

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
HONDA ACCORD SUPPLEMENT 95	62SN722
HONDA ACCORD SUPPLEMENT 96	62SN723

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.

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 marked sections are not included in this manual.

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HONDA MOTOR CO., LTD.
Service Publication Office

General Info



Special Tools



Specifications

specs

Maintenance



Engine



Cooling



Fuel and Emissions



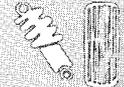
Transaxle



*Steering



Suspension



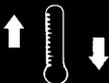
Brakes
(Including ABS)



*Body



*Heater and
Air Conditioning



*Electrical
(Including SRS)



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

Outline of Model Changes

ITEM	DESCRIPTION	CODE NO.					REFERENCE SECTION
		62SN720	62SN721	62SN722	62SN723	62SN726	
General	2.3 l model added	○					—
	2.0 l KS model added	○					
	1.8 l model added			○			—
	2.2 l model added				○		—
	Maintenance schedule changed				○		
	2.3 l model disused				○		
	1.8 l KY 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			○			—
	F22Z2 (SOHC VTEC) engine added				○		—
	Cylinder head cover installation procedures changed				○		
	F18A4 engine added					○	6
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			○			—
	F22Z2 engine added Adopted • Immobilizer system • Fuel tube/quick connect fittings Changed • Fuel filter • Vacuum connections • Maintenance schedule of air clear element				○		—
	F18A4 engine added for KY model Changed • Vacuum Connections • Electrical Connections • Self-diagnostic procedure • Engine Control Module Terminal Arrangement • IMA Troubleshooting Flowchart • Maintenance Schedule of Air Cleaner element • Tailpipe Emission Service bolt for fuel pressure measurement disused Torque value of fuel filter changed					○	11

ITEM	DESCRIPTION	CODE NO.					REFERENCE SECTION
		62SN720	62SN721	62SN722	62SN723	62SN726	
Manual Transmission	Countershaft 2nd gear synchro system changed		○				—
	Changed <ul style="list-style-type: none"> Countershaft clearance inspection Reverse idle gear shaft torque 			○			—
	Manual transmission fluid designation changed				○		—
	Deleted <ul style="list-style-type: none"> 28 mm sealing bolt Select return pin <i>Stopper ring and taper ring unfied</i>					○	13
Automatic Transmission	Changed for 2.3 l model addition <ul style="list-style-type: none"> Road test shift schedule Stall speed RPM Pressure testing fluid pressure 1st/2nd clutch assembly 	○					—
	Circuit diagram modified Changed <ul style="list-style-type: none"> Reverse idler gear shift and holder Main valve body assembly Secondary shaft assembly Clutch discs and pistons Throttle control cable inspection and adjustment Discontinued <ul style="list-style-type: none"> Right side cover protector Magnet on ATF strainer 		○				—
	Changed <ul style="list-style-type: none"> 1st-hold clutch plates Secondary shaft axial clearance specification Torque value of the transmission housing bolts Added <ul style="list-style-type: none"> 1st clutch discs 			○			—
	Changed <ul style="list-style-type: none"> Hydraulic circuit Electronic A/T control system Self-diagnosis indicator light Shift schedule Automatic transmission fluid designation Gear shift selector 				○		—
	Steering	Power steering system changed				○	
Brake	Application of brake pads changed due to 2.3 l model addition	○					—
	Changed <ul style="list-style-type: none"> 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			○			—
	Changed <ul style="list-style-type: none"> Replacement parts of front and rear brake caliper Master cylinder Brake booster inspection procedures ABS system 				○		—

Outline of Model Changes

ITEM	DESCRIPTION	CODE NO.					REFERENCE SECTION
		62SN720	62SN721	62SN722	62SN723	62SN726	
Brake (cont'd)	Added • Inspection procedures for the rubber parts and the brake booster • Inspection procedures for the master cylinder and the ABS modulator unit					○	19
Body	Added • Front spoiler for 2.3 ℓ model • Trunk spoiler for 2.3 ℓ model	○					—
	Some protectors of doors added		○				—
	Changed • Front bumper, front grille, sunroof and emblem Adopted • 8-way power adjustable driver's seat • High mount brake light				○		—
	Front seat lumbar support adopted					○	20
Air Conditioning	KY model added					○	22
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			○			—
	F22Z2 engine added Adopted • 8-way power adjustable driver's seat • Immobilizer system Changed • SRS-type III • Fuse amperage, wire colors and fuse No. and ground No.				○		—



General Information

Chassis and Engine Numbers	1-2
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SRS Warning/Caution Label	
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Caution/Information Label	
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Chassis and Engine Numbers

Vehicle Identification Number (VIN)

SHH CE7 5 1 0 0 U 0 00001

Manufacturer, Make and Type of Vehicle

SHH: HONDA OF THE U.K.MFG., LTD. U.K.
HONDA Passenger car

Line, Body and Engine Type

CE7: ACCORD SEDAN/F18A3, F18A4

CE8: ACCORD SEDAN/F20Z1

CE9: ACCORD SEDAN/F22Z2

Body and Transmission Type

5: 4-door Sedan/5-speed Manual

6: 4-door Sedan/4-speed Automatic

Vehicle Grade (Series)

1: 1.8i

2: 1.8iS

3: 1.8iLS

4: 1.8i (CE7), 2.0i (CE8)

5: 1.8iS (CE7), 2.0iS (CE8)

6: 1.8iLS (CE7), 2.0iLS (CE8), VTEC (CE9)

7: 1.8iES (CE7), 2.0iES (CE8), VTEC (CE9)

8: 2.0iES (CE8), VTEC (CE9)

Fixed Code

Auxiliary Number

Factory Code

U: Honda of the U.K. Manufacturing in U.K.

Model Year

0: 1996

0: 1997 (KY model)

Serial Number

Engine Number

F18A3 - E300001

Engine Type

F18A3: 1.8 l SOHC 16-valves

Sequential Multiport

Fuel-injected 115 PS engine

Unleaded gasoline with CATA

F18A4: 1.8 l SOHC 16-valves

Sequential Multiport

Fuel-injected 117 PS engine

Leaded gasoline without CATA

F20Z1: 2.0 l SOHC 16-valves

Sequential Multiport

Fuel-injected 131 PS engine

Unleaded gasoline with CATA

F22Z2: 2.2 l SOHC 16-valves VTEC

Sequential Multiport

Fuel-injected 150 PS engine

Unleaded gasoline with CATA

Serial Number

Transmission Number

M47A - 1000001

Transmission Type

M47A: Automatic

N2C4: Manual for F20Z1 engine

N2D4: Manual for F22Z2 engine

N2E5: Manual for F18A3 engine

N2S4: Manual for F18A3, F18A4 engines

Serial Number

Automatic: 1000001~

Manual: Except N2E5: 3000001 ~

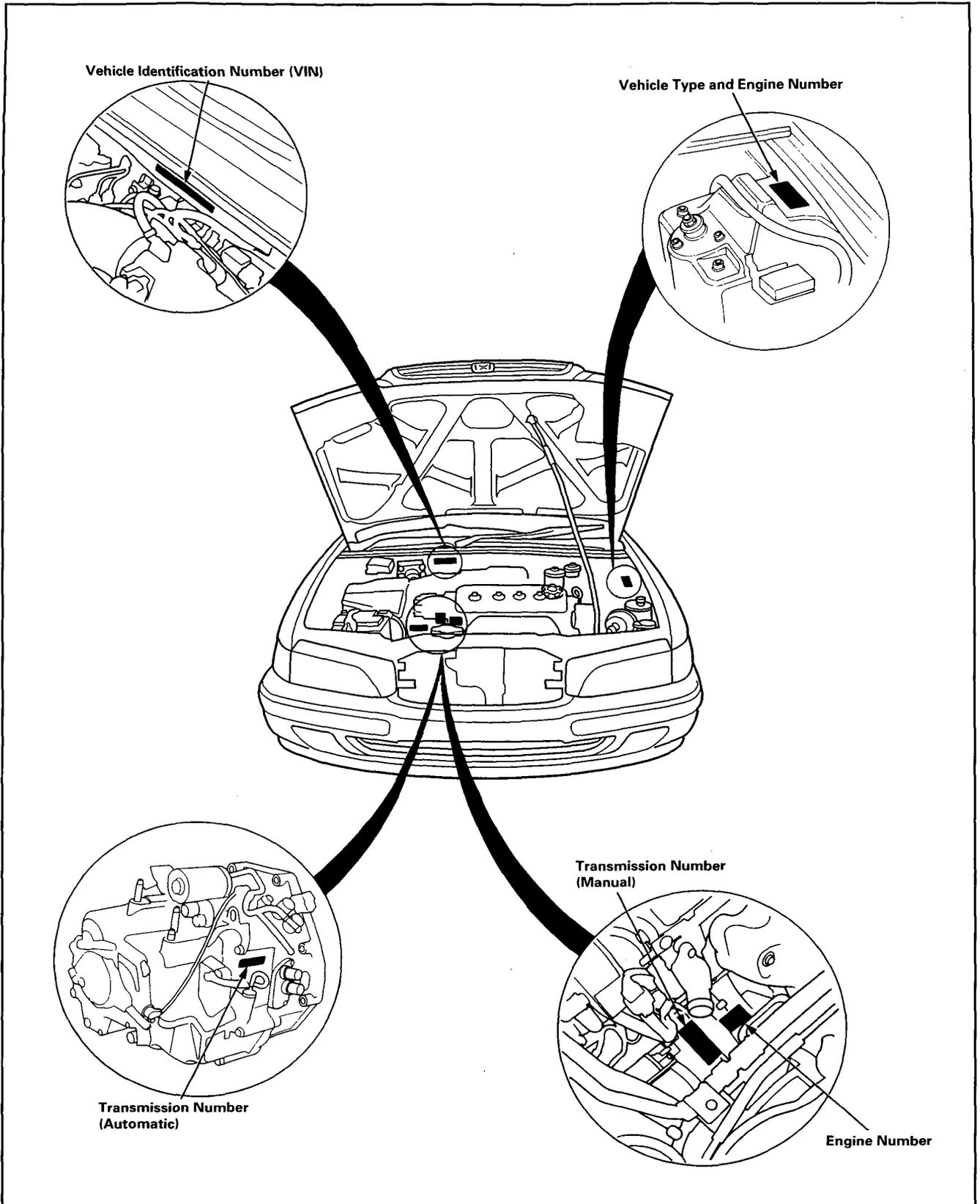
N2E5: 1000001~



Applicable Area Code/VIN/Engine Number/Transmission Number

MODEL	APPLICABLE AREA CODE	GRADE NAME	TRANSMISSION TYPE	VEHICLE IDENTIFICATION NUMBER	ENGINE NUMBER	TRANSMISSION NUMBER	
ACCORD	KG	1.8i	5MT	SHHCE75100U000001~	F18A3-E300001~	N2E5-1000001~	
			5MT	SHHCE75400U000001~	F18A3-E300001~	N2S4-3000001~	
		1.8iS	5MT	SHHCE75200U000001~	F18A3-E300001~	N2E5-1000001~	
			5MT	SHHCE75500U000001~	F18A3-E300001~	N2S4-3000001~	
			4AT	SHHCE76500U000001~	F18A3-E300001~	M47A-1000001~	
		1.8iLS	5MT	SHHCE75300U000001~	F18A3-E300001~	N2E5-1000001~	
			5MT	SHHCE75600U000001~	F18A3-E300001~	N2S4-3000001~	
			4AT	SHHCE76600U000001~	F18A3-E300001~	M47A-1000001~	
		1.8iES	5MT	SHHCE75700U000001~	F18A3-E300001~	N2S4-3000001~	
		2.0iLS	5MT	SHHCE85600U000001~	F20Z1-E300001~	N2C4-3000001~	
			4AT	SHHCE86600U000001~	F20Z1-E300001~	M47A-1000001~	
		2.0iES	5MT	SHHCE85700U000001~	F20Z1-E300001~	N2C4-3000001~	
			4AT	SHHCE86700U000001~	F20Z1-E300001~	M47A-1000001~	
			5MT	SHHCE85800U000001~	F20Z1-E300001~	N2C4-3000001~	
			4AT	SHHCE86800U000001~	F20Z1-E300001~	M47A-1000001~	
		VTEC	5MT	SHHCE95700U000001~	F22Z2-E300001~	N2D4-3000001~	
			5MT	SHHCE95800U000001~	F22Z2-E300001~	N2D4-3000001~	
			4AT	SHHCE96800U000001~	F22Z2-E300001~	M47A-1000001~	
		KS	2.0iS	5MT	SHHCE85500U000001~	F20Z1-E300001~	N2C4-3000001~
			2.0iLS	5MT	SHHCE85600U000001~	F20Z1-E300001~	N2C4-3000001~
				4AT	SHHCE86600U000001~	F20Z1-E300001~	M47A-1000001~
			VTEC	5MT	SHHCE95600U000001~	F22Z2-E300001~	N2D4-3000001~
				4AT	SHHCE96600U000001~	F22Z2-E300001~	M47A-1000001~
			KE	1.8i	5MT	SHHCE75400U000001~	F18A3-E300001~
	1.8iS	5MT		SHHCE75500U000001~	F18A3-E300001~	N2S4-3000001~	
	1.8iLS	5MT		SHHCE75600U000001~	F18A3-E300001~	N2S4-3000001~	
		4AT		SHHCE76600U000001~	F18A3-E300001~	M47A-1000001~	
	2.0i	5MT		SHHCE85400U000001~	F20Z1-E300001~	N2C4-3000001~	
	2.0iS	5MT		SHHCE85500U000001~	F20Z1-E300001~	N2C4-3000001~	
		4AT		SHHCE86500U000001~	F20Z1-E300001~	M47A-1000001~	
	2.0iLS	5MT		SHHCE85600U000001~	F20Z1-E300001~	N2C4-3000001~	
		4AT		SHHCE86600U000001~	F20Z1-E300001~	M47A-1000001~	
	2.0iES	5MT		SHHCE85700U000001~	F20Z1-E300001~	N2C4-3000001~	
		4AT		SHHCE86700U000001~	F20Z1-E300001~	M47A-1000001~	
	VTEC	5MT		SHHCE95800U000001~	F22Z2-E300001~	N2D4-3000001~	
		4AT		SHHCE96800U000001~	F22Z2-E300001~	M47A-1000001~	
	KY	1.8i		5MT	SHHCE75100U000001~	F18A4-E300001~	N2S4-3000001~
			4AT	SHHCE76100U000001~	F18A4-E300001~	M47A-1000001~	

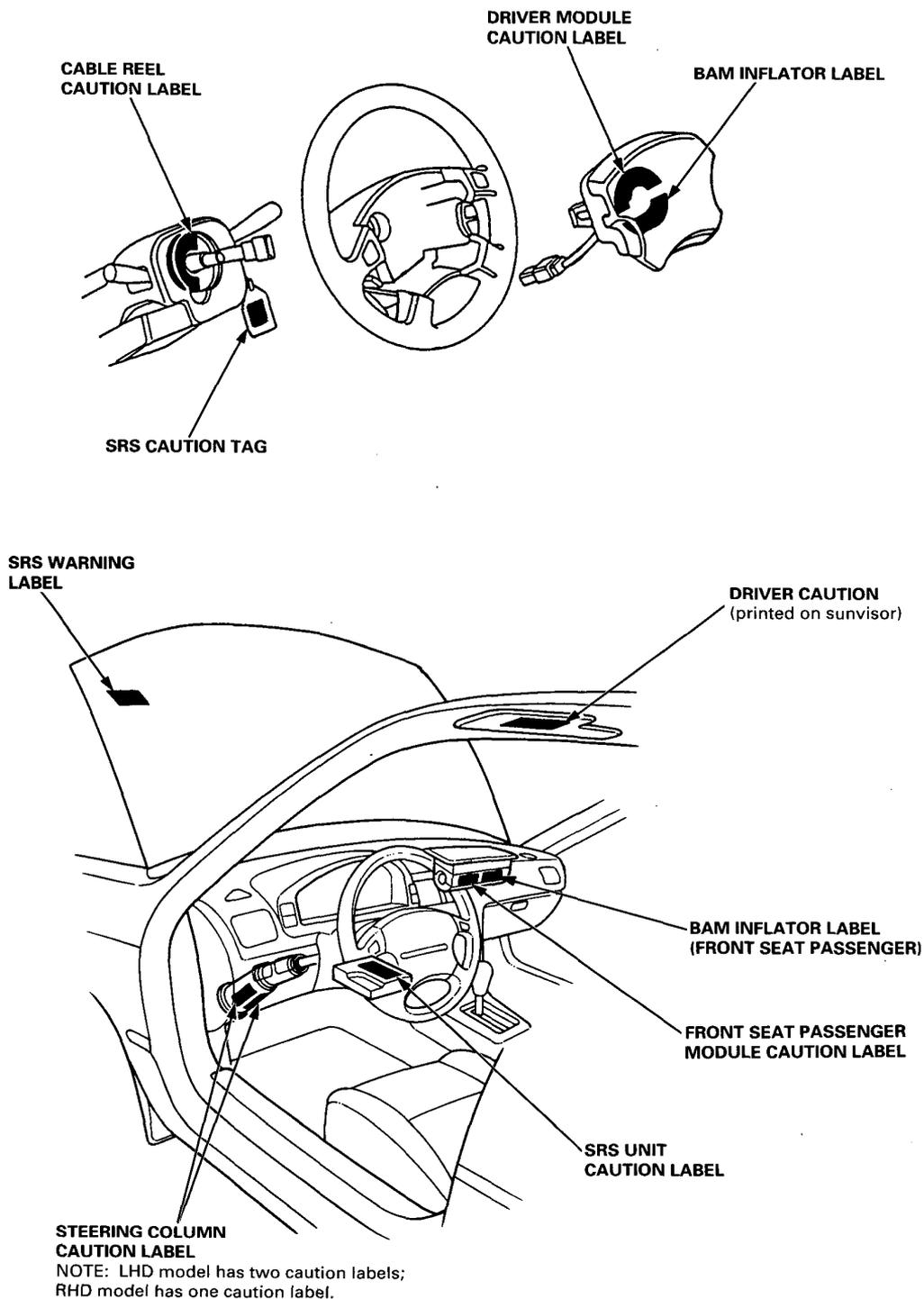
Identification Number Locations



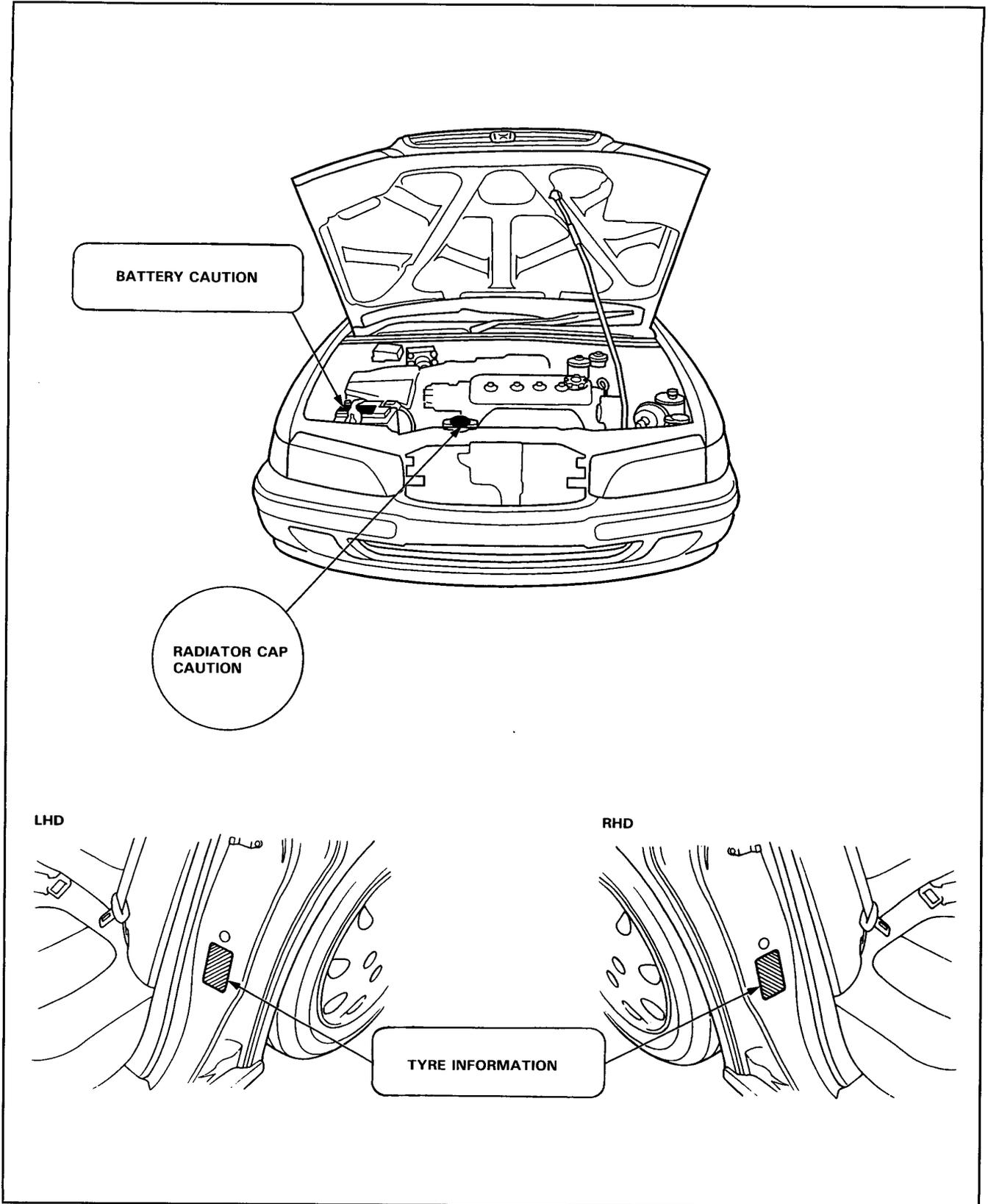
SRS Warning/Caution Label Locations



NOTE: LHD model is shown; RHD model is similar.



Caution/Information Label Locations



Abbreviations



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

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

(cont'd)

Abbreviations

(cont'd)

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



Special Tools

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

Specifications

Standards and Service Limits	3-2
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Body Specifications	3-16

Standards and Service Limits

Cylinder Head/Valve Train — Section 6

		MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT	
Compression	250 min ⁻¹ (rpm) and wide open throttle kPa (kgf/cm ² , psi)	Nominal		1,230 (12.5, 178)		
		Minimum		930 (9.5, 135)		
		Maximum variation		200 (2.0, 28)		
Cylinder head	Warpage Height			99.95 – 100.05 (3.935 – 3.939)	0.05 (0.002)	
Camshaft	End play			0.05 – 0.15 (0.002 – 0.006)	0.5 (0.02)	
	Camshaft-to-holder oil clearance			0.050 – 0.089 (0.0020 – 0.0035)	0.15 (0.006)	
	Total runout			0.03 (0.001) max.	0.04 (0.002)	
	Cam lobe height	F18A3, F18A4 engines	IN		38.095 (1.4998)	—
			EX		38.387 (1.5113)	—
		F20Z1 engine	IN		38.741 (1.5252)	—
			EX		38.972 (1.5343)	—
F22Z2 engine	IN	Primary		37.775 (1.4872)	—	
		Mid		39.725 (1.5640)	—	
		Secondary		34.481 (1.3575)	—	
		EX		38.366 (1.5105)	—	
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	F22Z2 engine	IN		46.75 – 47.55 (1.841 – 1.872)	47.80 (1.882)
			EX		46.68 – 47.48 (1.838 – 1.869)	47.73 (1.879)
	Except F22Z2 engine	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	F22Z2 engine	IN		51.08 (2.011)	
			EX		55.58 (2.188)	
		Except F22Z2 engine	IN		53.42 (2.1031)	
			EX		54.66 (2.1520)	
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	F22Z2 engine	IN		21.20 – 22.20 (0.835 – 0.874)	—
			EX		20.63 – 21.63 (0.812 – 0.852)	—
	Except F22Z2 engine	IN		23.75 – 24.25 (0.935 – 0.955)	—	
		EX		15.05 – 15.55 (0.593 – 0.612)	—	
Rocker arm	Arm-to-shaft clearance	F22Z2 engine	IN		0.026 – 0.067 (0.0010 – 0.0026)	
			EX		0.018 – 0.054 (0.0007 – 0.0021)	
		Except F22Z2 engine	IN		0.017 – 0.050 (0.0007 – 0.0020)	
			EX		0.018 – 0.054 (0.0007 – 0.0021)	

Engine Block — Section 7

		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 B or II	85.010 – 85.020 (3.3468 – 3.3472) 85.000 – 85.010 (3.3465 – 3.3468)	85.070 (3.3492) 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 Letter B	84.980 – 84.990 (3.3457 – 3.3461) 84.970 – 84.980 (3.3453 – 3.3457)	84.970 (3.3453) 84.960 (3.3449)
	Clearance in cylinder		Top	0.020 – 0.040 (0.0008 – 0.0016)	0.05 (0.002)
	Groove width (for ring)		Second	1.220 – 1.230 (0.0480 – 0.0484)	1.25 (0.049)
			Oil	1.220 – 1.230 (0.0480 – 0.0484) 2.805 – 2.825 (0.1104 – 0.1112)	1.25 (0.049) 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 Oil	0.40 – 0.55 (0.016 – 0.022) 0.20 – 0.70 (0.008 – 0.028)	0.70 (0.028) 0.80 (0.031)
Piston Pin	O.D.		21.994 – 22.000 (0.8659 – 0.8661)	—	
	Pin-to-piston clearance		0.010 – 0.022 (0.0004 – 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		51.0 (2.01)	—	
	Nominal F22Z2 engine Except F22Z2 engine		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)	—	
		F22Z2 engine	47.976 – 48.000 (1.8888 – 1.8898)	—	
	Rod journal diameter	Except F22Z2 engine	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	F22Z2 engine	0.021 – 0.049 (0.0008 – 0.0019)	0.055 (0.0022)	
		Except F22Z2 engine	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 – 0.40 (0.004 – 0.016)	—	
		Rear	0.04 – 0.15 (0.002 – 0.006)	—	
	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

Engine Lubrication — Section 8

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Engine oil	Capacity ℓ (US qt, Imp qt) Except F22Z2 engine F22Z2 engine	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 5.6 (5.9, 4.9) for engine overhaul 4.3 (4.5, 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 Pump housing-to-outer rotor clearance Pump housing-to-rotor axial clearance	0.02 – 0.16 (0.001 – 0.006) 0.10 – 0.19 (0.004 – 0.007) 0.02 – 0.07 (0.001 – 0.003)	0.20 (0.008) 0.21 (0.008) 0.12 (0.005)
Relief valve	Pressure setting at engine oil temp. 80°C (176°F) kPa (kgf/cm ² , psi) at idle at 3,000 min ⁻¹ (rpm)	70 (0.7, 10) min. 340 (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) Except F22Z2 engine F22Z2 engine Reservoir capacity ℓ (US qt, Imp qt)	M/T: 6.3 (6.7, 5.5) for overhaul 2.7 (2.9, 2.4) for coolant change A/T: 6.2 (6.6, 5.5) for overhaul 2.6 (2.7, 2.3) for coolant change M/T: 7.4 (7.8, 6.5) for overhaul 5.9 (6.2, 5.2) for coolant change A/T: 7.3 (7.7, 6.4) for overhaul 5.8 (6.1, 5.1) for coolant change 0.6 (0.63, 0.53)
Radiator cap	Opening pressure kPa (kgf/cm ² , psi)	93 – 123 (0.95 – 1.25, 14 – 18)
Thermostat	Start to open °C (°F) Fully open °C (°F) Valve lift at fully open	76 – 80 (169 – 176) 90 (194) 8.0 (0.31) min.
Cooling fan	Thermoswitch "ON" temperature °C (°F) Thermoswitch "OFF" temperature °C (°F) Fan timer "ON" temperature °C (°F) Fan timer "OFF" temperature °C (°F)	90 – 96 (194 – 205) Subtract 2 – 7 (4 – 13) from actual "ON" temperature 103 – 109 (217 – 228) Subtract 2 – 5 (4 – 9) from actual "ON" temperature

Fuel and Emissions — Section 11

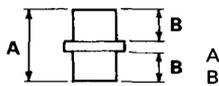
	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Fuel pressure regulator	Fuel pressure with regulator vacuum hose disconnected kPa (kgf/cm ² , psi)	270 – 320 (2.8 – 3.3, 40 – 47)	
Fuel tank	Capacity ℓ (US gal, Imp gal)	65 (17.2, 14.3)	
Engine	Fast idle speed min ⁻¹ (rpm)	1,400 ± 200	
	Idle speed min ⁻¹ (rpm) (with headlights and cooling fan off)	770 ± 50 (M/T: neutral) 770 ± 50 (A/T: N or P position)	
	Idle CO %	0.1 max. (Except KY model) 1.0 ± 1.0 (KY model)	

Clutch — Section 12

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Clutch pedal	Clutch pedal height to the floor	210 (8 1/4)	—
	Stroke at pedal	142 (5.6)	—
	Total clutch pedal free play	9 – 15 (0.4 – 0.6)	—
	Disengagement height to the floor to the carpet	90 (3.5) min. 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 4th gear	32.42 – 32.47 (1.276 – 1.278) 30.92 – 30.97 (1.217 – 1.219)	32.3 (1.27) 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	0.10 – 0.15 (0.004 – 0.006)	0.18 (0.007)
	Thickness	28.94 – 28.97 (1.1394 – 1.1405)	—
Spacer collar (Countershaft 2nd gear)	I.D.	36.48 – 36.49 (1.4362 – 1.4366)	36.50 (1.437)
	O.D.	41.989 – 42.000 (1.6531 – 1.6535)	41.94 (1.651)
	Length	29.07 – 29.09 (1.14 – 1.15)	—
Spacer collar (Mainshaft 4th and 5th gears)	I.D.	31.002 – 31.012 (1.2205 – 1.2209)	31.06 (1.223)
	O.D.	37.989 – 38.000 (1.4956 – 1.4961)	37.94 (1.494)
	Length	56.45 – 56.55 (2.222 – 2.226)	—
		26.03 – 26.08 (1.025 – 1.027)	26.01 (1.024)



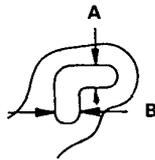
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Standards and Service Limits

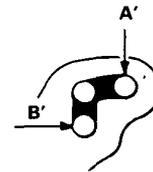
Manual Transmission — Section 13 (cont'd)

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Reverse shift fork	Pawl groove width	13.0 – 13.3 (0.51 – 0.52)	—
	Fork-to-reverse idler gear clearance	0.5 – 1.1 (0.02 – 0.04)	1.8 (0.07)
	Groove width* ¹	at A 7.05 – 7.25 (0.278 – 0.285) at B 7.4 – 7.7 (0.29 – 0.30)	—
	Fork-to-5th/reverse shift shaft clearance* ²	at A' 0.05 – 0.35 (0.002 – 0.014) at B' 0.4 – 0.8 (0.02 – 0.03)	0.5 (0.02) 1.0 (0.04)
Shift arm	I.D.	15.973 – 16.000 (0.6289 – 0.6299)	—
	Shift arm-to-shaft clearance	0.005 – 0.059 (0.0002 – 0.0023)	—
	Shift fork diameter at contact area	12.9 – 13.0 (0.508 – 0.512)	—
	Shift-arm-to-shift fork shaft clearance	0.2 – 0.5 (0.008 – 0.020)	0.6 (0.024)
Select lever	Shaft outer diameter	15.941 – 15.968 (0.6276 – 0.6287)	—
	Shift arm cover clearance	0.032 – 0.102 (0.0013 – 0.0040)	—
Shift lever	O.D.	15.941 – 15.968 (0.6276 – 0.6287)	—
	Transmission housing clearance	0.021 – 0.041 (0.0008 – 0.0016)	—
Interlock	Bore diameter	16.00 – 16.05 (0.630 – 0.632)	—
	Shift arm clearance	0.032 – 0.109 (0.0013 – 0.0043)	—

*1: Measuring points



*2: Measuring points



Automatic Transmission — Section 14

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT	
Transmission fluid	Capacity ℓ (US qt, Imp qt)	6.0 (6.3, 5.3) for overhaul 2.4 (2.5, 2.1) for fluid change		
Hydraulic pressure kPa (kgf/cm ² , psi)	Line pressure at 2,000 min ⁻¹ (rpm) (N) or (P) position)	830 (8.5, 121) throttle control lever fully closed 880 (9.0, 128) throttle control lever more than 2/8 open	780 (8.0, 114) throttle control lever more than 2/8 open	
	4th clutch pressure at 2,000 min ⁻¹ (rpm) (D) position)	520 (5.3, 75) throttle control lever fully closed 880 (9.0, 128) throttle control lever more than 2/8 open	460 (4.7, 67) throttle control lever fully closed 780 (8.0, 114) throttle control lever more than 2/8 open	
	3rd and 2nd clutch pressure at 2,000 min ⁻¹ (rpm) (D) position)	490 (5.0, 71) throttle control lever fully closed 880 (9.0, 128) throttle control lever more than 2/8 open	440 (4.5, 64) throttle control lever fully closed 780 (8.0, 114) throttle control lever more than 2/8 open	
	2nd clutch pressure at 2,000 min ⁻¹ (rpm) (2) position)	830 – 880 (8.5 – 9.0, 121 – 128)	780 (8.0, 114)	
	1st and 1st-hold clutch pressure at 2,000 min ⁻¹ (rpm) (1) position)	830 – 880 (8.5 – 9.0, 121 – 128)	780 (8.0, 114)	
	Throttle B pressure	Throttle fully closed	0 (0, 0)	—
		Throttle fully open	830 – 880 (8.5 – 9.0, 121 – 128)	780 (8.0, 114)
Stall speed min ⁻¹ (rpm) (Check with car on level ground)		2650	2500 – 2800	

Automatic Transmission — Section 14

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Clutch	Clutch initial clearance	1st-hold 1st, 2nd 3rd, 4th	0.80 – 1.00 (0.031 – 0.039) 0.65 – 0.85 (0.026 – 0.033) 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, 1st-hold 2nd, 3rd, 4th	1.95 – 2.05 (0.077 – 0.081) 2.55 – 2.65 (0.100 – 0.104) 2.25 – 2.35 (0.089 – 0.093)	Discoloration Discoloration Discoloration
	Clutch end plate thickness	Mark 1 Mark 2 Mark 3 Mark 4 Mark 5 Mark 6 Mark 7 Mark 8 Mark 9	2.05 – 2.10 (0.081 – 0.083) 2.15 – 2.20 (0.085 – 0.087) 2.25 – 2.30 (0.089 – 0.091) 2.35 – 2.40 (0.093 – 0.094) 2.45 – 2.50 (0.096 – 0.098) 2.55 – 2.60 (0.100 – 0.102) 2.65 – 2.70 (0.104 – 0.106) 2.75 – 2.80 (0.108 – 0.110) 2.85 – 2.90 (0.112 – 0.114)	Discoloration ↑ ↓ Discoloration
Valve body	Stator shaft needle bearing contact I.D.		27.000 – 27.021 (1.0630 – 1.0638)	Wear or damage
	Torque converter side 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 Driven	0.210 – 0.265 (0.0083 – 0.0104) 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 Throttle cam stopper height		— 17.0 – 17.1 (0.669 – 0.673)	Wear or other defect —
Servo body	Shift fork shaft bore I.D.		14.000 – 14.005 (0.5512 – 0.5514) 14.006 – 14.010 (0.5514 – 0.5516) 14.011 – 14.015 (0.5516 – 0.5518)	— — —
	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 – 32.013 (1.2598 – 1.2604)	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			Wear or damage
	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		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		13.990 – 14.000 (0.5508 – 0.5512)	
	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)		

(cont'd)

Standards and Service Limits

Automatic Transmission — Section 14 (cont'd)

	MEASUREMENT	STANDARD (NEW)				SERVICE LIMIT
		Wire Dia.	O.D.	Free Length	No. of Coils	
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					
	F18A3, F18A4 engines	1.8 (0.071)	14.7 (0.579)	85.4 (3.362)	16.5	
	F20Z1, F22Z2 engines	1.8 (0.071)	14.7 (0.579)	87.8 (3.457)	16.5	
	Regulator valve spring B					
	F18A3, F18A4 engines	1.8 (0.071)	9.6 (0.378)	44.0 (1.732)	7.5	
	F20Z1, F22Z2 engines	1.8 (0.071)	9.6 (0.378)	44.0 (1.732)	12.7	
	Stator reaction spring					
	F18A3, F18A4 engines	5.5 (0.217)	37.4 (1.472)	30.3 (1.193)	2.1	
	F20Z1, F22Z2 engines	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)	12.8	
	2nd orifice control valve spring	0.6 (0.024)	6.6 (0.260)	66.4 (2.614)	25.0	
	Orifice control valve spring	0.7 (0.028)	6.6 (0.260)	52.5 (2.067)	18.4	
	4th exhaust valve spring	0.8 (0.031)	7.1 (0.280)	48.8 (1.921)	17.2	
	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	0.9 (0.035)	8.6 (0.339)	40.4 (1.591)	14.5	
	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 A	2.3 (0.091)	16.3 (0.642)	109.6 (4.315)	20.0	
	1st accumulator spring B	1.8 (0.071)	6.3 (0.248)	70.5 (2.776)	15.3	
	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)	91.0 (3.583)	10.8	
	3rd accumulator spring	2.9 (0.114)	17.5 (0.689)	99.6 (3.921)	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)	38.5 (1.516)	24.6		
	0.7 (0.028)	6.6 (0.260)	38.0 (1.496)	24.6		
	0.7 (0.028)	6.6 (0.260)	39.0 (1.535)	24.6		
3rd kick-down valve spring	1.0 (0.039)	7.6 (0.299)	48.3 (1.902)	15.6		
Main orifice control valve spring	1.1 (0.043)	7.1 (0.280)	49.1 (1.933)	22.7		

Differential (Manual transmission) — Section 15

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Differential carrier	Pinion shaft contact area I.D. Carrier-to-pinion shaft clearance Driveshaft contact area I.D. Carrier-to-driveshaft clearance	18.000 – 18.018 (0.7087 – 0.7094)	—
		0.017 – 0.047 (0.0007 – 0.0019)	0.10 (0.004)
Differential pinion gear	Backlash I.D. Pinion gear-to-pinion shaft clearance	28.005 – 28.025 (1.1026 – 1.1033)	—
		0.025 – 0.066 (0.0010 – 0.0026)	0.12 (0.005)
Tapered roller bearing preload	Starting torque N·m (kgf·cm, lbf·in)	0.055 – 0.091 (0.0022 – 0.0036)	0.15 (0.006)
		1.4 – 2.5 (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. Carrier-to-pinion shaft clearance Driveshaft contact area I.D. Carrier-to-driveshaft clearance	18.000 – 18.018 (0.7087 – 0.7094)	—
		0.017 – 0.047 (0.0007 – 0.0019)	0.10 (0.004)
Differential pinion gear	Backlash I.D. Pinion gear-to-pinion shaft clearance	28.005 – 28.025 (1.1026 – 1.1033)	—
		0.025 – 0.066 (0.0010 – 0.0026)	0.12 (0.005)
Tapered roller bearing preload	Starting torque N·m (kgf·cm, lbf·in)	0.05 – 0.15 (0.002 – 0.006)	Adjust with a shim
		18.042 – 18.066 (0.7103 – 0.7113)	—
Tapered roller bearing preload	Starting torque N·m (kgf·cm, lbf·in)	0.059 – 0.095 (0.0023 – 0.0037)	0.12 (0.005)
		2.7 – 3.9 (28 – 40, 24 – 35)	Adjust with a shim
Tapered roller bearing preload	Starting torque N·m (kgf·cm, lbf·in)	2.5 – 3.6 (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° ^{+5°} / ₀
Pump	Pump pressure with shut-off valve closed kPa (kgf/cm ² , psi)	7,100 – 7,800 (72 – 80, 1,024 – 1,138)
Power steering fluid	Recommended fluid	Honda power steering fluid-V, II or S
	Fluid capacity System Reservoir	1.1 (1.16, 0.97) 0.53 (0.56, 0.47)
Power steering belt*	Deflection with 98 N (10 kgf, 22 lbf) between pulleys	13.0 – 16.0 (0.51 – 0.63) with used belt 11.0 – 12.0 (0.43 – 0.47) with new belt
	Belt tension N (kgf, lbf) Measured with belt tension gauge	390 – 540 (40 – 55, 88 – 121) with used belt 740 – 880 (75 – 90, 165 – 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.

Standards and Service Limits

Suspension — Section 18

		MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Wheel alignment	Camber	Front		$0^{\circ}00' \pm 1^{\circ}$	
		Rear		$-0^{\circ}30' \pm 30'$	
	Caster	Front		$3^{\circ}00' \pm 1^{\circ}$	
	Total toe	Front		$0 \pm 3.0 (0 \pm 1/8)$	
		Rear		$IN 2.0 \pm 2.0 (1/16 \pm 1/16)$	
	Front wheel turning angle	Inward wheel		$39^{\circ}00' \pm 2^{\circ}$	
		Outward wheel		$30^{\circ}00'$	
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 196 N (20 kgf, 44 lbf) lever force		To be locked when pulled 7 - 11 notches	—	
Foot brake pedal		Pedal height (with floor mat removed)	M/T	190 (7 1/2)	—	
		Free play	A/T	195 (7 11/16) 1 - 5 (1/16 - 3/16)	—	
Master cylinder		Piston-to-pushrod clearance		$0 - 0.4 (0 - 0.016)$	—	
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	F18A3, F18A4, F20Z1 (M/T)		12.5 (0.49)	1.6 (0.06)
			F20Z1 (A/T), F22Z2		11.0 (0.43)	1.6 (0.06)
		Rear			9.0 (0.35)	1.6 (0.06)
		Characteristics	Vacuum [mm (in) Hg]	Pedal Force kgf (lbf)	Line Pressure kPa (kg/cm ² , 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		

Air Conditioning — Section 22

	MEASUREMENT	STANDARD (NEW)
Air conditioning system	Lubricant type: ND-OIL8 P/N 38899 – PR7 – A01 (For Refrigerant HFC-134a (R-134a))	
	Lubricant capacity m ^l (fl oz, Imp oz)	Condenser Evaporator Line or hose Receiver
Compressor	Lubricant type: ND-OIL8 P/N 38899 – PR7 – A01 (For Refrigerant HFC-134a (R-134a))	
	Lubricant capacity m ^l (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} , 5.6 ^{+0.5}) 3.6 ± 0.2 0.5 ± 0.15 (0.020 ± 0.006)
Compressor belt*	Deflection with 98 N (10 kgf, 22 lbf) 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 (kgf, lbf) Measured with belt tension gauge	440 – 590 (45 – 60, 99 – 132) with used belt 930 – 1,130 (95 – 115, 209 – 254) with new belt

Electrical — Section 23

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
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 1.1 ^{-0.1} / _{-0.1} (0.043 ^{-0.004} / _{-0.004})	
Ignition timing	At idle ° BTDC	15 ± 2 (Red)	
Alternator belt*	Without A/C	Deflection with 98 N (10 kgf, 22 lbf) between pulleys	10 – 12 (0.39 – 0.47) with used belt 8.5 – 11 (0.33 – 0.43) with new belt
		Belt tension N (kgf, lbf) Measured with belt tension gauge	290 – 440 (30 – 45, 66 – 99) with used belt 440 – 640 (45 – 65, 99 – 143) with new belt
	With A/C	Deflection with 98 N (10 kgf, 22 lbf) between pulleys	10 – 12 (0.39 – 0.47) with used belt 4.5 – 7 (0.18 – 0.28) with new belt
		Belt tension N (kgf, lbf) Measured with belt tension gauge	440 – 590 (45 – 60, 99 – 132) with used belt 930 – 1,130 (95 – 115, 209 – 254) with new belt
	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Alternator	Output 13.5 V at hot A Coil resistance (rotor) Ω Slip ring O.D. Brush length Brush spring tension g (oz)	70 2.8 – 3.0 14.4 (0.57) 10.5 (0.41) 300 – 360 (10.6 – 12.7)	— — 14.0 (0.55) 5.5 (0.22) —
Starter motor	Type Mica depth Commutator runout Commutator O.D. Brush length Brush spring tension (new) N (kgf, lbf)	Spur gear reduction, permanent magnet 0.4 – 0.5 (0.016 – 0.020) 0 – 0.02 (0 – 0.0008) 28.0 – 28.1 (1.102 – 1.106) 15.8 – 16.2 (0.62 – 0.64) 16 – 18 (1.6 – 1.8, 3.5 – 4.0)	0.15 (0.006) 0.05 (0.002) 27.5 (1.08) 10.0 (0.39) —

* 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

	ITEM	METRIC	ENGLISH	NOTES		
DIMENSIONS	Overall Length	4,685 mm	184.4 in	Except KY model KY model		
	Overall Width	1,720 mm	67.7 in			
	Overall Height	1,380 mm	54.3 in			
		1,395 mm	54.9 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: KG model					
	1.8i	5MT DR SRS	1,260 kg	2,778 lbs	DR SRS: Driver's Airbag DR/AS SRS: Driver's and Passenger's Airbags S/R: Sunroof A/C: Air Conditioner	
		5MT DR/AS SRS, ABS	1,280 kg	2,822 lbs		
		5MT DR/AS SRS, ABS, S/R	1,293 kg	2,850 lbs		
	1.8iS	5MT DR SRS, ABS	1,275 kg	2,811 lbs		
		5MT DR/AS SRS, ABS, S/R	1,293 kg	2,850 lbs		
		4AT DR SRS, ABS	1,320 kg	2,910 lbs		
	1.8iLS	4AT DR/AS SRS, ABS, S/R	1,338 kg	2,950 lbs		
		5MT DR/AS SRS, ABS, A/C	1,302 kg	2,870 lbs		
		5MT DR SRS, ABS	1,275 kg	2,811 lbs		
	1.8iES	5MT DR/AS SRS, ABS, S/R	1,293 kg	2,850 lbs		
		4AT DR/AS SRS, ABS, S/R	1,338 kg	2,950 lbs		
		5MT DR/AS SRS, ABS, A/C	1,302 kg	2,870 lbs		
	2.0iLS	5MT DR SRS, ABS	1,295 kg	2,855 lbs		
		5MT DR/AS SRS, ABS	1,300 kg	2,866 lbs		
		5MT DR/AS SRS, ABS, S/R	1,313 kg	2,895 lbs		
	2.0iES	4AT DR/AS SRS, ABS	1,330 kg	2,932 lbs		
		4AT DR/AS SRS, ABS, S/R	1,343 kg	2,961 lbs		
		5MT DR/AS SRS, ABS, S/R, A/C	1,337 kg	2,948 lbs		
	2.2iVTEC	4AT DR/AS SRS, ABS, S/R, A/C	1,367 kg	3,013 lbs		
		5MT DR/AS SRS, ABS	1,320 kg	2,910 lbs		
		5MT DR/AS SRS, ABS, S/R, A/C	1,355 kg	2,987 lbs		
		4AT DR/AS SRS, ABS, S/R, A/C	1,385 kg	3,053 lbs		
	Weight Distribution (Front/Rear): KG model					
	1.8i	5MT DR SRS	750/510 kg	1,654/1,124 lbs		
		5MT DR/AS SRS, ABS	768/512 kg	1,693/1,129 lbs		
		5MT DR/AS SRS, ABS, S/R	774/519 kg	1,706/1,144 lbs		
	1.8iS	5MT DR SRS, ABS	764/511 kg	1,684/1,127 lbs		
		5MT DR/AS SRS, ABS, S/R	774/519 kg	1,706/1,144 lbs		
		4AT DR SRS, ABS	805/515 kg	1,775/1,135 lbs		
	1.8iLS	4AT DR/AS SRS, ABS, S/R	815/523 kg	1,797/1,153 lbs		
		5MT DR/AS SRS, ABS, A/C	792/510 kg	1,746/1,124 lbs		
		5MT DR SRS, ABS	764/511 kg	1,684/1,127 lbs		
	1.8iES	5MT DR/AS SRS, ABS, S/R	774/519 kg	1,706/1,144 lbs		
		4AT DR/AS SRS, ABS, S/R	815/523 kg	1,797/1,153 lbs		
		5MT DR/AS SRS, ABS, A/C	792/510 kg	1,746/1,124 lbs		
	2.0iLS	5MT DR SRS, ABS	774/521 kg	1,706/1,149 lbs		
		5MT DR/AS SRS, ABS	778/522 kg	1,715/1,151 lbs		
		5MT DR/AS SRS, ABS, S/R	784/529 kg	1,729/1,166 lbs		
	2.0iES	4AT DR/AS SRS, ABS	810/520 kg	1,786/1,146 lbs		
		4AT DR/AS SRS, ABS, S/R	816/527 kg	1,799/1,162 lbs		
		5MT DR/AS SRS, ABS, S/R, A/C	810/527 kg	1,786/1,162 lbs		
	2.2iVTEC	4AT DR/AS SRS, ABS, S/R, A/C	842/525 kg	1,856/1,157 lbs		
		5MT DR/AS SRS, ABS	795/525 kg	1,753/1,157 lbs		
		5MT DR/AS SRS, ABS, S/R, A/C	825/530 kg	1,819/1,168 lbs		
		4AT DR/AS SRS, ABS, S/R, A/C	855/530 kg	1,885/1,168 lbs		

	ITEM	METRIC	ENGLISH	NOTES
WEIGHT (cont'd)	Curb Weight: KS model 2.0iS 5MT DR SRS 2.0iLS 5MT DR/AS SRS, ABS 4AT DR/AS SRS, ABS 2.2iVTEC 5MT DR/AS SRS, ABS 4AT DR/AS SRS, ABS Weight Distribution (Front/Rear): KS model 2.0iS 5MT DR SRS 2.0iLS 5MT DR/AS SRS, ABS 4AT DR/AS SRS, ABS 2.2iVTEC 5MT DR/AS SRS, ABS 4AT DR/AS SRS, ABS	1,280 kg 1,300 kg 1,330 kg 1,320 kg 1,350 kg 760/520 kg 778/522 kg 810/520 kg 795/525 kg 825/525 kg	2,822 lbs 2,866 lbs 2,932 lbs 2,910 lbs 2,976 lbs 1,676/1,146 lbs 1,715/1,151 lbs 1,786/1,146 lbs 1,753/1,157 lbs 1,819/1,157 lbs	DR SRS: Driver's Airbag DR/AS SRS: Driver's and Passenger's Airbags S/R: Sunroof A/C: Air Conditioner
	Curb Weight: KE model 1.8i 5MT DR/AS SRS, S/R 1.8iS 5MT DR/AS SRS, ABS, S/R 1.8iLS 5MT DR/AS SRS, ABS, S/R 4AT DR/AS SRS, ABS, S/R 2.0i 5MT DR/AS SRS, S/R 2.0iS 5MT DR/AS SRS, ABS, S/R 4AT DR/AS SRS, ABS, S/R 2.0iLS 5MT DR/AS SRS, ABS, S/R 4AT DR/AS SRS, ABS, S/R 2.0iES 5MT DR/AS SRS, ABS, S/R, A/C 4AT DR/AS SRS, ABS, S/R, A/C 2.2iVTEC 5MT DR/AS SRS, ABS, S/R, A/C 4AT DR/AS SRS, ABS, S/R, A/C Weight Distribution (Front/Rear): KE model 1.8i 5MT DR/AS SRS, S/R 1.8iS 5MT DR/AS SRS, ABS, S/R 1.8iLS 5MT DR/AS SRS, ABS, S/R 4AT DR/AS SRS, ABS, S/R 2.0i 5MT DR/AS SRS, S/R 2.0iS 5MT DR/AS SRS, ABS, S/R 4AT DR/AS SRS, ABS, S/R 2.0iLS 5MT DR/AS SRS, ABS, S/R 4AT DR/AS SRS, ABS, S/R 2.0iES 5MT DR/AS SRS, ABS, S/R, A/C 4AT DR/AS SRS, ABS, S/R, A/C 2.2iVTEC 5MT DR/AS SRS, ABS, S/R, A/C 4AT DR/AS SRS, ABS, S/R, A/C Max. Permissible Weight (European) 1.8 l, 2.0 l M/T 2.0 l A/T 2.2 l	1,278 kg 1,293 kg 1,293 kg 1,338 kg 1,298 kg 1,313 kg 1,343 kg 1,313 kg 1,343 kg 1,337 kg 1,367 kg 1,355 kg 1,385 kg 760/518 kg 774/519 kg 774/519 kg 815/523 kg 770/528 kg 784/529 kg 816/527 kg 784/529 kg 816/527 kg 816/527 kg 811/526 kg 843/524 kg 825/530 kg 855/530 kg 1,820 kg 1,880 kg 1,880 kg	2,818 lbs 2,850 lbs 2,850 lbs 2,950 lbs 2,862 lbs 2,895 lbs 2,961 lbs 2,895 lbs 2,961 lbs 2,948 lbs 3,014 lbs 2,987 lbs 3,053 lbs 1,676/1,142 lbs 1,706/1,144 lbs 1,706/1,144 lbs 1,797/1,153 lbs 1,698/1,164 lbs 1,729/1,166 lbs 1,799/1,162 lbs 1,729/1,166 lbs 1,799/1,162 lbs 1,788/1,160 lbs 1,859/1,155 lbs 1,819/1,168 lbs 1,885/1,168 lbs 4,012 lbs 4,145 lbs 4,145 lbs	DR SRS: Driver's Airbag DR/AS SRS: Driver's and Passenger's Airbags S/R: Sunroof A/C: Air Conditioner
	Curb Weight: KY model 1.8i 5MT Max. Permissible Weight (KY) 4AT 5MT 4AT	1,280 kg 1,305 kg 1,820 kg 1,850 kg	2,822 lbs 2,877 lbs 4,012 lbs 4,079 lbs	
ENGINE	Type F22Z2 engine Except F22Z2 engine Cylinder Arrangement Bore and Stroke F18A3, F18A4 engines F20Z1 engine F22Z2 engine Displacement F18A3, F18A4 engines F20Z1 engine F22Z2 engine Compression Ratio F18A3, F18A4 engines F20Z1 engine F22Z2 engine Valve Train F22Z2 engine Except F22Z2 engine	Water-cooled, 4-stroke SOHC VTEC gasoline engine Water-cooled, 4-stroke SOHC gasoline engine 4-cylinders Inline, transverse 85.0 x 81.5 mm 85.0 x 88.0 mm 85.0 x 95.0 mm 1,850 cm ³ (mℓ) 1,997 cm ³ (mℓ) 2,156 cm ³ (mℓ) 8.9 : 1 9.5 : 1 9.3 : 1 Belt driven, SOHC VTEC 4 valves per cylinder, Belt driven, SOHC 4 valves per cylinder	3.35 x 3.21 in 3.35 x 3.46 in 3.35 x 3.74 in 112.9 cu-in 121.8 cu-in 131.6 cu-in	

(cont'd)

Design Specifications

(cont'd)

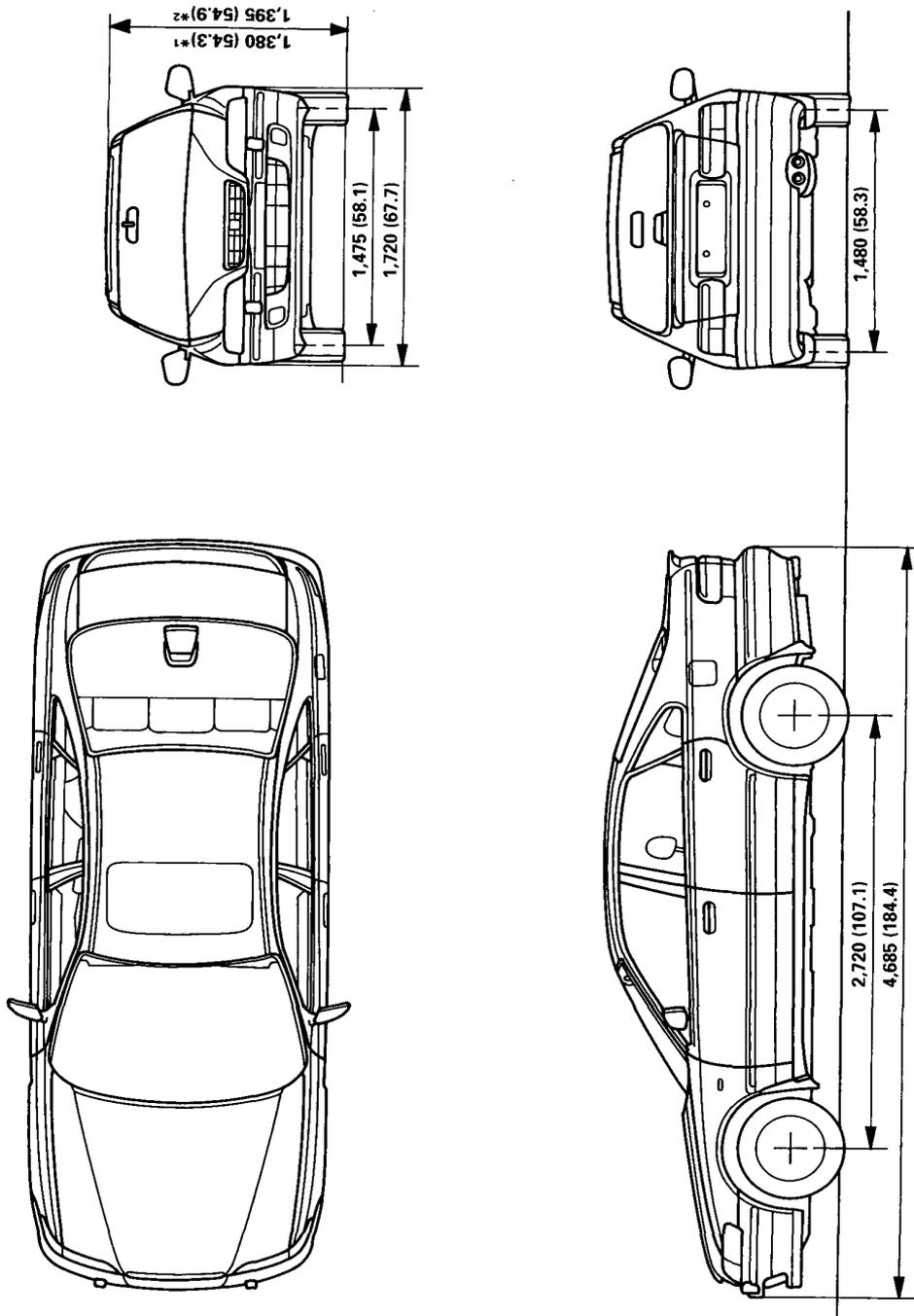
	ITEM	METRIC	ENGLISH	NOTES		
ENGINE (cont'd)	Lubrication System Oil Pump Displacement [At oil temp. 36.5°C (98°F)] Fuel Required F18A4 engine Except F18A4 engine Water Pump Displacement [At coolant temp. 40°C (104°F)]	Forced and wet sump, trochoid pump 73.5 l/minute at 6,000 pump min ⁻¹ (rpm) LEADED grade gasoline with a Research Octane Number (RON) of 91 or higher* ¹ Premium UNLEADED grade gasoline with a Research Octane Number of 95 or higher 160 l/minute at 6,000 pump min ⁻¹ (rpm)				
STARTER	Type Normal Output Nominal Voltage Hour Rating Direction of Rotation Weight	Spur gear reduction, permanent magnet 1.4 kW, 1.6 kW 12 V 30 seconds Counterclockwise as viewed from gear end 3.5 kg 7.7 lbs				
CLUTCH	Clutch Type Clutch Facing Area	M/T A/T M/T	Single plate dry, diaphragm spring Torque converter 217 cm ² 33.6 sq-in			
TRANSMISSION	Transmission	M/T A/T	Synchronized 5-speed forward, 1 reverse Electronically controlled 4-speed forward automatic, 1 reverse Direct 1 : 1			
	Manual Transmission Type		N2E5 N2S4 N2C4 N2D4			
	Engine type	F18A3	F18A3, F18A4	F20Z1 F22Z2		
	Gear Ratio	1st	3.285	3.285	3.285	3.285
		2nd	1.807	1.807	1.807	1.807
		3rd	1.193	1.230	1.193	1.269
		4th	0.870	0.933	0.903	0.966
		5th	0.685	0.757	0.735	0.757
		Reverse	3.000	3.000	3.000	3.000
	Final Reduction	Gear type Gear ratio	Single helical gear 4.062 4.266 4.266 4.266			
	Automatic Transmission	Engine type	F18A3, F18A4, F20Z1		F22Z2	
	Gear Ratio	1st	2.736		2.736	
2nd		1.333		1.486		
3rd		1.026		1.026		
4th		0.731		0.731		
Reverse		2.047		2.047		
Final Reduction	Gear type Gear ratio	Single helical gear 4.285 4.133				
AIR CONDITIONING	Cooling Capacity	4,100 Kcal/h	16,000 BTU/h			
Compressor	Type/Make No. of Cylinder Capacity Max. Speed Lubricant Capacity	Swash-plate/NIPPONDENSO 10 178 cm ³ /rev 8,800 min ⁻¹ (rpm) 160 ml 5-1/3 fl oz, 5.6 Imp oz		ND-OIL8		
Condenser	Type	Corrugated fin				
Evaporator	Type	Corrugated fin				
Blower	Type Motor Input Speed Control Max. Capacity	Sirocco fan 209 W max./12 V 5-speed 420 m ³ /h 14,800 cu-ft/h				
Temp. Control		Air-mix type				
Compressor Clutch	Type Power Consumption	Dry, single plate, poly-V-belt drive 40 W max./12 V				
Refrigerant	Type Quantity	HFC-134a (R-134a) 750 ^{±0} ₋₅₀ g		26.5 ^{±0} _{-1.80} oz		

*1: Unleaded gasoline with RON of 91 or higher may also be used.

	ITEM	METRIC	ENGLISH	NOTES
STEERING SYSTEM	Type Overall Ratio Turns, Lock-to-Lock Steering Wheel Diameter		Power assisted, rack and pinion 16.4 3.13 380 mm 15.0 in	
SUSPENSION	Type, Front Type, Rear Shock Absorber, Front and Rear		Independent double wishbone, coil spring with stabilizer Independent double wishbone, coil spring with stabilizer Telescopic, hydraulic nitrogen gas-filled	
WHEEL ALIGNMENT	Camber Front Rear Caster Total Toe Front Rear		0° 00' -0° 30' 3° 00' 0 mm In 2.0 mm 0 in In 1/16 in	
BRAKE SYSTEM	Type: Front Rear Pad Surface Area: Front F18A3, F18A4, F20Z1 (M/T) F20Z1 (A/T), F22Z2 Rear Parking Brake		Power-assisted self-adjusting ventilated disc Power-assisted self-adjusting solid disc 49.4 cm ² x 2 58.0 cm ² x 2 28.3 cm ² x 2 7.66 sq-in x 2 8.99 sq-in x 2 4.39 sq-in x 2 Mechanical actuating, rear two wheel brakes	
TYRE	3Size and Pressure		See tyre information label (see page 1-6)	
ELECTRICAL	Battery Starter Alternator Fuses In the under-dash fuse/relay box In the under-hood fuse/relay box In the under-hood ABS fuse box Headlights Front Turn Signal Lights Front Parking Lights Side Turn Signal Lights Rear Turn Signal Lights Brake/Taillights High Mount Brake Light Back-up Lights Rear Fog Light License Plate Lights Ceiling (Interior) Lights Front Rear Trunk (Boot) Lights Door Courtesy Lights Glove Box Light Gauge Lights Indicator Lights/Lamps Warning Lights Illumination and Pilot Lights Heater Illumination Lights		12 V - 57 AH/20 HR 12 V - 47 AH/20 HR 12 V - 1.4 kW, 1.6 kW 12 V - 70 A 7.5 A, 10 A, 15 A, 30 A 7.5 A, 10 A, 15 A, 20 A, 30 A, 40 A, 50 A, 80 A 20 A, 40 A 12 V - 55 W (H1) 12 V - 21 W (YELLOW) 12 V - 5 W 12 V - 5 W 12 V - 21 W 12 V - 21/5 W 12 V - 21 W 12 V - 21 W 12 V - 21 W 12 V - 5 W 12 V - 5 W 12 V - 3.4 W 12 V - 3.4 W 12 V - 3.4 W 12 V - 5 W 12 V - 1.4, 3 W 12 V - 0.84, 1.12, 1.4 W, LED 12 V - 1.4 12 V - 0.56, 0.84, 1.12, 1.4 W 12 V - 1.4 W	KS, KY KG, KE

Body Specifications

Unit: mm (in)



*1: Except KY model
*2: KY model

Maintenance

Lubrication Points	4-2
Maintenance Schedule	4-4

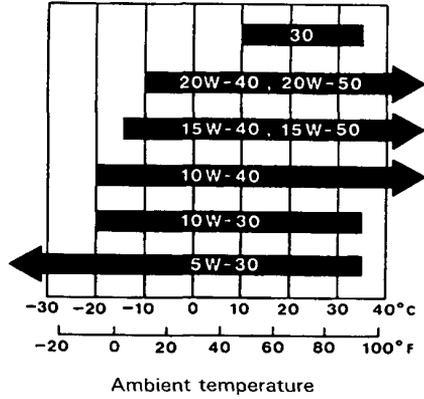


Lubrication Points

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.

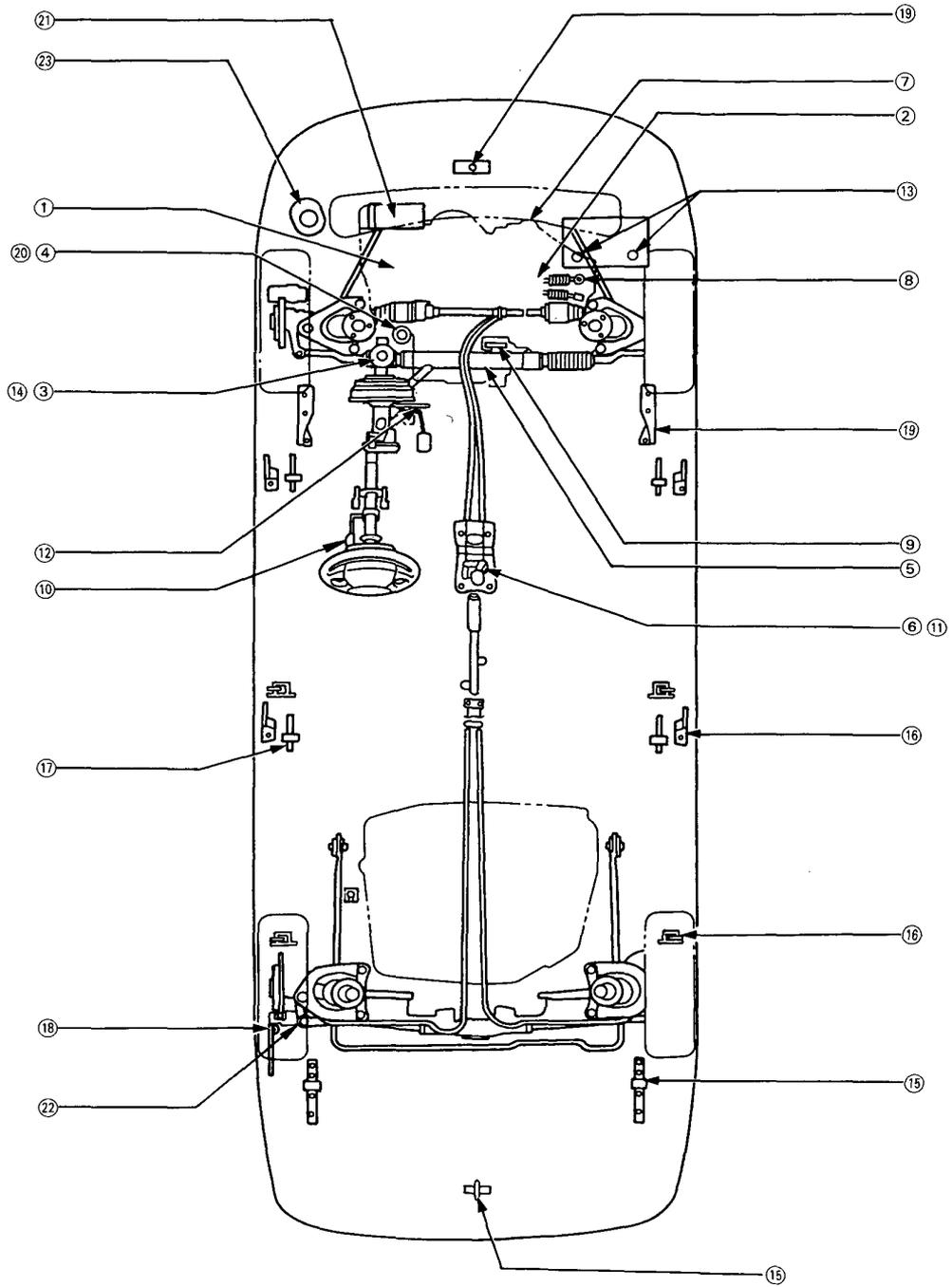
No.	LUBRICATION POINTS		LUBRICANT
1	Engine		Always use a fuel-efficient oil is that says "API Service SG or SH." SAE Viscosity: See chart below.
2	Transmission	Manual	Honda Genuine MTF*1
		Automatic	Genuine Honda ATF PREMIUM (Automatic Transmission Fluid-PREMIUM) or DEXRON® II or III Automatic transmission fluid
3	Brake Line		Brake fluid DOT3 or DOT4*2
4	Clutch Line		Brake fluid DOT3 or DOT4*2
5	Power steering gearbox		Steering grease (P/N 08733 - B070E)
6	Shift lever pivots (Manual Transmission)		Urea grease UM264 (P/N 41211 - PY5 - 305)
7	Release fork (Manual Transmission)		
8	Shift and select cable ends		Silicone oil
9	Throttle cable end		Multi-purpose grease
10	Steering wheel (Except cars with SRS airbag)		
11	Select lever (Automatic Transmission)		
12	Pedal linkage		
13	Battery terminals		
14	Brake master cylinder pushrod		
15	Trunk hinges and latches		
16	Door hinges upper/lower and latches		
17	Door open detents		
18	Fuel fill lid		
19	Hood hinges and hood latch		
20	Clutch master cylinder pushrod		
21	A/C compressor		Compressor oil ND-OIL8 (P/N 38899 - PR7 - A01)
22	Rear brake caliper parking lever pin		Rust-preventive agent
23	Power steering system		Honda power steering fluid (V, S or II)

Select the oil for the car according to this chart:



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.

*1: If Honda MTF is not available, you may use an API service SG or SH-rated motor oil with a viscosity of SAE 10W - 30 or 10W - 40 temporarily. Motor oil can cause increased transmission wear and higher shifting effort.
*2: We recommend Genuine Honda Super Duty DOT3.



Maintenance Schedule

European Model — Normal Conditions

Follow the Normal Conditions Maintenance Schedule if the severe driving conditions specified in the Severe Conditions Maintenance Schedule on pages 4-6 and 4-7 do not apply.

Service at the indicated distance or time whichever comes first.	km x 1,000		miles x 1,000		Every 10,000 km (6,000 miles) or 12 months												SECTION and PAGE
	20	40	60	80	100	120	140	160	180	200	NOTES	SECTION and PAGE					
Replace engine oil	●	●	●	●	●	●	●	●	●	●			●	●	●	●	8-4**
Replace engine oil filter	●	●	●	●	●	●	●	●	●	●	●	●	●	●	8-5**		
Replace air cleaner element	●	●	●	●	●	●	●	●	●	●	●	●	●	●	11-55**		
Inspect valve clearance	●	●	●	●	●	●	●	●	●	●	●	●	●	●	6-9**		
Replace fuel filter	●	●	●	●	●	●	●	●	●	●	●	●	●	●	11-51**		
Replace spark plugs	●	●	●	●	●	●	●	●	●	●	●	●	●	●	23A-34**		
Replace timing belt, timing balancer belt and inspect water pump	●	●	●	●	●	●	●	●	●	●	●	●	●	●	6-15 to 6-19** 10-4**		
Inspect and adjust drive belts	●	●	●	●	●	●	●	●	●	●	●	●	●	●	17**-12, 13 22-38** 23A-37**		
Inspect idle speed	●	●	●	●	●	●	●	●	●	●	●	●	●	●	11-71**		
Replace engine coolant	●	●	●	●	●	●	●	●	●	●	●	●	●	●	10-5**		
Replace transmission fluid (○: Inspect)	○	○	○	○	○	○	○	○	○	○	○	○	○	○	13-2** 14-10**		
Inspect front and rear brakes	●	●	●	●	●	●	●	●	●	●	●	●	●	●	19**-7, 9, 24, 26 19**-3, 6		
Replace brake fluid (including ABS)	●	●	●	●	●	●	●	●	●	●	●	●	●	●	19-2**		
Check parking brake adjustment	●	●	●	●	●	●	●	●	●	●	●	●	●	●	19-5**		
Check lights alignment	●	●	●	●	●	●	●	●	●	●	●	●	●	●	23-165**		
Test drive (noise, stability, dashboard operations)	●	●	●	●	●	●	●	●	●	●	●	●	●	●	—		

*1: KS model only

*2: We recommend Genuine Honda Super Duty DOT3.

*3: Refer to Base Shop Manual ('93 ACCORD, P/N 62SN700)

*4: Refer to Base Shop Manual ('94 ACCORD, P/N 62SN721)

*5: Refer to Base Shop Manual ('96 ACCORD, P/N 62SN723)



Service at the indicated distance or time whichever comes first.	km x 1,000		20	40	60	80	100	120	140	160	180	200	SECTION and PAGE	
	miles x 1,000		12	24	36	48	60	72	84	96	108	120		
	months		12	24	36	48	60	72	84	96	108	120		
Visually inspect the following items:														
Tie rod ends, steering gearbox, and boots													<ul style="list-style-type: none"> • Check for correct installation and position, check for cracks, deterioration, rust, and leaks. • Check tightness of screws, nuts, and joints. If necessary, retighten. 	—
Suspension components													<ul style="list-style-type: none"> • Check rack grease and steering linkage. • Check the boot for damage and leaking grease. • Check the fluid line for damage and leaks. 	17-16*2
Driveshaft boots													<ul style="list-style-type: none"> • Check the bolts for tightness. • Check the all dust cover for deterioration and damage. 	18*1-9, 10, 18, 19, 25, 26, 29, 30
Brake hoses and lines (including ABS)													<ul style="list-style-type: none"> • Check boots and boot band for cracks. • Check rack grease. 	16-3*1
Exhaust system													<ul style="list-style-type: none"> • Check the master cylinder, proportioning control valve and ABS modulator for damage and leakage. 	19-35*1
Fuel lines and connections													<ul style="list-style-type: none"> • Check the catalytic converter heat shield, exhaust pipe and muffler for damage, leaks and tightness. 	9*2-3, 4
Tyre condition													<ul style="list-style-type: none"> • Check fuel lines for loose connections, cracks and deterioration. Retighten loose connections and replace any damaged parts. 	11-46*2
Inspect supplemental restraint system													<ul style="list-style-type: none"> • Check for pressure, puncture or cuts and irregular thread wear. 	—
Inspect system 10 years after first registration													—	

*1: Refer to Base Shop Manual ('93 ACCORD, P/N 62SN700)

*2: Refer to Base Shop Manual ('96 ACCORD, P/N 62SN723)

Maintenance Schedule

European Model — Severe Conditions

Service at the indicated distance or time whichever comes first.	km x 1,000		20	40	60	80	100	120	140	160	180	200	SECTION and PAGE
	miles x 1,000		12	24	36	48	60	72	84	96	108	120	
	months		12	24	36	48	60	72	84	96	108	120	
Replace engine oil and oil filter	Every 5,000 km (3,000 miles) or 6 months												8**4, 5
Replace air cleaner element — Use normal schedule except in dusty conditions	●	●	●	●	●	●	●	●	●	●	●	●	11-55**5
Inspect valve clearance	●	●	●	●	●	●	●	●	●	●	●	●	6-9**5
Replace fuel filter	●	●	●	●	●	●	●	●	●	●	●	●	11-51**5
Replace spark plugs	●	●	●	●	●	●	●	●	●	●	●	●	23A-34**5
Replace timing belt, timing balancer belt and inspect water pump	Every 45,000 km (28,000 miles)*1												6-15 to 6-19**5 10-4**4
Inspect and adjust drive belts	●	●	●	●	●	●	●	●	●	●	●	●	17**5, 12, 13 22-38**3 23A-37**5
Inspect idle speed	●	●	●	●	●	●	●	●	●	●	●	●	11-71**3
Replace engine coolant	●	●	●	●	●	●	●	●	●	●	●	●	10-5**3
Replace transmission fluid	●	●	●	●	●	●	●	●	●	●	●	●	13-2**5 14-10**5
Inspect front and rear brakes	Inspect 10,000 km (6,000 miles) or 6 months												19**3, 7, 9, 24, 26 19**5, 3, 6
Replace brake fluid (including ABS)	●	●	●	●	●	●	●	●	●	●	●	●	19-2**5
Check parking brake adjustment	●	●	●	●	●	●	●	●	●	●	●	●	19-5**3
Check lights alignment	●	●	●	●	●	●	●	●	●	●	●	●	23-165**5
Test drive (noise, stability, dashboard operations)	●	●	●	●	●	●	●	●	●	●	●	●	—

*1: KS model only

*2: We recommend Genuine Honda Super Duty DOT3.

*3: Refer to Base Shop Manual ('93 ACCORD, P/N 62SN700)

*4: Refer to Base Shop Manual ('94 ACCORD, P/N 62SN721)

*5: Refer to Base Shop Manual ('96 ACCORD, P/N 62SN723)

Maintenance Schedule

KY Model

This Maintenance Schedule outlines the minimum required maintenance that you should perform to ensure the trouble-free operation of the customer's vehicle. Due to regional and climatic differences, some additional servicing may be required. Please consult the warranty handbook for a more detailed description.

Service at the indicated distance or time whichever comes first.	km x 1,000		20		40		60		80		100		120		140		160		180		200		SECTION and PAGE
	miles x 1,000	months	12	24	24	36	48	60	72	84	96	108	120	132	144	156	168	180	192	204	216	228	
Replace engine oil			Every 5,000 km (3,000 miles) or 6 months																				
Replace engine oil filter			Every 5,000 km (3,000 miles) or 6 months																				
Replace air cleaner element			Clean every 10,000 km (6,000 miles) or 12 months. Replace every 20,000 km (12,000 miles) or 24 months.																				
Inspect valve clearance			●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	Check for valve clearance.
Replace fuel filter			●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	11-51*3
Replace spark plugs			●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	23A-34*3
Inspect distributor cap, rotor and ignition wiring			●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	Check for cracks, wear, damage and fouling
Replace timing belt, timing balancer belt and inspect water pump												●											Check water pump for signs of seal leakage.
Inspect and adjust drive belts			●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	6-15 to 6-19*3 10-4*2
Inspect idle speed (CO)			●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	17*3, 12, 13 22-38*1 23A-37*3
Replace engine coolant			●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	11-71*1
Inspect PCV valve			●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	Check specific gravity for freezing point.
Inspect ignition timing			●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	Check the clicking sound of motion from the PCV valve of idling. Check the ignition timing
Inspect evaporative emission control system																							• Check the EVAP control canister operation. • Check the hose for blockage, cracks or disconnected.
Replace transmission fluid			●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	M/T: Honda Genuine MTF A/T: Genuine Honda ATF PREMIUM (Automatic Transmission Fluid-PREMIUM) or DEXRON® II or III ATF.
Inspect front and rear brakes			Every 10,000 km (6,000 miles) or 6 months																				

*1: Refer to Base Shop Manual ('93 ACCORD, P/N 62SN700)

*2: Refer to Base Shop Manual ('94 ACCORD, P/N 62SN721)

*3: Refer to Base Shop Manual ('96 ACCORD, P/N 62SN723)



Service at the indicated distance or time whichever comes first.	km x 1,000		20	40	60	80	100	120	140	160	180	200	SECTION and PAGE
	miles x 1,000	months	12	24	36	48	60	72	84	96	108	120	
Replace brake fluid			●			●		●				●	19-2*2
Check parking brake adjustment			●			●		●				●	19-5*1
Rotate tyres (Check tyre inflation and condition at least once per month)			Rotate tyres every 10,000 km (6,000 miles)										—
Visually inspect the following items:													
Tie rod ends, steering gearbox, and boots			Every 10,000 km (6,000 miles) or 6 months										17-16*2
Suspension components													18*1-9, 10, 18, 19, 25, 26, 29, 30
Driveshaft boots													16-3*1
Brake hoses and lines (including ABS)													19-35*1
Cooling system hoses and connection			●	●	●	●	●	●	●	●	●	●	10*2-2, 3
Exhaust system													9*2-3, 4
Fuel lines and connections													11-46*2
Inspect supplemental restraint system			Inspect system 10 years after first registration										—

*1: Refer to Base Shop Manual ('93 ACCORD, P/N 62SN700)

*2: Refer to Base Shop Manual ('96 ACCORD, P/N 62SN723)

*3: We recommend Genuine Honda Super Duty DOT3.

Engine

NOTE: The F18A4 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.



Intake Manifold/Exhaust System 9-1

Outline of Model Change

- The F18A4 engine type has been added.

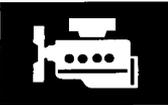
Intake Manifold/Exhaust System

Exhaust Manifold

Replacement 9-2

Exhaust Pipe and Muffler

Replacement 9-3



Outline of Model Change

- The F18A4 engine type has been added.

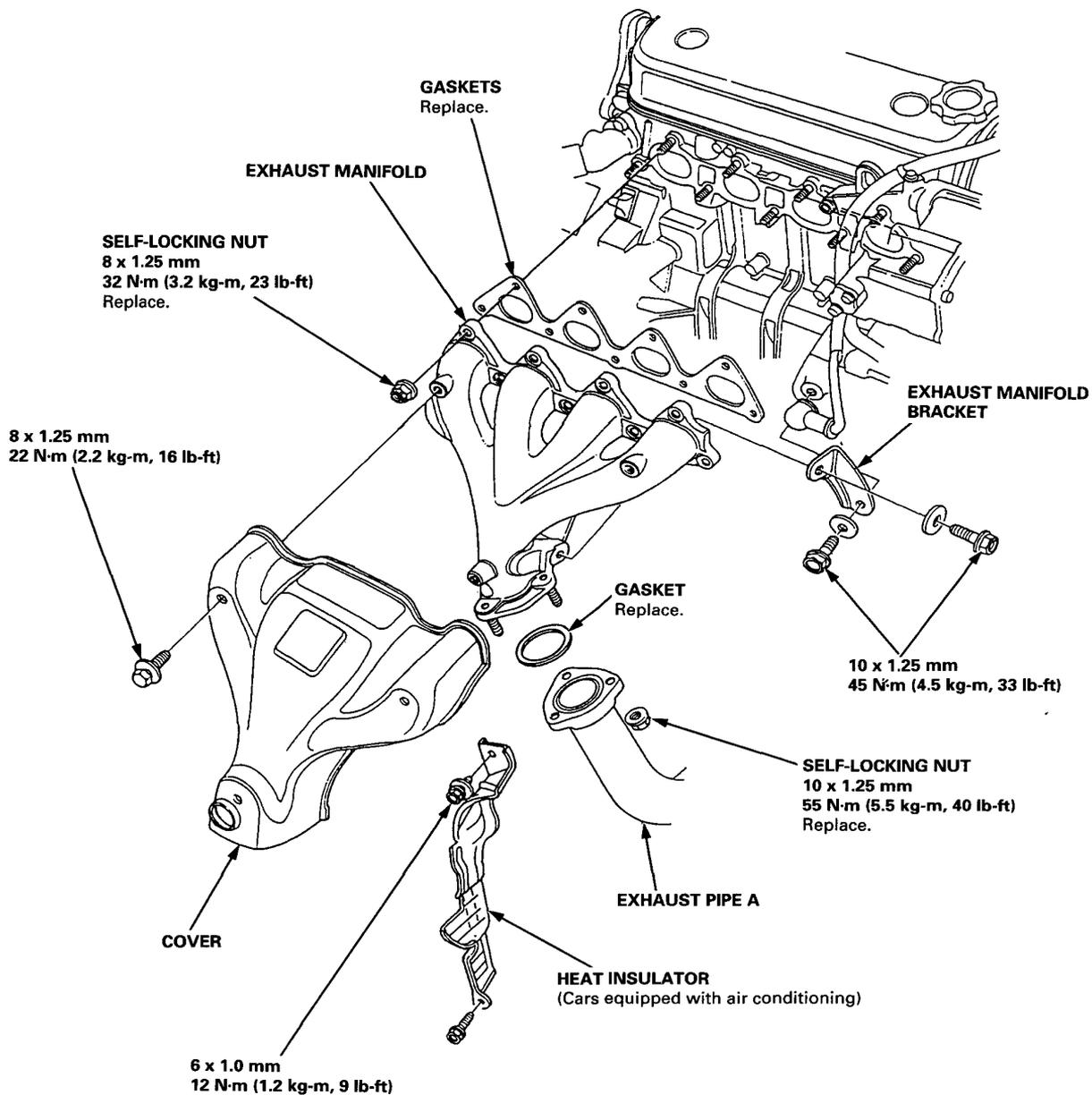
Exhaust Manifold

Replacement

NOTE: Use new O-rings and gaskets when reassembling.

CAUTION:

- Check for folds or scratches on the surface of the gasket.
- Replace with a new gasket if damaged.

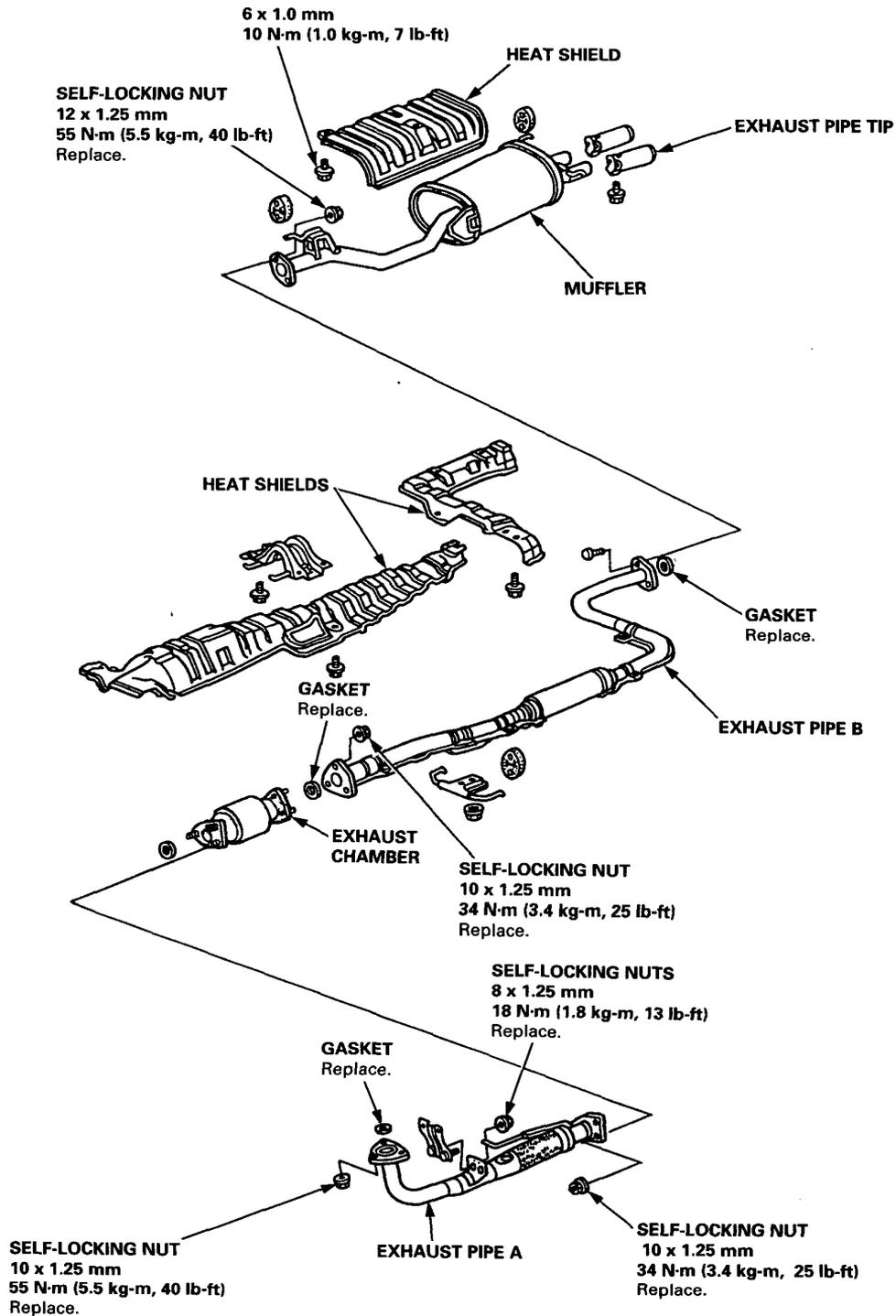


Exhaust Pipe and Muffler



Replacement

NOTE: Use new gaskets and self-locking nuts when reassembling.



Fuel and Emissions

System Description

Vacuum Connections (KY model)	11-2
Electrical Connections	11-4

Troubleshooting

Self-diagnostic Procedure	11-6
Engine Control Module Terminal Arrangement	11-7

PGM-FI System

Troubleshooting Flowchart

IMA (KY model)	11-10
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Fuel Supply System

Fuel Pressure	11-12
Fuel Filter	11-13

Intake Air System

Air Cleaner	11-14
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Emission Control System

Evaporative Emission Controls (KY model)	11-15
Tailpipe Emission (KY model)	11-17

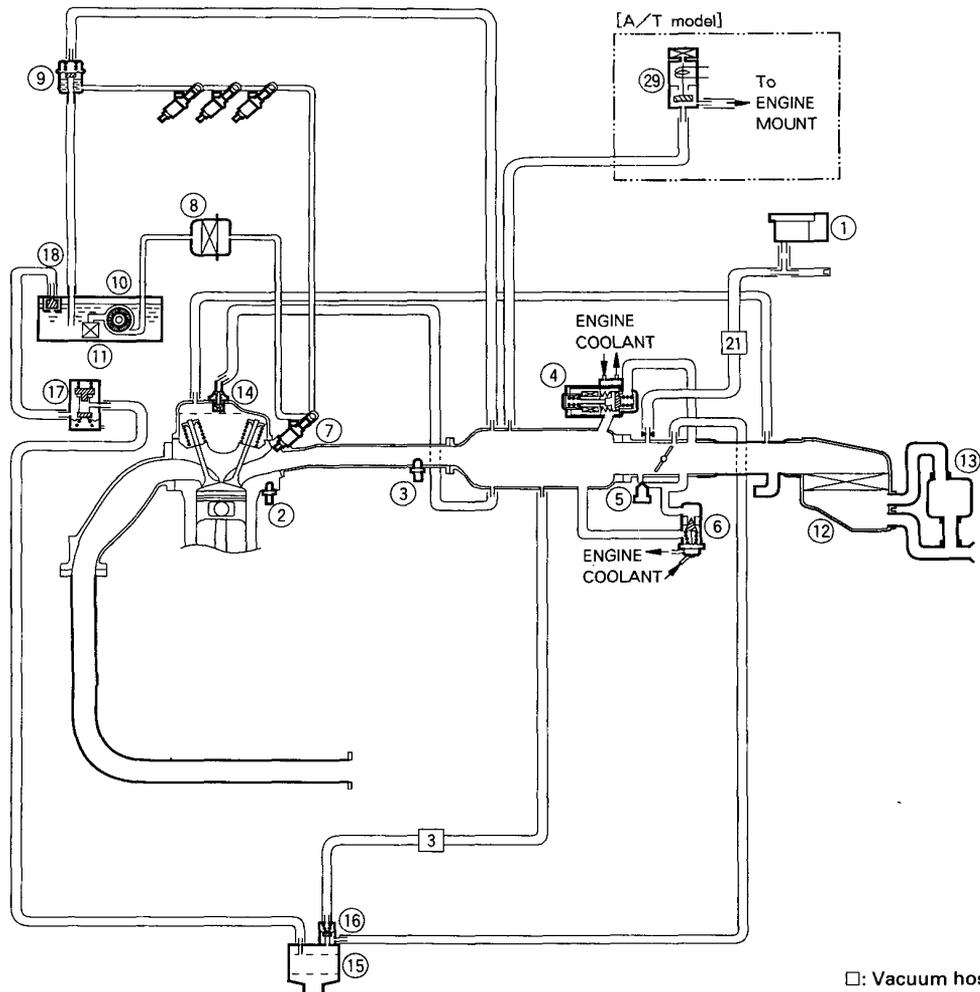


Outline of Model Changes

- F18A4 engine has been added for KY model. Refer to ACCORD Shop Manuals F18A3 engine (P/N: 62SN722, 62SN723), and changed following:
 - Vacuum Connections
 - Electrical Connections
 - Self-diagnostic Procedure
 - Engine Control Module Terminal Arrangement
 - IMA Troubleshooting Flowchart
 - Maintenance Schedule of Air Cleaner element
 - Tailpipe Emission
- The 6 mm service bolt for fuel pressure measurement on the fuel rail has been disused.
- Torque value of fuel filter has been changed.

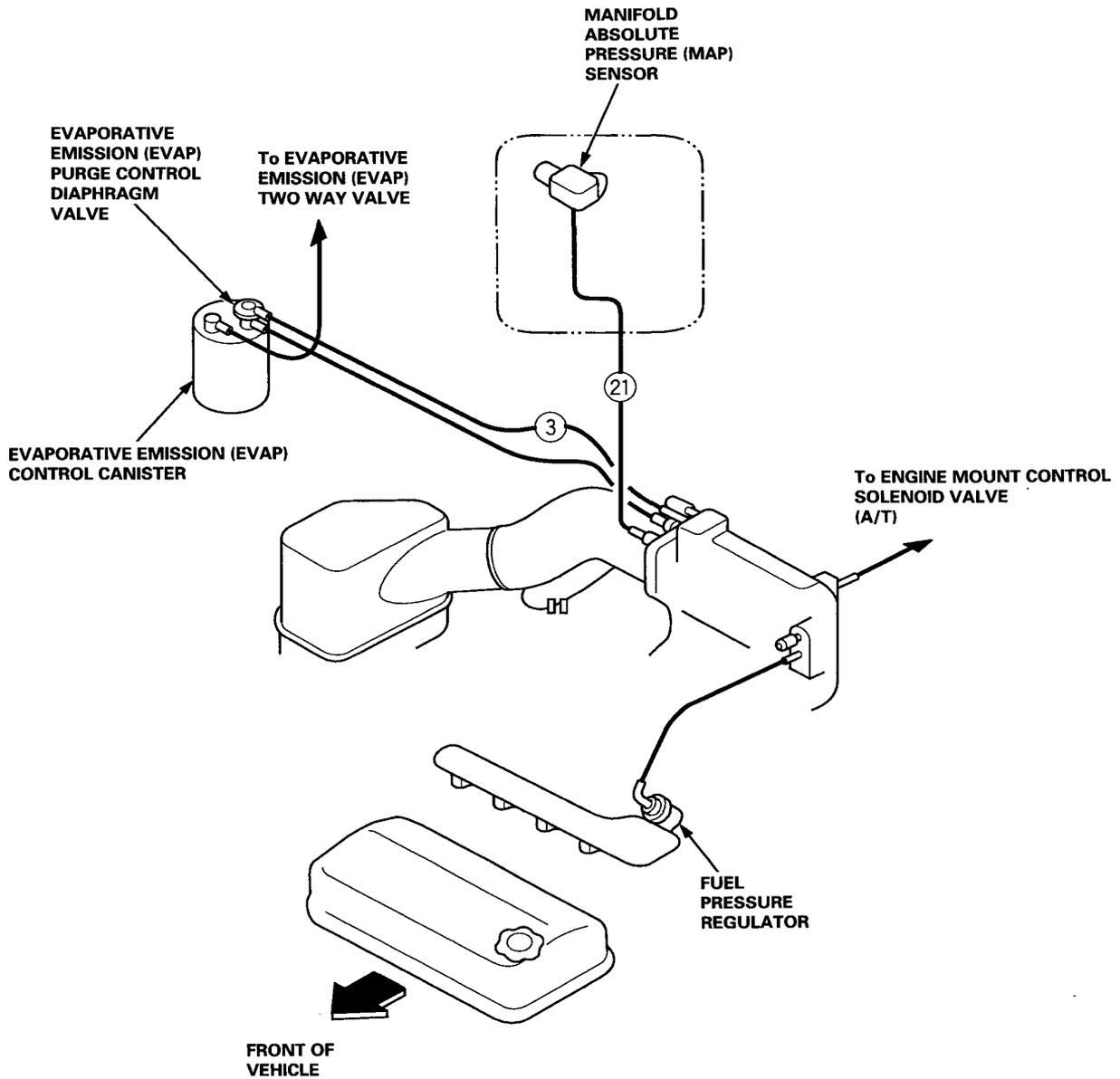
System Description

Vacuum Connections (KY model)



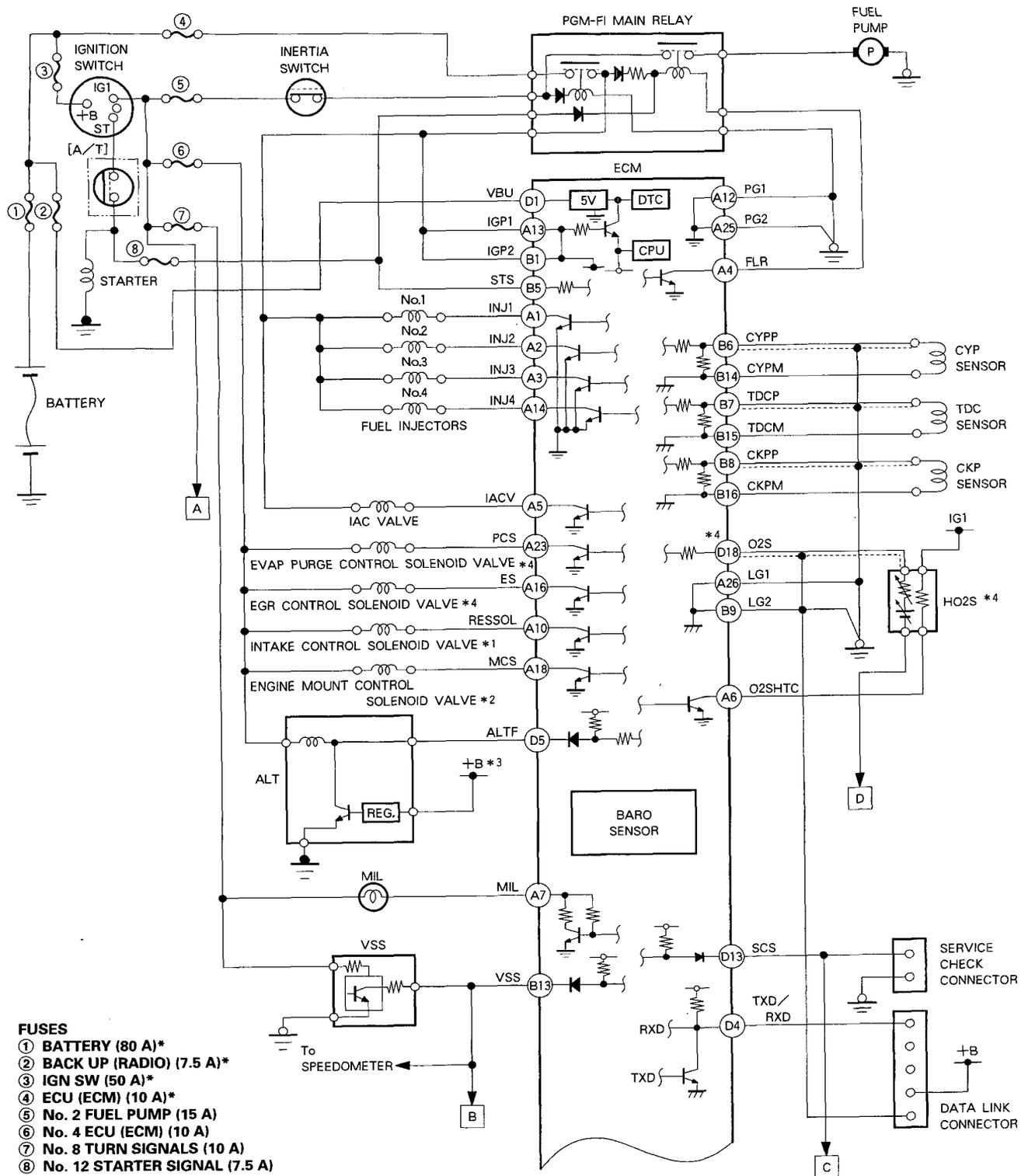
- ① MANIFOLD ABSOLUTE PRESSURE (MAP) SENSOR
- ② ENGINE COOLANT TEMPERATURE (ECT) SENSOR
- ③ INTAKE AIR TEMPERATURE (IAT) SENSOR
- ④ IDLE AIR CONTROL (IAC) VALVE
- ⑤ IDLE ADJUSTING SCREW
- ⑥ FAST IDLE THERMO VALVE
- ⑦ FUEL INJECTOR
- ⑧ FUEL FILTER
- ⑨ FUEL PRESSURE REGULATOR
- ⑩ FUEL PUMP (FP)
- ⑪ FUEL TANK

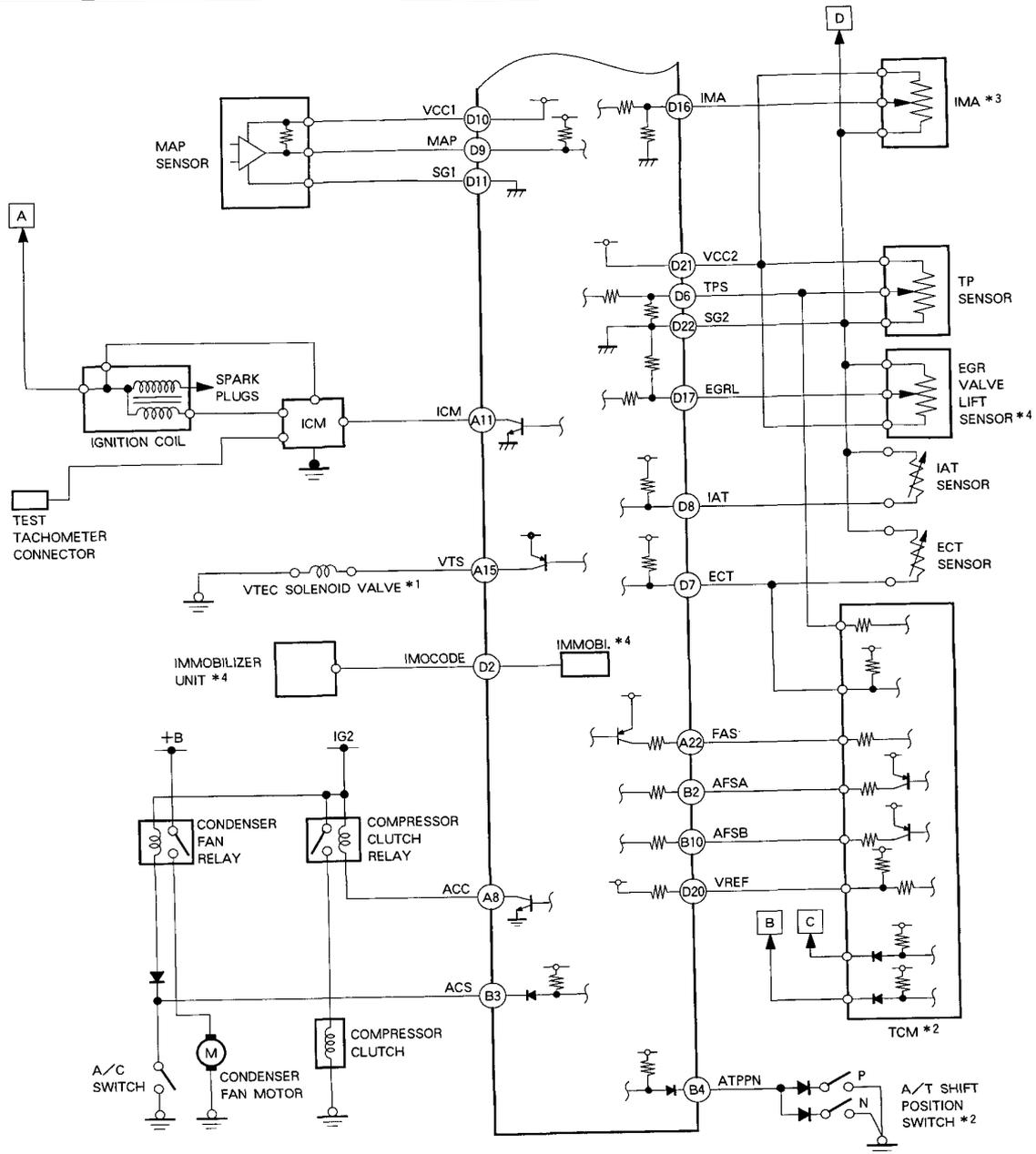
- ⑫ AIR CLEANER (ACL)
- ⑬ RESONATOR
- ⑭ POSITIVE CRANKCASE VENTILATION (PCV) VALVE
- ⑮ EVAPORATIVE EMISSION (EVAP) CONTROL CANISTER
- ⑯ EVAPORATIVE EMISSION (EVAP) PURGE CONTROL DIAPHRAGM VALVE
- ⑰ EVAPORATIVE EMISSION (EVAP) TWO WAY VALVE
- ⑱ FUEL TANK EVAPORATIVE EMISSION (EVAP) VALVE



System Description

Electrical Connections





- * 1 : F22Z2 engine
- * 2 : A/T model
- * 3 : KY model
- * 4 : Except KY model

ECM CONNECTORS

A (26P)

1	2	3	4	5	6	7	8	10	11	12	13
14	15	16	18					22	23	25	26

B (16P)

1	2	3	4	5	6	7	8
9	10			13	14	15	16

D (22P)

1	2	4	5	6	7	8	9	10	11	
13				16	17	18		20	21	22

TERMINAL LOCATIONS

Troubleshooting

Self-diagnostic Procedures

When the Malfunction Indicator Lamp (MIL) has been reported on, refer to base Shop Manual (P/N: 62SN700) and blink the code.

DIAGNOSTIC TROUBLE CODE (DTC)	SYSTEM INDICATED	Page
0	ENGINE CONTROL MODULE (ECM)	—
1*4	HEATED OXYGEN SENSOR (HO2S)	—
3	MANIFOLD ABSOLUTE PRESSURE (MAP) SENSOR	—
4	CRANKSHAFT POSITION (CKP) SENSOR	—
5*5	MANIFOLD ABSOLUTE PRESSURE (MAP) SENSOR	—
6	ENGINE COOLANT TEMPERATURE (ECT) SENSOR	—
7	THROTTLE POSITION (TP) SENSOR	—
8	TOP DEAD CENTER POSITION (TDC) SENSOR	—
9	No. 1 CYLINDER POSITION (CYP) SENSOR	—
10	INTAKE AIR TEMPERATURE (IAT) SENSOR	—
11*3	IDLE MIXTURE ADJUSTER (IMA)	11-10
12*4	EXHAUST GAS RECIRCULATION (EGR)	—
13	BAROMETRIC PRESSURE (BARO) SENSOR	—
14	IDLE AIR CONTROL (IAC) VALVE	—
15	IGNITION OUTPUT SIGNAL	—
17	VEHICLE SPEED SENSOR (VSS)	—
21*1	VARIABLE VALVE TIMING & VALVE LIFT ELECTRONIC CONTROL (VTEC) SOLENOID VALVE	—
30*2	A/T FI SIGNAL A	—
31*2	A/T FI SIGNAL B	—
41*4	HEATED OXYGEN SENSOR (HO2S) HEATER	—

*1: F22Z2 engine

*2: A/T model

*3: KY model

*4: Except KY model

*5: Except F22Z2 engine

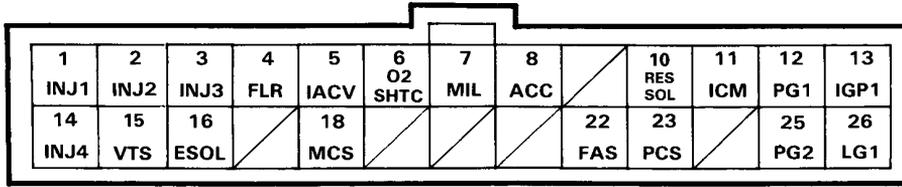
- For reference pages not listed with the respective the code, refer to base Shop Manuals (P/N: 62SN723).
- If codes other than those listed above are indicated, verify the code. If the code indicated is not listed above, replace the ECM.
- The MIL may come on, indicating a system problem when, in fact, there is a poor or intermittent electrical connection. First, check the electrical connections, clean or repair connections if necessary.

Troubleshooting

Engine Control Module Terminal Arrangement



ECM CONNECTOR A (26P)



TERMINAL SIDE OF MALE TERMINALS

ECM CONNECTOR A (26P)

NOTE: Standard voltage is 12 V.

Terminal number	Wire color	Terminal name	Description	Signal
1	BRN	INJ1 (No. 1 FUEL INJECTOR)	Drives No. 1 fuel injector.	With engine running: pulses
2	RED	INJ2 (No. 2 FUEL INJECTOR)	Drives No. 2 fuel injector.	
3	BLU	INJ3 (No. 3 FUEL INJECTOR)	Drives No. 3 fuel injector.	
4	GRN/BLK	FLR (FUEL PUMP RELAY)	Drives fuel pump relay.	0 V for two seconds after turning ignition switch ON (II), then battery voltage
5	BLK/BLU	IACV (INTAKE AIR CONTROL VALVE)	Drives IACV.	With engine running: pulses
6*4	BLK/WHT	O2SHTC (HEATED OXYGEN SENSOR HEATER CONTROL)	Drives heated oxygen sensor heater.	With ignition switch ON (II): battery voltage With fully warmed up engine running: duty controlled
7	LT GRN/RED	MIL (MALFUNCTION INDICATOR LAMP)	Drives MIL.	With MIL turned ON: 0 V With MIL turned OFF: battery voltage
8	LT BLU	ACC (A/C CLUTCH RELAY)	Drives A/C clutch relay.	With compressor ON: 0 V With compressor OFF: battery voltage
10*1	WHT	RES SOL (INTAKE CONTROL SOLENOID VALVE)	Drives intake control solenoid valve.	With engine at low rpm: 0 V With engine at high rpm: battery voltage
11	YEL/GRN	ICM (IGNITION CONTROL MODULE)	Sends ignition pulse.	With ignition switch ON (III): battery voltage With engine running: about 10 V (depending on engine speed)
12	BLK	PG1 (POWER GROUND)	Ground for the ECM power circuit.	
13	YEL/BLK	IGP1 (POWER SOURCE)	Power source for the ECM control circuit.	With ignition switch ON (III): battery voltage With ignition switch OFF: 0 V
14	YEL	INJ4 (No. 4 FUEL INJECTOR)	Drives No. 4 fuel injector.	With engine running: pulses
15*1	GRN/YEL	VTS (VTEC SOLENOID VALVE)	Drives VTEC solenoid valve.	With engine at low rpm: 0 V With engine at high rpm: battery voltage
16*4	RED	ESOL (EGR CONTROL SOLENOID VALVE)	Drives EGR control solenoid valve.	With EGR operating during driving with fully warmed up engine: duty controlled With EGR not operating: battery voltage
18*2	GRN/WHT	MCS (ENGINE MOUNT CONTROL SOLENOID VALVE)	Drives engine mount control solenoid valve.	During idling: 0 V Beyond idling: battery voltage
22*2	BRN/WHT	FAS (FEEDBACK AT SIGNAL)	Sends feedback signal for the TCM.	During idling: about 5 V During shifting: momentary change to 0 V
23*4	GRN	PCS (EVAP PURGE CONTROL SOLENOID VALVE)	Drives EVAP purge control solenoid valve.	With engine running engine coolant below 75°C (167°F): battery voltage With engine running, engine coolant above 75°C (167°F): 0 V
25	BLK	PG2 (POWER GROUND)	Ground for the ECM power circuit.	
26	BRN/BLK	LG1 (LOGIC GROUND)	Ground for the ECM control circuit.	

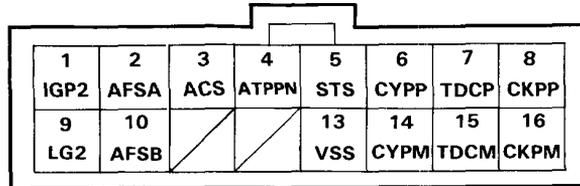
- *1: F22Z2 engine
- *2: A/T model
- *3: KY model
- *4: Except KY model

(cont'd)

Troubleshooting

Engine Control Module Terminal Arrangement (cont'd)

ECM CONNECTOR B (16P)



TERMINAL SIDE OF MALE TERMINALS

ECM CONNECTOR B (16P)

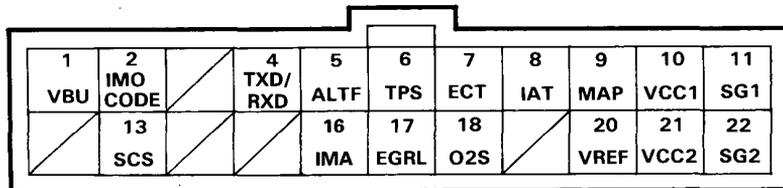
NOTE: Standard voltage is 12 V.

Terminal number	Wire color	Terminal name	Description	Signal
1	YEL/BLK	IGP2 (POWER SOURCE)	Power source for the ECM control circuit.	With ignition switch ON (II): battery voltage With ignition switch OFF: 0 V
2*2	WHT/RED	AFSA (A/T FI SIGNAL A)	Detects retard signal from the TCM.	During idling: about 5 V During shifting: momentary change to 0 V
3	RED/WHT	ACS (A/C SWITCH SIGNAL)	Detects A/C switch signal.	With A/C switch ON: 0 V With A/C switch OFF: battery voltage
4*2	RED/BLK	ATPPN (A/T GEAR POSITION SWITCH)	Detects A/T gear position switch signal.	In [N] or [P] position: 0 V In any other position: battery voltage
5	BLU/RED	STS (STARTER SWITCH SIGNAL)	Detects starter switch signal.	With starter switch ON: battery voltage With starter switch OFF: 0 V
6	YEL	CYPP (CYP SENSOR P SIDE)	Detects CYP sensor signal.	Pulses when engine is running
7	GRN	TDCP (TDC SENSOR P SIDE)	Detects TDC sensor signal.	Pulses when engine is running
8	BLU	CKPP (CKP SENSOR P SIDE)	Detects CKP sensor signal.	Pulses when engine is running
9	BRN/BLK	LG2 (LOGIC GROUND)	Ground for the ECM control circuit.	
10*2	LT GRN	AFSB (A/T FI SIGNAL B)	Detects retard signal from the TCM.	During idling: about 5 V During shifting: momentary change to 0 V
13	BLU/WHT	VSS (VEHICLE SPEED SENSOR)	Detects VSS signal.	With ignition switch ON (II) and front wheels turned: cycles 0 V – about 5 V or battery voltage
14	BLK	CYPM (CYP SENSOR M SIDE)	Detects CYP sensor signal.	Pulses when engine is running
15	RED	TDCM (TDC SENSOR M SIDE)	Detects TDC sensor signal.	Pulses when engine is running
16	WHT	CKPM (CKP SENSOR M SIDE)	Detects CKP sensor signal.	Pulses when engine is running

- *1: F22Z2 engine
- *2: A/T model
- *3: KY model
- *4: Except KY model



ECM CONNECTOR D (22P)



TERMINAL SIDE OF MALE TERMINALS

ECM CONNECTOR D (22P)

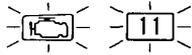
NOTE: Standard voltage is 12 V.

Terminal number	Wire color	Terminal name	Description	Signal
1	WHT/YEL	VBU (VOLTAGE BACK UP)	Power source for the ECM control circuit. Power source for the DTC memory	Battery voltage at all times
2*4	BLK/RED	IMO CODE (IMMOBILIZER CODE)	Detects Immobilizer Signal.	
4	LT GRN/RED	RXD/TXD (DLC)	Sends or detects Honda PGM tester signal.	With ignition switch ON (II): about 5 V
5	WHT/RED	ALTF (ALTERNATOR FR SIGNAL)	Detects alternator FR signal.	With fully warmed up engine running: 0 V – 5 V (depending on electrical load)
6	RED/BLK	TPS (THROTTLE POSITION SENSOR)	Detects TP sensor signal.	With throttle fully open: about 4.5 V With throttle fully closed: about 0.5 V
7	RED/WHT	ECT (ENGINE COOLANT TEMPERATURE SENSOR)	Detects ECT sensor signal.	With ignition switch ON (II): about 0.1 – 4.8 V (depending on engine coolant temperature)
8	RED/YEL	IAT (INTAKE AIR TEMPERATURE SENSOR)	Detects IAT sensor signal.	With ignition switch ON (II): about 0.1 – 4.8 V (depending on intake air temperature)
9	RED/GRN	MAP (MANIFOLD ABSOLUTE PRESSURE SENSOR)	Detects MAP sensor signal.	With ignition switch ON (II): about 3 V During idling: about 1.5 V (depending on engine speed)
10	YEL/RED	VCC1 (SENSOR VOLTAGE)	Power source for MAP sensor.	With ignition switch ON (II): about 5 V
11	GRN/WHT	SG1 (SENSOR GROUND)	Ground for MAP sensor.	
13	RED	SCS (SERVICE CHECK SIGNAL)	Detects service check connector signal (the signal causing a DTC indication)	With the connector connected: 0 V With the connector disconnected: about 5 V or battery voltage
16*3	BRN	IMA (IDLE MIXTURE ADJUSTER)	Detects IMA signal.	With ignition switch ON (II): about 0.5 – 4.5 V (depending on idle mixture)
17*4	WHT/BLK	EGRL (EGR VALVE LIFT SENSOR)	Detects EGR valve lift sensor signal.	During idling without vacuum: about 1.2 V With 27 kPa (200 mmHg, 8 in.Hg): about 4.3 V
18*4	WHT	O2S (OXYGEN SENSOR)	Detects oxygen sensor signal.	With throttle fully opened during idling of fully warmed up engine: above 0.6 V With throttle quickly closed: below 0.4 V
20*2	LT GRN/BLK	VREF (REFERENCE VOLTAGE)	Provides reference voltage to TCM.	With ignition switch ON (II): about 5 V With ignition switch OFF: 0 V
21	YEL/BLU	VCC2 (SENSOR VOLTAGE)	Provides sensor voltage.	With ignition switch ON (II): about 5 V With ignition switch OFF: 0 V
22	GRN/BLU	SG2 (SENSOR GROUND)	Sensor ground.	

*1: F22Z2 engine
*2: A/T model
*3: KY model
*4: Except KY model

PGM-FI System

Idle Mixture Adjuster (IMA) (KY model)



Malfunction Indicator Lamp (MIL) indicates Diagnostic Trouble Code (DTC) 11: A problem in the Idle Mixture Adjuster (IMA) circuit.

The Idle Mixture Adjuster (IMA) is selected resistance device used to control idle mixture.

- The MIL has been reported on.
- With the SCS short connector connected code 11 is indicated.

Problem verification:
 1. Do the ECM Reset Procedure.
 2. Turn the ignition switch ON (II).

Is the MIL on and does it indicate code 11?

NO
Intermittent failure, system is OK at this time (test-drive may be necessary). Check for poor connections or loose wires between the IMA and the ECM.

YES

Check the sensor output voltage:
 Measure voltage between ECM connector terminals D16 and D22.

Is there 0.1 – 4.9 V?

YES
Substitute a known-good ECM and recheck. If symptom/indication goes away, replace the original ECM.

NO

Check the IMA circuit:
 1. Turn the ignition switch OFF.
 2. Disconnect 3P connector from the IMA.
 3. Turn the ignition switch ON (II).
 4. At the harness side, measure voltage between the IMA 3P connector terminal No. 1 and body ground.

Is there approx. 5 V?

NO
Check for an open in the wire (VCC2 line):
 Measure voltage between ECM connector terminal D21 and body ground.

YES

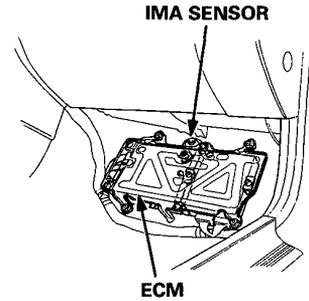
Is there approx. 5 V?

YES
Repair open in the wire between the ECM (D21) and IMA.

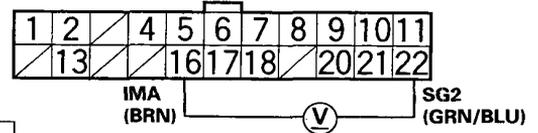
NO

Substitute a known-good ECM and recheck. If symptom/indication goes away, replace the original ECM.

(To page 11-11)

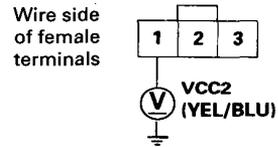


ECM CONNECTOR D (22P)

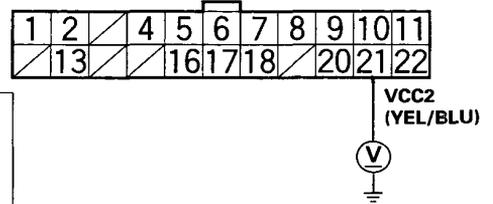


Wire side of female terminals

IMA 3P CONNECTOR



Wire side of female terminals

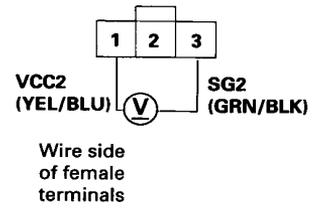


VCC2 (YEL/BLU)

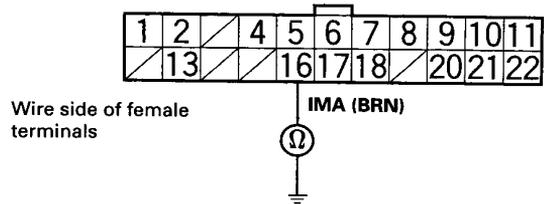


(From page 11-10)

IMA 3P CONNECTOR



ECM CONNECTOR D (22P)



Check for an open in the wire (SG2 line):
At the harness side, measure voltage between the IMA 3P connector terminal No. 1 and No. 3.

Is there approx. 5 V?

NO

Repair open in the wire between the ECM (D22) and IMA.

YES

Check for a short in the wire (IMA line):
1. Turn the ignition switch OFF.
2. Disconnect ECM connector D (22P) from the ECM.
3. Check for continuity between ECM connector terminal D16 and body ground.

Is there continuity?

YES

Repair short in the wire between the ECM (D16) and IMA.

NO

Check for an open in the wire (IMA line):
Check for continuity between ECM connector terminal D16 and the IMA 3P connector terminal No. 2.

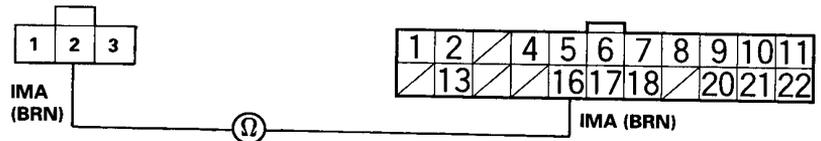
Is there continuity?

YES

Replace the IMA.

NO

Repair open in the wire between the ECM (D16) and IMA.



Fuel Supply System

Fuel Pressure

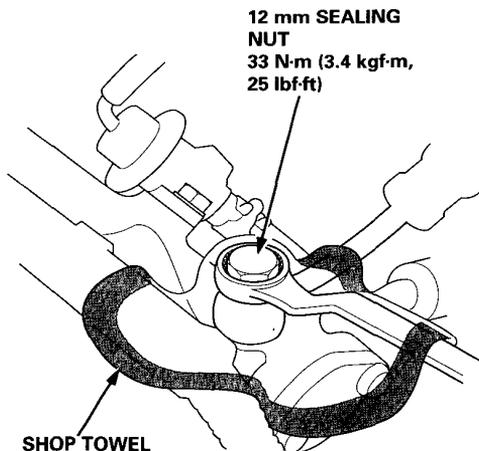
Relieving

Before disconnecting fuel pipes or hoses, release pressure from the system by loosening the 12 mm sealing nut on top of the fuel rail.

⚠ WARNING

- Do not smoke while working on the fuel system. Keep open flames or sparks away from your work area.
- Be sure to relieve fuel pressure while the ignition switch is off.

1. Disconnect the battery negative cable from the battery negative terminal.
2. Remove the fuel fill cap.
3. Use a box end wrench on the 12 mm sealing nut on the fuel rail.
4. Place a rag or shop towel over the 12 mm sealing nut.
5. Slowly loosen the 12 mm sealing nut one complete turn.

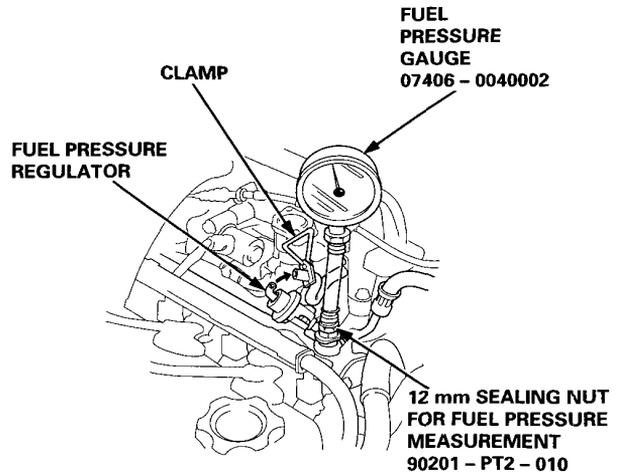


NOTE:

- A fuel pressure gauge can be attached at the 12 mm sealing nut for fuel pressure measurement (90201 - PT2 - 010) hole.
- Always replace the washer between the 12 mm sealing nut whenever the 12 mm sealing nut is loosened.
- Replace all washers whenever the 12 mm sealing nut removed.

Inspection

1. Relieve fuel pressure.
2. Remove the 12 mm sealing nut on the fuel rail. Attach the 12 mm sealing nut for fuel pressure measurement (90201 - PT2 - 010) and the special tool.



3. Start the engine*. Measure the fuel pressure with the engine idling and the vacuum hose of the fuel pressure regulator disconnected from the fuel pressure regulator and pinched.

Pressure should be:

270 - 320 kPa (2.8 - 3.3 kgf/cm², 40 - 47 psi)

*: If the engine will not start, turn the ignition switch ON (II), wait for two seconds, turn it off, then back on again and read the fuel pressure.

4. Reconnect vacuum hose to the fuel pressure regulator.

Pressure should be:

210 - 250 kPa (2.1 - 2.6 kgf/cm², 30 - 37 psi)

- If the fuel pressure is not as specified, first check the fuel pump. If the fuel pump is OK, check the following:
 - If the fuel pressure is higher than specified, inspect for:
 - Pinched or clogged fuel return hose or line.
 - Faulty fuel pressure regulator.
 - If the fuel pressure is lower than specified, inspect for:
 - Clogged fuel filter.
 - Faulty fuel pressure regulator.
 - Leakage in the fuel line.



Fuel Filter

Replacement

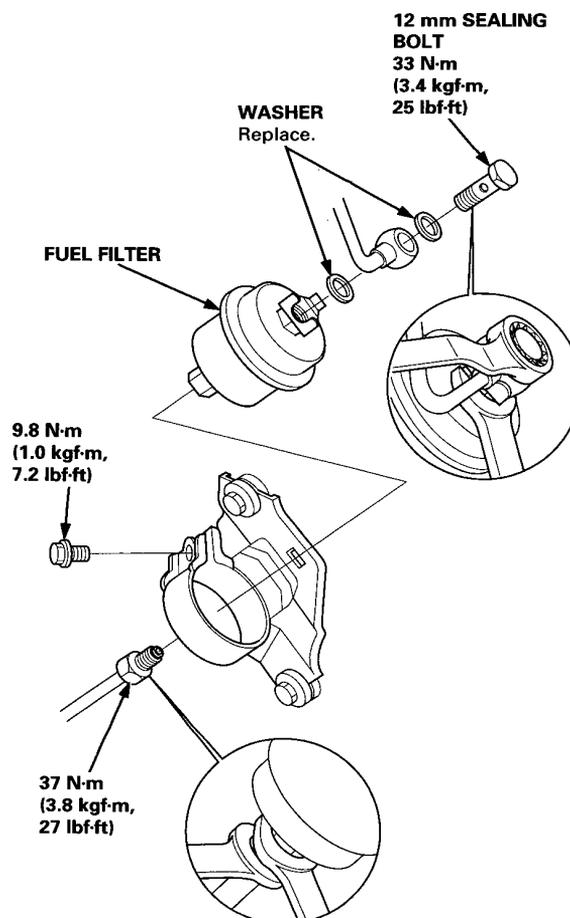
⚠ WARNING

- Do not smoke while working on fuel system. Keep open flame away from your work area.
- While replacing the fuel filter, be careful to keep a safe distance between battery terminals and any tools.

The fuel filter should be replaced whenever the fuel pressure drops below the specified value [270 – 320 kPa (2.8 – 3.3 kgf/cm², 40 – 47 psi) with the fuel pressure regulator vacuum hose disconnected and pinched] after making sure that the fuel pump and the fuel pressure regulator are OK.

1. Disconnect the battery negative cable from the battery negative terminal.
2. Place a shop towel under and around the fuel filter.
3. Relieve fuel pressure (see page 11-12).
4. Remove the 12 mm sealing bolt and the fuel feed pipe from the fuel filter, while supporting it with the another wrench, as shown.
5. Remove the fuel filter clamp and fuel filter.
6. When assembling, use new washers as shown.

NOTE: Clean the flared joint of high pressure hoses thoroughly before reconnecting them.

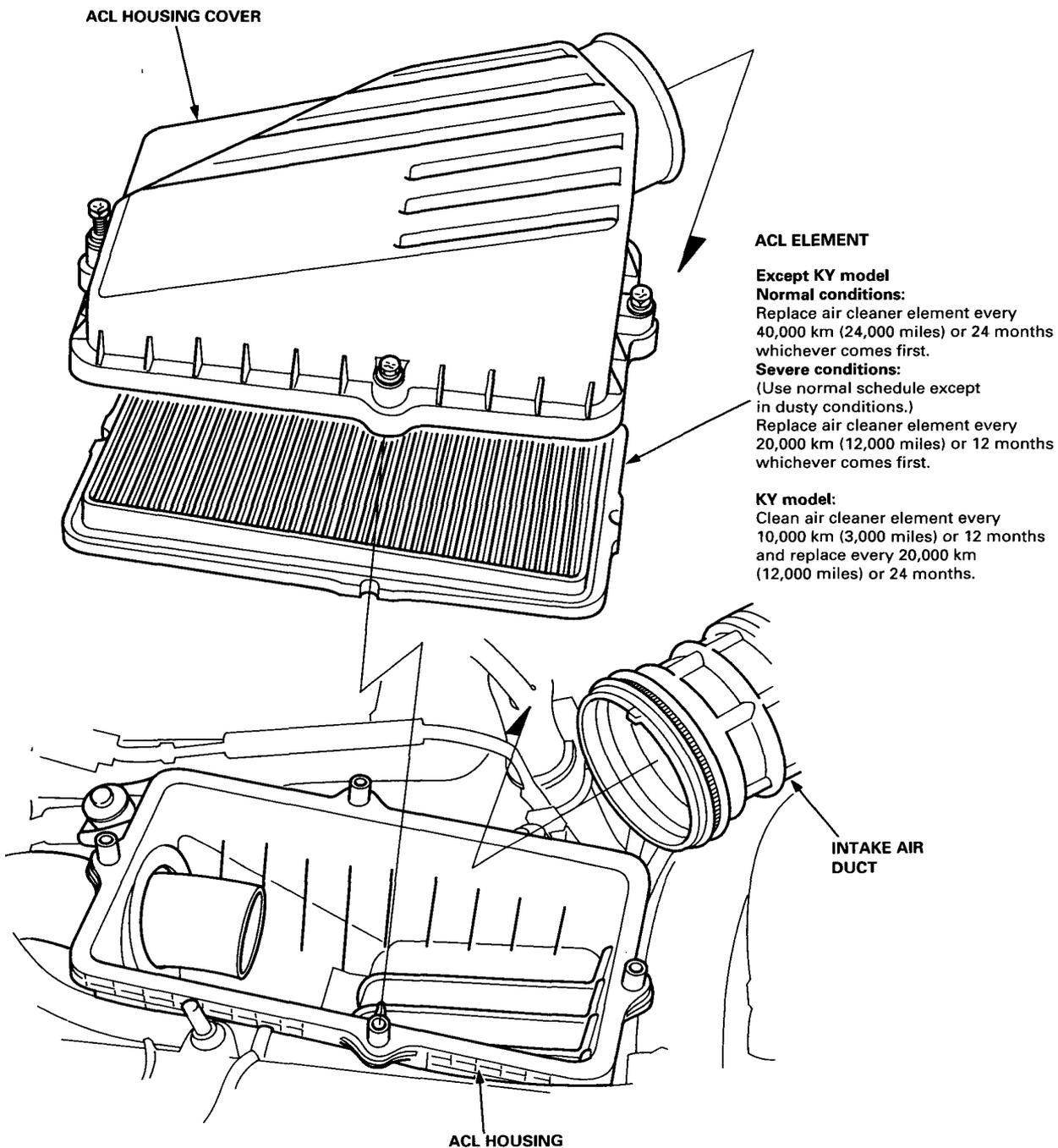


Intake Air System

Air Cleaner (ACL)

Air Cleaner (ACL) Element Replacement

NOTE: Do not clean the ACL element by blowing it off with compressed air (except KY model).



Emission Control System



Evaporative Emission (EVAP) Controls (KY model)

Description

The evaporative emission controls are designed to minimize the amount of fuel vapor escaping to the atmosphere. The system consists of the following components:

A. Evaporative Emission (EVAP) Control Canister

An EVAP control canister is used for the temporary storage of fuel vapor until the fuel vapor can be purged from the EVAP control canister into the engine and burned.

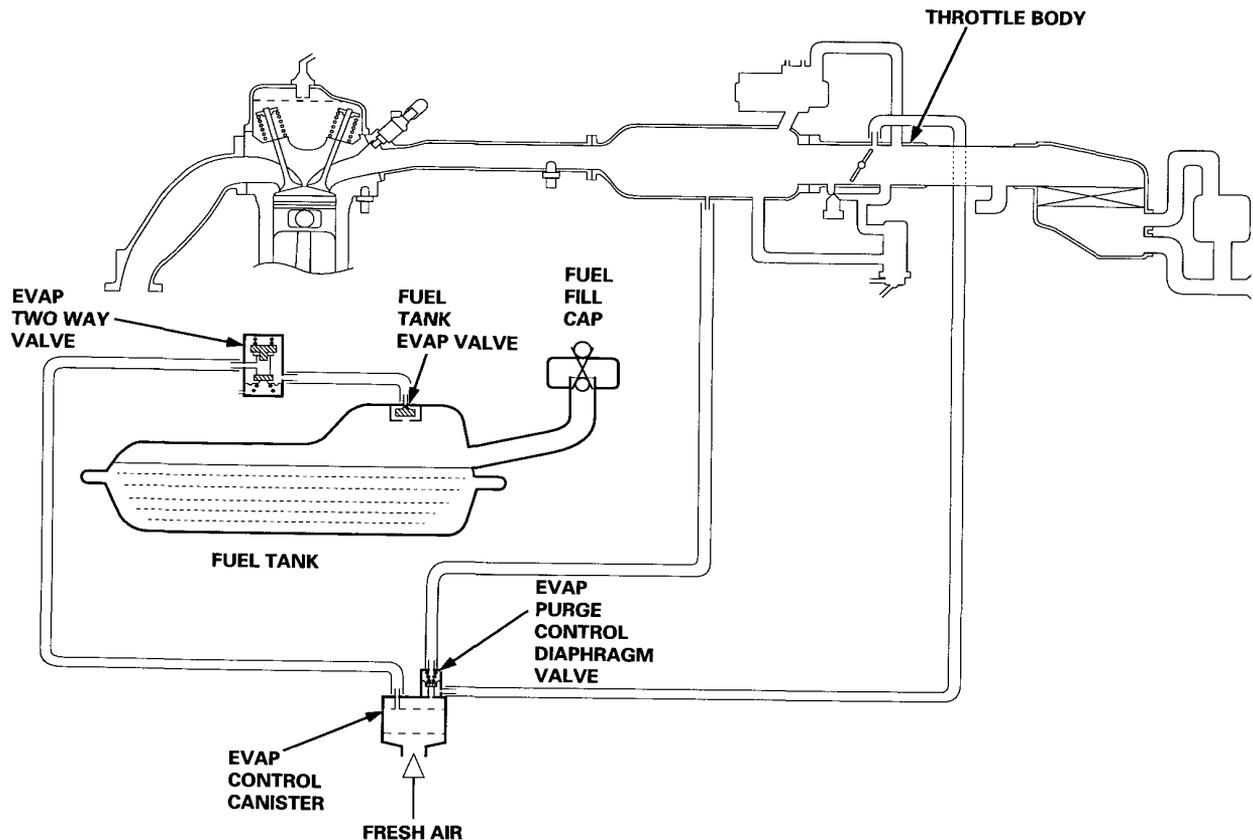
B. Vapor Purge Control System

EVAP control canister purging is accomplished by drawing fresh air through the EVAP control canister and into a port on the throttle body. The purging vacuum is controlled by the EVAP purge control diaphragm valve.

C. Fuel Tank Vapor Control System

When fuel vapor pressure in the fuel tank is higher than the set value of the EVAP two way valve, the valve opens and regulates the flow of fuel vapor to the EVAP control canister.

Illustrated: KY model

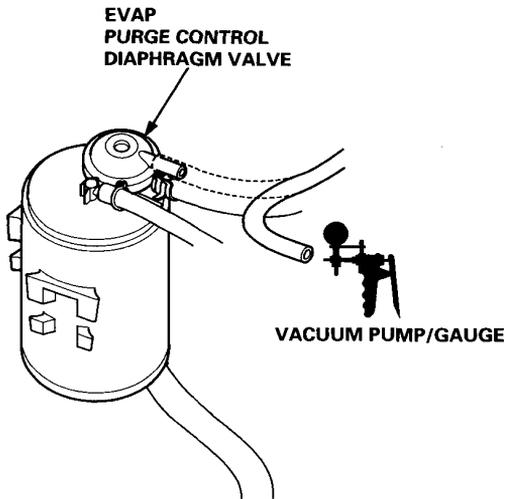


(cont'd)

Emission Control System

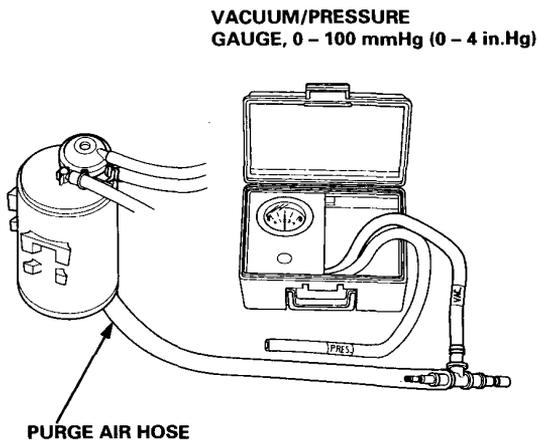
Evaporative Emission (EVAP) Controls (KY model) (cont'd)

1. Remove the fuel fill cap.
2. Start the engine and allow to idle.
3. Disconnect vacuum hose at the EVAP purge control diaphragm valve (on the EVAP control canister) and connect a vacuum gauge to the hose.



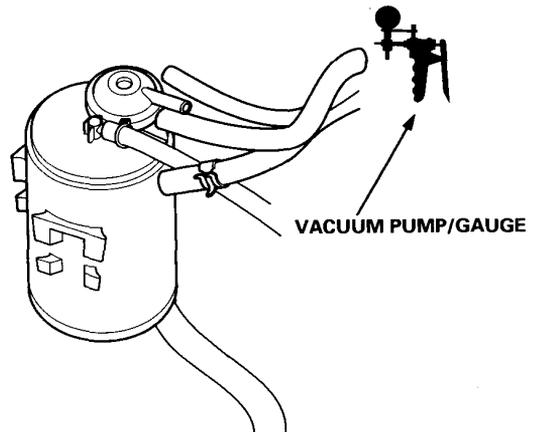
- If there is no vacuum, check vacuum hose for blockage, cracks or disconnected hose, as well as vacuum port for blockage.

4. Disconnect the vacuum gauge and reconnect the hose.
5. Connect a vacuum gauge to EVAP control canister purge air hose.



6. Raise engine speed to 3,500 rpm (min^{-1}). Vacuum should appear on gauge within 1 minute.
 - If vacuum appears on gauge in 1 minute, remove gauge, test is complete.
 - If no vacuum, disconnect vacuum gauge and reinstall fuel fill cap.
7. Remove EVAP control canister and check for signs of damage or defects.
 - If defective, replace EVAP control canister.
8. Stop engine. Disconnect upper vacuum hose from EVAP purge control diaphragm valve. Connect a vacuum pump to lower vacuum as shown, and apply vacuum.

Vacuum should remain steady.



- If vacuum drops, replace the EVAP control canister and retest.

9. Restart engine. Reconnect upper vacuum hose to EVAP purge control diaphragm valve.

Vacuum (lower vacuum hose side) should drop to zero.

- If vacuum does not drop to zero, replace the EVAP control canister and retest.

Emission Control System



Tailpipe Emission (KY model)

Inspection

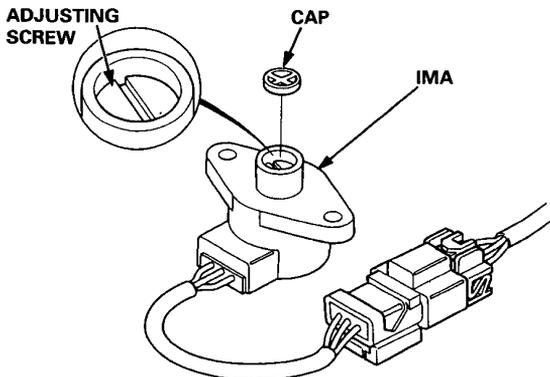
⚠ WARNING Do not smoke during this procedure. Keep any open flame away from your work area.

1. Connect a tachometer.
2. Start the engine. Hold the engine at 3,000 rpm (min^{-1}) with no load (M/T in neutral, A/T in **N** or **P** position) until the radiator fan comes on, then let it idle.
3. Check idle speed and adjust the idle speed, if necessary.
4. Warm up and calibrate the CO meter according to the meter manufacturer's instructions.
5. Check idle CO with the headlights, heater blower, rear window defogger, cooling fan, and air conditioner off.

Specified CO%:

For cars without TWC model: $1.0 \pm 1.0\%$

- If unable to obtain this reading:
Adjust by turning the adjusting screw of the IMA.



— If unable to obtain a CO reading of specified % by this procedure, check the engine tune-up condition.

Manual Transmission

Transmission Housing

Index 13-2

Mainshaft Assembly

Index 13-3

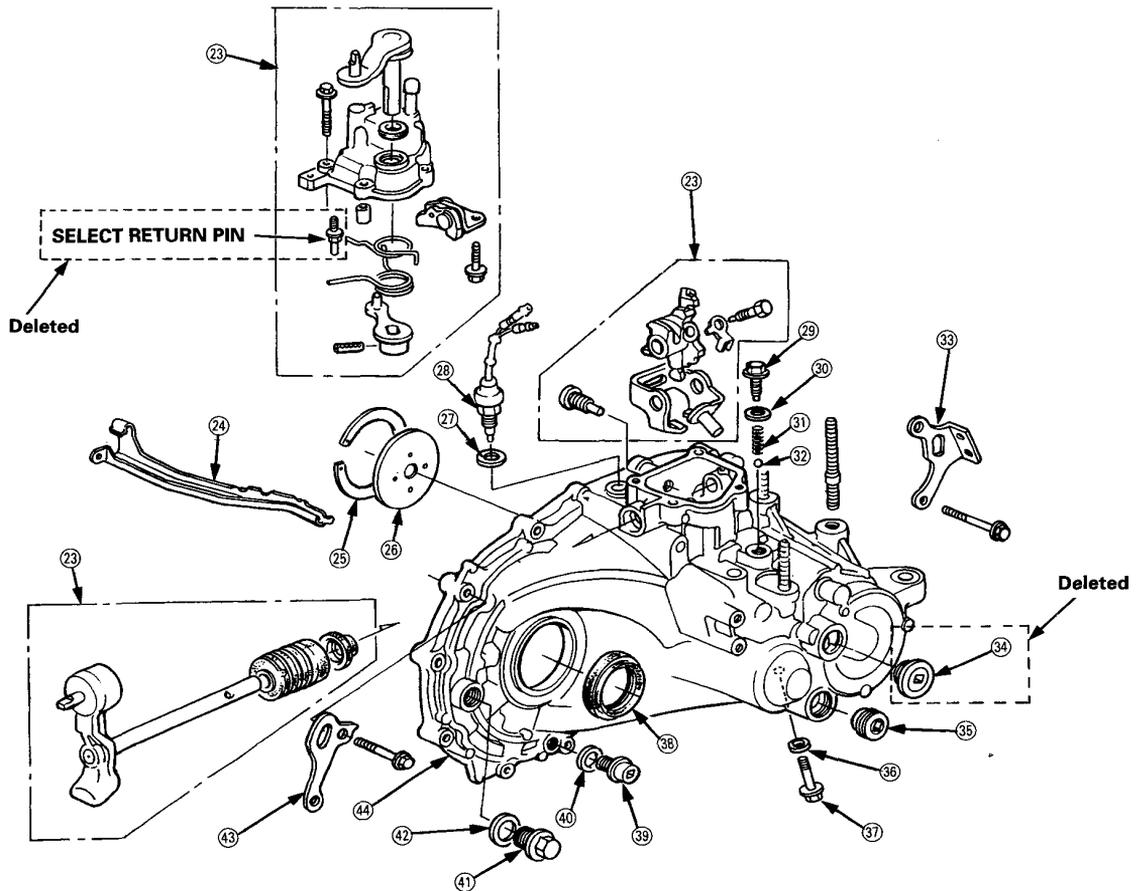


Outline of Model Changes

- The 28 mm sealing bolt has been disused.
- The select return pin has been disused.
- On the transmissions of N2A5, N2S4 and N2C4, the stopper ring and the taper ring are unified.

Transmission Housing

Index

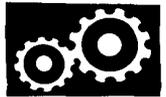


- 23 SHIFT ARM ASSEMBLY
- 24 OIL GUTTER PLATE
- 25 78 mm THRUST SHIM
- 26 OIL GUIDE PLATE
- 27 WASHER Replace.
- 28 BACK-UP LIGHT SWITCH
- 29 SETTING SCREW
- 30 WASHER Replace.
- 31 SPRING L. 25 mm (0.98 in)
- 32 STEEL BALL D. 5/16 in

- 33 TRANSMISSION HANGER
- 34 28 mm SEALING BOLT
- 35 32 mm SEALING BOLT
- 36 WASHER Replace.
- 37 REVERSE IDLER GEAR SHAFT BOLT
- 38 OIL SEAL
- 39 OIL DRAIN PLUG
- 40 WASHER Replace.

- 41 OIL FILLER BOLT
- 42 WASHER Replace.
- 43 TRANSMISSION HANGER
- 44 TRANSMISSION HOUSING

Mainshaft Assembly

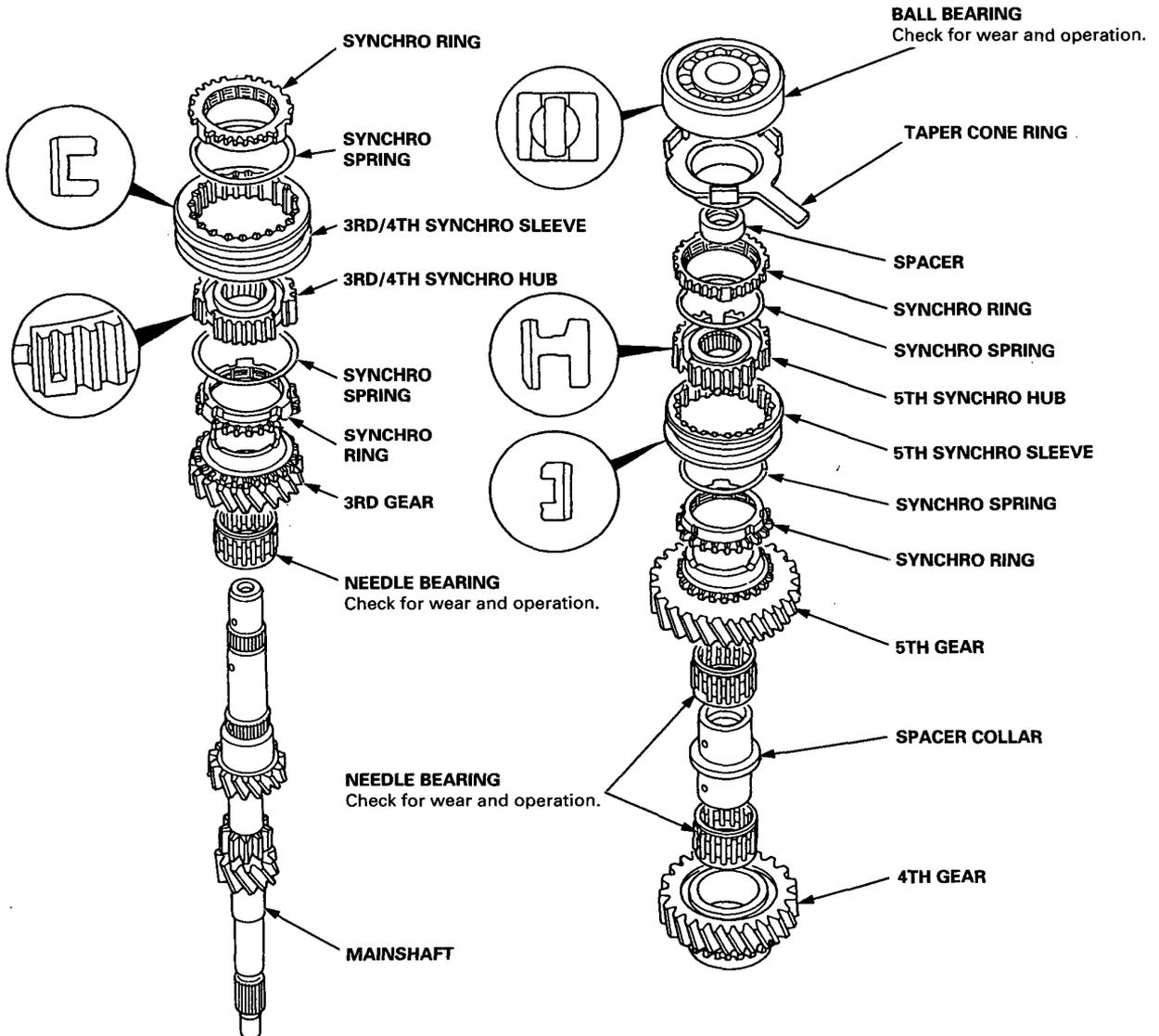


Index

NOTE: The 3rd/4th, and 5th synchro hubs, and the ball bearing are installed with a press.

 Prior to reassembling, clean all the parts in solvent, dry them, and apply lubricant to any contact surface. 3rd/4th and 5th synchro hubs, however, should be installed with a press before lubricating them.

N2A5, N2S4, N2C4 Transmissions:



Automatic Transmission

The F18A4 engine model has been added. Refer to the '93 Accord Shop Manual (P/N. 62SN700), the '95 Accord Shop Manual supplement (62SN722) and the '96 Accord Shop Manual supplement (62SN723) regarding the maintenance, repair and construction of Automatic Transmission of this model.

The values of the Road Test of the F18A4 engine is same as the values of the F18A3 engine in the '96 Accord Shop Manual supplement (62SN723).



Brakes

Inspection

Brake System Rubber Parts and Brake Booster	19-2
Brake Hoses/Lines	
Inspection	19-3



Outline of Model Changes

- Inspection procedures for the rubber parts and the brake booster have been added.
- Inspection procedures for the master cylinder and the ABS modulator unit have been added.

Inspection

Brake System Rubber Parts and Brake Booster

A Brake Booster

Check brake operation by applying the brakes. If the brakes do not work properly, check the brake booster. Replace the brake booster as an assembly if it does not work properly or if there are signs of leakage.

B Piston Cup and Pressure Cup Inspection

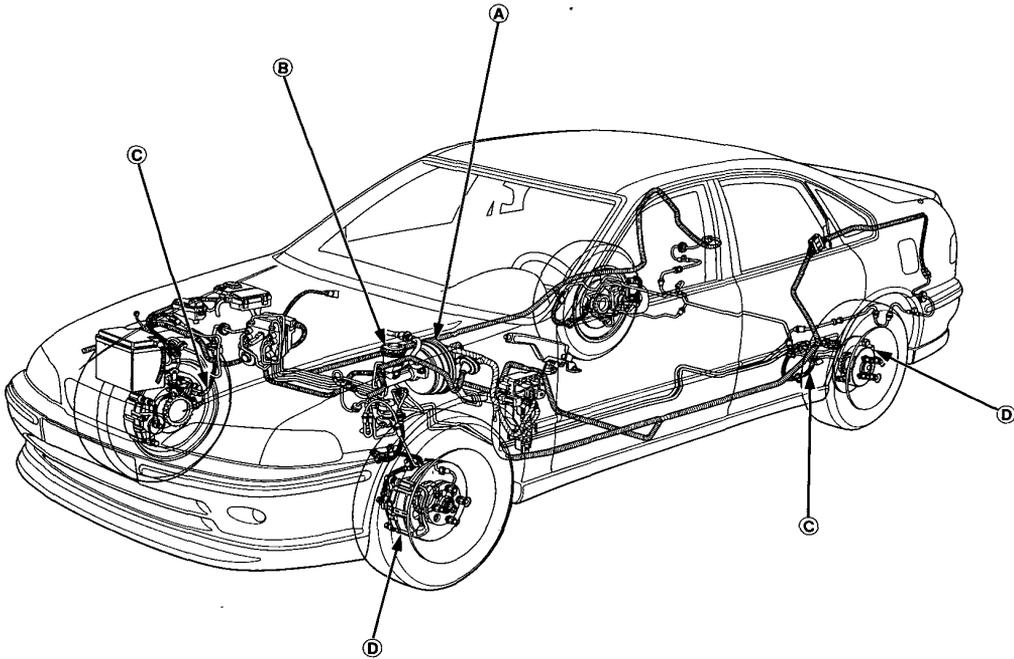
- Check brake operation by applying the brakes. Visually check for damage or signs of fluid leakage. Replace the master cylinder as an assembly if the pedal does not work properly or if there is damage or signs of fluid leakage.
- Check for a difference in brake pedal stroke between quick and slow brake applications. Replace the master cylinder if there is a difference in pedal stroke.

C Brake Hoses

Visually check for damage or signs of fluid leakage. Replace the brake hose with a new one if it is damaged or leaking.

D Caliper Piston Seal and Piston Boots

Check brake operation by applying the brakes. Visually check for damage or signs of fluid leakage. If the pedal does not operate properly, the brakes drag, or there is damage or signs of fluid leakage, disassemble and inspect the brake caliper. Replace the boots and seals with new ones whenever the brake caliper is disassembled.



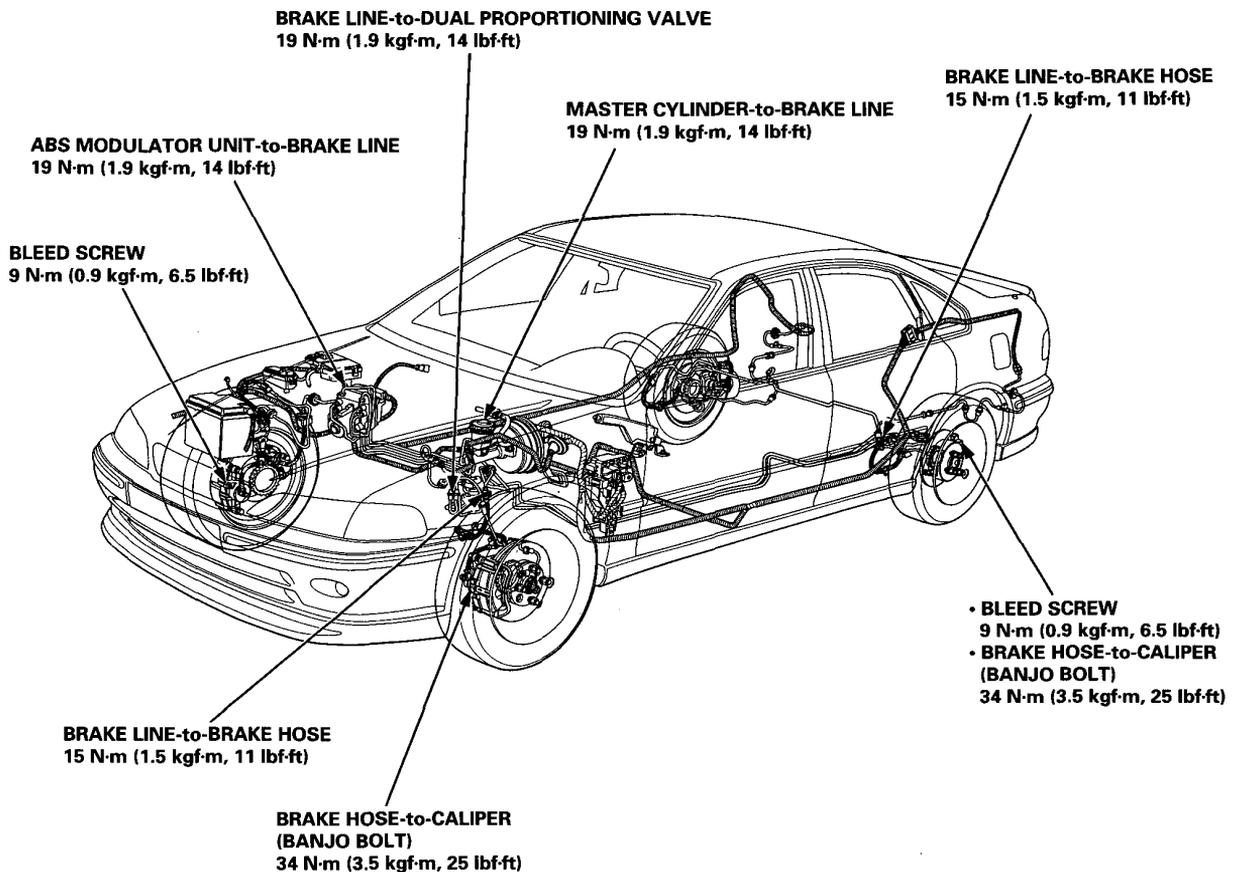


Inspection

1. Inspect the brake hoses for damage, deterioration, leaks, interference and twisting.
2. Check the brake lines for damage, rusting and leakage. Also check for bent brake lines.
3. Check for leaks at hose and line joints or connections, and retighten if necessary.
4. Check the master cylinder and ABS modulator unit for damage and leakage.

CAUTION: Replace the brake hose clip whenever the brake hose is serviced.

NOTE: This illustration is shown the LHD type for conventional brake, RHD type is symmetrical.



Body

Front seat

Lumbar Support and Lumbar Actuator Removal/Installation 20-2



Outline of Model Change

- The front seat lumbar support has been adapted (for some models).

Front Seat

Lumbar Support and Lumbar Actuator Removal/Installation

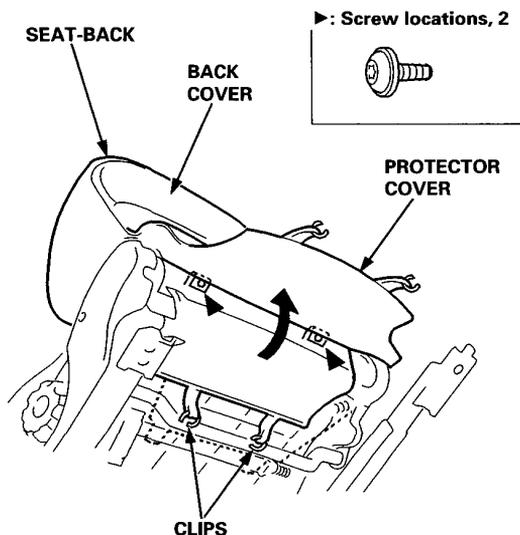
CAUTION:

- When prying with a flat tip screwdriver, wrap it with protective tape to prevent damage.
- Wear gloves to remove and install the lumbar support.

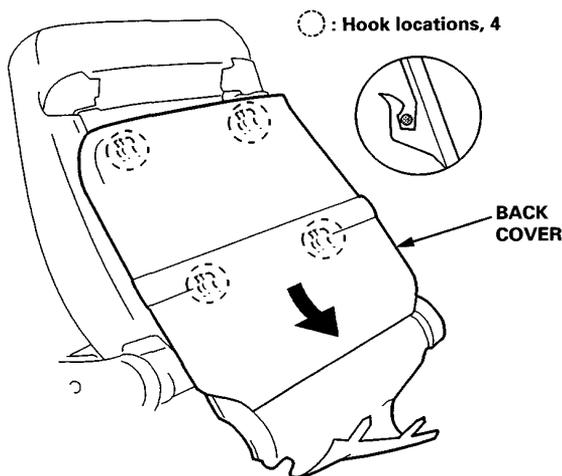
NOTE:

- Take care not to tear the seams or damage the cover.
- When removing the Torx screws, use a Torx T20 bit.

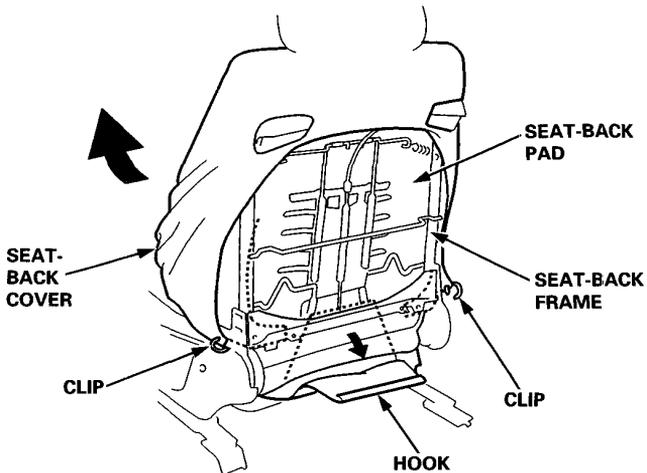
1. Remove the front seat.
2. Pull back the protector cover by releasing the clips, then remove the Torx screws from under the seat-back.



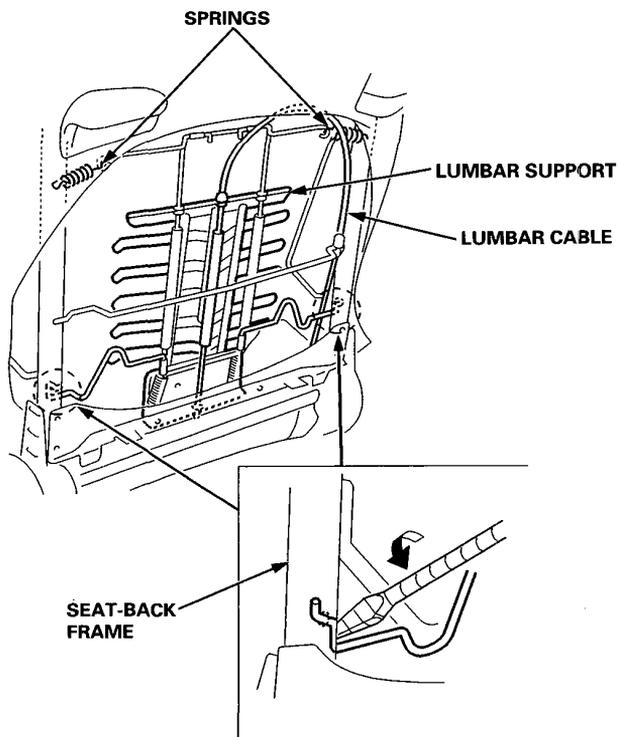
3. Remove the back cover by pulling down it.



4. Remove the clips and hook, then pull away the bottom of the seat-back pad with the seat-back cover from the seat-back frame.

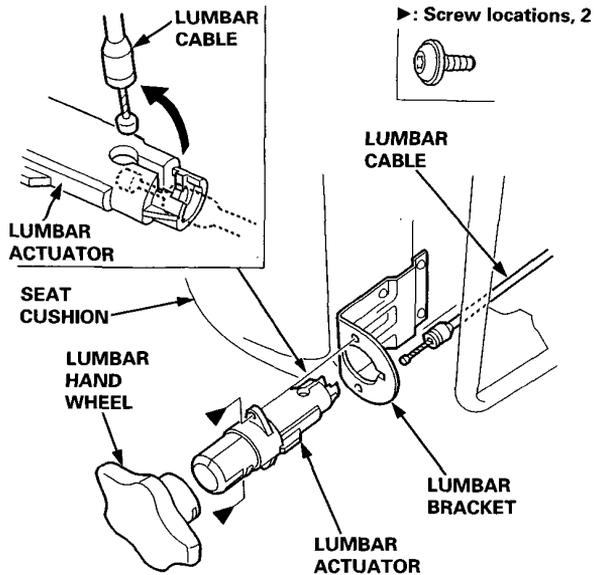


5. Remove the lumbar support from the seat-back frame.



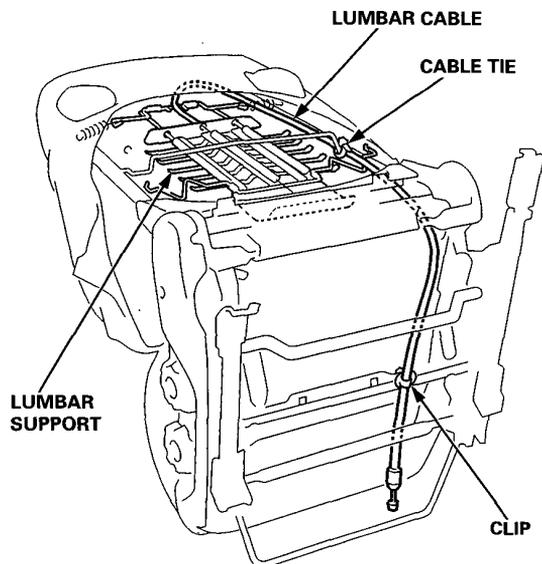


6. Remove the Torx screws, then remove the lumbar actuator.



7. Detach the clip and cable tie, then remove the lumbar support.

NOTE: Take care not to bend the lumbar cable.



8. Installation is the reverse of the removal procedure.

NOTE:

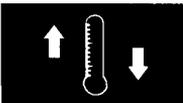
- Replace the released protector cover clips with new ones.
- Make sure the lumbar cable is connected securely at same place.

Air Conditioning

A/C System Service

Performance Test 22-2

NOTE: Refer to the 1993 Accord Shop Manual, P/N 62SN700, for the items not shown in this section.



Outline of Model Change

- The KY model has been added; related service information was entered.

A/C System Service

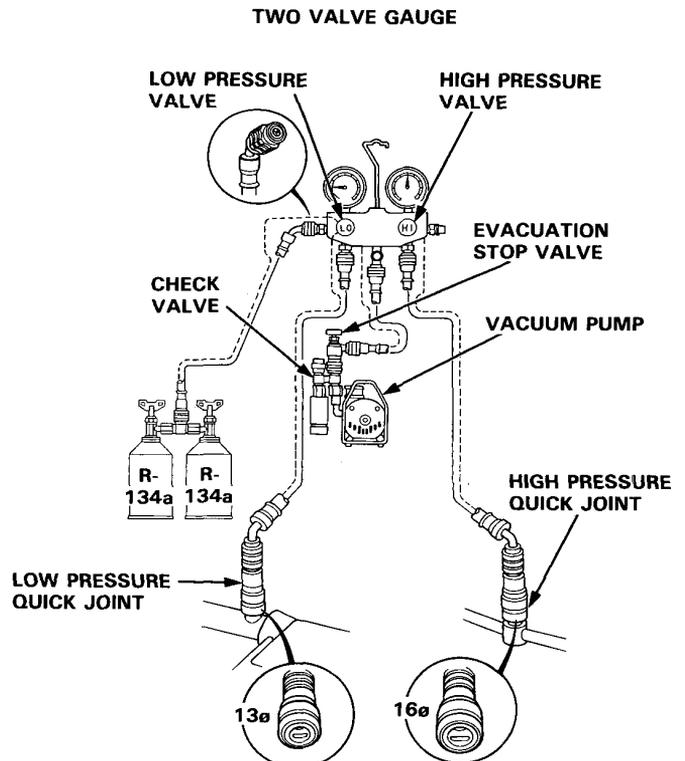
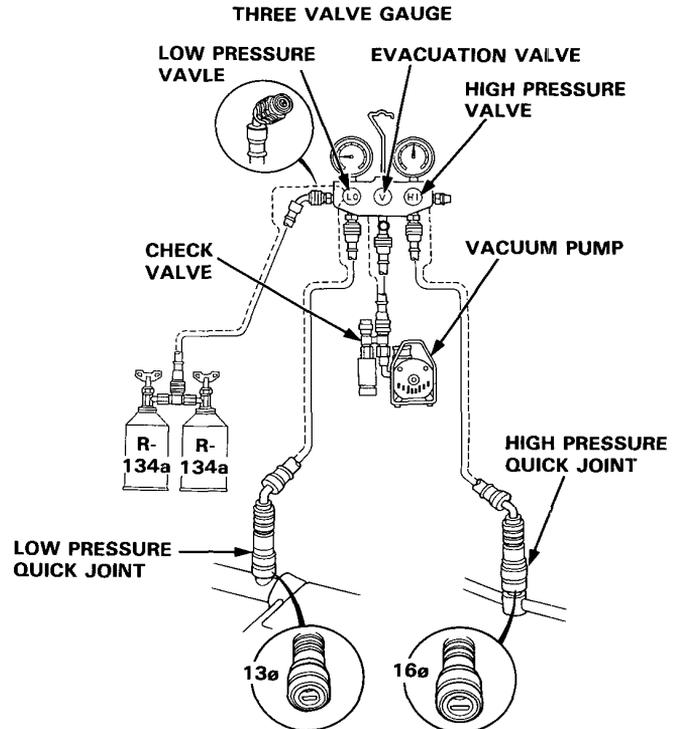
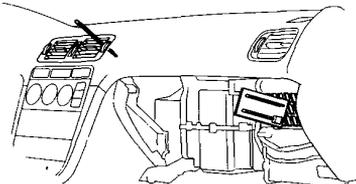
Performance Test

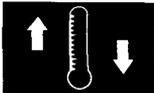
The performance test will help determine if the air conditioning system is operating within specifications.

NOTE:

- Only use a gauge set for refrigerant R-134a.
- Use a vacuum pump adapter which is equipped with a check valve to prevent the backflow of the vacuum pump oil.

1. Connect the R-134a gauges as shown.
2. Insert a thermometer in the center vent outlet. Determine the relative humidity and ambient air temperature by a portable weather station or calling the local weather station.
3. Test conditions:
 - Avoid direct sunlight.
 - Open hood.
 - Open front doors.
 - Set the temperature control knob to MAX. COOL, set the mode control knob to VENT and push the recirculation control button to RECIRC.
 - Turn the heater fan switch to MAX.
 - Run the engine at 1,500 min⁻¹ (rpm).
 - No driver or passengers in vehicle.
4. After running the air conditioning for 10 minutes under the above test conditions, read the delivery temperature from the thermometer in the dash vent and the high and low system pressure from the A/C gauges.
5. To complete the charts:
 - Mark the delivery temperature along the vertical line.
 - Mark the intake temperature (ambient air temperature) along the bottom line.
 - Draw a line straight up from the air temperature to the humidity.
 - Mark a point one line above and one line below the humidity level (10% above and 10% below the humidity level).
 - From each point, draw a horizontal line across to the delivery temperature.
 - The delivery temperature should fall between the two lines.
 - Complete the low side pressure test and high side pressure test in the same way.
 - Any measurements outside the line may indicate the need for further inspection.





KY model:

