER-AIRBAG (S.R.S.) ALS ZUSÄTZLICHES RÜCKHALTESYSTEM AUSGERÜSTET.
ALLE ELEKTRISCHEN KABEL, SOWIE DIE ZUGEHÖRIGEN STECKVERBINDER DES S.R.S. -SYSTEMS SIND IN GELBER FARBE AUSGEFÜHRT.
KEINE ELEKTRISCHEN PRÜFGERÄTE AN DIE S.R.S. -VERKABELUNG ANSCHLIESSEN. VERÄNDERN ODER UNTERBRECHEN DER S.R.S. -VERKABELUNG KANN UNKONTROLLIERTES ZÜNDEN DES GASPATRONE AUSLÖSEN. ODER DAS SYSTEM AUSSER FUNKTION SETZEN. WAS ZU ERNSTHAFTEN VERLETZUNGEN FÜHREN KANN.

WAARSCHUWING SRS
DIT VOERTUIG IS UITGERUST MET EEN AIRBAG AAN DE BESTUURDERSKANT ALS EXTRA BESCHERMING (S.R.S.). ALLE ELEKTRISCHE BEDRADING EN AANSLUITINGEN VAN DE S.R.S. ZIJN GEEL GEKLEURD. GEBRUIK GEEN ELEKTRISCHE TESTAPPARATUUR VOOR DEZE CIRCUITS. KNOEIEN MET OF LOSKOPPELEN VAN DE S.R.S. BEDRADING KAN LEIDEN TOT BRAND IN DE VULINRICHTING OF TOT UITSCHAKELEN VAN HET SYSTEEM: DIT KAN TOT ERNSTIGE ONGELUKKEN LEIDEN.

F: COVER CAUTION

SRS
注意 CAUTION
ACHTUNG
- SRSメインテナンス時は サービス マニュアルを参照すること。
- REFER TO THE SHOP MANUAL.
- SE REPORTER AU MANUEL D'ATELIER.
- WERKSTATT HANDBUCH LESEN.
- LEES HET WERKPLAATSHANDBOEK.

G: BAM INFLATOR LABEL

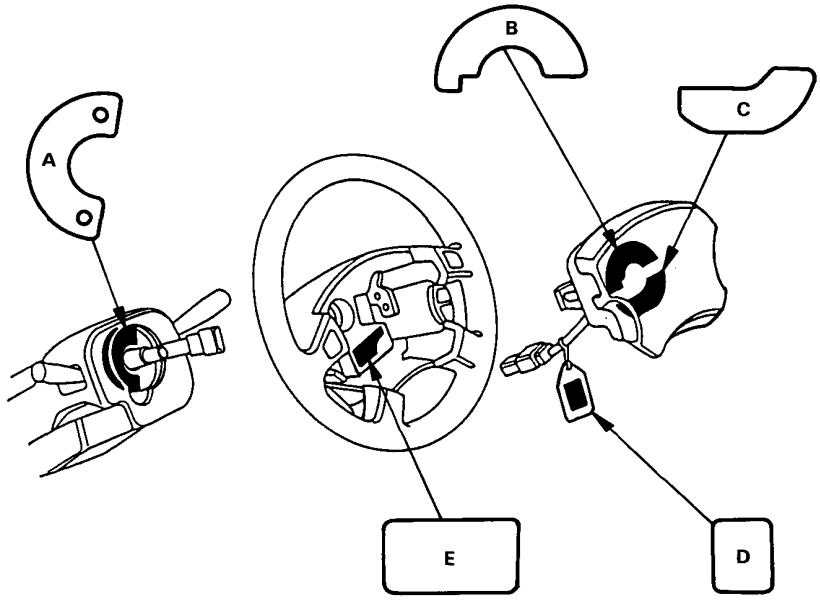
AIRBAG GENERATOR IFM,
BAM-PT1-0393
NIPPON KOKI, SHIRAKAWA JAPAN
HERSTELLUNGSJAHR: 1991
EINFUHRER: HONDA DEUTSCHLAND GMBH/OFFENBACH

DER GASGENERATOR DARF NUR FÜR INSASSEN-RÜCKHALTESYSTEME MIT LUFTSACK IN KRAFTFAHRZEUGE MONTIERT WERDEN.
DIE MONTAGE UND DEMONTAGE DES GASGENERATORS DARF NUR VON DAFÜR GESCHULTEM PERSONAL VORGENOMMEN WERDEN.

DANGER CONTAINS SODIUM AZIDE AND POTASSIUM PERCHLORATE.
CONTENTS ARE EXTREMELY FLAMMABLE.
DO NOT DISMANTLE OR INCINERATE.
DO NOT PROBE WITH ELECTRICAL DEVICES.

危険物：アジ化ソーダと過塩素酸カリウムを含んでいます。
強燃性です。分解、焼却しないで下さい。
電気（抵抗）検査をしないで下さい。

SRS Airbag System Type III



A: CABLE REEL CAUTION

SRS
REFER TO SERVICE (SHOP) MANUAL FOR DETAILED INSTRUCTIONS.

POUR LES INSTRUCTIONS DETAILL'EES, SE REPORTER AU MANUEL DE REPARATIONS.

取扱い、保管はサービスマニュアルを参照してください。

AUSFÜHRLICHE ANWEISUNGEN SIND DEM WERKSTATTHNBUCH ZU ENTNEMEN.

RAADPLEEG HET WERKPLAATSHANDBOEK VOOR NADERE AANWIJZINGEN.

B: DRIVER MODULE DANGER
Except KS model:

SRS
- DANGER
  EXPLOSIVE/FLAMMABLE
  POISON
  REFER TO SHOP MANUAL.
- DANGER
  EXPLOSIF ET INFLAMMABLE
  POISON
  SE REPORTER AU MANUEL D'ATELIER.
- GEFAHR
  EXPLOSIV/ENTZUNDBAR
  GIFT
  WERKSTATTHANDBUCH LESEN.
- GEVAAR
  EXPLOSIEGEVAAR/BRANDBAAR
  GIFTIG
  LEES HET WERKPLAATSHANDBOEK.

KS model:

- DANGER
  EXPLOSIVE/FLAMMABLE POISON
  REFER TO THE SHOP MANUAL.
- FARLIGT
  EXPLOIVT/LÄTTANTÄNDLIGT GIFTIGT SE VERKSTADSHANDBOKEN.
- VAARA
  HELPOSTI RÄJÄHTÄVÄ/SYTTYVÄ MYRKKY GIFT KATSO TYÖKÄSIKIRJAA.
- مادة خطيرة
  مادة متفجرة/قابلة للاشتعال
  مادة سامة
  لمزيد من المعلومات نرجو مراجعة كتيب دليل الاستخدام في الورشة.

C: DRIVER MODULE WARNING
Except KS model:

WARNING SRS
- REFER TO THE SHOP MANUAL.
- SE REPORTER AU MANUEL D'ATELIER.
- WERKSTATTHANDBUCH LESEN.
- LEES HET WERKPLAATSHANDBOEK.

KS model:

WARNING SRS
- REFER TO THE SHOP MANUAL.
- SE VERKSTADSHANDBOKEN.
- KATSO TYÖKÄSIKIRJAA.
- لمزيد من المعلومات نرجو مراجعة كتيب دليل الاستخدام في الورشة.

(cont'd)

Warning/Caution Label Locations

SRS Airbag System Type III (cont'd)

D: BAM INFLATOR LABEL (DRIVER)

AIR BAG GAS GENERATOR UT11600
MORTON INTERNATIONAL, INC.
OGDEN UT. USA
HERSTELLUNGSJAHR: 1992
EINFÜHRER: HONDA DEUTSCHLAND GMBH/OFFENBACH
BAM PT1-0388

DER GASGENERATOR DARF NUR FÜR INSASSENRÜCKHALTESYSTEME MIT LUFTSACK IN KRAFTFAHRZEUGE MONTIERT WERDEN.
DIE MONTAGE UND DEMONTAGE DES GASGENERATORS DARF NUR VON DAFÜR GESCHULTEM PERSONAL VORGENOMMEN WERDEN.

CAUTION CONTAINS FLAMMABLE SOLIDS US DOT-E-8214	THE GAS GENERATOR SHOULD ONLY BE INSTALLED IN VEHICLES EQUIPPED WITH THE AIRBAG SYSTEM. THE GAS GENERATOR IS TO BE INSTALLED AND/OR DISASSEMBLED ONLY BY TRAINED PERSONNEL.
ATTANTION CONTENT DE SOLIDES FLAMMABLES US DOT-E-8214	LE GENERATEUR DE GAZ NE PEUT ETRE INSTALLE QUE SUR DES VEHICULES EQUIPES D'UN SYSTEME AIRBAG. LE MONTAGE ET LE DEMONTAGE DU GENERATEUR DE GAZ NE PEUT ETRE EFFECTUE QUE PAR UN PERSONNEL QUALIFIE.

E: STEERING WHEEL WARNING

WARNING SRS
- REFER TO THE SHOP MANUAL.
- SE REPORTER AU MANUEL D'ATELIER.
- WERKSTATTHANDBUCH LESEN.
- LEES HET WERKPLAATSHANDBOEK.

Label D and E locations: Refer to page 1-7

F: STEERING COLUMN CAUTION

KG model:

CAUTION SRS
TO AVOID DAMAGING THE S.R.S. CABLE OR REEL, WHICH COULD MAKE THE SYSTEM INOPERATIVE, REMOVE THE STEERING WHEEL BEFORE REMOVING THE STEERING SHAFT CONNECTOR BOLT.

ATTENTION SRS
POUR NE PAS RISQUER D'ENDOMMAGER LE CABLE OU L'ENROULEUR DU S.R.S. ET RENDRE AINSI LE SYSTEME INOPERANT, RETIREZ LE VOLANT AVANT DE DEVISSER LE BOULON D'ACCOUPLEMENT D'ARBRE DE DIRECTION.

ACHTUNG SRS
UM BESCHÄDIGUNGEN DER S.R.S-KABELROLLE ODER DES KABELS. WELCHE DAS S.R.S -SYSTEM AUSSER FUNKTION SETZEN WÜRDEN, ZU VERMEIDEN, VOR ARBEITEN AN DER LENKSPINDEL DAS LENKRAD AUSBAUEN.

WAARSCHUWING SRS
OM TE VOORKOMEN DAT DE S.R.S. -KABLE OF -HASPEL BESCHADIGD WORDEN, HETGEEN ERTOE ZOU LEIDEN DAT HET SYSTEEM UITVALT, DIENT U HET STUUR TE VERWIJDEREN VOORDAT U DE STUURSCHACHTCONNECTORBOUT VERWIJDERT.

KE model:

CAUTION SRS
TO AVOID DAMAGING THE S.R.S. CABLE OR REEL, WHICH COULD MAKE THE SYSTEM INOPERATIVE, REMOVE THE STEERING WHEEL BEFORE REMOVING THE STEERING SHAFT CONNECTOR BOLT.

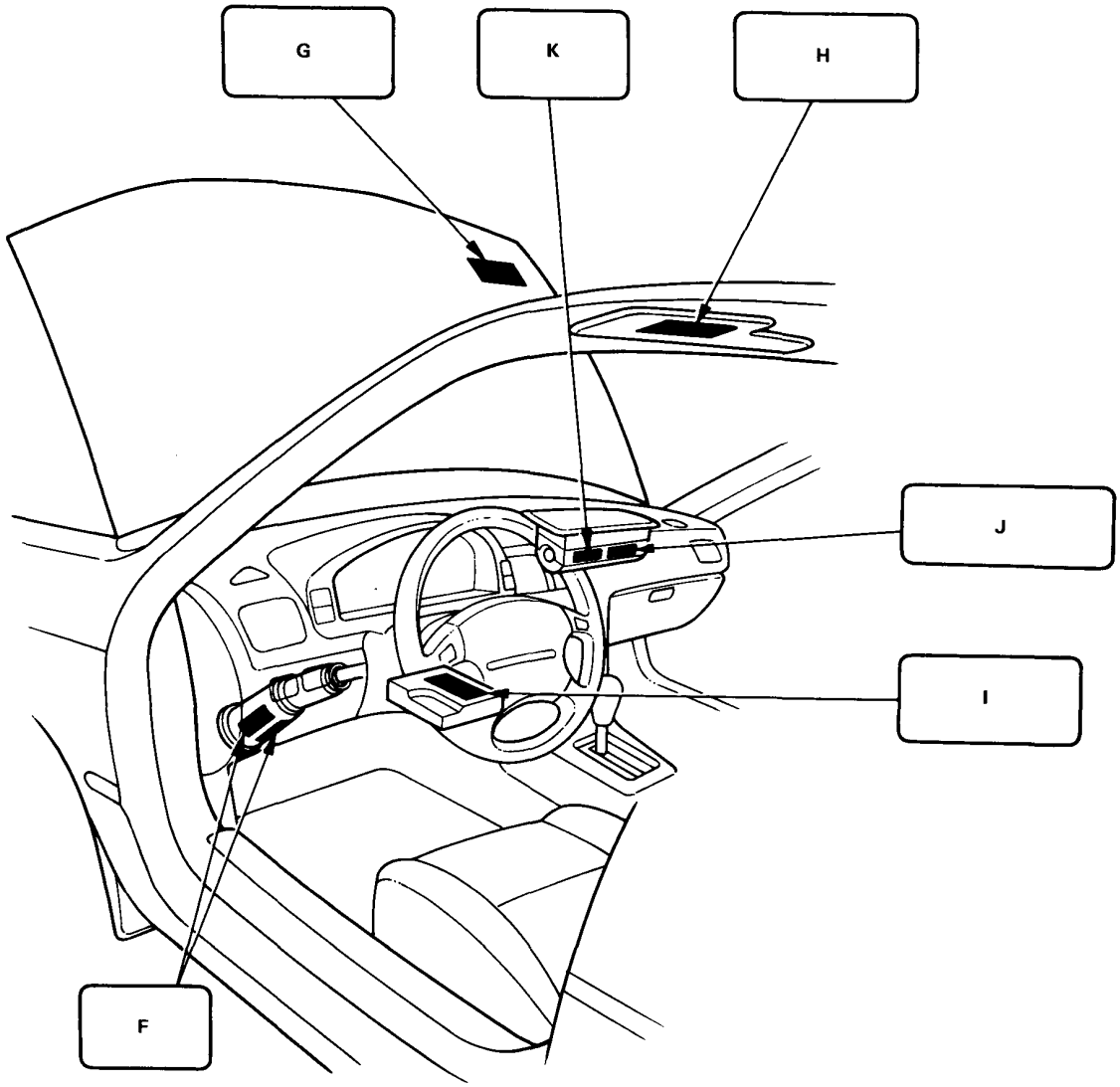
ATTENTION SRS
POUR NE PAS RISQUER D'ENDOMMAGER LE CABLE OU L'ENROULEUR DU S.R.S. ET RENDRE AINSI LE SYSTEME INOPERANT, RETIREZ LE VOLANT AVANT DE DEVISSER LE BOULON D'ACCOUPLEMENT D'ARBRE DE DIRECTION.

KS model:

OBSERVERA SRS
FÖR ATT UNDVIKA SKADOR PA SRS-SYSTEMETS KABEL ELLER TRUMMA. NAGOT SOM KAN GÖRA ATT SYSTEMET INTE FUNGERAR. SKALL RATTEN TAS BORT INNAN RATTAXELNS BULT TAS BORT.

VAROITUS SRS
SRS-KAAPELIN JA RULLAN VAHINGOITTUMISEN OSTÄMISEKSI, JOTTA JÄRJOSTELMÄ EI MENISI KÄYTTÖKELVOTTOMAKSI, IRROTETAAN OHJAUSPYÖRÄ ENNON KUIN IRROTETAAN OHJAUSVARREN LIITTIMEN PULTTI.

Label F location: Refer to page 1-9



(cont'd)

Warning/Caution Label Locations

SRS Airbag System Type III (cont'd)

G: SRS WARNING (HOOD)
Except KS model:

WARNING SRS
- THIS VEHICLE IS EQUIPPED WITH AN AIRBAG SYSTEM AS A SUPPLEMENTAL RESTRAINT SYSTEM. (SRS)
  ALL S.R.S. ELECTRICAL WIRING AND CONNECTORS ARE COLORED YELLOW.
  DO NOT USE ELECTRICAL TEST EQUIPMENT ON THESE CIRCUITS.
  TAMPERING WITH OR DISCONNECTING THE S.R.S. WIRING COULD RESULT IN ACCIDENTAL FIRING OF THE INFLATOR OR MAKE THE SYSTEM INOPERATIVE WHICH MAY RESULT IN SERIOUS INJURY.

ATTENTION SRS
- CE VEHICULE EST EQUIPE D'UN COUSSIN D'AIR DU COTE CONDUCTEUR QUI CONSTITUE UN SYSTEME DE RETENUE COMPLEMENTAIRE (SRS).
  TOUS LES FILS ET CONNECTEURS ELECTRIQUES DU SYSTEME DE RETENUE COMPLEMENTAIRE (SRS) SONT DE COULEUR JAUNE. NE PAS UTILISER UN EQUIPEMENT D'ESSAIS ELECTRIQUES SUR CES CIRCUITS. NE PAS TOUCHER OU DEBRANCHER LES FILS DU SYSTEME SRS CAR CECI POURRAIT DECLENCHER ACCIDENTELLEMENT LE GONFLEUR OU RENDRE LE SYSTEME INOPERANT ET PROVOQUER AINSI DE GRAVES BLESSURES.

WARNUNG SRS
- DIESES FAHRZEUG IST MIT EINEM FAHRER-AIRBAG (SRS) ALS ZUSÄTZLICHES RÜCKHALTESYSTEM AUSGERÜSTET.
  ALLE ELEKTRISCHEN KABEL, SOWIE DIE ZUGEHÖRIGEN STECKVERBINDER DES S.R.S.-SYSTEMS SIND IN GELBER FARBE AUSGEFÜHRT.
  KEINE ELEKTRISCHEN PRÜFGERÄTE AN DIE S.R.S.-VERKABELUNG ANSCHLIESSEN.
  VERÄNDERN ODER UNTERBRECHEN DER S.R.S.-VERKABELUNG KANN UNKONTROLLIERTES ZÜNDEN DES GASPATRONE AUSLÖSEN. ODER DAS SYSTEM AUSSER FUNKTION SETZEN. WAS ZU ERNSTHAFTEN VERLETZUNGEN FÜHREN KANN.

WAARSCHUWING SRS
- DIT VOERTUIG IS UITGERUST MET EEN AIRBAG AAN DE BESTUURDERSKANT ALS EXTRA BESCHERMING (S.R.S.).
  ALLE ELEKTRISCHE BEDRADING EN AANSLUITINGEN VAN DE S.R.S. ZIJN GEEL GEKLEURD. GEBRUIK GEEN ELEKTRISCHE TESTAPPARATUUR VOOR DEZE CIRCUITS.
  KNOEIEN MET OF LOSKOPPELEN VAN DE S.R.S. BEDRADING KAN LEIDEN TOT BRAND IN DE VULINRICHTING OF TOT UITSCHAKELEN VAN HET SYSTEEM: DIT KAN TOT ERNSTIGE ONGELUKKEN LEIDEN.

Label G location: Refer to page 1-9.

KS model:

WARNING SRS
- THIS VEHICLE IS EQUIPPED WITH AN AIRBAG SYSTEM AS A SUPPLEMENTAL RESTRAINT SYSTEM. (SRS)
  ALL S.R.S. ELECTRICAL WIRING AND CONNECTORS ARE COLORED YELLOW.
  DO NOT USE ELECTRICAL TEST EQUIPMENT ON THESE CIRCUITS.
  TAMPERING WITH OR DISCONNECTING THE S.R.S. WIRING COULD RESULT IN ACCIDENTAL FIRING OF THE INFLATOR OR MAKE THE SYSTEM INOPERATIVE, WHICH MAY RESULT IN SERIOUS INJURY.

VARNING SRS
- DETTA FORDON HAR EN LUFTKUDDE FÖR FÖRARSÄTET SOM ETT KOMPLETTERANDE SKYDDSSYSTEM (SRS). SAMTLIGA ELLEDNINGAR OCH KONTAKTER I SRS-SYSTEMET ÄR GULFÄRGADE.
  ANVÄND INTE ELEKTRISK PROVUTRUSTNING FÖR DESSA KRETSAR. OM DU ÄNDRAR ELLER LOSSAR EN SRS-LEDNING KAN DET RESULTERAIEN OAVSIKTLIG UTLÖSNING AV TRYCKPUMPEN ELLER GÖRA ATT SYSTEMET SLUTAR FUNGERA. DÅ KAN EN ALLVARLIG OLYCKA UPPSTÅ.

VAROITUS SRS
- TÄSSÄ AUTOSSA ON YLIMÄÄRÄISENÄ TUKIJÄRJESTELMÄNÄ AJAJAN ILMATYYNY. (SRS)
  KAIKKI SRS-SÄHKÖJOHDOT JA -LIITTIMET OVAT KELTAISET.
  ÄLÄ KÄYTÄ SÄHKÖKOELAITTEITA NÄISSÄ VIRTAPIIREISAA. SRS-JOHTOJEN TUKKEAMINEN TAI IRROTTAMINEN SAATTAA SYTYTTÄÄ VAHINGOSSA PUMPUN TAI TEHDÄ JÄRJESTELMÄN KÄYTTÖKELVOTTOMAKSI.
  TÄSTÄ-TAAS SAATTAA AIHEUTUA VAKAVIA VAURIOITA.

H: DRIVER INFORMATION (SUNVISOR)

KG model:

SRS ALWAYS WEAR YOUR SEAT BELT
- THIS CAR IS EQUIPPED WITH A DRIVER AIRBAG AND A FRONT SEAT PASSENGER AIRBAG AS A SUPPLEMENTAL RESTRAINT SYSTEM (S.R.S.).
- IT IS DESIGNED TO SUPPLEMENT THE SEAT BELT.
- IF YOUR SRS INDICATOR LIGHTS WHILE DRIVING SEE YOUR AUTHORIZED HONDA DEALER.

SRS ATTACHEZ TOUJOURS VOTRE CEINTURE
- CE VEHICULE EST EQUIPE D'UN SAC GONFLABLE POUR LA SECURITE DU CONDUCTEUR. ET D'UN SAC GONFLABLE POUR LA SECURITE DU PASSAGER AVANT, QUI CONSTITUENT UN SYSTEME DE RETENUE COMPLEMENTAIRE (S.R.S.).
- CE COUSSIN D'AIR VIENT EN COMPLEMENT DE LA CEINTURE DE SECURITE.
- SI LE TEMOIN SRS S'ALLUME PENDANT LA CONDUITE, ADRESSEZ-VOUS A VOTRE CONCESSIONNAIRE.

SRS SICHERHEITSGURTE BEI JEDER FAHRT ANLEGEN
- DIESES FAHRZEUG BESITZT JE EINEN AIRBAG FÜR FAHRER UND BEIFAHRER ALS ZUSÄTZLICHES RÜCKHALTESYSTEM (S.R.S.).
- DAS RÜCKHALTESYSTEM IST EINE ERGÄNZUNG ZUM SICHERHEITSGURT.
- SOLLTE WÄHREND DER FAHRT DIE SRS-KONTROLLEUCHTE AUFLEUCHTEN SUCHEN SIE BITTE UNGEHEND EINEN HONDA-HÄNDLER AUF.

SRS DRAAG ALTIJD UW VEILIGHEIDSGORDEL
- DIT VOERTUIG IS UITGERUST MET EENLUCHTKUSSEN AAN DE BESTUURDERSZIJDE EN PASSAGIERSZIJDE ALS TOEGEVOEGD VEILIGHEIDSSYSTEEM (S.R.S.).
- ONTWORPEN ALS EXTRA BESCHERMING NAAST DE VEILIGHEIDSGORDELS.
- ALS HET SRS-WAARSCHUWINGSLAMPJE GAAT BRANDEN ONDER HET RIJDEN, NEEM DAN KONTAKT OP MET UW HONDA DEALER.

Label H location: Refer to page 1-9.

KE model:

SRS ALWAYS WEAR YOUR SEAT BELT
- THIS CAR IS EQUIPPED WITH A DRIVER AIRBAG AND A FRONT SEAT PASSENGER AIRBAG AS A SUPPLEMENTAL RESTRAINT SYSTEM (S.R.S.).
- IT IS DESIGNED TO SUPPLEMENT THE SEAT BELT.
- IF YOUR SRS INDICATOR LIGHTS WHILE DRIVING SEE YOUR AUTHORIZED HONDA DEALER.

KS model:

SRS ALWAYS WEAR YOUR SEAT BELT
- THIS CAR IS EQUIPPED WITH A DRIVER AIRBAG AND A FRONT SEAT PASSENGER AIRBAG AS A SUPPLEMENTAL RESTRAINT SYSTEM (S.R.S.).
- IT IS DESIGNED TO SUPPLEMENT THE SEAT BELT.
- IF YOUR SRS INDICATOR LIGHTS WHILE DRIVING SEE YOUR AUTHORIZED HONDA DEALER.

SRS ANVÄND ALLTID BILBÄLTET
- DETTA FORDON ÄR FÖRSETT MED LUFTKUDDE PÅ BÅDE FÖRARE-OCH PASSAGERARESÄTENA FRAM SOM ETT KOMPLETTERANDE SKYDDSSYSTEM (S.R.S.).
- DET ÄR ÄMNAT ATT KOMPLEMEMTERA BILBÄLTET.
- OM SRS-INDIKATORN TÄNDS UNDER KÖRNING SKALL DU KONTAKTA EN AUKTORISERAD HONDA-ATERFÖRSÄLJARE.

SRS KÄYTÄ AINA TURVAVÖITÄ
- TÄMÄ AUTO ON VARUSTETTU AJAJAN ILMATYYNYLLÄ JA ETUMATKUSTAJAN ILMATYYNYLLÄ, JOTKA TOIMIVAT LISÄSUOJAJÄRJESTELMÄNÄ (S.R.S.).
- SE ON SUUNNITELTU TÄYDENTÄMÄÄN TURVAVYÖTÄ.
- JOS SRS-MERKKIVALO SYTTYY AJON AIKANA, OTTAKAA YHTEYS VALTUUTETTUUN HONDA-HUOLTOON.

(cont'd)

Warning/Caution Label Locations

SRS Airbag System Type III (cont'd)

I: MONITOR NOTICE

NOTICE SRS
- NO SERVICEABLE PARTS INSIDE
- REFER TO SERVICE (SHOP) MANUAL FOR DETAILED INSTRUCTIONS.

お願い
- 分解しないで下さい。
- 取扱い、保管はサービスマニュアルを参照してください。

REMARQUE
- AUCUNE PIECE REPARABLE A L'INTERIEUR.
- POUR LES INSTRUCTIONS DETAILL'EES, SE REPORTER AU MANUEL DE REPARATIONS.

LET UP!
- GEEN ONDERDELEN BINNEN DEZE UNIT WAARAAN WERKZAAMHEDEN KUNNEN WORDEN VERRICHT.
- RAADPLEEG HET WERKPLAATSHANDBOEK VOOR NADERE AANWIJZINGEN.

ACHTUNG
- DIE INNENTEILE BEDÜRFEN KEINER WARTUNG.
- AUSFÜHRLICHE ANWEISUNGEN SIND DEM WERKSTATTHANDBUCH ZU ENTNEHMEN.

J: BAM INFLATOR LABEL (FRONT SEAT PASSENGER)

AIRBAG-GASGENERATOR UT 11873
MORTON INTERNATIONAL, INC. OGDEN, USA
HERSTELLUNG: (JAHR)
EINFÜHRER: HONDA DEUTSCHLAND
GMBH 6050 OFFENBACH
BAM PT_1-0437

DER GASGENERATOR DARF NUR FÜR INSASSENRÜCKHALTESYSTEME MIT LUFTSACK IN KRAFTFAHRZEUGE MONTIERT WERDEN.
DIE MONTAGE UND DEMONTAGE DES GASGENERATORS DARF NUR VON DAFÜR GESCHULTEM PERSONAL VORGENOMMEN WERDEN.

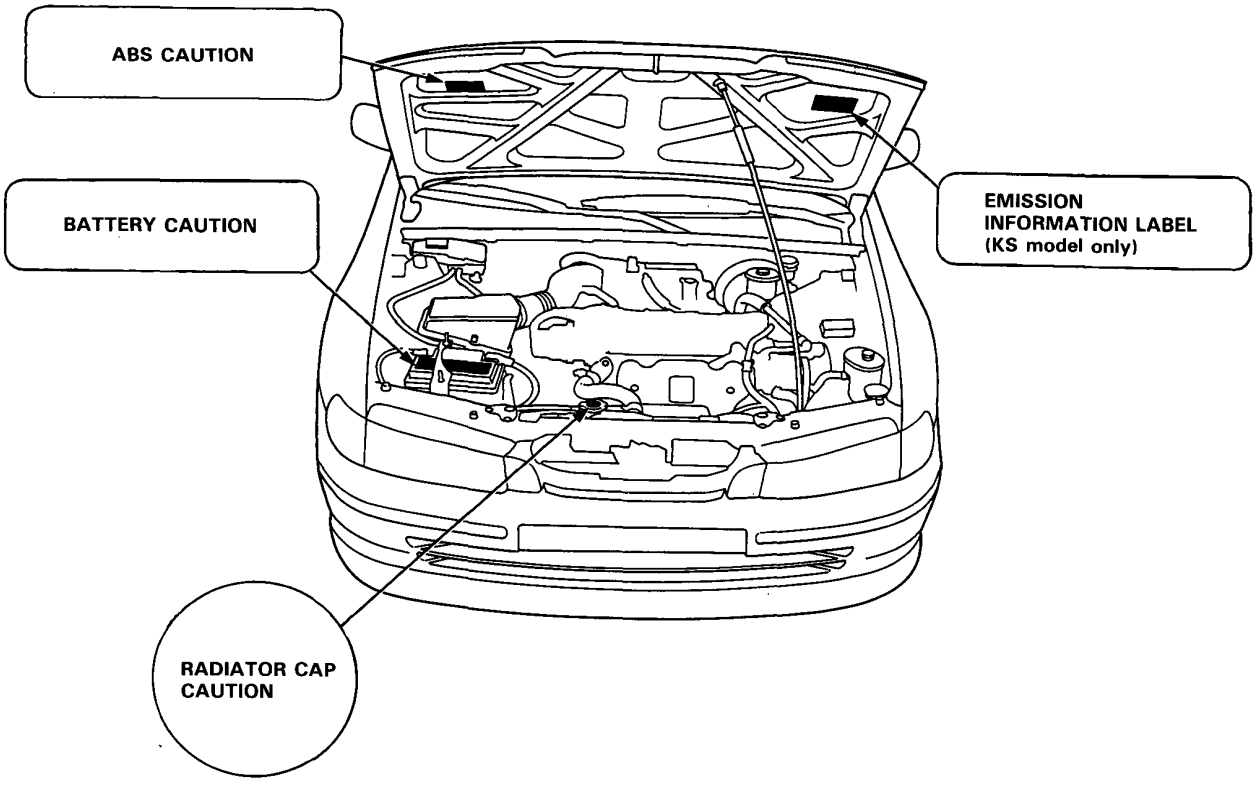
CAUTION CONTAINS FLAMMABLE SOLIDS	THE GAS GENERATOR SHOULD ONLY BE INSTALLED IN VEHICLES EQUIPPED WITH THE AIRBAG SYSTEM. THE GAS GENERATOR IS TO BE INSTALLED AND/OR DISASSEMBLED ONLY BY TRAINED PERSONNEL.
ATTENTION CONTENT DE SOLIDES FLAMMABLES	LE GENERATEUR DE GAZ NE PEUT ETRE INSTALLE QUE SUR DES VEHICULES EQUIPES D'UN SYSTEME AIRBAG. LE MONTAGE ET LE DEMONTAGE DU GENERATEUR DE GAZ NE PEUT ETRE EFFECTUE QUE PAR UN PERSONNEL QUALIFIE.

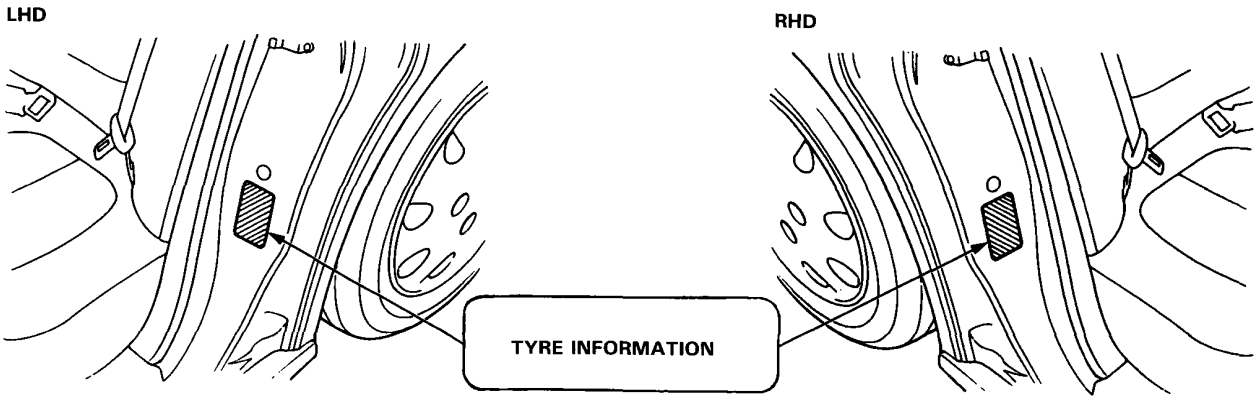
Label I, J and K locations: Refer to page 1-9.

K: FRONT SEAT PASSENGER MODULE DANGER

- DANGER SRS
  EXPLOSIVE/FLAMMABLE
  POISON
- WARNING
  REFER TO SHOP MANUAL.
- DANGER
  EXPLOSIF ET INFLAMMABLE
  POISON
- ATTENTION
  SE REPORTER AU MANUEL D'ATELIER.
- GEFAHR
  EXPLOSIV/ENTZUNDBAR
  GIFT
- WARNUNG
  WERKSTATTHANDBUCH LESEN.
- GEVAAR
  EXPLOSIEGEVAAR/BRANDBAAR
  GIFTIG
- WAARSCHUWING
  LEES HET WERKPLAATSHANDBOEK.

Except SRS Airbag System





Abbreviations

List of automotive abbreviations which may be used in shop manual.

A/C	Air Conditioning, Air Conditioner
ALT	Alternator
ABS	Anti-lock Brake System
A/T	Automatic Transmission
ATF	Automatic Transmission Fluid
A/F	Air Fuel Ratio
AMP	Ampere (s)
ANT	Antenna
ASSY	Assembly
AUX	Auxiliary
APPROX.	Approximately
ATDC	After Top Dead Center
AUTO	Automatic
ATT	Attachment
ACL	Air Cleaner
API	American Petroleum Institute
BARO	Barometric
BAT	Battery
BTDC	Before Top Dead Center
BDC	Bottom Dead Center
CKP	Crankshaft Position
CYP	Cylinder Position
CAT or CATA	Catalytic Converter
CO	Carbon Monoxide
CYL	Cylinder
CPC	Clutch Pressure Control
CARB	Carburetor
COMP	Complete
CPU	Central Processing Unit
CHG	Charge
DI	Distributor Ignition
DLC	Data Link Connector
DTC	Diagnostic Trouble Code
DIFF	Differential
DOHC	Double Overhead Camshaft
DPI	Dual Point Injection
EVAP	Evaporative
EGR	Exhaust Gas Recirculation
ECM	Engine Control Module
ECT	Engine Coolant Temperature
EX	Exhaust
ELD	Electrical Load Detector
EFI	Electronic Fuel Injection
EPS	Electrical Power Steering
F	Front
FP	Fuel Pump
FWD	Front Wheel Drive
FR	Front Right
FL	Front Left
FSR	Fail Safe Relay
FIA	Fuel Injection Air
GAL	Gallon
GND	Ground
H/B	Hatchback
HO2S	Heated Oxygen Sensor
HC	Hydrocarbons
IAB	Intake Air Bypass
IAC	Idle Air Control
IAR	Intake Air Resonator
ICM	Ignition Control Module
IAT	Intake Air Temperature
IMA	Idle Mixture Adjustment
IN	Intake
IG or IGN	Ignition
ID	Identification
ID or I.D.	Inside Diameter
INJ	Injection
INT	Intermittent
KS	Knock Sensor
L	Left
LH	Left Handle
LHD	Left Handle Drive
L/C	Lock-up Clutch
LSD	Limited Slip Differential
LF	Left Front
LR	Left Rear
L-4	In-line Four Cylinder (engine)
LED	Light Emitting Diode

M/S	Manual Steering
MAP	Manifold Absolute Pressure
MIL	Malfunction Indicator Light
M/T	Manual Transmission
MCK	Motor Check
MAX.	Maximum
MIN.	Minimum
MPI	Multi Point Injection
N	Neutral
NOx	Nitrogen, Oxides of
O2S	Oxygen Sensor
OBD	On-board Diagnostic
OD or O.D.	Outside Diameter
P	Park
PAIR	Pulsed Secondary Air Injection
PSP	Power Steering Pressure
PCV	Positive Crankcase Ventilation Proportioning Control Valve
P/S	Power Steering
PGM-FI	Programmed-fuel Injection
PGM-IG	Programmed Ignition
PRI	Primary
P/N	Part Number
PL	Pilot Light
PMR	Pump Motor Relay
PSW	Pressure Switch
PSF	Power Steering Fluid
Qty	Quantity
R	Right
RR	Rear Right
RHD	Right Handle Drive
REF	Reference
RL	Rear Left
RON	Research Octane Number
SAE	Society of Automotive Engineers
SOHC	Single Overhead Camshaft
SOL	Solenoid
SPEC	Specification
S/R	Sun Roof
SRS	Supplemental Restraint System
STD	Standard
SW	Switch
SCS	Service Check Signal
SEC	Second Secondary
T	Torque
TCM	Transmission Control Module
TWC	Three Way Catalytic Converter
TDC	Top Dead Center
TB	Throttle Body
TP	Throttle Position
TC	Torque Converter
T/B	Timing Belt
T/N	Tool Number
TCS	Traction Control System
VSS	Vehicle Speed Sensor
VTEC	Viriable Valve Timing & Valve Lift Electronic Control
VC	Viscous Coupling
VIN	Vehicle Identification Number
VVIS	Variable Volume Intake System
W	With
W/O	Without
WOT	Wide Open Throttle
2WD	Two Wheel Drive
4WD	Four Wheel Drive
2WS	Two Wheel Steering
4WS	Four Wheel Steering
4AT	4-speed Automatic Transmission
5MT	5-speed Manual Transmission
P	Park
R	Reverse
N	Neutral
D4	Drive (1st through 4th gear)
D3	Drive (1st through 3rd gear)
2	Second
1	First
1ST	Low (gear)
2ND	Second (gear)
3RD	Third (gear)
4TH	Fourth (gear)
5TH	Fifth (gear)

Special Tools

Individual tool lists are located at the front of each section.

Specifications

Standards and Service Limits 3-2
Design Specifications 3-15
Body Specifications 3-18

Standards and Service Limits

Cylinder Head/Valve Train (F18A3, F20Z1, F20Z2 engines) — Section 6

	MEASUREMENT			STANDARD (NEW)	SERVICE LIMIT
Compression	250 min^{-1} (rpm) and wide open throttle kPa (kg/cm^2, psi)	Nominal Minimum Maximum variation		1,250 (12.5, 178) 950 (9.5, 135) 200 (2.0, 28)	
Cylinder head	Warpage *Height*			—— *99.95 – 100.05 (3.935 – 3.939)*	0.05 (0.002) ——
Camshaft	End play Camshaft-to-holder oil clearance Total runout Cam lobe height	 F18A3 engine	 IN	0.05 – 0.15 (0.002 – 0.006) 0.050 – 0.089 (0.0020 – 0.0035) 0.03 (0.001) max. 38.095 (1.4998)	0.5 (0.02) 0.15 (0.006) 0.04 (0.002) ——
			EX	38.387 (1.5113)	——
		F20Z1 engine	IN	38.741 (1.5252)	——
			EX	38.972 (1.5343)	——
		F20Z2 engine	IN	38.095 (1.4998)	——
			EX	37.890 (1.4917)	——
Valve	Valve clearance		IN	0.24 – 0.28 (0.009 – 0.011)	——
			EX	0.28 – 0.32 (0.011 – 0.013)	——
	Valve stem O.D.		IN	5.485 – 5.495 (0.2159 – 0.2163)	5.455 (0.2148)
			EX	5.450 – 5.460 (0.2146 – 0.2150)	5.420 (0.2134)
	Stem-to-guide clearance		IN	0.020 – 0.045 (0.0008 – 0.0018)	0.08 (0.003)
			EX	0.055 – 0.080 (0.0022 – 0.0031)	0.12 (0.005)
Valve seat	Width		IN	1.25 – 1.55 (0.049 – 0.061)	2.0 (0.08)
			EX	1.25 – 1.55 (0.049 – 0.061)	2.0 (0.08)
	Stem installed height		IN	48.245 – 48.715 (1.8994 – 1.9179)	48.915 (1.9258)
			EX	50.315 – 50.785 (1.9809 – 1.9994)	51.035 (2.0092)
Valve spring	Free length	F18A3, F20Z1 engines	IN	53.42 (2.1031) *1, *2, *3	——
			EX	54.66 (2.1520) *1, *2, *3	——
		F20Z2 engine	IN	54.55 (2.1476) *1	——
				54.54 (2.1472) *2	——
				53.42 (2.1031) *3	——
			EX	59.88 (2.3575) *1, *2	——
				54.66 (2.1520) *3	——
Valve guide	I.D.		IN	5.515 – 5.530 (0.2171 – 0.2177)	5.53 (0.218)
			EX	5.515 – 5.530 (0.2171 – 0.2177)	5.53 (0.218)
	Installed height		IN	23.75 – 24.25 (0.935 – 0.955)	——
			EX	15.05 – 15.55 (0.593 – 0.612)	——
Rocker arm	Arm-to-shaft clearance		IN	0.017 – 0.050 (0.0007 – 0.0020)	0.08 (0.003)
			EX	0.018 – 0.054 (0.0007 – 0.0021)	0.08 (0.003)

*1: CHUO HATSUJO manufactured valve spring.
*2: NIHON HATSUJO manufactured valve spring.
*3: SCHERDEL manufactured valve spring.

Engine Block (F18A3, F20Z1, F20Z2 engines) — Section 7

Unit of length: mm (in)

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Cylinder block	Warpage of deck surface		0.07 (0.003) max.	0.10 (0.004)
	Bore diameter	A or I	85.010 – 85.020 (3.3468 – 3.3472)	85.070 (3.3492)
		B or II	85.000 – 85.010 (3.3465 – 3.3468)	85.070 (3.3492)
	Bore taper		———	0.05 (0.002)
	Reboring limit		———	0.5 (0.02)
Piston	Skirt O.D. (at 21 mm (0.8 in) from bottom of skirt)	No Letter	84.980 – 84.990 (3.3457 – 3.3461)	84.970 (3.3453)
		Letter B	84.970 – 84.980 (3.3453 – 3.3457)	84.960 (3.3449)
	Clearance in cylinder		0.020 – 0.040 (0.0008 – 0.0016)	0.05 (0.002)
	Groove width (for ring)	Top	1.220 – 1.230 (0.0480 – 0.0484)	1.25 (0.049)
		Second	1.220 – 1.230 (0.0480 – 0.0484)	1.25 (0.049)
		Oil	2.805 – 2.825 (0.1104 – 0.1112)	2.85 (0.112)
Piston ring	Ring-to-groove clearance	Top	0.035 – 0.060 (0.0014 – 0.0024)	0.13 (0.005)
		Second	0.030 – 0.055 (0.0012 – 0.0022)	0.13 (0.005)
	Ring end gap	Top	0.20 – 0.35 (0.008 – 0.014)	0.60 (0.024)
		Second	0.40 – 0.55 (0.016 – 0.022)	0.70 (0.028)
		Oil	0.20 – 0.70 (0.008 – 0.028)	0.80 (0.031)
Piston Pin	O.D.		21.994 – 22.000 (0.8659 – 0.8661)	———
	Pin-to-piston clearance		0.012 – 0.024 (0.0005 – 0.0009)	———
Connecting rod	Pin-to-rod interference		0.013 – 0.032 (0.0005 – 0.0013)	———
	Small end bore diameter		21.968 – 21.981 (0.8649 – 0.8654)	———
	Large end bore diameter	Nominal	48.0 (1.89)	———
	End play installed on crankshaft		0.15 – 0.30 (0.006 – 0.012)	0.40 (0.016)
Crankshaft	Main journal diameter	No. 2 journal	49.976 – 50.000 (1.9676 – 1.9685)	———
		No. 3 journal	49.972 – 49.996 (1.9674 – 1.9683)	———
		No. 1 and No. 4 journals	49.984 – 50.008 (1.9679 – 1.9688)	———
		No. 5 journal	49.988 – 50.012 (1.9680 – 1.9690)	———
	Rod journal diameter		44.976 – 45.000 (1.7707 – 1.7717)	———
	Taper		0.005 (0.0002) max.	0.006 (0.0002)
	Out-of-round		0.005 (0.0002) max.	0.006 (0.0002)
	End play		0.10 – 0.35 (0.004 – 0.014)	0.45 (0.018)
	Total runout		0.03 (0.001)	0.04 (0.002)
Bearings	Main bearing-to-journal oil clearance	No. 2 journal	0.021 – 0.045 (0.0008 – 0.0018)	0.050 (0.0020)
		No. 3 journal	0.025 – 0.049 (0.0010 – 0.0019)	0.055 (0.0022)
		No. 1 and No. 4 journals	0.013 – 0.037 (0.0005 – 0.0015)	0.050 (0.0020)
		No. 5 journal	0.009 – 0.033 (0.0004 – 0.0013)	0.040 (0.0016)
	Rod bearing-to-journal oil clearance		0.015 – 0.043 (0.0006 – 0.0017)	0.050 (0.0020)
Balancer shaft	Journal diameter	No. 1 front journal	42.722 – 42.734 (1.6820 – 1.6824)	42.71 (1.681)
		No. 1 rear journal	20.938 – 20.950 (0.8243 – 0.8248)	20.92 (0.824)
		No. 2 front and rear journals	38.712 – 38.724 (1.5241 – 1.5246)	38.70 (1.524)
		No. 3 front and rear journals	34.722 – 34.734 (1.3670 – 1.3675)	34.71 (1.367)
	Journal taper		0.005 (0.0002)	———
	End play	Front	0.10 – 0.35 (0.004 – 0.014)	———
		Rear	0.06 – 0.18 (0.002 – 0.007)	———
	Total runout		0.02 (0.001) max.	0.03 (0.001)
	Shaft-to-bearing oil clearance			
	No. 1 rear journal		0.050 – 0.075 (0.0020 – 0.0030)	0.09 (0.004)
	No. 1 front, No. 3 front and rear journals		0.066 – 0.098 (0.0026 – 0.0039)	0.12 (0.005)
	No. 2 front and rear journals		0.076 – 0.108 (0.0030 – 0.0043)	0.13 (0.005)
Balancer shaft bearing	I.D.	No. 1 front journal	42.800 – 42.820 (1.6850 – 1.6858)	42.83 (1.686)
		No. 1 rear journal	21.000 – 21.013 (0.8268 – 0.8273)	21.02 (0.828)
		No. 2 front and rear journals	38.800 – 38.820 (1.5276 – 1.5283)	38.83 (1.529)
		No. 3 front and rear journals	34.800 – 34.820 (1.3701 – 1.3709)	34.83 (1.371)

Standards and Service Limits

Cylinder Head/Valve Train (H23A3 engine) — Section 6

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Compression	250 min^{-1} (rpm) and wide open throttle kPa (kg/cm^2, psi)	Nominal Minimum Maximum variation	1,250 (12.5, 178) 950 (9.5, 135) 200 (2.0, 28)	
Cylinder head	Warpage Height		— 131.95 – 132.05 (5.195 – 5.199)	0.05 (0.002) —
Camshaft	End play Camshaft-to-holder oil clearance Total runout Cam lobe height	 IN EX	0.05 – 0.15 (0.002 – 0.006) 0.050 – 0.089 (0.0020 – 0.0035) *1 0.100 – 0.139 (0.0039 – 0.0055) *2 0.03 (0.001) max. 33.661 (1.3252) 33.725 (1.3278)	0.5 (0.02) 0.15 (0.006)*1 0.20 (0.008)*2 0.04 (0.002) — —
Valve	Valve clearance Valve stem O.D. Stem-to-guide clearance	IN EX IN EX IN EX	0.07 – 0.11 (0.003 – 0.004) *3 0.15 – 0.19 (0.006 – 0.007) *3 6.580 – 6.590 (0.2591 – 0.2594) 6.550 – 6.560 (0.2579 – 0.2583) 0.02 – 0.05 (0.001 – 0.002) 0.05 – 0.08 (0.002 – 0.003)	— — 6.55 (0.258) 6.52 (0.257) 0.08 (0.003) 0.11 (0.004)
Valve seat	Width Stem installed height	IN EX IN EX	1.25 – 1.55 (0.049 – 0.061) 1.25 – 1.55 (0.049 – 0.061) 39.365 – 39.835 (1.5498 – 1.5683) 39.165 – 39.635 (1.5419 – 1.5604)	2.0 (0.08) 2.0 (0.08) 40.085 (1.5781) 39.885 (1.5703)
Valve spring	Free length (Reference)	IN EX	47.14 (1.856) 47.14 (1.856)	— —
Valve guide	I.D. Installed height	IN EX IN EX	6.61 – 6.63 (0.260 – 0.261) 6.61 – 6.63 (0.260 – 0.261) 13.25 – 13.75 (0.522 – 0.541) 13.75 – 14.25 (0.541 – 0.561)	6.70 (0.264) 6.70 (0.264) — —

*1: Except exhaust No. 5 jounal.
*2: Exhaust No. 5 journal.
*3: Measured between the camshaft and rocker arm.

Engine Block (H23A3 engine) — Section 7

Unit of length: mm (in)

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Cylinder block	Warpage of deck surface		0.07 (0.003) max.	0.10 (0.004)
	Bore diameter	A	87.010 – 87.020 (3.4256 – 3.4260)	87.070 (3.4279)
		B	87.000 – 87.010 (3.4252 – 3.4256)	87.070 (3.4279)
	Bore taper		———	0.05 (0.002)
	Reboring limit		———	0.25 (0.010)
Piston	Skirt O.D. (at 15 mm (0.6 in) from bottom of skirt)	No Letter	86.990 – 87.003 (3.4248 – 3.4253)	86.980 (3.4244)
		Letter B	86.980 – 86.993 (3.4244 – 3.4249)	86.970 (3.4240)
	Clearance in cylinder		0.007 – 0.030 (0.0003 – 0.0012)	0.04 (0.002)
	Groove width (for ring)	Top	1.230 – 1.245 (0.0484 – 0.0490)	1.265 (0.0498)
		Second	1.230 – 1.245 (0.0484 – 0.0490)	1.265 (0.0498)
		Oil	2.805 – 2.825 (0.1104 – 0.1112)	2.85 (0.112)
Piston ring	Ring-to-groove clearance	Top	0.045 – 0.075 (0.0018 – 0.0030)	0.13 (0.005)
		Second	0.040 – 0.070 (0.0016 – 0.0028)	0.13 (0.005)
	Ring end gap	Top	0.25 – 0.35 (0.010 – 0.014)	0.60 (0.024)
		Second	0.60 – 0.75 (0.024 – 0.030)	0.90 (0.035)
		Oil	0.20 – 0.50 (0.008 – 0.020) *1	0.60 (0.024) *1
			0.20 – 0.70 (0.008 – 0.028) *2	0.80 (0.031) *2
Piston Pin	O.D.		21.994 – 22.000 (0.8659 – 0.8661)	———
	Pin-to-piston clearance		0.012 – 0.026 (0.0005 – 0.0010)	———
Connecting rod	Pin-to-rod interference		0.013 – 0.032 (0.0005 – 0.0013)	———
	Small end bore diameter		21.968 – 21.981 (0.8649 – 0.8654)	———
	Large end bore diameter	Nominal	51.00 (2.008)	———
	End play installed on crankshaft		0.15 – 0.30 (0.006 – 0.012)	0.40 (0.016)
Crankshaft	Main journal diameter	No. 2 journal	49.976 – 50.000 (1.9676 – 1.9685)	———
		No. 3 journal	49.972 – 49.996 (1.9674 – 1.9683)	———
		No. 1 and No. 4 journals	49.984 – 50.008 (1.9679 – 1.9688)	———
		No. 5 journal	49.988 – 50.012 (1.9680 – 1.9690)	———
	Rod journal diameter		47.976 – 48.000 (1.8888 – 1.8898)	———
	Taper		0.005 (0.0002) max.	0.006 (0.0002)
	Out-of-round		0.005 (0.0002) max.	0.006 (0.0002)
	End play		0.10 – 0.35 (0.004 – 0.014)	0.45 (0.018)
	Total runout		0.03 (0.001) max.	0.04 (0.002)
Bearings	Main bearing-to-journal oil clearance	No. 2 journal	0.021 – 0.045 (0.0008 – 0.0018)	0.050 (0.0020)
		No. 3 journal	0.025 – 0.049 (0.0010 – 0.0019)	0.055 (0.0022)
		No. 1 and No. 4 journals	0.013 – 0.037 (0.0005 – 0.0015)	0.050 (0.0020)
		No. 5 journal	0.009 – 0.033 (0.0004 – 0.0013)	0.040 (0.0016)
	Rod bearing-to-journal oil clearance		0.021 – 0.049 (0.0008 – 0.0019)	0.055 (0.0022)
Balancer shaft	Journal diameter	No. 1 front journal	42.722 – 42.734 (1.6820 – 1.6824)	42.71 (1.681)
		No. 1 rear journal	20.938 – 20.950 (0.8243 – 0.8248)	20.92 (0.824)
		No. 2 front and rear journals	38.712 – 38.724 (1.5241 – 1.5246)	38.70 (1.524)
		No. 3 front and rear journals	34.722 – 34.734 (1.3670 – 1.3675)	34.71 (1.367)
	Journal taper		0.005 (0.0002)	———
	End play	Front	0.10 – 0.35 (0.004 – 0.014)	———
		Rear	0.06 – 0.18 (0.002 – 0.007)	———
	Total runout		0.02 (0.001) max.	0.03 (0.001)
	Shaft-to-bearing oil clearance			
	No. 1 rear journal		0.050 – 0.075 (0.0020 – 0.0030)	0.09 (0.004)
	No. 1 front, No. 3 front and rear journals		0.066 – 0.098 (0.0026 – 0.0039)	0.12 (0.005)
	No. 2 front and rear journals		0.076 – 0.108 (0.0030 – 0.0043)	0.13 (0.005)
Balancer shaft bearing	I.D.	No. 1 front journal	42.800 – 42.820 (1.6850 – 1.6858)	42.83 (1.686)
		No. 1 rear journal	21.000 – 21.013 (0.8268 – 0.8273)	21.02 (0.828)
		No. 2 front and rear journals	38.800 – 38.820 (1.5276 – 1.5283)	38.83 (1.529)
		No. 3 front and rear journals	34.800 – 34.820 (1.3701 – 1.3709)	34.83 (1.371)

*1: TEIKOKU PISTON RING manufactured piston ring.
*2: RIKEN manufactured piston ring.

Standards and Service Limits

Engine Lubrication — Section 8

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Engine oil	Capacity ℓ (US qt, Imp qt) F18A3, F20Z1, F20Z2 engines	4.9 (5.2, 4.3) for engine overhaul 3.8 (4.0, 3.3) for oil change, including filter 3.5 (3.7, 3.1) for oil change, without filter	
	H23A3 engine	5.4 (5.7, 4.8) for engine overhaul 4.3 (4.6, 3.8) for oil change, including filter 4.0 (4.2, 3.5) for oil change, without filter	
Oil pump	Inner-to-outer rotor clearance	0.02 – 0.16 (0.001 – 0.006)	0.20 (0.008)
	Pump housing-to-outer rotor clearance	0.10 – 0.19 (0.004 – 0.007)	0.21 (0.008)
	Pump housing-to-rotor axial clearance	0.02 – 0.07 (0.001 – 0.003)	0.12 (0.005)
Relief valve	Pressure setting at engine oil temp. 80°C (176°F) kPa (kg/cm², psi) at idle	70 (0.7, 10) min.	
	at 3,000 min⁻¹ (rpm)	350 (3.5, 50) min.	

Cooling — Section 10

	MEASUREMENT	STANDARD (NEW)
Radiator	Coolant capacity ℓ (US qt, Imp qt) (including engine, heater, cooling line and reservoir) F20Z1 engine	M/T: 6.4 (6.8, 5.6) for overhaul 2.7 (2.9, 2.4) for coolant change A/T: 6.3 (6.7, 5.5) for overhaul 2.6 (2.7, 2.3) for coolant change
	F18A3, F20Z2 engines	M/T: 6.4 (6.8, 5.6) for overhaul 2.7 (2.9, 2.4) for coolant change
	H23A3 engine	M/T: 7.6 (8.0, 6.7) for overhaul 3.3 (3.5, 2.9) for coolant change A/T: 7.5 (7.9, 6.6) for overhaul 3.2 (3.4, 2.8) for coolant change
	Reservior capacity ℓ (US qt, Imp qt)	0.6 (0.63, 0.53)
Radiator cap	Opening pressure kPa (kg/cm², psi)	95 – 125 (0.95 – 1.25, 14 – 18)
Thermostat	Start to open °C (°F)	76 – 80 (169 – 176)
	Fully open °C (°F)	90 (194)
	Valve lift at fully open	8.0 (0.31) min.
Cooling fan	Thermoswitch "ON" temperature °C (°F)	90 – 96 (194 – 205)
	Thermoswitch "OFF" temperature °C (°F)	Subtract 2 – 7 (4 – 13) from actual "ON" temperature
	Fan timer "ON" temperature °C (°F)	103 – 109 (217 – 228)
	Fan timer "OFF" temperature °C (°F)	Subtract 2 – 5 (4 – 9) from actual "ON" temperature

Unit of length: mm (in)

Fuel and Emissions — Section 11

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Fuel pump	Displacement in 10 seconds mℓ (US oz, Imp oz)	230 (7.8, 8.1)	110 (3.7, 3.9)
	Relief valve opening pressure kPa (kg/cm², psi)	450 – 600 (4.5 – 6.0, 64 – 85)	
Pressure regulator	Pressure with regulator vacuum hose disconnected kPa (kg/cm², psi)	280 – 330 (2.8 – 3.3, 40 – 47)	
Fuel tank	Capacity ℓ (US gal, Imp gal)	65 (17.2, 14.3)	
Engine	Fast idle speed min⁻¹ (rpm)	1,400 ± 200	
	Idle speed min⁻¹ (rpm) (with headlights and cooling fan off)	770 ± 50 (M/T: neutral) 770 ± 50 (A/T: N or P position)	
	Idle CO %	0.2 % max.	

Clutch — Section 12

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Clutch pedal	Clutch pedal height to the floor	210 (8.27)	———
	Stroke at pedal	142 (5.6)	———
	Total clutch pedal free play	9 – 15 (0.4 – 0.6)	———
	Disengagement height to the floor	90 (3.5) min.	———
	to the carpet	80 (3.1) min.	———
Flywheel	Clutch surface runout	0.05 (0.002) max.	0.15 (0.006)
Clutch disc	Rivet head depth	1.4 (0.06) min.	0.2 (0.01)
	Surface runout	0.6 (0.02) max.	1.0 (0.04)
	Thickness	8.5 – 9.2 (0.33 – 0.36)	6.5 (0.26)
Pressure plate	Diaphragm spring finger alignment	0.6 (0.02) max.	0.8 (0.03)
	Warpage	0.03 (0.001) max.	0.15 (0.006)

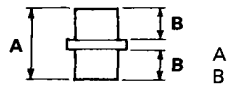
Manual Transmission — Section 13

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Transmission oil	Capacity ℓ (US qt, Imp qt)	1.9 (2.0, 1.7) for oil change 2.0 (2.1, 1.8) for overhaul	
Mainshaft	End play	0.10 – 0.16 (0.004 – 0.006)	Adjust with a shim.
	Diameter of ball bearing contact area C	27.977 – 27.990 (1.1015 – 1.1020)	27.93 (1.100)
	Diameter of needle bearing contact area B	37.984 – 38.000 (1.4954 – 1.4961)	37.93 (1.493)
	Diameter of ball bearing contact area A	27.987 – 28.000 (1.1018 – 1.1024)	27.94 (1.100)
	Runout	0.02 (0.001) max.	0.05 (0.002)
Mainshaft 3rd and 4th gears	I.D.	43.009 – 43.025 (1.6933 – 1.6939)	43.080 (1.6961)
	End play	0.06 – 0.21 (0.002 – 0.008)	0.30 (0.012)
	Thickness 3rd gear	32.42 – 32.47 (1.276 – 1.278)	32.3 (1.27)
	4th gear	30.92 – 30.97 (1.217 – 1.219)	30.8 (1.21)
Mainshaft 5th gear	I.D.	43.009 – 43.025 (1.6933 – 1.6939)	43.080 (1.6961)
	End play	0.06 – 0.21 (0.002 – 0.008)	0.30 (0.012)
	Thickness	30.92 – 30.97 (1.217 – 1.219)	30.8 (1.21)
Countershaft	Diameter of needle bearing contact area A	38.000 – 38.015 (1.4961 – 1.4967)	37.95 (1.494)
	Diameter of ball bearing and needle bearing contact area C	24.987 – 25.000 (0.9837 – 0.9843)	24.94 (0.982)
	Diameter of 1st gear contact area B	39.984 – 40.000 (1.5742 – 1.5748)	39.93 (1.572)
	Runout	0.02 (0.001) max.	0.05 (0.002)
Countershaft 1st gear	I.D.	46.009 – 46.025 (1.8114 – 1.8120)	46.08 (1.814)
	End play	0.06 – 0.23 (0.002 – 0.009)	0.23 (0.009)
Countershaft 2nd gear	I.D.	47.009 – 47.025 (1.8507 – 1.8514)	47.08 (1.854)
	End play	0.05 – 0.10 (0.002 – 0.004)	0.18 (0.007)
	Thickness	28.92 – 28.97 (1.139 – 1.141)	———

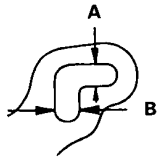
(cont'd)

Standards and Service Limits

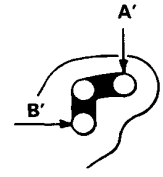
Manual Transmission — Section 13 (cont'd)

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Spacer collar (Countershaft 2nd gear)	I.D. O.D. Length	36.48 – 36.49 (1.4362 – 1.4366) 41.989 – 42.000 (1.6531 – 1.6535) 29.02 – 29.04 (1.1425 – 1.1433)	36.50 (1.437) 41.94 (1.651) ———
Spacer collar (Mainshaft 4th and 5th gears)	I.D. O.D. Length  A B	31.002 – 31.012 (1.2205 – 1.2209) 37.989 – 38.000 (1.4956 – 1.4961) 56.45 – 56.55 (2.222 – 2.226) 26.03 – 26.08 (1.025 – 1.027)	31.06 (1.223) 37.94 (1.494) ——— 26.01 (1.024)
Reverse idler gear	I.D. Gear-to-reverse gear shaft clearance	20.016 – 20.043 (0.7880 – 0.7891) 0.036 – 0.084 (0.0014 – 0.0033)	20.09 (0.7909) 0.160 (0.0063)
Synchro ring	Ring-to-gear clearance (ring pushed against gear)	0.85 – 1.10 (0.033 – 0.043)	0.40 (0.016)
Double cone synchro	Clearance (ring pushed against gear) Outer synchro ring-to-synchro cone Synchro cone-to-gear Outer synchro ring-to-gear	 0.5 (0.02) min. 0.5 (0.02) min. 0.95 – 1.68 (0.037 – 0.066)	 0.3 (0.01) 0.3 (0.01) 0.6 (0.02)
Shift fork	Finger thickness Fork-to-synchro sleeve clearance	6.2 – 6.4 (0.24 – 0.25) 0.35 – 0.65 (0.014 – 0.026)	——— 1.0 (0.039)
Reverse shift fork	Pawl groove width Fork-to-reverse idler gear clearance Groove width*1 at A at B Fork-to-5th/reverse shift shaft clearance*2 at A' at B'	13.0 – 13.3 (0.51 – 0.52) 0.5 – 1.1 (0.02 – 0.04) 7.05 – 7.25 (0.278 – 0.285) 7.4 – 7.7 (0.29 – 0.30) 0.05 – 0.35 (0.002 – 0.014) 0.4 – 0.8 (0.02 – 0.03)	——— 1.8 (0.07) ——— ——— 0.5 (0.02) 1.0 (0.04)
Shift arm	I.D. Shift arm-to-shaft clearance Shift fork diameter at contact area Shift-arm-to-shift fork shaft clearance	15.973 – 16.000 (0.6289 – 0.6299) 0.005 – 0.059 (0.0002 – 0.0023) 12.9 – 13.0 (0.508 – 0.512) 0.2 – 0.5 (0.008 – 0.020)	——— ——— ——— 0.6 (0.024)
Select lever	Shaft outer diameter Shift arm cover clearance	15.941 – 15.968 (0.6276 – 0.6287) 0.032 – 0.102 (0.0013 – 0.0040)	——— ———
Shift lever	O.D. Transmission housing clearance	15.941 – 15.968 (0.6276 – 0.6287) 0.021 – 0.041 (0.0008 – 0.0016)	——— ———
Interlock	Bore diameter Shift arm clearance	16.00 – 16.05 (0.630 – 0.632) 0.032 – 0.109 (0.0013 – 0.0043)	——— ———

*1: Measuring points



*2: Measuring points



Automatic Transmission — Section 14

Unit of length: mm (in)

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Transmission fluid	Capacity ℓ (US qt, Imp qt)		6.0 (6.4, 5.3) for overhaul 2.4 (2.6, 2.1) for fluid change	
Hydraulic pressure (F20Z1 engine) kPa (kg/cm², psi)	Line pressure at 2,000 min⁻¹ (rpm) (N or P position)		800 (8.0, 114) throttle fully-closed | 850 (8.5, 121) throttle more than 3/16 open	750 (7.5, 107) throttle more than 3/16 open
	4th clutch pressure at 2,000 min⁻¹ (rpm) (D4 position)		530 (5.3, 75) throttle fully-closed | 850 (8.5, 121) throttle more than 3/16 open	480 (4.8, 68) throttle fully-closed | 750 (7.5, 107) throttle more than 3/16 open
	3rd and 2nd clutch pressure at 2,000 min⁻¹ (rpm) (D4 position)		500 (5.0, 71) throttle fully-closed | 850 (8.5, 121) throttle more than 3/16 open	450 (4.5, 64) throttle fully-closed | 750 (7.5, 107) throttle more than 3/16 open
	2nd clutch pressure at 2,000 min⁻¹ (rpm) (2 position)		800 – 850 (8.0 – 8.5, 114 – 121)	750 (7.5, 107)
	1st and 1st-hold clutch pressure at 2,000 min⁻¹ (rpm) (1 position)		800 – 850 (8.0 – 8.5, 114 – 121)	750 (7.5, 107)
	Throttle B pressure	Throttle fully closed Throttle fully open	0 (0,0) 800 – 850 (8.0 – 8.5, 114 – 121)	——— 750 (7.5, 107)
Hydraulic pressure (H23A3 engine) kPa (kg/cm², psi)	Line pressure at 2,000 min⁻¹ (rpm) (N or P position)		850 (8.5, 121) throttle fully-closed | 900 (9.0, 128) throttle more than 3/16 open	800 (8.0, 114) throttle more than 3/16 open
	4th clutch pressure at 2,000 min⁻¹ (rpm) (D4 position)		530 (5.3, 75) throttle fully-closed | 900 (9.0, 128) throttle more than 3/16 open	480 (4.8, 68) throttle fully-closed | 800 (8.0, 114) throttle more than 3/16 open
	3rd and 2nd clutch pressure at 2,000 min⁻¹ (rpm) (D4 position)		500 (5.0, 71) throttle fully-closed | 900 (9.0, 128) throttle more than 3/16 open	450 (4.5, 64) throttle fully-closed | 800 (8.0, 114) throttle more than 3/16 open
	2nd clutch pressure at 2,000 min⁻¹ (rpm) (2 position)		850 – 900 (8.5 – 9.0, 121 – 128)	800 (8.0, 114)
	1st and 1st-hold clutch pressure at 2,000 min⁻¹ (rpm) (1 position)		850 – 900 (8.5 – 9.0, 121 – 128)	800 (8.0, 114)
	Throttle B pressure	Throttle fully closed Throttle fully open	0 (0, 0) 850 – 900 (8.5 – 9.0, 121 – 128)	— 800 (8.0, 114)
Stall speed min⁻¹ (rpm) (Check with car on level ground)		F20Z1 engine H23A3 engine	2500 2700	2350 – 2650 2550 – 2850

(cont'd)

Standards and Service Limits

Automatic Transmission — Section 14 (cont'd)

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Clutch	Clutch initial clearance	1st-hold	0.80 – 1.00 (0.031 – 0.039)	———
		1st, 2nd	0.65 – 0.85 (0.026 – 0.033)	———
		3rd, 4th	0.4 – 0.6 (0.016 – 0.024)	———
	Clutch return spring free length 1st, 2nd, 3rd, 4th		33.5 (1.32)	31.5 (1.24)
	Clutch disc thickness		1.88 – 2.00 (0.074 – 0.079)	Until grooves worn out.
	Clutch plate thickness			
	1st		1.95 – 2.05 (0.077 – 0.081)	Discoloration
	2nd, F20Z1 engine		2.55 – 2.65 (0.100 – 0.104)	↑
	H23A3 engine		1.95 – 2.05 (0.077 – 0.081)	↕
	3rd, 4th		2.25 – 2.35 (0.089 – 0.093)	↓
	1st-hold		1.55 – 1.65 (0.061 – 0.065)	Discoloration
	Clutch end plate thickness	Mark 1	2.05 – 2.10 (0.081 – 0.083)	Discoloration
		Mark 2	2.15 – 2.20 (0.085 – 0.087)	↑
		Mark 3	2.25 – 2.30 (0.089 – 0.091)	↕
		Mark 4	2.35 – 2.40 (0.093 – 0.094)	↕
		Mark 5	2.45 – 2.50 (0.096 – 0.098)	↕
		Mark 6	2.55 – 2.60 (0.100 – 0.102)	↕
		Mark 7	2.65 – 2.70 (0.104 – 0.106)	↕
		Mark 8	2.75 – 2.80 (0.108 – 0.110)	↕
		Mark 9	2.85 – 2.90 (0.112 – 0.114)	↓ Discoloration
Valve body	Stator shaft needle bearing contact I.D.			
	Torque converter side		27.000 – 27.021 (1.0630 – 1.0638)	Wear of damage
	Oil pump side		29.000 – 29.013 (1.1417 –1.1422)	———
	Oil pump gear side clearance		0.03 – 0.05 (0.001 – 0.002)	0.07 (0.003)
	Oil pump gear-to-body clearance	Drive	0.210 – 0.265 (0.0083 – 0.0104)	———
		Driven	0.070 – 0.125 (0.0028 – 0.0049)	———
	Oil pump driven gear I.D.		14.016 – 14.034 (0.5518 – 0.5525)	Wear or damage
	Oil pump shaft O.D.		13.980 – 13.990 (0.5504 – 0.5508)	Wear or damage
Shifting device, parking brake and throttle control system	Reverse shift fork finger thickness		5.90 – 6.00 (0.232 – 0.236)	5.40 (0.213)
	Parking brake ratchet pawl		———	Wear or other defect
	Parking brake gear		———	Wear or other defect
	Throttle cam stopper height		17.0 – 17.1 (0.669 – 0.673)	———
Servo body	Shift fork shaft bore I.D.		14.000 – 14.010 (0.5512 – 0.5516)	———
	Shift fork shaft valve bore I.D.		37.000 – 37.039 (1.4567 – 1.4582)	37.045 (1.4585)
Regulator valve body	Sealing ring contact I.D.		35.000 – 35.025 (1.3780 – 1.3789)	35.05 (1.3799)
Accumulator body	Sealing ring contact I.D.		32.000 – 32.025 (1.2598 – 1.2608)	32.050 (1.2618)
Stator shaft	Sealing ring contact I.D.		29.000 – 29.013 (1.1417 – 1.1422)	29.050 (1.1437)
Transmission	Diameter of needle bearing contact area			
	On mainshaft of stator shaft		22.984 – 23.000 (0.9049 – 0.9055)	Wear or damage
	On mainshaft of 3rd gear collar		45.984 – 46.000 (1.8104 – 1.8110)	↑
	On mainshaft of 4th gear collar		31.984 – 32.000 (1.2592 – 1.2598)	↕
	On countershaft of 1st gear collar		40.984 – 41.000 (1.6135 – 1.6142)	↕
	On countershaft of 4th gear collar		31.975 – 31.991 (1.2589 – 1.2595)	↕
	On countershaft of parking gear		39.984 – 40.000 (1.5742 – 1.5748)	↕
	On countershaft of reverse gear		35.979 – 36.000 (1.4165 – 1.4173)	↕
	On secondary shaft of 1st gear		31.975 – 31.991 (1.2589 – 1.2595)	↕
	On secondary shaft of 2nd gear		31.975 – 31.991 (1.2589 – 1.2595)	↕
	On reverse idler gear shaft		14.990 – 15.000 (0.5902 – 0.5906)	↕
	Inside diameter			↕
	Mainshaft 3rd gear		52.000 – 52.019 (2.0472 – 2.0480)	↕
	Mainshaft 4th gear		38.005 – 38.021 (1.4963 – 1.4969)	↕
	Countershaft 1st gear		47.000 – 47.016 (1.8504 – 1.8510)	↕
	Countershaft 4th gear		38.000 – 38.016 (1.4961 – 1.4967)	↕
	Countershaft reverse gear		42.000 – 42.016 (1.6535 – 1.6542)	↕
	Countershaft idler gear		48.000 – 48.016 (1.8898 – 1.8904)	↕
	Secondary shaft 1st gear		36.000 – 36.016 (1.4173 – 1.4179)	↕
	Secondary shaft 2nd gear		37.000 – 37.016 (1.4567 – 1.4573)	↕
	Reverse idler gear shaft holder		14.800 – 14.824 (0.5827 – 0.5836)	↓ Wear or damage

Automatic Transmission — Section 14

Unit of length: mm (in)

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Transmission (cont'd)	Mainshaft 3rd gear collar length	19.50 – 19.55 (0.768 – 0.770)	Wear or damage
	Mainshaft 4th gear collar length	47.50 – 47.55 (1.870 – 1.872)	Wear or damage
	Countershaft 1st gear collar length	27.50 – 27.55 (1.083 – 1.085)	Wear or damage
	Thrust washer thickness		
	Countershaft 1st gear	1.45 – 1.50 (0.057 – 0.059)	Wear or damage
	Countershaft idler gear	3.45 – 3.55 (0.136 – 0.140)	Wear or damage
	Secondary shaft 2nd gear	4.35 – 4.45 (0.171 – 0.175)	Wear or damage
	Countershaft parking gear length	25.030 – 25.048 (0.9854 – 0.9861)	Wear or damage
	Secondary shaft 1st gear distance collar length	4.95 – 5.00 (0.195 – 0.197)	Wear or damage
	Secondary shaft 2nd gear spline washer thickness 35 x 53 mm	4.02 – 4.05 (0.158 – 0.159)	———
		4.07 – 4.10 (0.160 – 0.161)	———
		4.12 – 4.15 (0.162 – 0.163)	———
		4.17 – 4.20 (0.164 – 0.165)	———
		4.22 – 4.25 (0.166 – 0.167)	———
		4.27 – 4.30 (0.168 – 0.169)	———
		4.32 – 4.35 (0.170 – 0.171)	———
		4.37 – 4.40 (0.172 – 0.173)	———
		4.42 – 4.45 (0.174 – 0.175)	———

	MEASUREMENT	STANDARD (NEW)			
		Wire Dia.	O.D.	Free Length	No. of Coils
Spring	Regulator valve spring A				
	F20Z1 engine	1.8 (0.071)	14.7 (0.579)	85.4 (3.362)	16.5
	H23A3 engine	1.8 (0.071)	14.7 (0.579)	87.8 (3.457)	16.5
	Regulator valve spring B	1.8 (0.071)	9.6 (0.378)	44.0 (1.732)	12.7
	Stator reaction spring	4.5 (0.177)	35.4 (1.394)	30.3 (1.193)	1.92
	Torque converter check valve spring	1.1 (0.043)	8.4 (0.331)	38.2 (1.504)	14.0
	Relief valve spring	1.0 (0.039)	8.4 (0.331)	39.1 (1.539)	15.1
	Cooler relief valve spring	1.0 (0.039)	8.4 (0.331)	46.8 (1.843)	10.8
	2nd orifice control valve spring	0.6 (0.024)	6.6 (0.260)	58.3 (2.295)	15.8
	Orifice control valve spring	0.8 (0.031)	6.6 (0.260)	52.5 (2.067)	33.0
	4th exhaust valve spring	0.9 (0.035)	7.1 (0.280)	60.8 (2.394)	28.9
	Throttle valve B adjusting spring	0.8 (0.031)	6.2 (0.244)	30.0 (1.181)	8.0
	Throttle valve B spring	1.4 (0.055)	8.5 (0.335)	41.5 (1.634)	10.5
		1.4 (0.055)	8.5 (0.335)	41.5 (1.634)	11.2
		1.4 (0.055)	8.5 (0.335)	41.6 (1.638)	12.4
	1-2 shift valve spring	1.0 (0.039)	8.6 (0.339)	41.3 (1.626)	16.9
	2-3/3-4 shift valve spring	0.9 (0.035)	7.6 (0.299)	57.0 (2.244)	26.8
	1st-hold accumulator spring	4.0 (0.157)	25.0 (0.984)	64.7 (2.547)	7.3
	1st accumulator spring	1.8 (0.071)	16.3 (0.642)	115.4 (4.543)	18.6
	4th accumulator spring	2.9 (0.114)	22.0 (0.866)	90.1 (3.547)	10.9
	2nd accumulator spring	3.5 (0.138)	22.0 (0.866)	77.1 (3.035)	10.0
	3rd accumulator spring	2.8 (0.110)	17.5 (0.689)	94.2 (3.709)	16.1
	Lock-up shift valve spring	0.9 (0.035)	7.6 (0.299)	73.7 (2.902)	32.0
	Lock-up timing valve spring	0.8 (0.031)	6.6 (0.260)	51.1 (2.012)	14.7
	Servo control valve spring	1.0 (0.039)	8.1 (0.319)	52.6 (2.071)	22.4
	CPC valve spring	1.4 (0.055)	9.4 (0.370)	33.0 (1.299)	10.5
	Modulator valve spring	1.4 (0.055)	9.4 (0.370)	33.0 (1.299)	10.5
	Lock-up control valve spring	0.7 (0.028)	6.6 (0.260)	38.0 (1.496)	14.1
	3rd kick-down valve spring	1.0 (0.039)	7.6 (0.299)	48.3 (1.902)	15.6
	3-2 kick-down valve spring	1.2 (0.047)	7.1 (0.280)	46.9 (1.846)	20.6

Standards and Service Limits

Differential (Manual transmission) — Section 15

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Differential carrier	Pinion shaft contact area I.D.		18.000 – 18.018 (0.7087 – 0.7094)	———
	Carrier-to-pinion shaft clearance		0.017 – 0.047 (0.0007 – 0.0019)	0.10 (0.004)
	Driveshaft contact area I.D.		28.005 – 28.025 (1.1026 – 1.1033)	———
	Carrier-to-driveshaft clearance	R	0.025 – 0.066 (0.0010 – 0.0026)	0.12 (0.005)
		L	0.055 – 0.091 (0.0022 – 0.0036)	0.15 (0.006)
Differential pinion gear	Backlash		0.05 – 0.15 (0.002 – 0.006)	Adjust with a shim
	I.D.		18.042 – 18.066 (0.7103 – 0.7113)	———
	Pinion gear-to-pinion shaft clearance		0.055 – 0.095 (0.0022 – 0.0037)	0.15 (0.006)
Tapered roller bearing preload	Starting torque N·m (kg-cm, lb-in)		1.4 – 2.6 (14 – 26, 12 – 23)	Adjust with a shim

Differential (Automatic transmission) — Section 15

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Differential carrier	Pinion shaft contact area I.D.		18.000 – 18.018 (0.7087 – 0.7094)	———
	Carrier-to-pinion shaft clearance		0.013 – 0.047 (0.0005 – 0.0019)	0.10 (0.004)
	Driveshaft contact area I.D.		28.005 – 28.025 (1.1026 – 1.1033)	———
	Carrier-to-driveshaft clearance		0.025 – 0.066 (0.0010 – 0.0026)	0.12 (0.005)
Differential pinion gear	Backlash		0.08 – 0.15 (0.003 – 0.006)	Adjust with a shim
	I.D.		18.042 – 18.066 (0.7103 – 0.7113)	———
	Pinion gear-to-pinion shaft clearance		0.055 – 0.095 (0.0022 – 0.0037)	0.12 (0.005)
Tapered roller bearing preload	Starting torque N·m (kg-cm, lb-in)	New bearing	2.8 – 4.0 (28 – 40, 24 – 35)	Adjust with a shim
		Reused bearing	2.5 – 3.7 (25 – 37, 22 – 32)	

Steering — Section 17

	MEASUREMENT		STANDARD (NEW)
Steering wheel	Rotational play at steering wheel circumference		0 – 10 (0 – 0.4)
Gearbox	Angle of rack-guide-screw loosened from locked position		$20^{\circ}\ ^{+5^{\circ}}_{0}$
Pump	Pump pressure with shut-off valve closed kPa (kg/cm², psi)		8,000 – 9,000 (80 – 90, 1,138 – 1,280)
Power steering fluid	Recommended fluid		Honda power steering fluid-V
	Fluid capacity	System	1.8 (1.9, 1.6)
	ℓ (US qt, Imp qt)	Reservoir	0.5 (0.5, 0.4)
Power steering belt*	Deflection with 100 N (10 kg, 22 lbs) between pulleys		12.5 – 16.0 (0.49 – 0.63) with used belt 9.5 – 11.5 (0.37 – 0.45) with new belt
	Belt tension N (kg, lbs) Measured with belt tension gauge		350 – 500 (35 – 50, 77 – 110) with used belt 700 – 900 (70 – 90, 154 – 198) with new belt

* When using a new belt, adjust deflection or tension to new values. Run the engine for 5 minutes then turn it off. Readjust deflection or tension to used belt values.

Unit of length: mm (in)

Suspension — Section 18

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Wheel alignment	Camber	Front	0°00′ ± 1°	
		Rear	−0°30′ ± 30′	
	Caster	Front	3°00′ ± 1°	
	Total toe	Front	0 ± 3.0 (0 ± 0.12)	
		Rear	IN 2.0 ± 2.0 (0.08 ± 0.08)	
	Front wheel turning angle — Inward wheel		39°00′ ± 2°	
	Front wheel turning angle — Outward wheel		30°00′	
Wheel	Rim runout (Aluminum wheel)	Axial	0 – 0.7 (0 – 0.03)	2.0 (0.08)
		Radial	0 – 0.7 (0 – 0.03)	1.5 (0.06)
	Rim runout (Steel wheel)	Axial	0 – 1.0 (0 – 0.04)	2.0 (0.08)
		Radial	0 – 1.0 (0 – 0.04)	1.5 (0.06)
Wheel bearing	End play	Front	0 – 0.05 (0 – 0.002)	———
		Rear	0 – 0.05 (0 – 0.002)	———

Brakes — Section 19

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Parking brake lever	Play in stroke 200 N (20 kg, 44 lbs) lever force		To be locked when pulled 7 – 11 notches	———
Foot brake pedal	Pedal height (with floor mat removed)	M/T	190 (7.5)	———
		A/T	195 (7.7)	———
	Free play		1 – 5 (1/16 – 13/64)	———
Master cylinder	Piston-to-pushrod clearance		0 – 0.04 (0 – 0.016)	———
Disc brake	Disc thickness	Front	23.0 (0.91)	21.0 (0.83)
		Rear	10.0 (0.39)	8.0 (0.31)
	Disc runout	Front	———	0.10 (0.004)
		Rear	———	0.10 (0.004)
	Disc parallelism	Front and rear	———	0.015 (0.0006)
	Pad thickness — Front	1.8 ℓ and 2.0 ℓ M/T	12.5 (0.49)	1.6 (0.06)
		2.0 ℓ A/T and 2.3 ℓ	11.0 (0.43)	1.6 (0.06)
	Pad thickness — Rear		9.0 (0.35)	1.6 (0.06)

Characteristics	Vacuum [mm (in) Hg]	Pedal Force kg (lbs)	Line Pressure kPa (kg/cm², psi)
Without ABS	0 (0)	20 (44)	920 (9.4, 130) minimum
	300 (11.8)	20 (44)	5,500 (56, 800) minimum
	500 (19.7)	20 (44)	8,500 (87, 1,200) minimum
With ABS	0 (0)	20 (44)	810 (8.3, 120) minimum
	300 (11.8)	20 (44)	6,100 (62, 880) minimum
	500 (19.7)	20 (44)	8,200 (83.2, 1,200) minimum

Standards and Service Limits

Air Conditioning — Section 22

Unit of length: mm (in)

	MEASUREMENT		STANDARD (NEW)
Air conditioning system	Lubricant type: ND-OIL8 P/N38899 – PR7 – 003 (For Refrigerant HFC-134a (R-134a))		
	Lubricant capacity mℓ (fl oz, Imp oz)	Condenser Evaporator Line or hose Receiver	10 – 20 (1/3 – 2/3, 0.4 – 0.7) 20 – 30 (2/3 – 1, 0.7 – 1.1) 10 (1/3, 0.4) 10 (1/3, 0.4)
Compressor	Lubricant type: ND-OIL8 P/N38899 – PR7 – 003 (For Refrigerant HFC-134a (R-134a))		
	Lubricant capacity mℓ (fl oz, Imp oz) Stator coil resistance at 20°C (68°F) Ω Pulley-to-pressure plate clearance		160 $^{+15}_{0}$ (5-1/3 $^{+1/2}_{0}$, 5.6 $^{+0.5}_{0}$) 3.6 ± 0.2 0.5 ± 0.15 (0.020 ± 0.006)
Compressor belt*	Deflection with 100 N (10 kg, 22 lbs) between the pulleys		10.0 – 12.0 (0.39 – 0.47) with used belt 4.5 – 7.0 (0.18 – 0.28) with new belt
	Belt tension N (kg, lbs) Measured with belt tension gauge		450 – 600 (45 – 60, 99 – 132) with used belt 950 – 1,150 (95 – 115, 209 – 254) with new belt

Electrical — Section 23

	MEASUREMENT		STANDARD (NEW)
Ignition coil	Rated voltage V Primary winding resistance Ω at 20°C (68°F) Secondary winding resistance kΩ at 20°C (68°F)		12 0.6 – 0.8 13 – 19
Spark Plug	Type Gap		See section 23 (Supplement 93 code No. 62SN720) 1.0 – 1.1 (0.039 – 0.043)
Ignition timing	At idle	° BTDC	15 ± 2 (Red)
Alternator belt*	Without A/C	Deflection with 100 N (10 kg, 22 lbs) between pulleys	10 – 12 (0.39 – 0.47) with used belt 8.5 – 11 (0.33 – 0.43) with new belt
		Belt tension N (kg, lbs) Measured with belt tension gauge	300 – 450 (30 – 45, 66 – 99) with used belt 450 – 650 (45 – 65, 99 – 143) with new belt
	With A/C	Deflection with 100 N (10 kg, 22 lbs) between pulleys	10 – 12 (0.39 – 0.47) with used belt 4.5 – 7 (0.18 – 0.28) with new belt
		Belt tension N (kg, lbs) Measured with belt tension gauge	450 – 600 (45 – 60, 99 – 132) with used belt 950 – 1,150 (95 – 115, 209 – 254) with new belt

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Alternator	Output 13.5 V at hot A	70/80	———
	Coil resistance (rotor) Ω	2.8 – 3.0	———
	Slip ring O.D.	14.4 (0.57)	14.0 (0.55)
	Brush length	10.5 (0.41)	5.5 (0.22)
	Brush spring tension g (oz)	300 – 360 (10.6 – 12.7)	———
Starter motor	Type	Spur gear reduction, permanent magnet	
	Mica depth	0.4 – 0.5 (0.016 – 0.020)	0.15 (0.006)
	Commutator runout	0 – 0.02 (0 – 0.0008)	0.05 (0.002)
	Commutator O.D.	28.0 – 28.1 (1.102 – 1.106)	27.5 (1.08)
	Brush length	15.8 – 16.2 (0.62 – 0.64)	10.0 (0.39)
	Brush spring tension (new) N (kg, lbs)	16 – 18 (1.6 – 1.8, 3.5 – 4.0)	———

* When using a new belt, adjust deflection or tension to new values. Run the engine for 5 minutes then turn it off. Readjust deflection or tension to used belt values.

Design Specifications

specs

	ITEM	METRIC	ENGLISH	NOTES
DIMENSIONS	Overall Length	4,675 mm	184.1 in	
	Overall Width	1,715 mm	67.5 in	
	Overall Height	1,380 mm	54.3 in	
	Wheelbase	2,720 mm	107.1 in	
	Track (Front/Rear)	1,475/1,480 mm	58.1/58.3 in	
	Ground Clearance	155 mm	6.1 in	
	Seating Capacity	Five		
WEIGHT	Curb Weight			
	1.8i S M/T (KG model)	1,255 kg	2,766 lbs	Without ABS
	1.8i ES M/T (KG model)	1,345 kg	2,965 lbs	With ABS
	2.0i M/T (KG model)	1,240 kg	2,733 lbs	Without ABS
	2.0i M/T (KG, KE models)	1,280 kg	2,822 lbs	With ABS
	2.0i S M/T (KG model)	1,255 kg	2,766 lbs	Without ABS
	2.0i S M/T (KS model)	1,260 kg	2,778 lbs	Without ABS
	2.0i S M/T (KG, KE models)	1,295 kg	2,855 lbs	With ABS
	2.0i S A/T (KG model)	1,325 kg	2,921 lbs	
	2.0i LS M/T (KG model) F20Z2 engine	1,270 kg	2,799 lbs	Without ABS
	2.0i LS M/T (KG, KE models) F20Z2 engine	1,300 kg	2,866 lbs	With ABS
	2.0i LS M/T (KG, KE models) F20Z1 engine	1,285 kg	2,833 lbs	
	2.0i LS M/T (KS model) F20Z1 engine	1,285 kg	2,833 lbs	
	2.0i LS A/T (KG, KE models) F20Z1 engine	1,330 kg	2,932 lbs	
	2.0i LS A/T (KS model) F20Z1 engine	1,320 kg	2,910 lbs	
	2.0i ES M/T (KG, KE models)	1,345 kg	2,965 lbs	
	2.0i ES A/T (KG, KE models)	1,375 kg	3,031 lbs	
	2.3i SR M/T (KG, KE models)	1,355 kg	2,987 lbs	
	2.3i SR M/T (KS model)	1,325 kg	2,921 lbs	
	2.3i SR A/T (KE model)	1,377 kg	3,036 lbs	
	Weight Distributions (Front/Rear)			
	1.8i S M/T (KG model)	755/500 kg	1,664/1,102 lbs	Without ABS
	1.8i ES M/T (KG model)	820/525 kg	1,808/1,157 lbs	With ABS
	2.0i M/T (KG model)	745/495 kg	1,642/1,091 lbs	Without ABS
	2.0i M/T (KG, KE models)	770/510 kg	1,698/1,124 lbs	With ABS
	2.0i S M/T (KG model)	755/500 kg	1,664/1,102 lbs	Without ABS
	2.0i S M/T (KS model)	760/500 kg	1,676/1,102 lbs	Without ABS
	2.0i S M/T (KG, KE models)	780/515 kg	1,720/1,135 lbs	With ABS
	2.0i S A/T (KG model)	810/515 kg	1,786/1,135 lbs	
	2.0i LS M/T (KG model) F20Z2 engine	755/515 kg	1,664/1,135 lbs	Without ABS
	2.0i LS M/T (KG, KE models) F20Z2 engine	780/520 kg	1,720/1,146 lbs	With ABS
	2.0i LS M/T (KG, KE models) F20Z1 engine	770/515 kg	1,698/1,135 lbs	
	2.0i LS M/T (KS model) F20Z1 engine	775/510 kg	1,709/1,124 lbs	
	2.0i LS A/T (KG, KE models) F20Z1 engine	810/520 kg	1,786/1,146 lbs	
	2.0i LS A/T (KS model) F20Z1 engine	810/510 kg	1,786/1,124 lbs	
	2.0i ES M/T (KG, KE models)	820/525 kg	1,808/1,157 lbs	
	2.0i ES A/T (KG, KE models)	850/525 kg	1,874/1,157 lbs	
	2.3i SR M/T (KG, KE models)	830/525 kg	1,830/1,157 lbs	
	2.3i SR M/T (KS model)	805/520 kg	1,775/1,146 lbs	
	2.3i SR A/T (KE model)	854/523 kg	1,883/1,153 lbs	
	Max. Permissible Weight (European)			
	1.8 ℓ, 2.0 ℓ M/T	1,820 kg	4,012 lbs	
	2.0 ℓ A/T	1,880 kg	4,145 lbs	
	2.3 ℓ M/T and A/T	1,880 kg	4,145 lbs	
ENGINE	Type F18A3, F20Z1, F20Z2 engines	Water-cooled, 4-stroke SOHC gasoline engine		
	H23A3 engine	Water-cooled, 4-stroke DOHC gasoline engine		
	Cylinder Arrangement	4-cylinders Inline, transverse		
	Bore and Stroke F18A3 engine	85.0 x 81.5 mm	3.35 x 3.21 in	
	F20Z1, F20Z2 engines	85.0 x 88.0 mm	3.35 x 3.46 in	
	H23A3 engine	87.0 x 95.0 mm	3.42 x 3.74 in	
	Displacement F18A3 engine	1,850 cm³ (mℓ)	112.9 cu-in	
	F20Z1, F20Z2 engines	1,997 cm³ (mℓ)	121.8 cu-in	
	H23A3 engine	2,259 cm³ (mℓ)	137.8 cu-in	
	Compression Ratio F18A3 engine	8.9 : 1		
	F20Z1 engine	9.5 : 1		
	F20Z2 engine	9.0 : 1		
	H23A3 engine	9.8 : 1		
	Valve Train F18A3, F20Z1, F20Z2 engines	Belt driven, 4 valves per cylinder, single overhead camshaft		
	H23A3 engine	Belt driven, 4 valves per cylinder, double overhead camshaft		

(cont'd)

Design Specifications

(cont'd)

	ITEM		METRIC	ENGLISH	NOTES
ENGINE (cont'd)	Lubrication System		Forced and wet sump, trochoid pump		
	Oil Pump Displacement [At oil temp. 36.5°C (98°F)] F18A3, F20Z1, F20Z2 engines		53.7 ℓ/minute at 6,000 pump min^{-1} (rpm)		
	Oil Pump Displacement [At oil temp. 36.5°C (98°F)] H23A3 engine		59.1 ℓ/minute at 6,000 pump min^{-1} (rpm)		
	Fuel Required		Premium UNLEADED grade gasoline with 95 Research Octane Number or higher		
	Water Pump Displacement [At coolant temp. 40°C (104°F)] F18A3, F20Z1, F20Z2 engines		160 ℓ/minute at 6,000 pump min^{-1} (rpm)		
	Water Pump Displacement [At coolant temp. 40°C (104°F)] H23A3 engine		159 ℓ/minute at 6,000 pump min^{-1} (rpm)		
STARTER	Type		Spur gear reduction, permanent magnet		
	Normal Output		1.4 kW, 1.6 kW		
	Nominal Voltage		12 V		
	Hour Rating		30 seconds		
	Direction of Rotation		Counterclockwise as viewed from gear end		
	Weight	1.4 kW	3.5 kg	7.7 lbs	
		1.6 kw	3.7 kg	8.2 lbs	
CLUTCH	Clutch Type	M/T	Single plate dry, diaphragm spring		
		A/T	Torque converter		
	Clutch Facing Area	M/T	217 cm^2	33.6 sq-in	
TRANSMISSION	Transmission	M/T	Synchronized 5-speed forward, 1 reverse		
		A/T	Electronically controlled dual range 4-speed forward automatic, 1 reverse		
	Primary Reduction		Direct 1 : 1		

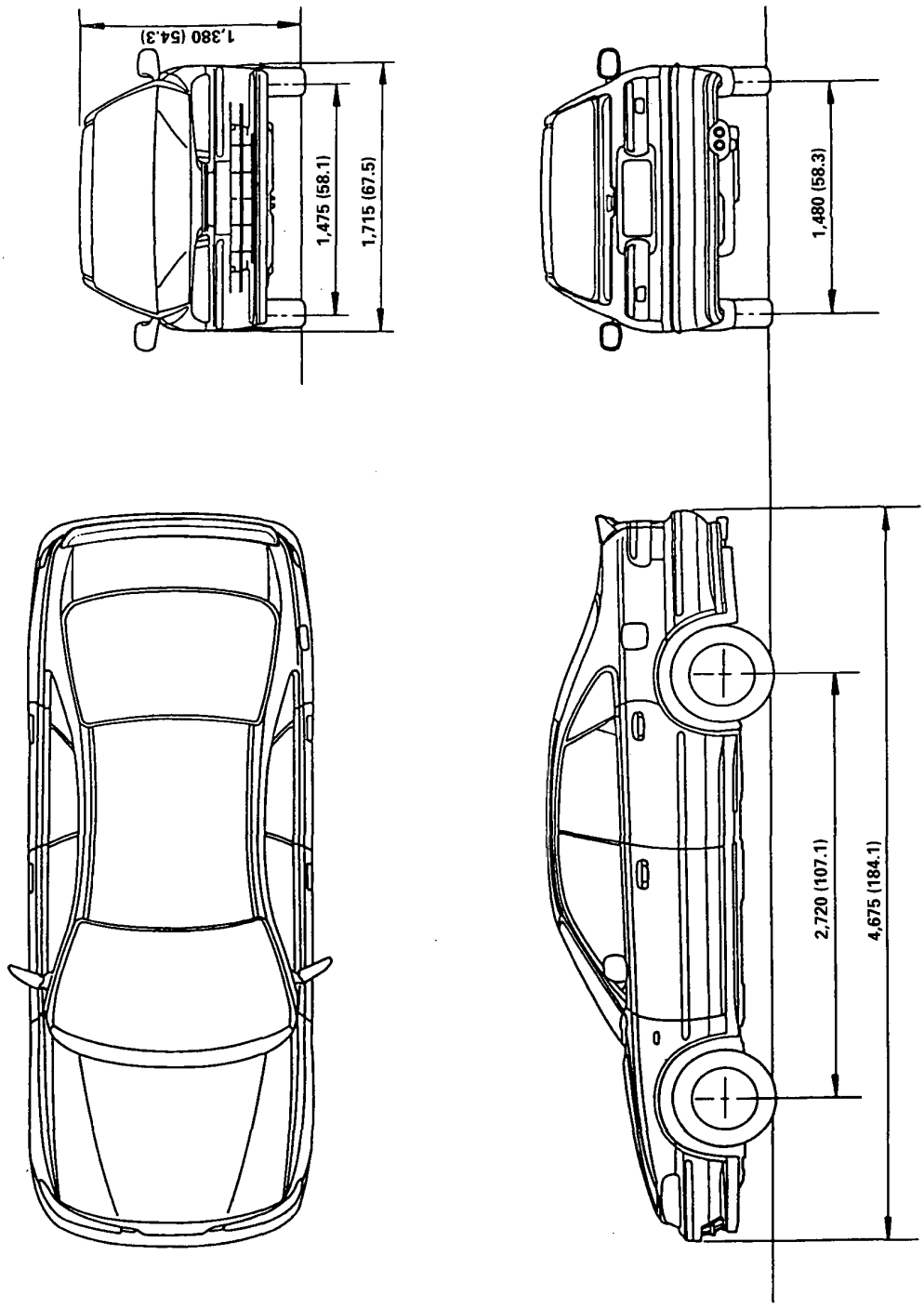
Type		Manual			Automatic
	Engine Type	F18A3, F20Z1	F20Z2	H23A3	
Gear Ratio	1st	3.307	3.307	3.307	2.705
	2nd	1.809	1.809	1.809	1.366
	3rd	1.230	1.185	1.269	1.028
	4th	0.933	0.903	0.966	0.731
	5th	0.757	0.735	0.757	—
	Reverse	3.000	3.000	3.000	2.047
Final Reduction	Gear type	Single helical gear			
	Gear ratio	4.266			4.285

AIR CONDITIONING	Cooling Capacity		4,100 Kcal/h	16,269 BTU/h	
	Compressor	Type/Make	Swash-plate/NIPPONDENSO		
		No. of Cylinder	10		
		Capacity	178 cm^3/rev	10.9 cu-in/rev	
		Max. Speed	8,800 min^{-1} (rpm)		
		Lubricant Capacity	160 mℓ	5-1/3 fl oz, 5.6 Imp oz	ND-OIL8
	Condenser	Type	Corrugated fin		
	Evaporator	Type	Corrugated fin		
	Blower	Type	Sirocco fan		
		Motor Input	209 W max./12 V		
		Speed Control	5-speed		
		Max. Capacity	420 m^3/h	14,834 cu-ft/h	
	Temp. Control		Air-mix type		
	Compressor Clutch	Type	Dry, single plate, poly-V-belt drive		
		Power Consumption	40 W max./12 V		
	Refrigerant	Type	HFC-134a (R-134a)		
		Quantity	750^{0}_{-50} g	$26.5^{0}_{-1.80}$ oz	

	ITEM	METRIC	ENGLISH	NOTES
STEERING SYSTEM	Type	Power assisted, rack and pinion		
	Overall Ratio	16.4		
	Turns, Lock-to-Lock	3.14		
	Steering Wheel Diameter	380 mm	15.0 in	
SUSPENSION	Type, Front	Independent double wishbone, coil spring with stabilizer		
	Type, Rear	Independent double wishbone, coil spring with stabilizer		
	Shock Absorber, Front and Rear	Telescopic, hydraulic nitrogen gas-filled		
WHEEL ALIGNMENT	Camber Front	0° 00′		
	Rear	−0° 30′		
	Caster	3° 00′		
	Total Toe Front	0 mm	0 in	
	Rear	In 2.0 mm	In 0.08 in	
BRAKE SYSTEM	Type: Front	Power-assisted self-adjusting ventilated disc		
	Rear	Power-assisted self-adjusting solid disc		
	Pad Surface Area:			
	Front 2.0 ℓ M/T	49.4 cm² x 2	7.66 sq-in x 2	
	2.0 ℓ A/T and 2.3 ℓ	58.0 cm² x 2	8.99 sq-in x 2	
	Rear	29.7 cm² x 2	4.60 sq-in x 2	
	Parking Brake	Mechanical actuating, rear two wheel brakes		
TYRE	Size and Pressure	See tyre information label (see page 1-12)		
ELECTRICAL	Battery	KG (KF): 12 V – 57 AH/20 HR		
		KE: 12 V – 47 AH/20 HR		
		KS: 12 V – 55 AH/20 HR		
	Starter	12 V – 1.4 kW, 1.6 kW		
	Alternator	12 V – 70 A		
	Fuses			
	In the under-dash fuse/relay box	7.5 A, 10 A, 15 A, 30 A		
	In the under-hood fuse/relay box	7.5 A, 10 A, 15 A, 20 A, 30 A, 40 A, 50 A, 80 A		
	In the under-hood ABS fuse/relay box	7.5 A, 15 A, 50 A		
	Headlights	12 V – 55 W (H1)		
	Front Turn Signal Lights	12 V – 21 W (AMBER)		
	Front Position Lights	12 V – 5 W		
	Side Turn Signal Lights	12 V – 5 W		
	Rear Turn Signal Lights	12 V – 21 W		
	Stop/Taillights	12 V – 21/5 W		
	Back-up Lights	12 V – 21 W		
	Rear Fog Light	12 V – 21 W		
	License Plate Lights	12 V – 5 W		
	Ceiling (Interior) Lights Front	12 V – 5 W		
	Rear	12 V – 3.4 W		
	Trunk (Boot) Lights	12 V – 3.4 W		
	Door Courtesy Lights	12 V – 3.4 W		
	Glove Box Lights	12 V – 5 W		
	Gauge Lights	12 V – 1.4, 3 W		
	Indicator Lights/Lamps	12 V – 0.84, 1.12, 1.4 W, LED		
	Warning Lights	12 V – 1.4		
	Illumination and Pilot Lights	12 V – 0.56, 0.84, 1.12, 1.4 W		
	Heater Illumination Lights	12 V – 1.4 W		

Body Specifications

Unit: mm (in)



Maintenance

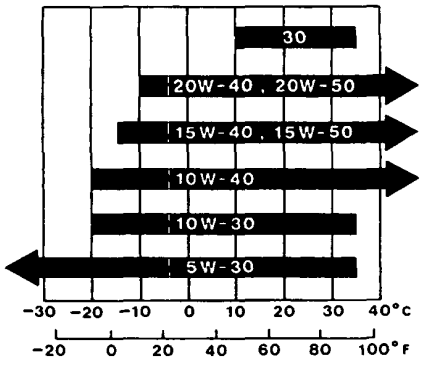
Lubrication Points 4-2
Maintenance Schedule 4-4

Lubrication Points

For the details of lubrication points and types of lubricants to be applied, refer to the illustrated index and various work procedure (such as Assembly/Reassembly, Replacement, Overhaul, Installation, etc.) contained in each section.

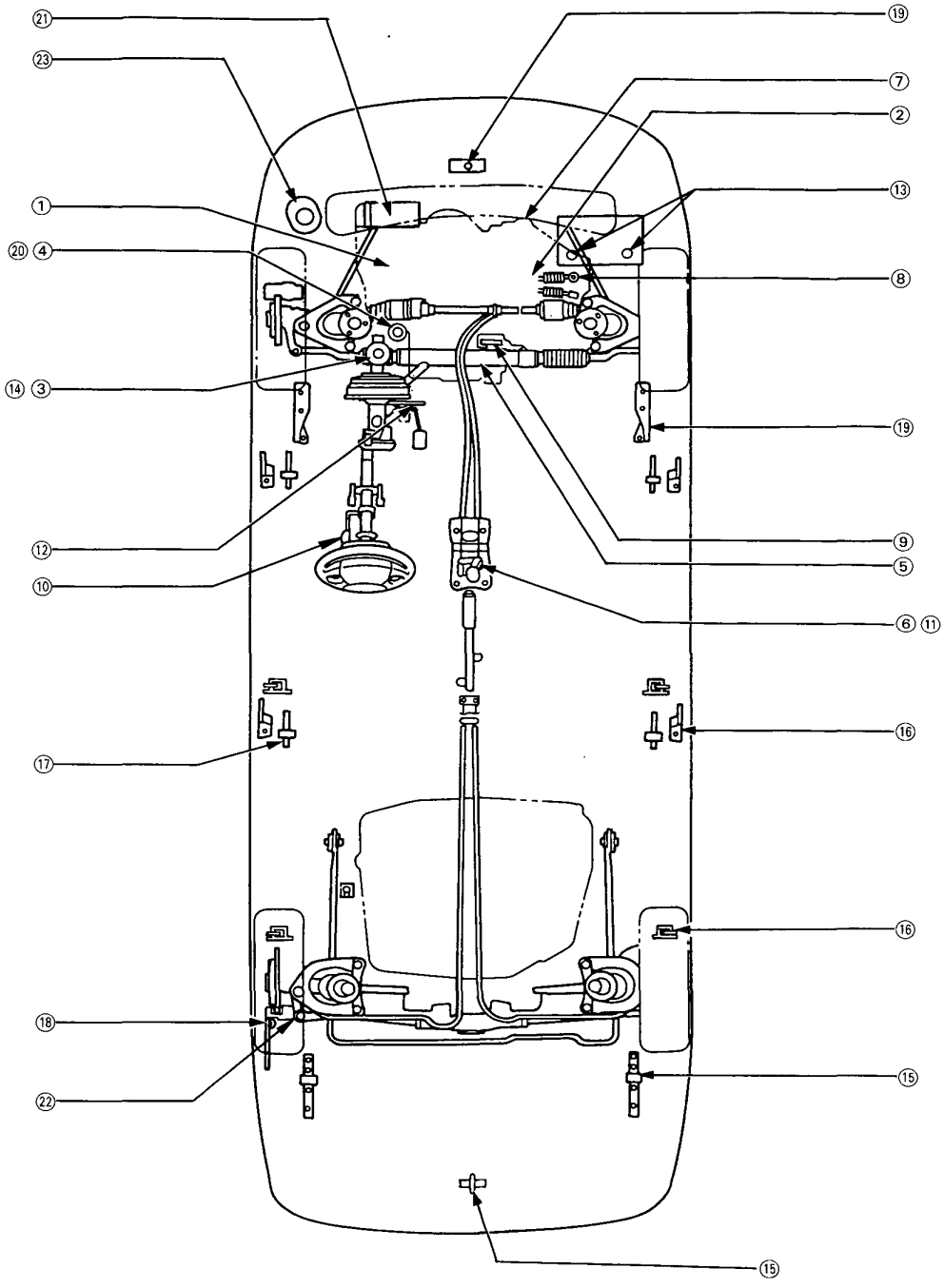
No.	LUBRICATION POINTS	LUBRICANT
1	Engine	Always use a fuel-efficient oil is that says "API Service SF, SG or SH." SAE Viscosity: See chart below.
2	Transmission — Manual Automatic	API Service Grades: SF or SG SAE Viscosity: 10 W—30 or 10 W—40 Honda Premium Formula Automatic Transmission Fluid or an equivalent DEXRON® II Automatic transmission fluid
3	Brake Line	Brake fluid DOT3 or DOT4
4	Clutch Line	Brake fluid DOT3 or DOT4
5	Power steering gearbox	Steering grease (P/N 08733—B070E)
6 7	Shift lever pivots (Manual Transmission) Release fork (Manual Transmission)	Urea grease UM264 (P/N 41211—PY5—305)
8	Shift and select cable ends	Silicone oil
9 10 11 12 13 14 15 16 17 18 19 20	Throttle cable end Steering wheel (Except cars with SRS airbag) Select lever (Automatic Transmission) Pedal linkage Battery terminals Brake master cylinder pushrod Trunk hinges and latches Door hinges upper/lower and latches Door open detents Fuel fill lid Hood hinges and hood latch Clutch master cylinder pushrod	Multi-purpose grease
21	A/C compressor	Compressor oil ND-OIL8 (P/N 38899—PR7—003)
22	Rear brake caliper parking lever pin	Rust-preventive agent
23	Power steering system	Honda power steering fluid-V

Select the oil for the car according to this chart:



. Ambient temperature

CAUTION: Used engine oil may cause skin cancer if repeatedly left in contact with the skin for prolonged periods. Although this is unlikely unless you handle used oil on a daily basis, it is still advisable to thoroughly wash your hands with soap and water as soon as possible after handling used oil.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R—Replace I—Inspect: After inspection, clean, adjust, fill up, repair or replace if necessary.

Service at the interval listed x 1,000 km (or miles) or after that number of months, whichever comes first.		x 1,000 km	20	40	60	80	100	120	140	160	180	200
		x 1,000 miles	12	24	36	48	60	72	84	96	108	120
Maintenance item		months	12	24	36	48	60	72	84	96	108	120
• Engine oil and oil filter			Replace every 10,000 km (6,000 miles) or 12 months									
• Transmission oil					R			R			R	
Valve clearance				I		I		I		I		I
Belt tension and conditions (Alternator, PS pump, A/C compressor)				I		I		I		I		I
Timing belt and timing balancer belt							R					R
Water pump							I					I
Cooling system hoses and connections				I		I		I		I		I
• Engine coolant						R		R		R		R
Spark plugs	Except for KS type			R		R		R		R		R
	For KS type		Replace every 48,000 km (30,000 miles)									
Air cleaner element				R		R		R		R		R
Tank, fuel lines and connections				I		I		I		I		I
Fuel filter				R		R		R		R		R
Positive crankcase ventilation valve							I					I
Idle speed and idle CO			I*1	I*1	I*1	I*1	I	I	I	I	I	I
Front brake pads			Inspect every 10,000 km (6,000 miles) or 12 months									
Front brake discs and calipers			I	I	I	I	I	I	I	I	I	I
Rear brake discs, calipers and pads				I		I		I		I		I
Parking brake operation			I	I		I		I		I		I
Brake fluid (Including ABS)				R		R		R		R		R
Brake hoses and lines			I	I	I	I	I	I	I	I	I	I
Anti-lock brake system operation (Equipped for ABS)				I		I		I		I		I
Exhaust system and condition			I	I	I	I	I	I	I	I	I	I
Catalytic converter heat shield							I					I

•: Day to day care (engine oil, ATF and coolant level) should be done practically according to the owner's manual by the customer.
*1: For KS type, recommended by manufacturer only.

R—Replace I—Inspect: After inspection, clean, adjust, fill up, repair or replace if necessary.

Service at the interval listed x 1,000 km (or miles) or after that number of months, whichever comes first.	x 1,000 km	20	40	60	80	100	120	140	160	180	200
	x 1,000 miles	12	24	36	48	60	72	84	96	108	120
Maintenance item	months	12	24	36	48	60	72	84	96	108	120
Suspension components		I	I	I	I	I	I	I	I	I	I
Steering function, tie-rod ends, gearbox and boots		I	I		I		I		I		I
Power steering function, hoses and connections		I	I	I	I	I	I	I	I	I	I
All fluid levels		Inspect every 10,000 km (6,000 miles) or 12 months									
Battery condition		I	I	I	I	I	I	I	I	I	I
Tyres condition, wear and pressure (Including spare)		Inspect every 10,000 km (6,000 miles) or 12 months									
Lights operation and headlight beam		Inspect every 10,000 km (6,000 miles) or 12 months									
Paint damages and body work		I	I	I	I	I	I	I	I	I	I
Test drive (Noise, stability, dashboard operations)		I	I	I	I	I	I	I	I	I	I
Cleanliness of controls, door handles etc.		Inspect after every service									
Supplemental Restraint System		Inspect system and replace slip ring *2 10 years first registration									

*2: Except for cars with passenger's airbag.

Severe Driving Conditions

The following items must be serviced more frequently on cars normally used under severe driving conditions.
Refer to the chart below for the appropriate maintenance intervals.

Severe driving conditions include:
A: Repeated short distance driving.
B: Driving in dusty conditions.
C: Driving in severe cold weather.
D: Driving in areas using road salt or other corrosive materials.
E: Driving on rough and/or muddy roads.
F: Towing a trailer.

Condition	Maintenance Item	Operation	Interval
A B • • • F	Engine oil and oil filter	R	Every 5,000 km (3,000 miles) or 6 months
• • • • • F	Transmission oil	R	Every 20,000 km (12,000 miles) or 12 months
• B • • E •	Air cleaner element	R	Every 20,000 km (12,000 miles) or 12 months
A B • D E F	Front brake discs and calipers	I	Every 10,000 km (6,000 miles) or 6 months
A B • D E F	Rear brake discs, calipers and pads	I	Every 20,000 km (12,000 miles) or 12 months
• B C • E •	Power steering system	I	Every 10,000 km (6,000 miles) or 6 months

R—Replace
I—Inspect: After inspection, adjust, clean, fill up, repair or replace if necessary.

Engine

NOTE:
The F18A3 engine has been adopted. For the service procedures, refer to the procedures for F20Z1 engine.
Refer to Shop Manual 62SN700 and 62SN721 for the items not shown in this section.
For the service data, refer to the specifications in section 3 of this manual.

Outline of Model Change

- The F18A3 engine type has been added.

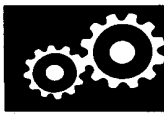
Fuel and Emissions

Outline of Model Change

- F18A3 engine has been added; refer to base Shop Manuals F20Z2 engine (P/N 62SN700, 62SN720, 62SN721).

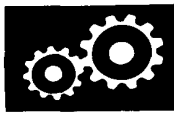
Transaxle

Manual Transmission 13-1
Automatic Transmission 14-1



Manual Transmission

Countershaft
Clearance Inspection 13-2
Transmission
Reassembly 13-3



Outline of Model Changes

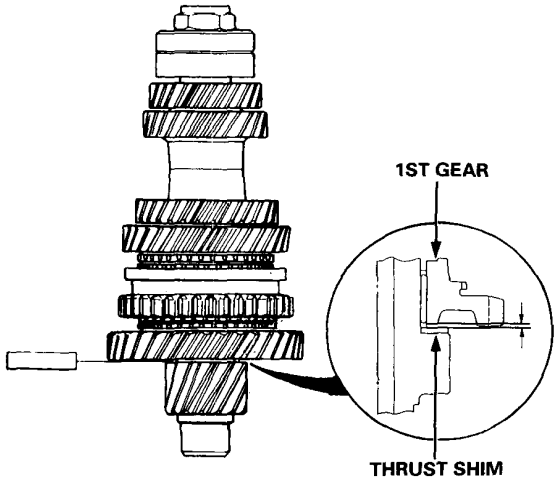
- Countershaft clearance inspection has been changed.
- Reverse idler gear shaft bolt torque has been changed.
- The F18A3 engine has been added. The transmission used with this engine is the N2S4 transmission (the same type as used with the F20Z1 engine).

Countershaft

Clearance Inspection

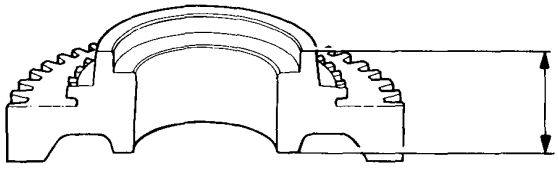
1. Measure the clearance between the 1st gear and thrust shim.

Standard: 0.06 — 0.23 mm (0.002 — 0.009 in)
Service Limit: 0.23 mm (0.009 in)

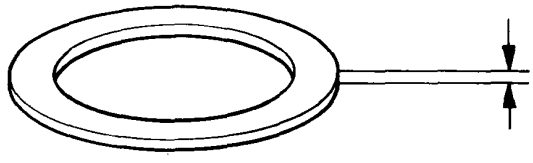


2. If the clearance exceeds the service limit, measure the thicknesses of 1st gear and thrust shim.

1ST GEAR
Standard: 32.95 — 33.00 mm (1.297 — 1.299 in)



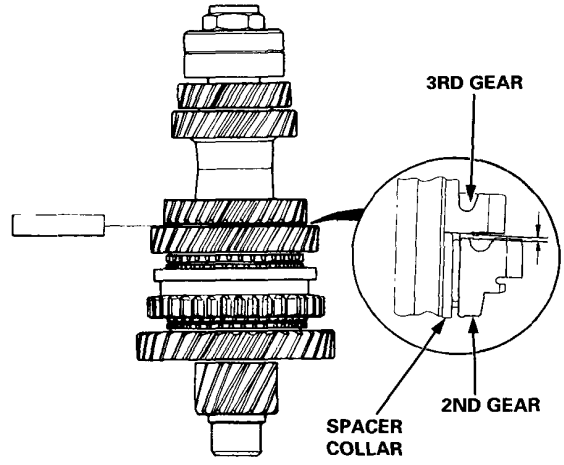
THRUST SHIM
Standard: 1.95 — 1.97 mm (0.077 — 0.078 in)



- If the thicknesses of 1st gear and thrust shim are less than the standard, replace with a new one.
- If the thicknesses of 1st gear and thrust shim are within the standard, replace the 1st/2nd synchro hub with a new one.

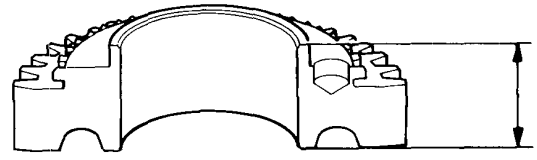
3. Measure the clearance between the 2nd gear and 3rd gear.

Standard: 0.05 — 0.10 mm (0.002 — 0.004 in)
Service Limit: 0.18 mm (0.007 in)

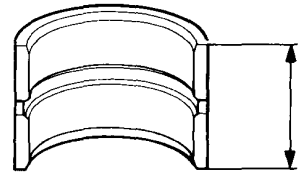


4. If the clearance exceeds the service limit, measure the thicknesses of 2nd gear and spacer collar.

2ND GEAR
Standard: 28.92 — 28.97 mm (1.139 — 1.141 in)



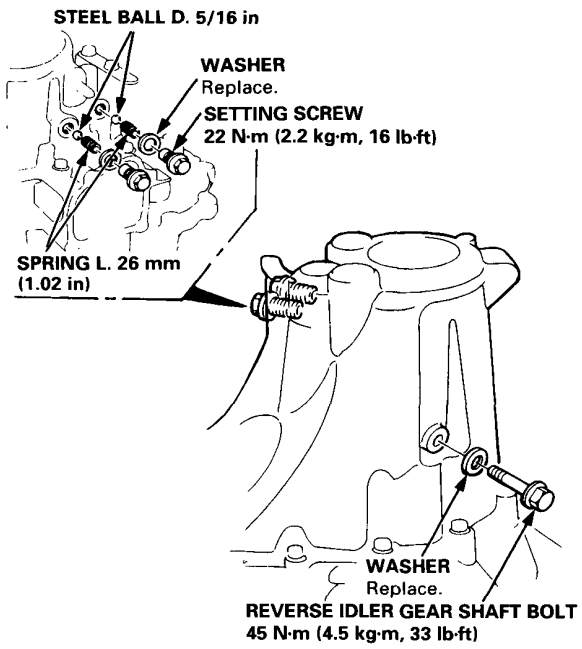
SPACER COLLAR
Standard: 29.02 — 29.04 mm (1.1425 — 1.1433 in)



- If the thicknesses of 2nd gear and spacer collar are less than the standard, replace with a new one.
- If the thicknesses of 2nd gear and spacer collar are within the standard, replace the 1st/2nd synchro hub with a new one.

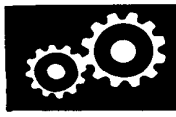
Reassembly

Torque the reverse idler gear shaft bolt as shown.



Automatic Transmission

Clutch
Illustrated Index 14-2
Secondary Shaft
Inspection 14-4
Transmission
Installation 14-5



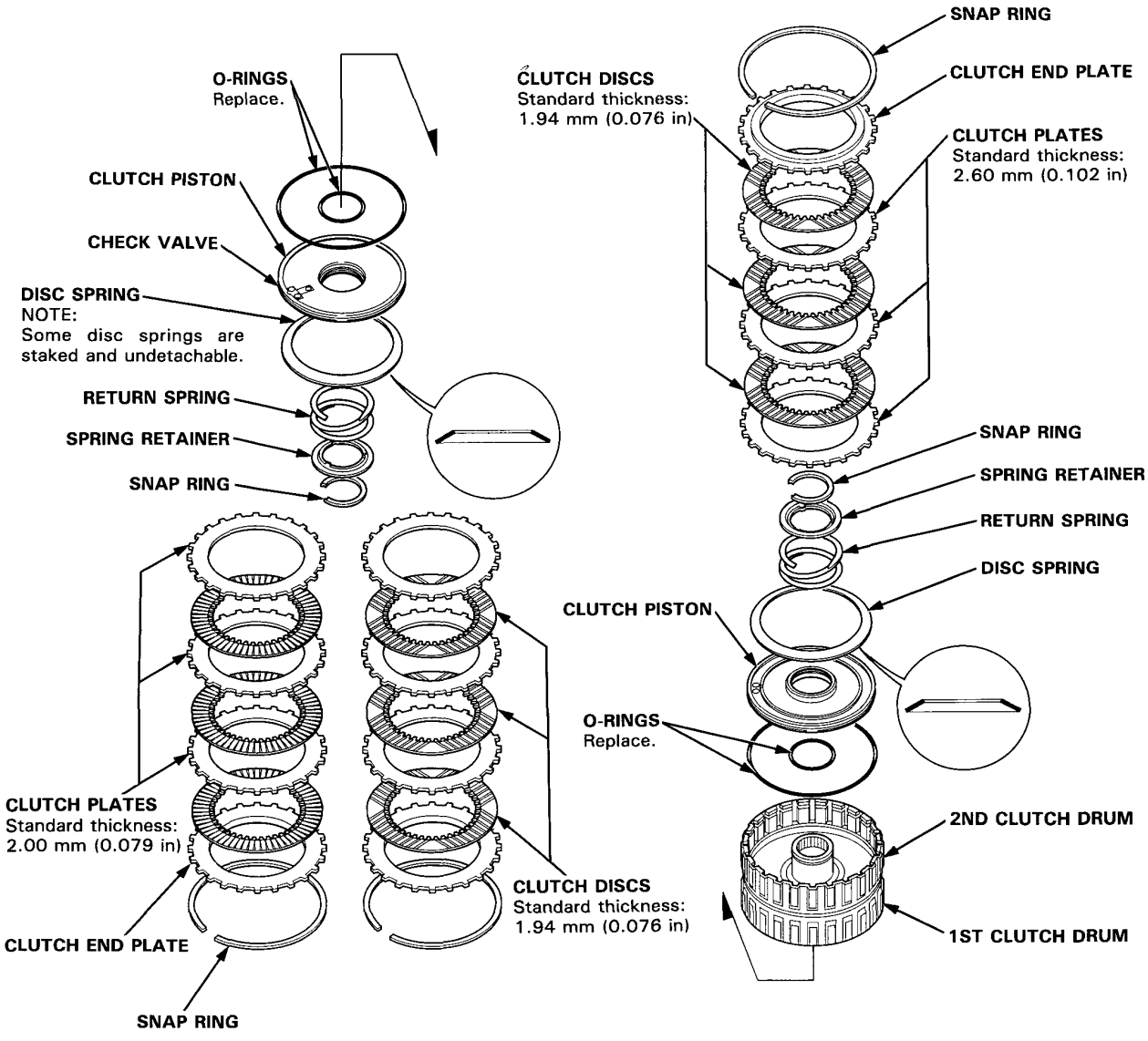
Outline of Model Changes

- New 1st clutch discs have been added.
- 1st-hold clutch plates have been changed.
- Secondary shaft axial clearance specification has been changed.
- Torque value of the transmission housing bolts has been changed.

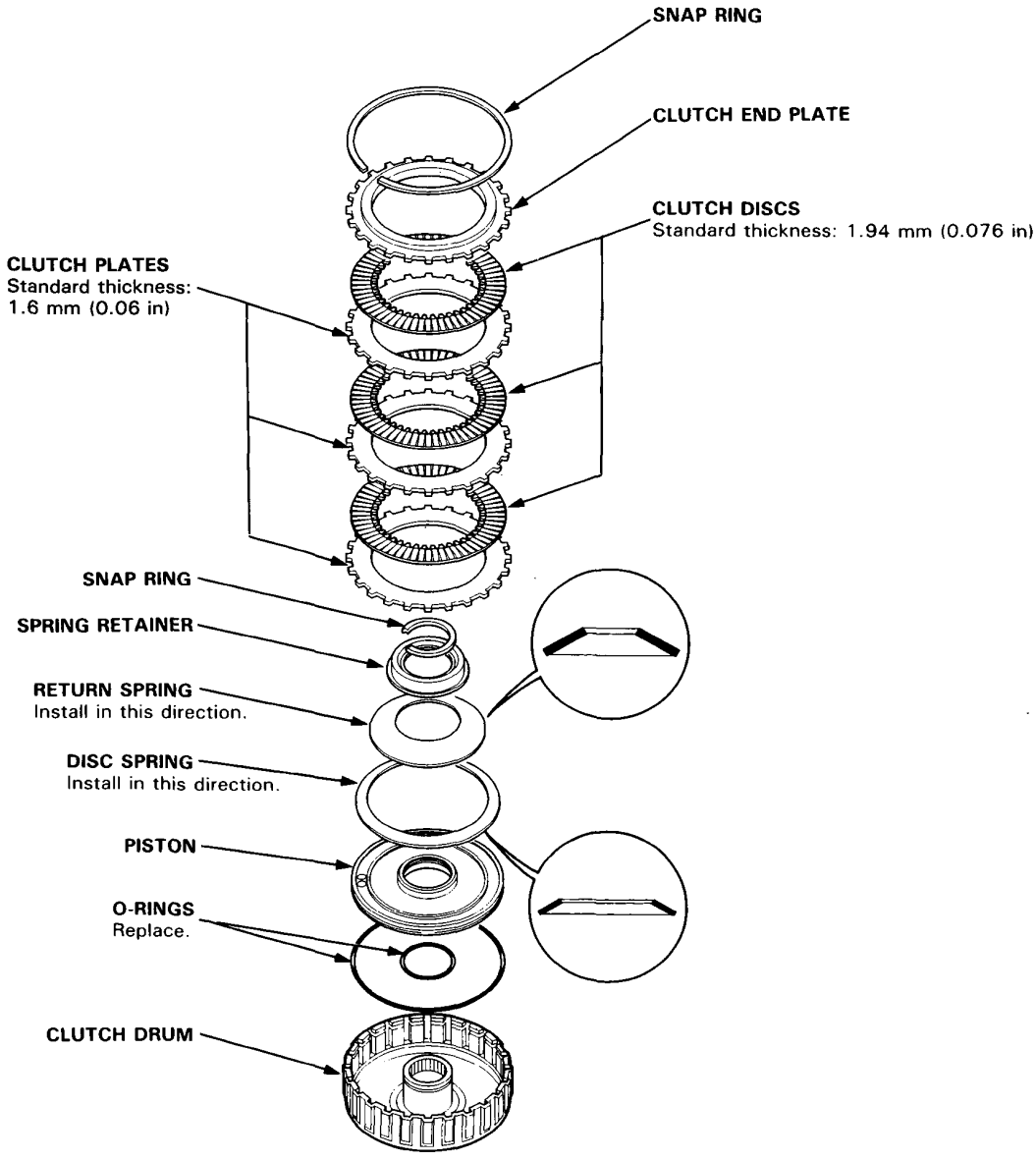
Clutch

Illustrated Index

1ST/2ND CLUTCH ASSEMBLY: F20Z1 Engine



1ST-HOLD CLUTCH ASSEMBLY



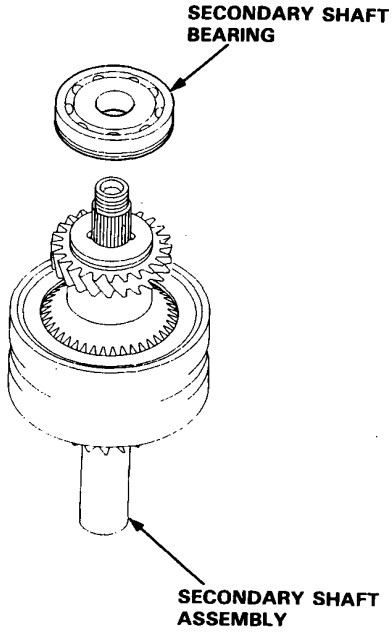
Secondary Shaft

Inspection

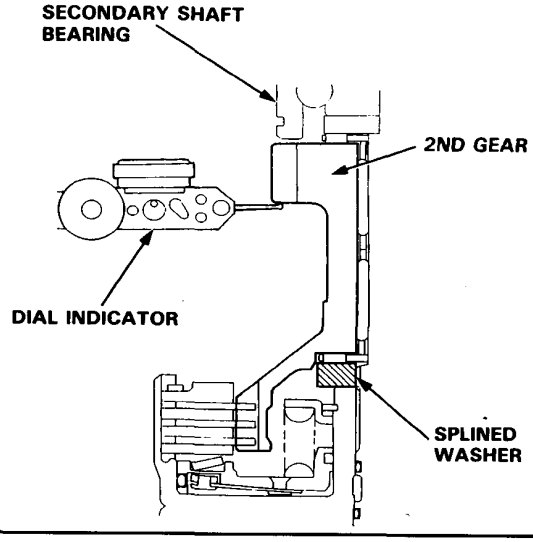
- Clearance Measurement

NOTE: Lubricate all parts with ATF during assembly.

1. Remove the secondary shaft bearing from the transmission housing (see Base Manual 62SN700 on page 14-132).
2. Assemble the secondary shaft assembly without O-rings.
3. Install the secondary shaft bearing on the secondary shaft.



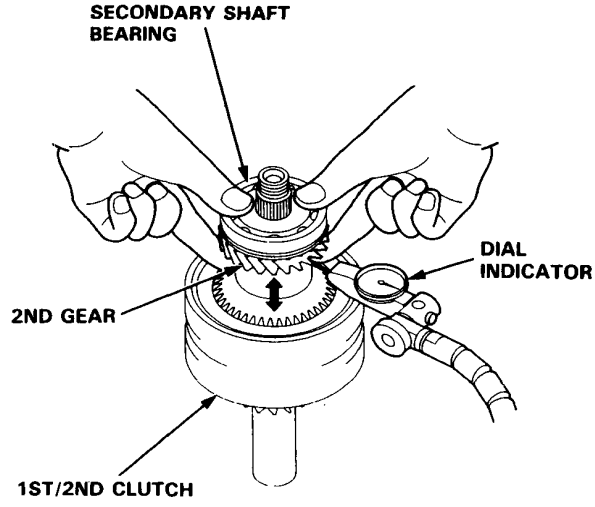
4. Set the dial indicator to the 2nd gear as shown.



5. Hold the secondary shaft bearing against the 1st/2nd clutch assembly. Measure the 2nd gear axial clearance while moving the 2nd gear.

STANDARD: 0.04—0.12 mm (0.002—0.005 in)

NOTE: Take measurements in at least three places, and use the average as the actual clearance.



6. If the clearance is out of tolerance, remove the splined washer and measure its thickness.
7. Select and install a new splined washer then recheck.

SPLINED WASHER

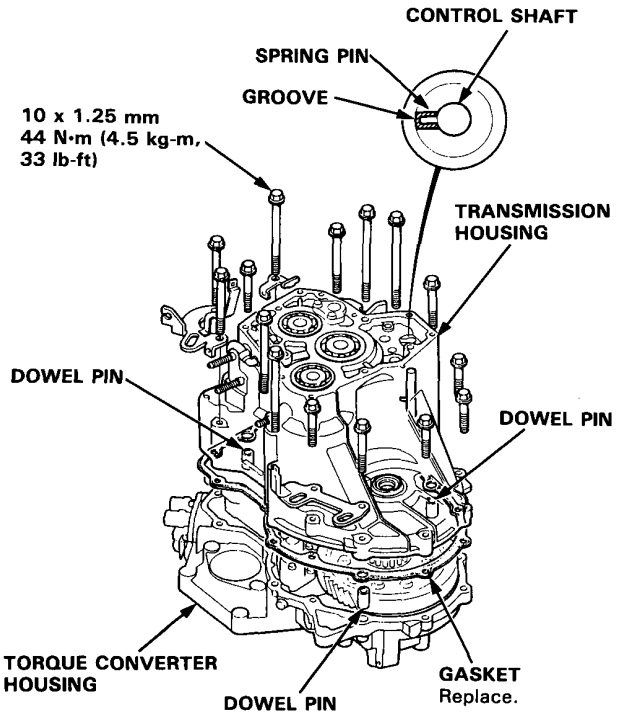
No.	Part Number	Thickness
1	90406—PX4—700	4.05 mm (0.159 in)
2	90407—PX4—700	4.10 mm (0.161 in)
3	90408—PX4—700	4.15 mm (0.163 in)
4	90409—PX4—700	4.20 mm (0.165 in)
5	90410—PX4—700	4.25 mm (0.167 in)
6	90411—PX4—700	4.30 mm (0.169 in)
7	90412—PX4—700	4.35 mm (0.171 in)
8	90413—PX4—700	4.40 mm (0.173 in)
9	90414—PX4—700	4.45 mm (0.175 in)

8. After replacing the splined washer, make sure that the clearance is within tolerance.

Installation

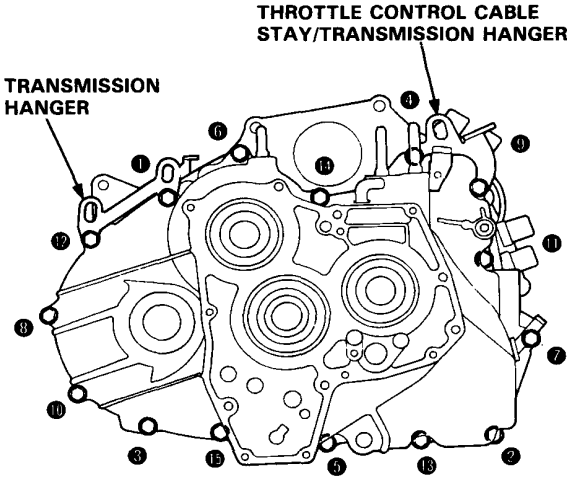
NOTE:
- The torque value of the transmission housing mounting bolts have been changed.
- These procedures shown are the excerptions from Transmission Installation of Base Manual (62SN721) on page 14-25.
- Refer to these procedures and Transmission Installation of Base Manual, when you install the transmission.

25. Place the transmission housing on the torque converter housing.



26. Install the transmission housing bolts along with the transmission hanger, throttle control cable stay/ transmission hanger and harness stay. Torque the bolts in two or more steps in the sequence shown.

TORQUE: 44 N·m (4.5 kg-m, 33 lb-ft)



Anti-lock Brake System (ABS)

Modulator Unit

Reservoir Replacement/ Accumulator Replacement and Disposal 19-2

ABS

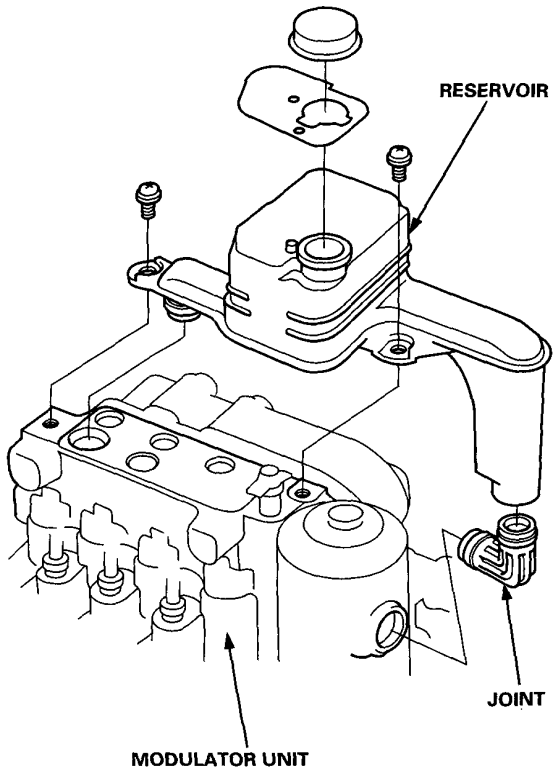
Outline of Model Changes

- It is now possible to replace the reservoir and the accumulator of the modulator unit; removal procedures are included.

Modulator Unit

Reservoir Replacement

1. *Drain* the brake fluid completely from the reservoir.
2. Remove the reservoir from the modulator unit.



3. Install the reservoir in the reverse order of removal.
4. Fill the reservoir to the MAX (upper) level with fresh brake fluid.

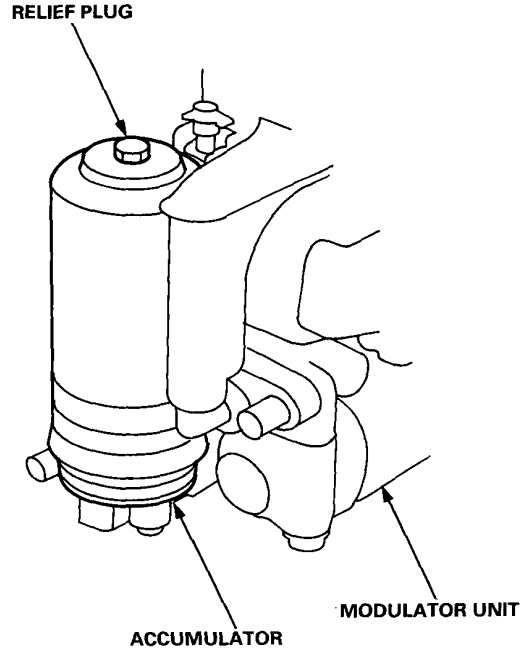
NOTE:
- After installing the reservoir, add fresh brake fluid until the reservoir is refilled to the specified level, and bleed air from the system.
- After installation, start the engine and make sure that the ABS indicator light goes off.

Accumulator Replacement *and* Disposal

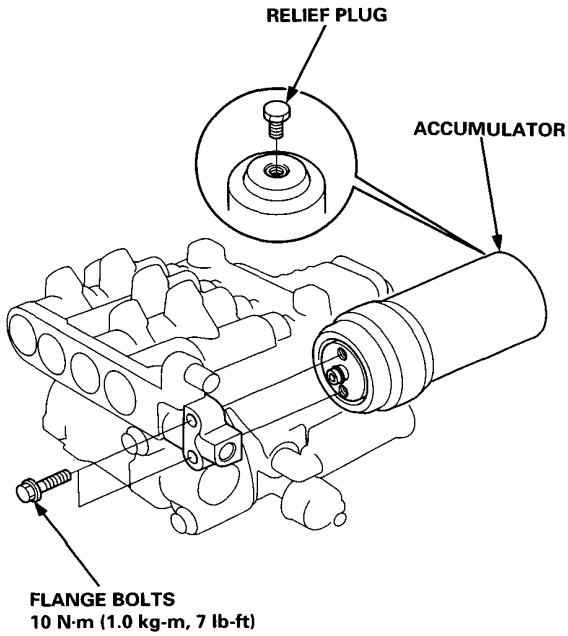
⚠ WARNING

- **The modulator unit contains high-pressure brake fluid. Be sure to bleed the high-pressure fluid from the modulator unit before removing the accumulator.**
- **The accumulator contains high pressure nitrogen gas. Do not puncture, expose to flame, weld, drop or apply impact to the accumulator, or attempt to remove the accumulator from the modulator unit. The modulator unit may explode and severe and severe personal injury may result.**

1. Bleed the high-pressure brake fluid from the modulator unit.
2. Loosen the relief plug three and a half turns slowly, and wait for three minutes for all pressure to escape.



3. Remove the modulator unit from the car.
4. Remove the accumulator from the modulator unit.
5. Remove the relief plug completely and dispose of the accumulator.



6. Install the new accumulator on the modulator unit.
7. Install the modulator unit.

NOTE:
- After installing the accumulator, and fresh brake fluid until the reservoir is refilled to the specified level, and bleed air from the system.
- After inspection, start the engine and make sure that the ABS indicator light goes off.

Electrical

Power Distribution 23-2
Keyless Entry and Security Alarm System
Description 23-4
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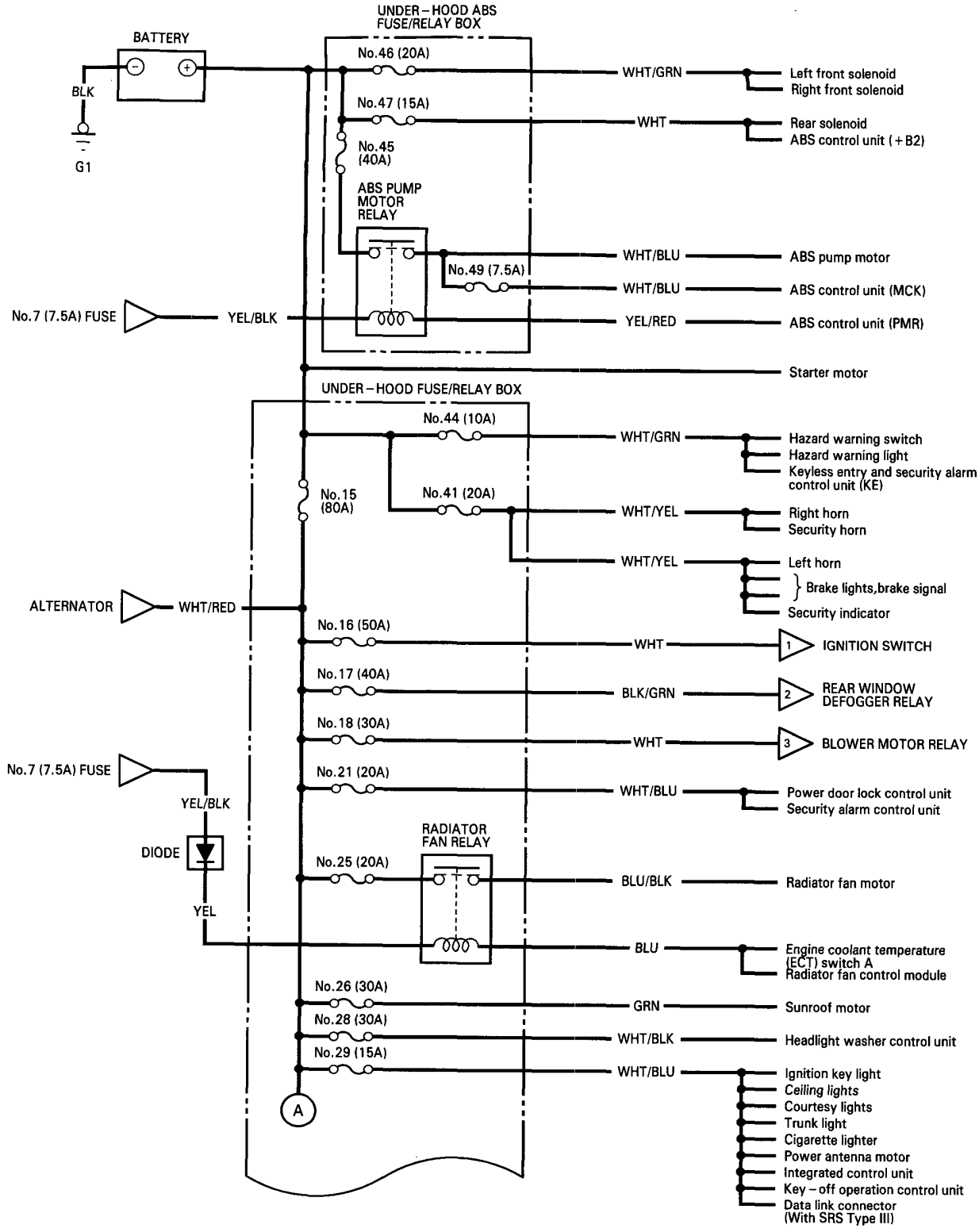
Outline of Model Changes

- Keyless Entry and Security Alarm System: The system has partly changed, related information is included.

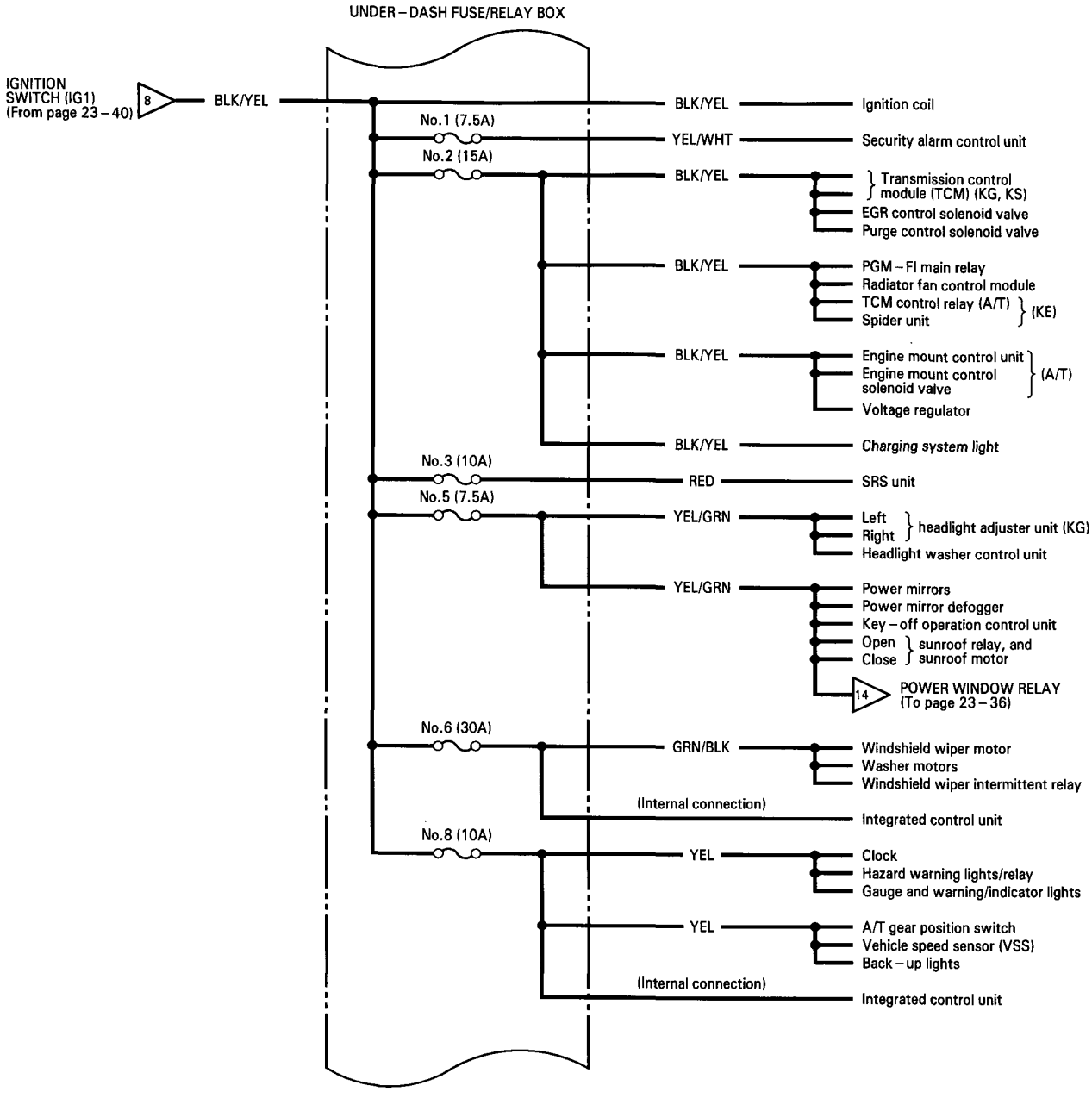
Power Distribution

Circuit Identification

NOTE: This page corresponds to page 23 – 14 in Shop Manual 62SN721 and reflects the model changes.



NOTE: This page corresponds to page 23 – 41 in shop Manual 62SN700 and reflects the model changes.



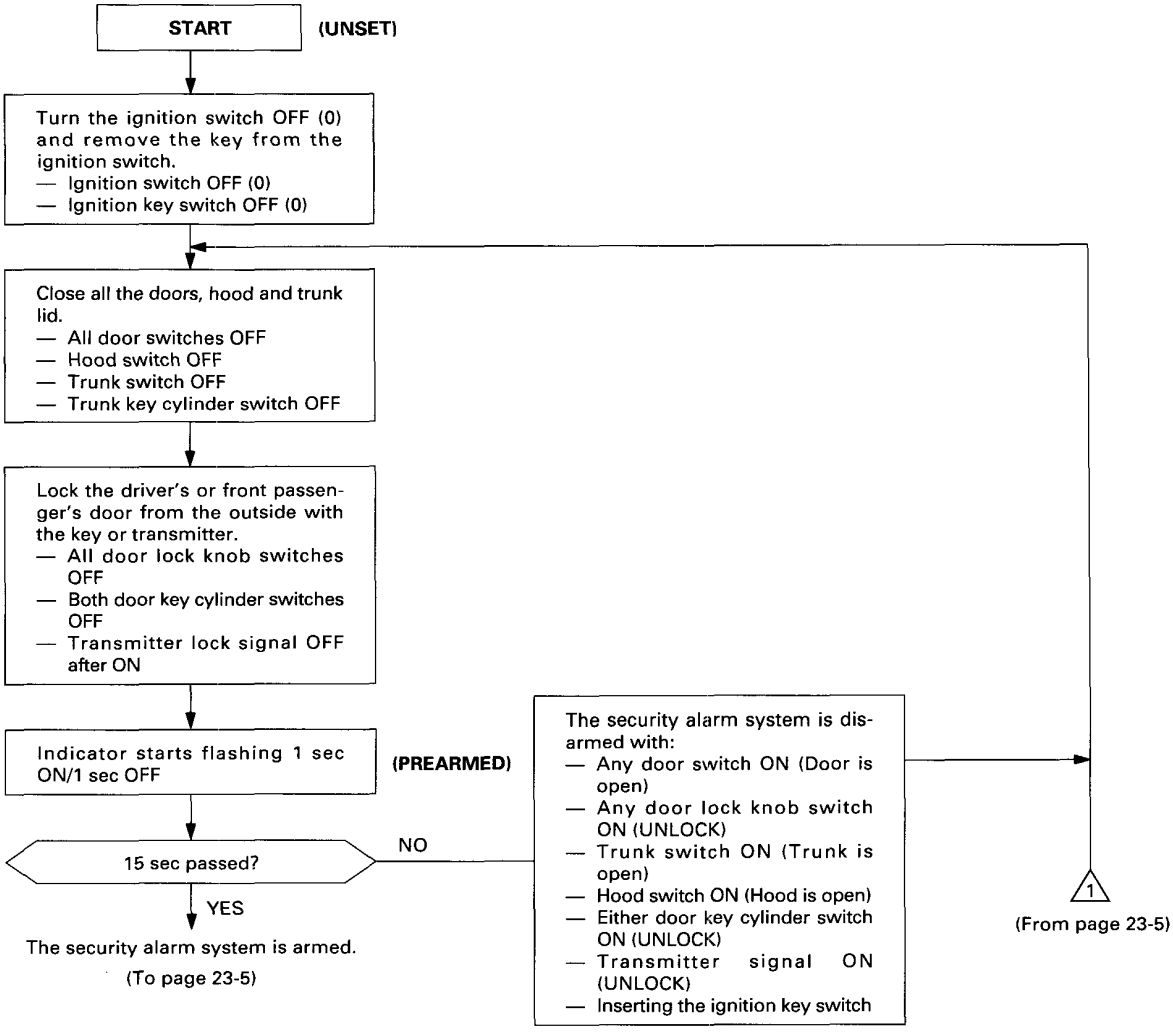
Keyless Entry and Security Alarm System

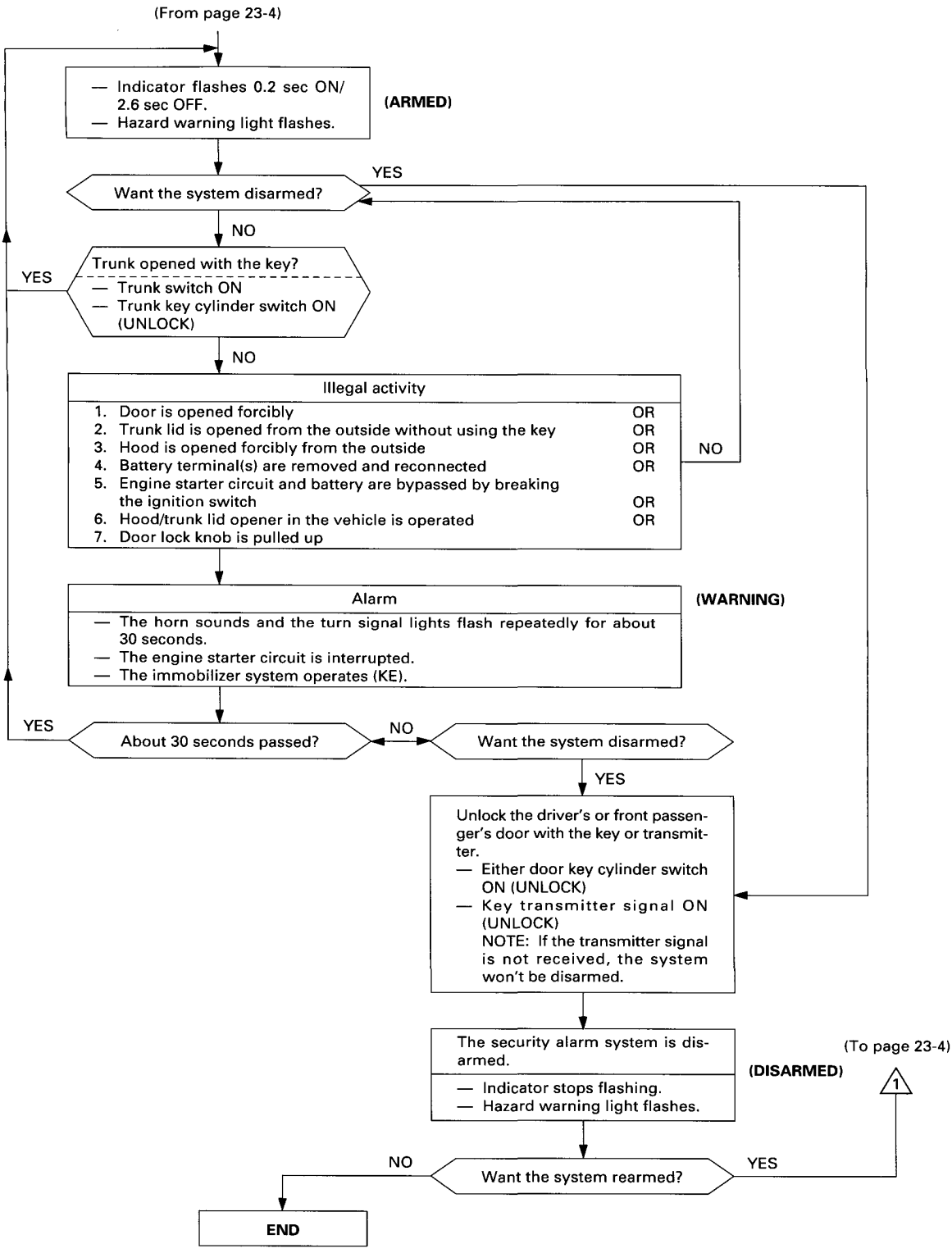
Description

This system is activated automatically 15 seconds after everything has been closed and locked. The security alarm system indicator light located on the front door panels will flash after the doors, hood and trunk are properly locked. If any of conditions 1) to 6) occurs, the horn will sound, the turn signal lights will flash for about 30 seconds or until the system is disarmed, and the starter circuit will be interrupted or the immobilizer system (KE) will activate (engine won't start). The security system is disarmed by unlocking the driver's door or front passenger's door from the outside with the key or transmitter.

Conditions:
1) A door is opened forcibly.
2) The trunk lid is opened from the outside without using the key.
3) The hood is opened forcibly from the outside.
4) The battery terminal(s) are removed and reconnected.
5) The engine starter circuit and battery circuit are bypassed by breaking the ignition switch.
6) A door lock knob is pulled up.

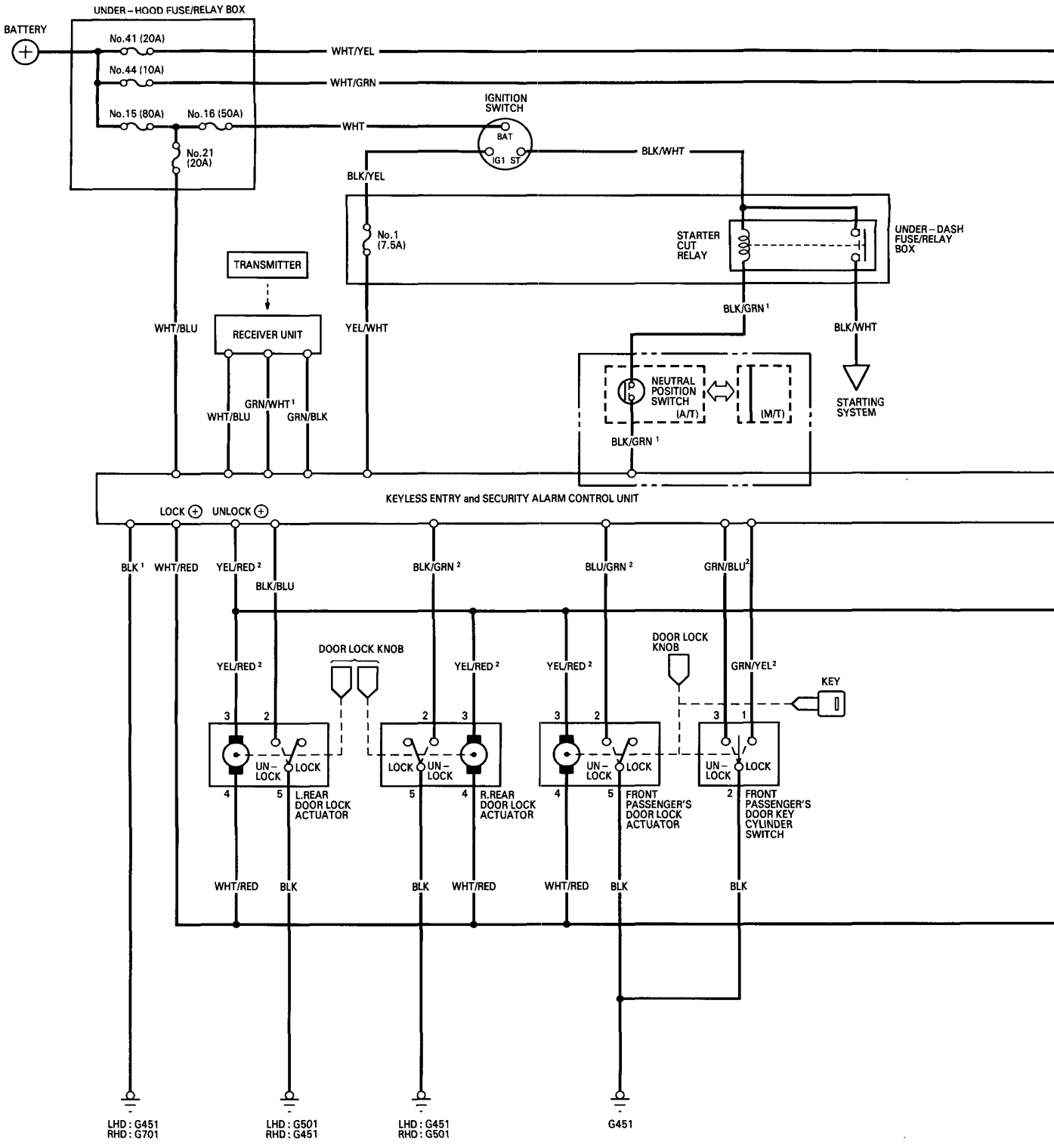
Flowchart of the security alarm system operation:

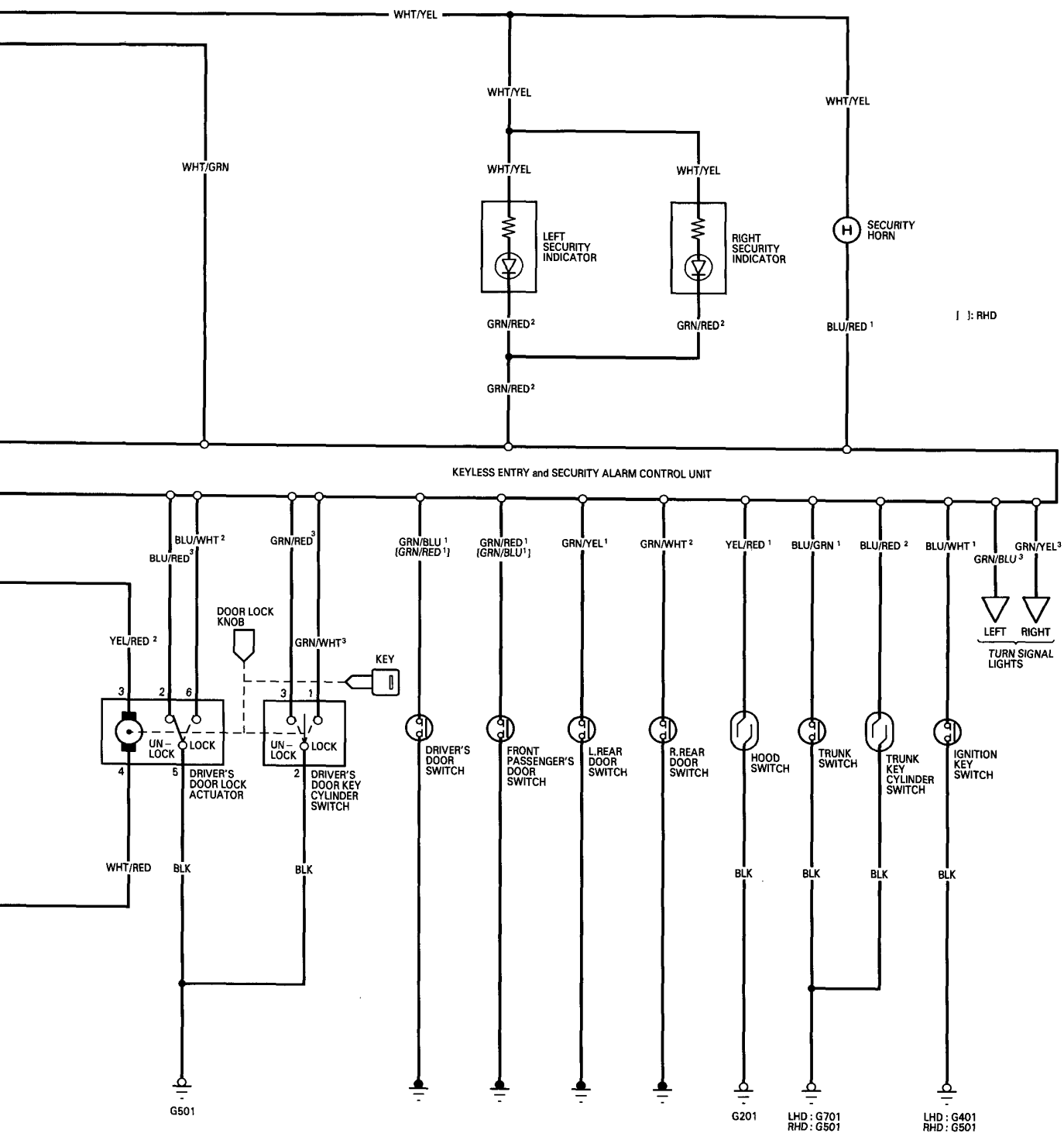



(From page 23-4)
— Indicator flashes 0.2 sec ON/ 2.6 sec OFF.
— Hazard warning light flashes.
(ARMED)
Want the system disarmed?
YES
NO
Trunk opened with the key?
— Trunk switch ON
— Trunk key cylinder switch ON (UNLOCK)
YES
NO
Illegal activity
1. Door is opened forcibly OR
2. Trunk lid is opened from the outside without using the key OR
3. Hood is opened forcibly from the outside OR
4. Battery terminal(s) are removed and reconnected OR
5. Engine starter circuit and battery are bypassed by breaking the ignition switch OR
6. Hood/trunk lid opener in the vehicle is operated OR
7. Door lock knob is pulled up
NO
Alarm
— The horn sounds and the turn signal lights flash repeatedly for about 30 seconds.
— The engine starter circuit is interrupted.
— The immobilizer system operates (KE).
(WARNING)
About 30 seconds passed?
YES
NO
Want the system disarmed?
YES
Unlock the driver's or front passenger's door with the key or transmitter.
— Either door key cylinder switch ON (UNLOCK)
— Key transmitter signal ON (UNLOCK)
NOTE: If the transmitter signal is not received, the system won't be disarmed.
The security alarm system is disarmed.
— Indicator stops flashing.
— Hazard warning light flashes.
(DISARMED)
(To page 23-4)
1
Want the system rearmed?
NO
YES
END

Keyless Entry and Security Alarm System

Circuit Diagram




WHT/YEL
WHT/GRN
WHT/YEL
WHT/YEL
WHT/YEL
WHT/YEL
LEFT SECURITY INDICATOR
RIGHT SECURITY INDICATOR
SECURITY HORN
GRN/RED 2
GRN/RED 2
BLU/RED 1
GRN/RED 2
[ ]: RHD
KEYLESS ENTRY and SECURITY ALARM CONTROL UNIT
BLU/WHT 2
BLU/RED 3
GRN/RED 3
GRN/BLU 1 (GRN/RED 1)
GRN/RED 1 (GRN/BLU 1)
GRN/YEL 1
GRN/WHT 2
YEL/RED 1
BLU/GRN 1
BLU/RED 2
BLU/WHT 1
GRN/BLU 3
GRN/YEL 3
LEFT
RIGHT
TURN SIGNAL LIGHTS
DOOR LOCK KNOB
YEL/RED 2
GRN/WHT 3
KEY
3 2 6
3 1
UN-LOCK
LOCK
4
5
DRIVER'S DOOR LOCK ACTUATOR
2
DRIVER'S DOOR KEY CYLINDER SWITCH
DRIVER'S DOOR SWITCH
FRONT PASSENGER'S DOOR SWITCH
L.REAR DOOR SWITCH
R.REAR DOOR SWITCH
HOOD SWITCH
TRUNK SWITCH
TRUNK KEY CYLINDER SWITCH
IGNITION KEY SWITCH
WHT/RED
BLK
BLK
BLK
BLK
BLK
BLK
BLK
G501
G201
LHD : G701
RHD : G501
LHD : G401
RHD : G501

Keyless Entry and Security Alarm System

Troubleshooting

Security Alarm System:

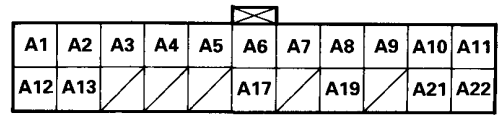
NOTE: The numbers in the table show the troubleshooting sequence.

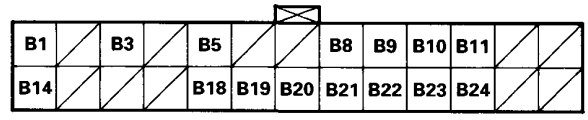
Item to be inspected / Symptom		In the under-hood fuse/relay box: Blown No. 21 (20 A) fuse	In the under-hood fuse/relay box: Blown No. 41 (20 A) fuse	Blown No. 1 (7.5 A) fuse in the under-dash fuse/relay box	Faulty indicator light (LED)	Horn circuit	Starting system	Turn signal/hazard system	Starter cut relay	A/T gear position switch: (A/T)	Receiver unit/transmitter	Door key cylinder switch	Ignition key switch	Trunk key cylinder switch	Trunk switch	Hood switch	Door switch	Control unit input	Spider unit input (KE)	Poor ground	Open circuit, loose or disconnected terminals
Security alarm cannot be set and indicator light does not flash.		1	2	3	4								5					6		G451 G501 G701	WHT/BLU, YEL/WHT, WHT/YEL, GRN/RED[2] BLU/WHT[1]
Starting system does not operate.							1		2	3								4	5		BLK/GRN[1] ORN/RED
Security alarm can be set, but alarm does not operate when the trunk, hood or a door is opened without the key.	Horn alarm	1	2			3												4		G301	WHT/YEL, BLU/RED[1], WHT/BLU
	Hazard warning lights alarm							1										2			GRN/BLU[3], GRN/YEL[3]
Alarm is not cancelled when the driver's or front passenger's door is opened with the key or transmitter.											2	1						3		G451 G501	BLU/WHT[2], GRN/BLU[2], GRN/WHT[1], GRN/BLK WHT/BLU
Alarm does not operate when the hood is opened without the key.																1		2		G201	YEL/RED[1]
Alarm does not operate when the trunk lid is opened without the key.														2	1			3		G501 G701	BLU/GRN[1], BLU/RED[1]
Alarm does not operate when a door is opened without the key.																	1	2			GRN/BLU[1], GRN/RED[1], GRN/YEL[1], GRN/WHT[2]

Control Unit Input Test

1. Remove the right trunk side trim panel, then disconnect the 26-P and 22-P connectors from the security alarm control unit.
2. Inspect the connector and the socket terminals to be sure they are all making good contact.
   - If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
   - If the terminals look OK, make the following input tests at the connector.
     — If a test indicates a problem, find and correct the cause, the recheck the system.
     — If all the input test prove OK, the control unit must be faulty; replace it.

   NOTE: Different wires with the same color have been given a number suffix to distinguish them (for example, GRN/BLU[1] and GRN/BLU[2] are not the same).





Terminal No.	Wire color	Test condition	Test: Desired result	Possible cause if result is not obtained
A1	GRN/BLU[3]	Connect battery power to the GRN/BLU[3] terminal.	Left turn signal light should come on as the battery is connected.	• Poor ground (G301, G401, G402, G451 or G501) • An open in the wire
A2	BLU/WHT[1]	Ignition key inserted into the ignition switch	Check for continuity to ground: There should be continuity.	• Faulty ignition key switch • Poor ground (G401 [G501]) • An open in the wire
B20	BLU/RED[2]	Trunk key cylinder switch in UNLOCK	Check for continuity to ground: There should be continuity.	• Faulty trunk key cylinder switch • Faulty trunk switch • Poor ground (G701 [G501]) • An open in the wire
A3	BLU/GRN[1]	Trunk lid open	Check for continuity to ground: There should be continuity.	
A4	YEL/RED[1]	Hood open	Check for continuity to ground: There should be continuity.	• Faulty hood switch • Poor ground (G201) • An open in the wire
A5	BLK/BLU	Left rear door lock knob in UNLOCK	Check for continuity to ground: There should be continuity.	• Left rear door lock knob switch (built into the actuator) • Poor ground (G501 [G451]) • An open in the wire
A6	BLK/GRN[2]	Right rear door lock knob in UNLOCK	Check for continuity to ground: There should be continuity.	• Right rear door lock knob switch (built into the actuator) • Poor ground (G451 [G501]) • An open in the wire
A7	BLU/GRN[2]	Front passenger's door lock knob in UNLOCK	Check for continuity to ground: There should be continuity.	• Front passenger's door lock knob switch (built into the actuator) • Poor ground (G451) • An open in the wire
A19	BLU/WHT[2]	Driver's door lock knob in LOCK	Check for continuity to ground: There should be continuity.	• Poor ground (G501) • An open in the wire
A8	BLU/RED[3]	Driver's door lock knob in UNLOCK		
A9	BLK/GRN[1]	Ignition switch at START (M/T)	Check for voltage to ground: There should be battery voltage.	• Faulty starter cut relay • Faulty A/T gear position switch (A/T) • An open in the wire
		Ignition switch at START and A/T gear position switch in position P		
A10	YEL/WHT	Ignition switch ON	Check for voltage to ground: There should be battery voltage.	• Blown No. 1 (7.5 A) fuse in the under-dash fuse/relay box • An open in the wire
A11	WHT/BLU	Under all conditions	Check for voltage to ground: There should be battery voltage.	• Blown No. 21 (20 A) fuse in the under-hood fuse/relay box • An open in the wire

(cont'd)

Keyless Entry and Security Alarm System

Control Unit Input Test (cont'd)

Terminal No.	Wire color	Test condition	Test: Desired result	Possible cause if result is not obtained
A12	GRN/YEL[3]	Connect battery power to the GRN/YEL[3] terminal.	Right turn signal lights should come on as the battery is connected.	• Poor ground (G201, G401, G402, G452 or G501) • An open in the wire
A13	GRN/RED[2]	Under all conditions	Connect to ground: The security indicators should come on.	• Blown No. 41 (20 A) fuse in the under-hood fuse/relay box • Faulty security indicator • An open in the wire
A21	BLU/RED[1]	Under all conditions	Connect to ground: The security horn should sound.	• Blown No. 41 (20 A) fuse in the under-hood fuse/relay box • Faulty security horn • An open in the wire
A22	BLK[1]	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G451 or G701) • An open in the wire
B14 B1	WHT/RED and YEL/RED[2]	Connect the YEL/RED[2] and WHT/BLU terminals, and the WHT/RED and BLK[1] terminals momentarily.	Check the door lock actuators: All doors should unlock as the battery is connected momentarily.	• Faulty actuator • An open in the wire
		Connect the WHT/RED and WHT/BLU terminals, and the YEL/RED[2] and BLK[1] terminals momentarily.	Check the door lock actuators: All doors should lock as the battery is connected momentarily.	
B3	WHT/GRN	Under all conditions	Check for voltage to ground: There should be battery voltage.	• Blown No. 44 (10 A) fuse in the under-hood fuse/relay box • An open in the wire
B21	GRN/YEL[1]	Left rear door open	Check for continuity to ground: There should be continuity.	• Faulty left or right rear door switches • Poor ground (G451, G501) • An open in the wire
B8	GRN/WHT[2]	Right rear door open		
B9	GRN/BLU[1] [GRN/RED[1]]	Driver's door open	Check for continuity to ground: There should be continuity.	• Faulty driver's or front passenger's door switches • Poor ground (G451, G501) • An open in the wire
B22	GRN/RED[1] [GRN/BLU[1]]	Front passenger's door open		
B10	GRN/BLU[2]	Front passenger's door key cylinder switch in UNLOCK	Check for continuity to ground: There should be continuity.	• Faulty front passenger's door key cylinder switch • Poor ground (G451) • An open in the wire
B23	GRN/YEL[2]	Front passenger's door key cylinder switch in LOCK		
B11	GRN/RED[3]	Driver's door key cylinder switch in UNLOCK	Check for continuity to ground: There should be continuity.	• Faulty driver's door key cylinder switch • Poor ground (G501) • An open in the wire
B24	GRN/WHT[3]	Driver's door key cylinder switch in LOCK		

[ ]: RHD