

# INTRODUCTION

## How to Use This Manual

This supplement contains information for the 94 ACCORD AERO DECK.

Refer to following shop manuals for service procedures and data not included in this supplement.

Description	Code No.
94 ACCORD Shop Manual MAINTENANCE, REPAIR and CONSTRUCTION	62SV400
94 ACCORD COUPE Shop Manual MAINTENANCE, REPAIR and CONSTRUCTION	62SV200

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, might be done, or of the possible hazardous consequences of every conceivable way, nor could HONDA investigate all such ways. Anyone using service procedures or tools, whether or not recommended by HONDA, *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.

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

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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)



# Outline of Model Changes

## European (KG, KE, KS) and KH Models

ITEM	DESCRIPTION	94 AERO DECK	REFERENCE SECTION
General	ACCORD AERO DECK added	○	1, 3, 4
Engine	Exhaust pipe and muffler changed	○	9
Suspension	Rear dumper removal and installation changed	○	18
Body	ACCORD AERO DECK added	○	20
Electrical	ACCORD AERO DECK added	○	23A
Supplemental Restraint System (SRS)	DE-made SRS unit adopted	○	23B

NOTE: Refer to 94 ACCORD COUPE Shop Manual (Code No. 62SV200) for the items not shown.

## Australian (KQ) Model

ITEM	DESCRIPTION	94 AERO DECK	REFERENCE SECTION
General	ACCORD AERO DECK added	○	1, 3, 4
Engine	Changed • Intake manifold • Exhaust pipe and muffler	○	9
Automatic Transmission	Road test of F22B1 engine added	○	14
Suspension	Rear dumper removal and installation changed	○	18
Body	ACCORD AERO DECK added	○	20
Electrical	ACCORD AERO DECK added	○	23A
Supplemental Restraint System (SRS)	DE-made SRS unit adopted	○	23B

NOTE: Refer to 94 ACCORD Shop Manual (Code No. 62SV400) for the items not shown.



## **General Information**

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### **Lift and Support Points**

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**Floor Jack ..... 1-13**

**Safety Stands ..... 1-14**

# Chassis and Engine Numbers

## European and KQ models

**Vehicle Identification Number** 1HGCE17400A000001

**Manufacturer, Make and Type of Vehicle**  
1HG: HONDA OF AMERICA MFG., INC., U.S.A.  
HONDA Passenger car

**Line, Body and Engine Type**  
CE1: ACCORD AERO DECK/  
F22B1, F22B5  
CE2: ACCORD AERO DECK/F20B3

**Body Type and Transmission Type**  
7: 5-door Wagon/5-speed Manual  
8: 5-door Wagon/4-speed Automatic

**Vehicle Grade (Series)**  
2: 2.0i LS  
3: 2.0i LS  
4: 2.0i LS with sunroof and ABS  
2.2i LS  
5: 2.0i ES  
2.2i ES  
6: 2.2i ES with driver and front passenger SRS airbag system  
7: VTi

**Fixed Code**

**Auxiliary Number**

**Factory Code**  
A: Ohio Factory in U.S.A. (Marysville)

**Serial Number**

**Engine Number** F20B3-1000001

**Engine Type**  
F20B3: 2.0 l SOHC Sequential Multiport Fuel-injected engine with CATA [European (KG, KE, KS) models]  
F22B1: 2.2 l SOHC VTEC Sequential Multiport Fuel-injected engine with CATA [Australian (KQ) model]  
F22B5: 2.2 l SOHC Sequential Multiport Fuel-injected engine with CATA [European (KG, KE, KS) models]

**Serial Number**  
F20B3, F22B5: 1000001 ~  
F22B1: 1800001 ~

**Transmission Number** P2A4-5000001

**Transmission Type**  
P2A4: Manual for F22B1 engine  
P2C4: Manual for F20B3, F22B5 engines  
MPOA: Automatic

**Serial Number**  
P2A4, P2C4: 5000001 ~  
MPOA: 1000001 ~

## KH model

**Vehicle Identification Number** 1HGCE172\*RA000001

**Manufacturer, Make and Type of Vehicle**  
1HG: HONDA OF AMERICA MFG., INC., U.S.A.  
HONDA Passenger car

**Line, Body and Engine Type**  
CE1: ACCORD AERO DECK/  
F22B1 and F22B2

**Body Type and Transmission Type**  
7: Wagon/5-speed Manual  
8: Wagon/4-speed Automatic

**Vehicle Grade (Series)**  
2: LX  
9: EX

**Check Digit**

**Model Year**  
R: 1994

**Factory Code**  
A: Ohio Factory in U.S.A. (Marysville)

**Serial Number**

**Engine Number** F22B1-1400001

**Engine Type**  
F22B1: 2.2 l SOHC VTEC Sequential Multiport Fuel-injected engine with CATA  
F22B2: 2.2 l SOHC Sequential Multiport Fuel-injected engine with CATA

**Serial Number**

**Transmission Number** P2A5-1000001

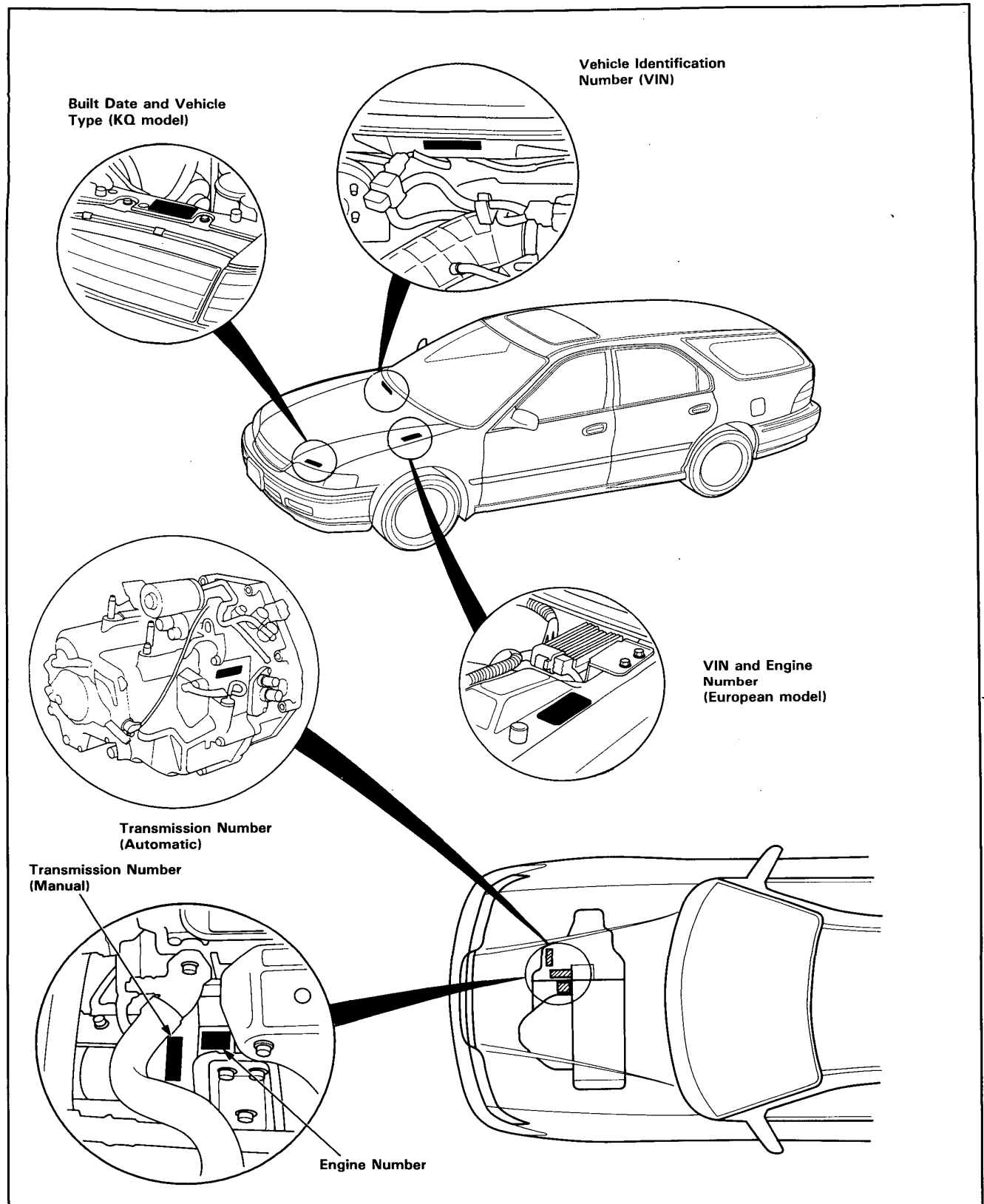
**Transmission Type**  
P2A5: Manual with F22B2 engine  
P2U5: Manual with F22B1 engine  
MPOA: Automatic

**Serial Number**  
P2A5, P2U5: 5000001 ~  
MPOA: 1000001 ~

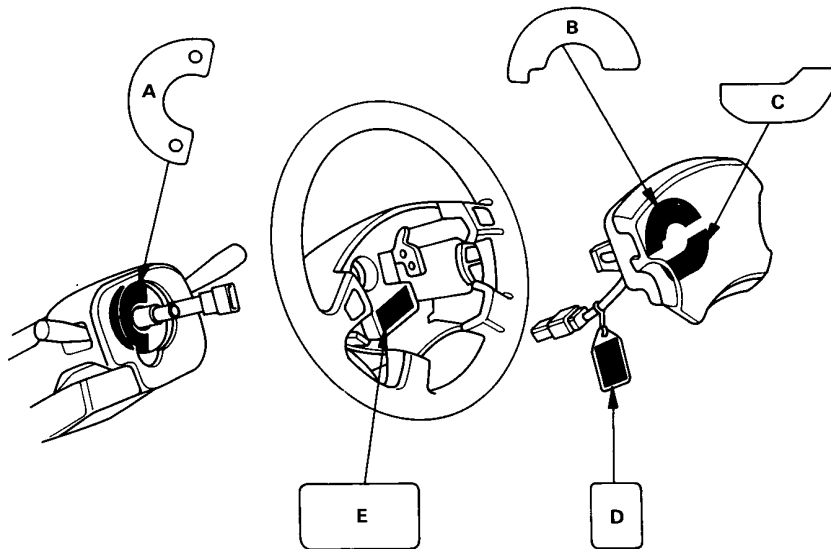


GRADE NAME	APPLICABLE AREA CODE	TRANSMISSION TYPE	VEHICLE IDENTIFICATION NUMBER	ENGINE NUMBER	TRANSMISSION NUMBER
2.0i LS	KE	5MT	1HGCE27200A000001 ~	F20B3-1000001 ~	<del>P2C4-5000001 ~</del>
		4AT	1HGCE28200A000001 ~	F20B3-1000001 ~	MP0A-1000001 ~
	KG	5MT	1HGCE27300A000001 ~	F20B3-1000001 ~	P2C4-5000001 ~
		5MT	1HGCE27400A000001 ~	F20B3-1000001 ~	P2C4-5000001 ~
	KS	5MT	1HGCE27300A000001 ~	<del>F20B3-1000001 ~</del>	<del>P2C4-5000001 ~</del>
		5MT	1HGCE27400A000001 ~	F20B3-1000001 ~	P2C4-5000001 ~
2.0i ES	KG	5MT	1HGCE27500A000001 ~	F20B3-1000001 ~	P2C4-5000001 ~
		4AT	1HGCE28500A000001 ~	F20B3-1000001 ~	MP0A-1000001 ~
	KE	5MT	1HGCE27500A000001 ~	<del>F20B3-1000001 ~</del>	<del>P2C4-5000001 ~</del>
		4AT	1HGCE28500A000001 ~	F20B3-1000001 ~	MP0A-1000001 ~
2.2i LS	KG	5MT	1HGCE17400A000001 ~	F22B5-1000001 ~	P2C4-5000001 ~
		4AT	1HGCE18400A000001 ~	F22B5-1000001 ~	MP0A-1000001 ~
2.2i ES	KG	5MT	1HGCE17500A000001 ~	F22B5-1000001 ~	P2C4-5000001 ~
		4AT	1HGCE18500A000001 ~	F22B5-1000001 ~	MP0A-1000001 ~
		5MT	1HGCE17600A000001 ~	F22B5-1000001 ~	P2C4-5000001 ~
		4AT	1HGCE18600A000001 ~	F22B5-1000001 ~	MP0A-1000001 ~
	KS	5MT	1HGCE17500A000001 ~	<del>F22B5-1000001 ~</del>	<del>P2C4-5000001 ~</del>
		4AT	1HGCE18500A000001 ~	F22B5-1000001 ~	MP0A-1000001 ~
	KE	5MT	1HGCE17600A000001 ~	<del>F22B5-1000001 ~</del>	<del>P2C4-5000001 ~</del>
		4AT	1HGCE18600A000001 ~	F22B5-1000001 ~	MP0A-1000001 ~
VTi	KQ	5MT	1HGCE17700A000001 ~	<del>F22B1-1800001 ~</del>	<del>P2A4-5000001 ~</del>
		4AT	1HGCE18700A000001 ~	F22B1-1800001 ~	MP0A-1000001 ~
LX	KH	5MT	1HGCE172*RA000001 ~	<del>F22B2-1400001 ~</del>	<del>P2A5-5000001 ~</del>
		4AT	1HGCE182*RA000001 ~	F22B2-1400001 ~	MP0A-1000001 ~
EX	KH	5MT	1HGCE179*RA000001 ~	<del>F22B1-1400001 ~</del>	<del>P2U5-5000001 ~</del>
		4AT	1HGCE189*RA000001 ~	F22B1-1400001 ~	MP0A-1000001 ~

# Identification Number Locations



# Warning/Caution Label Locations



## A: CABLE REEL CAUTION

### SRS

REFER TO SERVICE (SHOP) MANUAL FOR DETAILED INSTRUCTIONS.

POUR LES INSTRUCTIONS DETAILLÉES, SE REPORTER AU MANUEL DE REPARATIONS.

AUSFÜHRLICHE ANWEISUNGEN SIND DEM WERKSTATTHANDBUCH ZU ENTNEHMEN.

RAADPLEEG HET WERKPLAATSHANDBOEK VOOR NADERE AANWIJZINGEN.

取扱いはサービスマニュアルを参照願います。

## B: DRIVER MODULE DANGER

Except KS model:

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

### SRS

## KS model:

- DANGER  
EXPLOSIVE/FLAMMABLE POISON  
REFER TO THE SHOP MANUAL.
- FARLIGT  
EXPLOIVT/LÄTTANTÄNDLIGT GIFTIGT SE VERKSTADSHANDBOKEN.
- VAARA  
HELPOSTI RÄJÄHTÄVÄ/SYTTYVÄ MYRKKY GIFT KATSO TYÖKÄSIKIRJAA.

● مادة خطيرة  
● مادة متفجرة/قابلة للاشتعال  
● مادة سامة

لمزيد من المعلومات نرجو مراجعة كتيب دليل الاستخدام في الورشة.

## C: DRIVER MODULE WARNING

Except KS model:

### WARNING SRS

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

## KS model:

### WARNING SRS

- REFER TO THE SHOP MANUAL.
- SE VERKSTADSHANDBOKEN.
- KATSO TYÖKÄSIKIRJAA.

● لمزيد من المعلومات نرجو مراجعة كتيب دليل الاستخدام في الورشة.

(cont'd)

# Warning/Caution Label Locations

(cont'd)

## D: BAM INFLATOR LABEL (Driver)

KG, KE, KQ only

Morton International, Inc. manufactured inflator:

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

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

CAUTION THE GAS GENERATOR SHOULD ONLY  
CONTAINS BE INSTALLED IN VEHICLES EQUIPPED  
FLAMMABLE WITH THE AIRBAG SYSTEM.  
SOLIDS THE GAS GENERATOR IS TO BE IN-  
US DOT-E-8214 STALLED AND/OR DISASSEMBLED  
ONLY BY TRAINED PERSONNEL.

ATTENTION LE GENERATEUR DE GAZ NE PEUT ETRE  
CONTENT INSTALLE QUE SUR DES VEHICULES  
DE EQUIPES D'UN SYSTEME AIRBAG. LE  
SOLIDES MONTAGE ET LE DEMONTAGE DU  
FLAMMABLE GENERATEUR DE GAZ NE PEUT ETRE  
US DOT-E-8214 EFFECTUE QUE PAR UN PERSONNEL  
QUALIFIE.

## TRW Safety Systems manufactured inflator:

AIR BAG GAS GENERATOR  
TRW SAFETY SYSTEMS/MESA  
HERSTELLUNGSJAHR:  
EINFÜHRER: HONDA DEUTSCHLAND  
GMBH/OFFENBACH  
BAM PT1-0538

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

CAUTION THE GAS GENERATOR SHOULD ONLY BE  
CONTAINS INSTALLED IN VEHICLES EQUIPPED  
FLAMMABLE WITH THE AIRBAG SYSTEM.  
SOLIDS THE GAS GENERATOR IS TO BE IN-  
US DOT-E-8236 STALLED AND/OR DISASSEMBLED ONLY  
BY TRAINED PERSONNEL.

ATTENTION LE GENERATEUR DE GAZ NE PEUT ETRE  
CONTENT INSTALLE QUE SUR DES VEHICULES  
DE EQUIPES D'UN SYSTEME AIRBAG. LE  
SOLIDES MONTAGE ET LE DEMONTAGE DU  
FLAMMABLE GENERATEUR DE GAZ NE PEUT ETRE EF-  
US DOT-E-8236 FECTUE QUE PAR UN PERSONNEL  
QUALIFIE.

## ISI manufactured inflator:

AIR BAG GAS GENERATOR GG7-100  
ISI  
HERSTELLUNGSJAHR: 1993  
EINFÜHRER: HONDA DEUTSCHLAND  
GMBH/OFFENBACH  
BAM PT1-0469

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

CAUTION THE GAS GENERATOR SHOULD ONLY BE  
CONTAINS INSTALLED IN VEHICLES EQUIPPED  
FLAMMABLE WITH THE AIRBAG SYSTEM.  
SOLIDS THE GAS GENERATOR IS TO BE IN-  
US DOT-E9066 STALLED AND/OR DISASSEMBLED ONLY  
BY TRAINED PERSONNEL.

ATTENTION LE GENERATEUR DE GAZ NE PEUT ETRE  
CONTENT INSTALLE QUE SUR DES VEHICULES  
DE EQUIPES D'UN SYSTEME AIRBAG. LE  
SOLIDES MONTAGE ET LE DEMONTAGE DU  
FLAMMABLE GENERATEUR DE GAZ NE PEUT ETRE EF-  
US DOT-E9066 FECTUE QUE PAR UN PERSONNEL  
QUALIFIE.

## E: STEERING WHEEL WARNING

Except KS model:

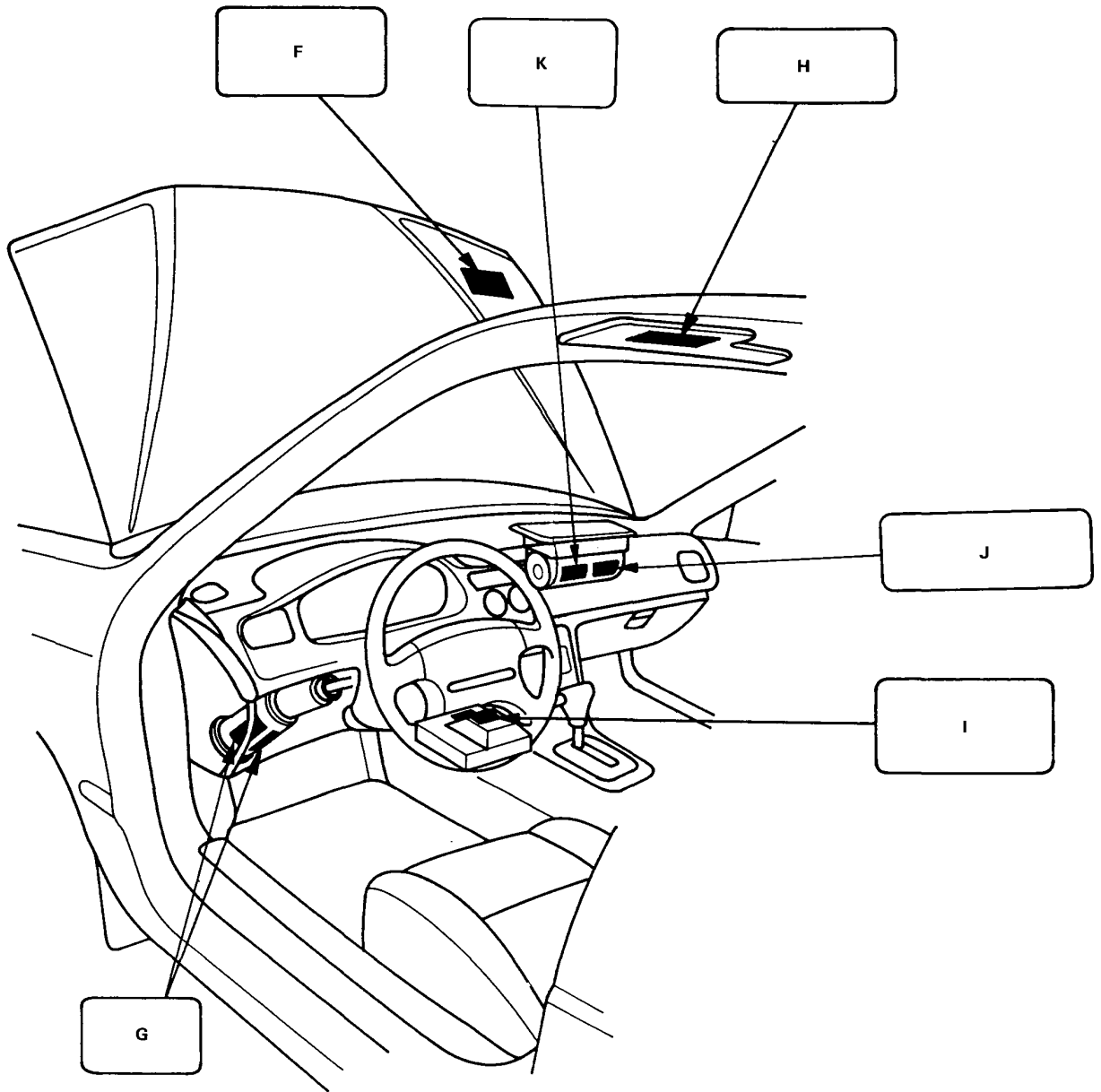
WARNING **SRS**  
● REFER TO THE SHOP MANUAL.  
● SE REPORTER AU MANUEL D'ATELIER.  
● WERKSTATTHANDBUCH LESEN.  
● LEES HET WERKPLAATSHANDBOEK.

KS model:

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

Label D and E locations: Refer to page 1-5.





(cont'd)

# Warning/Caution Label Locations

(cont'd)

## F: SRS WARNING (HOOD)

Except KQ, KS models:

### WARNING [SRS]

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

### ATTENTION [SRS]

- CE VEHICULE EST EQUIPE D'UN COUSSIN D'AIR DU COTE CONDUCTEUR QUI CONSTITUE UN SYSTEME DE RETENUE COMPLEMENTAIRE (S.R.S.). TOUS LES FILS ET CONNECTEURS ELECTRIQUES DU SYSTEME DE RETENUE COMPLEMENTAIRE (S.R.S.) SONT DE COULEUR JAUNE. N'UTILISEZ PAS UN EQUIPEMENT D'ESSAIS ELECTRIQUES SUR CES CIRCUITS. NE TOUCHEZ PAS ET NE DEBRANCHEZ PAS LES FILS DU SYSTEME S.R.S. CAR CECI POURRAIT DE TRADUIRE PAR LE DECLENCHEMENT ACCIDENTEL DU GONFLEUR OU RENDRE LE SYSTEME INOPERANT ET VOUS EXPOSER AINSI A DE GRAVES BLESSURES.

### WARNUNG [SRS]

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

### WAARSCHUWING [SRS]

- DIT VOERTUIG IS UITGERUST MET EEN LUCHTKUSSEN AAN DE BESTUURDESKANT ALS EXTRA BESCHERMING (S.R.S.). ALLE ELEKTRISCHE LEIDINGEN EN AANSLUITINGEN VAN DE S.R.S. ZIJN GEEL GEKLEURD. GEBRUIK GEEN ELEKTRISCHE TESTAPPARATUUR VOOR DEZE CIRCUITS. KNOEIE NIET OF LOSKOPPELEN VAN DE S.R.S. LEIDINGEN KAN LEIDEN TOT BRAND IN DE VULINRICHTING OF TOT UITSCHAKELLEN VAN HET SYSTEEM: DIT KAN TOT ERNSTIGE ONGELUKKEN LEIDEN.

## KQ model:

### SUPPLEMENTAL RESTRAINT SYSTEM (SRS)

THIS VEHICLE IS EQUIPPED WITH A DRIVER SIDE AIRBAG. ALL SRS ELECTRICAL WIRING AND CONNECTORS ARE COLORED YELLOW. TAMPERING WITH, DISCONNECTING OR USING ELECTRICAL TEST EQUIPMENT ON THE SRS WIRING CAN MAKE THE SYSTEM INOPERATIVE OR CAUSE ACCIDENTAL FIRING OF THE INFLATOR.

### ⚠ WARNING

THE AIRBAG INFLATOR IS EXPLOSIVE AND, IF ACCIDENTALLY DEPLOYED, CAN SERIOUSLY HURT YOU. FOLLOW SERVICE MANUAL INSTRUCTIONS CAREFULLY.

## KS model:

### WARNING [SRS]

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

### ● VARNING [SRS]

DETTA FORDON HAR EN LUFTKUDDE FÖR FÖRARSÄTET SOM ETT KOMPLETTERANDE SKYDDSSYSTEM (SRS). SAMTLIGE ELLEDNINGAR OCH KONTAKTER I SRS-SYSTEMET ÄR GULFÄRGADE. ANVÄND INTE ELEKTRISK PROVUTRUSTNING FÖR DESA KRETSAR. OM DU ÄNDRAR ELLER LOSSAR EN SRS-LEDNING KAN DET RESULTERA I EN OAVSÄKTIG UT-LÖSNING AV TRYCKPUMPEN ELLER GÖRA ATT SYSTEMET SLUTAR FUNGERA. DÄ KAN EN ALLVARLIG OLYCKA UPPSTÅ.

### VAROITUS [SRS]

- TÄSSÄ AUTOSSA ON YLIMÄÄRÄISENÄ TUKIJÄRJESTELMÄNÄ AJAJAN ILMATYÖNY. (SRS) KAIKKI SRS-SÄHKÖJOHDOT JA -LITTIMET OVAT Keltaiset. ÄLÄ KÄYTÄ SÄHKÖKOELAITTEITA NÄISSÄ VIRTAPIIREISÄÄ. SRS-JOHTOJEN TUKKEAMINEN TAI IRROTAMINEN SAATTAA SYTYTTÄÄ VAHINGOSSA PUMPUN TAI TEHDÄ JÄRJESTELMÄN KÄYTTÖKELVOTTOMAKSI. TÄSTÄ-TAAS SAATTAA AIHEUTUA VAKAVIA VAURIOITA.

Label F location: Refer to page 1-7.



#### G: STEERING COLUMN NOTICE

KG, KE, KQ, KS models:

##### NOTICE

TO PREVENT SRS DAMAGE, REMOVE STEERING WHEEL BEFORE REMOVING STEERING SHAFT CONNECTING BOLT.

##### REMARQUE

POUR EVITER TOUT DOMMAGE DU SRS, RETIRER LE VOLANT AVANT DE RETIRER LE BOULON DE RECCORDMENT DE L'ARBRE DE DIRECTION.

#### G: STEERING COLUMN CAUTION

KG, KS models only:

##### ACHTUNG **SRS**

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

##### WAARSCHUWING **SRS**

OM TE VOORKOMEN DAT DE S.R.S.-KABEL OF HASPEL BESCHADIGD WORDEN. HETGEEN ERTOE ZOU LEIDEN DAT HET SYSTEEM UITVALT, DIENT U HET STUUR TE VERWIJDEREN VOORDAT U DE STUURSCHACHT-CONNECTORBOUW VERWIJDERD.

#### H: DRIVER INFORMATION (DRIVER'S SIDE SUNVISOR)

Except KS model:

##### **SRS** ALWAYS WEAR YOUR SEAT BELT

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

##### **SRS** ATTACHEZ TOUJOURS VOTRE CEINTURE

- CE VEHICULE EST EQUIPE D'UN COUSSIN D'AIR POUR LE CONDUCTEUR QUI CONSTITUE UN SYSTEME DE RETENUE COMPLEMENTAIRE (S.R.S.).
- CE COUSSIN D'AIR COMPLETE LA FONCTION DE LA CEINTURE DE SECURITE.
- SI LE TEMOIN SRS S'ALLUME PENDANT LA CONDUITE, ADRESSEZ-VOUS A VOTRE CONCESSIONNAIRE HONDA OFFICIEL.

##### **SRS** SICHERHEITSGURTE BEI JEDER FAHRT ANLEGEN

- DIESES FAHRZEUG BESITZT EINEN FAHRER-AIRBAG ALS ZUSÄTZLICHES RÜCKHALTESYSTEM (S.R.S.).
- ES IST EINE ERGÄNZUNG ZUM SICHERHEITSGURT.
- WENN DIE SRS-KONTROLLEUCHTE WAHREND DER FAHRT AUFLEUCHTET, UMGEHEND FINEN HONDA HÄNDLER AUFsuchen.

##### **SRS** DRAAG ALTIJD UW VEILIGHEIDSGORDEL

- DIT VOERTUIG IS UITGERUST MET EEN LUCHTKUSSEN AAN DE BESTUURDERSKANT ALS EXTRA BESCHERMING (S.R.S.).
- DIT IS ONTWERPEN ALS EXTRA BESCHERMING BIJ DE VEILIGHEIDSGORDEL.
- ALS HEL SRS-WAARSCHUWINGSLAMPJE GAAT BRANDEN ONDER HET RIJDEN. NEEM DAN KONTAKT OP MET EEN HONDA DEALER.

KS model:

##### **SRS** ALWAYS WEAR YOUR SEAT BELT

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

##### **SRS** ANVÄND ALLTID BILBÄLTET

- DETTA FORDON HAR EN LUFTKUDDE FÖR FÖRARSÄTET SOM ETT KOMPLETTERANDE SKYDDSSYSTEM (S.R.S.).
- DET ÄR ÄMNAT ATT KOMPLETTERA BILBÄLTET.
- OM SRS-INDIKATORN TÄNDS UNDER KÖRNING SKALL DU KONTAKTA EN AUKTORISERAD HONDA-ATERFÖRSÄLJARE.

##### **SRS** KÄYTÄ AINA TURVAVYÖTÄ

- TÄMÄ AUTO ON VARUSTETTU AJAJAN ILMATYNYLLÄ JOKA ON LISÄSUOJAJÄRJESTELMÄNÄ (S.R.S.).
- SE ON SUUNNITELTU TÄYDENTÄMÄÄN TURVAVYÖTÄ.
- JOS SRS-MERKKIVALO SYTTYY AJON AIKANA, OTTAKAA YHTEYS VALTUUTETTUUN HONDA-HUOLTOON.

KG, KE models:

##### **SRS** ALWAYS WEAR YOUR SEAT BELT

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

##### **SRS** ATTACHEZ TOUJOURS VOTRE CEINTURE

- CE VEHICULE EST EQUIPE D'UN COUSSIN D'AIR POUR LE CONDUCTEUR. ET D'UN COUSSIN D'AIR POUR LE PASSAGER AVANT, QUI CONSTITUE UN SYSTEME DE RETENUE COMPLEMENTAIRE (S.R.S.).
- CE COUSSIN D'AIR COMPLETE LA FONCTION DE LA CEINTURE DE SECURITE.
- SI LE TEMOIN SRS S'ALLUME PENDANT LA CONDUITE, ADRESSEZ-VOUS A VOTRE CONCESSIONNAIRE HONDA OFFICIEL.

##### **SRS** SICHERHEITSGURTE BEI JEDER FAHRT ANLEGEN

- DIESES FAHRZEUG BESITZT JE EINEN AIRBAG FÜR FAHRER UND BEIFÄHRER ALS ZUSÄTZLICHES RÜCKHALTESYSTEM (S.R.S.).
- DAS RÜCKHALTESYSTEM IST EINE ERGÄNZUNG ZUM SICHERHEITSGURT.
- SOLLTE WAHREND DER FAHRT DIE SRS-KONTROLLEUCHTE AUFLEUCHTEN SUCHEN SIE BITTE UMGEHEND EINEN HONDA-HÄNDLER SUF.

##### **SRS** DRAAG ALTIJD UW VEILIGHEIDSGORDEL

- DIT VOERTUIG IS UITGERUST MET AIRBAG (SRS) AAN BESTUURDERSZIJDE EN PASSAGIERSZIJDE VOOR EXTRA VEILIGHEID.
- ONTWERPEN ALS EXTRA BESCHERMING NAAST DE VEILIGHEIDSGORDELS.
- ALS HET SRS-WAARSCHUWINGSLAMPJE GAAT BRANDEN ONDER HET RIJDEN, NEEM DAN KONTAKT OP MET EEN HONDA DEALER.

Label G and H locations: Refer to page 1-7.

(cont'd)

# Warning/Caution Label Locations

(cont'd)

## I: MONITOR NOTICE

### NOTICE

SRS

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

### お願い

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

### REMARQUE

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

### LET UP!

- GEEN ONDERDELEN BINNEN DEZE UNIT WAARAAN WERKZAAMHEDEN KUNNEN WORDEN VERRICHT.
- BAADPLEEG HET WERKPLAATSHANDBOEK VOOR NADERE AANWIJZINGEN.

### ACHTUNG

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

## J: BAM INFLATOR LABEL (FRONT SEAT PASSENGER)

KG, KE only:

AIRBAG-GASGENERATOR UT 11873  
MORTON INTERNATIONAL, INC. OGDEN, USA  
HERSTELLUNG: (JAHR)  
EINFÜHRER: HONDA DEUTSCHLAND  
GMBH 6050 OFFENBACH  
BAM PT1-0437

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

CAUTION  
CONTAINS  
FLAMMABLE  
SOLIDS

THE GAS GENERATOR SHOULD ONLY BE  
INSTALLED IN VEHICLES EQUIPPED WITH  
THE AIRBAG SYSTEM.  
THE GAS GENERATOR IS TO BE  
INSTALLED AND/OR DISASSEMBLED ONLY  
BY TRAINED PERSONNEL.

ATTENTION  
CONTENT  
DE  
SOLIDES  
FLAMMABLES

LE GENERATEUR DE GAZ NE PEUT ETRE  
INSTALLE QUE SUR DES VEHICULES  
EQUIPES D'UN SYSTEME AIRBAG. LE  
MONTAGE ET LE DEMONTAGE DU  
GENERATEUR DE GAZ NE PEUT ETRE  
EFFECTUE QUE PAR UN PERSONNEL  
QUALIFIE.

Label I, J and K locations: Refer to page 1-7.

## K: FRONT SEAT PASSENGER MODULE DANGER

KG, KE only:

### ● DANGER

EXPLOSIVE/FLAMMABLE  
POISON

SRS

### ● WARNING

REFER TO SHOP MANUAL.

### ● DANGER

EXPLOSIF ET INFLAMMABLE  
POISON

### ● ATTENTION

SE REPORTER AU MANUEL D'ATELIER.

### ● GEFAHR

EXPLOSIV/ENTZUNDBAR  
GIFT

### ● WARNUNG

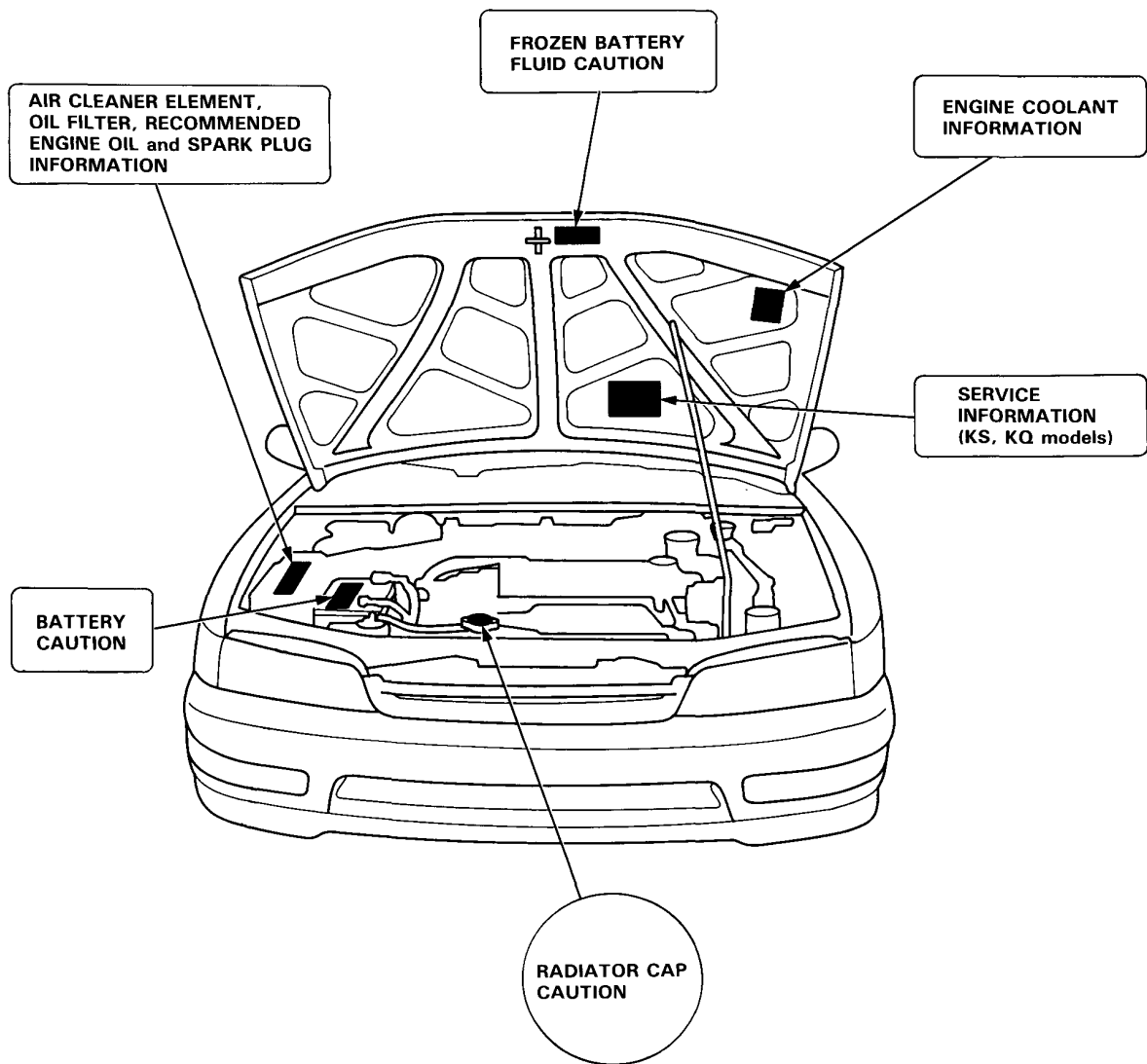
WERKSTATTHANDBUCH LESEN.

### ● GEVAAR

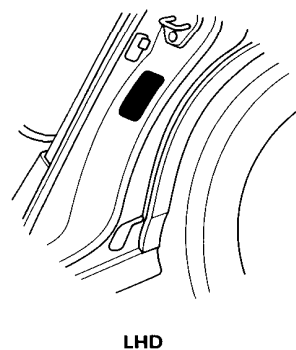
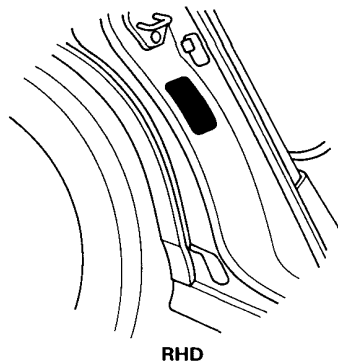
EXPLOSIEGEVAAR/BRANDBAAR  
GIFTIG

### ● WAARSCHUWING

LEES HET WERKPLAATSHANDBOEK.



**TIRE INFORMATIONS:**



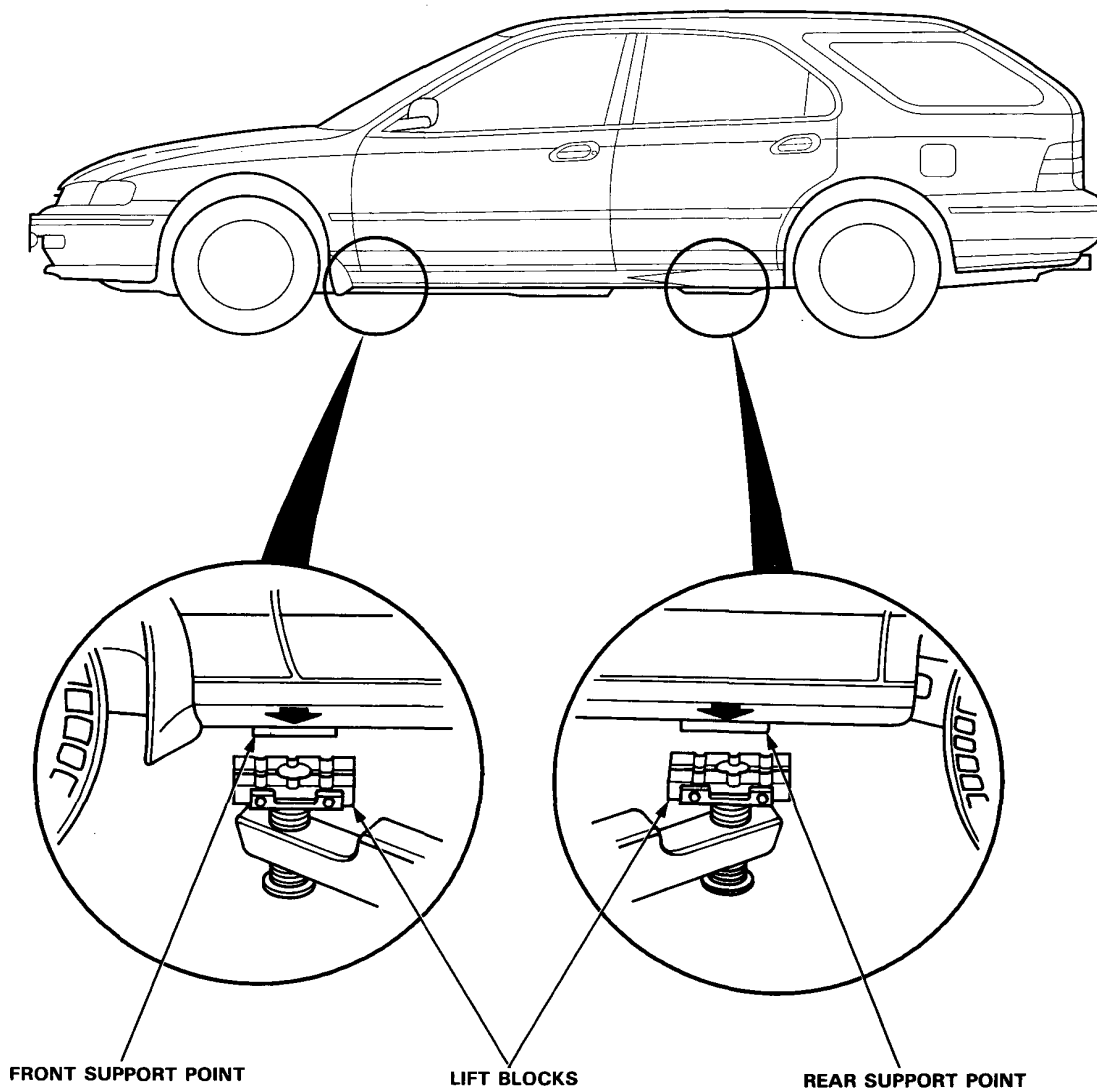
# Lift and Support Points

## Lift

**⚠ WARNING** When heavy rear components such as suspension, fuel tank, spare tire and tailgate are to be removed, place additional weight in the luggage area before hoisting. When substantial weight is removed from the rear of the car, the center of gravity may change and can cause the car to tip forward on the hoist.

NOTE: Since each tire/wheel assembly weighs approximately 30 lbs (14 kg), placing the front wheels in the luggage area can assist with weight distribution.

1. Place the lift blocks as shown.
2. Raise the hoist a few inches (centimeters) and rock the car to be sure it is firmly supported.
3. Raise the hoist to full height and inspect lift points for solid support.





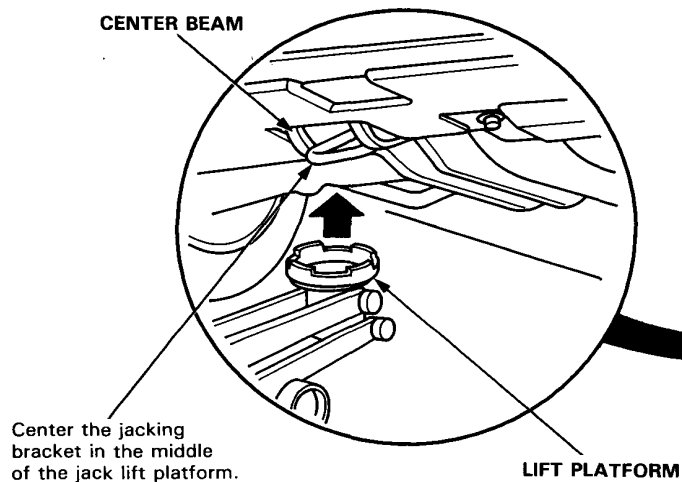
## Floor Jack

1. Set the parking brake and block the wheels that are not being lifted.
2. When lifting the rear of the car, put the gearshift lever in reverse (Automatic transmission in **P** position).
3. Raise the car high enough to insert the safety stands.
4. Adjust and place the safety stands as shown on page 1-14 so the car will be approximately level, then lower the car onto them.

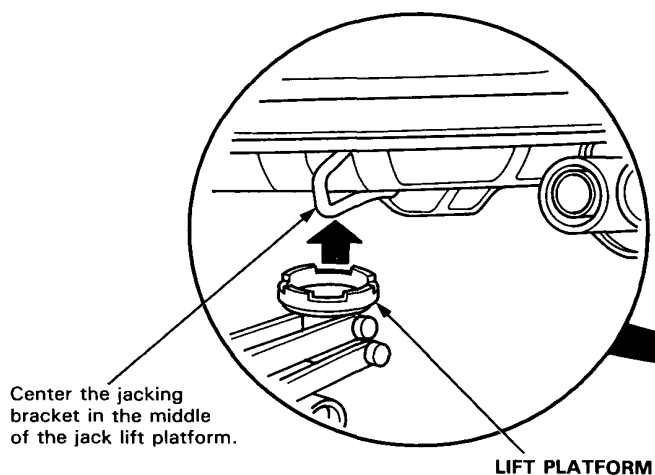
### ⚠ WARNING

- Always use safety stands when working on or under any vehicle that is supported only by a jack.
- Never attempt to use a bumper jack for lifting or supporting the car.

### Front

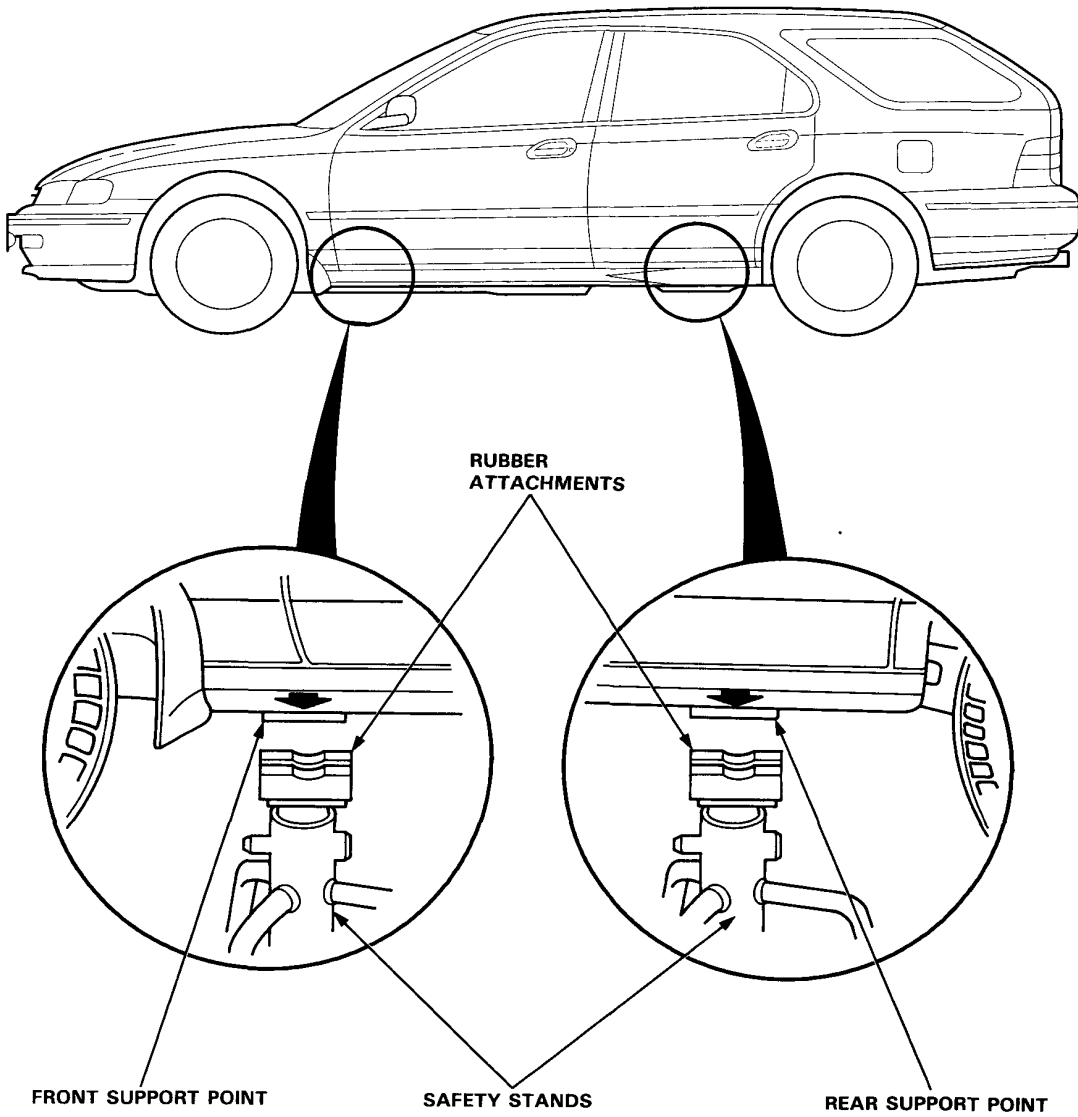


### Rear



# Lift and Support Points

## Safety Stands







## Special Tools

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

## **Specifications**

<b>Standards and Service Limits .....</b>	<b>3-2</b>
<b>Design Specifications .....</b>	<b>3-13</b>
<b>Body Specifications .....</b>	<b>3-17</b>

# Standards and Service Limits

## Cylinder Head/Valve Train — Section 6

	MEASUREMENT			STANDARD (NEW)	SERVICE LIMIT
Compression	200 rpm (min <sup>-1</sup> ) and wide open throttle kPa (kgf/cm <sup>2</sup> , psi)			Nominal Minimum Maximum variation	
				1,230 (12.5, 178) 930 (9.5, 135) 200 (2.0, 28)	
Cylinder head	Warpage Height			99.95 – 100.05 (3.935 – 3.939)	0.05 (0.002)
Camshaft	End play			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				
	F22B1 engine	IN	Primary	37.775 (1.4872)	—
			Mid	39.725 (1.5640)	—
			Secondary	34.481 (1.3575)	—
	F22B2 engine	EX		38.366 (1.5105)	—
				38.526 (1.5168)	—
	F22B5 engine	EX		38.778 (1.5267)	—
				39.165 (1.5420)	—
	F20B3 engine	EX		39.356 (1.5494)	—
				38.741 (1.5252)	—
Valve	Valve clearance (Cold)	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)	2.00 (0.079)
		EX		1.25 – 1.55 (0.049 – 0.061)	2.00 (0.079)
	Stem installed height	IN	F22B1 engine	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)
		IN	Except F22B1 engine	48.08 – 48.88 (1.893 – 1.924)	49.13 (1.934)
		EX		50.15 – 50.95 (1.974 – 2.006)	51.20 (2.016)
Valve spring	Free length	IN	F22B1 engine	51.08 (2.011)	—
		EX		55.58 (2.188)	—
		IN	F22B2 engine	54.82 (2.158)	—
		EX		56.28 (2.216)	—
		IN	F20B3 engine	53.42 (2.103)	—
		EX		54.66 (2.152)	—
		IN	F22B5 engine	53.16 (2.093)*1	—
		EX		53.15 (2.093)*2	—
Valve guide	I.D.	IN		5.515 – 5.530 (0.2171 – 0.2177)	5.55 (0.219)
		EX		5.515 – 5.530 (0.2171 – 0.2177)	5.55 (0.219)
	Installed height	IN	F22B1 engine	21.20 – 22.20 (0.835 – 0.874)	—
		EX		20.63 – 21.63 (0.812 – 0.852)	—
		IN	Except F22B1 engine	23.50 – 24.50 (0.925 – 0.965)	—
		EX		14.80 – 15.80 (0.583 – 0.622)	—
		IN		0.026 – 0.067 (0.0010 – 0.0026)	0.08 (0.003)
		EX		0.018 – 0.054 (0.0007 – 0.0021)	0.08 (0.003)
		IN		0.017 – 0.050 (0.0007 – 0.0020)	0.08 (0.003)
		EX		0.018 – 0.054 (0.0007 – 0.0021)	0.08 (0.003)

\*1: CHUO HATSUJO manufactured valve spring

\*2: NIHON HATSUJO manufactured valve spring

**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		0.020 – 0.040 (0.0008 – 0.0016)	0.05 (0.002)
	Groove width (For ring)	Top Second Oil	1.220 – 1.230 (0.0480 – 0.0484) 1.220 – 1.230 (0.0480 – 0.0484) 2.805 – 2.825 (0.1104 – 0.1112)	1.25 (0.049) 1.25 (0.049) 2.85 (0.112)
Piston ring	Ring-to-groove clearance	Top Second	0.035 – 0.060 (0.0014 – 0.0024) 0.030 – 0.055 (0.0012 – 0.0022)	0.13 (0.005) 0.13 (0.005)
	Ring end gap	Top Second Oil	0.20 – 0.35 (0.008 – 0.014) 0.40 – 0.55 (0.016 – 0.022) 0.20 – 0.70 (0.008 – 0.028)	0.60 (0.024) 0.70 (0.028) 0.80 (0.031)
Piston Pin	O.D. Pin-to-piston clearance		21.994 – 22.000 (0.8659 – 0.8661) 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			—
	Nominal Except F20B3 engine F20B3 engine		51.0 (2.01) 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. 1 and 4 journals No. 2 journal No. 3 journal No. 5 journal	49.984 – 50.008 (1.9679 – 1.9688) 49.976 – 50.000 (1.9676 – 1.9685) 49.972 – 49.996 (1.9674 – 1.9683) 49.988 – 50.012 (1.9680 – 1.9690)	— — — —
	Rod journal diameter			—
	Except F20B3 engine F20B3 engine		47.976 – 48.000 (1.8888 – 1.8898) 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)
	Runout		0.03 (0.001) max.	0.04 (0.002)
Bearings	Main bearing-to-journal oil clearance	No. 1 and 4 journals No. 2 journal No. 3 journal No. 5 journal	0.013 – 0.037 (0.0005 – 0.0015) 0.021 – 0.045 (0.0008 – 0.0018) 0.025 – 0.049 (0.0010 – 0.0019) 0.009 – 0.033 (0.0004 – 0.0013)	0.050 (0.0020) 0.050 (0.0020) 0.055 (0.0022) 0.040 (0.0016)
	Rod bearing-to-journal oil clearance			
	Except F20B3 engine F20B3 engine		0.021 – 0.049 (0.0008 – 0.0019) 0.015 – 0.043 (0.0006 – 0.0017)	0.060 (0.0024) 0.050 (0.0020)
Balancer shaft	Journal diameter	No. 1 front journal No. 1 rear journal No. 2 front and rear journals No. 3 front and rear journals	42.722 – 42.734 (1.6820 – 1.6824) 20.938 – 20.950 (0.8243 – 0.8248) 38.712 – 38.724 (1.5241 – 1.5246) 34.722 – 34.734 (1.3670 – 1.3675)	42.71 (1.681) 20.92 (0.824) 38.70 (1.524) 34.71 (1.367)
	Journal taper		0.005 (0.0002)	—
	End play	Front Rear	0.10 – 0.40 (0.004 – 0.016) 0.04 – 0.15 (0.002 – 0.006)	— —
	Total runout		0.02 (0.001)	0.03 (0.001)
	Shaft-to-bearing oil clearance			
	No. 1 front, No. 3 front and rear journals		0.066 – 0.098 (0.0026 – 0.0039)	0.12 (0.005)
	No. 1 rear journal		0.050 – 0.075 (0.0020 – 0.0030)	0.09 (0.004)
	No. 2 front and rear journals		0.076 – 0.108 (0.0030 – 0.0043)	0.13 (0.005)

# Standards and Service Limits

## Engine Block — Section 7

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
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)

## Engine Lubrication — Section 8

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Engine oil	Capacity ℓ (US qt, Imp qt)	F22B1 engine	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
		Except F22B1 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
Oil pump	Inner-to-outer rotor clearance	0.02 – 0.16 (0.001 – 0.006)	0.20 (0.008)
	Pump housing-to-outer rotor clearance	0.10 – 0.19 (0.004 – 0.007)	0.21 (0.008)
	Pump housing-to-rotor axial clearance	0.02 – 0.07 (0.001 – 0.003)	0.12 (0.005)
Relief valve	Pressure setting at engine oil temp. 80°C (176°F)		
	kPa (kgf/cm <sup>2</sup> , psi) at idle at 3,000 rpm (min <sup>-1</sup> )	69 (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]	M/T: 6.9 (7.4, 6.1) for overhaul : 5.4 (5.7, 4.8) for coolant change
	Reservoir capacity: 0.6 ℓ (0.63 US qt, 0.53 Imp qt)	A/T: 6.8 (7.3, 6.0) for overhaul : 5.3 (5.6, 4.7) for coolant change
Radiator cap	Opening pressure kPa (kgf/cm <sup>2</sup> , psi)	93 – 123 (0.95 – 1.25, 14 – 18)
Thermostat	Start to open °C (°F)	70 – 80 (169 – 176)
	Fully open °C (°F)	90 (194)
	Valve lift at fully open	8.0 (0.31) min.
Cooling fan	Thermoswitch "ON" temperature °C (°F)	90 – 96 (194 – 205)
	Thermoswitch "OFF" temperature °C (°F)	Subtract 2 – 7 (4 – 13) from actual "ON" temperature
	Fan timer "ON" temperature °C (°F)	103 – 109 (217 – 228)
	Fan timer "OFF" temperature °C (°F)	Subtract 4 – 9 (7 – 16) from actual "ON" temperature

**Fuel and Emissions — Section 11**

	MEASUREMENT	STANDARD (NEW)
Pressure regulator	Pressure with regulator vacuum hose disconnected kPa (kgf/cm <sup>2</sup> , psi)	265 – 314 (2.7 – 3.2, 38 – 46)
Fuel tank	Capacity ℓ (US gal, Imp gal)	64.5 (17.1, 14.2)
Engine	Idle speed with headlight and cooling fan off rpm (min <sup>-1</sup> )	European and KQ models: 770 ± 50 (M/T: neutral) 770 ± 50 (A/T: <b>N</b> or <b>P</b> position) KH model: 700 ± 50 (M/T: neutral) 700 ± 50 (A/T: <b>N</b> or <b>P</b> position)
Engine	Fast idle rpm (min <sup>-1</sup> )	1,400 ± 200 (M/T: neutral) 1,400 ± 200 (A/T: <b>N</b> or <b>P</b> position)
Engine	Idle CO %	0.1 max.

**Clutch — Section 12**

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Clutch pedal	Pedal height to floor Stroke Pedal play Disengagement height to floor	RHD: 209 (8.2), LHD: 184 (7.2) 142.5 – 152.5 (5.6 – 6.0) 9 – 15 (0.4 – 0.6) RHD: 99 (3.9) min. LHD: 74 (2.9) min.	_____ _____ _____ _____
Flywheel	Clutch surface runout	0.05 (0.002) max.	0.15 (0.006)
Clutch disc	Rivet head depth Thickness	1.3 – 1.9 (0.05 – 0.07) 8.4 – 9.0 (0.33 – 0.35)	0.2 (0.01) 6.0 (0.24)
Pressure plate	Warpage Diaphragm spring finger alignment	0.03 (0.001) max. 0.6 (0.02) max.	0.15 (0.006) 0.8 (0.03)

**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 Diameter of ball bearing contact area Diameter of needle bearing contact area Diameter of ball bearing contact area Runout	0.10 – 0.16 (0.004 – 0.006) 27.977 – 27.990 (1.1015 – 1.1020) 37.984 – 38.000 (1.4954 – 1.4961) 27.987 – 28.000 (1.1018 – 1.1024) 0.02 (0.001) max.	Adjust 27.94 (1.100) 37.93 (1.493) 27.94 (1.100) 0.05 (0.002)
Mainshaft 3rd and 4th gears	I.D. End play Thickness 3rd gear 4th gear	43.009 – 43.025 (1.6933 – 1.6939) 0.06 – 0.21 (0.002 – 0.008) 32.42 – 32.47 (1.276 – 1.278) 30.92 – 30.97 (1.217 – 1.219)	43.080 (1.6961) 0.30 (0.012) 32.3 (1.27) 30.8 (1.21)
Mainshaft 5th gear	I.D. End play Thickness	43.009 – 43.025 (1.6933 – 1.6939) 0.06 – 0.21 (0.002 – 0.008) 30.92 – 30.97 (1.217 – 1.219)	43.080 (1.6961) 0.30 (0.012) 30.8 (1.21)
Countershaft	Diameter of needle bearing contact area Diameter of ball bearing and needle bearing contact area Diameter of 1st gear contact area Runout	38.000 – 38.015 (1.4961 – 1.4967) 24.987 – 25.000 (0.9837 – 0.9843) 39.984 – 40.000 (1.5742 – 1.5748) 0.02 (0.001) max.	37.95 (1.494) 24.94 (0.982) 39.93 (1.572) 0.05 (0.002)
Countershaft 1st gear	I.D. End play	46.009 – 46.025 (1.8114 – 1.8120) 0.04 – 0.10 (0.002 – 0.004)	46.08 (1.814) Adjust
Countershaft 2nd gear	I.D. End play Thickness	47.009 – 47.025 (1.8507 – 1.8514) 0.04 – 0.10 (0.002 – 0.004) 28.92 – 28.97 (1.139 – 1.141)	47.08 (1.854) Adjust 28.8 (1.13)

(cont'd)

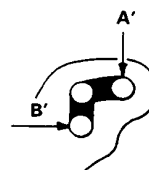
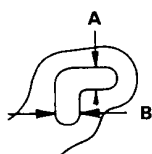
# Standards and Service Limits

## Manual Transmission — Section 13 (cont'd)

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Spacer collar (Countershaft 2nd gear)	I.D. O.D. Length	36.48 – 36.49 (1.4362 – 1.4366) 41.989 – 42.000 (1.6531 – 1.6535) 29.02 – 29.04 (1.1425 – 1.1433) 29.07 – 29.09 (1.1445 – 1.1453)	36.50 (1.437) 41.94 (1.652) _____ _____
Spacer collar (Mainshaft 4th and 5th gears)	I.D. O.D. Length	31.002 – 31.012 (1.2205 – 1.2209) 37.989 – 38.000 (1.4956 – 1.4961) 56.45 – 56.55 (2.222 – 2.226) 26.03 – 26.08 (1.025 – 1.027)	31.06 (1.223) 37.94 (1.494) _____ 26.01 (1.024)
Reverse idler gear	I.D. Gear-to-reverse gear shaft clearance	20.016 – 20.043 (0.7880 – 0.7891) 0.036 – 0.084 (0.0014 – 0.0033)	20.09 (0.7909) 0.160 (0.0006)
Synchro ring	Ring-to-gear clearance (ring pushed against gear)	0.85 – 1.10 (0.033 – 0.043)	0.40 (0.016)
Double cone synchro	Clearance (ring pushed against gear) Outer synchro ring-to-gear Synchro cone-to-gear Outer synchro ring-to-synchro cone	0.95 – 1.68 (0.037 – 0.066) 0.5 – 1.0 (0.02 – 0.04) 0.5 – 1.0 (0.02 – 0.04)	0.6 (0.02) 0.3 (0.01) 0.3 (0.01)
Shift fork	Finger thickness Fork-to-synchro sleeve clearance	6.2 – 6.4 (0.24 – 0.25) 0.35 – 0.65 (0.014 – 0.026)	_____ 1.0 (0.039)
Reverse shift fork	Pawl groove width Fork-to-reverse idler gear clearance Groove width* <sup>1</sup> Fork-to-5th/reverse shift shaft clearance* <sup>2</sup>	13.0 – 13.3 (0.51 – 0.52) 0.5 – 1.1 (0.02 – 0.04) 7.05 – 7.25 (0.278 – 0.285) 7.4 – 7.7 (0.29 – 0.30) 0.05 – 0.35 (0.002 – 0.014) 0.4 – 0.8 (0.02 – 0.03)	_____ 1.8 (0.07) _____ _____ 0.5 (0.02) 1.0 (0.04)
Shift arm	I.D. Shift arm-to-shaft clearance Shift fork diameter at contact area Shift-arm-to-shift fork shaft clearance	15.973 – 16.000 (0.6289 – 0.6299) 0.005 – 0.059 (0.0002 – 0.0023) 12.9 – 13.0 (0.508 – 0.512) 0.2 – 0.5 (0.008 – 0.019)	_____ _____ _____ 0.6 (0.024)
Select lever	Shaft outer diameter Shift arm cover clearance	15.941 – 15.968 (0.6276 – 0.6287) 0.032 – 0.102 (0.0013 – 0.0040)	_____ _____
Shift lever	O.D. Transmission housing clearance	15.941 – 15.968 (0.6276 – 0.6287) 0.027 – 0.139 (0.0011 – 0.0055)	_____ _____
Interlock	Bore diameter Shift arm clearance	16.00 – 16.05 (0.630 – 0.632) 0.032 – 0.109 (0.0013 – 0.0043)	_____ _____

\*1: Measuring points

\*2: Measuring points



**Automatic Transmission — Section 14**

	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 <sup>2</sup> , psi)	Line pressure at 2,000 rpm (min <sup>-1</sup> ) in <b>[N]</b> or <b>[P]</b> position	830 (8.5, 120) throttle fully-closed   880 (9.0, 130) throttle more than 2/8 open	780 (8.0, 110) throttle more than 2/8 open
	4th clutch pressure at 2,000 rpm (min <sup>-1</sup> ) in <b>[D<sub>4</sub>]</b> position	520 (5.3, 75) throttle fully-closed   880 (9.0, 130) throttle more than 2/8 open	460 (4.7, 67) throttle fully-closed   780 (8.0, 110) throttle more than 2/8 open
	3rd and 2nd clutch pressure at 2,000 rpm (min <sup>-1</sup> ) in <b>[D<sub>4</sub>]</b> position	490 (5.0, 71) throttle fully-closed   880 (9.0, 130) throttle more than 2/8 open	440 (4.5, 64) throttle fully-closed   780 (8.0, 110) throttle more than 2/8 open
	2nd clutch pressure at 2,000 rpm (min <sup>-1</sup> ) in <b>[2]</b> position	830 – 880 (8.5 – 9.0, 120 – 130)	780 (8.0, 110)
	1st and 1st-hold clutch pressure at 2,000 rpm in <b>[1]</b> position	830 – 880 (8.5 – 9.0, 120 – 130)	780 (8.0, 110)
	Throttle B pressure Throttle fully closed Throttle fully open	0 (0, 0) 830 – 880 (8.5 – 9.0, 120 – 130)	— 780 (8.0, 110)
Stall speed rpm (min <sup>-1</sup> ) (Check with car on level ground)	F20B3 engine F22B1, F22B2 and F22B5 engines	2,550 2,650	2,400 – 2,700 2,500 – 2,800

(cont'd)



# Standards and Service Limits

## Automatic Transmission — Section 14 (cont'd)

	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 – 1.1638)	Wear or damage
	Torque converter side Oil pump side		29.000 – 29.013 (1.1417 – 1.1422) 0.03 – 0.05 (0.001 – 0.002)	_____ 0.07 (0.003)
	Oil pump gear thrust clearance		0.210 – 0.265 (0.0083 – 0.0104)	_____
	Oil pump gear-to-body clearance	Drive Driven	0.070 – 0.125 (0.0028 – 0.0049) 14.016 – 14.034 (0.5518 – 0.5525) 13.980 – 13.990 (0.5504 – 0.5508)	Wear or damage 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 pawl 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 On mainshaft of 3rd gear collar On mainshaft of 4th gear collar On countershaft of 1st gear collar On countershaft of 4th gear On countershaft of parking gear On countershaft of reverse gear On secondary shaft of 1st gear On secondary shaft of 2nd gear On reverse idler gear shaft		22.984 – 23.000 (0.9049 – 0.9055) 45.984 – 46.000 (1.8104 – 1.8110) 31.984 – 32.000 (1.2592 – 1.2598) 40.984 – 41.000 (1.6135 – 1.6142) 31.975 – 31.991 (1.2589 – 1.2595) 39.984 – 40.000 (1.5742 – 1.5748) 35.979 – 36.000 (1.4165 – 1.4173) 31.975 – 31.991 (1.2589 – 1.2595) 31.975 – 31.991 (1.2589 – 1.2595) 13.99 – 14.00 (0.5508 – 0.5512)	_____ _____ _____ _____ _____ _____ _____ _____ _____ _____ _____
	Inside diameter Mainshaft 3rd gear Mainshaft 4th gear Countershaft 1st gear Countershaft 4th gear Countershaft reverse gear Countershaft idler gear Secondary shaft 1st gear Secondary shaft 2nd gear Reverse idler gear Reverse idler gear shaft holder		52.000 – 52.019 (2.0472 – 2.0480) 38.005 – 38.021 (1.4963 – 1.4969) 47.000 – 47.016 (1.8504 – 1.8510) 38.000 – 38.016 (1.4961 – 1.4967) 42.000 – 42.016 (1.6535 – 1.6542) 48.000 – 48.016 (1.8898 – 1.8904) 36.000 – 36.016 (1.4173 – 1.4179) 37.000 – 37.016 (1.4567 – 1.4573) 20.007 – 20.020 (0.7877 – 0.7881) 14.800 – 14.824 (0.5827 – 0.5836)	_____ _____ _____ _____ _____ _____ _____ _____ _____ _____ Wear or damage

**Automatic Transmission — Section 14**

Unit of length: mm (in)

Automatic Transmission — Section 14					
	MEASUREMENT	STANDARD (NEW)			SERVICE LIMIT
Transmission (cont'd)	Mainshaft 3rd gear collar length	19.50 – 19.55 (0.768 – 0.770)			Wear or damage ↑ ↓
	Mainshaft 4th gear collar length	47.50 – 47.55 (1.870 – 1.872)			
	Countershaft 1st gear collar length	27.50 – 27.55 (1.083 – 1.085)			
	Thrust washer thickness				
	Countershaft 1st gear	1.45 – 1.50 (0.057 – 0.059)			
	Countershaft idler gear	3.45 – 3.55 (0.136 – 0.140)			Wear or damage ↑ ↓
	Countershaft parking gear length	25.030 – 25.048 (0.9854 – 0.9861)			
	Secondary shaft 1st gear distance collar length	4.95 – 5.00 (0.195 – 0.197)			
	Secondary shaft 2nd gear thrust washer thickness	4.35 – 4.45 (0.1713 – 0.1752)			
	Secondary shaft 2nd gear spline washer thickness	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	1.8 (0.071)	14.7 (0.579)	88.6 (3.488)	16.5
	Regulator valve spring B	1.8 (0.071)	9.6 (0.378)	44.0 (1.732)	12.7
	Stator reaction spring	4.5 (0.177)	35.4 (1.394)	30.3 (1.193)	1.92
	Torque converter check valve spring	1.1 (0.043)	8.4 (0.331)	38.2 (1.504)	14.0
	Relief valve spring	1.0 (0.039)	8.4 (0.331)	39.1 (1.539)	15.1
	Cooler relief valve spring	1.1 (0.043)	8.4 (0.331)	46.8 (1.843)	17.0
	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
	Servo control valve spring	1.0 (0.039)	8.1 (0.319)	52.6 (2.071)	22.4
	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 (0.229)	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
	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)	36.3 (1.429)	14.1
		0.7 (0.028)	6.6 (0.260)	38.1 (1.500)	14.1
	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

# Standards and Service Limits

## Differential (Manual transmission) — Section 15

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Differential	Pinion shaft contact area I.D.	18.000 – 18.018 (0.7087 – 0.7094)	—
	Carrier-to-pinion clearance	0.017 – 0.047 (0.0007 – 0.0019)	0.1 (0.004)
	Driveshaft contact area I.D.	28.005 – 28.025 (1.1026 – 1.1033)	—
	Carrier-to-driveshaft clearance	Right	0.025 – 0.066 (0.0010 – 0.0026)
		Left	0.055 – 0.091 (0.0022 – 0.0036)
Differential pinion gear	Backlash	0.05 – 0.15 (0.002 – 0.006)	—
	I.D.	18.042 – 18.066 (0.7103 – 0.7113)	—
	Pinion gear-to-pinion shaft clearance	0.055 – 0.095 (0.0022 – 0.0037)	0.15 (0.006)
Differential taper roller bearing preload		1.4 – 2.5 (14 – 26, 12 – 23)	Adjust
Starting torque N·m (kgf·cm, lbf·in)			

## Differential (Automatic transmission) — Section 15

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Differential carrier	Pinion shaft contact area I.D.	18.000 – 18.018 (0.7087 – 0.7094)	—
	Carrier-to-pinion clearance	0.013 – 0.047 (0.0005 – 0.0019)	0.1 (0.004)
	Driveshaft contact area I.D.	28.005 – 28.025 (1.1026 – 1.1033)	—
	Carrier-to-driveshaft clearance	Right	0.025 – 0.066 (0.0010 – 0.0026)
		Left	0.055 – 0.091 (0.0022 – 0.0036)
Differential pinion gear	Backlash	0.08 – 0.15 (0.003 – 0.006)	—
	I.D.	18.042 – 18.066 (0.7103 – 0.7113)	—
	Pinion gear-to-pinion shaft clearance	0.055 – 0.095 (0.0022 – 0.0037)	0.12 (0.005)
Differential taper roller bearing preload		For new bearing	2.7 – 3.9 (28 – 40, 24 – 35)
Starting torque N·m (kgf·cm, lbf·in)		For used bearing	2.5 – 3.6 (25 – 37, 22 – 32)
			Adjust

## Steering — Section 17

	MEASUREMENT	STANDARD (NEW)
Steering wheel	Rotational play at steering wheel circumference	0 – 10 (0 – 0.39)
	Starting load at steering wheel circumference	
	N (kgf, lbf) Engine running	29 (3.0, 6.6)
Gear box	Angle of rack-guide-screw loosened from locked position	20° ± 5°
Pump	Pump pressure with shut-off valve closed kPa (kgf/cm <sup>2</sup> , psi)	6,400 – 7,400 (65 – 75, 924 – 1,067)
Power steering fluid	Recommended fluid	Honda power steering fluid-V
	Fluid capacity For overhaul	1.1 (1.16, 0.97)
	ℓ (US qt, Imp qt) For fluid change	0.4 (0.42, 0.35)
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 – 12.5 (0.43 – 0.49) with new belt
	Belt tension N (kgf, lbf)	390 – 540 (40 – 55, 88 – 121) with used belt 740 – 880 (75 – 90, 165 – 198) with new belt
	Measured with belt tension gauge	

\*: 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.

**Suspension — Section 18**

	MEASUREMENT		STANDARD (NEW)	
Wheel alignment	Camber	Front	$0^{\circ}00' \pm 1^{\circ}$	
		Rear	$-0^{\circ}25' \pm 30'$	
	Caster	Front	$3^{\circ}00' \pm 1^{\circ}$	
	Total toe	Front	$0 \pm 3$ (0 $\pm$ 0.12)	
		Rear	IN $2 \pm 2$ (0.08 $\pm$ 0.08)	
Wheel bearing	End play	Inward wheel	$39^{\circ}00' \pm 2^{\circ}$	
		Outward wheel	$30^{\circ}00'$ (Reference)	
Wheel	Rim runout	Front	0 – 0.05 (0 – 0.002)	
		Rear	0 – 0.05 (0 – 0.002)	
Wheel	Rim runout	Aluminum wheel	STANDARD (NEW)	SERVICE LIMIT
			Axial	0 – 0.7 (0 – 0.03)
			Radial	2.0 (0.08)
		Steel wheel	Axial	0 – 0.7 (0 – 0.03)
			Radial	1.5 (0.06)
			Axial	0 – 1.0 (0 – 0.04)
			Radial	2.0 (0.08)
			Radial	1.5 (0.06)

**Brakes — Section 19**

Brakes — Section 19				
	MEASUREMENT	STANDARD (NEW)		
Parking brake lever	Play in stroke at 200 N (20 kgf, 44 lbf) lever force	To be locked when pulled Disc: 7 – 11 notches Drum: 4 – 8 notches		
Foot brake pedal	Pedal height (With floor mat removed)	M/T	LHD: 192 (7.56), RHD: 167 (6.57)	
	Free play	A/T	LHD: 193 (7.60), RHD: 168 (6.61) 1 – 5 (1/16 – 13/64)	
Master cylinder	Piston-to-pushrod clearance	0 – 0.4 (0 – 0.02)		
Disc brake	Disc thickness	Front	STANDARD (NEW)	SERVICE LIMIT
		Rear	22.9 – 23.1 (0.90 – 0.91)	21.0 (0.83)
	Disc runout	Front	9.9 – 10.1 (0.39 – 0.40)	8.0 (0.31)
		Rear	_____	0.10 (0.004)
	Disc parallelism	Front and rear	_____	0.10 (0.004)
	Pad thickness	Front	12.0 – 13.0 (0.47 – 0.51)	0.015 (0.0006)
Drum brake	Drum I.D.	Rear	8.5 – 9.5 (0.33 – 0.37)	1.6 (0.06)
			219.9 – 220.0 (8.657 – 8.661)	221 (8.700)
Brake booster	Lining thickness		3.9 – 4.5 (0.15 – 0.18)	2.0 (0.08)
	Characteristics at 200 N (20 kgf, 44 lbf) pedal force			
	Vacuum kPa (mm Hg, in Hg)	Minimum line pressure kPa (kgf/cm <sup>2</sup> , psi)		
		Except 8" + 9" master power with ABS		8" + 9" master power with ABS
		0 (0, 0)	970 (9.9, 140)	850 (8.7, 120)
		40.0 (300, 11.8)	5,530 (56.4, 802)	6,120 (62.4, 887)
	66.7 (500, 19.7)	8,580 (87.5, 1,240)	8,980 (91.6, 1,300)	

**— Air Conditioning — Section 22**

\*: 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.

		MEASUREMENT	STANDARD (NEW)	
Ignition coil		Rated voltage V Primary winding resistance at 20°C (68°F) Ω  Secondary winding resistance at 20°C (68°F) kΩ	12 F22B1 engine: 0.4 – 0.6 F22B2 engine: 0.6 – 0.8 Except F22B1, F22B2 engines: 0.6 – 0.8 F22B1 engine: 22 – 34 F22B2 engine: 14.4 – 21.6 Except F22B1, F22B2 engines: 13 – 19	
Ignition wire		Resistance at 68°F (20°C) kΩ	25 max.	
Spark plug		Type Gap	See Section 23 1.1 $\begin{smallmatrix} 0 \\ -0.1 \end{smallmatrix}$ (0.043 $\begin{smallmatrix} 0 \\ -0.004 \end{smallmatrix}$ )	
Ignition timing		At idling °BTDC (Red) –rpm (min <sup>-1</sup> )	European and KQ models: 15 ± 2 – 770 ± 50 (M/T: neutral) 15 ± 2 – 770 ± 50 (A/T; <b>N</b> or <b>P</b> position) KH model: 15 ± 2 – 700 ± 50 (M/T: neutral) 15 ± 2 – 700 ± 50 (A/T; <b>N</b> or <b>P</b> position)	
Alternator belt*1		Deflection with 98 N (10 kgf, 22 lbf) between pulleys	10.5 – 12.5 (0.41 – 0.49) with used belt 8.0 – 10 (0.31 – 0.39) with new belt	
		Belt tension N (kgf, lbf) Measured with belt tension gauge	290 – 440 (30 – 45, 66 – 99) with used belt 540 – 740 (55 – 75, 120 – 170) with new belt	
Alternator			STANDARD (NEW)	SERVICE LIMIT
		Output 13.5 V at hot A Coil resistance (rotor) at 20°C (68°F) kΩ Slip ring O.D. Brush length Brush spring tension N (kgf, lbf)	90°2, 80°3 2.8 – 3.0 (0.11 – 0.12) 14.4 (0.57) 10.5 (0.41) 2.9 – 3.5 (0.30 – 0.36, 0.66 – 0.77)	_____ 14.0 (0.55) 1.5 (0.06) _____
Starter	M/T	Output/Manufacturer Commutator mica depth Commutator runout Commutator O.D. Brush length Brush spring tension (new) N (kgf, lbf)	1.4 kW/NIPPONDENSO 0.5 – 0.8 (0.02 – 0.03) 0 – 0.02 (0 – 0.001) 29.9 – 30.0 (1.177 – 1.181) 15.0 – 15.5 (0.59 – 0.61) 18 – 24 (1.8 – 2.4, 4.0 – 5.3)	0.2 (0.008) 0.05 (0.002) 29.0 (1.14) 10.0 (0.39) _____
	A/T	Output/Manufacturer  Commutator mica depth Commutator runout Commutator O.D. Brush length Brush spring tension (new) N (kgf, lbf)	1.4 kW (KE model), 1.6 kW (Except KE model)/MITSUBA 0.4 – 0.5 (0.016 – 0.020) 0 – 0.02 (0 – 0.001) 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 (1.083) 11.0 (0.43) _____

Readjust deflection or tension to used belt values.

\*3: Other models

# Design Specifications

	ITEM		METRIC	ENGLISH	NOTES
DIMENSIONS	Overall Length		4,770 mm	187.8 in	
	Overall Width		1,780 mm	70.1 in	
	Overall Height		1,425 mm	56.1 in	
	Wheelbase		2,715 mm	106.9 in	
	Track Front/Rear		1,515/1,500 mm	59.6/59.1 in	
	Ground Clearance		160 mm	6.3 in	
Seating Capacity			Five		
WEIGHT	Curb Weight				*: With driver and front passenger SRS airbag system
	KG	2.0i LS M/T	1,365 kg	3,009 lbs	
		2.0i LS with sunroof M/T	1,385 kg	3,053 lbs	
		2.0i ES M/T	1,410 kg	3,108 lbs	
		A/T	1,435 kg	3,164 lbs	
		2.2i LS M/T	1,385 kg	3,053 lbs	
		A/T	1,410 kg	3,108 lbs	
		2.2i ES M/T	1,410 kg	3,108 lbs	
		A/T	1,435 kg	3,164 lbs	
		2.2i ES*1 M/T	1,415 kg	3,120 lbs	
		A/T	1,440 kg	3,175 lbs	
	KE	2.0i ES M/T	1,375 kg	3,031 lbs	
		A/T	1,400 kg	3,086 lbs	
		2.2i ES M/T	1,415 kg	3,120 lbs	
		A/T	1,440 kg	3,175 lbs	
		2.2i ES*1 M/T	1,405 kg	3,097 lbs	
		A/T	1,430 kg	3,153 lbs	
	KS	2.0i LS M/T	1,370 kg	3,020 lbs	*: With driver and front passenger SRS airbag system
		2.0i LS with sunroof M/T	1,390 kg	3,064 lbs	
		2.2i ES M/T	1,415 kg	3,120 lbs	
		A/T	1,440 kg	3,175 lbs	
	KQ	VTi M/T	1,390 kg	3,064 lbs	
		A/T	1,415 kg	3,120 lbs	
	KH	LX M/T	1,395 kg	3,075 lbs	
		A/T	1,420 kg	3,131 lbs	
		EX M/T	1,425 kg	3,142 lbs	
		A/T	1,450 kg	3,197 lbs	
	Weight Distribution (Front/Rear)				
	KG	2.0i LS M/T	790/575 kg	1,742/1,268 lbs	
		2.0i LS with sunroof M/T	795/590 kg	1,753/1,301 lbs	
		2.0i ES M/T	820/590 kg	1,808/1,301 lbs	
		A/T	850/585 kg	1,874/1,290 lbs	
		2.2i LS M/T	795/590 kg	1,753/1,301 lbs	
		A/T	825/585 kg	1,819/1,290 lbs	
		2.2i ES M/T	820/590 kg	1,808/1,301 lbs	
		A/T	850/585 kg	1,874/1,290 lbs	
		2.2i ES*1 M/T	825/590 kg	1,819/1,301 lbs	
		A/T	855/585 kg	1,885/1,290 lbs	
	KE	2.0i ES M/T	785/590 kg	1,731/1,301 lbs	
		A/T	815/585 kg	1,797/1,290 lbs	
		2.2i ES M/T	825/590 kg	1,819/1,301 lbs	
		A/T	855/585 kg	1,885/1,290 lbs	
		2.2i ES*1 M/T	825/580 kg	1,819/1,279 lbs	
		A/T	855/575 kg	1,885/1,268 lbs	
	KS	2.0i LS M/T	795/575 kg	1,753/1,268 lbs	
		2.0i LS with sunroof M/T	800/590 kg	1,764/1,301 lbs	
		2.2i ES M/T	825/590 kg	1,819/1,301 lbs	
		A/T	855/585 kg	1,885/1,290 lbs	
	KQ	VTi M/T	795/595 kg	1,753/1,312 lbs	
		A/T	825/590 kg	1,819/1,301 lbs	
	KH	LX M/T	815/580 kg	1,796/1,279 lbs	
		A/T	840/580 kg	1,852/1,279 lbs	
		EX M/T	835/590 kg	1,841/1,301 lbs	
		A/T	860/590 kg	1,896/1,301 lbs	
	Max. Permissible Weight (EC)		M/T	1,880 kg	4,145 lbs
			A/T	1,910 kg	4,211 lbs
	Max. Permissible Axle Weight (EC)		Front	1,000 kg	2,205 lbs
			Rear	1,020 kg	2,249 lbs
	Max. Loaded Vehicle Weight (ADR)		M/T	1,846 kg	4,070 lbs
			A/T	1,871 kg	4,125 lbs

(cont'd)

# Design Specifications

(cont'd)

	ITEM		METRIC	ENGLISH	NOTES
ENGINE	Type	F22B1 engine	Water-cooled, 4-stroke SOHC VTEC gasoline engine		
		Except F22B1 engine	Water-cooled, 4-stroke SOHC gasoline engine		
	Cylinder Arrangement		Inline 4-cylinder, transverse		
	Bore and Stroke				
	F20B3 engine		85.0 x 88.0 mm	3.35 x 3.46 in	
	F22B1, F22B2 and F22B5 engines		85.0 x 95.0 mm	3.35 x 3.74 in	
	Displacement				
	F20B3 engine		1,997 cm³ (mℓ)	122 cu-in	
	F22B1, F22B2 and F22B5 engines		2,156 cm³ (mℓ)	132 cu-in	
	Compression Ratio				
	F20B3 engine		9.0 : 1		
	F22B1, F22B2 engines		8.8 : 1		
	F22B5 engine		9.8 : 1		
	Valve Train	F22B1 engine	Belt driven, SOHC VTEC		
		Except F22B1 engine	4 valve per cylinder		
			Belt driven, SOHC		
			4 valve per cylinder		
	Lubrication System		Forced and wet sump, trochoid pump		
	Oil Pump Displacement		73.5 ℓ (77.7 US qt, 64.7 Imp qt)/minute		
	at 6,000 engine rpm (min <sup>-1</sup> )				
Water Pump Displacement		160 ℓ (169 US qt, 141 Imp qt)/minute			
at 6,000 engine rpm (min <sup>-1</sup> )					
Fuel Required					
	F22B1, F22B2 engines	UNLEADED gasoline with a Research Octane Number (RON) of 91 or higher			
	F20B3, F22B5 engines	Premium UNLEADED gasoline with a Research Octane Number (RON) of 95 or higher			
STARTER	Type		Gear reduction		
	Normal Output	M/T and A/T (KE model)	1.4 kW		
		A/T (Except KE model)	1.6 kW		
	Normal Voltage		12 V		
	Hour Rating		30 seconds		
	Direction of Rotation		Clockwise as viewed from gear end		
	Weight	1.4 kW M/T	3.65 kg	8.05 lbs	
		1.4 kW A/T (KE model)	3.5 kg	7.7 lbs	
		1.6 kW A/T (Except KE model)	3.7 kg	8.2 lbs	
	CLUTCH	Type	M/T	Single plate dry, diaphragm spring	
		A/T	Torque converter		
Facing Area		M/T	217 cm²	33.6 sq-in	
TRANSMISSION	Type	M/T	Synchronized 5-speed forward, 1 reverse		
		A/T	Electronically controlled		
	Primary Reduction	Type/Ratio	4-speed automatic, 1 reverse		
			Direct/1 : 1		
	Manual Transmission		F20B3, F22B5 engines	F22B1, F22B2 engines	
	Gear Ratio	1st	3.307	3.307	
		2nd	1.809	1.809	
		3rd	1.230	1.185	
		4th	0.933	0.903	
		5th	0.757	0.685	
		Reverse	3.000	3.000	
	Final Reduction Gear	Ratio	4.266	4.266	
	Type	Single helical gear			

	ITEM		METRIC	ENGLISH	NOTES	
TRANSMISSION (cont'd)	Automatic Transmission		F20B3, F22B5 engines	F22B1, F22B2 engines		
	Gear Ratio	1st	2.736	2.736		
		2nd	1.333	1.483		
		3rd	1.026	1.026		
		4th	0.731	0.674		
		Reverse	2.047	2.047		
	Final Reduction Gear	Ratio	4.285	4.285		
Type		Single helical gear				
AIR CONDITIONING	Cooling Capacity		4,130 kcal/h	16,400 BTU/h		
	Compressor	Type/Manufacturer	Swash-plate/NIPPONDENSO			Except F22B1 engine
		No. of Cylinder	10			
		Capacity	170 ml/rev	10.4 cu-in/rev		
		Max. Speed	7,600 rpm (min <sup>-1</sup> )			
		Lubricant Capacity	160ml	5 1/3fl oz, 5.6 Imp oz		
	Lubricant Type		ND-OIL8 (P/N 38899 – PR7 – 003)			
	Compressor	Type/Manufacturer	Swash-plate/HADSYS			F22B1 engine
		No. of Cylinder	7			
		Capacity	170 ml/rev	10.4 cu-in/rev		
		Max. Speed	7,800 rpm (min <sup>-1</sup> )			
Lubricant Capacity		160 ml	5 1/3fl oz, 5.6 Imp oz			
Lubricant Type		Dn. S10X (P/N 38899 – P0A – 003)				
Condenser	Type	Corrugated fin				
Evaporator	Type	Corrugated fin				
Blower	Type	Sirocco fan				
	Motor Input	200 W/12 V				
	Speed Control	4-speed				
	Max. Capacity	480 m³/h	16,900 cu-ft/h			
	Temperature Control	Air-mix type				
Compressor Clutch	Type	Dry, single plate, poly-V-belt drive		At 20°C (68°F)		
	Power Consumption	40 W max./12 V				
	Refrigerant	Type	HFC-134a (R-134a)			
	Quantity	650 <sup>0</sup> / <sub>-50</sub> g	18.4 <sup>0</sup> / <sub>-1.8</sub> oz			
STEERING SYSTEM	Type	Power assisted, rack and pinion				
	Overall Ratio	KQ, KE models	17.1			
		Except KQ, KE models	16.3			
		Turns, Lock-to-Lock	KQ, KE models		3.26	
		Except KQ, KE models	3.11			
Steering Wheel Dia.	380 mm	15.0 in				

(cont'd)



# Design Specifications

(cont'd)

	ITEM		METRIC	ENGLISH	NOTES
SUSPENSION	Type	Front	Independent double wishbone, coil spring with stabilizer		
		Rear	Independent double wishbone, coil spring with stabilizer		
	Shock Absorber	Front and Rear	Telescopic, hydraulic nitrogen gas-filled		
WHEEL ALIGNMENT	Camber	Front	0°		
		Rear	-0°25'		
	Caster	Front	3°00'		
	Total Toe	Front	0 mm	0 in	
		Rear	In 2 mm	In 0.08 in	
BRAKE SYSTEM	Type	Front	Power-assisted self-adjusting ventilated disc		
		Rear	Power-assisted self-adjusting solid disc		Disk brake
	Pad Surface Area	Front	49 cm² x 2	7.6 sq-in x 2	Drum brake
		Rear	28 cm² x 2	4.3 sq-in x 2	
	Lining Surface Area	Rear	74 cm² x 2	11.5 sq-in x 2	Disk brake
	Parking Brake	Type	Mechanical actuating, rear two wheel brakes		Drum brake
TIRE	Size and Pressure		See tire label (see page 1-12)		
ELECTRICAL	Battery		12 V - 52 AH/5 HR <sup>*1</sup>		
	Starter		12 V - 55 AH/5 HR <sup>*2</sup>		
	Alternator		12 V - 1.4 kW/1.6 kW		
	Fuses		12 V - 90 A <sup>*3</sup> , 80 A <sup>*4</sup>		
	In Under-dash Fuse/Relay Box		7.5 A, 10 A, 15 A, 30 A		
	In Under-hood Fuse/Relay Box		7.5 A, 10 A, 15 A, 20 A, 30 A, 40 A		
			50 A, 80 A, 100 A		
	In Under-hood ABS Fuse/Relay Box		10 A, 15 A, 20 A, 40 A		
	Headlights	Inside	12 V - 55 W		
		Outside	12 V - 60/55 W		
	Front Turn Signal Lights		12 V - 21 W		
	Front Position Lights		12 V - 5 W		
	Side Turn Signal Lights		12 V - 5 W		
	Rear Turn Signal Lights		12 V - 21 W		
	Stop Light		12 V - 21 W		
	Taillights		12 V - 5 W		
	High Mount Brake Light		12 V - 21 CP (18 W)		
	Back-up Lights		12 V - 21 W		
	Rear Fog Light <sup>*5</sup>		12 V - 21 W		
	License Plate Lights		12 V - 5 W <sup>*5</sup> , 12 - 8 W <sup>*6</sup>		
	Ceiling Lights		12 V - 8 W		
	Luggage Area Lights		12 V - 5 W		
	Door Courtesy Lights		12 V - 3.4 W		
	Gauge Lights		12 V - 1.4 W, 3.0 W		
	Indicator Lights		12 V - 0.84 W, 1.12 W, 1.4 W		
	Illumination and Pilot Lights		12 V - 0.56 W, 0.84 W, 0.91 W, 1.12 W, 1.4 W, LED		
	Heater Illumination Lights		12 V - 1.4 W		

\*1: European and KQ models

\*2: KH model

\*3: KH model with F22B1 engine

\*4: Other models

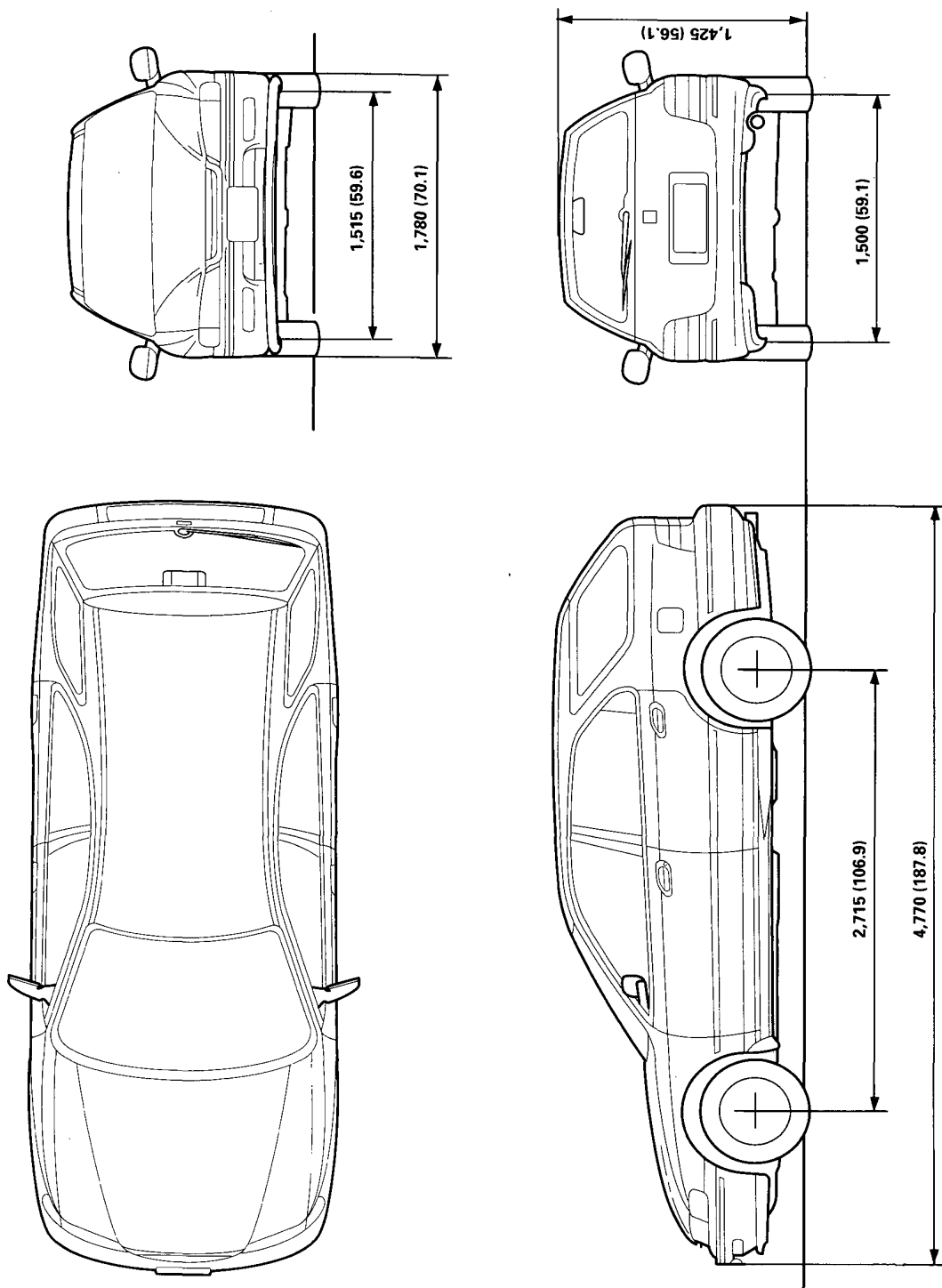
\*5: European model

\*6: KQ and KH models

# Body Specifications

specs

Unit: mm (in)



## **Maintenance**

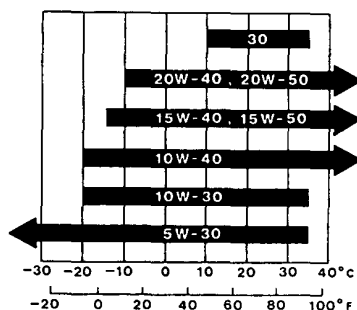
<b>Lubrication Points .....</b>	<b>4-2</b>
<b>Maintenance Schedule .....</b>	<b>4-4</b>



# Lubrication Points

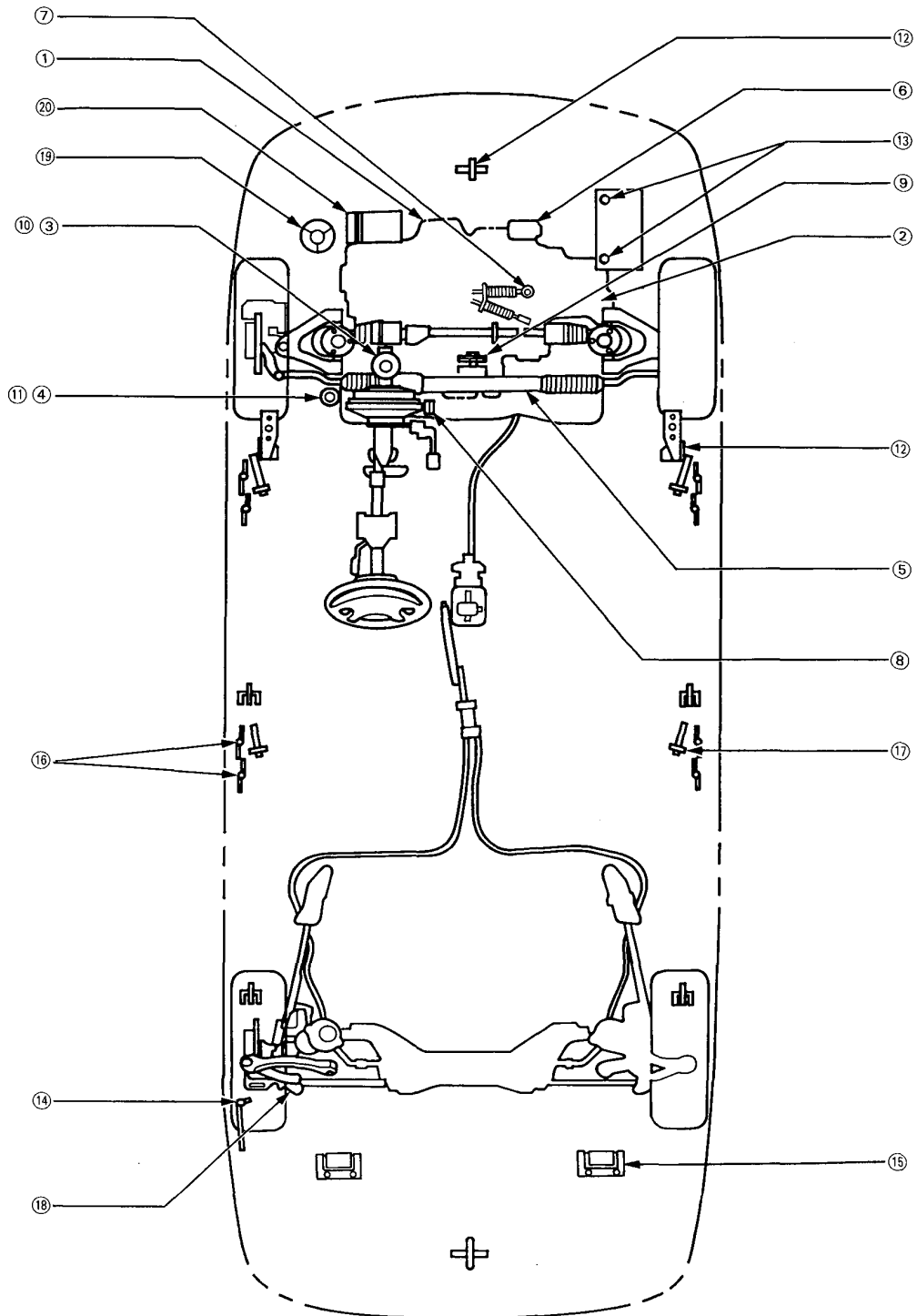
For the details of lubrication points and type of lubricants to be applied, refer to the illustrated index and various work procedure (such as Assembly/Reassembly, Replacement, Overhaul, Installation, etc.) contained in each section.

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 Automatic	API Service Grades: SF or SG SAE Viscosity: 10 W-30 or 10 W-40 Honda Premium Formula or DEXRON® II Automatic transmission fluid
3	Brake line (Includes Anti-lock brake line)	Brake fluid DOT3 or DOT4
4	Clutch line	Brake fluid DOT3 or DOT4
5	Power steering gearbox	Steering grease P/N 08733-B070E
6	Release fork (Manual transmission)	Urea Grease UM264 (P/N 41211-PY5-305)
7	Shift and select cable ends (Manual transmission)	
8	Throttle cable end (Dashboard lower panel hole)	Silicone grease
9	Throttle cable end (Throttle link)	Multi-purpose grease
10	Brake master cylinder pushrod	
11	Clutch master cylinder pushrod	
12	Hood hinges and hood latch	
13	Battery terminals	
14	Fuel fill lid	
15	Tailgate hinges	
16	Door hinges, upper and lower	
17	Door open detent	
18	Rear brake calipers	Rust-preventive agent
19	Power steering system	Honda power steering fluid-V
20	Air conditioning compressor	Compressor oil: NIPPONDENSO: ND-OIL8 (P/N 38899-PR7-003) HADSYS: Dn. S10X (P/N 38899-POA-003) (For Refrigerant: HFC-134a (R-134a))



Recommended engine oil  
Engine oil viscosity for  
ambient temperature ranges

**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.



Maintenance Schedule

Service at the interval listed x 1,000 km (or miles) or after that number of months, whichever comes first.		x 1,000 km											
		x 1,000 miles											
		months											
		20	40	60	80	100	120	140	160	180	200		
		12	24	36	48	60	72	84	96	108	120		
		12	24	36	48	60	72	84	96	108	120		
• Engine oil and oil filter		Replace every 10,000 km (6,000 miles) or 12 months											
• Transmission oil		Replace every 10,000 km (6,000 miles) or 6 months											
For other than European models				R			R			R			
For European models					R						R		
For other than European models			R						R		R		
For European models			I		I		I		I		I		
For other than European models		I	I	I	I	I	I	I	I	I	I		
Belt tension and conditions (Alternator, Power steering, A/C compressor)			I		I		I		I		I		
Timing belt and timing balancer belt						R					R		
Water pump						I					I		
Cooling system hoses and connections			I		I		I		I		I		
• Engine coolant					R		R		R		R		
Spark plugs			R		R		R		R		R		
		For KS model, replace every 48,000 km (30,000 miles)											
Ignition timing (For other than European models)			I		I		I		I		I		
Air cleaner element			R		R		R		R		R		
Tank, fuel lines and connections			I		I		I		I		I		
Fuel filter			R		R		R		R		R		
Positive crankcase ventilation valve						I					I		
Idle speed and idle CO		I*	I*	I*	I*	I	I	I	I	I	I		
Evaporative emission control system (For other than European models)						I					I		
Distributor cap and rotor (For other than European models)			I		I		I		I		I		
Ignition wiring (For other than European models)			I		I		I		I		I		
Front brake pads		Inspect every 10,000 km (6,000 miles) or 12 months											
Front brake discs and calipers		I	I	I	I	I	I	I	I	I	I		
Rear brake discs, calipers and pads			I		I		I		I		I		
Rear brake drums, wheel cylinders and linings			I		I		I		I		I		
Parking brake operation		I	I	I	I		I		I		I		
Brake fluid (Including ABS)			R		R		R		R		R		
Brake hoses and lines		I	I	I	I	I	I	I	I	I	I		
Anti-lock brake system operation			I		I		I		I		I		
Exhaust system and condition		I	I	I	I	I	I	I	I	I	I		
Catalytic converter heat shield						I					I		
Suspension components		I	I	I	I	I	I	I	I	I	I		
Steering function, tie-rod ends, gear box and boots		I	I	I	I	I	I	I	I	I	I		
Power steering functions, hoses and connections		I	I	I	I	I	I	I	I	I	I		

•\*: Day to day care (engine oil, ATF and coolant level) should be done practically according to the owner's manual by the customer.  
\*: For KS model, recommended by manufacturer only: except for KS model, it is required.



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

Service at the interval listed x 1,000 km (or miles) or after that number of months, whichever comes first.		x 1,000 km	20	40	60	80	100	120	140	160	180	200
		x 1,000 miles	12	24	36	48	60	72	84	96	108	120
		months	12	24	36	48	60	72	84	96	108	120
All fluid levels			Inspect every 10,000 km (6,000 miles) or 12 months									
Battery condition			I	I	I	I	I	I	I	I	I	I
Tyres condition, wear and pressure (Including spare)			Inspect every 10,000 km (6,000 miles) or 12 months									
Lights operation and headlight beam			Inspect every 10,000 km (6,000 miles) or 12 months									
Paint damages and body work			I	I	I	I	I	I	I	I	I	I
Test drive (Noise, stability, dashboard operations)			I	I	I	I	I	I	I	I	I	I
Cleanliness of controls, door handles etc			Inspect after every Service									
Supplemental Restraint System			Inspect system 10 years first registration									

## Severe Driving Conditions

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

Severe driving conditions include:

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

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

Condition	Maintenance Item	Operation	Interval
A B • • • F	Engine oil and oil filter	R	Every 5,000 km (3,000 miles) or 6 months
	For European models		
	For other than European models	R	Every 5,000 km (3,000 miles) or 3 months
• • • • • F	Transmission oil	R	Every 20,000 km (12,000 miles) or 12 months
• B • • • E •	Air cleaner element	C	Every 20,000 km (12,000 miles) or 12 months
		R	Every 40,000 km (24,000 miles) or 24 months
A B • D E F	Front brake discs and calipers	I	Every 10,000 km (6,000 miles) or 6 months
A B • D E F	Rear brake discs, calipers and pads	I	Every 20,000 km (12,000 miles) or 12 months
• B C • • E •	Power steering system	I	Every 10,000 km (6,000 miles) or 6 months

## Intake Manifold/Exhaust System

### Intake Manifold

Replacement ..... 9-2

### Exhaust Pipe and Muffler

Replacement ..... 9-3



#### Outline of Model Changes

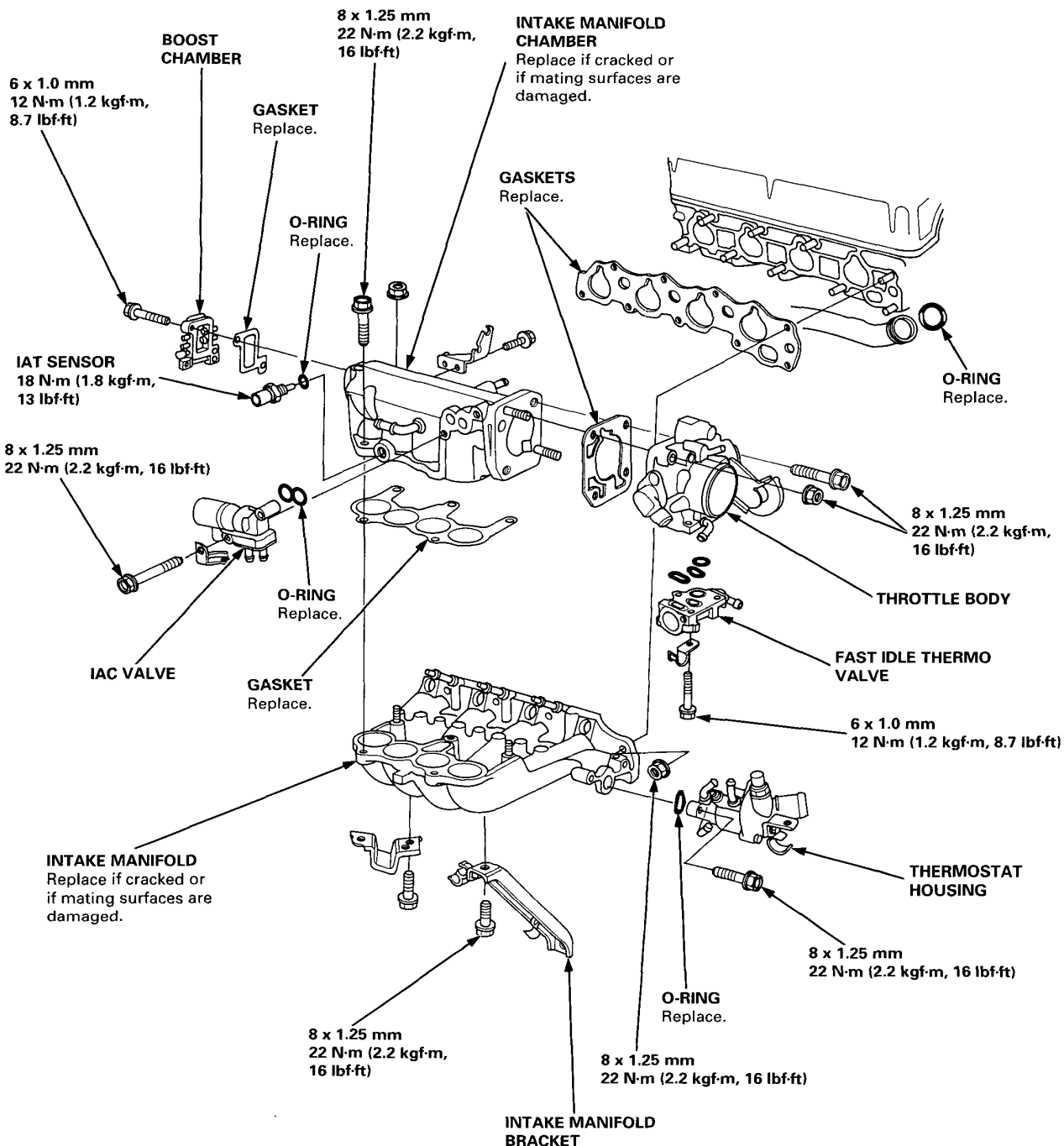
- An illustration for the intake manifold replacement of the Accord Aero Deck KQ model has been added.
- An illustration for the exhaust pipe and muffler replacement of the Accord Aero Deck model has been added.



# Intake Manifold

## Replacement

F22B1 engine:



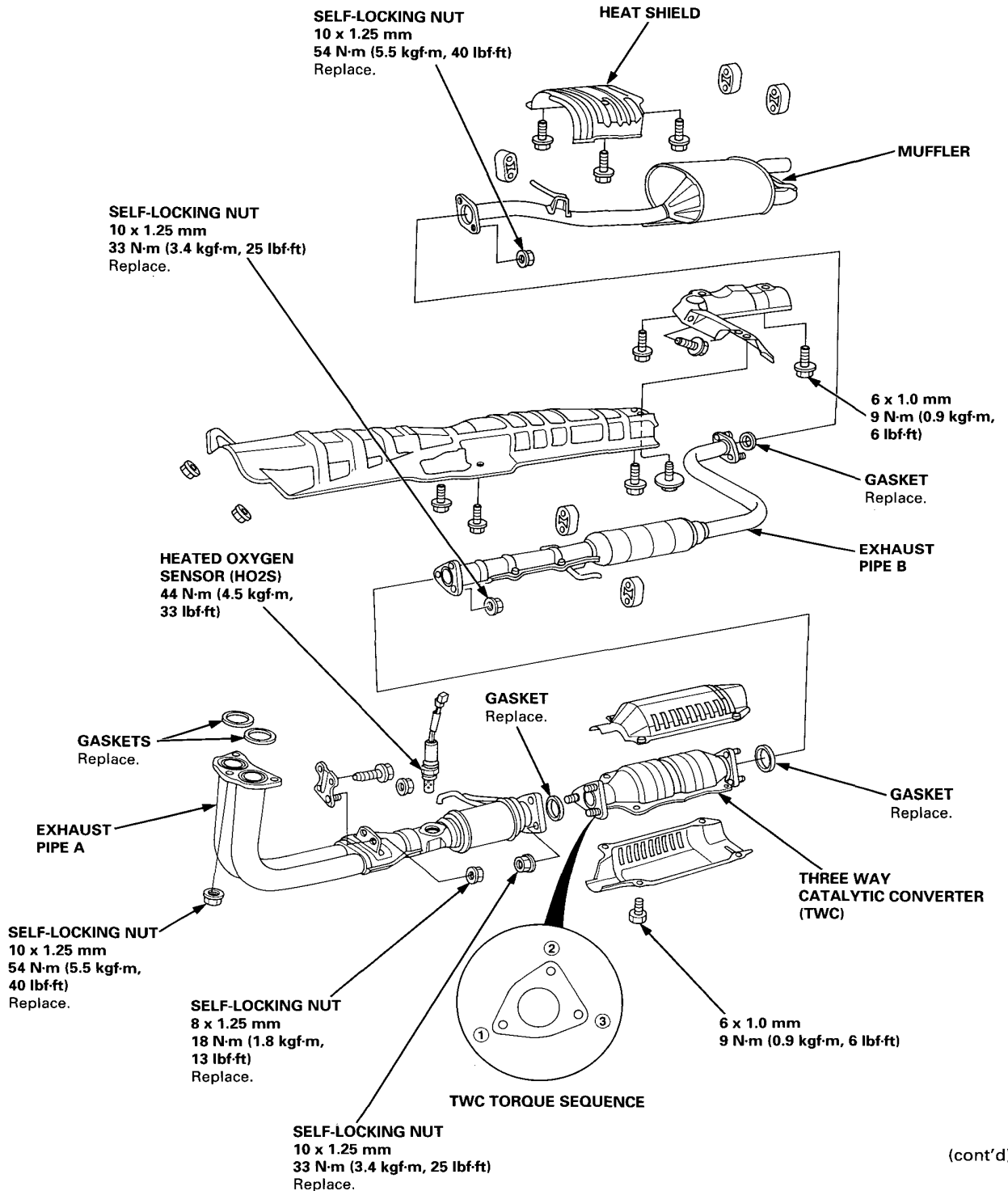


# Exhaust Pipe and Muffler

## Replacement

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

F22B1 engine:

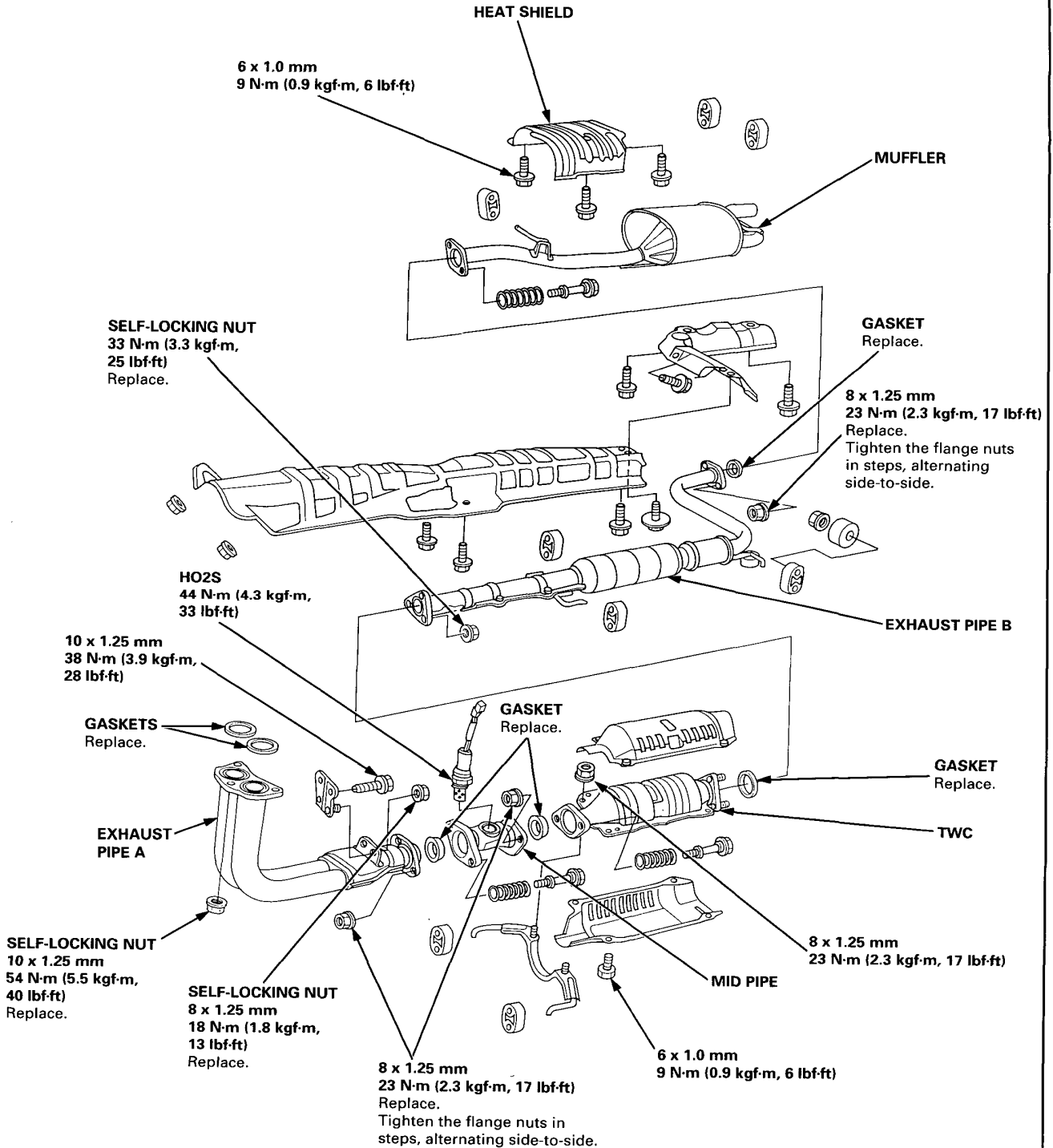


# Exhaust Pipe and Muffler

## Replacement (cont'd)

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

F20B3, F22B5 engines:



## Automatic Transmission

Road Test ..... 14-2



### Outline of Model Change

- The road test of F22B1 engine (KQ model Accord Aero Deck) has been added.

# Road Test

NOTE: Warm up the engine to normal operating temperature (the radiator fan comes on).

1. Apply parking brake and block the wheels. Start the engine, then move the selector lever to **D<sub>2</sub>** position while depressing the brake pedal. Depress the accelerator pedal and release it suddenly. The engine should not stall.
2. Repeat same test in **D<sub>3</sub>** position.
3. Shift the selector lever to **D<sub>4</sub>** position, and check that the shift points occur at approximate speeds shown. Also check for abnormal noise and clutch slippage.

NOTE:

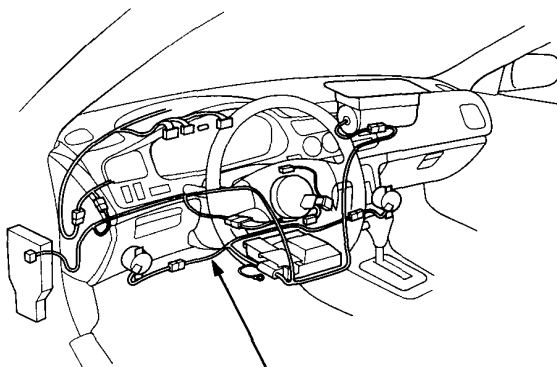
Throttle position sensor voltage represents the throttle opening.

- 1. Connect the Test Harness between the ECM and connector (see section 11).
- 2. Set the digital multimeter to check voltage between D11 (+) terminal and D22 (-) terminal for the throttle position sensor.

## CAUTION:

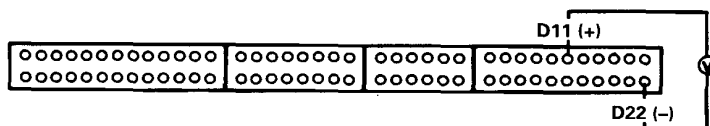
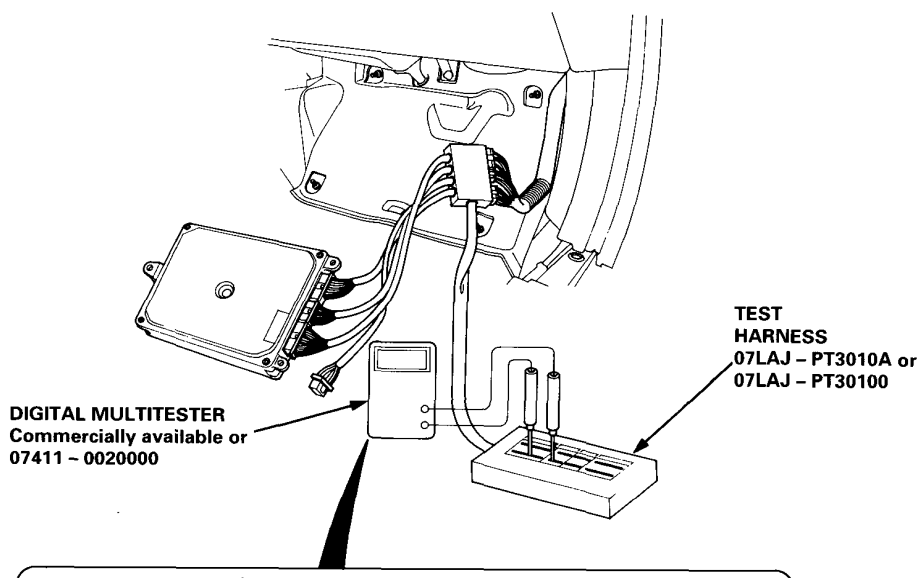
- All SRS electrical wiring harnesses are covered with yellow insulation.
- Before disconnecting any part of the SRS wire harness, connect the short connectors.
- Replace the entire affected SRS harness assembly if it has an open circuit or damaged wiring.

NOTE: The illustration shows LHD type. RHD type is symmetrical to LHD type.



SRS MAIN HARNESS

NOTE: LHD is shown; RHD is similar.





## F22B1 Engine (KQ model Accord Aero Deck)

### D<sub>4</sub> Position

#### ●Upshift

		1st → 2nd	2nd → 3rd	3rd → 4th	Lock-up Clutch ON
Throttle position sensor voltage: 0.8 V	mph	11 – 13	19 – 21	29 – 33	—
	km/h	17 – 21	30 – 34	47 – 53	—
Throttle position sensor voltage: 2.25 V	mph	17 – 21	37 – 41	54 – 59	63 – 68
	km/h	28 – 34	60 – 66	87 – 95	101 – 109
Full throttle Throttle position sensor voltage: 4.5 V	mph	30 – 34	61 – 66	93 – 96	84 – 88
	km/h	48 – 55	98 – 106	149 – 154	135 – 142

#### ●Downshift

		Lock-up Clutch OFF	4th → 3rd	3rd → 2nd	2nd → 1st
Throttle position sensor voltage: 0.8 V	mph	12 – 16	—	17 – 25 (4th → 2nd)	7 – 9
	km/h	20 – 26	—	27 – 41 (4th → 2nd)	11 – 15
Throttle position sensor voltage: 2.25 V	mph	49 – 54	42 – 45	26 – 30	7 – 9
	km/h	79 – 87	67 – 73	42 – 48	11 – 15
Full throttle Throttle position sensor voltage: 4.5 V	mph	80 – 85	78 – 84	55 – 61	25 – 30
	km/h	129 – 136	126 – 135	89 – 98	41 – 48

- Accelerate to about 35 mph (57 km/h) so the transmission is in 4th, then shift from **D<sub>4</sub>** position to **2** position. The car should immediately begin slowing down from engine braking.

#### CAUTION:

Do not shift from **D<sub>4</sub>** or **D<sub>3</sub>** position to **2** or **1** position at speeds over 63 mph (100 km/h); you may damage the transmission.

- Check for abnormal noise and clutch slippage in the following positions.

#### **1** (1st Gear) Position

- Accelerate from a stop at full throttle. Check that there is no abnormal noise or clutch slippage.
- Upshifts should not occur with the selector in this position.

#### **2** (2nd Gear) Position

- Accelerate from a stop at full throttle. Check that there is no abnormal noise or clutch slippage.
- Upshifts and downshifts should not occur with the selector in this position.

#### **R** (Reverse) Position

Accelerate from a stop at full throttle, and check for abnormal noise and clutch slippage.

- Test in **P** (Parking) Position

Park car on slope (approx. 16°), apply the parking brake, and shift into **P** position. Release the brake; the car should not move.

## Suspension

### Rear Damper

**Removal ..... 18-2**

**Installation ..... 18-3**

NOTE: For instructions not included in this supplement, see the 1994 Accord Sedan or Coupe Shop Manual, P/N 62SV400 or 62SV200.



#### Outline of Model Changes

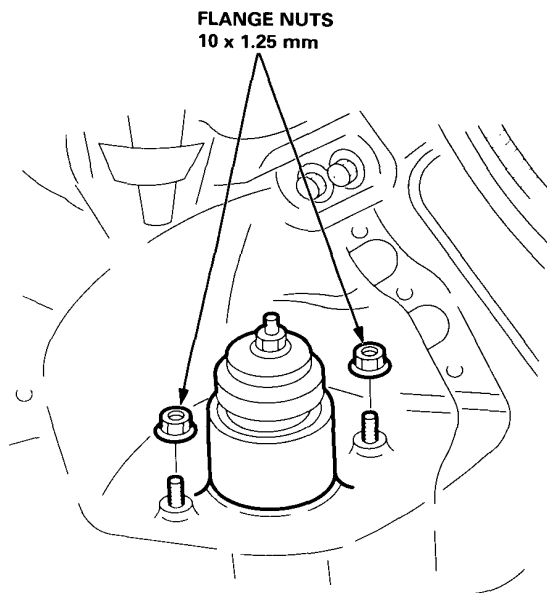
- The rear damper removal and installation of the Accord Aero Deck model has been added.

# Rear Damper

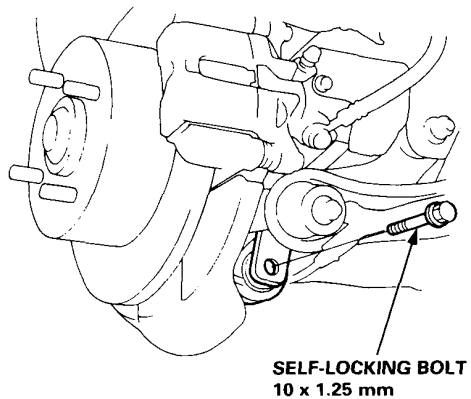
## Removal

1. Remove the rear wheels.
2. Remove the rear seat cushion and side-bolsters.
3. Pull back the front of the quarter trim panel, and remove the two flange nuts.

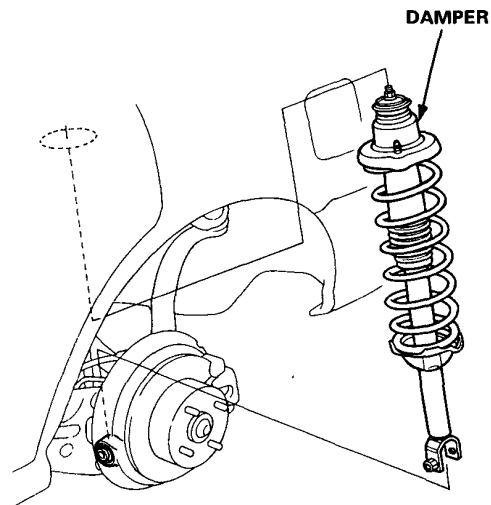
The illustration shows damper for wagon:



4. Remove the self-locking bolt.



5. Lower the rear suspension and remove the damper.

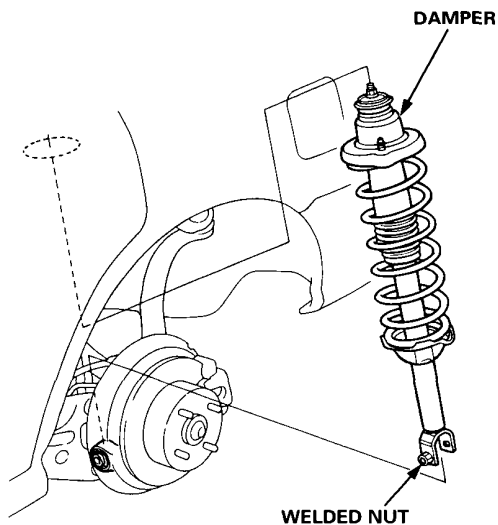






## Installation

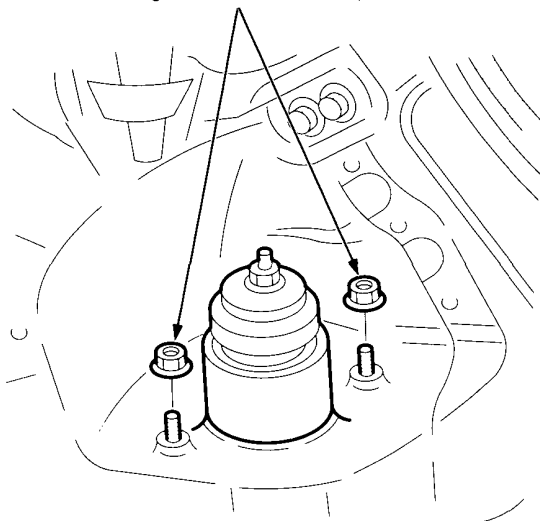
1. Lower the rear suspension and position the damper with the welded nut pointed toward the front of the car.



2. Loosely install the two flange nuts.

The illustration shows damper for wagon:

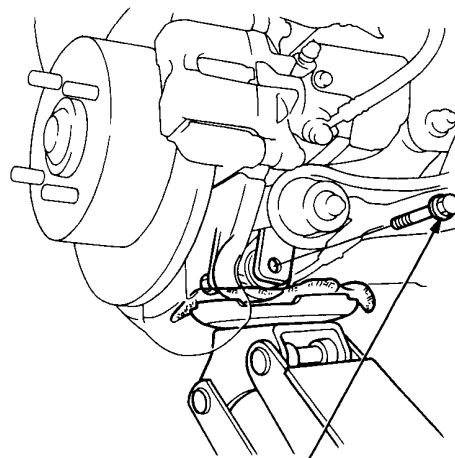
**FLANGE NUTS**  
10 x 1.25 mm  
38 N·m (3.9 kgf·m, 28 lbf·ft)  
Tighten these nuts in step 6.



3. Loosely install the self-locking bolt.
4. Raise the rear suspension with a floor jack until the car just lifts off the safety stand.

**⚠ WARNING** The floor jack must be securely positioned or personal injury may result.

5. Tighten the self-locking bolt.
6. Tighten the two flange nuts on top of the damper to the specified torque.



**SELF-LOCKING BOLT**  
10 x 1.25 mm  
54 N·m (5.5 kgf·m, 40 lbf·ft)

7. Install the rear seat side-bolsters and cushion.
8. Install the rear wheels.

## **SUPPLEMENTAL RESTRAINT SYSTEM (SRS) (If body maintenance is required)**

The Accord SRS includes a driver's airbag, located in the steering wheel hub. In addition, some KG and KE models, and all KH models, have also a front passenger's airbag located in the dashboard above the glove box. Information necessary to safely service the SRS is included in this Shop Manual. Items marked with an asterisk (\*) on the contents page include, or are located near, SRS components. Servicing, disassembling or replacing these items will require special precautions and tools, and should therefore be done by an authorized Honda dealer.

### **⚠ WARNING**

- **To avoid rendering the SRS inoperative, which could lead to personal injury or death in the event of a severe frontal collision, all SRS service work must be performed by an authorized Honda dealer.**
- **Improper service procedures, including incorrect removal and installation of the SRS, could lead to personal injury caused by unintentional activation of the airbags.**
- **All SRS electrical wiring harnesses are covered with yellow insulation. Related components are located in the steering column, front console, dashboard, and dashboard lower panel, and, in the dashboard above the glove box. Do not use electrical test equipment on these circuits.**

## Body

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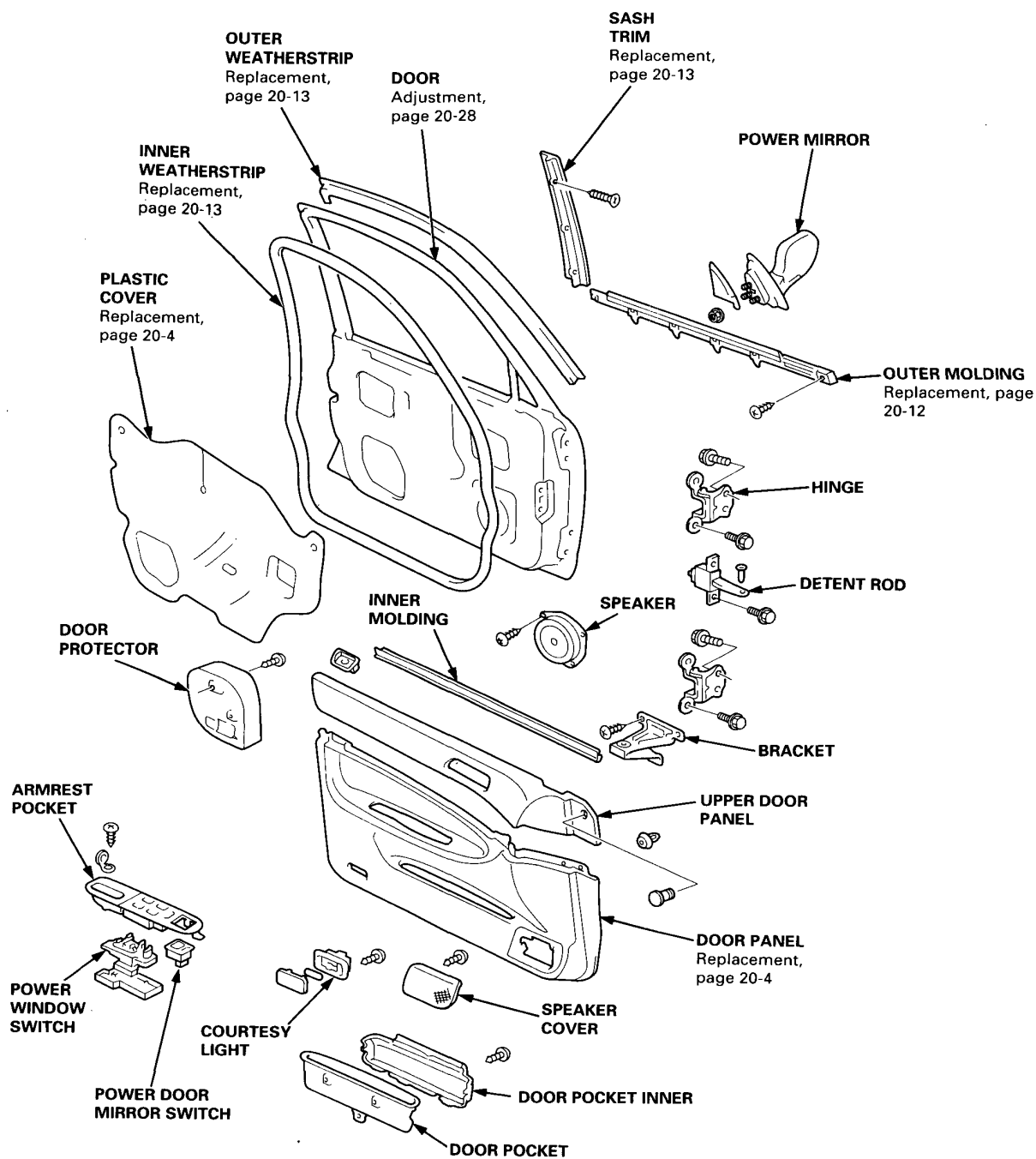
### Outline of Model Change

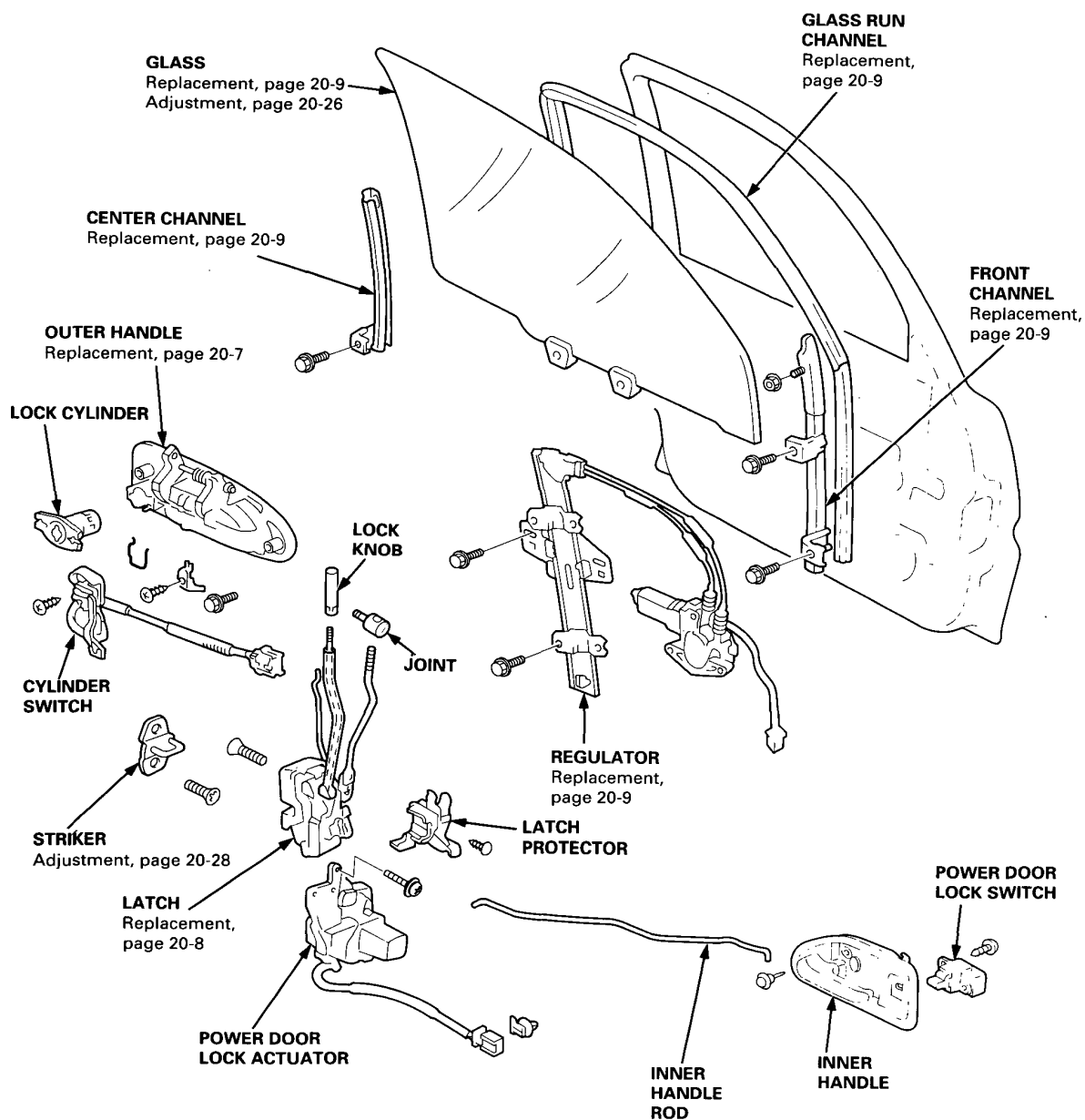
- The Accord Aero Deck model has been added.

# Doors

## Front Door Index

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# Doors

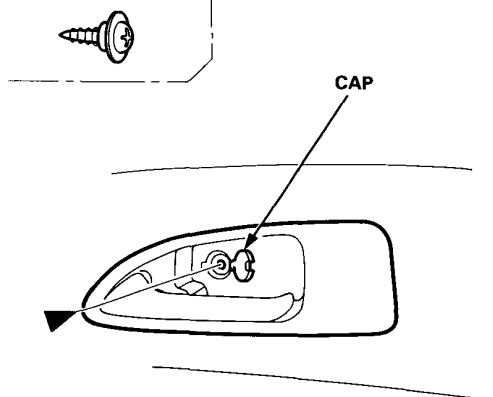
## Door Panel/Plastic Cover Replacement

1. Remove the mirror cover panel.

NOTE: Take care not to scratch the door panel and other parts.

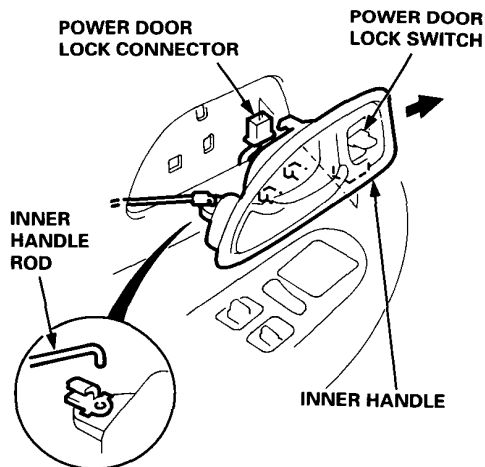
2. Pry the cap and remove the screw.

►: Screw location, 1

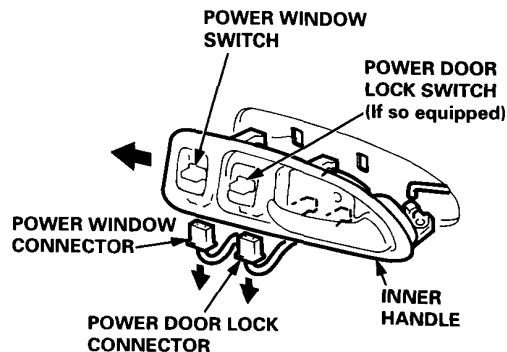


3. Pull the inner handle forward and out half-way, and disconnect the inner handle rod and power door lock connector.

Driver's:



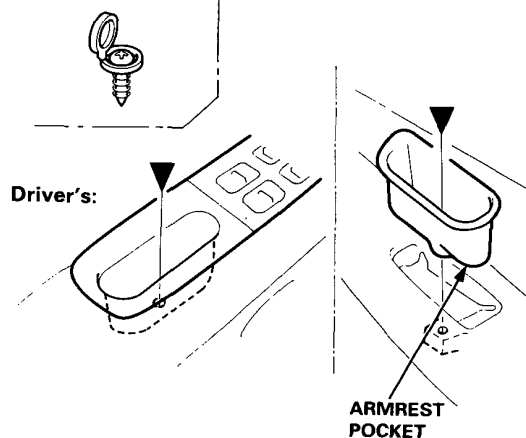
Passenger's:



4. Remove the armrest screw.

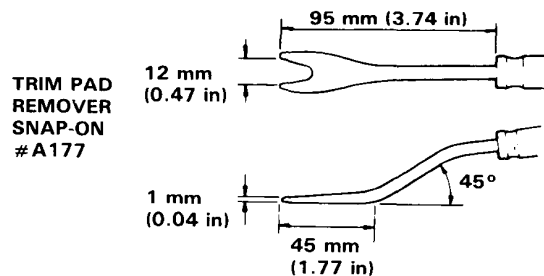
►: Screw location, 1

Passenger's:



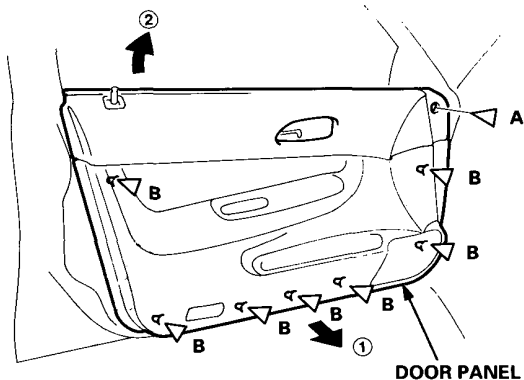
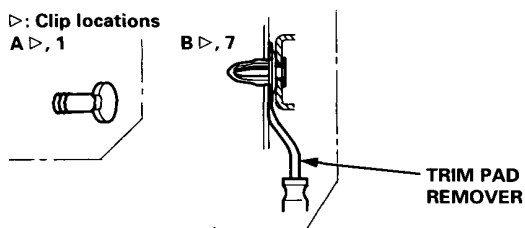
5. Release the clips that hold the door panel. Remove the door panel by pulling it upward.

NOTE: Remove the door panel with as little bending as possible to avoid creasing or breaking it.



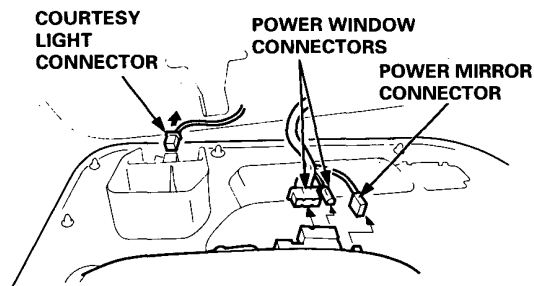


▷: Clip locations  
A▷, 1



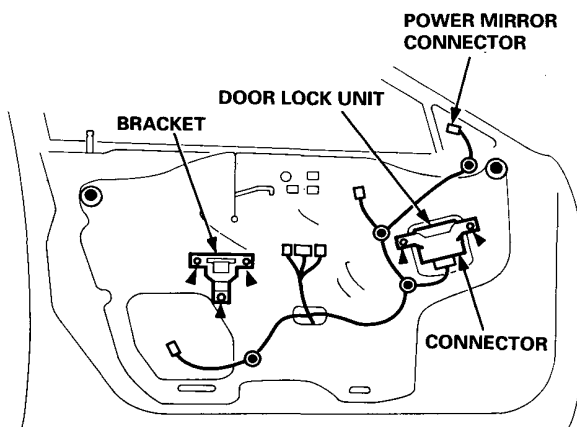
6. Disconnect the following:

- Power window connectors
- Power mirror connector
- Courtesy light connector



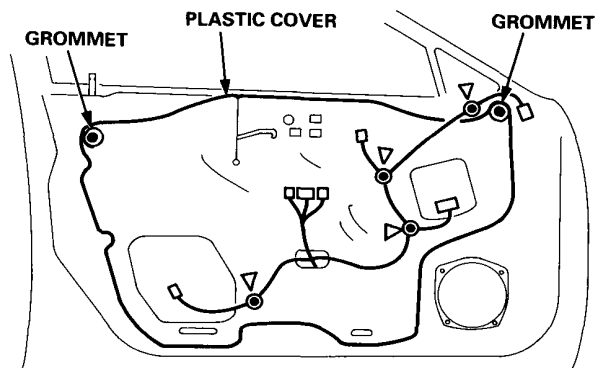
7. Remove the bracket and door lock unit, and disconnect the connectors.

▷: Screw locations, 5



8. Detach the grommets and harness clips, then carefully remove the plastic cover.

⊙: Grommet locations, 2 ▷: Clip locations, 4



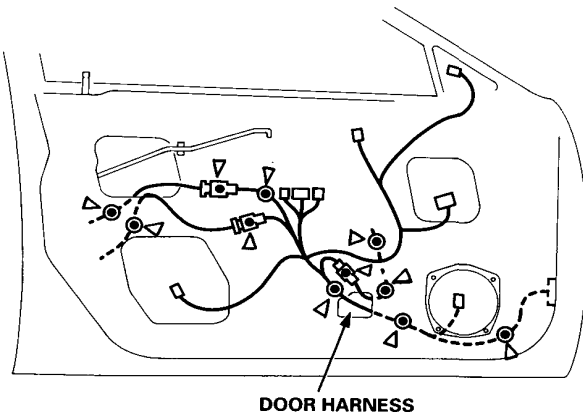
(cont'd)

# Doors

## Door Panel/Plastic Cover Replacement (cont'd)

9. Before installing the plastic cover, make sure the door harness and connectors are fastened correctly on the door.

▷: Clip locations, 11



11. Install the door panel (see page 20-5).

### NOTE:

- Make sure the door harness is not pinched.
- If necessary, replace any damaged clips.
- Make sure the connectors are connected properly.

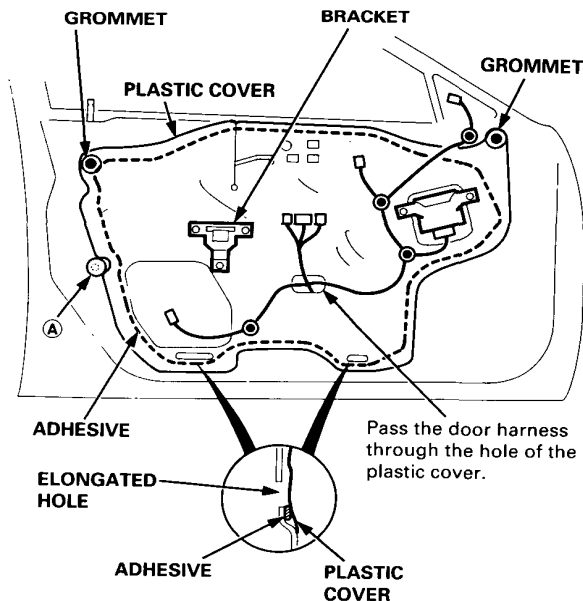
12. Install the armrest pocket (passenger's) and inner handle (see page 20-4).

NOTE: Make sure the connector is connected properly.

10. Install the plastic cover and all removed parts.

### NOTE:

- Apply adhesive along the edge where necessary to maintain a continuous seal and prevent water leaks.
- Do not plug the elongated hole.



To prevent contamination, cover the hole at location A with adhesive tape.



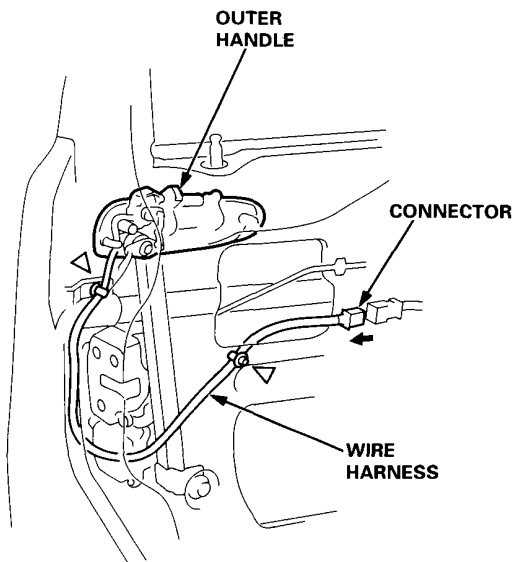


## Outer Handle Replacement

NOTE: Raise the glass fully.

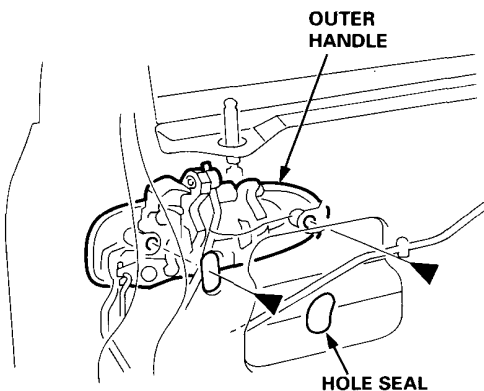
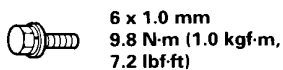
1. Remove:
  - Door panel (see page 20-4)
  - Plastic cover (see page 20-4)
2. If so equipped, disconnect the connector, and remove the harness clips.

▷: Clip locations, 2



3. Remove the bolts.

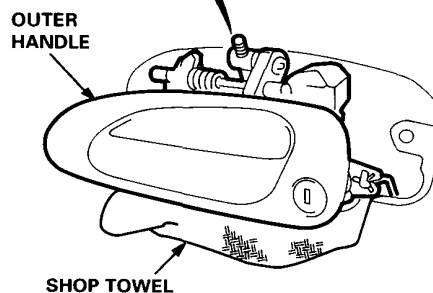
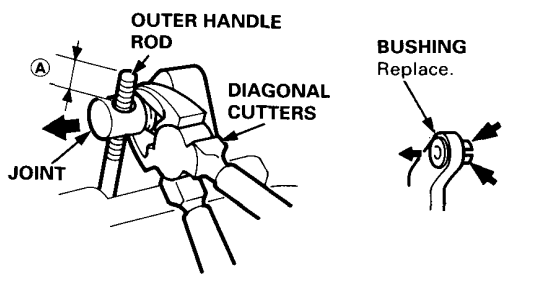
►: Bolt locations, 2



4. Pull out the outer handle.  
Pry the outer handle rod out of its joint using diagonal cutters.

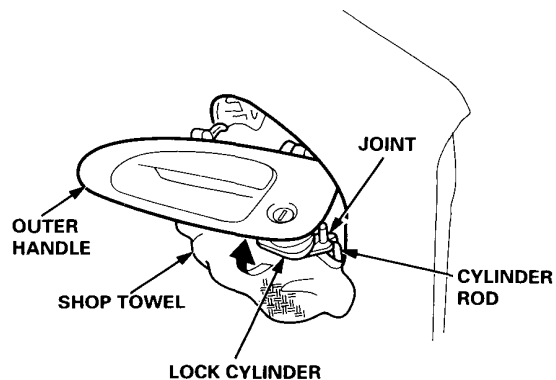
NOTE:

- To ease reassembly, note the location (A) of the outer handle rod on the joint before disconnecting it.
- Take care not to bend the outer handle rod.
- Use a shop towel to protect the opening in the door.



5. Disconnect the cylinder rod as shown.

NOTE: Take care not to damage the lock cylinder joint.

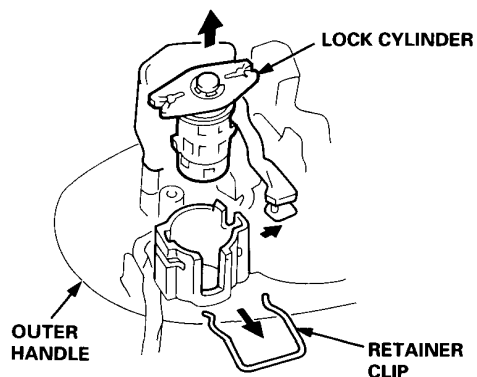


(cont'd)

# Doors

## Outer Handle Replacement (cont'd)

6. Pull out the retainer clip, then remove the lock cylinder.



7. Installation is the reverse of the removal procedure.

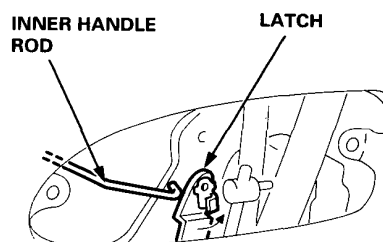
### NOTE:

- Make sure the outer handle rod and connector are connected securely.
- Make sure the wire harness is routed properly.
- Make sure the door locks and opens properly.

## Latch Replacement

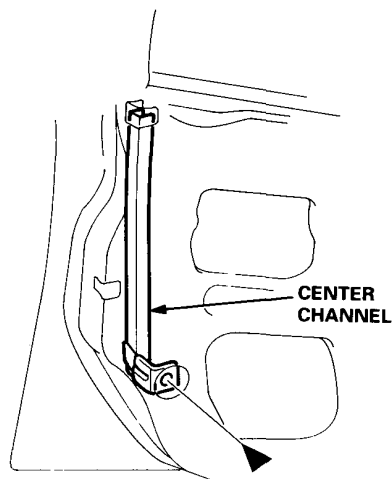
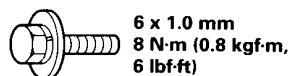
NOTE: Raise the glass fully.

1. Remove:
  - Door panel (see page 20-4)
  - Plastic cover (see page 20-4)
  - Outer handle (see page 20-7)
2. Disconnect the inner handle rod from the latch.



3. Remove the bolt, then move the center channel forward.

### ► Bolt location, 1

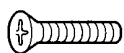




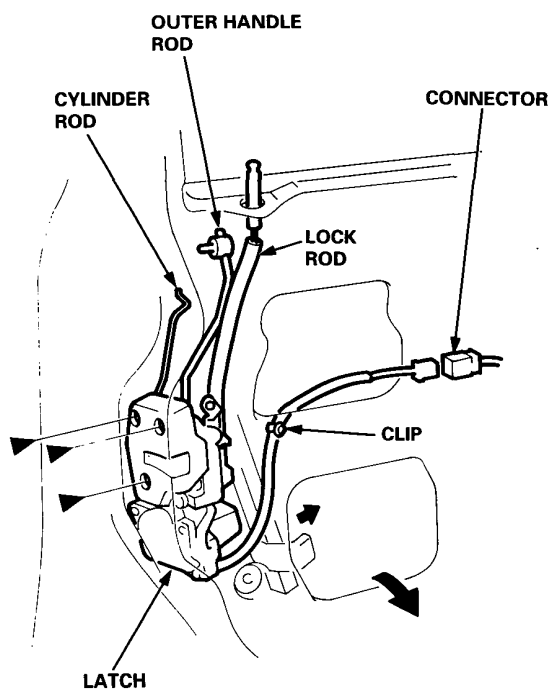
4. Disconnect the connector, and detach the harness clip from the door.  
Remove the latch through the hole in the door.

NOTE: Take care not to bend the outer handle rod, cylinder rod and lock rod.

►: Screw locations, 3



6 x 1.0 mm  
6 N·m (0.6 kgf·m,  
4 lbf·ft)



5. Installation is the reverse of the removal procedure.

NOTE:

- Make sure the inner handle rod and connector are connected properly.
- Make sure the door locks and opens properly.

## Glass/Regulator/Glass Run Channel Replacement

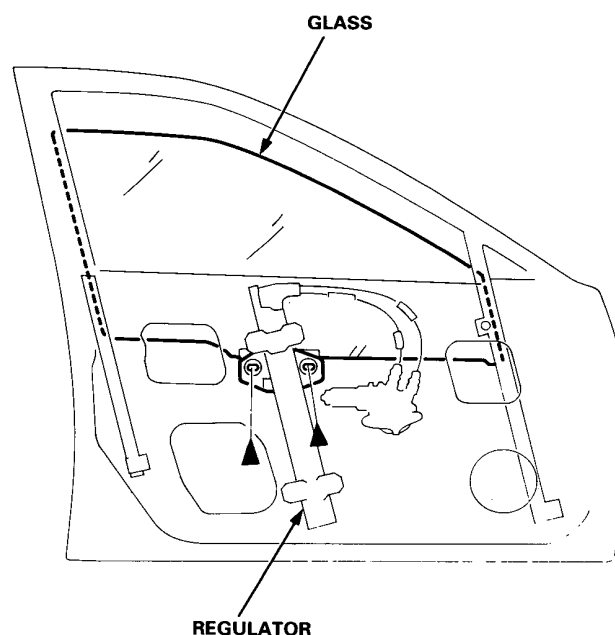
1. Remove:
  - Door panel (see page 20-4)
  - Plastic cover (see page 20-4)
2. Driver's:  
Remove the power window switch from the door panel, then connect it to the door harness (see page 20-26).
3. Carefully move the glass until you can see the bolts, then remove them.

NOTE: Take care not to drop the glass inside the door.

►: Bolt locations, 2



6 x 1.0 mm  
9.8 N·m (1.0 kgf·m,  
7.2 lbf·ft)



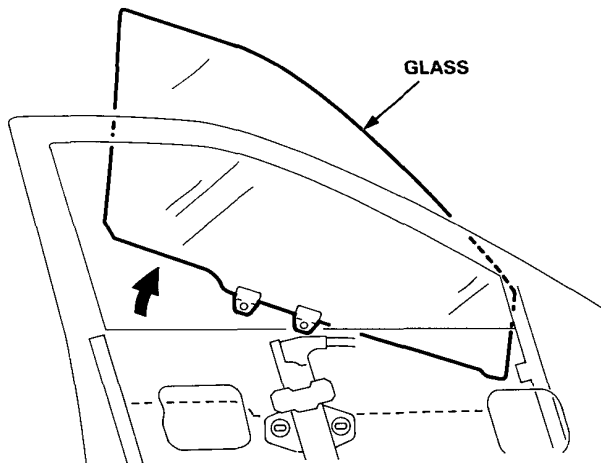
(cont'd)

# Doors

## Glass/Regulator/Glass Run Channel Replacement (cont'd)

- Carefully pull the glass out through the window slot.

NOTE: Take care not to drop the glass inside the door.



- Disconnect the connector, then remove the regulator through the center hole in the door.

### ► Bolt locations

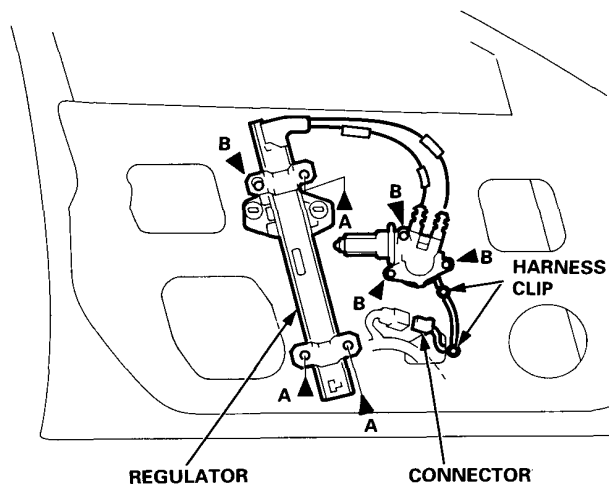
A ►, 3

B ►, 4

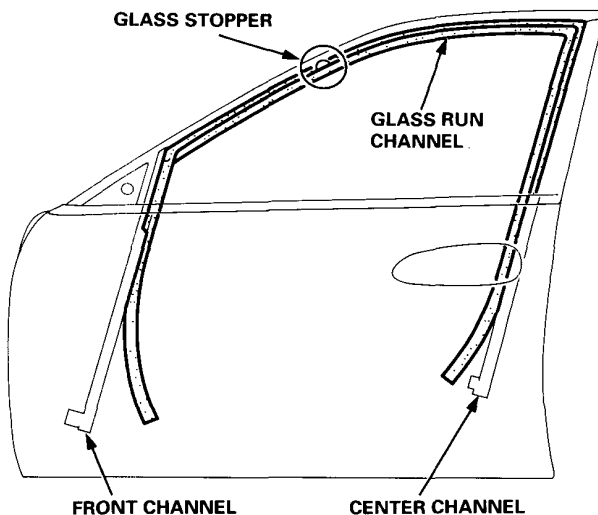


6 x 1.0 mm  
8 N·m (0.8 kgf·m,  
6 lbf·ft)

Loosen.

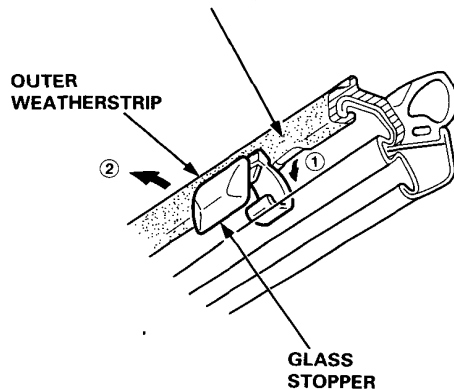


- Remove the glass run channel.



NOTE: If necessary, remove the glass stopper.

When installing the glass stopper, align it with the notch in the outer weatherstrip.

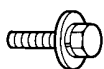




7. Remove the front and center channels.

►: Bolt locations, 3

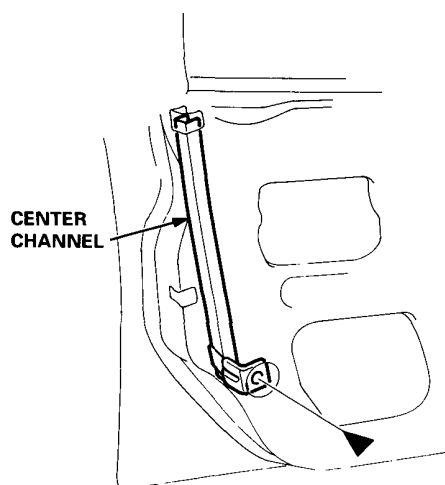
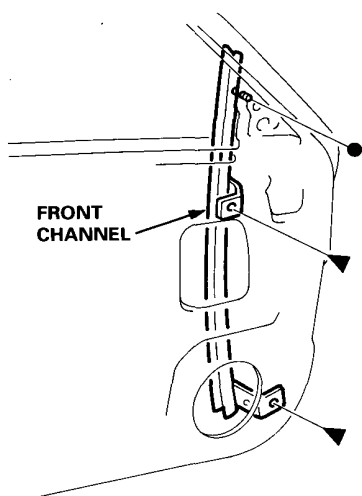
●: Nut location, 1



6 x 1.0 mm  
8 N·m (0.8 kgf-m,  
6 lbf-ft)

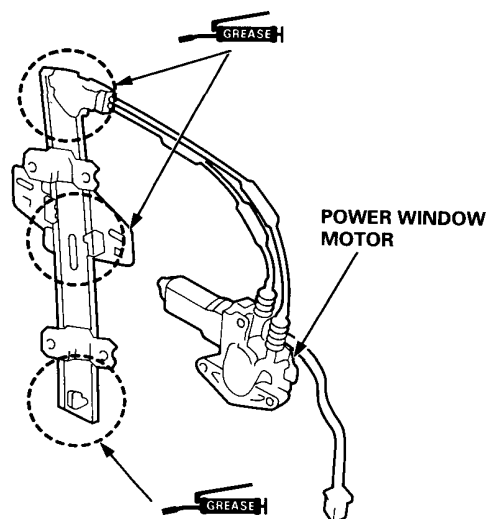


5 x 0.8 mm  
8 N·m (0.8 kgf-m,  
6 lbf-ft)



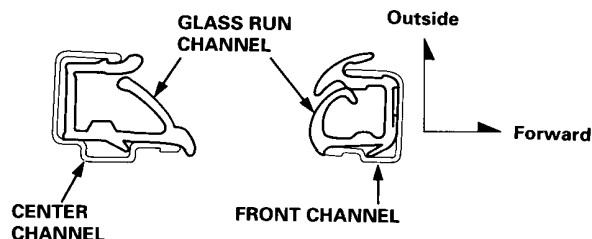
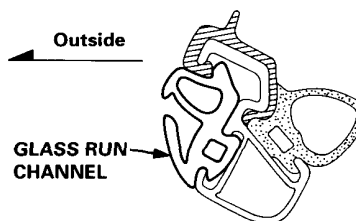
8. Grease all the sliding surfaces of the regulator where shown.

Check that the regulator moves smoothly by connecting a 12 V battery to the power window motor (see section 23).



9. Install the front and center channels, and the glass run channel.

NOTE: Fit the glass run channel into the front and center channels, and on the door as shown.



(cont'd)

# Doors

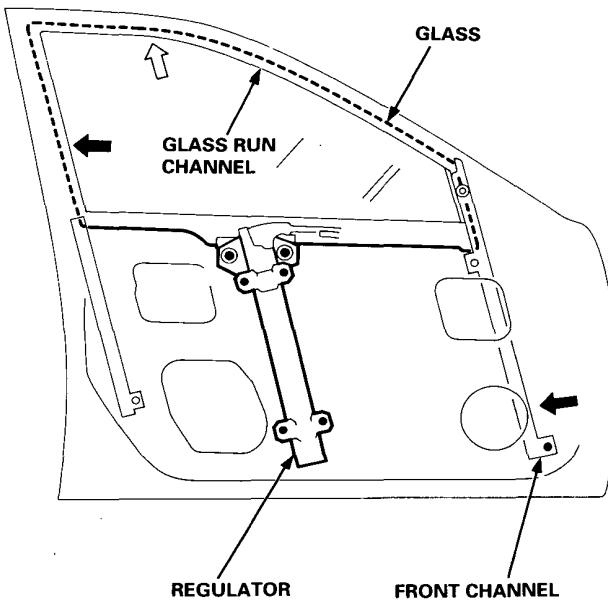
## Glass/Regulator/Glass Run Channel Replacement (cont'd)

10. Install the regulator (see page 20-10).

NOTE: Make sure the connector is connected properly.

11. Install the glass (see page 20-9).

12. Roll the glass up and down to see if it moves freely without binding. Also make sure that there is no clearance between the glass and glass run channel when the glass is closed. Adjust the position of the glass as necessary (see page 20-26).



13. Attach the door harness to the door correctly (see page 20-6).

14. Driver's: Disconnect the power window switch from the door harness, then install the power window switch on the door panel (see page 20-26).

15. When reinstalling the plastic cover, apply adhesive along the edge where necessary to maintain a continuous seal and prevent water leaks (see page 20-6).

16. Install the door panel (see page 20-4).

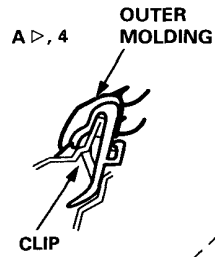
## Outer Molding Replacement

**CAUTION:** Wear gloves to remove the outer molding.

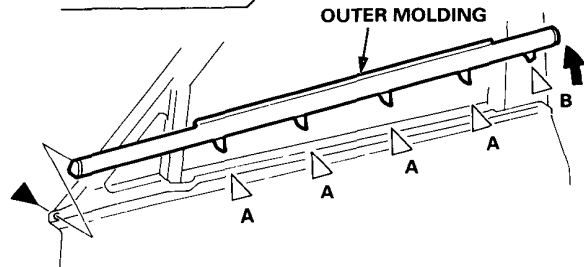
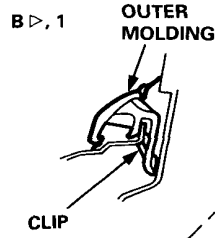
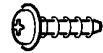
1. Remove the door mirror.
2. Lower the glass.
3. Remove the screw.
4. Starting at the rear, pry the outer molding up and detach the clips, then remove the outer molding.

NOTE: Take care not to twist or scratch the outer molding.

▷: Clip locations, 5



▷: Screw location, 1



5. Installation is the reverse of the removal procedure.

NOTE:

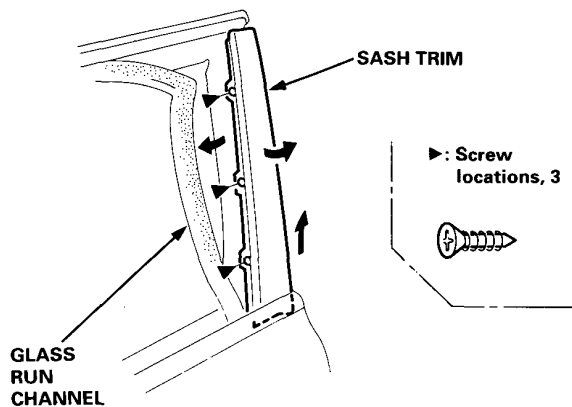
- If necessary, replace any damaged clips.
- When installing, align the rear edge of the outer molding with the rear edge of the door.



## Sash Trim Replacement

NOTE: Take care not to scratch the sash trim.

1. Lower the glass and peel the glass run channel.
2. Remove the screws, then remove the sash trim by hand.



3. Installation is the reverse of the removal procedure.

NOTE: To install, fit the glass run channel into the door sash.

## Weatherstrip Replacement

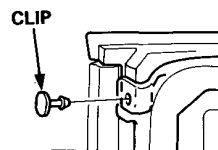
NOTE:

- Before installing the inner weatherstrip, apply clear sealant to locations (A) on the door as shown.
- If necessary, replace any damaged clips.

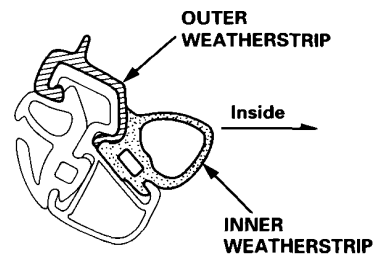
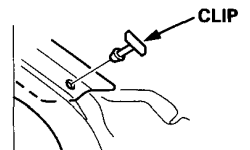
Sealant: Cemedine #8500, or equivalent

►: Clip locations

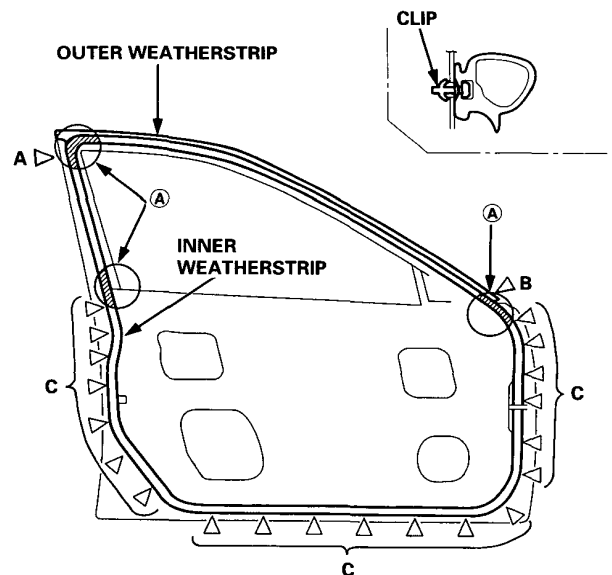
A ►, 1



B ►, 1

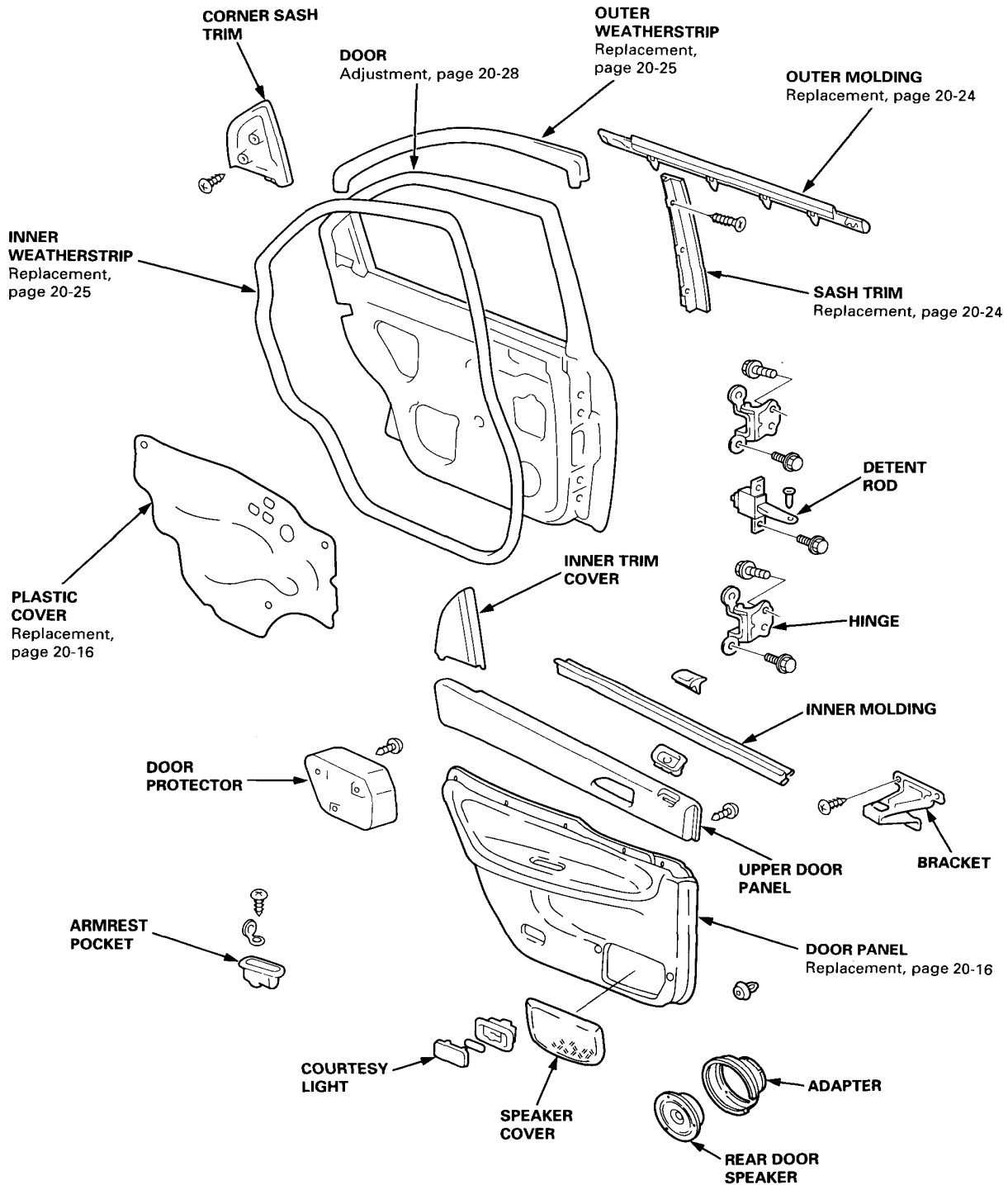


C ►, 20

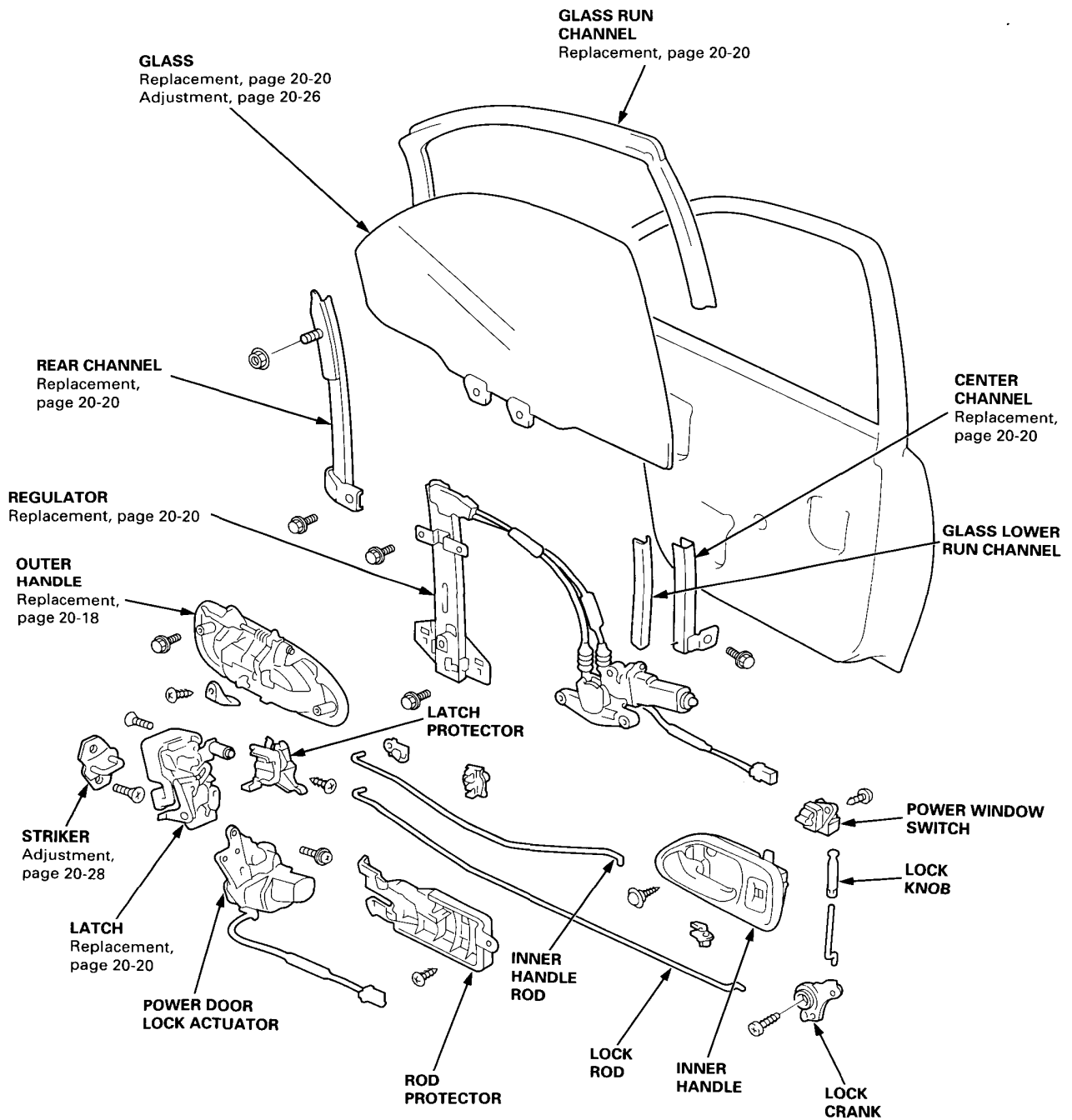


# Doors

## Rear Door Index





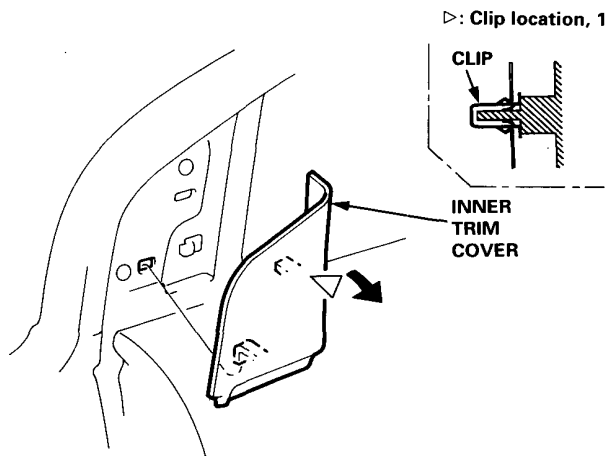


# Doors

## Door Panel/Plastic Cover Replacement

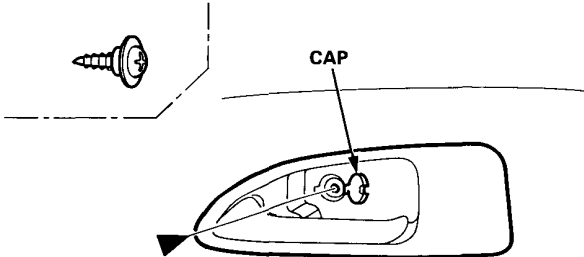
**NOTE:** Take care not to scratch the door panel and other parts.

1. Remove the inner trim cover.

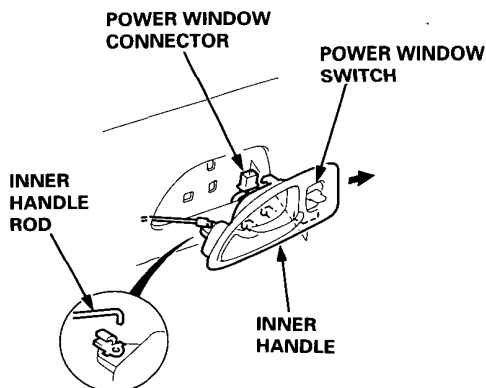


2. Pry the cap and remove the screw.

▷: Screw location, 1

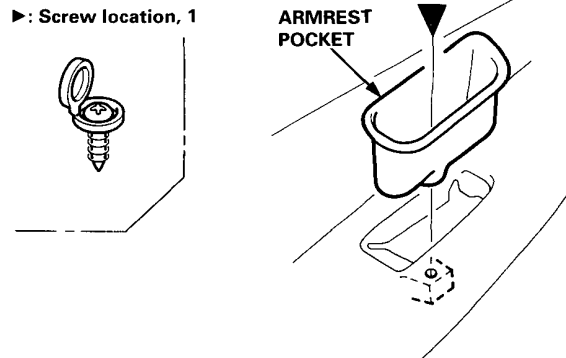


3. Pull the inner handle forward and out half-way, and disconnect the inner handle rod and power window connector.



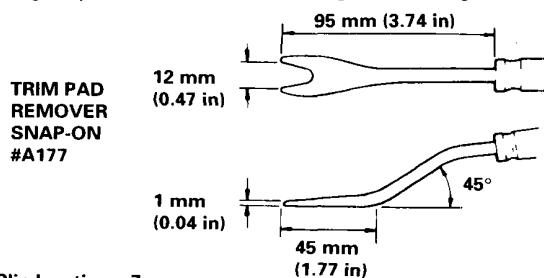
4. Remove the armrest pocket.

▷: Screw location, 1

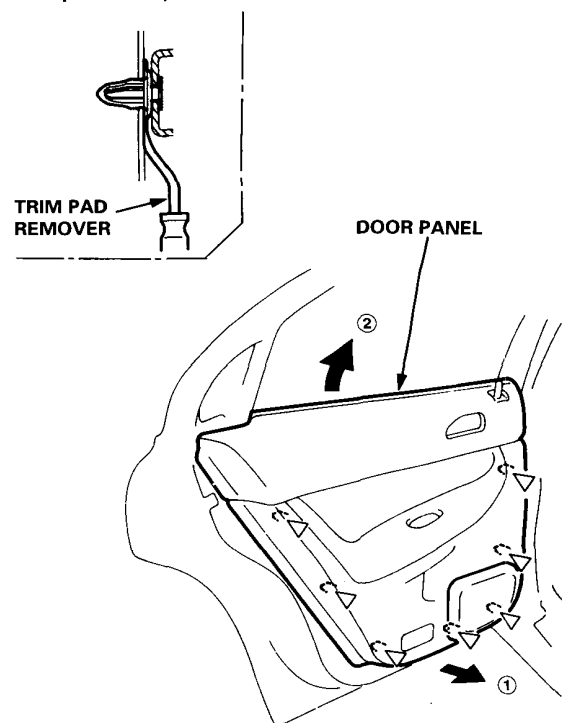


5. Release the clips that hold the door panel. Remove the door panel by pulling it upward.

**NOTE:** Remove the door panel with as little bending as possible to avoid creasing or breaking it.

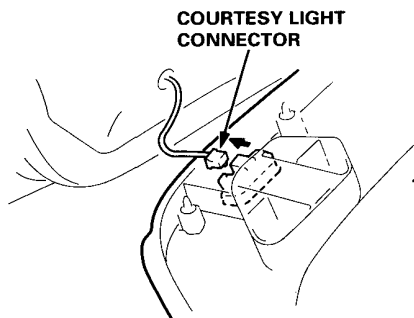


▷: Clip locations, 7





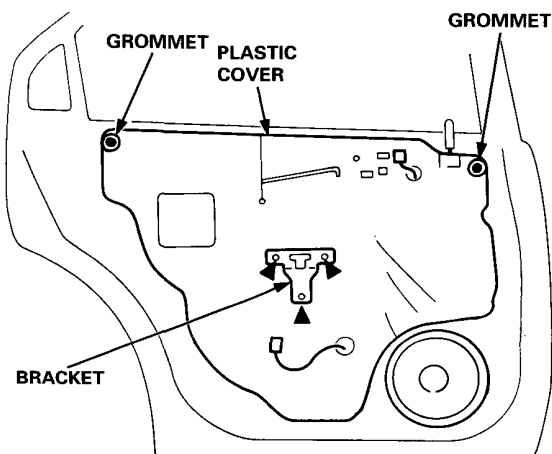
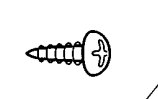
6. Disconnect the courtesy light connector.



7. Remove the bracket and detach the grommets, then carefully remove the plastic cover.

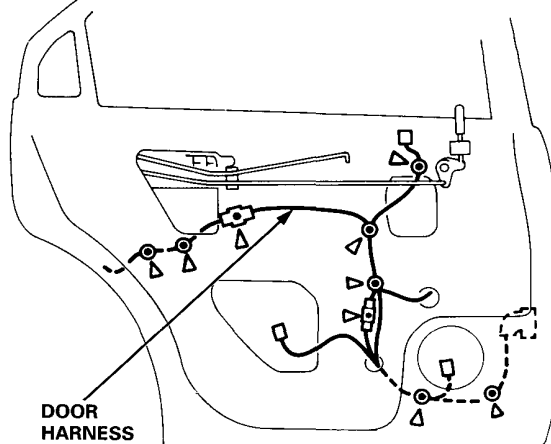
●: Grommet locations, 2

►: Screw locations, 3



8. Before installing the plastic cover, make sure the door harness and connectors are fastened correctly on the door.

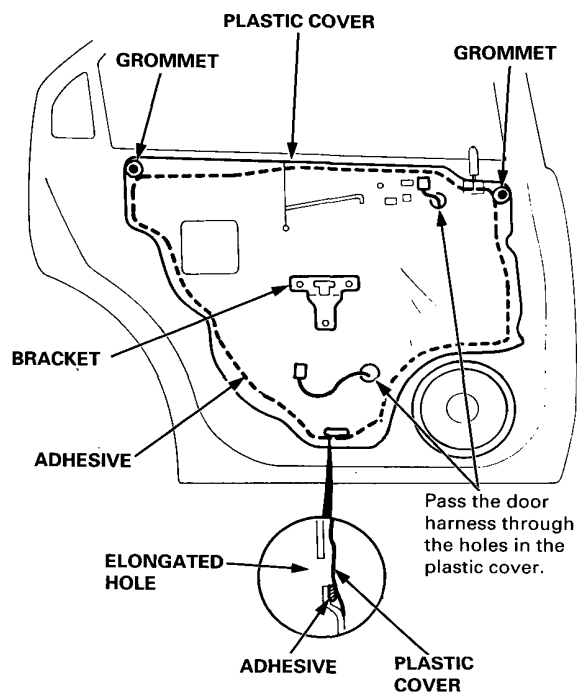
▷: Clip locations, 9



9. Install the plastic cover and bracket.

**NOTE:**

- Apply adhesive along the edge where necessary to maintain a continuous seal and prevent water leaks.
- Do not plug the elongated hole.



(cont'd)

# Doors

## Door Panel/Plastic Cover Replacement (cont'd)

10. Install the door panel (see page 20-16).

**NOTE:**

- Make sure the door harness is not pinched.
- If necessary, replace any damaged clips.
- Make sure the connectors are connected properly.

11. Install the armrest pocket and inner handle (see page 20-16).

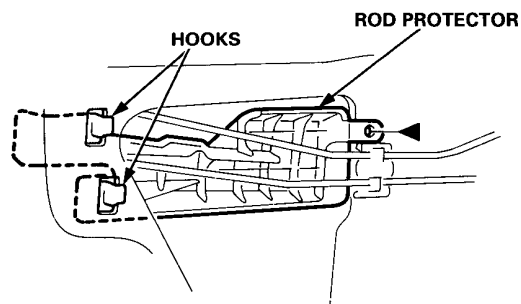
**NOTE:** Make sure the connector is connected properly.

## Outer Handle Replacement

**NOTE:** Raise the glass fully.

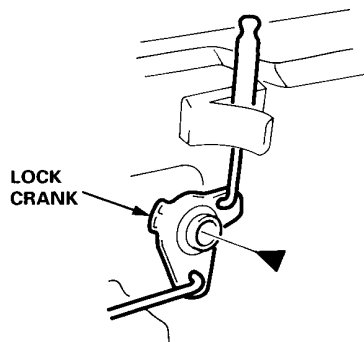
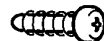
1. Remove:
  - Inner trim cover (see page 20-16)
  - Door panel (see page 20-16)
  - Plastic cover (see page 20-16)
2. Remove the rod protector.

►: Screw location, 1



3. Remove the lock crank.

►: Screw location, 1

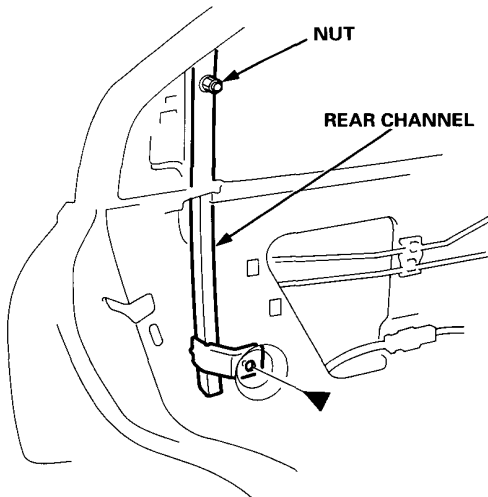




4. Remove the bolt and loosen the nut, then move the rear channel forward.

►: Bolt location, 1

6 x 1.0 mm  
8 N·m (0.8 kgf·m,  
6 lbf·ft)

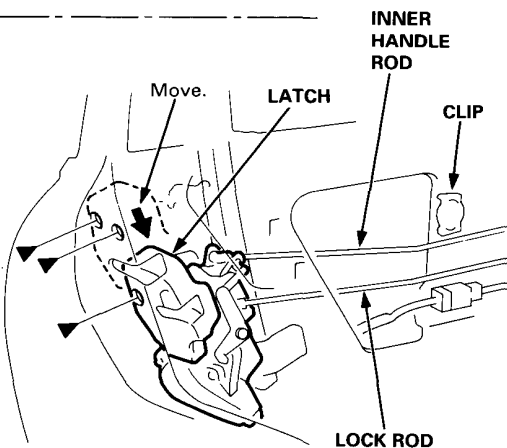


5. Detach the inner handle rod and lock rod from the clip.  
Remove the screws and clip, then move the latch down.

►: Screw locations, 3



6 x 1.0 mm  
6 N·m (0.6 kgf·m,  
4 lbf·ft)

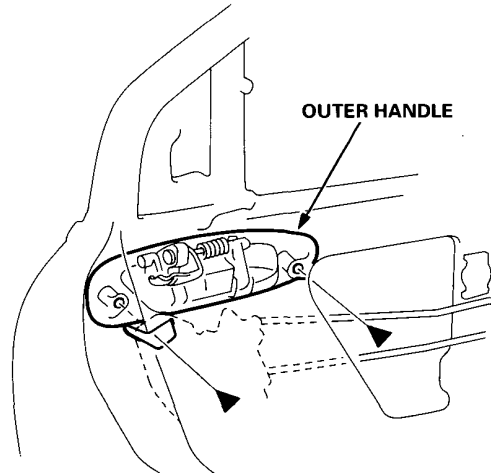


6. Remove the bolts.

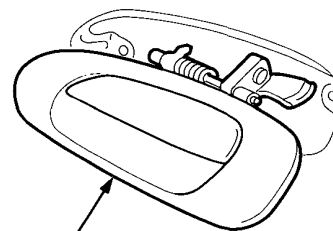
►: Bolt locations, 2



6 x 1.0 mm  
9.8 N·m  
(1.0 kgf·m, 7.2 lbf·ft)



7. Pull out the outer handle.



8. Installation is the reverse of the removal procedure.

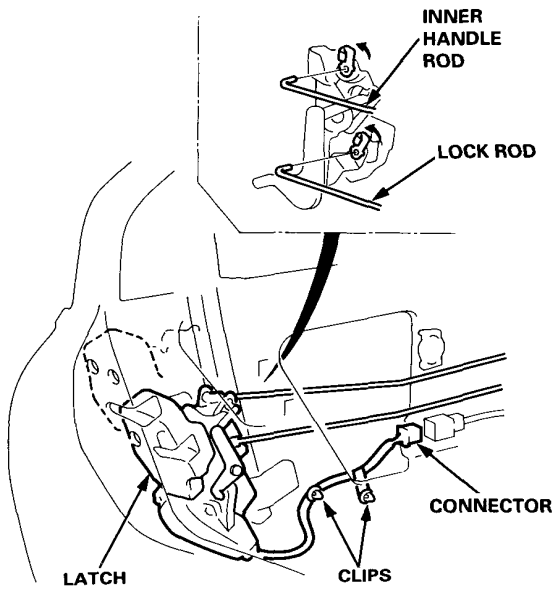
NOTE: Make sure the door locks and opens properly.

# Doors

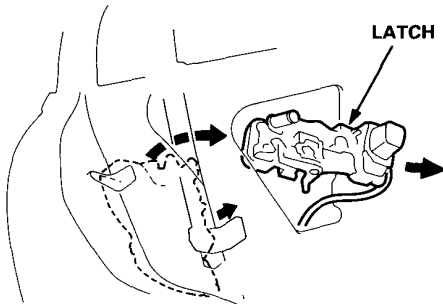
## Latch Replacement

NOTE: Raise the glass fully.

1. Remove:
  - Door panel (see page 20-16)
  - Plastic cover (see page 20-16)
  - Outer handle (see page 20-18)
2. Disconnect the connector, inner handle rod and lock rod.



3. Remove the latch through the hole in the door.



4. Installation is the reverse of the removal procedure.

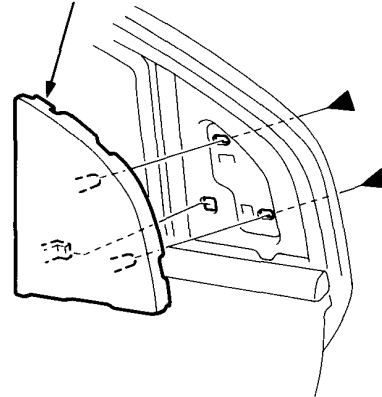
NOTE:

- Make sure the inner handle rod, lock rod and connector are connected properly.
- Make sure the door locks and opens properly.

## Glass/Regulator/Glass Run Channel Replacement

1. Remove:
  - Inner trim cover (see page 20-16)
  - Door panel (see page 20-16)
  - Plastic cover (see page 20-16)
2. Connect the power window switch to the door harness.
3. Remove the corner sash trim.

CORNER SASH TRIM



►: Screw locations, 2

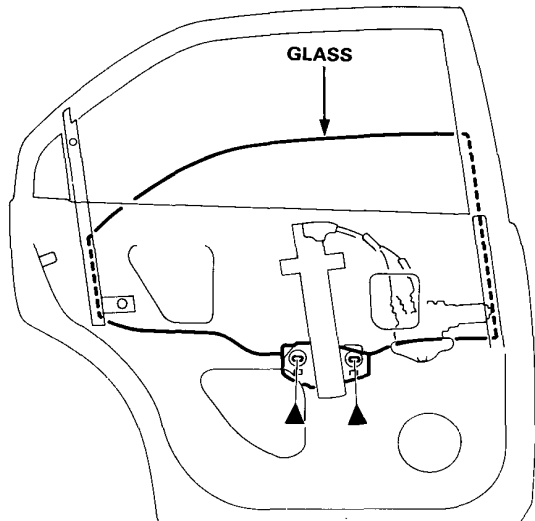


4. Carefully move the glass until you can see the bolts, then remove them.

►: Bolt locations, 2



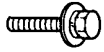
6 x 1.0 mm  
9.8 N·m (1.0 kgf·m,  
7.2 lbf·ft)





5. Remove the bolt and nut.  
Peel the glass run channel out of the rear channel.

►: Bolt location, 1

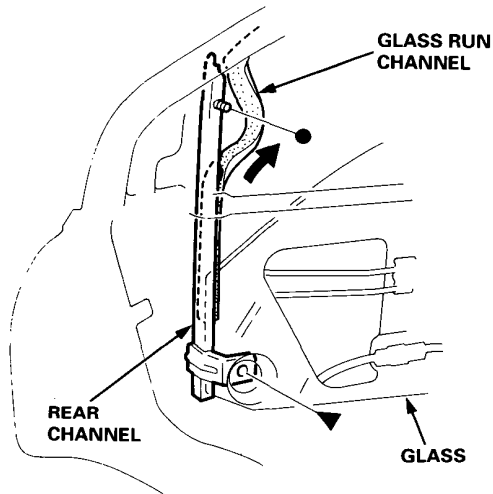


6 x 1.0 mm  
8 N·m (0.8 kgf·m,  
6 lbf·ft)

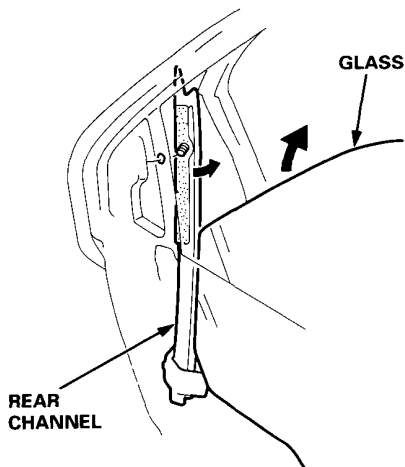
●: Nut location, 1



5 x 0.8 mm  
8 N·m (0.8 kgf·m,  
6 lbf·ft)

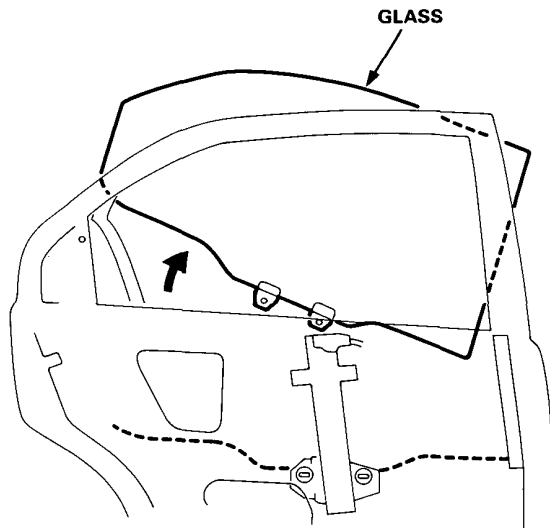


6. Move the rear channel and carefully pull the glass up.



7. Carefully remove the glass from the window slot as shown.

NOTE: Take care not to drop the glass inside the door.



8. Disconnect the connector, then remove the regulator through the center hole in the door.

►: Bolt locations

A ►, 2

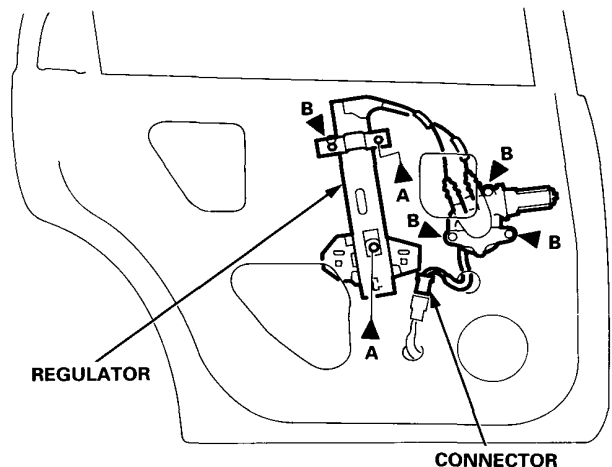


B ►, 4



6 x 1.0 mm  
8 N·m (0.8 kgf·m,  
6 lbf·ft)

Loosen.

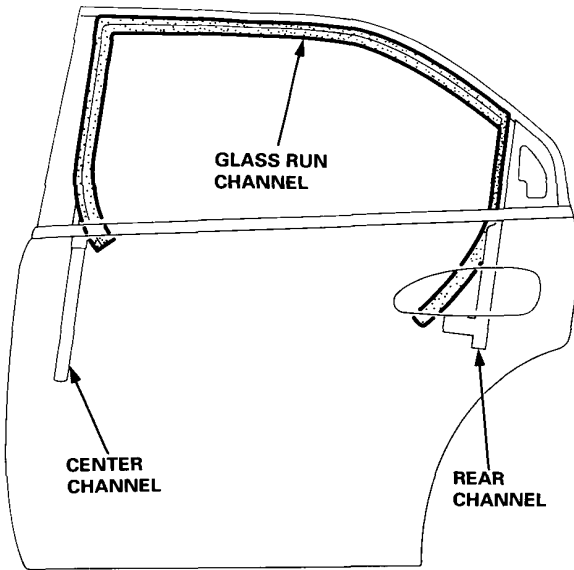


(cont'd)

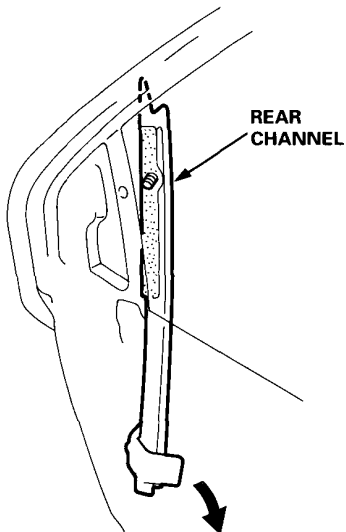
# Doors

## Glass/Regulator/Glass Run Channel Replacement (cont'd)

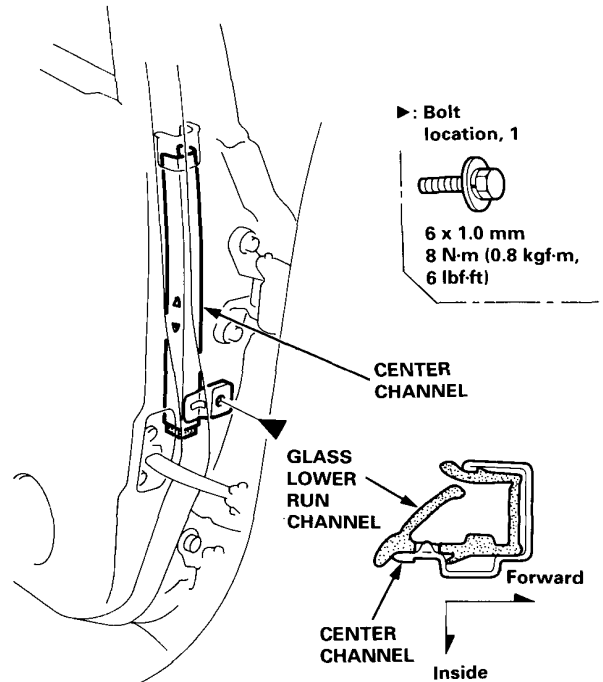
9. Remove the glass run channel.



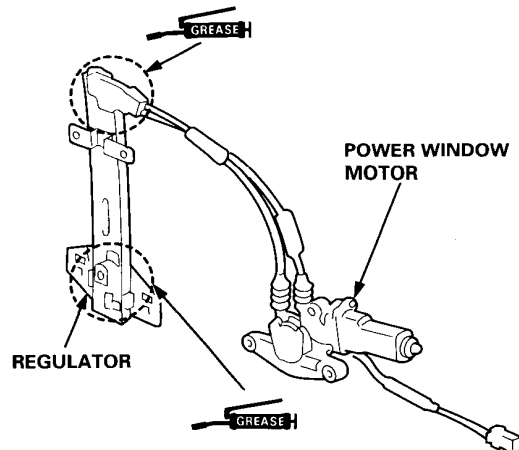
10. Remove the rear channel.



11. Remove the center channel.



12. Grease all the sliding surfaces of the regulator where shown. Check that the regulator moves smoothly by connecting a 12 V battery to the power window motor (see section 23).

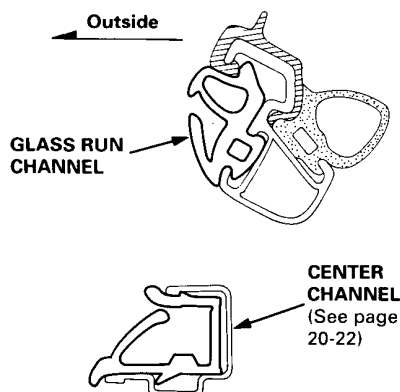






13. Install the glass run channel and center channel.

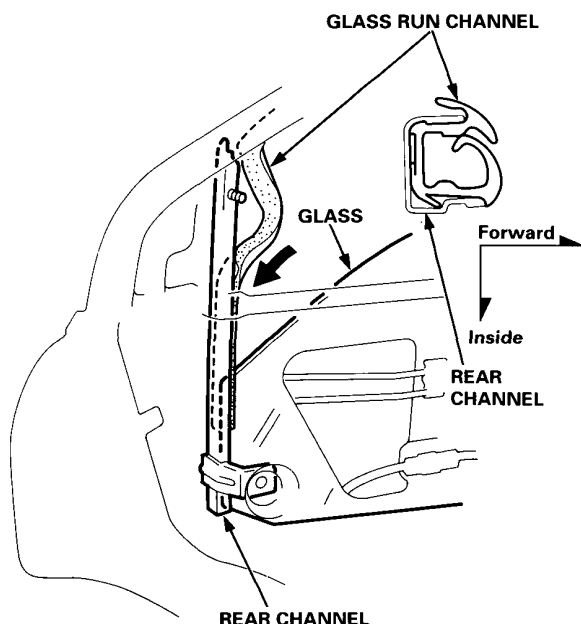
NOTE: Fit the glass run channel on the door as shown.



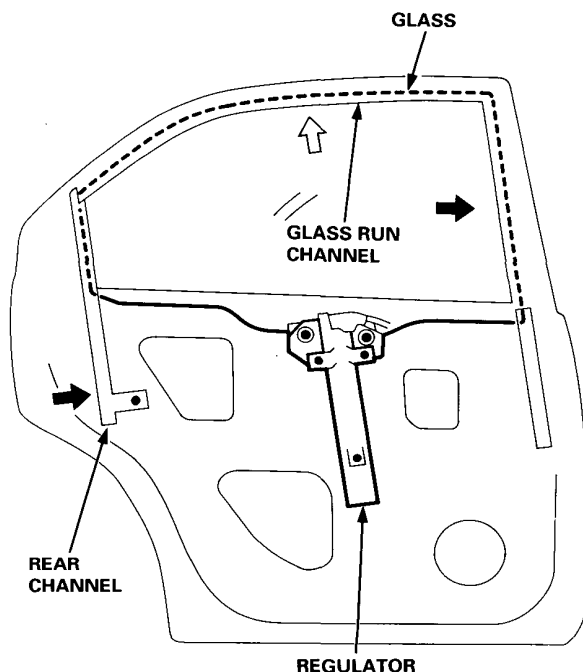
14. Install the regulator (see page 20-21).

NOTE: Make sure the connector is connected properly.

15. Install the rear channel and glass, and fit the glass run channel into the rear channel.



16. Roll the glass up and down to see if it moves freely without binding. Also make sure that there is no clearance between the glass and glass run channel when the glass is closed. Adjust the position of the glass as necessary (see page 20-26).



17. Attach the door harness to the door correctly (see page 20-17).
18. When reinstalling the plastic cover, apply adhesive along the edge where necessary to maintain a continuous seal and prevent water leaks (see page 20-17).
19. Install the door panel (see page 20-16).

# Doors

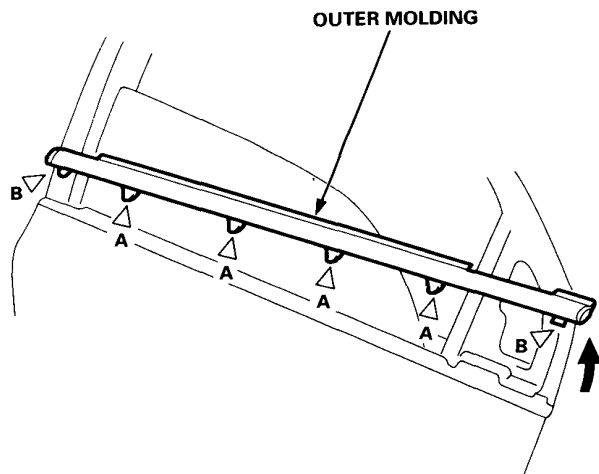
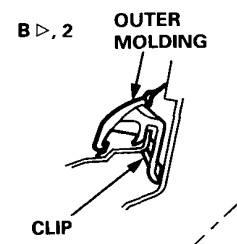
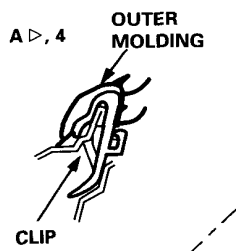
## Outer Molding Replacement

**CAUTION:** Wear gloves to remove the outer molding.

1. Remove the corner sash trim (see page 20-20).
2. Lower the glass.
3. Starting at the rear, pry the outer molding up and detach the clips, then remove the outer molding.

**NOTE:** Take care not to twist or scratch the outer molding.

▷: Clip locations



4. Installation is the reverse of the removal procedure.

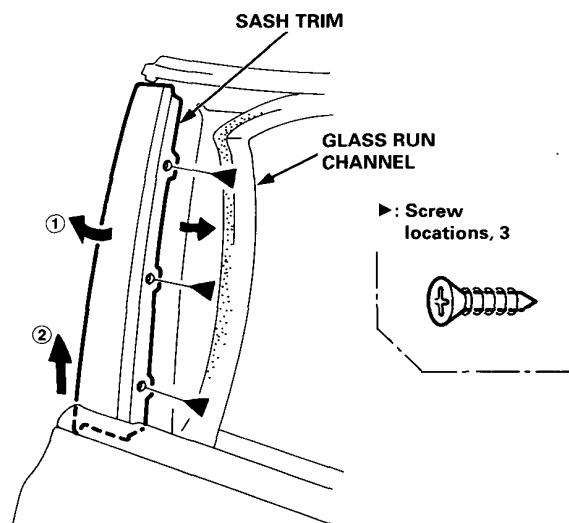
**NOTE:**

- If necessary, replace any damaged clips.
- When installing, align the rear edge of the outer molding with the rear edge of the door.

## Sash Trim Replacement

**NOTE:** Take care not to scratch the sash trim.

1. Remove the glass (see page 20-20) and peel the glass run channel.
2. Remove the screws, then remove the sash trim by hand.



3. Installation is the reverse of the removal procedure.

**NOTE:** To install, fit the glass run channel into the door sash.



## Weatherstrip Replacement

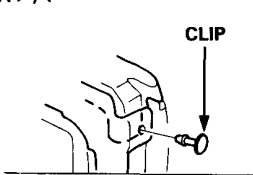
### NOTE:

- Before installing the inner weatherstrip, apply clear sealant to locations **A** on the door as shown.
- If necessary, replace any damaged clips.

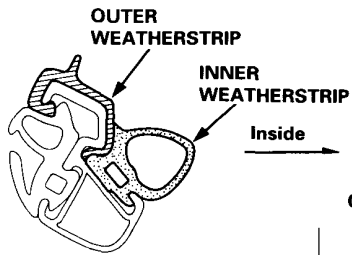
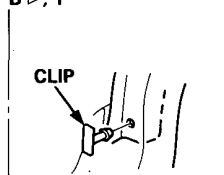
**Sealant: Cemedine #8500, or equivalent**

### ▷: Clip locations

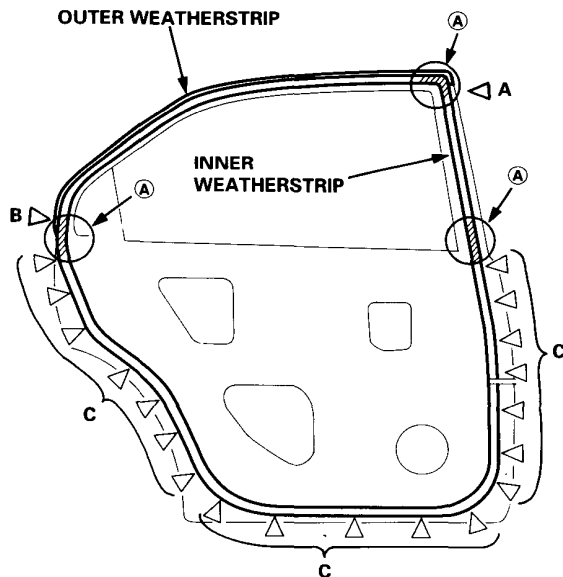
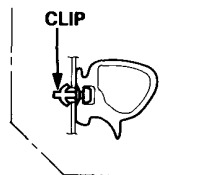
**A ▷, 1**



**B ▷, 1**



**C ▷, 19**



# Doors

## Glass Adjustment

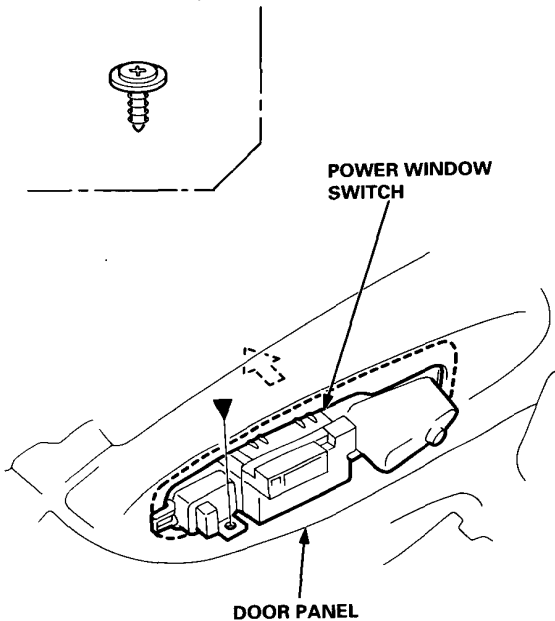
### NOTE:

- Place the vehicle on a firm, level surface when adjusting the glass.
- Check the weatherstrips and glass run channel for damage or deterioration, and replace them if necessary.

1. Remove the door panel and peel off the plastic cover (see pages 20-4, 16).

2. Front Door (Driver's):  
Remove the power window switch from the door panel.

►: Screw location, 1



3. Connect the power window switch to the power window motor connector.

4. Raise the glass.

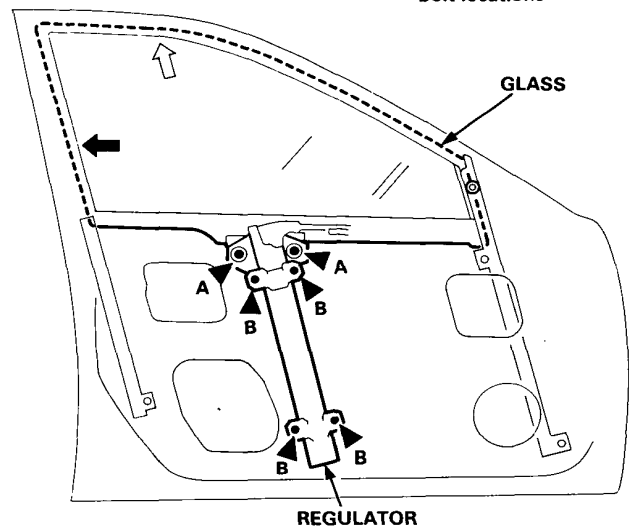
5. Loosen the glass mounting bolts and regulator mounting bolts.

6. Push the glass rearward (front door glass) or forward (rear door glass).

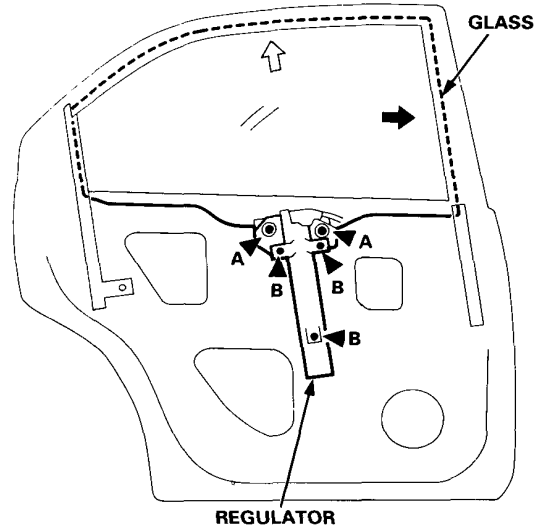
7. Tighten the glass mounting bolts and regulator mounting bolts.

### Front Door:

A ►: Glass mounting bolt locations  
B ►: Regulator mounting bolt locations



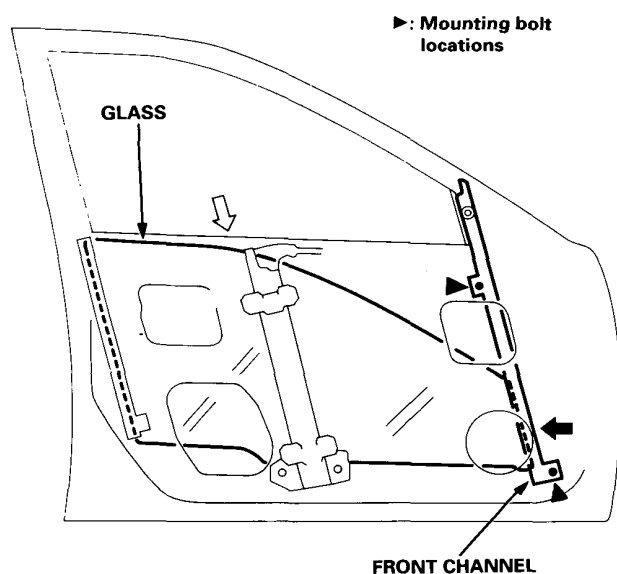
### Rear Door:



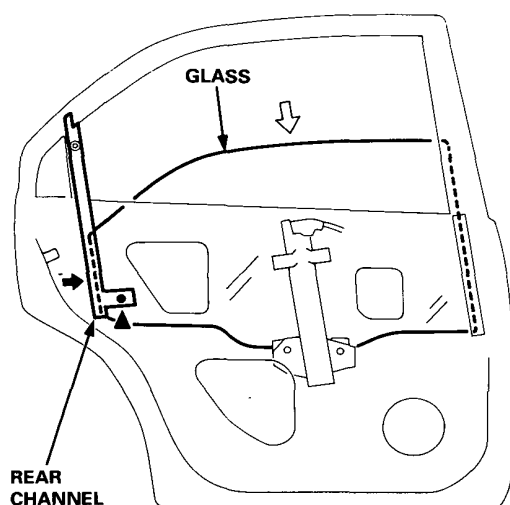


8. Loosen the front channel mounting bolts (front door) or rear channel mounting bolt (rear door).
9. Lower the glass.
10. Push the front or rear channels against the glass, then tighten the mounting bolts.

#### Front Door:

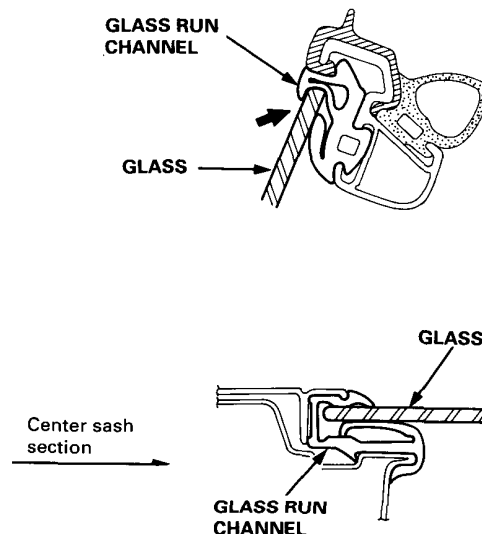


#### Rear Door:



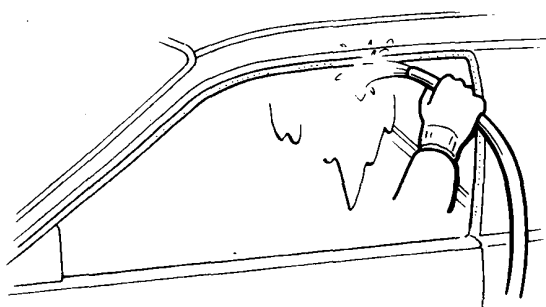
11. Check that the glass moves smoothly.
12. Raise the glass fully and check for gap.
13. Check the glass operation.

NOTE: Check that the glass contacts the glass run channel evenly.



14. Check for water leaks.

NOTE: Do not use high pressure water.



15. Route the door harness and connectors, and fasten them to the door (see pages 20-6, 17).
16. Front Door (Driver's): Disconnect the power window switch from the door harness, then install the power window switch on the door panel (see page 20-26).
17. Attach the plastic cover, then install the door panel (see pages 20-4, 16).

# Doors

## Position Adjustment

**NOTE:** Place the vehicle on a firm, level surface when adjusting the doors.

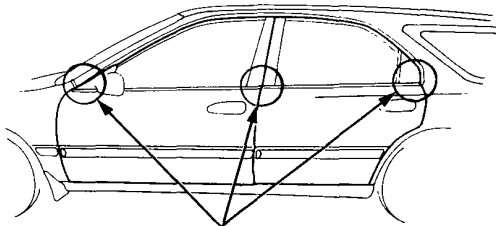
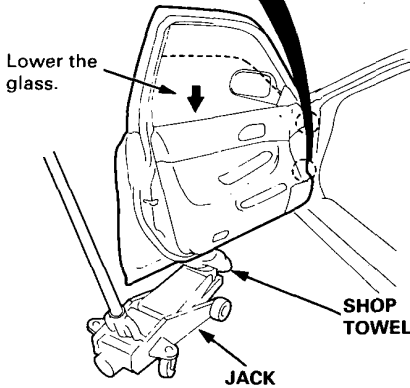
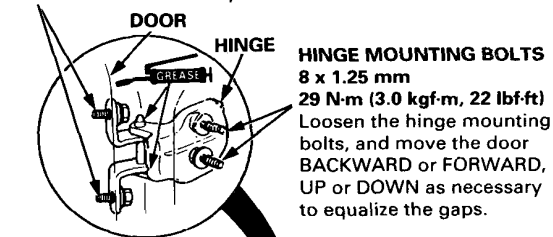
After installing the door, check for a flush fit with the body, then check for equal gaps between the front, rear, and bottom door edges and the body. The door and body edges should also be parallel. Adjust at the hinges as shown.

**CAUTION:** Place a shop towel on the jack to prevent damage to the door when loosening the door and hinge mounting bolts for adjustment.

### DOOR MOUNTING BOLTS

8 x 1.25 mm 29 N·m (3.0 kgf·m, 22 lbf·ft)

Loosen the door mounting bolts slightly to move the door IN or OUT until it's flush with the body. If necessary, you can install a shim behind one hinge to make the door edges PARALLEL with the body.



The door and body edges should be parallel.

**NOTE:** Check for water leaks.

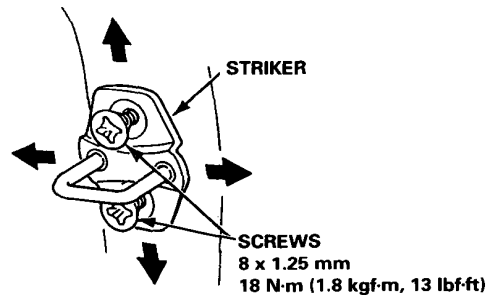
## Striker Adjustment

Make sure the door latches securely without slamming. If it needs adjustment:

1. Draw a line around the striker for reference.
2. Loosen the screws, and move the striker IN or OUT to make the latch fit tighter or looser. Move the striker UP or DOWN to align it with the latch opening. Then lightly tighten the screws and recheck.

**NOTE:** Hold the outer handle out, and push the door against the body to be sure the striker allows a flush fit.

3. If the door latches properly, tighten the screws and recheck.



# Rear Window, Quarter Glass

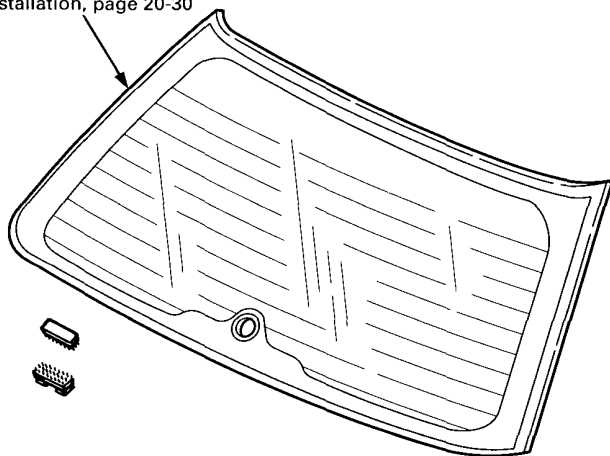


## Index

NOTE: The numbers after the part names show the quantities of the parts used.

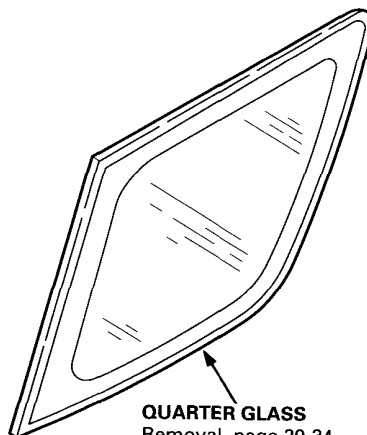
### REAR WINDOW

Removal, page 20-30  
Installation, page 20-30



LOWER FASTENER, 2  
(Clip-type, body side)

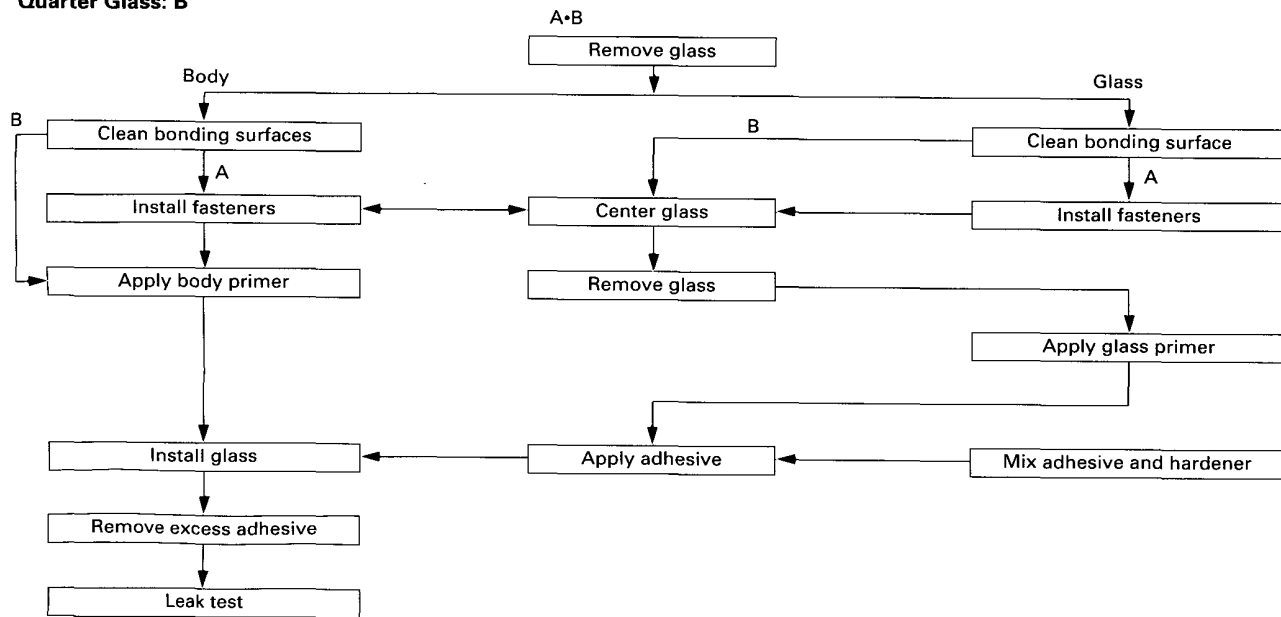
LOWER FASTENER, 2  
(Self-adhesive-type, glass side)



QUARTER GLASS  
Removal, page 20-34  
Installation, page 20-34

## Removal/Installation Procedures Flow

Rear Window: A  
Quarter Glass: B



# Rear Window

## Removal

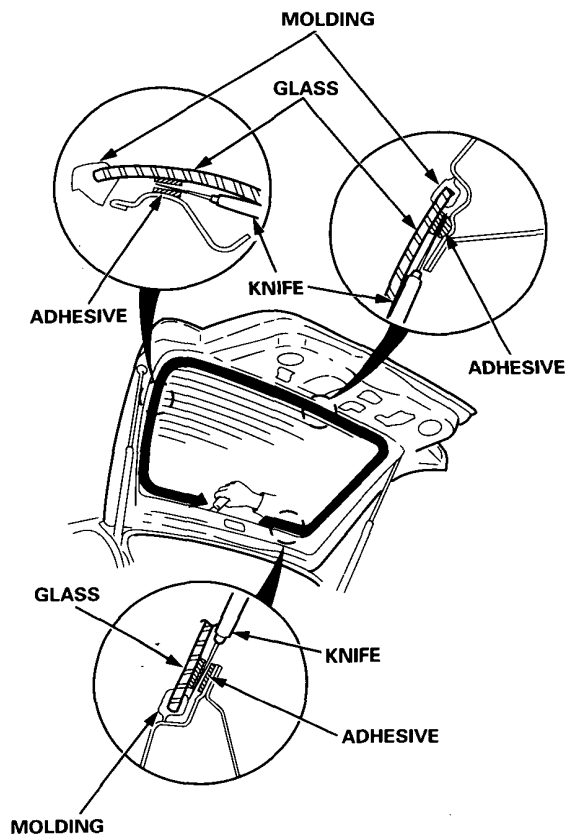
### CAUTION:

- Wear gloves to remove and install the rear window.
- Do not damage the defogger grid lines.

1. To remove the rear window, first remove the:
  - Tailgate lower trim panel (see page 20-56)
  - Rear wiper (see section 23)
  - Rear window trim (see page 20-56)
  - High mount brake light (see section 23)
2. From inside the car, use a hot knife or a pneumatic knife to cut through the rear window adhesive and clips all the way around the rear window.

### NOTE:

- Take care not to scratch the rear window.
- If there is damage on the molding, replace the rear window, molding and clips as an assembly.



3. Carefully remove the rear window.

NOTE: Remove any broken clips from the tailgate.

## Installation

1. Scrape the old adhesive smooth with a knife to a thickness of about 2 mm (0.08 in) on the bonding surface around the entire rear window opening flange.

### NOTE:

- Do not scrape down to the painted surface of the body; damaged paint will interfere with proper bonding.
- Remove the old lower fasteners from the tailgate.
- Mask off surrounding surfaces before applying primer.

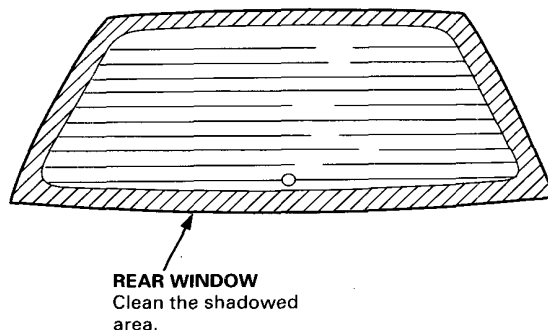
2. Clean the body bonding surface with a sponge dampened in alcohol.

NOTE: After cleaning, keep oil, grease or water from getting on the surface.

3. If the rear window is to be reinstalled, use a putty knife to scrape off all traces of old adhesive, then clean the rear window surface with alcohol where new adhesive is to be applied.

NOTE: Make sure the bonding surface is kept free of water, oil and grease.

**CAUTION:** Avoid setting the rear window on its edges; small chips may later develop into cracks.

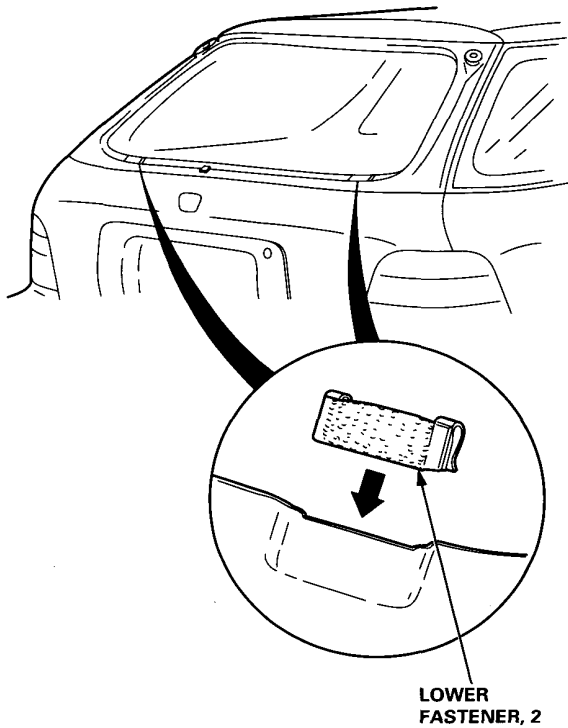






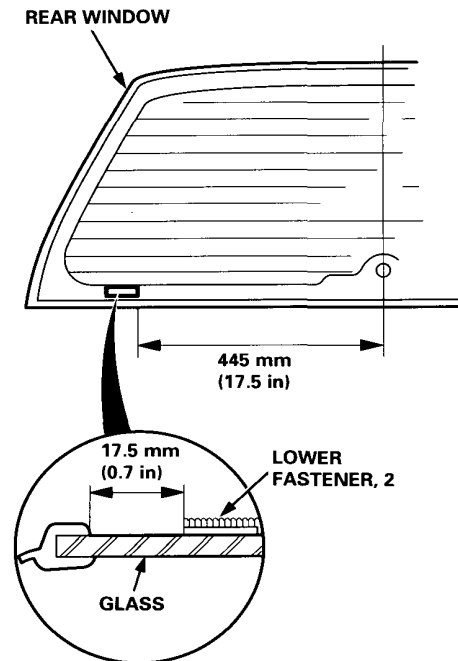
4. Install the lower fasteners on the tailgate.

NOTE: The numbers after the part name show the quantities of the parts used.



5. Install the lower fasteners to the lower edge of the rear window as shown.

NOTE: The numbers after the part name show the quantities of the parts used.

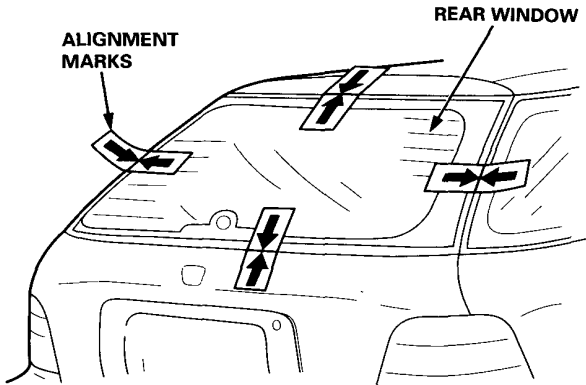


(cont'd)

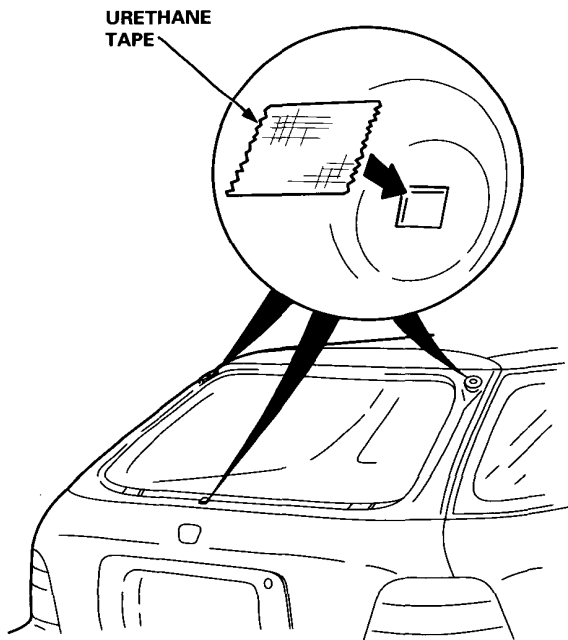
# Rear Window

## Installation (cont'd)

6. If the rear window you are installing has had the clips cut off, set it upright on the tailgate, and center it in the opening. Make alignment marks across the rear window and the body with a grease pencil at the four points shown.



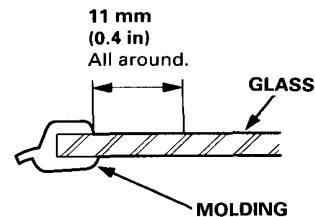
7. If the rear window you are installing has had the clips cut off, seal the three clip holes with pieces of urethane tape.



8. With a sponge, apply a light coat of glass primer around the edge of the rear window as shown, then lightly wipe it off with gauze or cheesecloth.

### NOTE:

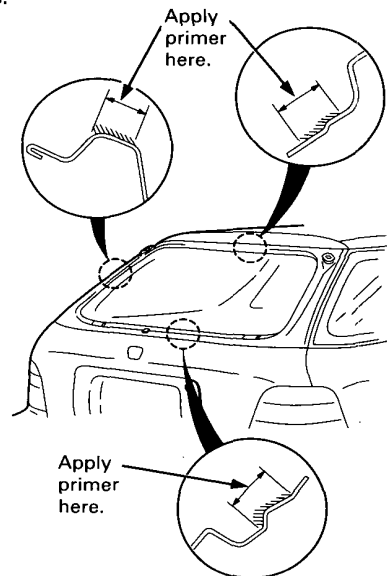
- Do not apply body primer to the rear window, and do not get body and glass primer sponges mixed up.
- Never touch the primed surfaces with your hands. If you do, the adhesive may not bond to the rear window properly, causing a leak after the rear window is installed.
- Keep water, dust, and abrasive materials away from the primed surface.



9. With a sponge, apply a light coat of body primer to the original adhesive remaining around the rear window opening flange. Let the body primer dry for at least 10 minutes.

### NOTE:

- Do not apply glass primer to the body, and be careful not to mix up glass and body primer sponges.
- Never touch the primed surfaces with your hands.





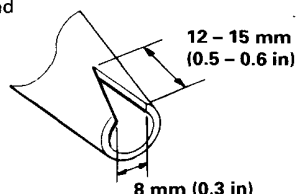
10. Thoroughly mix all the adhesive and hardener together on a glass or metal plate with a putty knife.

**NOTE:**

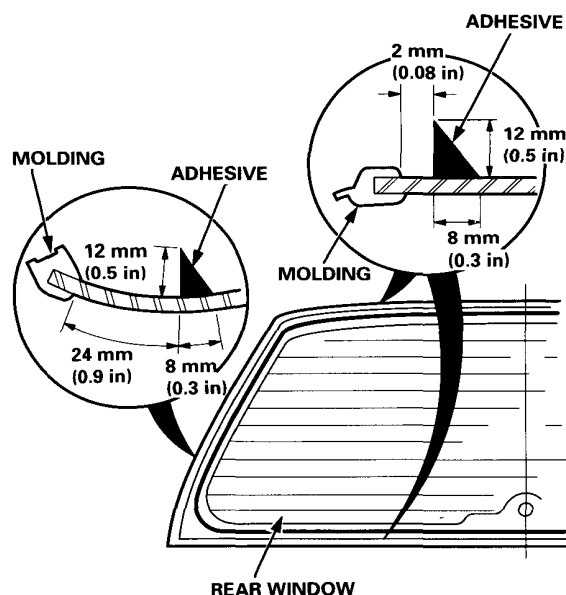
- Clean the plate with a sponge and alcohol before mixing.
- Follow the instructions that come with the adhesive.

11. Before filling a cartridge, cut the end of the nozzle as shown.

Cut nozzle end as shown.



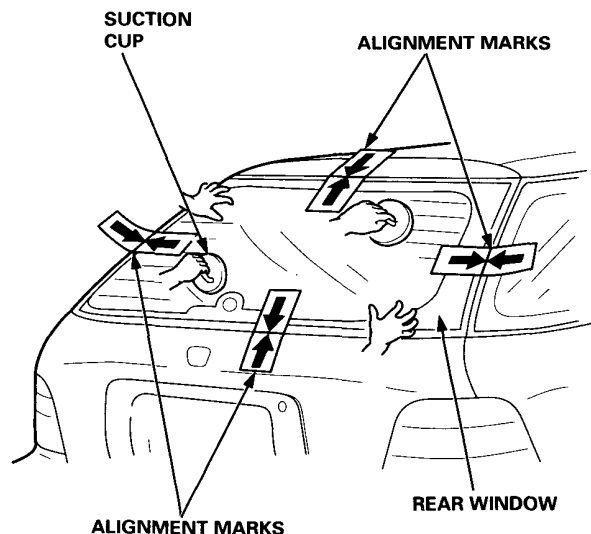
12. Pack adhesive into the cartridge without air pockets to ensure continuous delivery. Put the cartridge in a caulking gun, and run a bead of adhesive around the edge of the rear window as shown.



**NOTE:** Apply the adhesive within 30 minutes after applying the glass primer.

13. Use suction cups to hold the rear window over the opening, align the clips or the marks made in step 6, then set it down on the adhesive. Lightly push on the rear window until its edges are fully seated on the adhesive all the way around.

**NOTE:** Do not close or open the doors until the adhesive is dry.



14. Scrape or wipe the excess adhesive off with a putty knife or towel.

**NOTE:** Use a soft shop towel dampened with alcohol to remove adhesive from a painted surface or rear window.

15. Let the adhesive dry for at least one hour, then spray water over the rear window and check for leaks. Mark leaking areas and let the rear window dry, then seal with sealant.

**NOTE:** Let the car stand for at least four hours after rear window installation. If the car has to be used within the first four hours, it must be driven slowly.

16. Reinstall all remaining removed parts.

**NOTE:** When you return the car, inform the customer to avoid strong vibrations on the car for about three days.

# Quarter Glass

## Removal

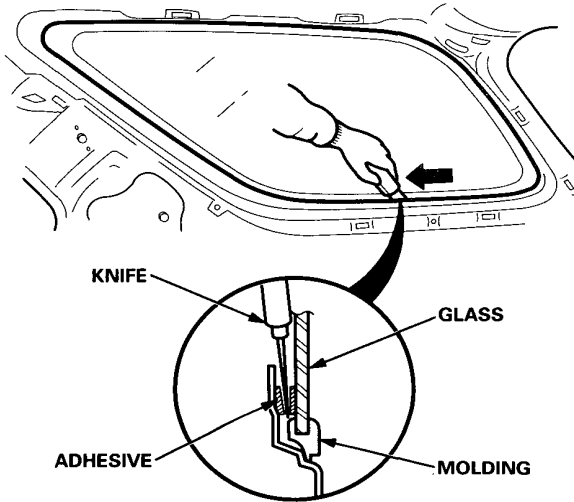
### CAUTION:

- Wear gloves to remove and install the quarter glass.
- Use seat covers to avoid damaging any surfaces.

NOTE: To remove the quarter glass, first remove the quarter window trim panel and quarter trim panel (see page 20-40).

1. From inside the car, use a knife to cut through the quarter glass adhesive all the way around, then remove the quarter glass.

NOTE: If there is damage on the molding, replace the quarter glass, molding and clips as an assembly.



2. Carefully remove the quarter glass.

NOTE: Remove any broken clips from the body.

## Installation

1. Scrape the old adhesive smooth with a knife to a thickness of about 2 mm (0.08 in) on the bonding surface around the entire quarter glass flange.

### NOTE:

- Do not scrape down to the painted surface of the body; damaged paint will interfere with proper bonding.
- Mask off surrounding surfaces before applying primer.

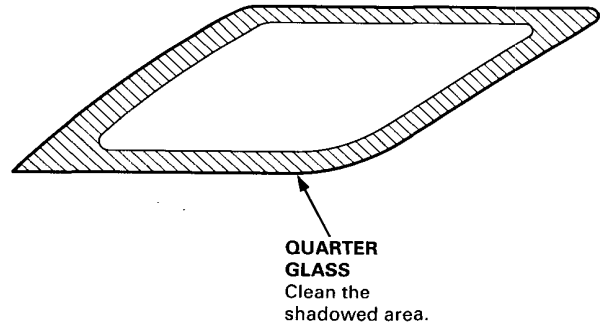
2. Clean the body bonding surface with a sponge dampened in alcohol.

NOTE: After cleaning, keep oil, grease or water from getting on the surface.

3. If the quarter glass is to be reinstalled, use a putty knife to scrape off all traces of old adhesive, then clean the quarter glass surface with alcohol where new adhesive is to be applied.

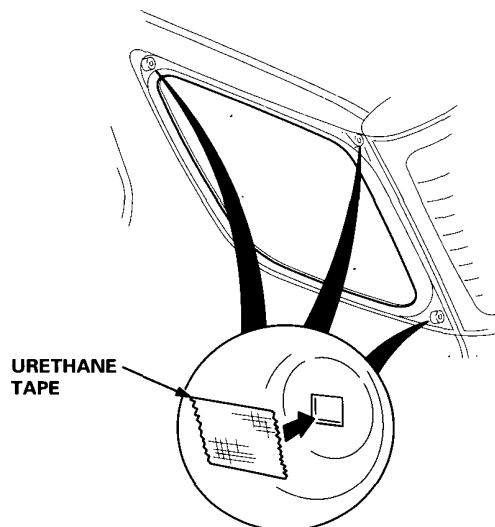
NOTE: Make sure the bonding surface is kept free of water, oil and grease.

**CAUTION:** Avoid setting the quarter glass on its edges: small chips may later develop into cracks.

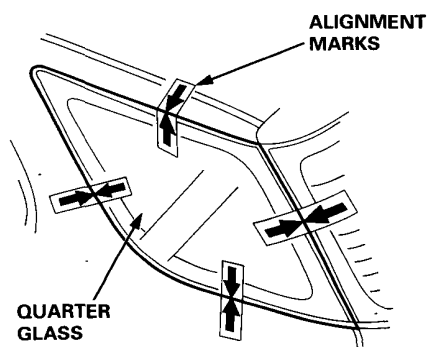




4. If any of the clips are broken on the quarter glass you are installing, seal their body holes with pieces of urethane tape.



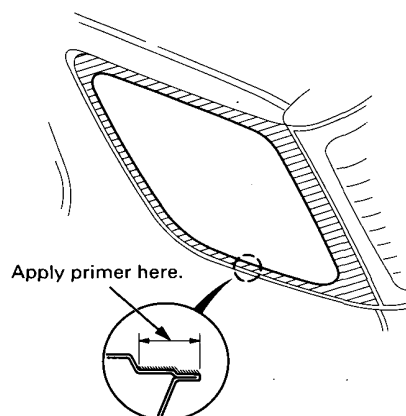
5. If the quarter glass you are installing has had the clips cut off, set it upright on the quarter glass opening. Make alignment marks across the quarter glass, body and rear window with a grease pencil at the four points shown.



6. With a sponge, apply a light coat of body primer to the original adhesive remaining around the quarter glass opening flange. Let the body primer dry for at least 10 minutes.

**NOTE:**

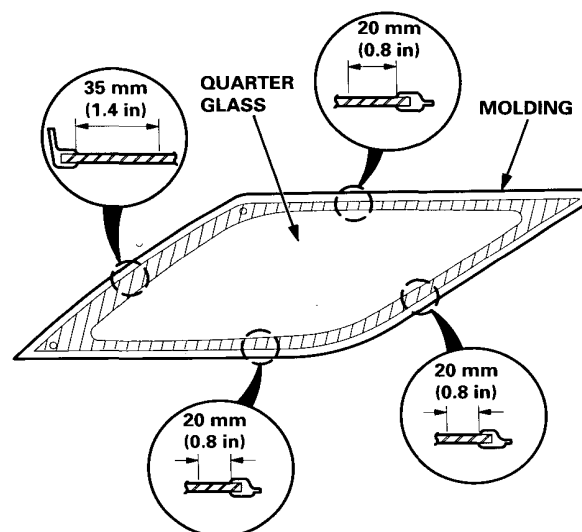
- Do not apply glass primer to the body, and be careful not to mix up glass and body primer sponges.
- Never touch the primed surfaces with your hands.



7. With sponge, apply a light coat of glass primer around the edge of the quarter glass as shown, then lightly wipe it off with gauze or cheesecloth.

**NOTE:**

- Do not apply body primer to the quarter glass, and do not get body and glass primer sponges mixed up.
- Never touch the primed surfaces with your hands. If you do, the adhesive may not bond to the quarter glass properly, causing a leak after the quarter glass is installed.
- Keep water, dust, and abrasive materials away from the primed surface.



(cont'd)

# Quarter Glass

## Installation (cont'd)

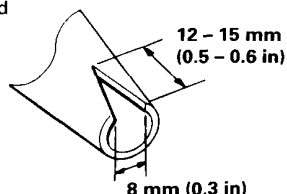
8. Thoroughly mix the adhesive and hardener together on a glass or metal plate with a putty knife.

### NOTE:

- Clean the plate with a sponge and alcohol before mixing.
- Follow the instructions that come with the adhesive.

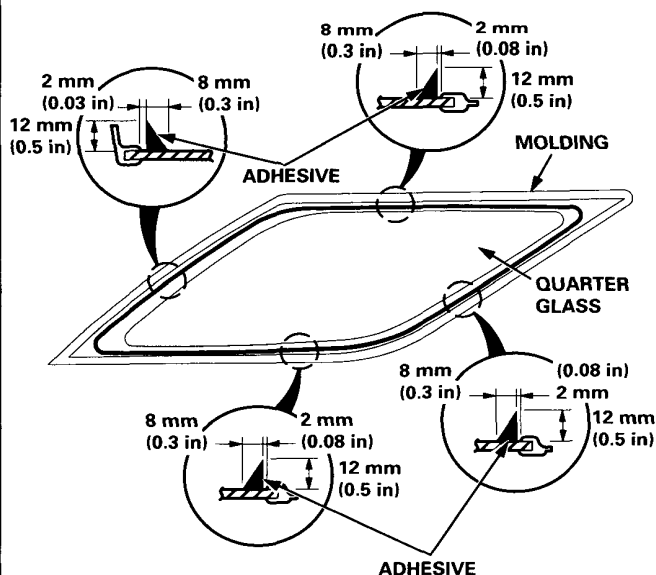
9. Before filling a cartridge, cut the end of the nozzle as shown.

Cut nozzle end as shown.



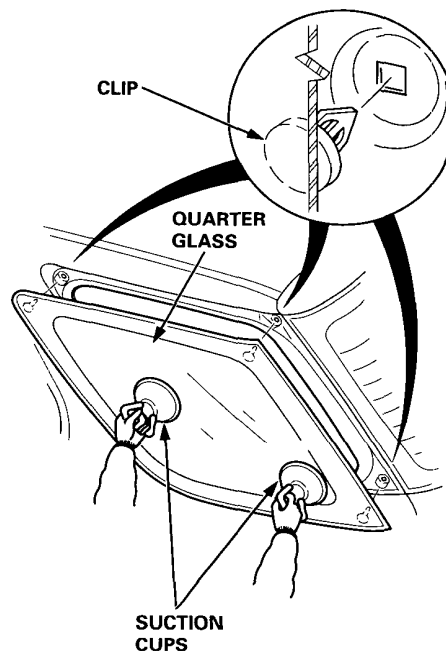
10. Pack adhesive into the cartridge without air pockets to ensure continuous delivery. Put the cartridge in a caulking gun, and run a bead of adhesive around the edge of the quarter glass as shown.

NOTE: Apply the adhesive within 30 minutes after applying the glass primer.



11. Use suction cups to hold the quarter glass over the opening, align the clips or the marks made in step 5, and set it down on the adhesive. Lightly push on the quarter glass until its edges are fully seated on the adhesive all the way around.

NOTE: Do not close or open the doors and tailgate until the adhesive is dry.



12. Scrape or wipe the excess adhesive off with a putty knife or towel.

NOTE: Use a shop towel dampened with alcohol to remove adhesive from a painted surface or quarter glass.

13. Let the adhesive dry for at least one hour, then spray water over the quarter glass and check for leaks. Mark leaking areas and let the quarter glass dry, then seal with sealant.

NOTE: Let the car stand for at least four hours after quarter glass installation. If the car has to be used within the first four hours, it must be driven slowly.

14. Reinstall all remaining removed parts.

NOTE: When you return the car, inform the customer to avoid strong vibrations on the car for about three days.



# Interior Trim

## Replacement

**Passenger area:**

### CAUTION:

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

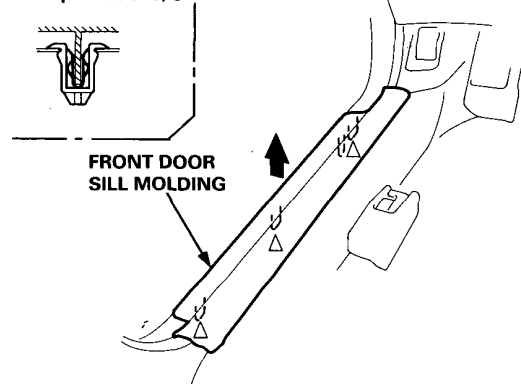
**NOTE:** Take care not to bend or scratch the trim and panels.

### Front door sill molding/Kick panel/Front pillar trim removal:

**NOTE:** LHD is shown, RHD is symmetrical.

1. Remove the front door sill molding.

▷: Clip locations, 3



2. Pull the front door trim away, then remove the kick panel.

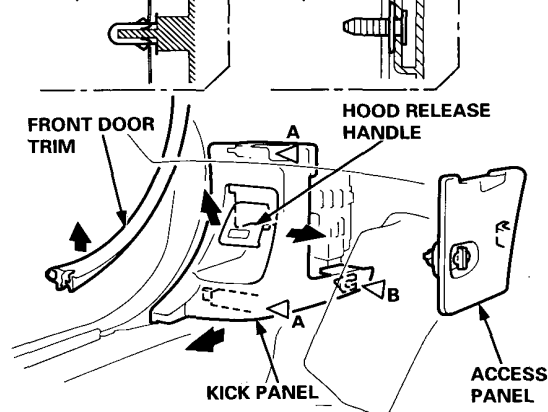
**Driver's:**

**NOTE:** Remove the kick panel while pulling the hood release handle.

▷: Clip locations

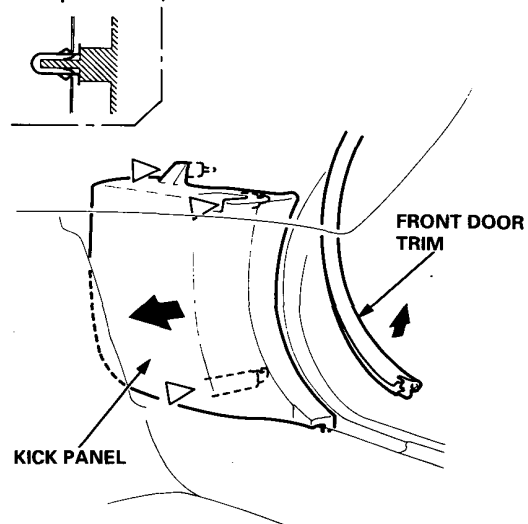
A ▷, 2

B ▷, 1



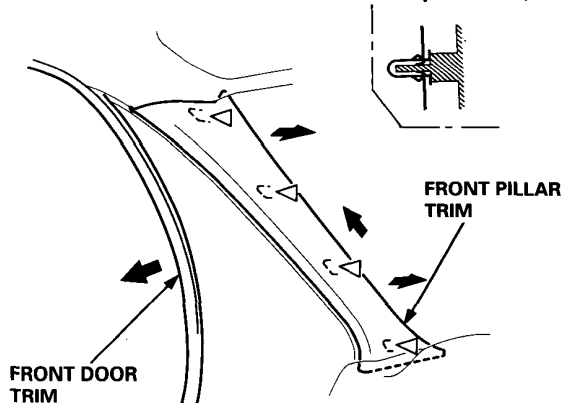
**Passenger's:**

▷: Clip locations, 3



3. Pull the front door trim away, then remove the front pillar trim.

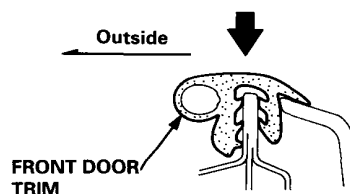
▷: Clip locations, 4



4. Installation is the reverse of the removal procedure.

### NOTE:

- If necessary, replace any damaged clips.
- Make sure the front door trim is installed securely.



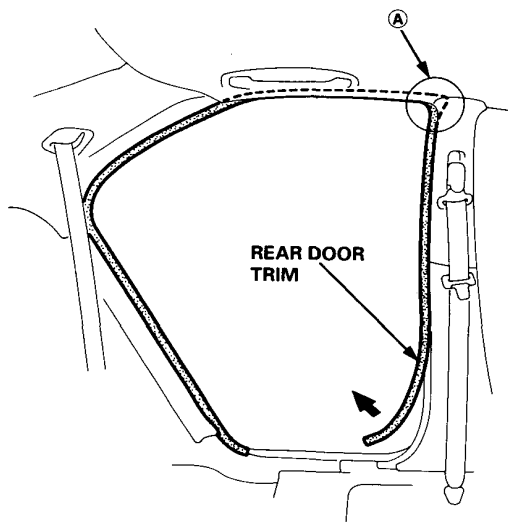
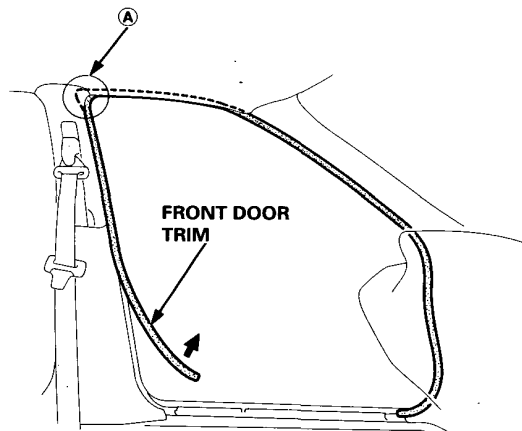
(cont'd)

# Interior Trim

## Replacement (cont'd)

### Center pillar lower trim/Center pillar upper trim removal:

1. Remove the front door sill molding (see page 20-37) and rear door sill molding (see page 20-39).
2. Pull the front and rear door trim back.

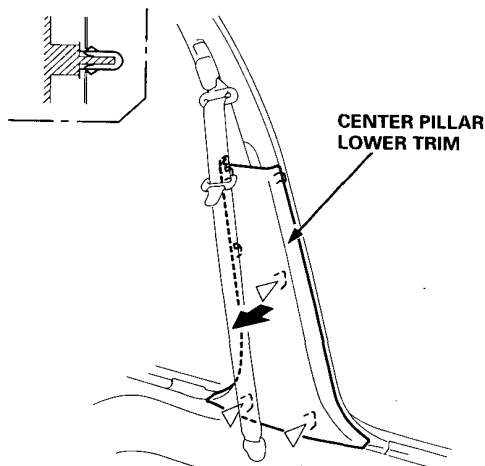


NOTE: When installing the front and rear door trim, apply clear sealant to locations **A** on the body.

Sealant: Cemedine #8500, or equivalent

3. Remove the center pillar lower trim.

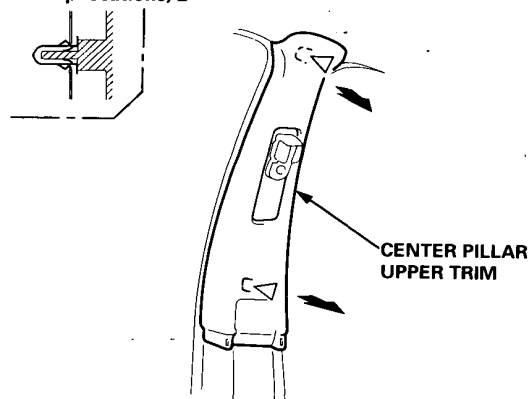
▷: Clip locations, 3



4. Remove the upper anchor bolt from the front seat belt (see page 20-45).

5. Remove the center pillar upper trim.

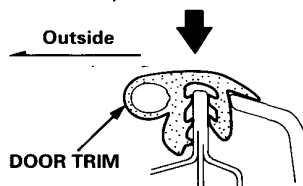
▷: Clip locations, 2



6. Installation is the reverse of the removal procedure.

### NOTE:

- If necessary, replace any damaged clips.
- Before attaching the center pillar lower trim, make sure there are no twists or kinks in the front seat belt.
- Make sure the front and rear door trim is installed securely.



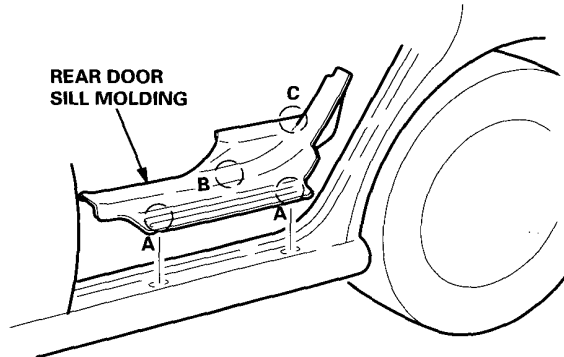
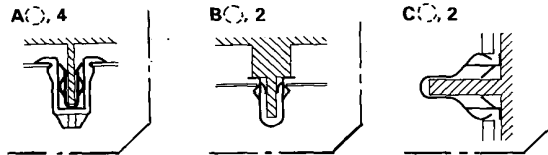




### Rear door sill molding/Rear seat side trim removal:

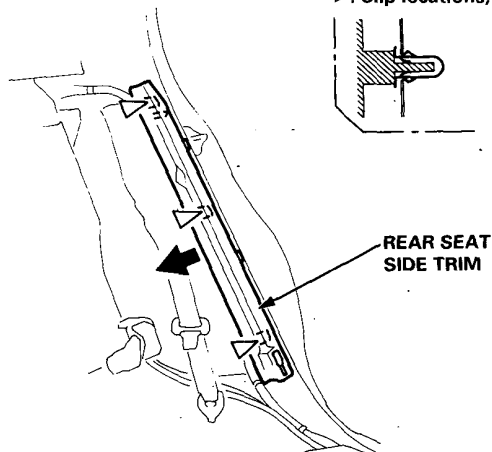
1. Remove the rear seat-back and rear seat cushion (see page 20-42).
2. Remove both rear seat side bolsters (see page 20-42).
3. Remove both rear door sill moldings.

○: Clip locations



4. Remove the rear seat side trim.

▷: Clip locations, 3



5. Installation is the reverse of the removal procedure.

NOTE: If necessary, replace any damaged clips.

# Interior Trim

## Replacement (cont'd)

Cargo area:

### CAUTION:

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

NOTE: Take care not to scratch the trim and panels.

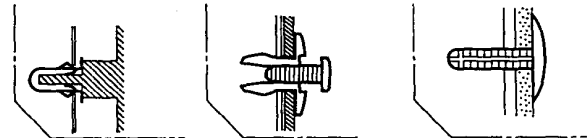
Disassemble in numbered sequence.

○, ▷: Clip locations

○, 24

A ▷, 2

B ▷, Right: 3  
Left: 5



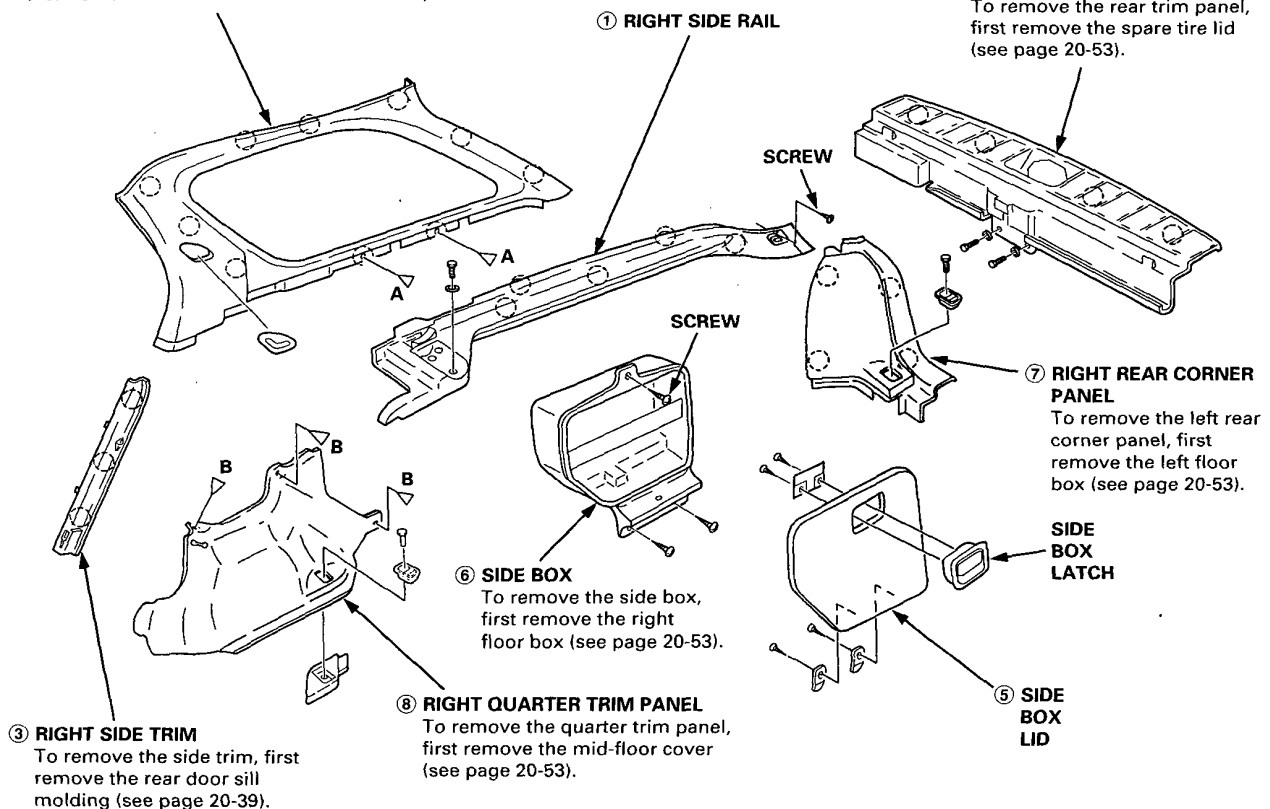
### ② RIGHT QUARTER WINDOW TRIM PANEL

To remove the quarter window trim panel, first remove the rear seat cushion, side bolster (see page 20-42) and lower anchor bolt from the rear seat belts (see page 20-47), then remove the rear door trim as necessary.

### ① RIGHT SIDE RAIL

### ④ REAR TRIM PANEL

To remove the rear trim panel, first remove the spare tire lid (see page 20-53).



Installation is the reverse of the removal procedure.

### NOTE:

- If necessary, replace any damaged clips.
- Before attaching the quarter window trim panel, make sure there are no twists or kinks in the rear seat belt.



# Headliner

## Replacement

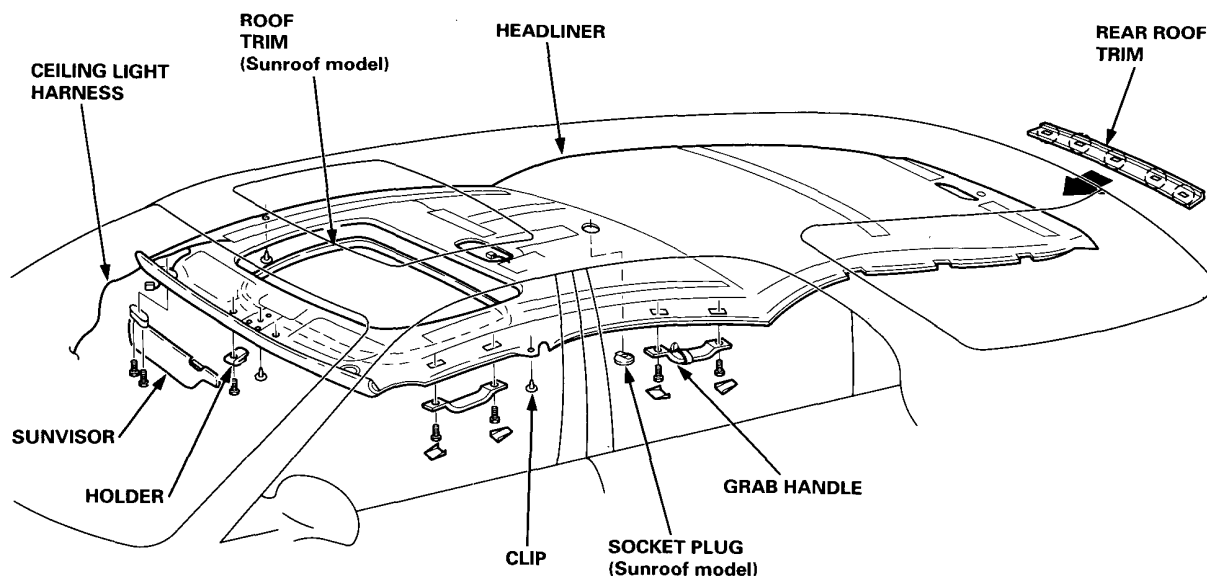
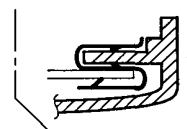
**CAUTION:** When prying with a flat tip screwdriver, wrap it with protective tape to prevent damage.

**NOTE:**

- Take care not to bend and scratch the headliner.
- Be careful not to damage the dashboard and other interior trim.
- Fold the front seat-back backward.

1. Remove:
  - Sunvisors and holders
  - Rearview mirror
  - Front pillar trim (see page 20-37)
  - Front seat belt upper anchor bolts (see page 20-45)
  - Roof trim (Sunroof model)
  - Center pillar upper trim (see page 20-38)
  - Quarter window trim panel (see page 20-40)
  - Ceiling lights
  - Grab handles
  - Child seat anchor fitting (see page 20-50)
2. Remove the clips and rear roof trim, then remove the headliner.
3. Remove the headliner from the tailgate opening.

○: Clip locations, 5



4. Installation is the reverse of the removal procedure.

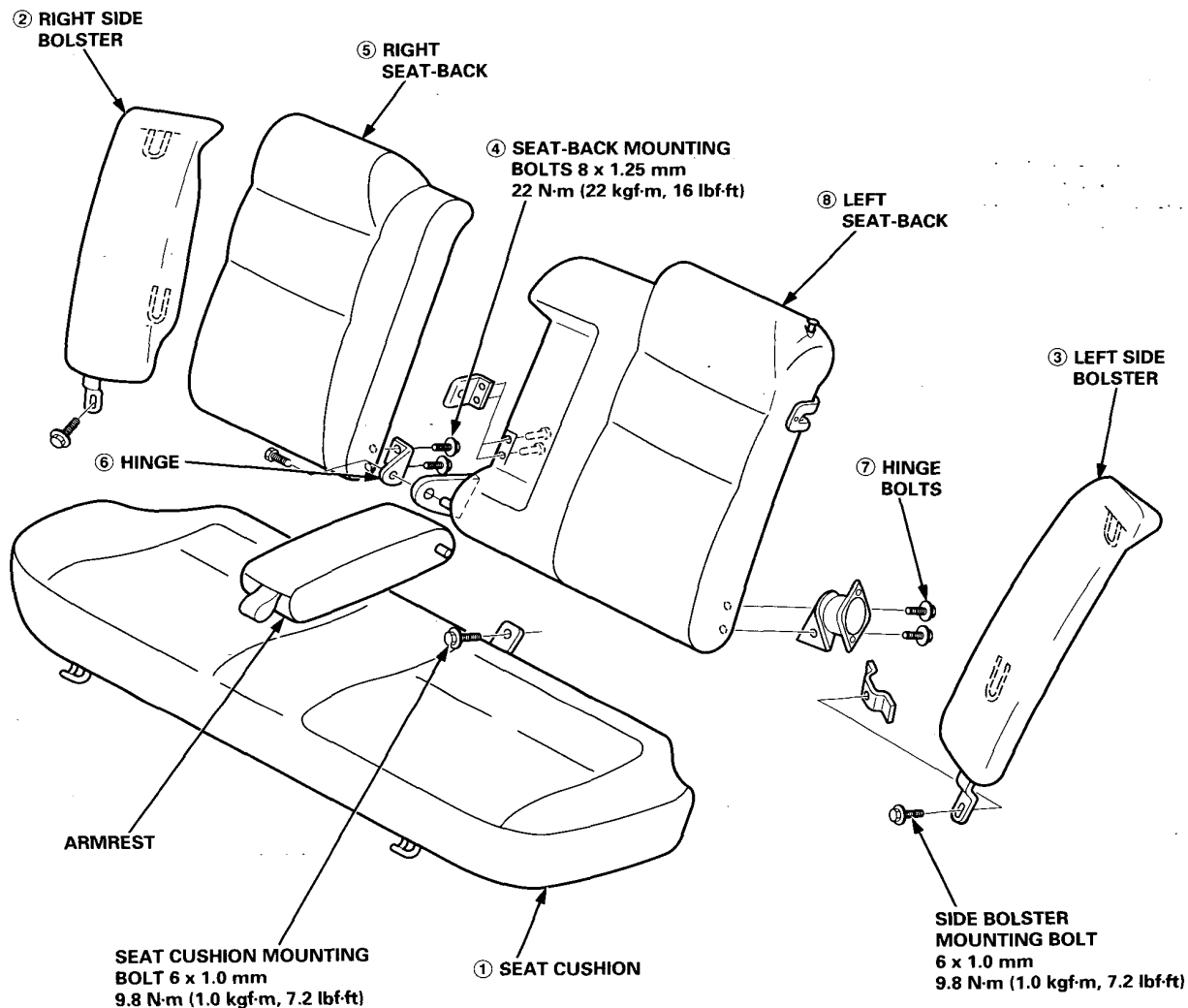
**NOTE:**

- When installing the headliner, be careful not to fold or bend it. Also, be careful not to scratch the body.
- Check that the both sides of the headliner are securely attached to the trim.

# Seat

## Rear Seat Replacement

Disassemble in numbered sequence.



Installation is the reverse of the removal procedure.

**NOTE:** Before attaching the seat-backs, side bolsters and seat cushion, make sure there are no twists or kinks in the rear seat belts and center belt.

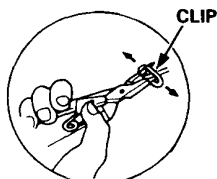


## Rear Seat Cover Replacement

**CAUTION:** Wear gloves to remove and install the seat covers.

**NOTE:**

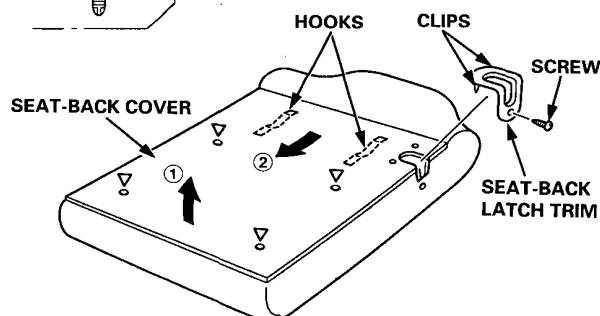
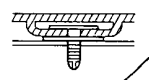
- Take care not to tear the seams or damage the seat covers.
- Remove the clips as shown.



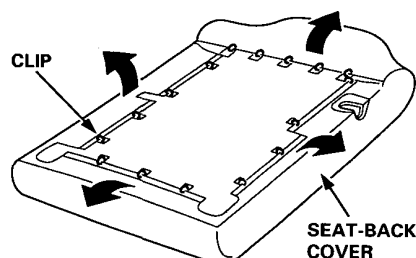
**Right seat-back cover removal:**

1. Remove the right seat-back (see page 20-42).
2. Remove the seat-back latch trim.
3. Release the seat-back cover clips, then pull the seat-back down to release the hooks and remove the seat-back cover.

▷: Clip locations, 4



4. Release the clips, then remove the seat-back cover.



5. Installation is the reverse of the removal procedure.

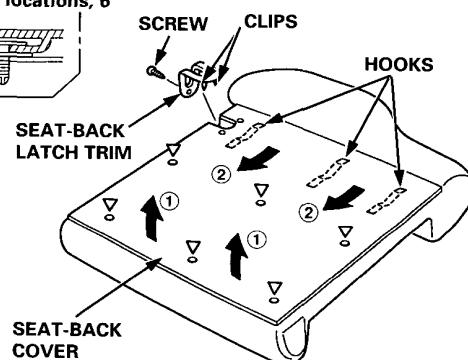
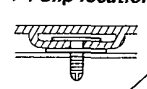
**NOTE:**

- To prevent wrinkles when installing a seat cover, make sure the material is stretched evenly over the pad before securing the clips.
- Replace the released clips with new ones.

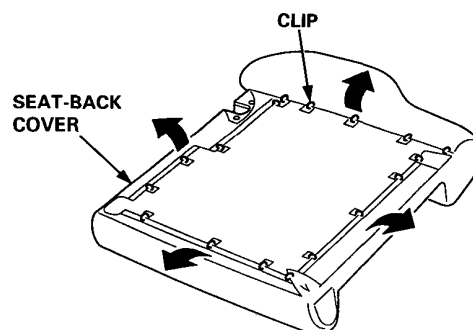
**Left seat-back cover removal:**

1. Remove the left seat-back (see page 20-42).
2. Remove the armrest (see page 20-42).
3. Remove the seat-back latch trim.
4. Release the seat-back cover clips, then pull the seat-back down to release the hooks and remove the seat-back cover.

▷: Clip locations, 6



5. Release the clips, then remove the seat-back cover.



6. Installation is the reverse of the removal procedure.

**NOTE:**

- To prevent wrinkles when installing a seat cover, make sure the material is stretched evenly over the pad before securing the clips.
- Replace the released clips with new ones.

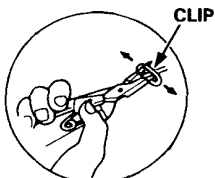
(cont'd)

# Seat

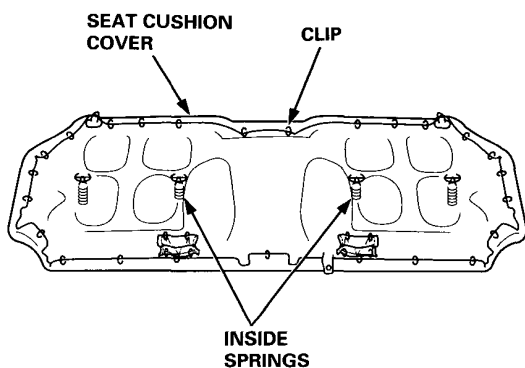
## Rear Seat Cover Replacement (cont'd)

### Seat cushion cover removal:

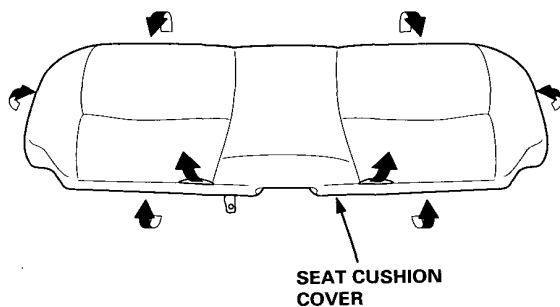
NOTE: Remove the clips as shown.



1. Remove the seat cushion (see page 20-42).
2. Remove all the clips and inside springs from under the seat cushion, then loosen the seat cushion cover.



3. Pull back the edge of the seat cushion cover all the way around, then remove the seat cushion cover.



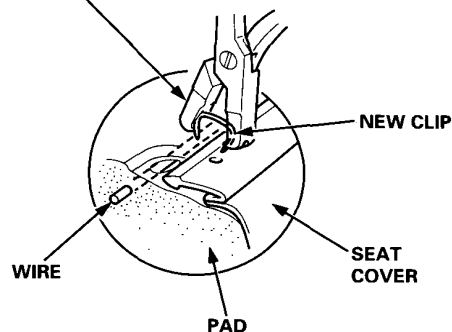
4. Installation is the reverse of the removal procedure.

### NOTE:

- To prevent wrinkles when installing a seat cover, make sure the material is stretched evenly over the pad before securing the clips and inside springs.
- Replace the released clips with new ones.

### UPHOLSTERY RING PLIERS

Commercially available.





# Seat Belts

## Front Seat Belt Replacement

**CAUTION:** Check the front seat belts for damage and replace them if necessary. Be careful not to damage them during removal and installation.

### Front seat belt removal:

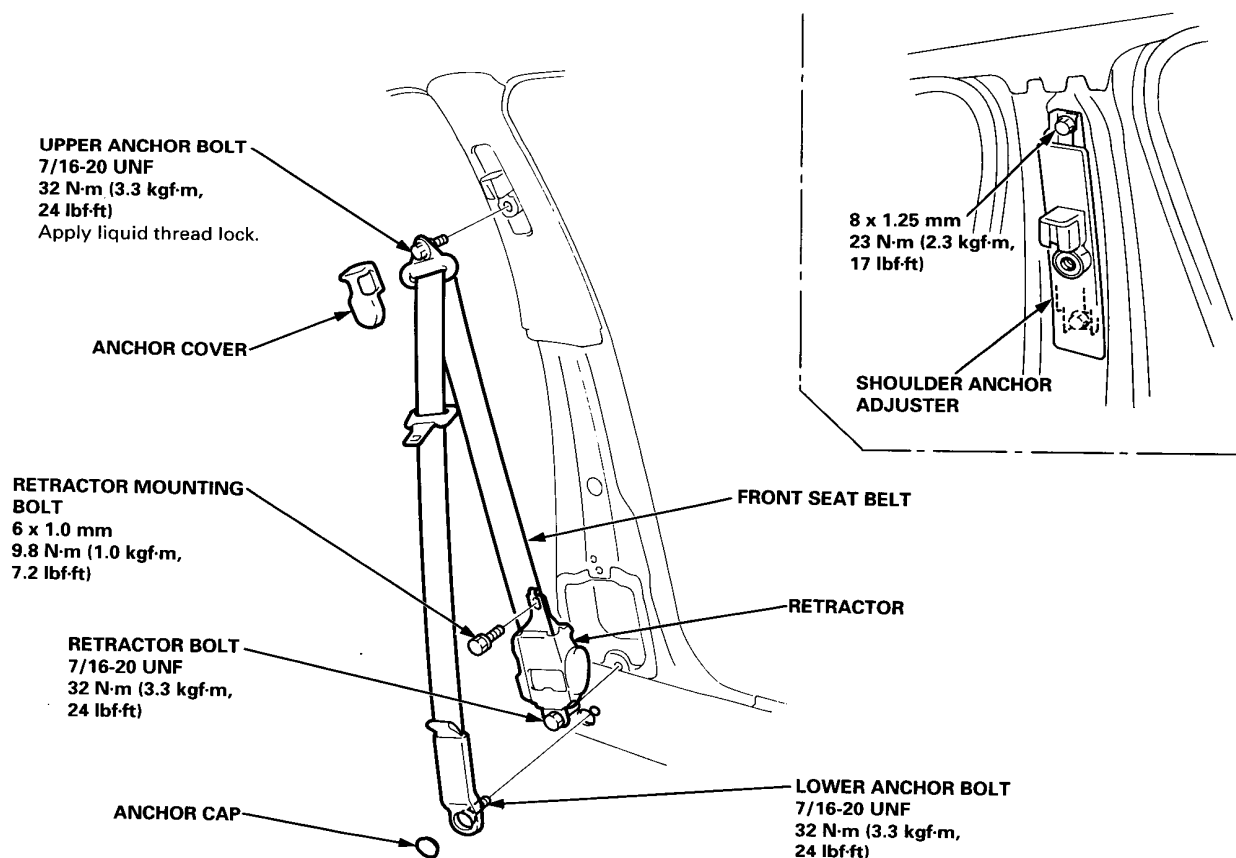
1. Remove the following parts, and slide the front seat forward fully.
  - Front door sill molding (see page 20-37)
  - Center pillar lower trim (see page 20-38)
  - Rear door sill molding (see page 20-39)
2. Remove all the anchor bolts, the retractor bolt and the retractor mounting bolt, then remove the front seat belt.

**NOTE:** When removing the anchor bolts and the retractor bolt, use a 17 mm socket or box-end wrench.

3. Remove the center pillar upper trim (see page 20-38), then remove the shoulder anchor adjuster.
4. Check that the retractor locking mechanism functions as described on page 20-49.
5. Installation is the reverse of the removal procedure.

### NOTE:

- Make sure you assemble the washers and collars on the upper and lower bolts (see page 20-46).
- Before attaching the center pillar lower trim, make sure there are no twists or kinks in the front seat belt.



(cont'd)

# Seat Belts

## Front Seat Belt Replacement (cont'd)

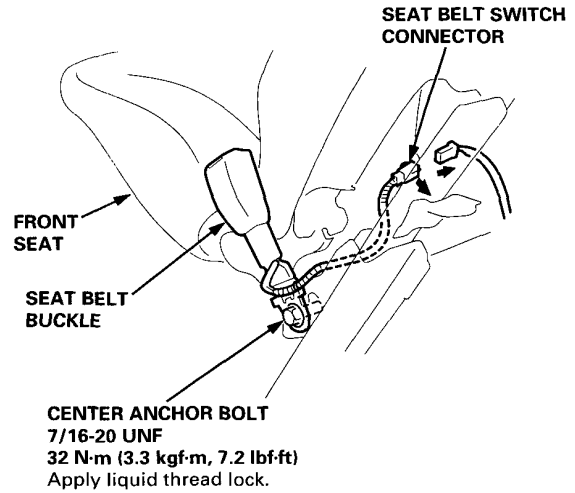
### Seat belt buckle removal:

1. Remove the front seat.

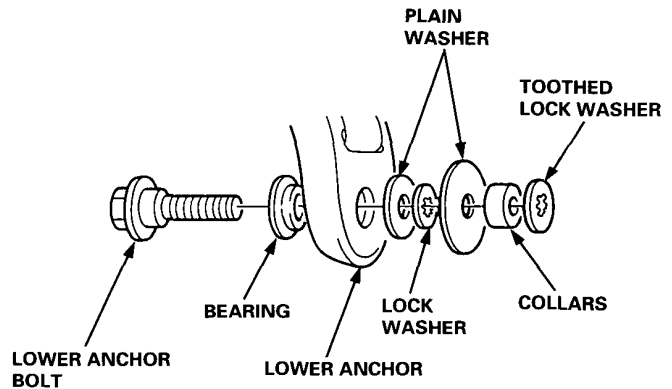
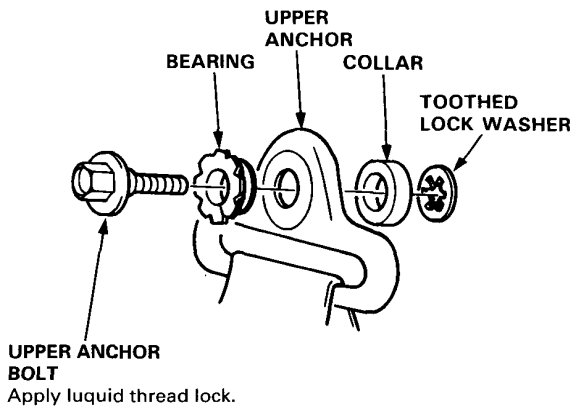
NOTE: Before removing the front seat, raise the seat cushion to its maximum height.

2. Remove the following covers.
  - Bracket cover (power height adjustable)
  - Center cover (manually adjustable)
3. Disconnect the seat belt switch connector (driver's, for some types), remove the center anchor bolt, then remove the seat belt buckle.
4. Installation is the reverse of the removal procedure.

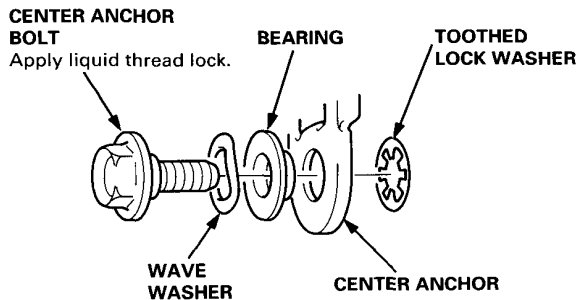
NOTE: Make sure you assemble the washers and bearing on the center anchor bolt as shown.



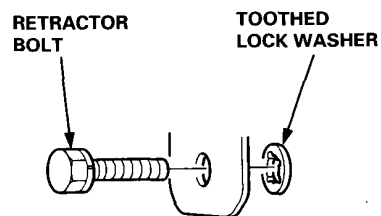
### Upper and lower anchor bolt construction:



### Center anchor bolt construction:



### Retractor bolt construction:







## Rear Seat Belt Replacement

**CAUTION:** Check the rear seat belts for damage and replace them if necessary. Be careful not to damage them during removal and installation.

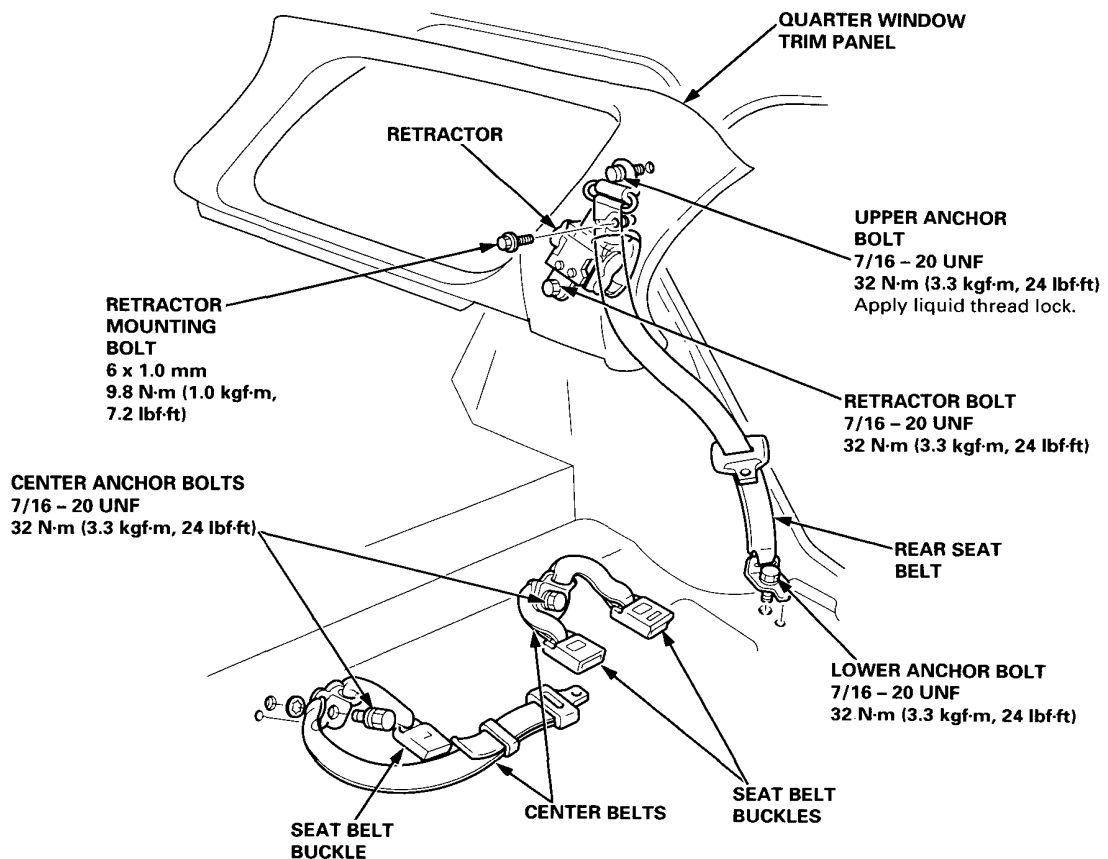
1. Remove:
  - Rear seat cushion (see page 20-42)
  - Quarter window trim panel (see page 20-40)
2. Remove all the anchor bolts, the retractor bolt and the retractor mounting bolts, then remove the rear seat belts and center belts.

**NOTE:** When removing the anchor bolts and the retractor bolt, use a 17 mm socket or box-end wrench.

3. Check that the retractor locking mechanism functions as described on page 20-49.
4. Installation is the reverse of the removal procedure.

**NOTE:**

- Make sure you assemble the washers on the upper and center anchor bolt (see page 20-48).
- Before attaching the quarter window trim panel, make sure there are no twists or kinks in the rear seat belt.
- Before attaching the seat cushion, make sure there are no twists or kinks in the rear seat belts and center belts.

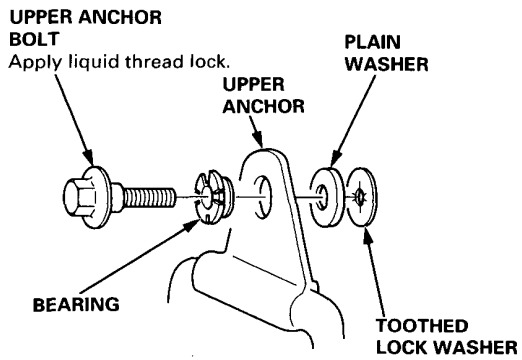


(cont'd)

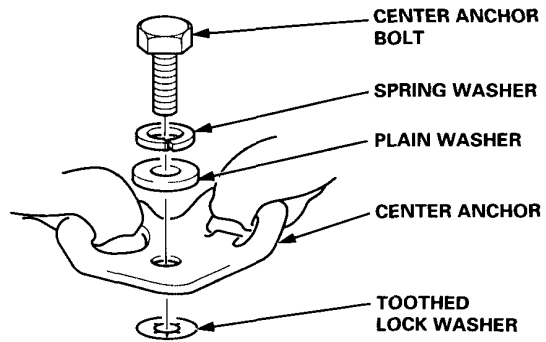
# Seat Belts

## Rear Seat Belt Replacement (cont'd)

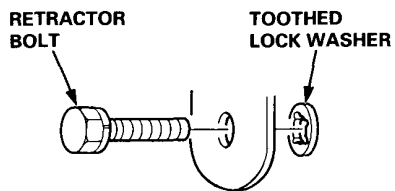
### Upper anchor bolt construction:



### Center anchor bolt construction:



### Retractor bolt construction:





## Inspection

### Retractor Inspection

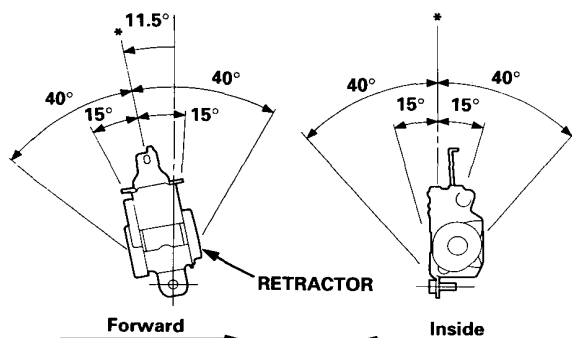
1. Before installing the retractor, check that the seat belt can be pulled out freely.
2. Make sure that the seat belt does not lock when the retractor is leaned slowly up to  $15^\circ$  from the mounted position. The seat belt should lock when the retractor is leaned over  $40^\circ$ .

**CAUTION:** Do not attempt to disassemble the retractor.

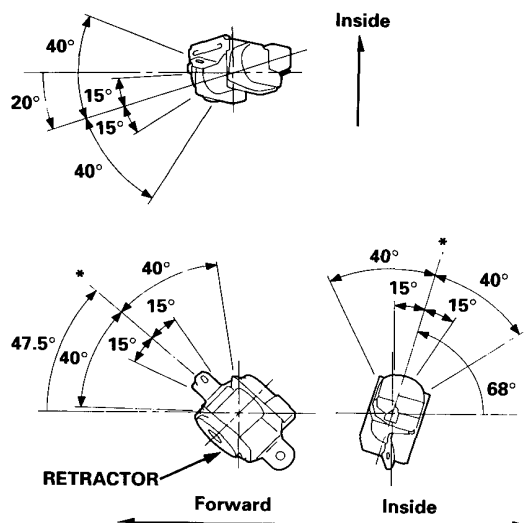
3. Replace the seat belt with a new one if there is any abnormality.

Front:

\*: Mounted Position



Rear:



### On-the-Car Seat Belt Inspection

1. Check that the seat belt is not twisted or caught on anything.
2. After installing the anchors, check for free movement on the anchor bolts. If necessary, remove the anchor bolts and check that the washers and other parts are not damaged or improperly installed.

3. Check the seat belts for damage or discoloration. Clean with a shop towel if necessary.

**CAUTION:** Use only soap and water to clean.

NOTE: Dirt build-up in the metal loops of the upper anchors can cause the seat belts to retract slowly. Wipe the inside of the loops with a clean cloth dampened in isopropyl alcohol.

4. Check that the seat belt does not lock when pulled out slowly. The seat belt is designed to lock only during a sudden stop or impact.
5. Make sure that the seat belt will retract automatically when released.
6. Replace the seat belt with a new one if there is any abnormality.

# Seat Belts

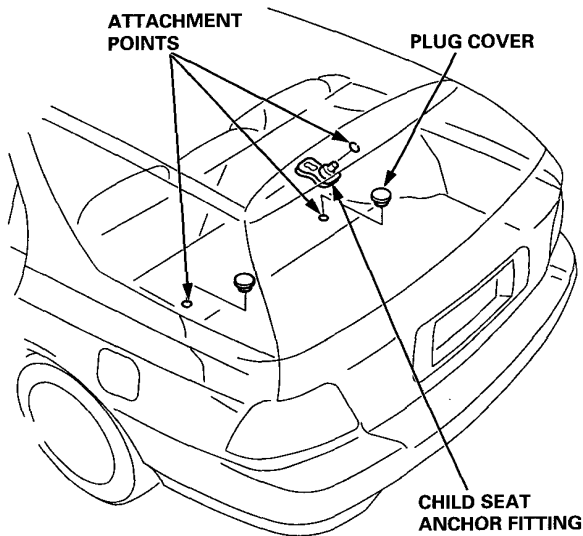
## Child Seat Anchor Fitting

### KQ model:

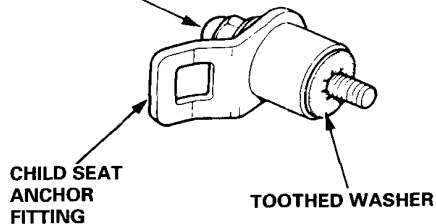
Attachment points are provided for a rear seat mounted child restraint system which uses a top tether. The outer two attachment points are located in the rear floor, just behind the seat-back, and the middle attachment point is near the rear of the ceiling.

The child seat anchor fitting is installed at rear of the ceiling.

When using a child seat with a top tether, make sure the child seat anchor fitting is installed securely.



8 x 1.25 mm  
22 N·m (2.2 kgf·m, 16 lbf·ft)



### NOTE:

- Do not remove the toothed washer from the child seat anchor fitting. Use the child seat anchor fitting with the toothed washer attached to it.
- When installing a child seat on the rear seat, follow the instructions of the manufacturer of the child seat.
- Additional anchor fittings are available.

### ⚠ WARNING

- **Do not use the child seat anchor fitting for any other purpose; it is designed exclusively for installation of a child seat.**
- **Make sure the rear seat-back is locked firmly when installing a child seat.**



# Carpet

## Replacement

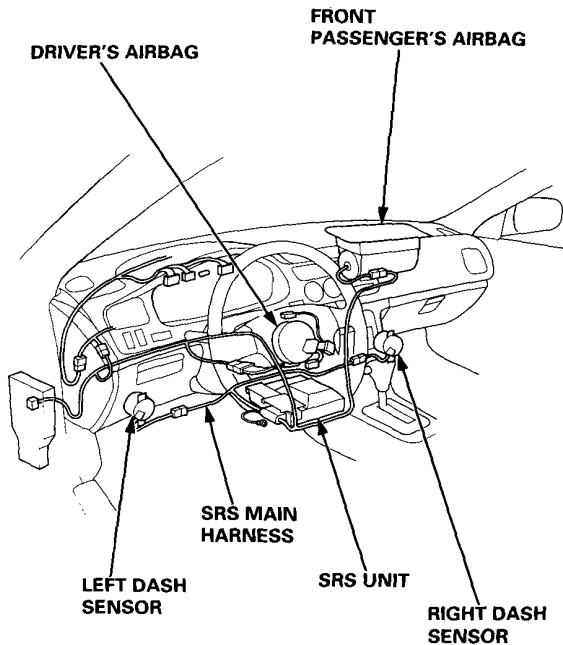
### Passenger area:

SRS wire harnesses are routed near the carpet.

#### CAUTION:

- All SRS electrical wiring harnesses are covered with yellow insulation.
- Before disconnecting any part of the SRS wire harness, connect the short connector(s).
- Replace the entire affected SRS harness assembly if it has an open circuit or damaged wiring.

NOTE: The illustration shows the KH model (some other models don't have a front passenger's airbag). RHD type is symmetrical to LHD type.



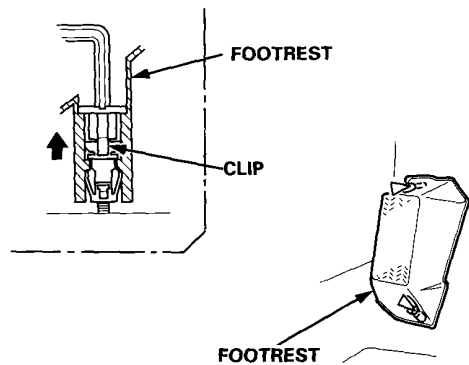
### 1. Remove:

- Front seat
- Rear seat (see page 20-42)
- Front door sill molding (see page 20-37)
- Rear door sill molding (see page 20-39)
- Center pillar lower trim (see page 20-38)
- Front seat belt lower anchor (see page 20-45)
- Front and rear consoles
- Kick panel (see page 20-37)
- Opener cover

### 2. Remove the footrest.

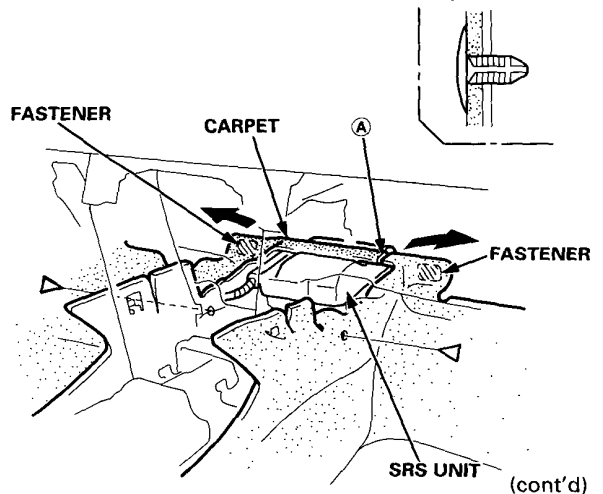
NOTE: Loosen the clips using a hex wrench by turning them counterclockwise.

#### ▷: Clip locations, 2



### 3. Cut the (A) area in the carpet, then pull it back as shown.

#### ▷: Clip locations, 2



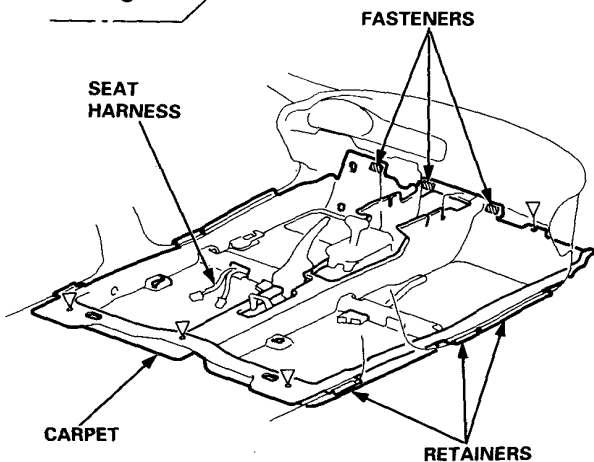
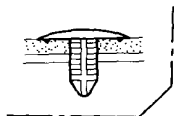
# Carpet

## Replacement (cont'd)

4. Remove the carpet by sliding it rearward.

NOTE: LHD is shown, RHD is symmetrical.

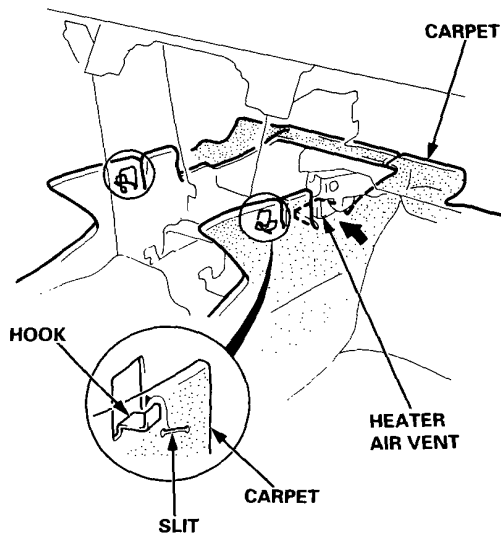
▷: Clip locations, 4



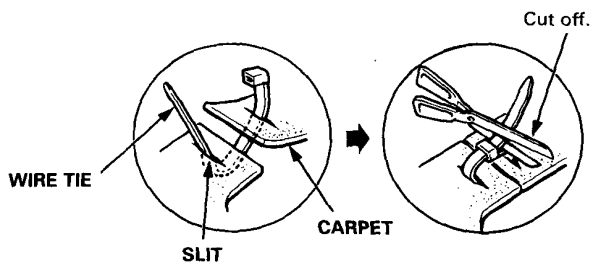
5. Installation is the reverse of the removal procedure.

NOTE:

- Take care not to damage, wrinkle or twist the carpet.
- Make sure the seat harness is routed correctly.
- Slip the slits in the carpet over the hooks.
- Slip the carpet under the heater air vent.



- Reattach the Ⓐ cut area of the carpet (see page 20-51) with a wire tie as shown.



- If necessary, replace any damaged clips.

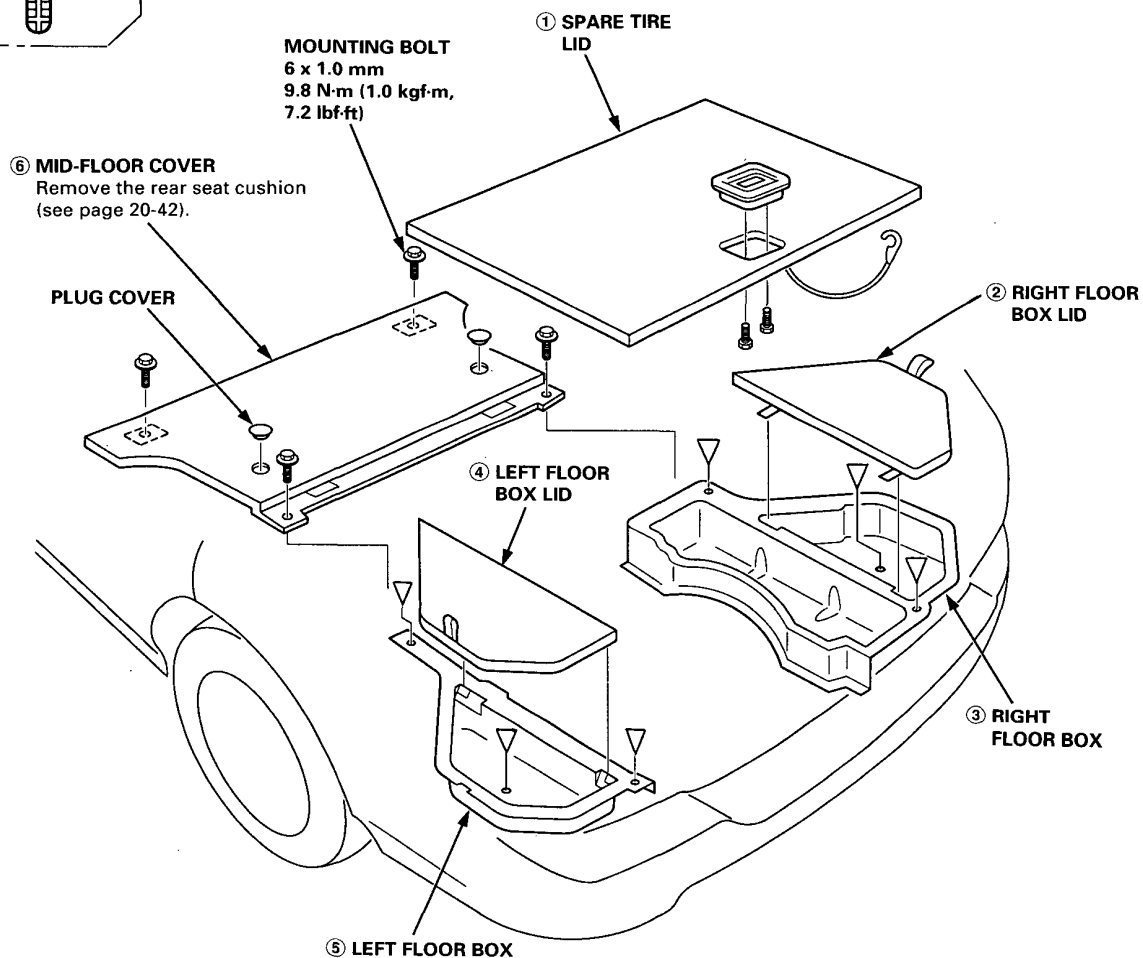
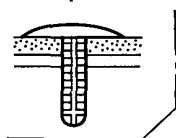


### Cargo area:

NOTE: Take care not to scratch the related parts.

Disassemble in numbered sequence.

▷: Clip locations, 6



Installation is the reverse of the removal procedure.

# Bumper

## Rear Bumper Replacement

### Rear bumper removal:

**CAUTION:** Wear gloves to remove and install the rear bumper.

#### NOTE:

- An assistant is helpful when removing the rear bumper.
- Take care not to scratch the rear bumper.

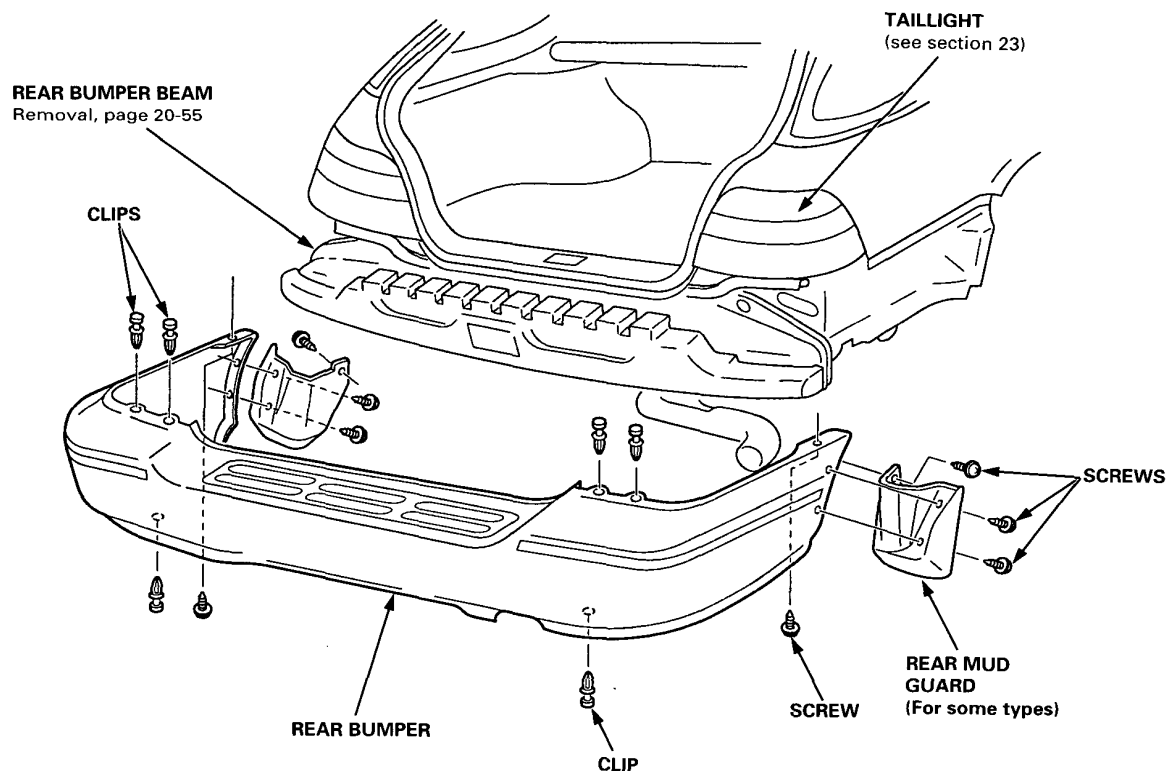
1. From the wheelwell area, remove the screws.

NOTE: If so equipped, remove the rear mud guard.

2. Remove the taillight mounting bolts (see section 23), and temporarily move the taillights out of the way (don't disconnect them).
3. Remove the clips from the upper rear corners of the rear bumper.
4. Temporarily reinstall each taillight with one bolt.
5. Remove the clips from underneath the rear edge of the rear bumper.
6. Remove the rear bumper by sliding it rearward.

NOTE: If so equipped, disconnect the rear fog light connector.

7. Installation is the reverse of the removal procedure.





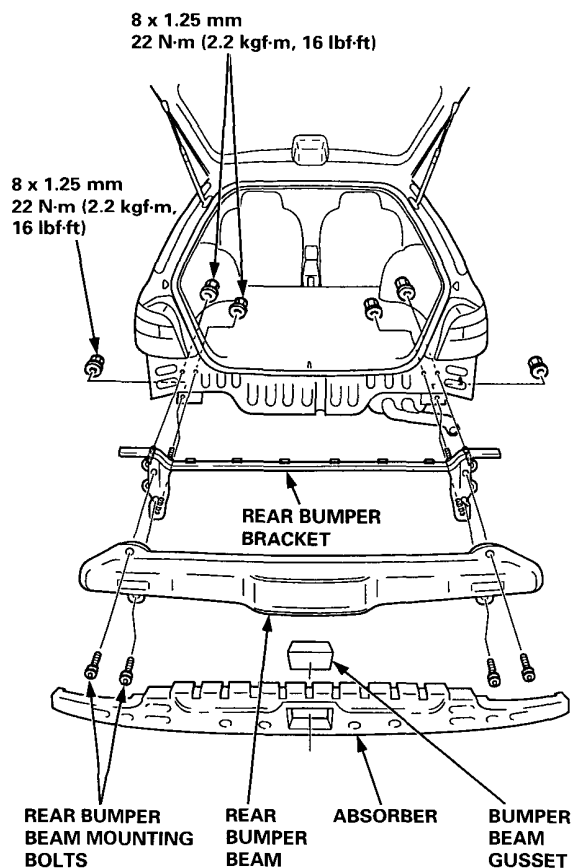


### Rear bumper bracket/Rear bumper beam removal:

**CAUTION:** Wear gloves to remove and install the rear bumper.

**NOTE:** An assistant is helpful when removing the rear bumper beam.

1. Remove the rear bumper (see page 20-54).
2. Raise the spare tire lid, then remove the floor boxes from each side (see page 20-53).
3. Remove the nuts from each side of the cargo area and under the car, then remove the rear bumper bracket.
4. KQ, KH models: If necessary, remove the absorber, bumper beam gusset and rear bumper beam from the rear bumper bracket.



5. Installation is the reverse of the removal procedure.

# Tailgate

## Replacement/Adjustment

1. Remove the screws and detach the clips, then remove the tailgate lower trim panel and rear window trim.
2. Pull the wire harness out of the tailgate and disconnect the washer hose.

**NOTE:** Before pulling out the wire harness, tie a string to the end of it so you can pull it back in when the tailgate is reinstalled.

3. Remove the tailgate support struts.

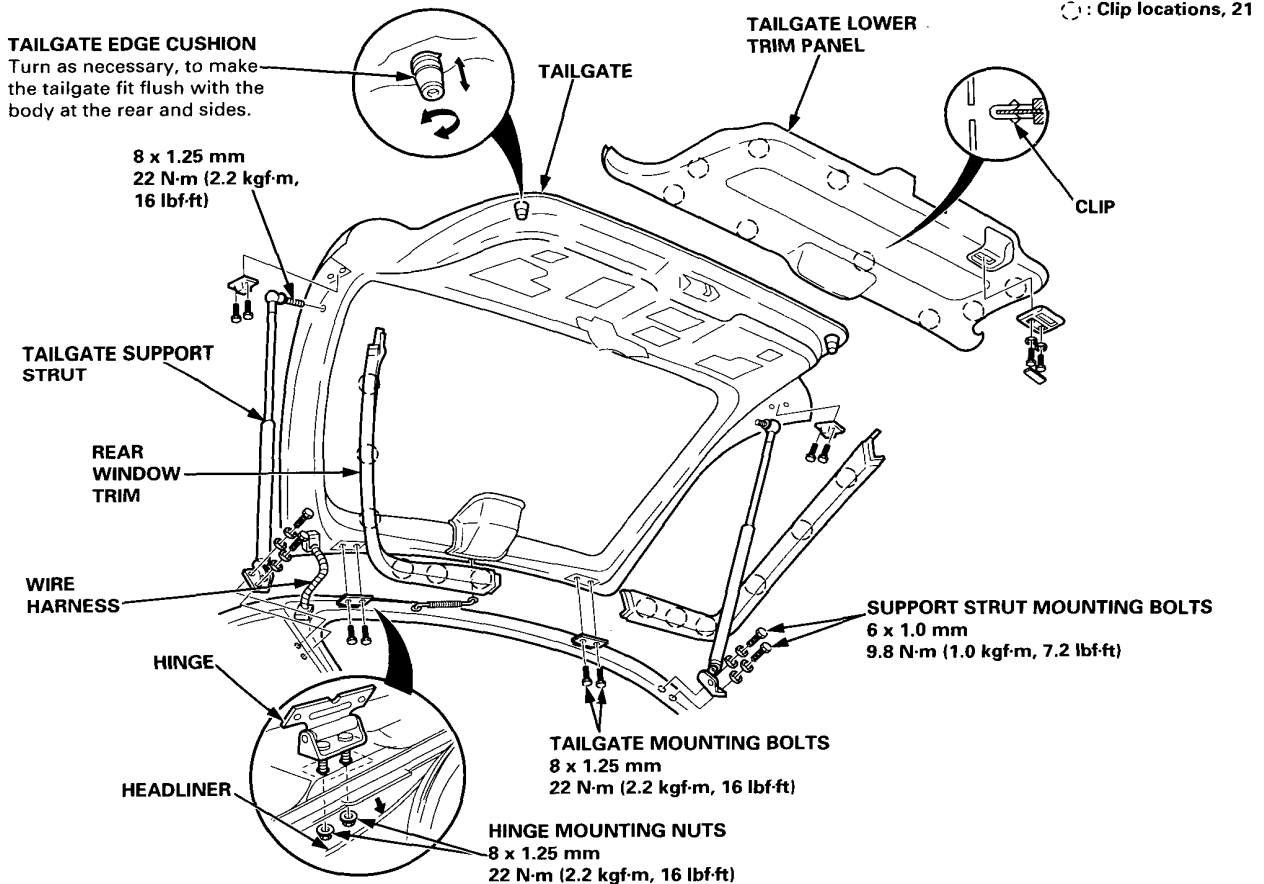
**NOTE:** Let an assistant hold the tailgate when removing the tailgate support struts.

4. Remove the tailgate by removing the tailgate mounting bolts.

**NOTE:** Take care not to damage the roof panel.

If necessary:

Lower the rear of the headliner just enough to gain access to the hinge mounting nuts, then remove the hinge by removing the hinge mounting nuts.



5. The installation sequence is essentially the reverse of the removal procedure. However, observe the following:
  - Before tightening the hinge nuts, adjust the tailgate fit and striker.
  - Use care when pulling the wire harness back in to avoid damaging the body.
  - Coat the inside and outside of the grommet with sealant.

# Opener Cable



## Replacement

### Fuel Lid Opener Cable:

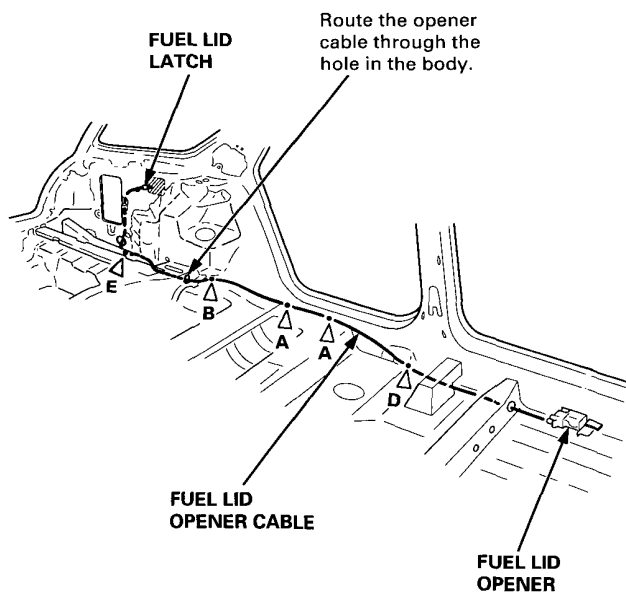
#### NOTE:

- When removing the clips, use a clip remover.
- Take care not to bend the opener cable.

#### Remove the following parts:

- Rear seat cushion and left side bolster (see page 20-42)
- Front and rear door sill molding (see pages 20-37, 39)
- Center pillar lower trim (see page 20-38)
- Left side rail (see page 20-40)

#### LHD:



#### ▷: Clip, cable cushion locations

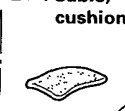
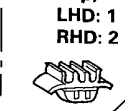
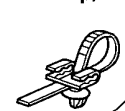
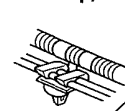
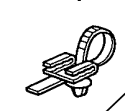
A ▷: Clip, 2

B ▷: Clip, 1

C ▷: Clip, 1

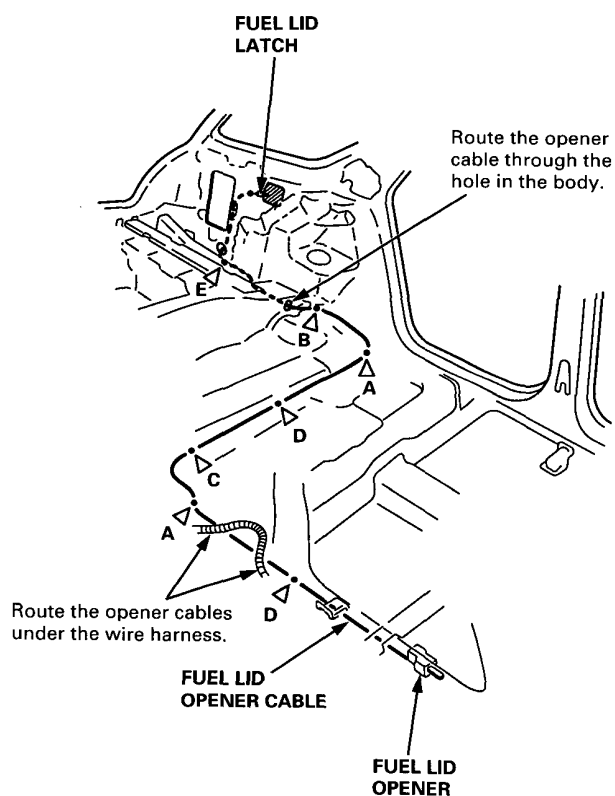
D ▷: Clip, LHD: 1  
RHD: 2

E ▷: Cable, cushion, 1



- Spare tire lid (see page 20-53)
- Left floor box (see page 20-53)
- Mid-floor cover (see page 20-53)
- Left quarter trim panel (see page 20-40)
- Pull the carpet back, as necessary (see page 20-51)

#### RHD:



Installation is the reverse of the removal procedure.

#### NOTE:

- Make sure the fuel lid opener cable is connected properly.
- Make sure the fuel lid opens properly.

# Tailgate Latch

## Replacement

### Tailgate Latch:

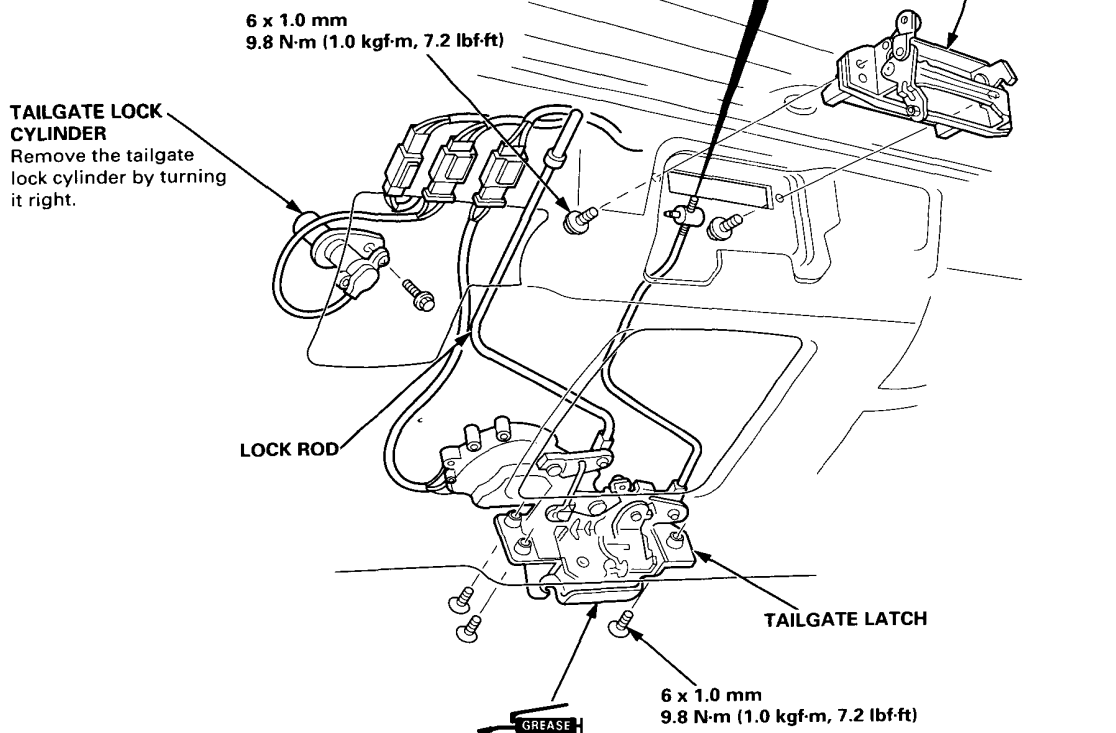
1. Remove the tailgate lower trim panel.
2. Disconnect the tailgate handle rod and lock rod from the tailgate latch.
3. Disconnect the latch connector.
4. Remove the three mounting screws, then remove the tailgate latch through the opening.
5. Installation is the reverse of the removal procedure.

### Tailgate Handle:

1. Remove the tailgate lower trim panel.
2. Remove the license plate trim.
3. Disconnect the tailgate handle rod from the tailgate latch.
4. Remove the two mounting bolts, then remove the tailgate handle.
5. Installation is the reverse of the removal procedure.

### Tailgate Lock Cylinder:

1. Remove the tailgate lower trim panel.
2. Disconnect the lock cylinder connector.
3. Remove the mounting bolt, then remove the tailgate lock cylinder.
4. Installation is the reverse of the removal procedure.



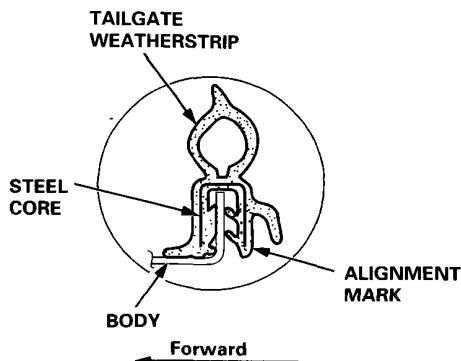
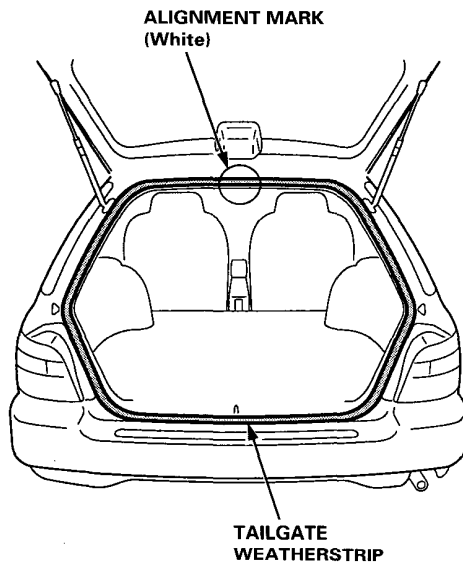
# Tailgate Weatherstrip

## Replacement

When installing the tailgate weatherstrip, align it with the alignment mark in the top of the tailgate opening.

### NOTE:

- Make sure there are no wrinkles in the weatherstrip.
- Check for water leaks.



# License Plate Trim

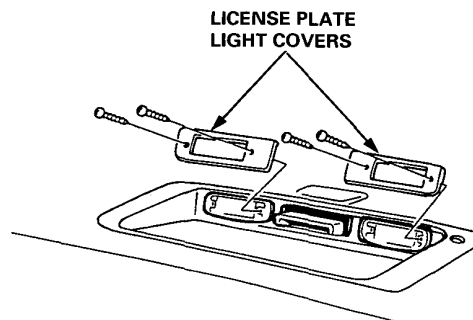
## Replacement

**CAUTION:** Wear gloves to remove and install the license plate trim.

### NOTE:

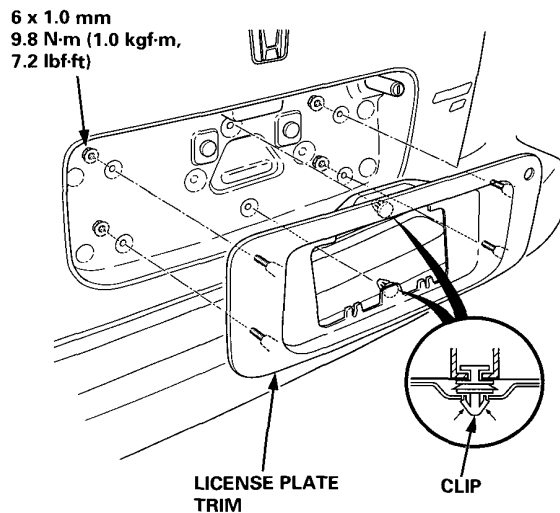
- Take care not to scratch the tailgate.
- Remove the license plate.

1. Remove the tailgate lower trim panel (see page 20-56).
2. Remove the license plate light covers.



3. Remove the nuts and detach the clips, then remove the license plate trim.

**NOTE:** Take care not to drop the nuts inside the tailgate.



4. Installation is the reverse of the removal procedure.

**NOTE:** If damaged, replace the clip.

# Door and Side Moldings

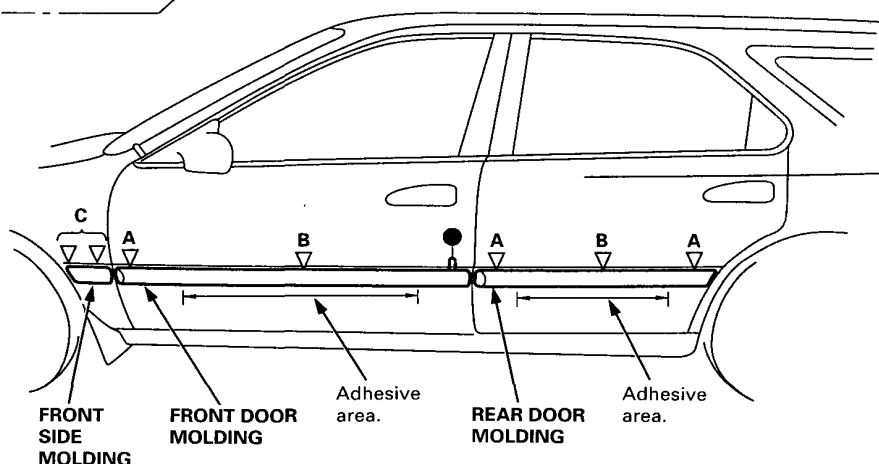
## Replacement

**CAUTION:** When prying with a flat tip screwdriver, wrap it with protective tape to prevent damage.

**NOTE:**

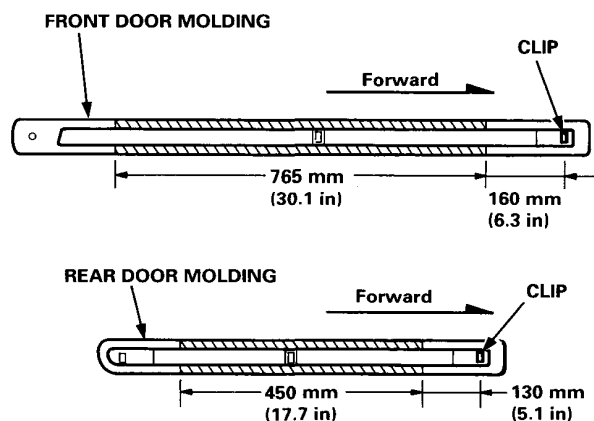
- To remove the door molding, remove the door panel and plastic cover (see pages 20-4, 16).
- Take care not to bend the door moldings.
- Before reassembling, clean the door bonding surface with a sponge dampened in alcohol.
- After cleaning, keep oil, grease and water from getting on the surface.
- The steel core in the door molding cannot be restored to its original shape once it is bent. Replace door molding when the steel core is bent.

●: Plastic nut location, 1



**NOTE:** When installing the door moldings, glue the new adhesive tape to the door moldings as shown.

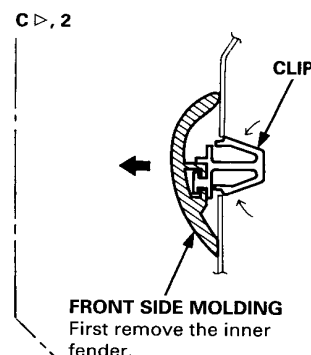
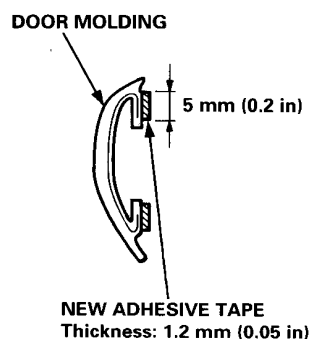
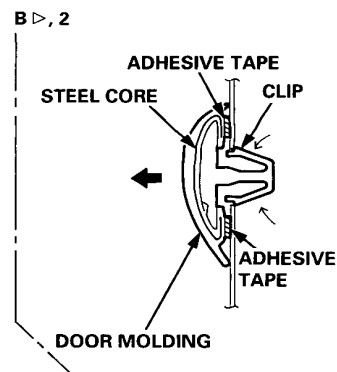
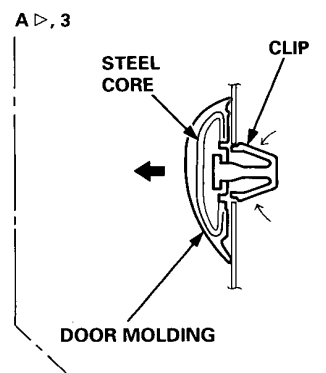
▨: Adhesive tape locations



Installation is the reverse of the removal procedure.

**NOTE:** If necessary, replace any damaged clips.

▷: Clip locations





# Side/Rear Emblems

## Installation

Apply the emblems where shown.

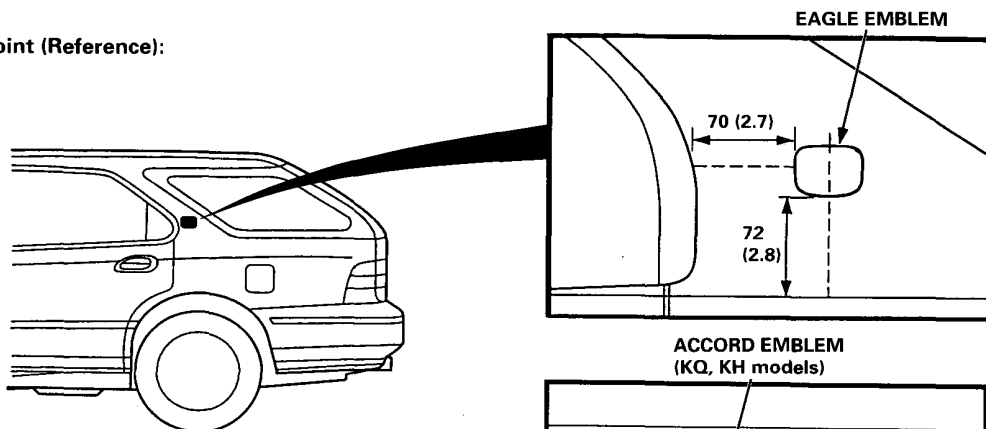
Unit : mm (in)

### NOTE:

- Before applying, clean the body surface with a sponge dampened in alcohol.
- After cleaning, keep oil, grease and water from getting on the surface.
- When applying, make sure there are no wrinkles in the emblems.

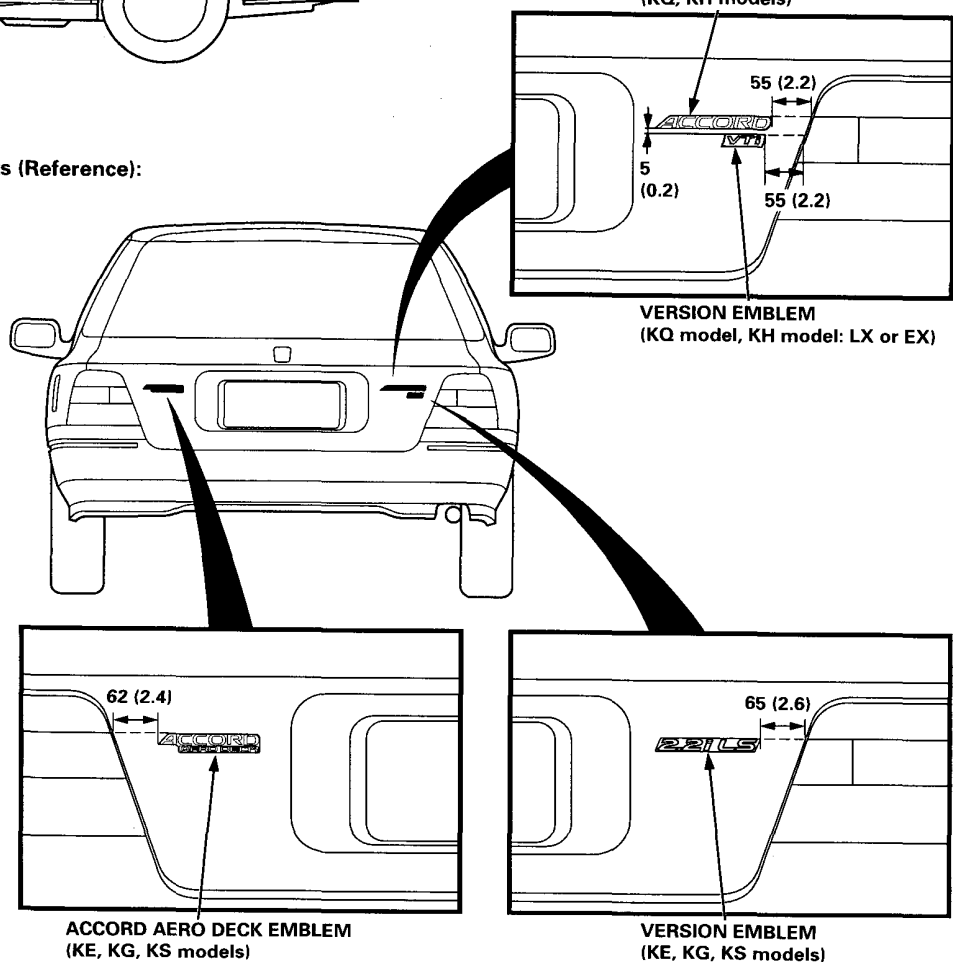
### Side:

#### Attachment Point (Reference):



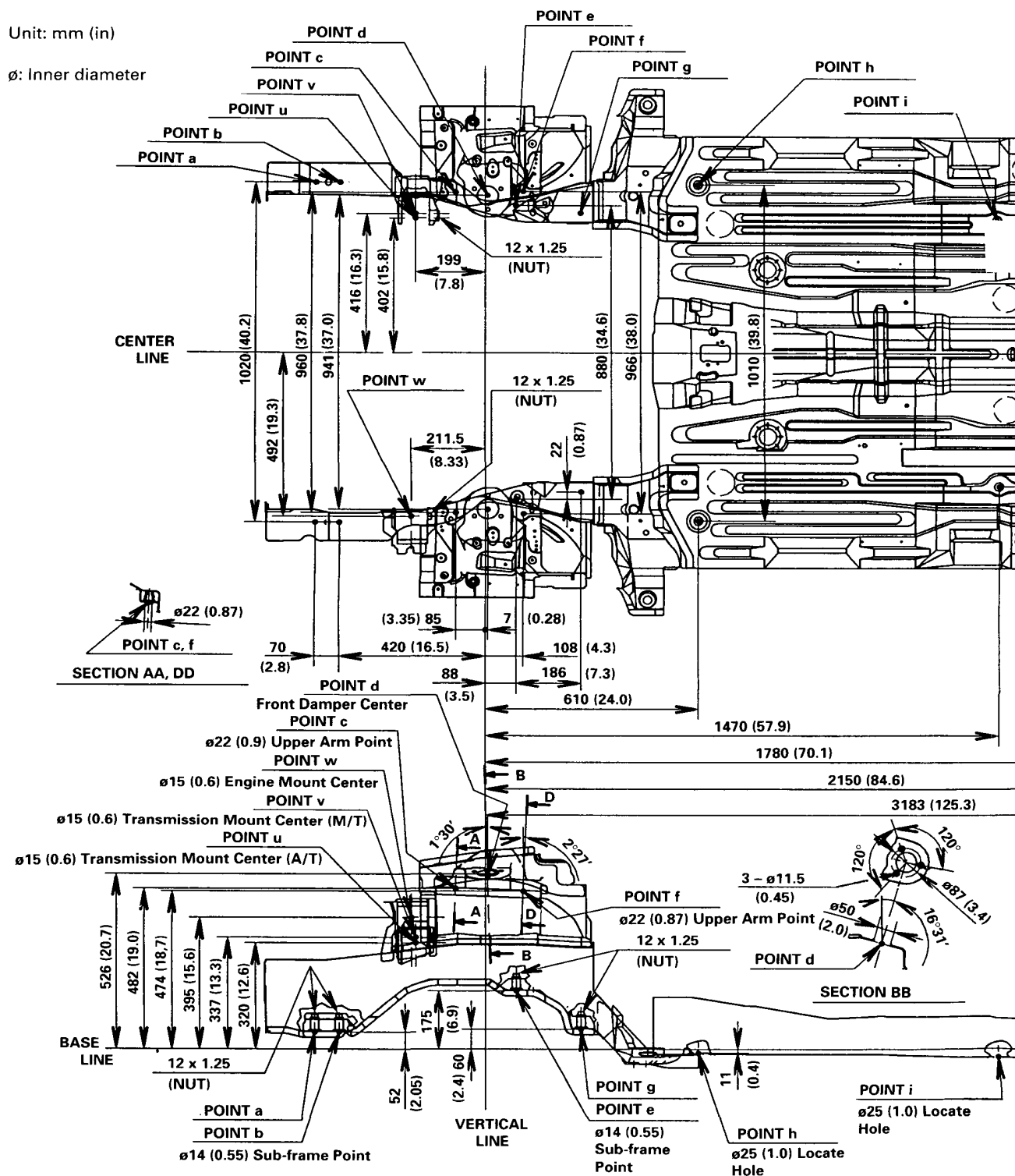
### Rear:

#### Attachment Points (Reference):

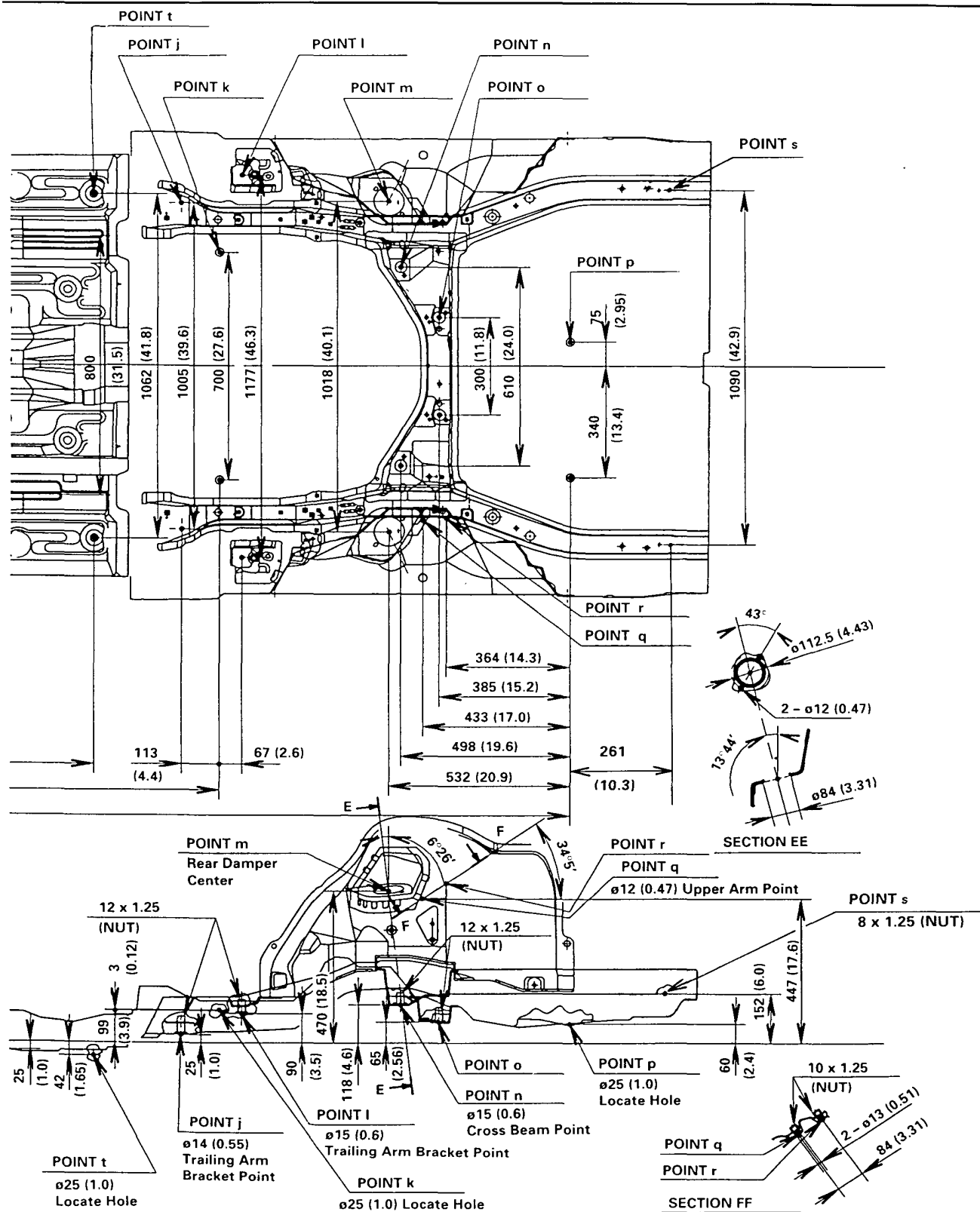


**20-62**

ø: Inner diameter







## **Read this before you do any electrical work on the car**

The Accord SRS includes a driver's airbag, located in the steering wheel hub. In addition, some KG and KE models, and all KH models, have also a front passenger's airbag located in the dashboard above the glove box. Information necessary to safely service the SRS is included in this Shop Manual. Items marked with an asterisk (\*) on the contents page include, or are located near, SRS components. Servicing, disassembling or replacing these items will require special precautions and tools, and should therefore be done by an authorized Honda dealer.

### **⚠ WARNING**

- **To avoid rendering the SRS inoperative, which could lead to personal injury or death in the event of a severe frontal collision, all SRS service work must be performed by an authorized Honda dealer.**
- **Improper service procedures, including incorrect removal and installation of the SRS, could lead to personal injury caused by unintentional activation of the airbags.**
- **All SRS electrical wiring harnesses are covered with yellow insulation. Related components are located in the steering column, front console, dashboard, and dashboard lower panel, and, in the dashboard above the glove box. Do not use electrical test equipment on these circuits.**

# Electrical

## Relay and Control Unit

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## Wire Harness and Ground

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## \* Lighting System

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## Outline of Model Changes

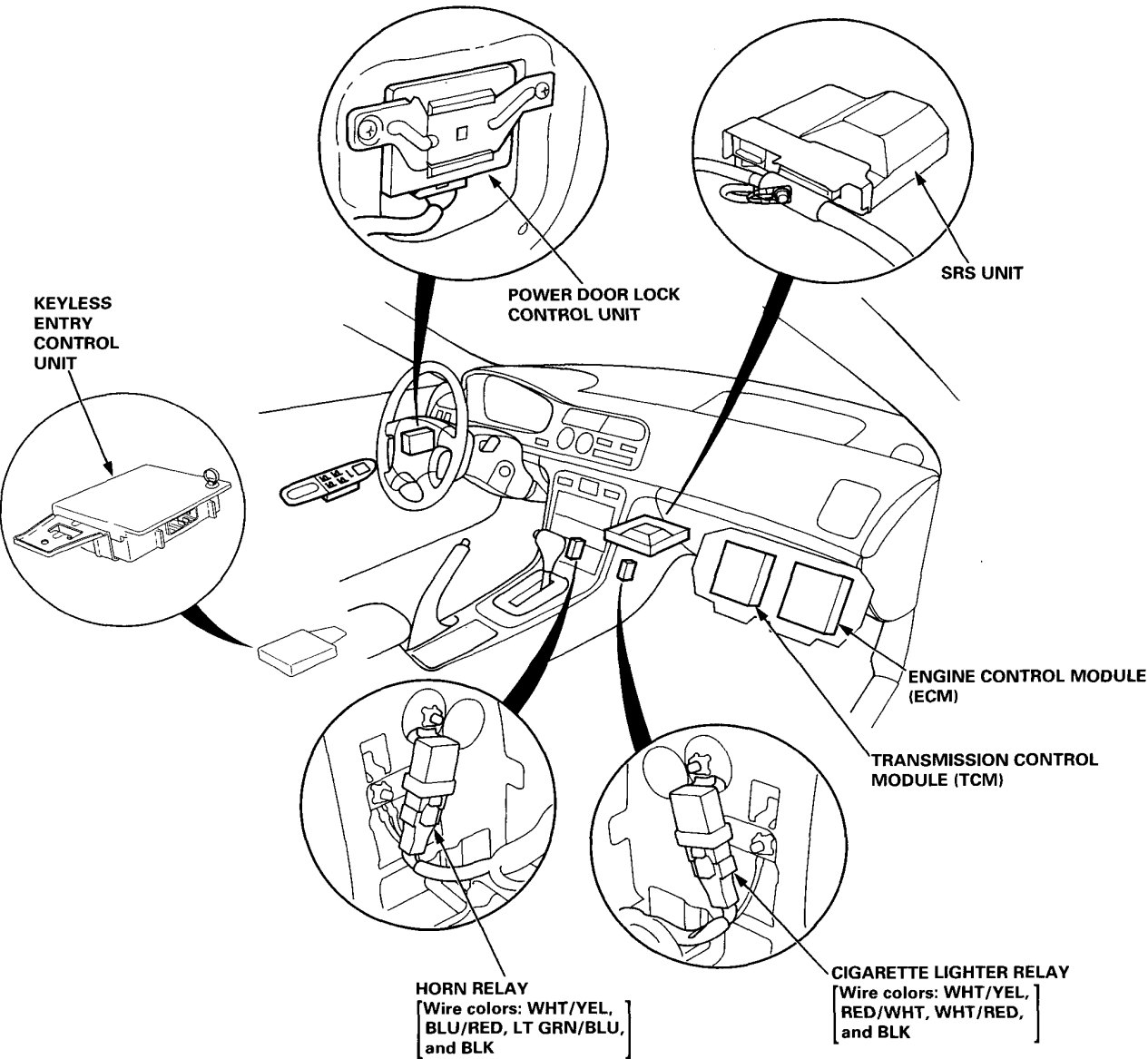
- Items specific to the newly introduced Accord Aero Deck model have been included. Refer to Shop Manual 62SV400 or 62SV200 for the items not mentioned in this manual.



# Relay and Control Unit Locations

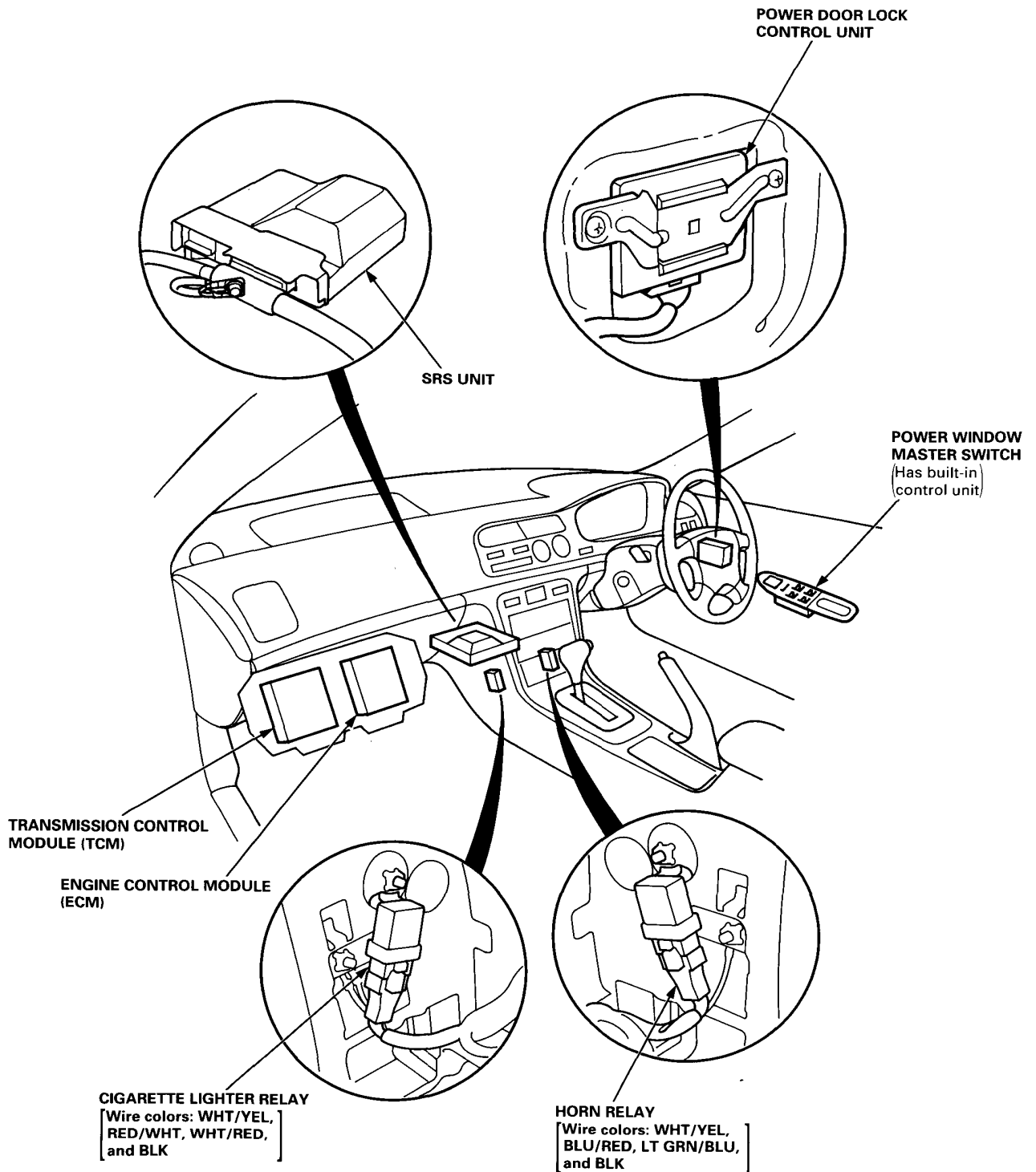
## Dashboard and Floor

LHD Type:





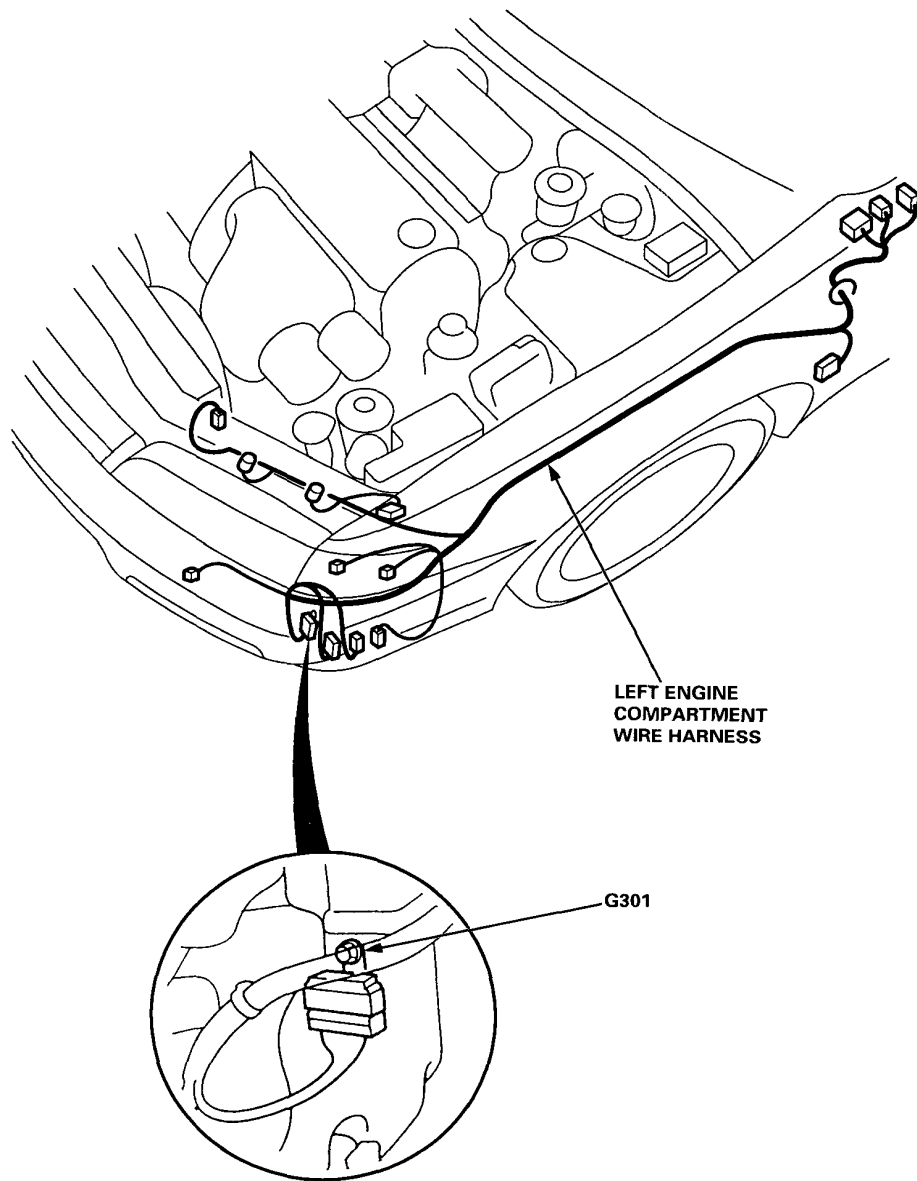
RHD type:



# Wire Harness and Ground Locations

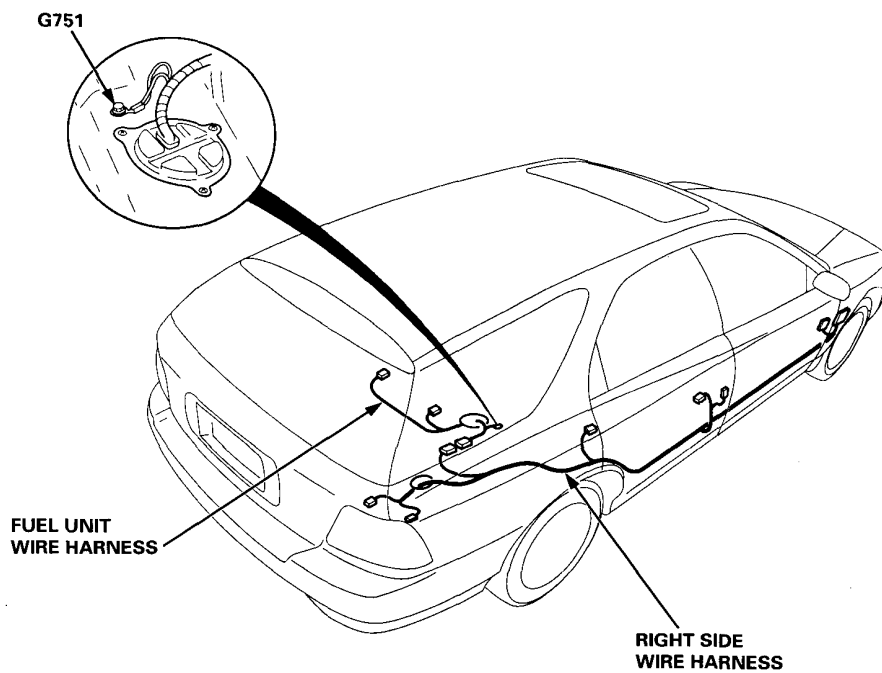
## Engine Compartment

NOTE: LHD type is shown, RHD type is similar.





**LHD Type:**

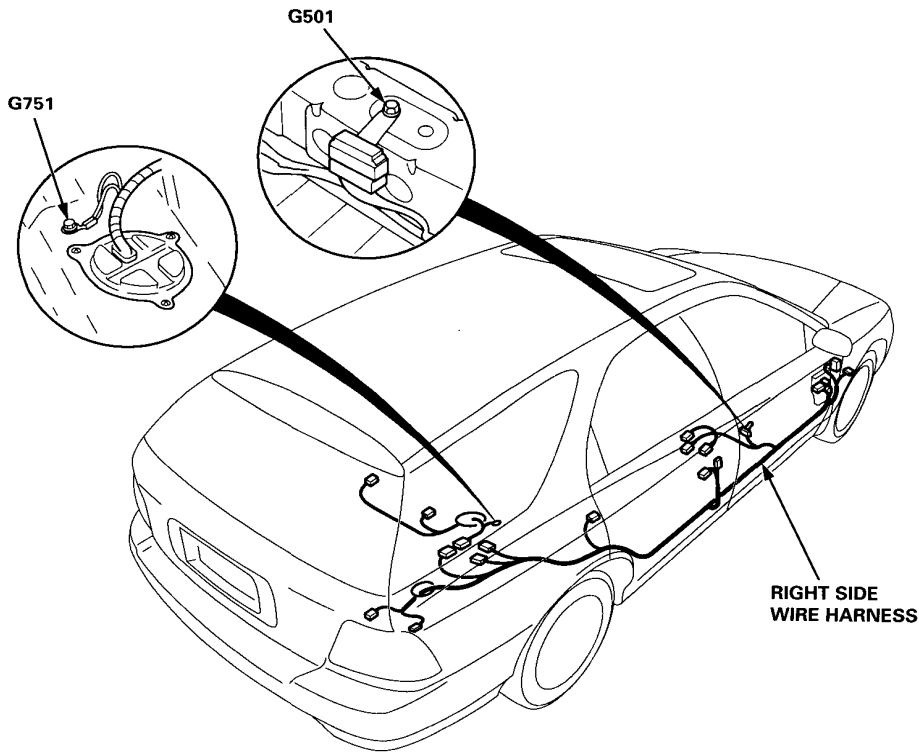
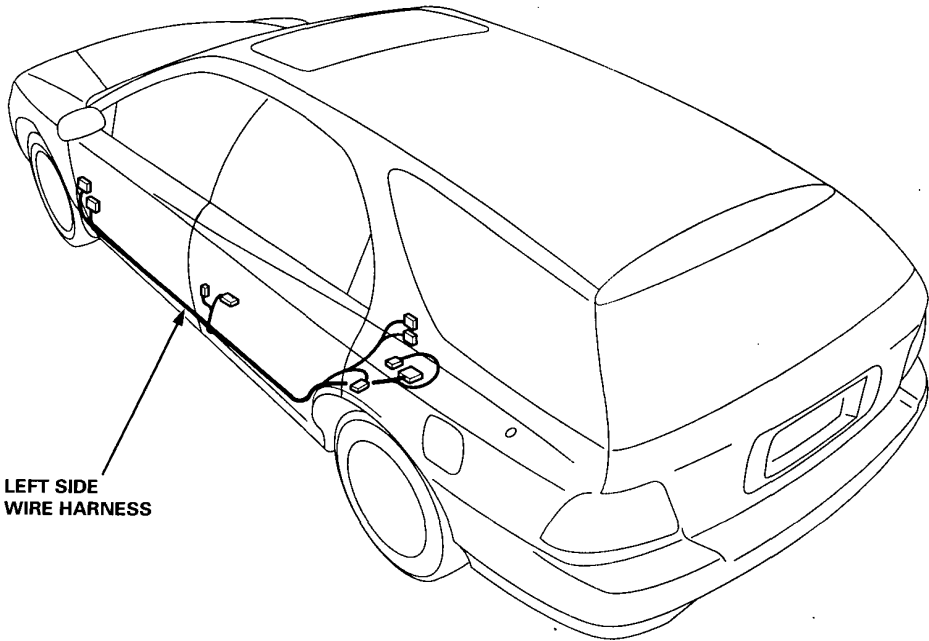


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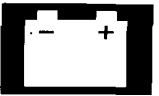
# Wire Harness and Ground Locations

## Floor/Rear (cont'd)

RHD Type:

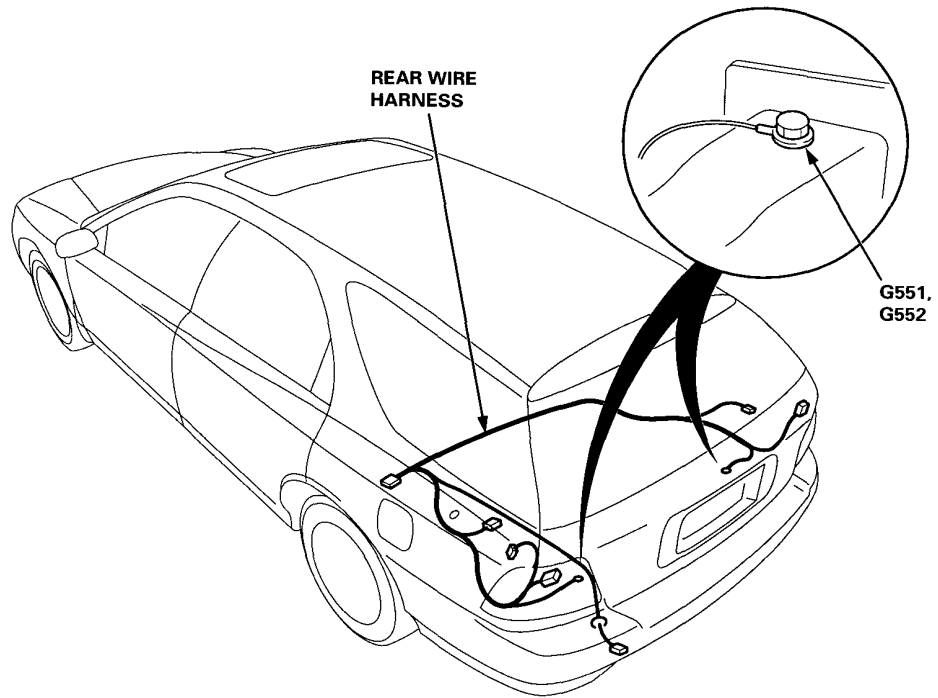




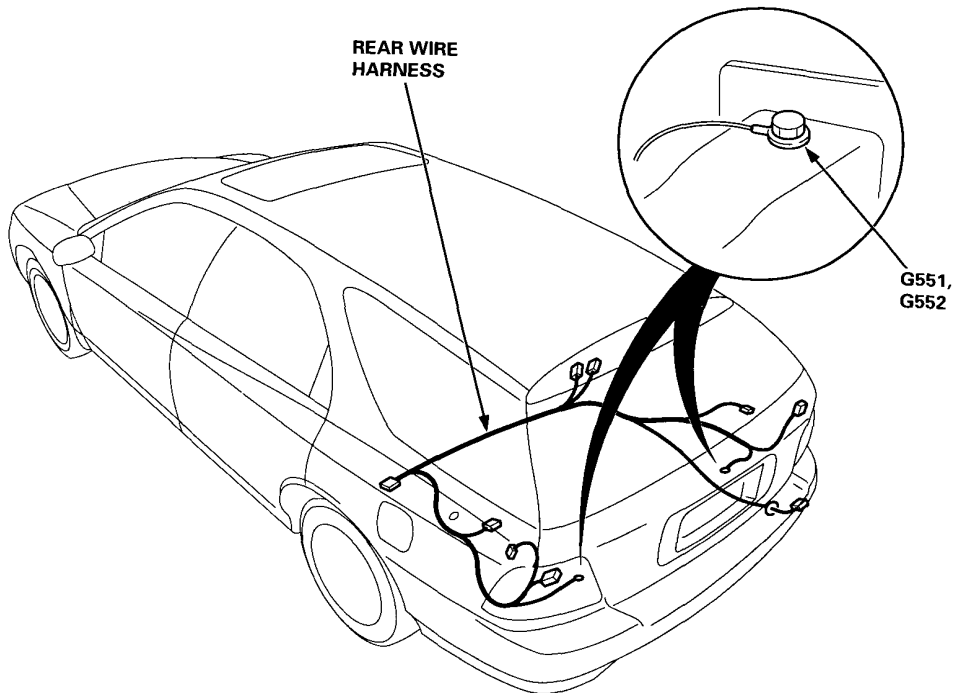


## Rear

LHD Type:



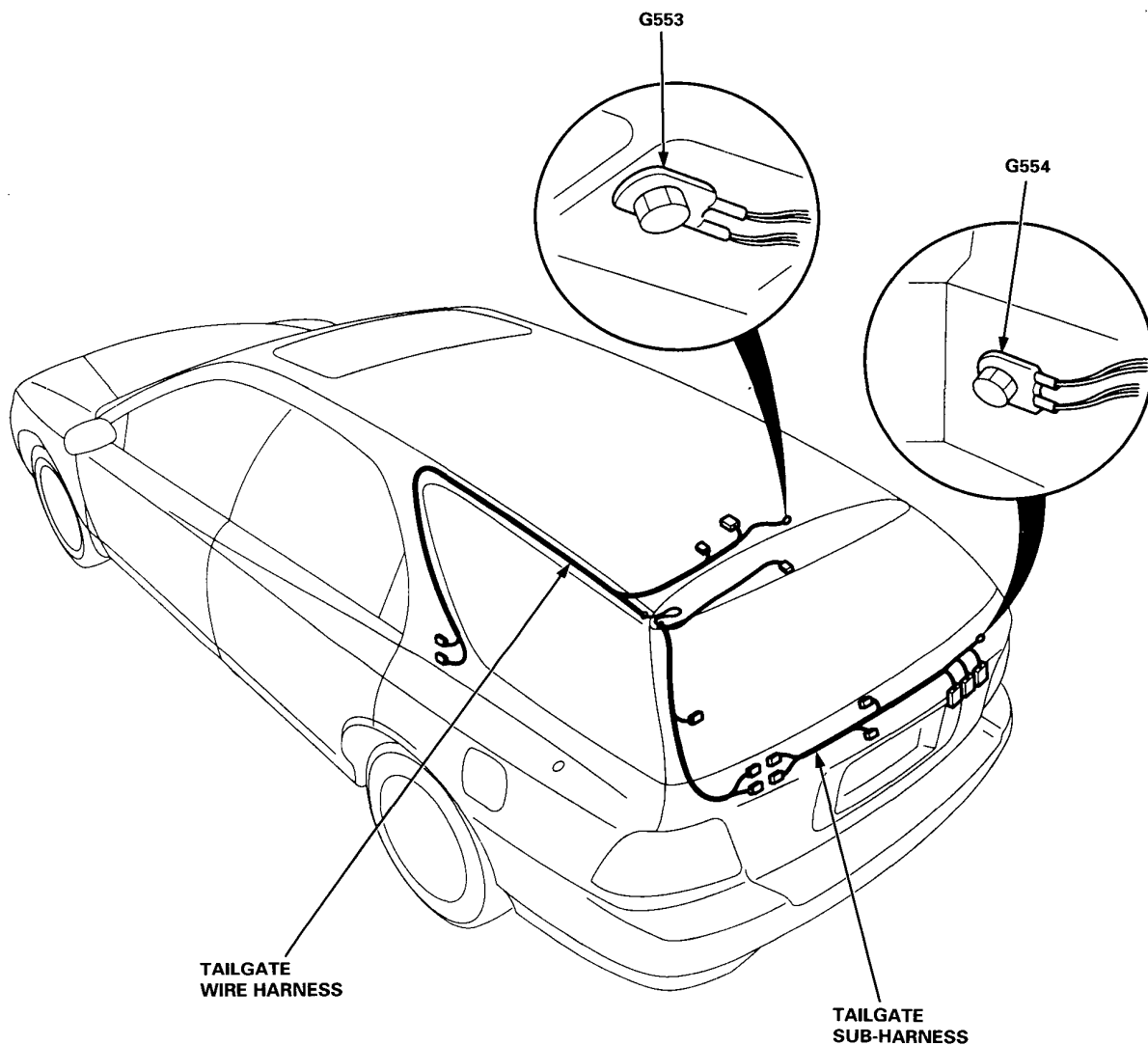
RHD Type:



(cont'd)

# Wire Harness and Ground Locations

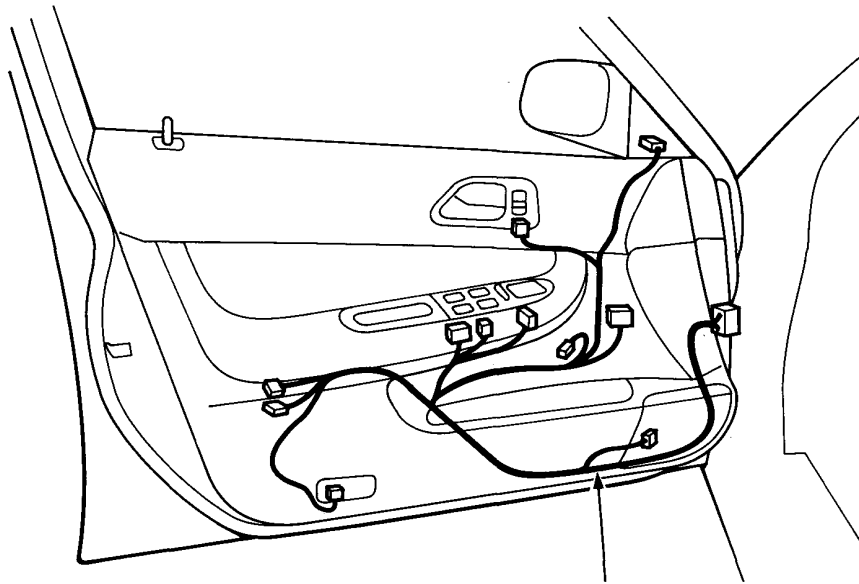
Rear (cont'd)



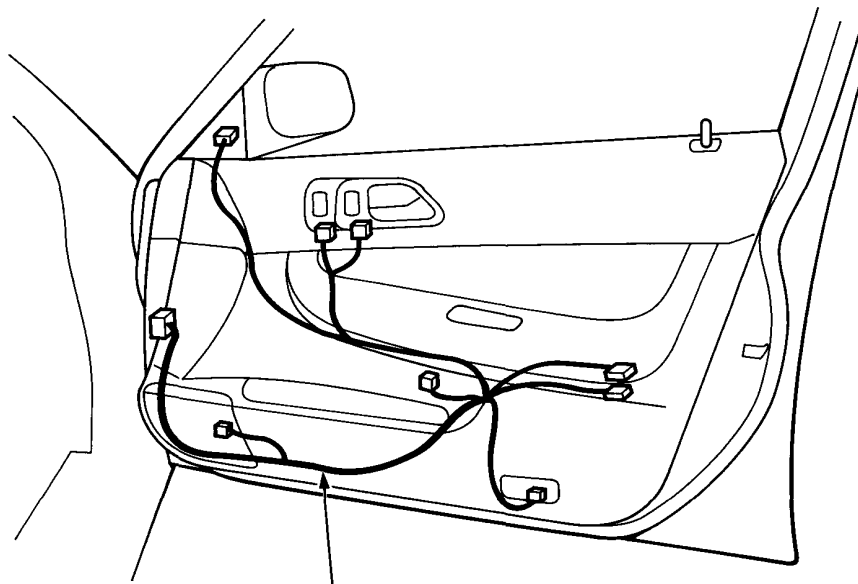


## Door

NOTE: LHD type is shown, RHD type is symmetrical.



DRIVER'S DOOR WIRE HARNESS

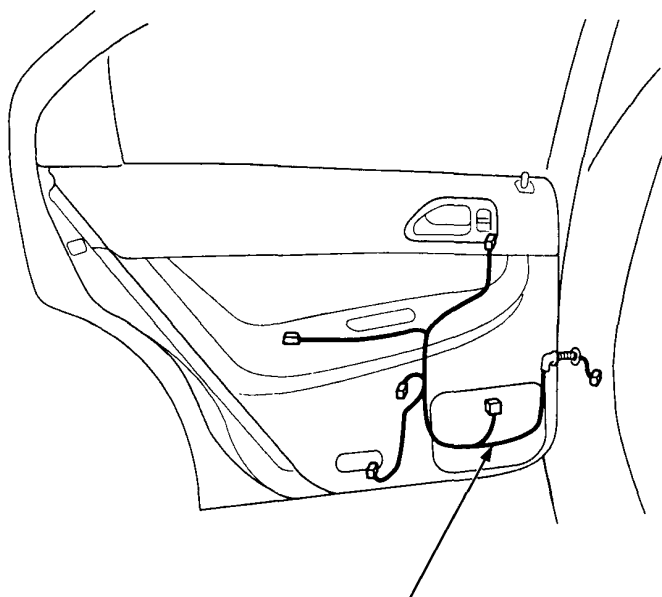


FRONT PASSENGER'S DOOR WIRE HARNESS

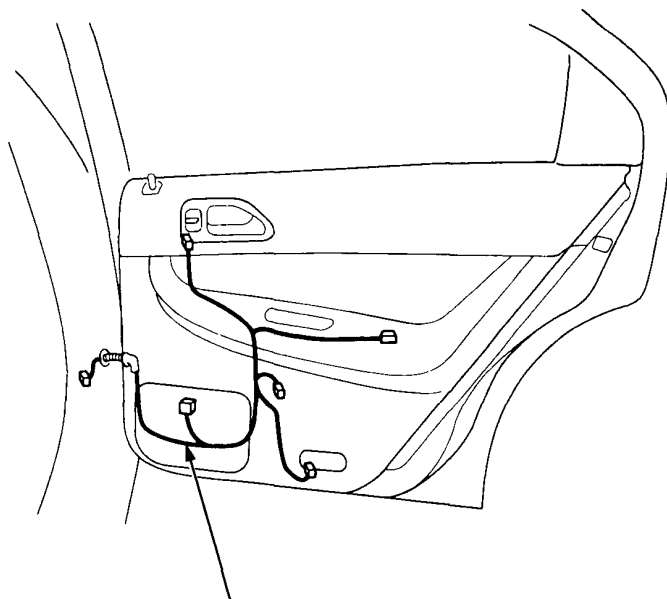
(cont'd)

# Wire Harness and Ground Locations

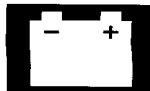
Door (cont'd)



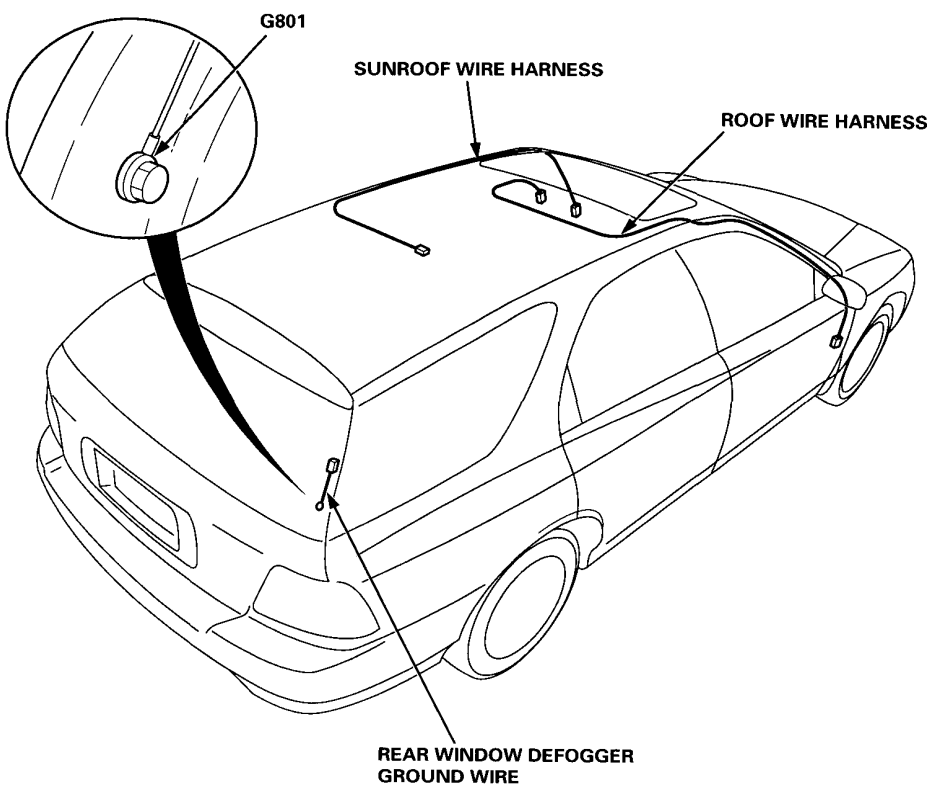
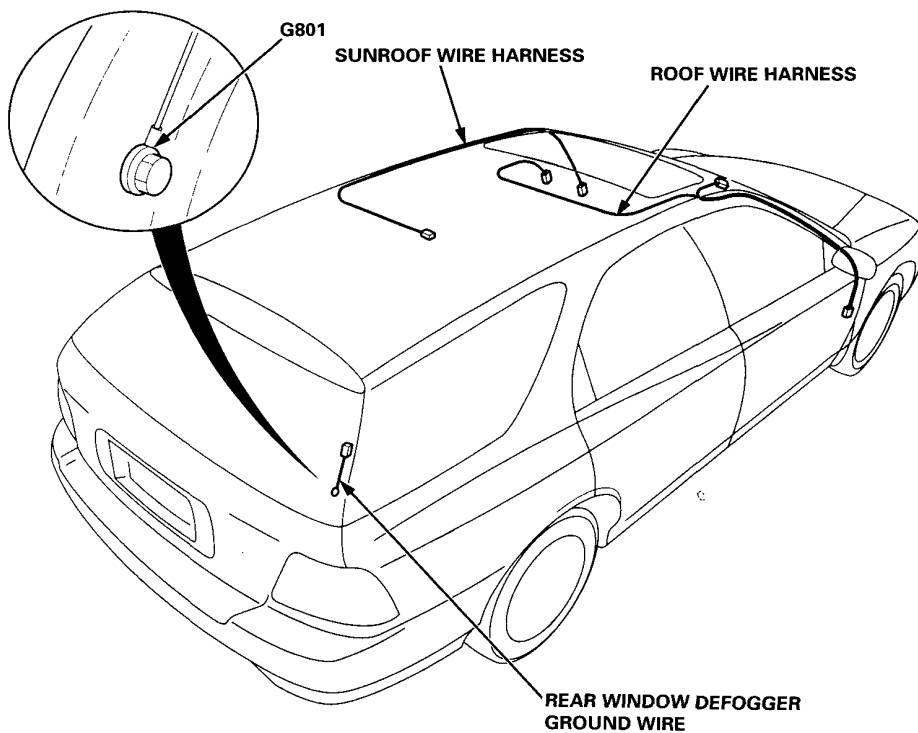
LEFT REAR DOOR WIRE HARNESS



RIGHT REAR DOOR WIRE HARNESS

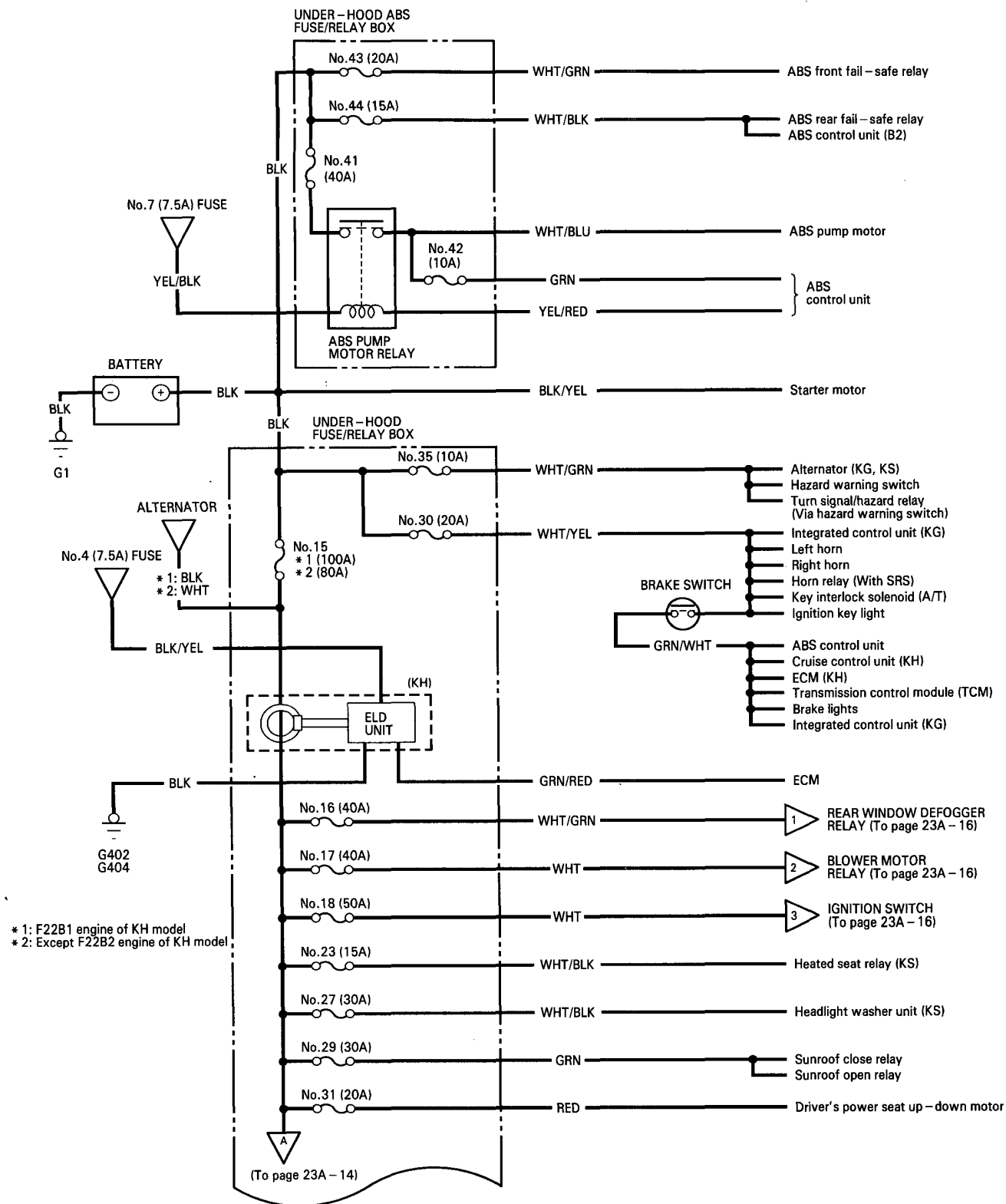


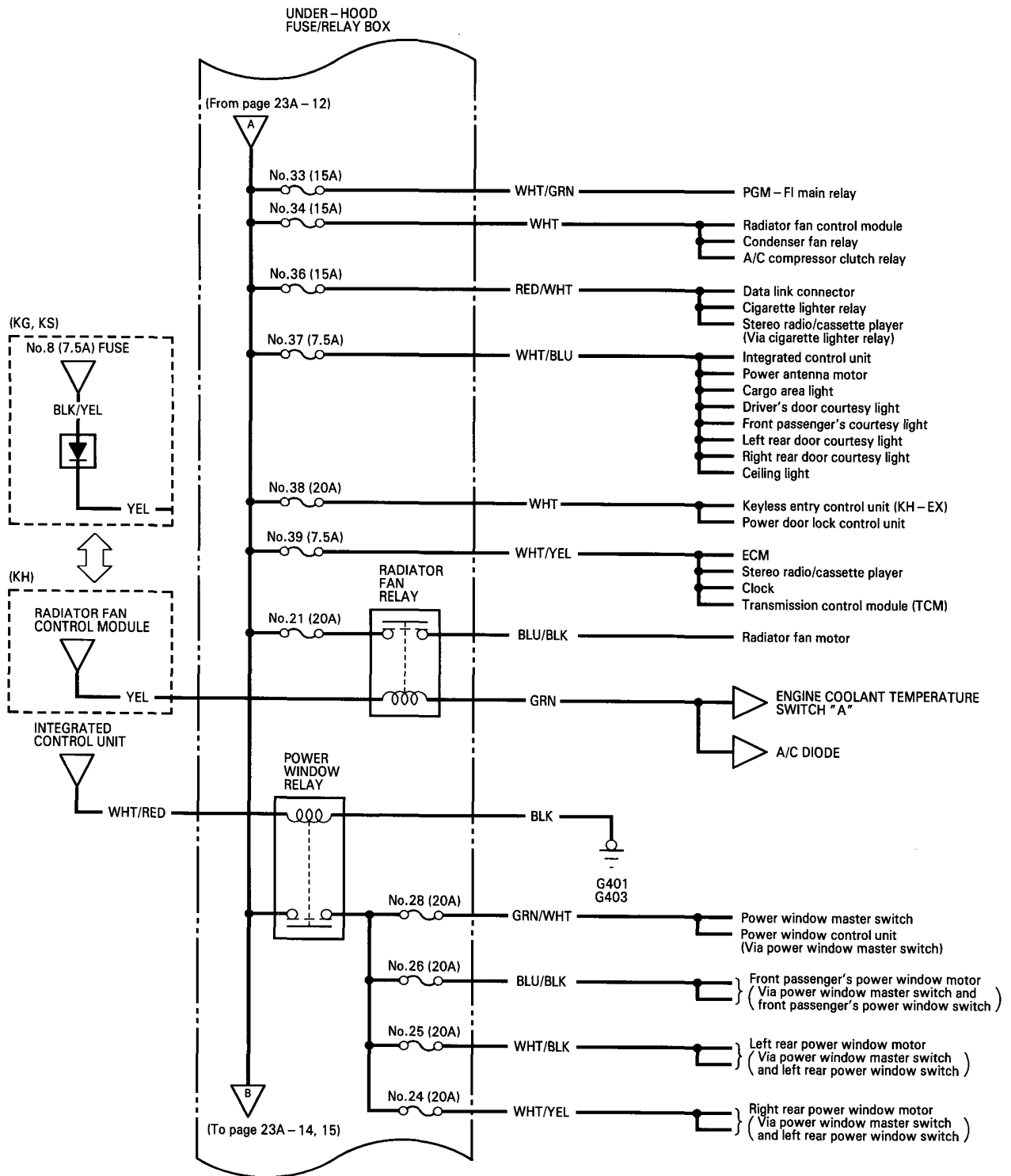
## Roof



# Power Distribution

## Circuit Identification (LHD type)



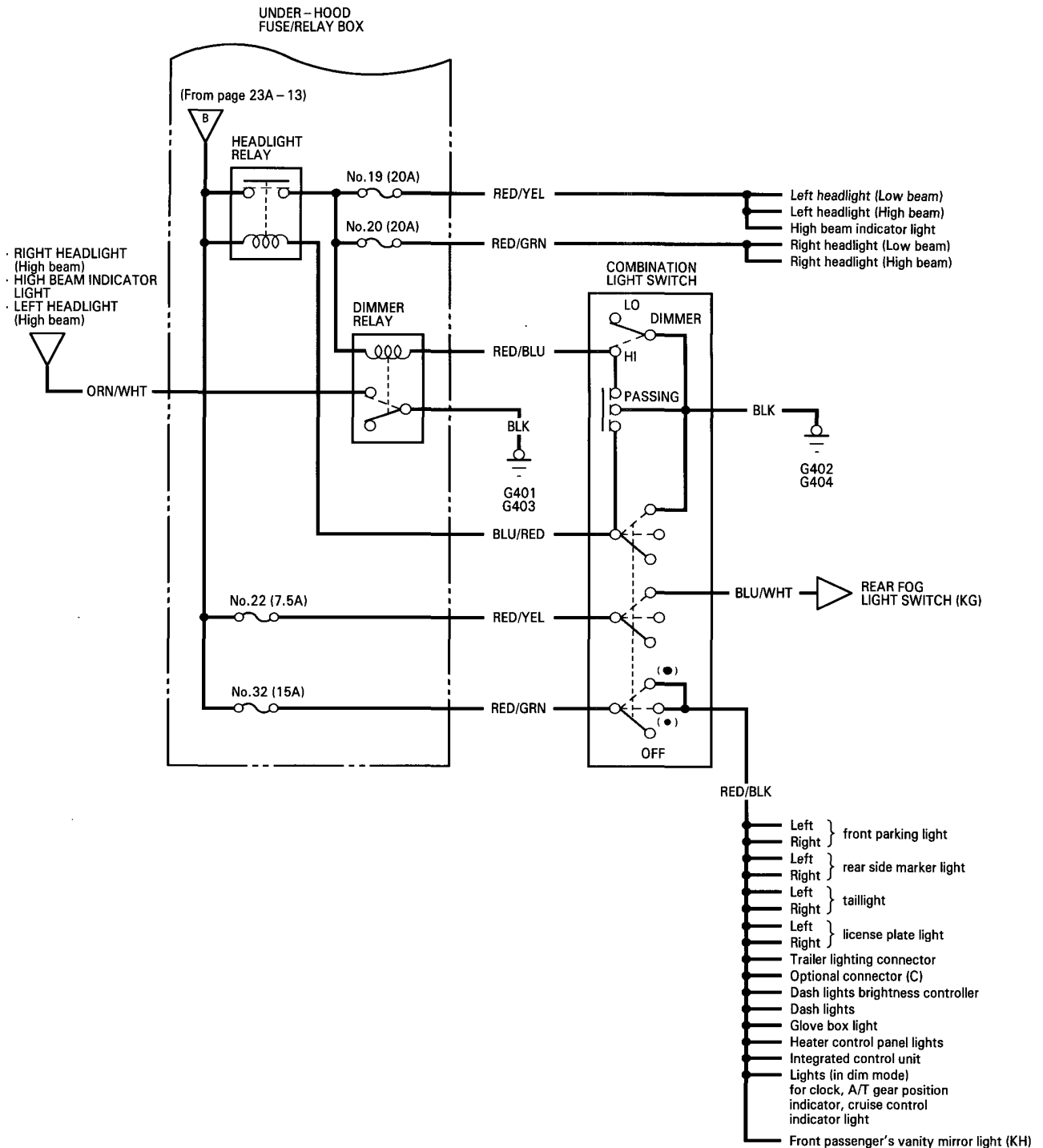


(cont'd)

# Power Distribution

## Circuit Identification (LHD type cont'd)

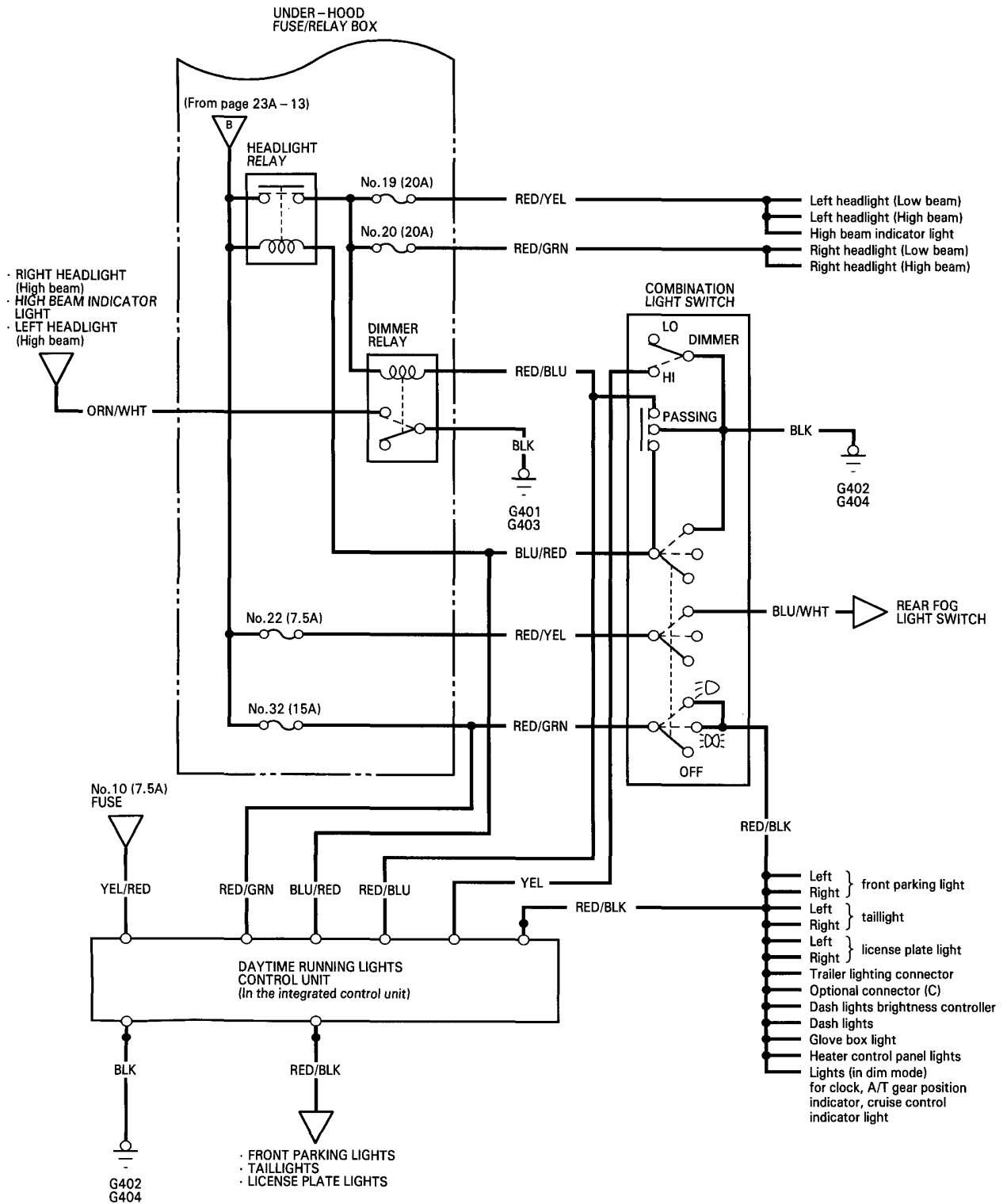
Except KS:





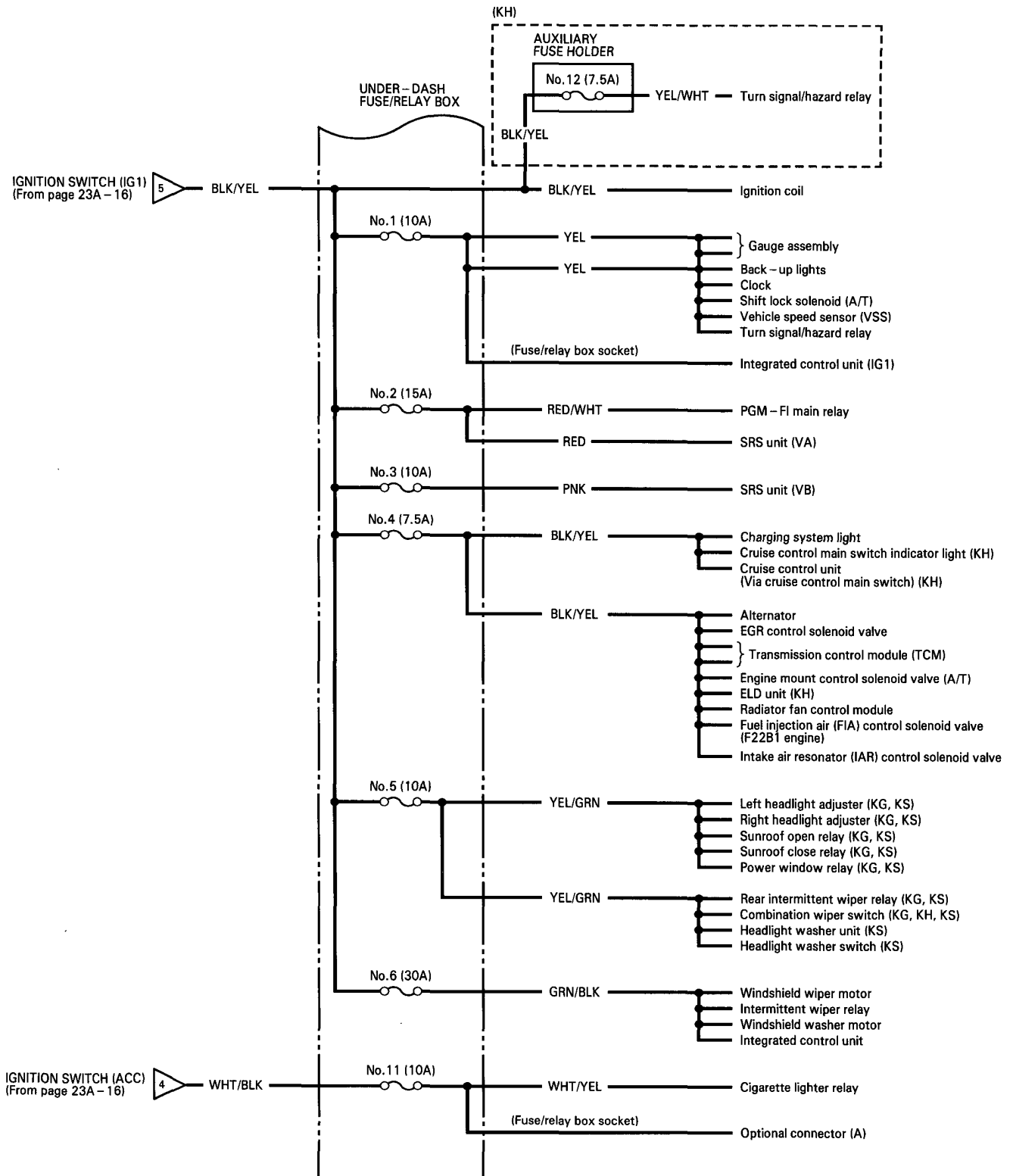


KS:



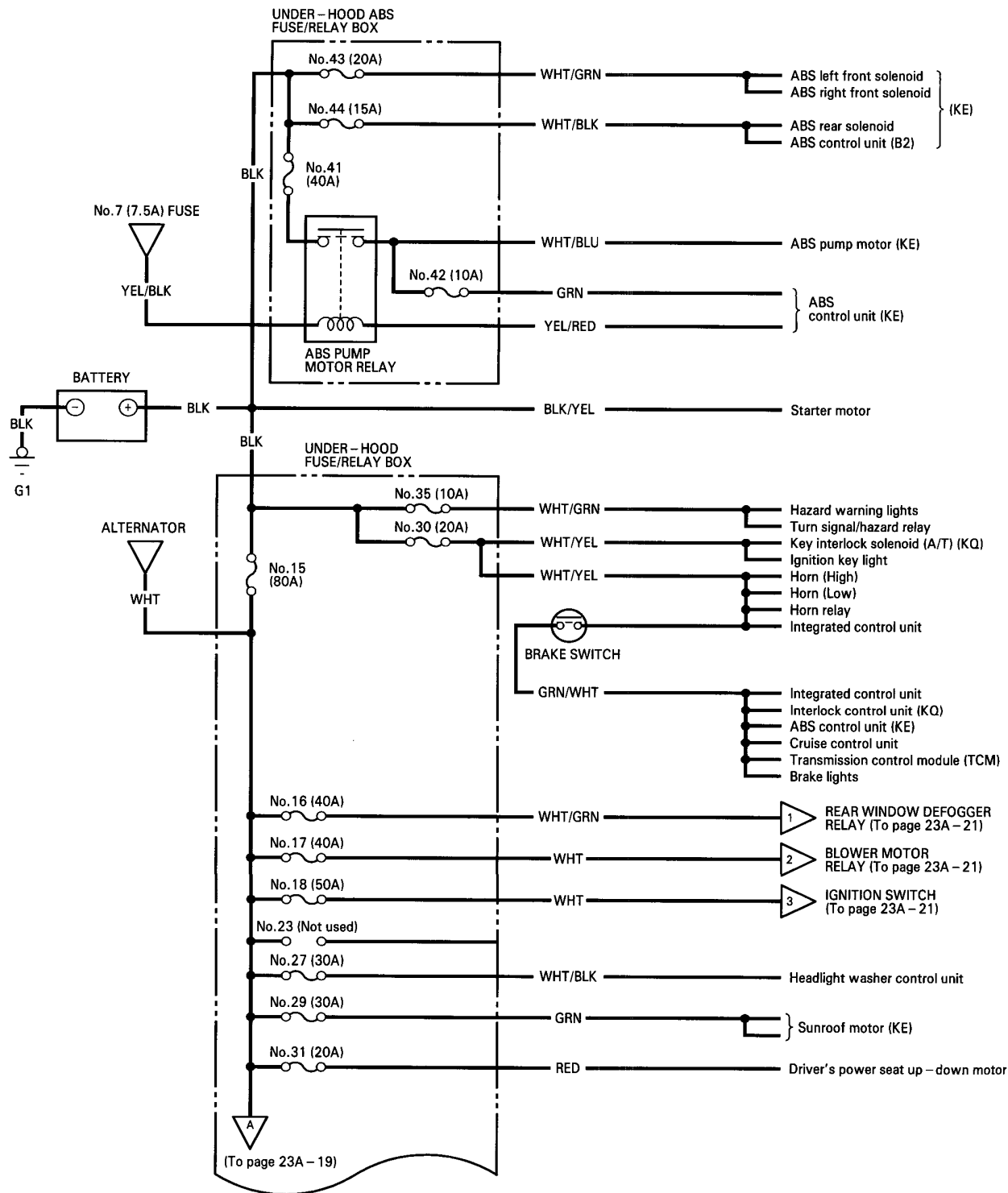
### Circuit Identification (LHD type cont'd)

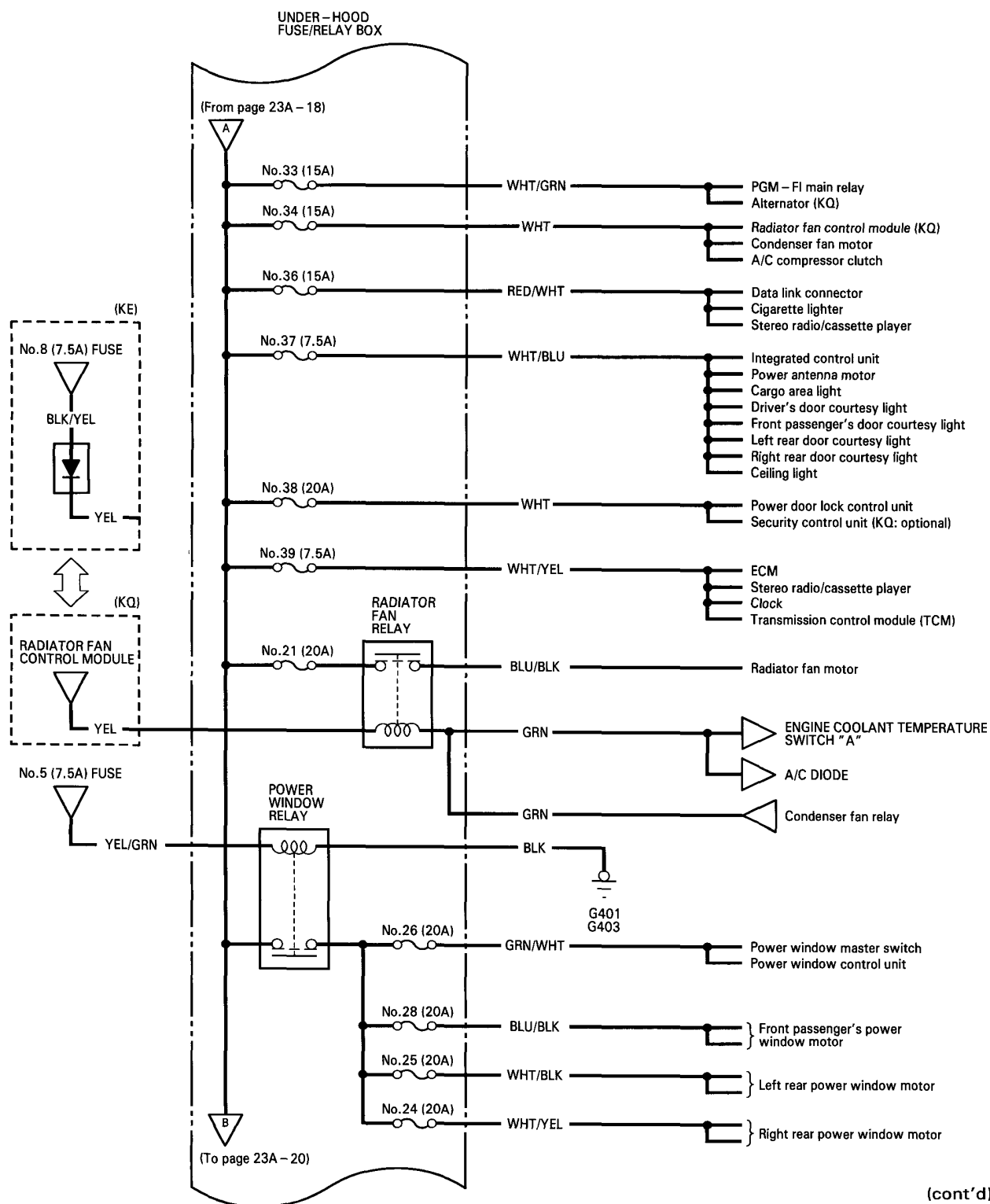




# Power Distribution

## Circuit Identification (RHD type)

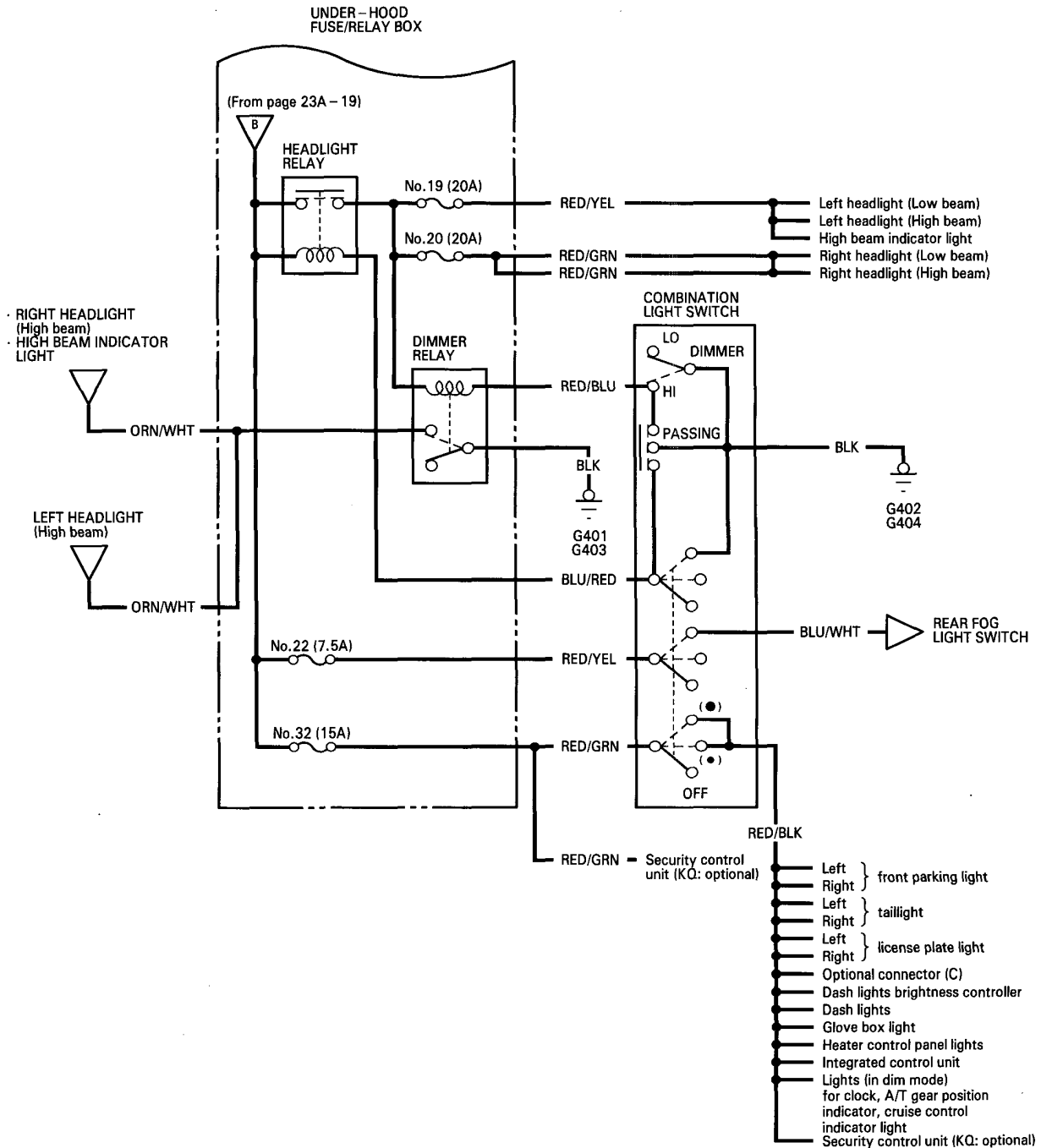


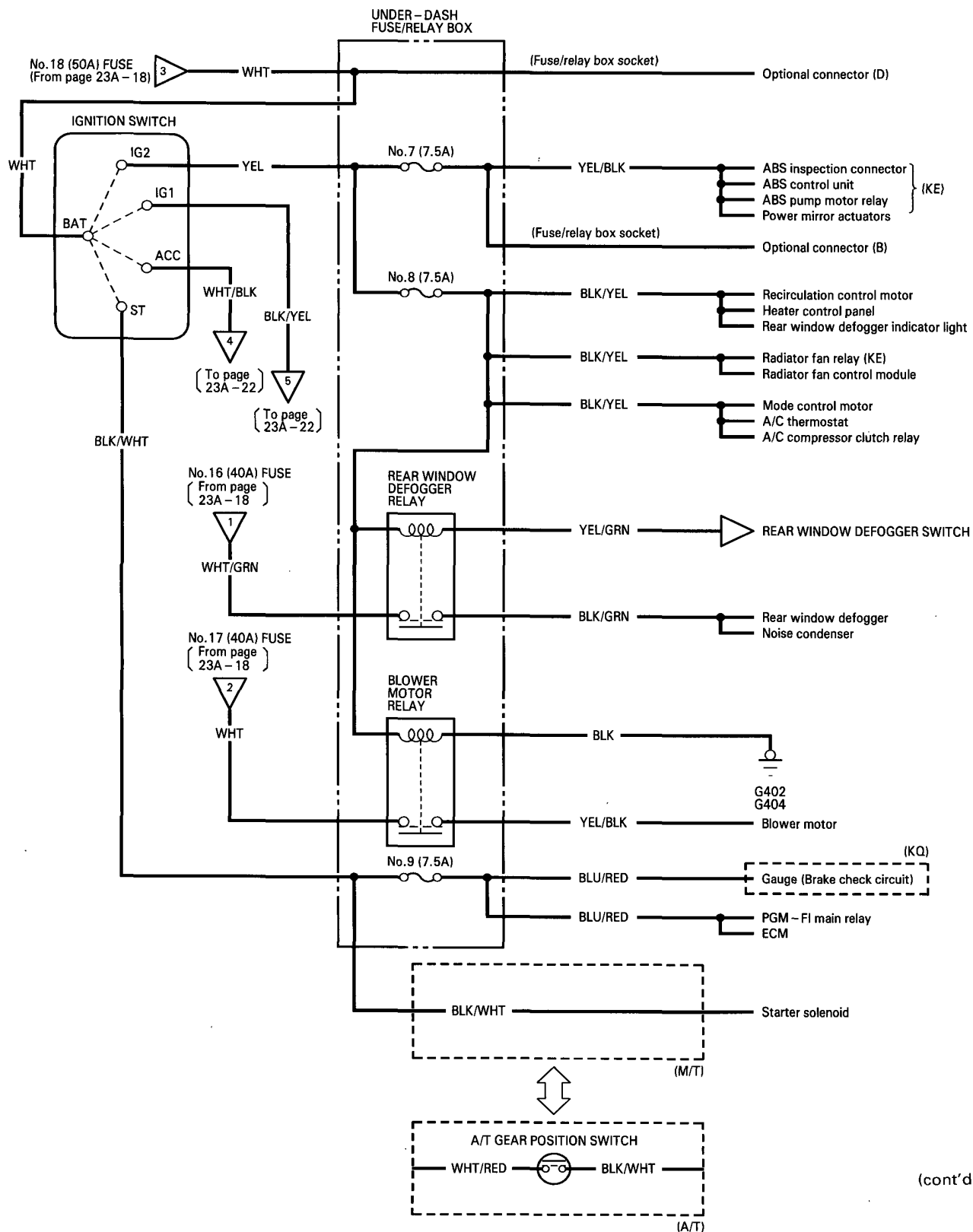


(cont'd)

# Power Distribution

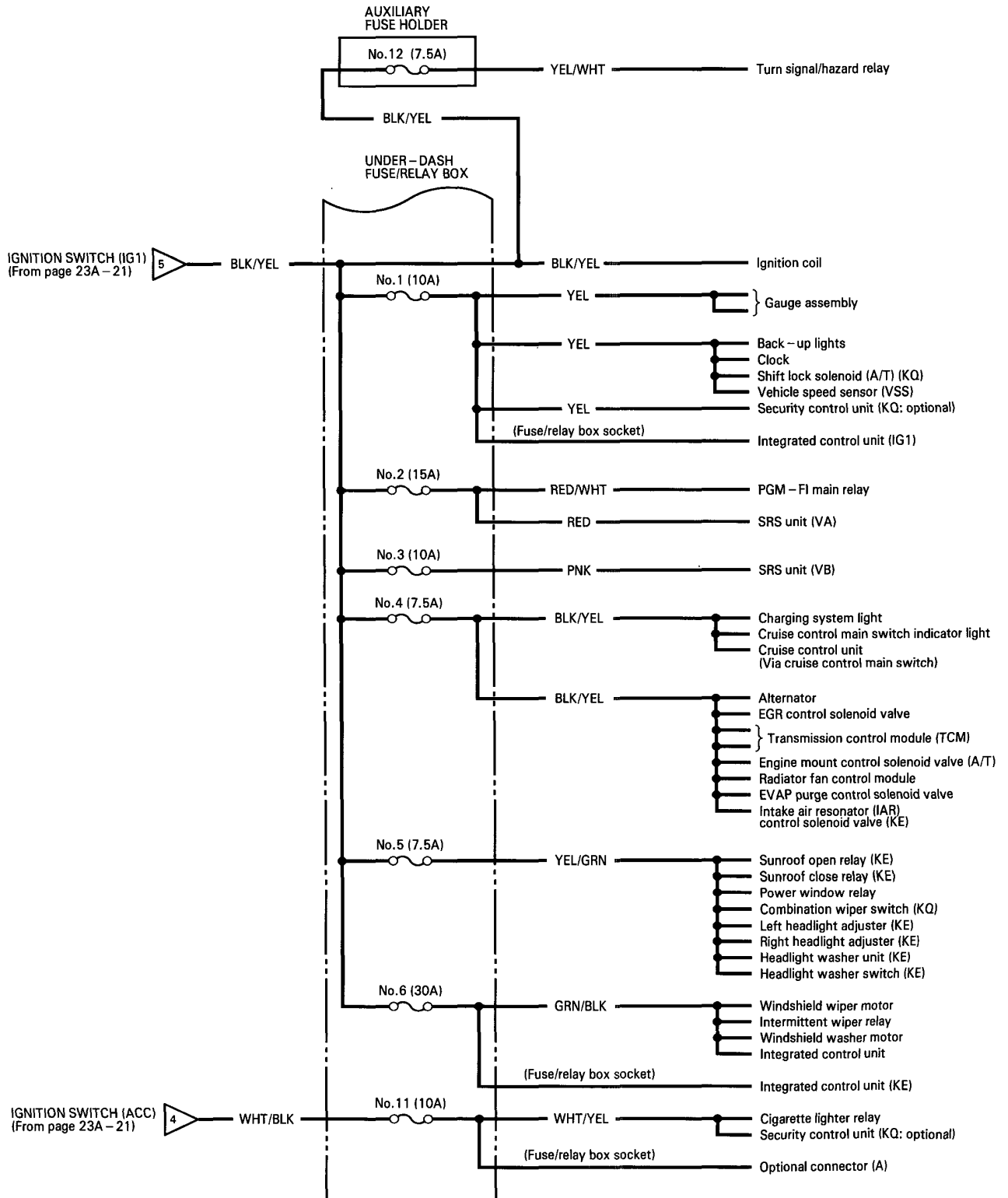
## Circuit Identification (RHD type cont'd)





# Power Distribution

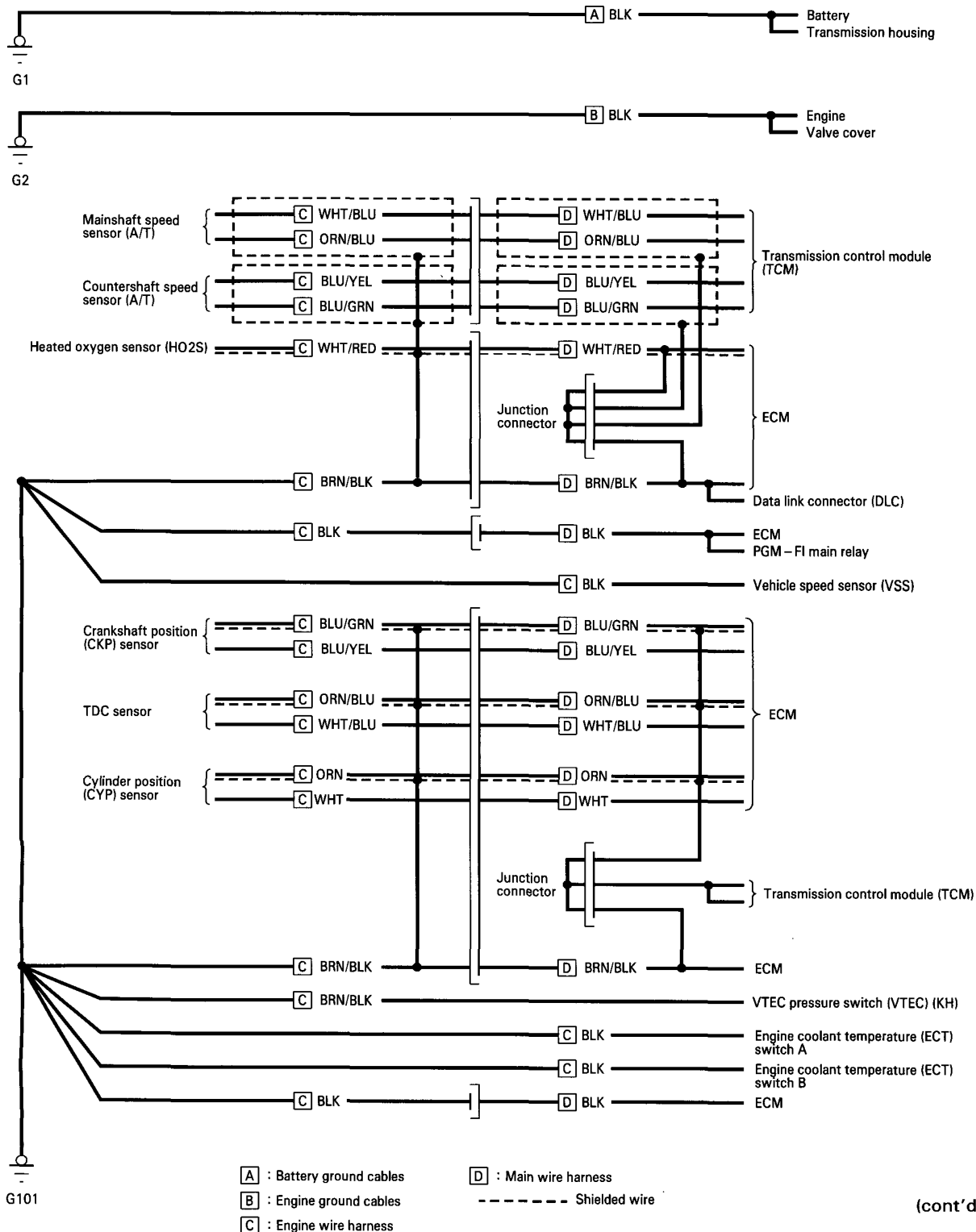
## Circuit Identification (RHD type cont'd)





# Ground Distribution

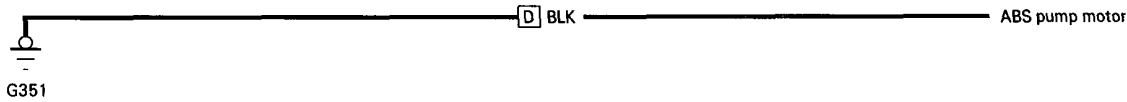
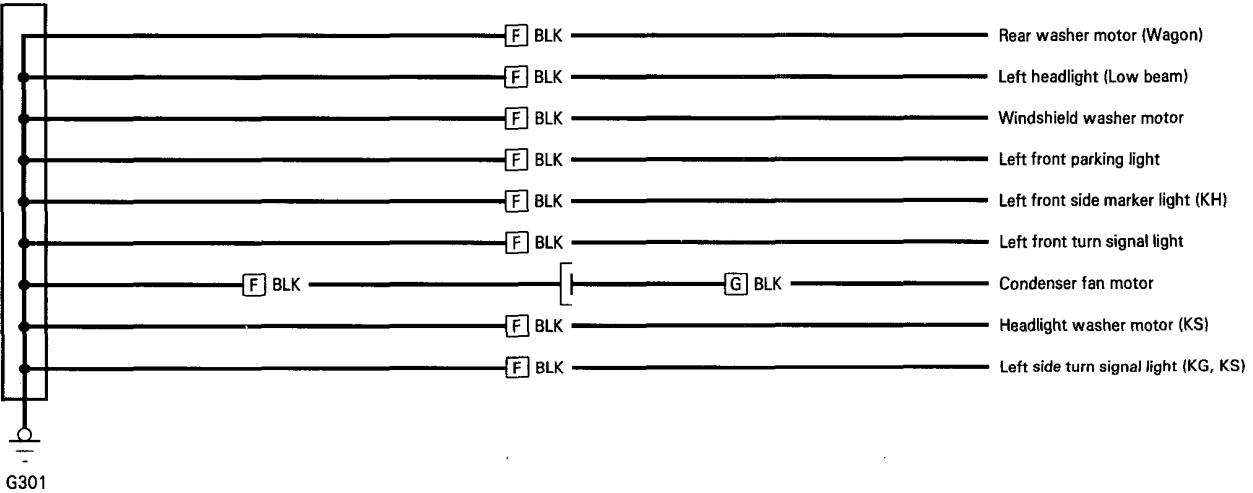
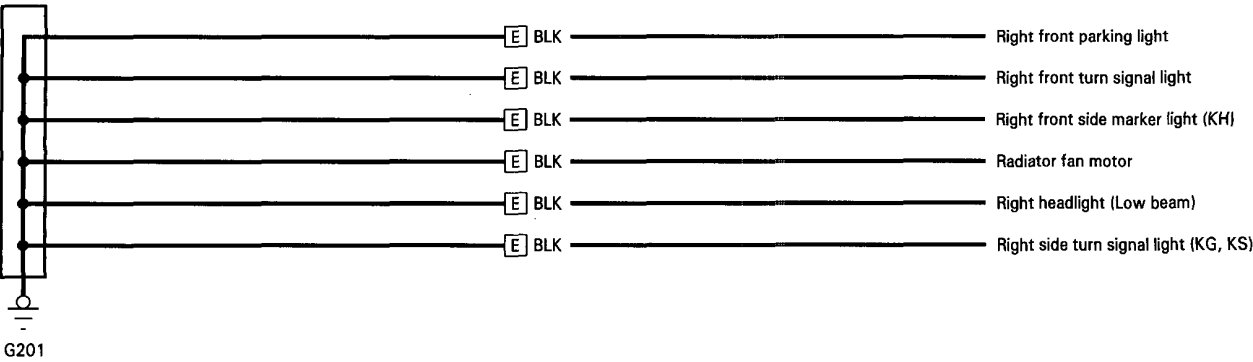
## Circuit Identification (LHD type)



(cont'd)

# Ground Distribution

## Circuit Identification (LHD type cont'd)

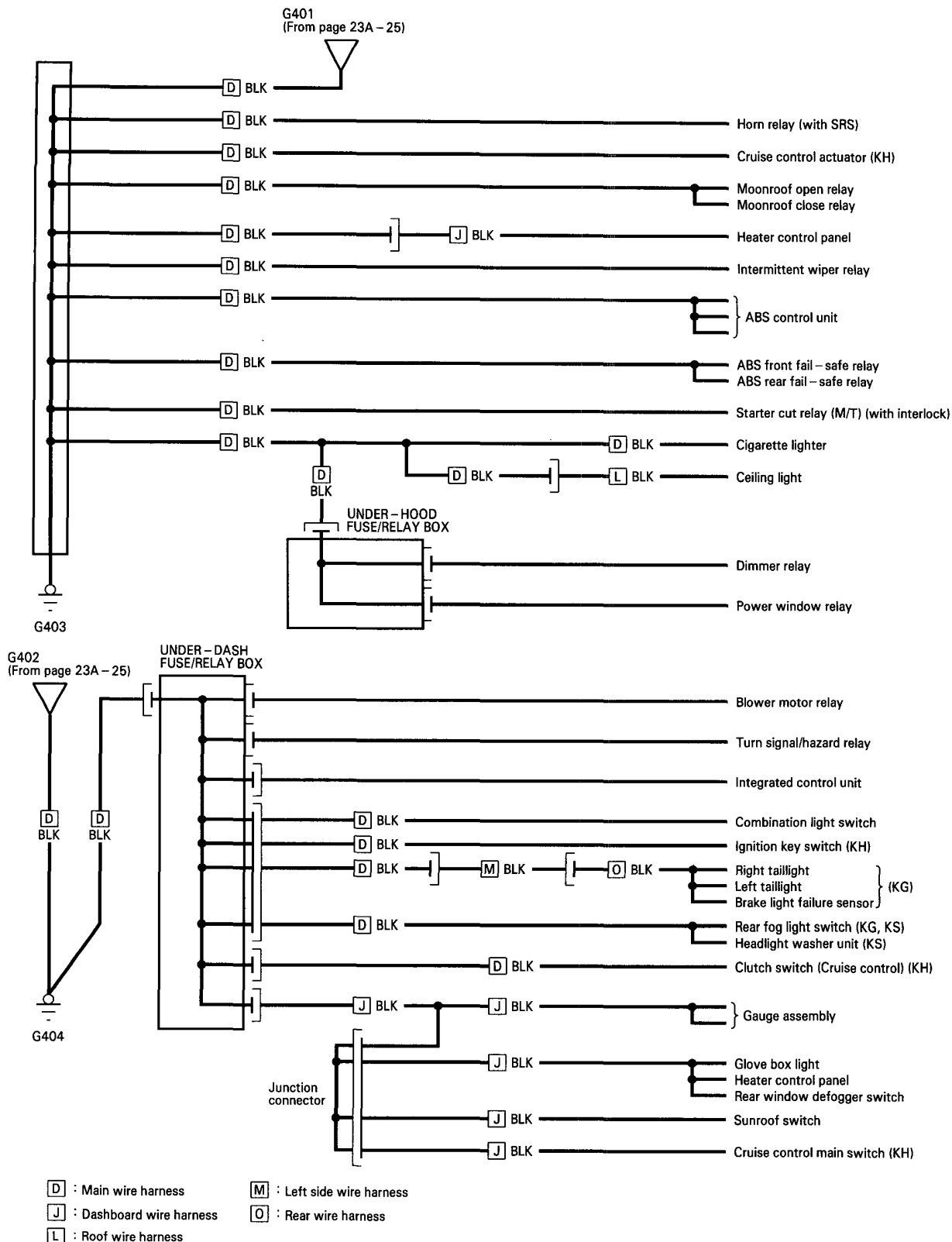


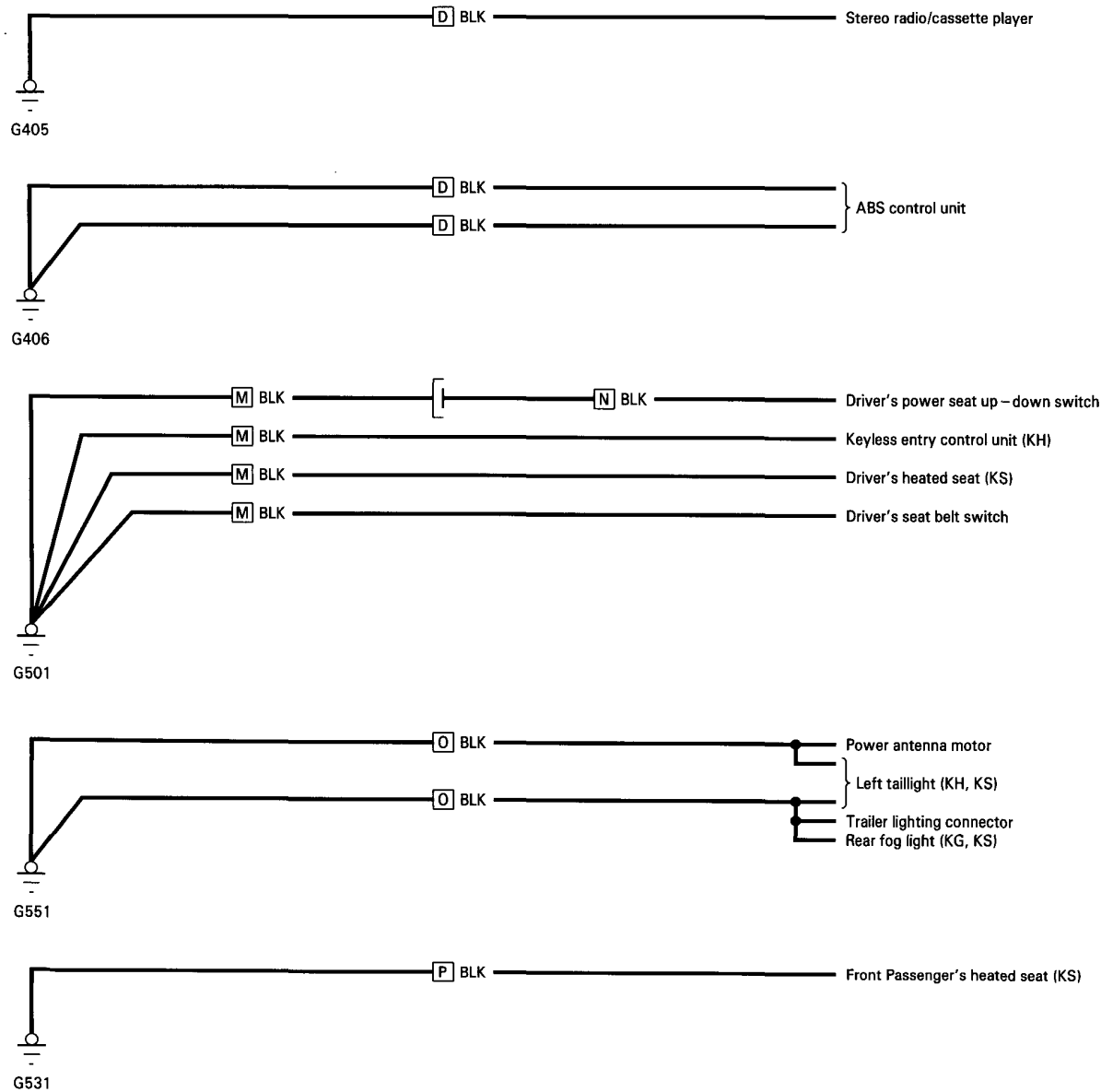
- [D] : Main wire harness
- [E] : Right engine compartment wire harness
- [F] : Left engine compartment wire harness
- [G] : A/C wire harness



# Ground Distribution

## Circuit Identification (LHD type cont'd)



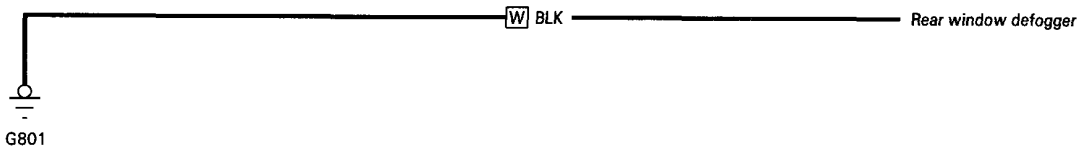
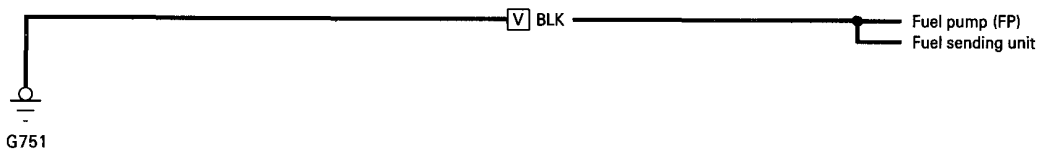
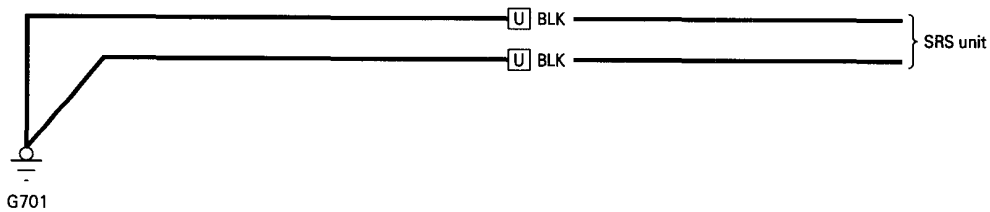
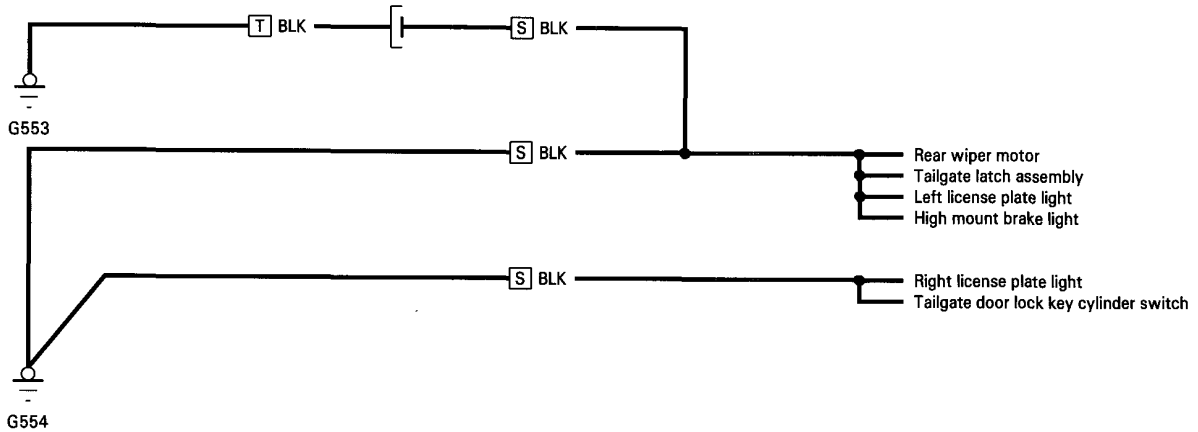
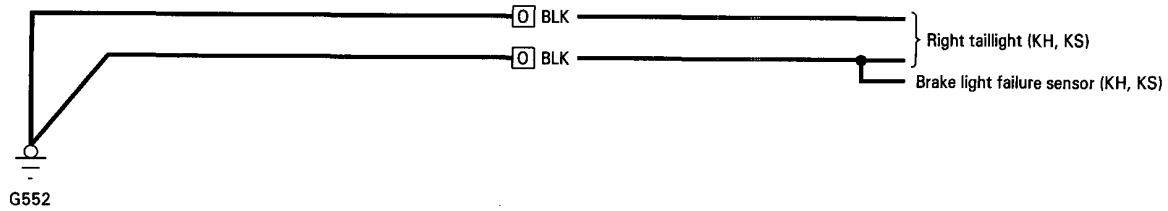


<b>[D]</b> : Main wire harness	<b>[O]</b> : Rear wire harness
<b>[M]</b> : Left side wire harness	<b>[P]</b> : Right side wire harness
<b>[N]</b> : Driver's power seat wire harness	

(cont'd)

# Ground Distribution

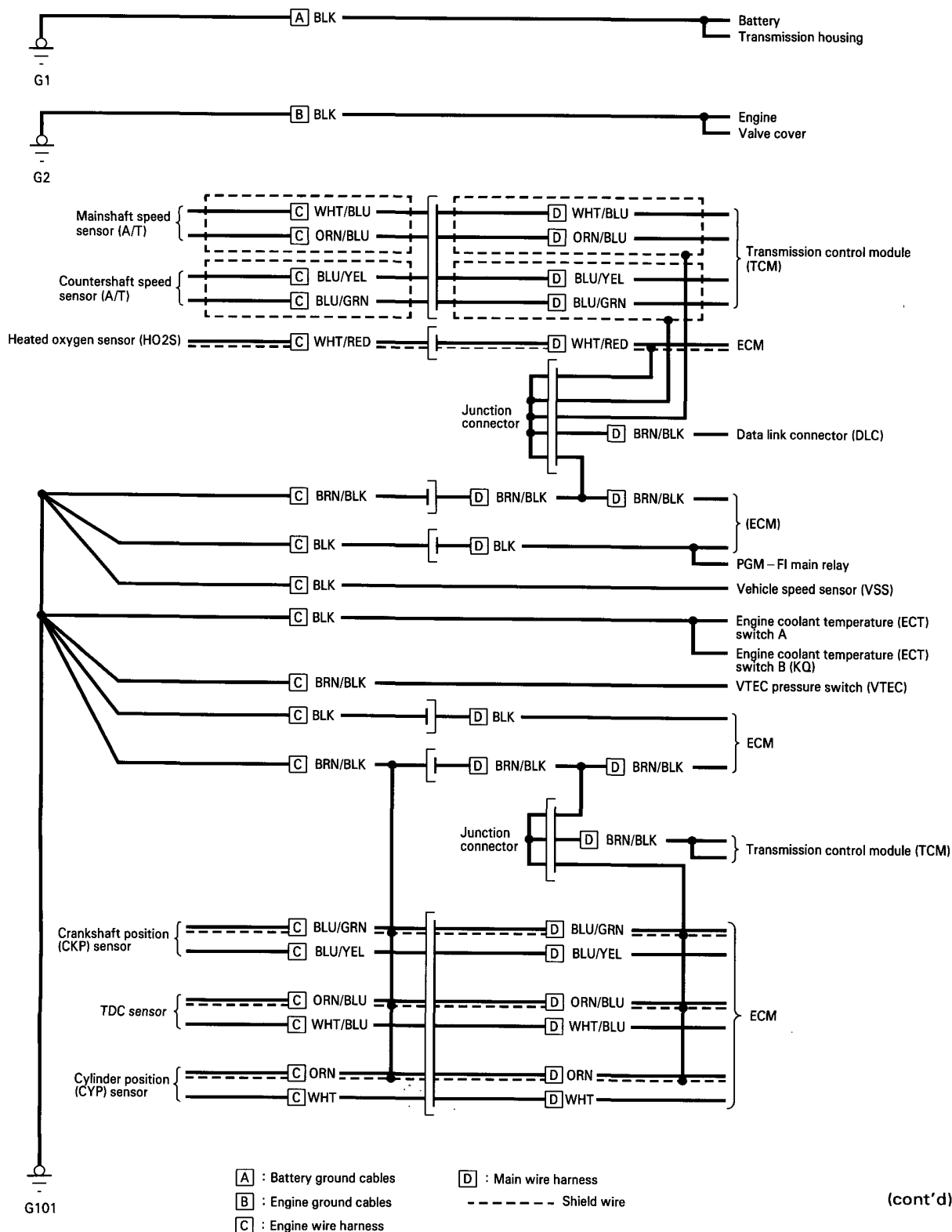
## Circuit Identification (LHD type cont'd)



- |                                   |   |
|-----------------------------------|---|
| <b>O</b> : Rear wire harness      | <b>U</b> : SRS main harness                 |
| <b>S</b> : Tailgate wire harness  | <b>V</b> : Fuel unit wire harness           |
| <b>T</b> : Tailgate sub - harness | <b>W</b> : Rear window defogger ground wire |

# Ground Distribution

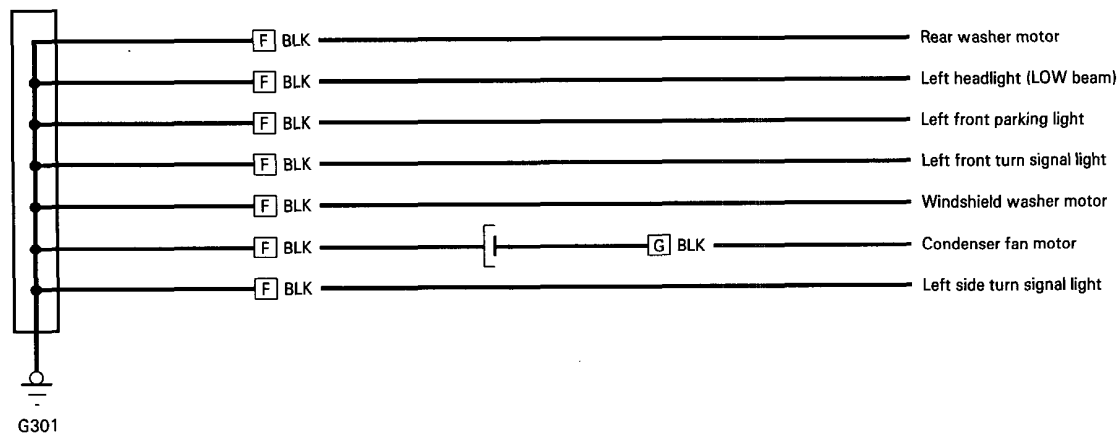
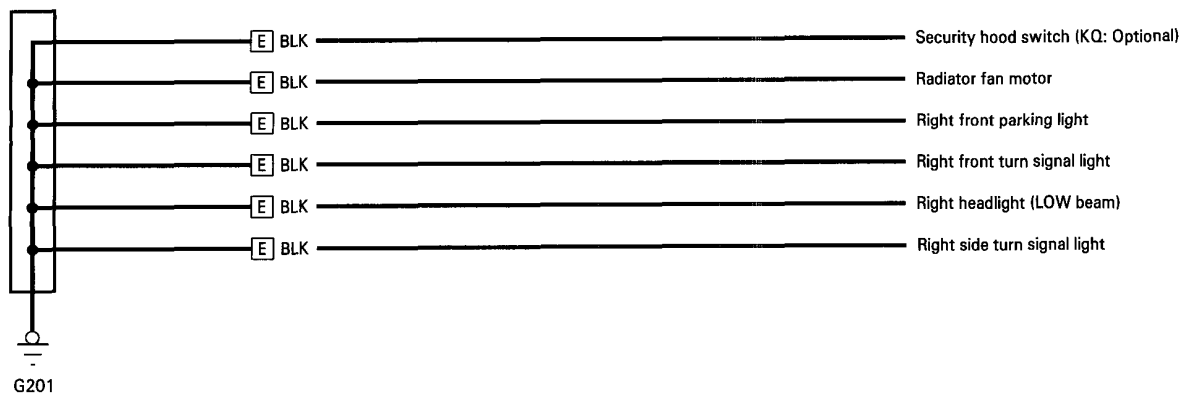
## Circuit Identification (RHD type)



(cont'd)

# Ground Distribution

## Circuit Identification (RHD type cont'd)



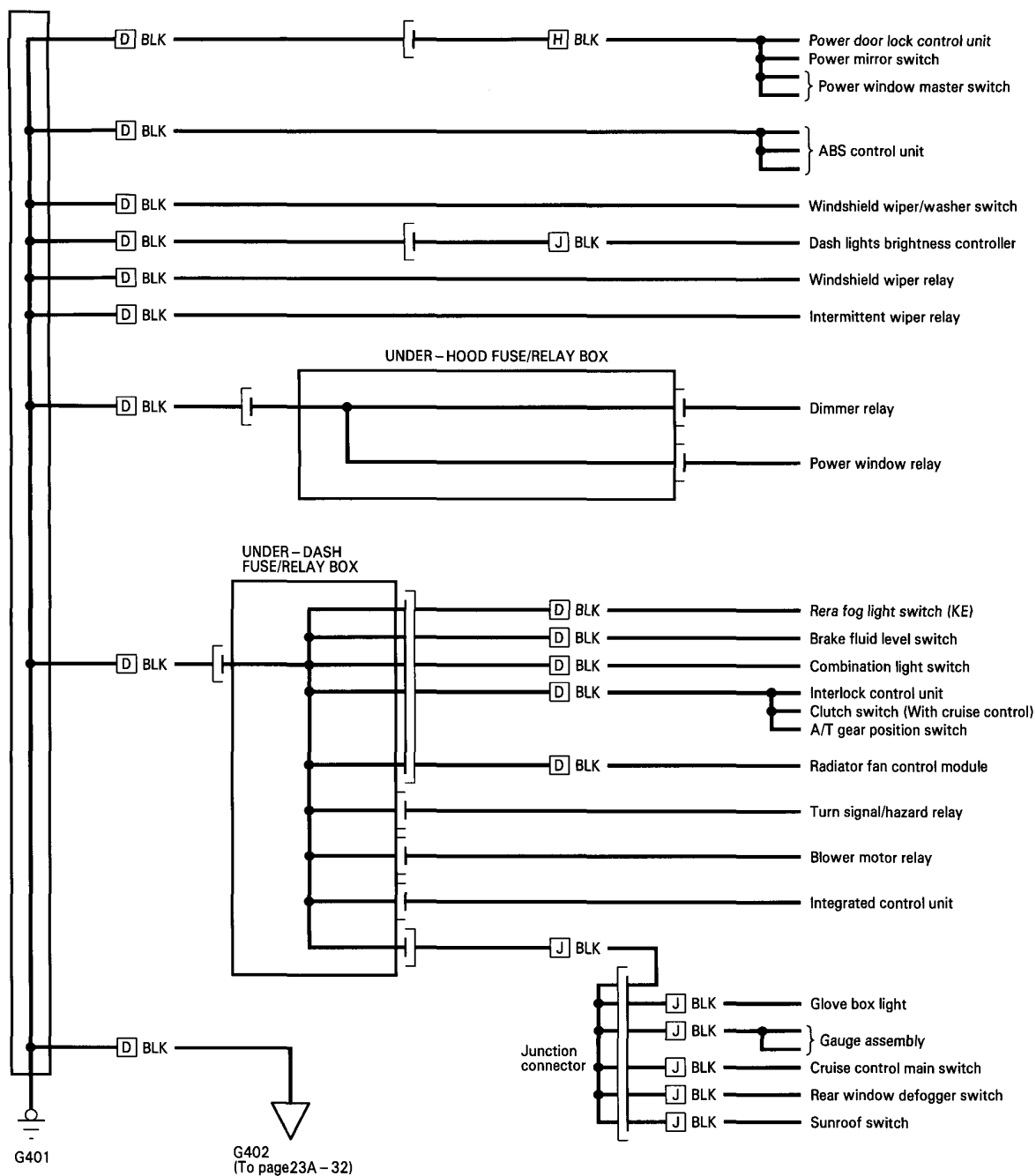
[D] : Main wire harness

[G] : A/C wire harness

[E] : Right engine compartment wire harness

[F] : Left engine compartment wire harness



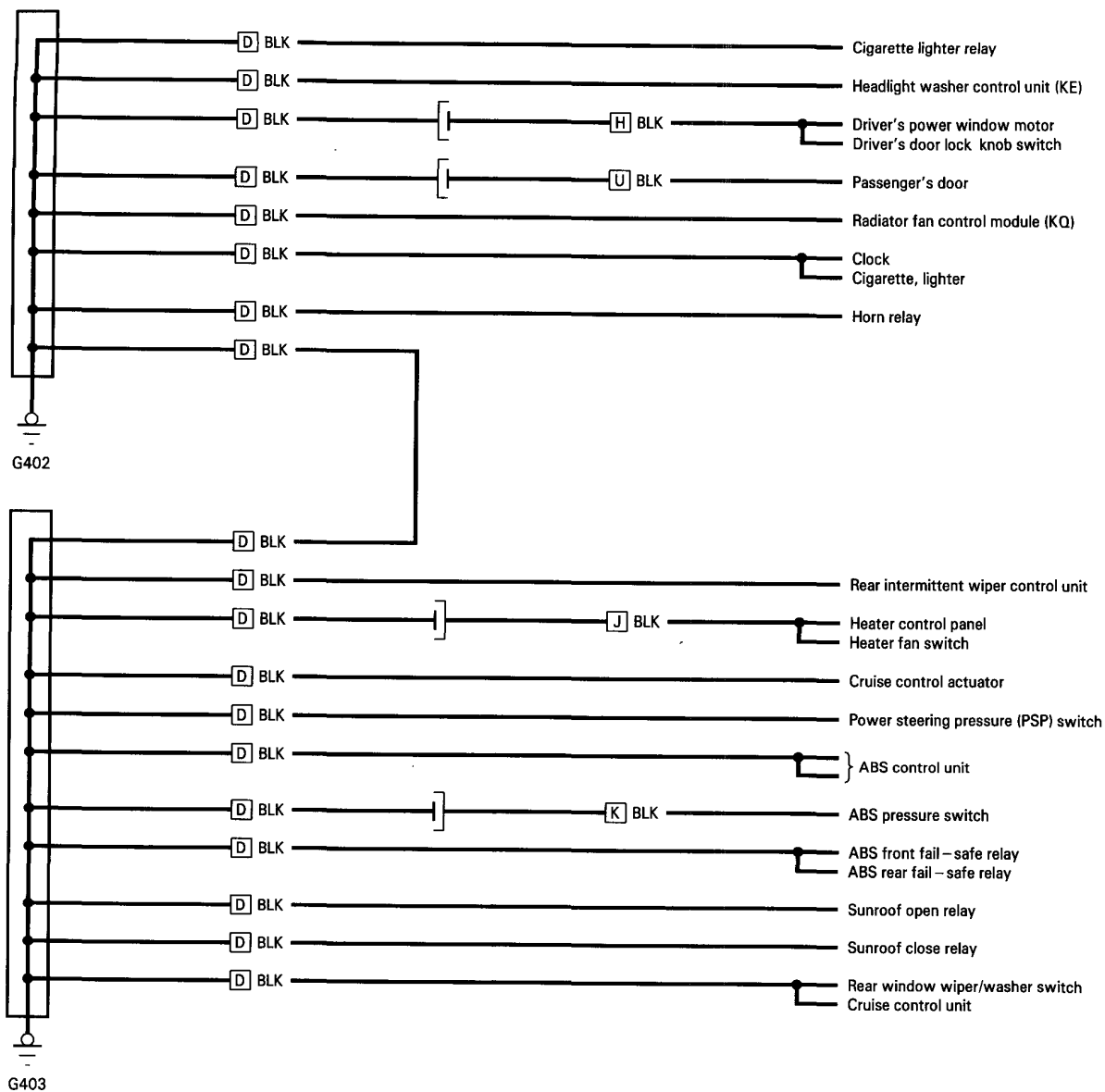


- [D] : Main wire harness
- [H] : Driver's door wire harness
- [J] : Dashboard wire harness

(cont'd)

# Ground Distribution

## Circuit Identification (RHD type cont'd)



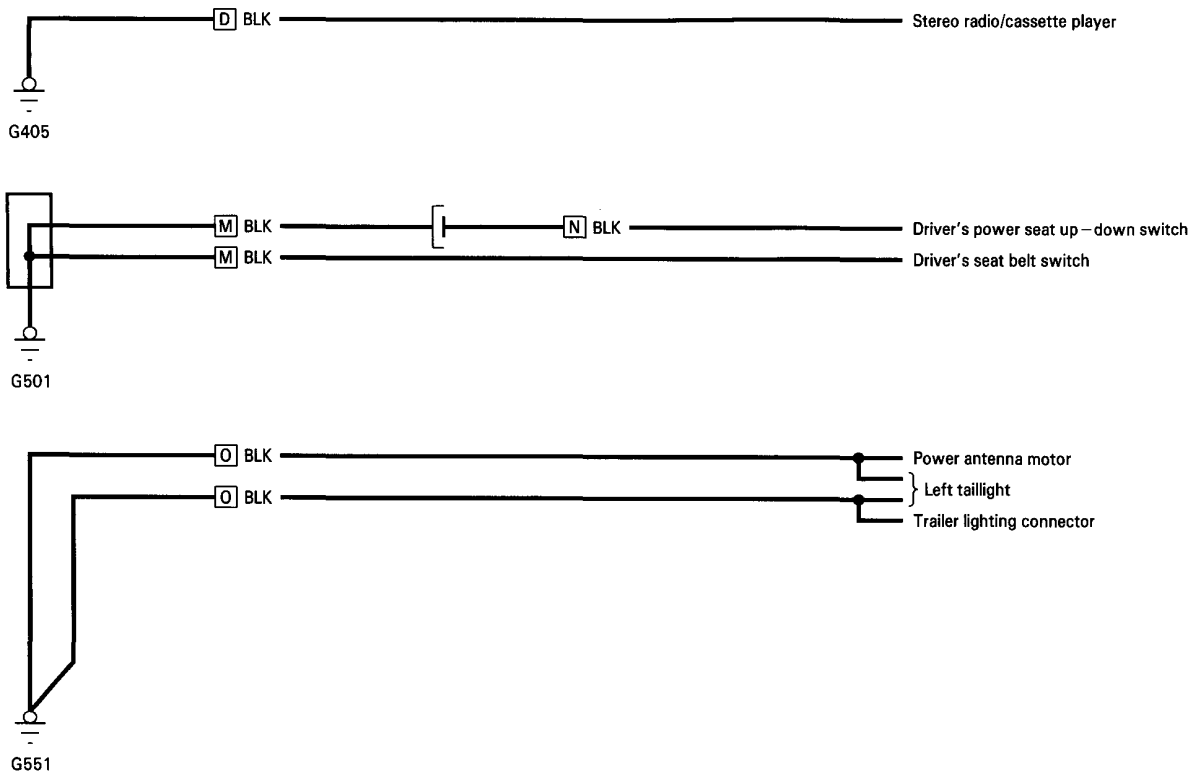
[D] : Main wire harness

[H] : Driver's door wire harness

[J] : Dashboard wire harness

[K] : ABS wire harness

[U] : Passenger's door wire harness

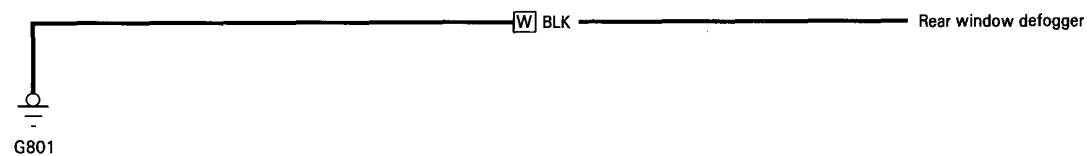
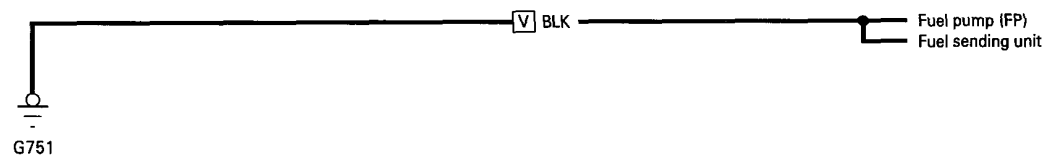
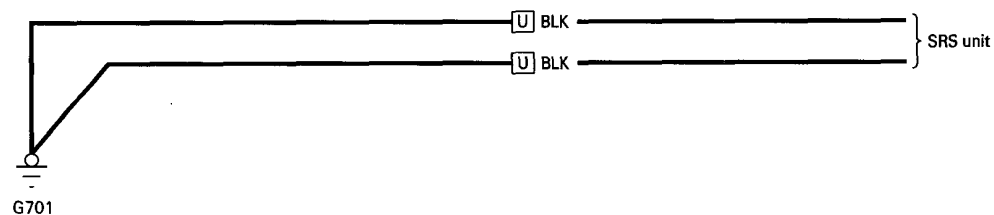
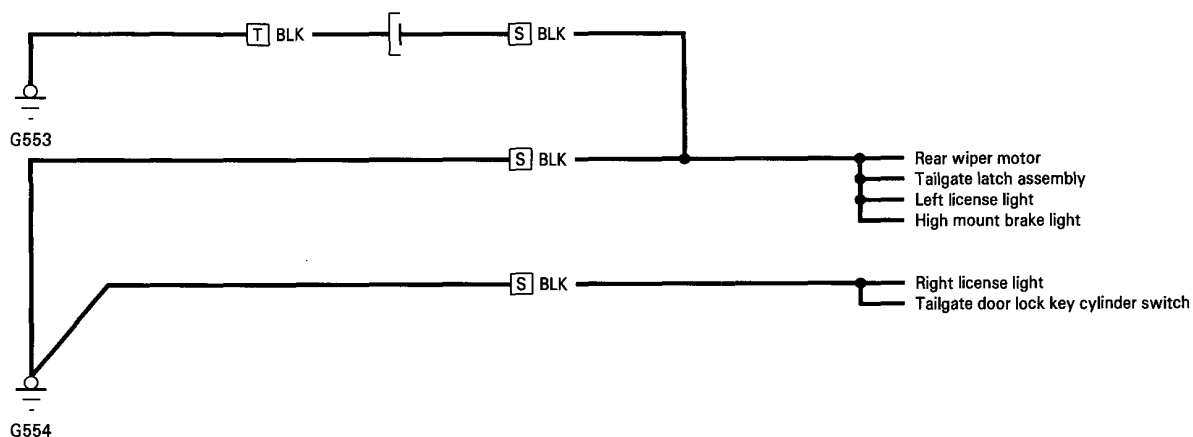
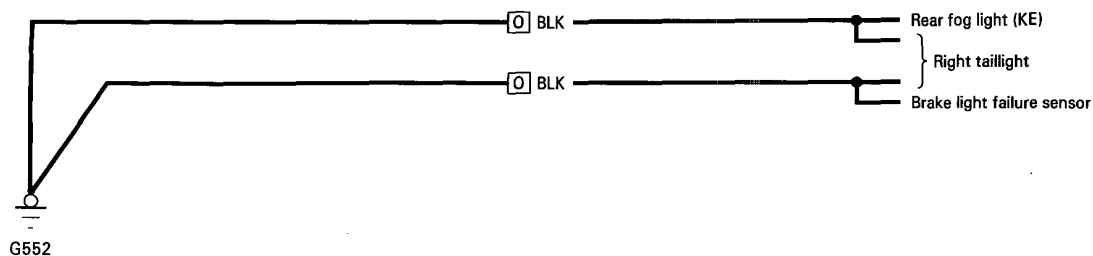


- |   |                              |
|---|------------------------------|
| <b>D</b> : Main wire harness                  | <b>O</b> : Rear wire harness |
| <b>M</b> : Left side wire harness             |                              |
| <b>N</b> : Driver's power seat wire harness A |                              |

(cont'd)

# Ground Distribution

## Circuit Identification (RHD type cont'd)



(O) : Rear wire harness  
 (S) : Tailgate wire harness  
 (T) : Tailgate sub-harness

(U) : SRS main harness  
 (V) : Fuel unit wire harness  
 (W) : Rear window defogger ground wire

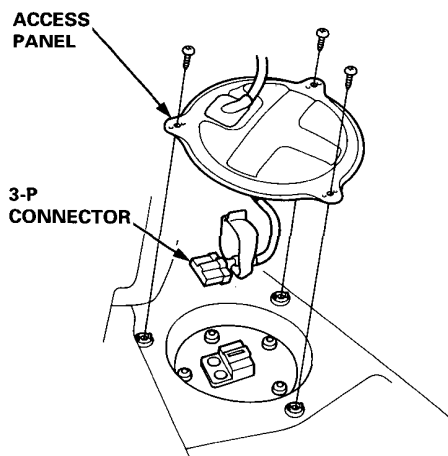


# Fuel Gauge

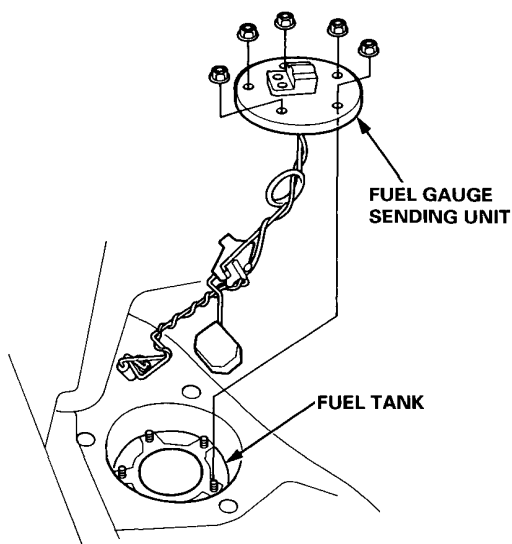
## Sending Unit Test/Replacement

**⚠ WARNING** Do not smoke while working on the fuel system. Keep open flames away from your work area.

1. Remove both rear seat-backs, the spare tire lid, and the mid-floor cover.
2. Remove the fuel tank access panel.
3. With the ignition switch OFF, disconnect the 3-P connector from the fuel gauge sending unit.

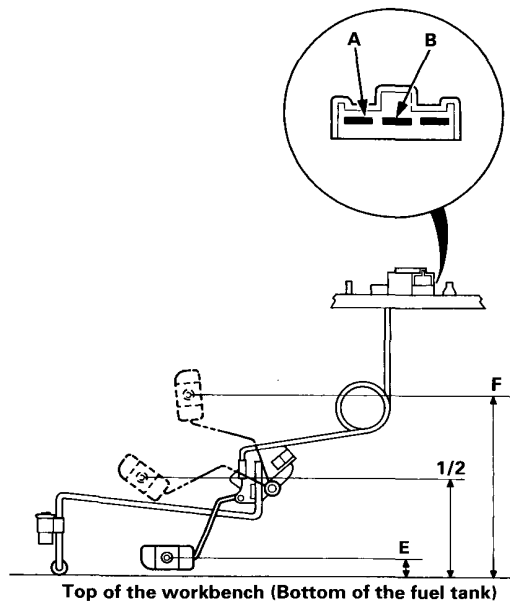


4. Remove the five nuts, and take the fuel gauge sending unit out of the fuel tank.



5. Measure the resistance between the A and B terminals at E (EMPTY), 1/2 (HALF FULL) and F (FULL) by moving the float.

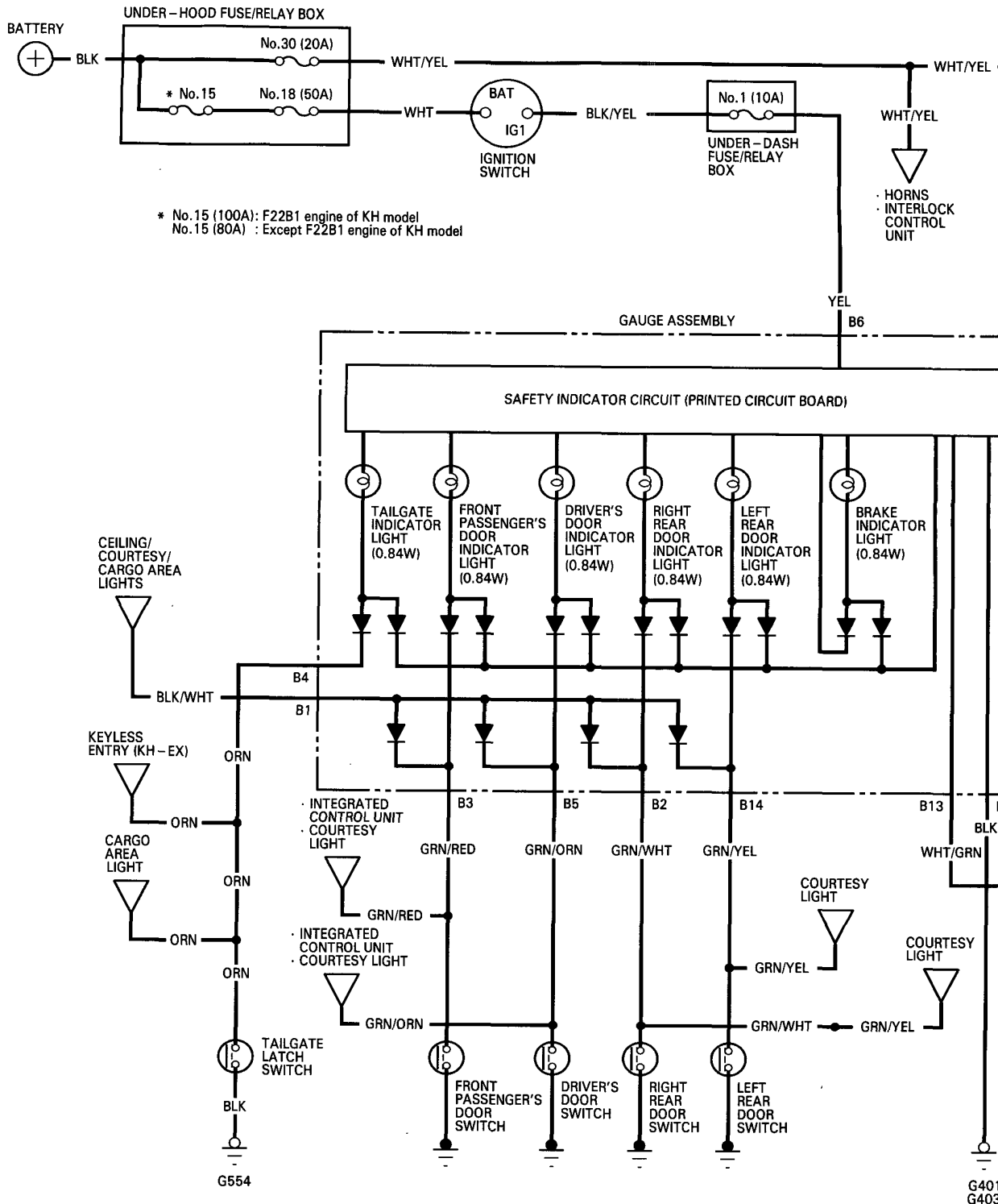
Float Position	E	1/2	F
Resistance ( $\Omega$ )	105 – 110	25.5 – 39.5	3 – 5

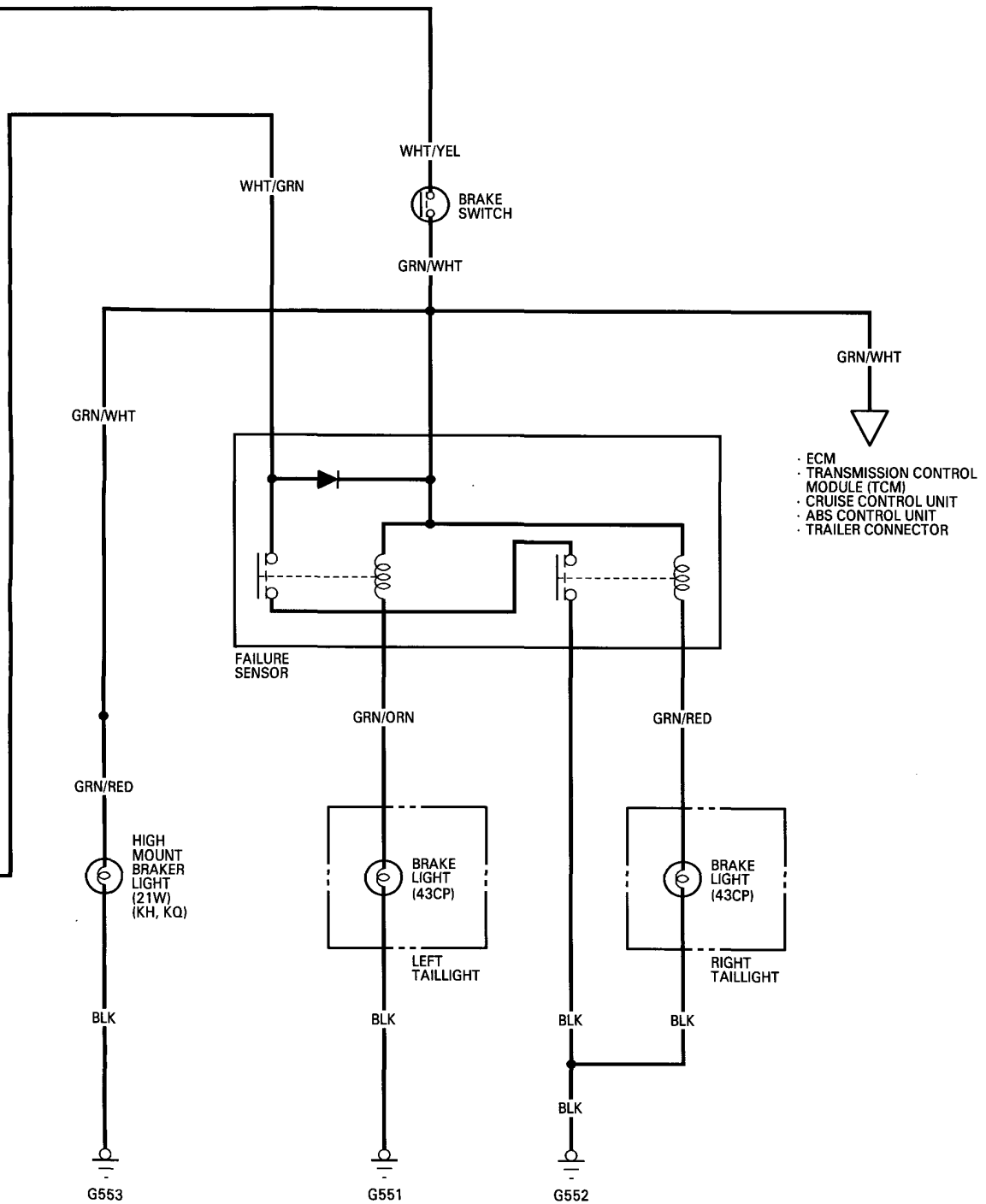


If unable to obtain the above readings, replace the fuel gauge sending unit.

# Safety Indicator

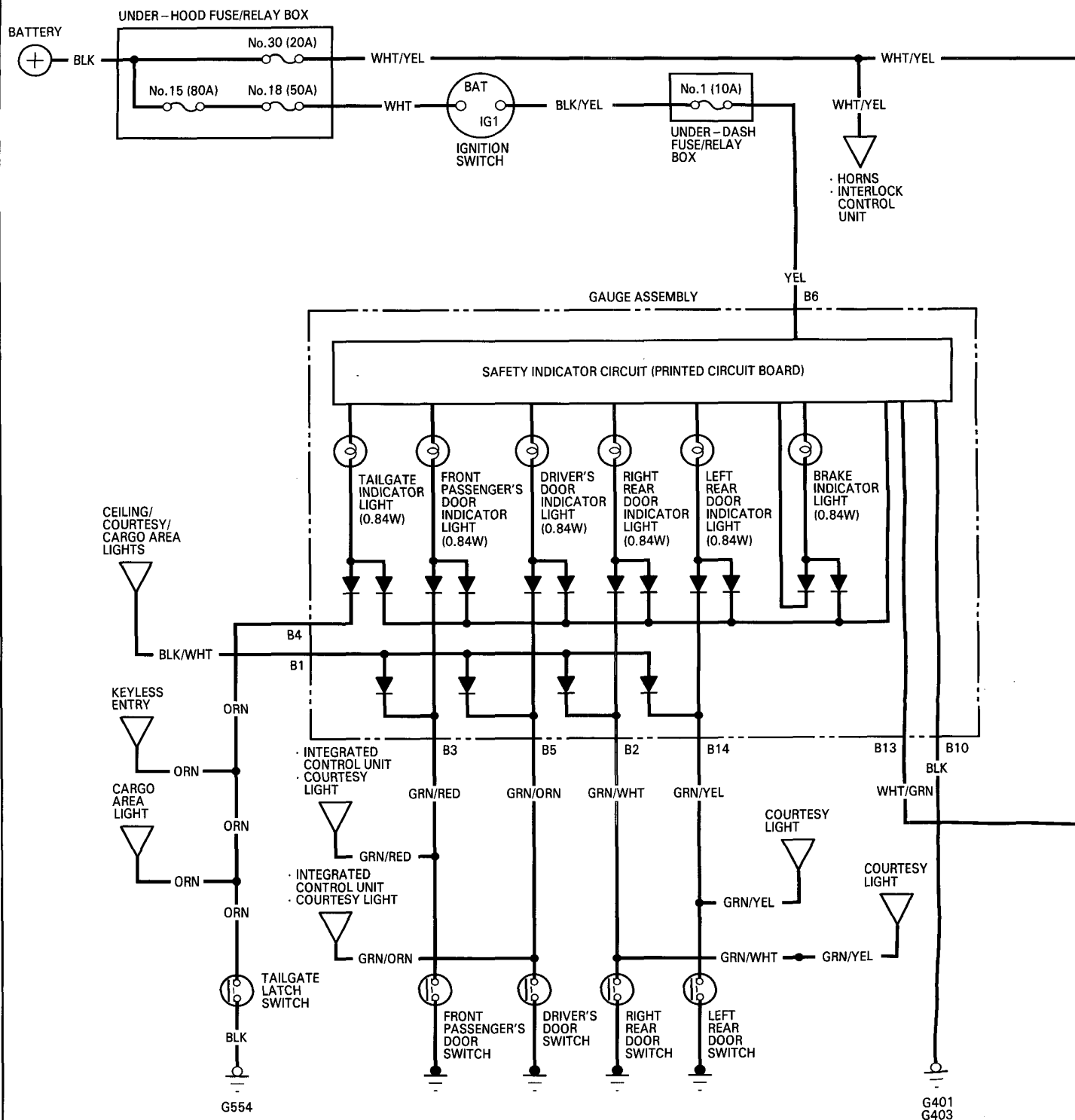
## Circuit Diagram (Except KG)



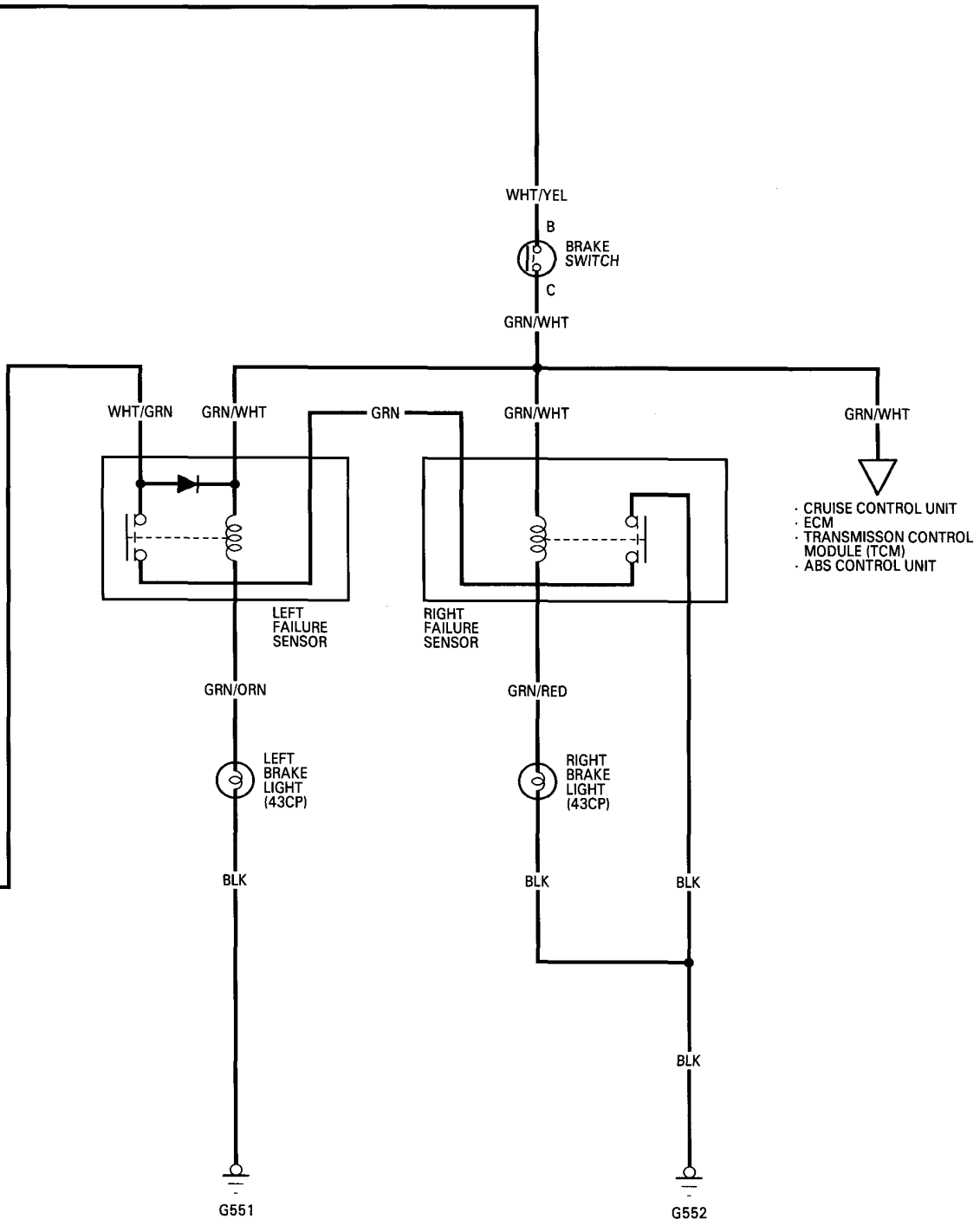


# Safety Indicator

## Circuit Diagram (KG)







# Safety Indicator

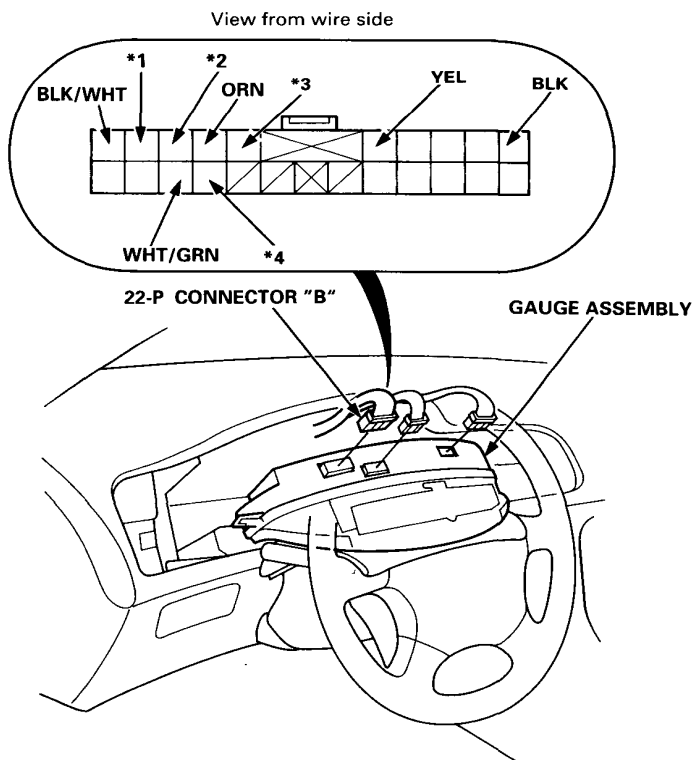
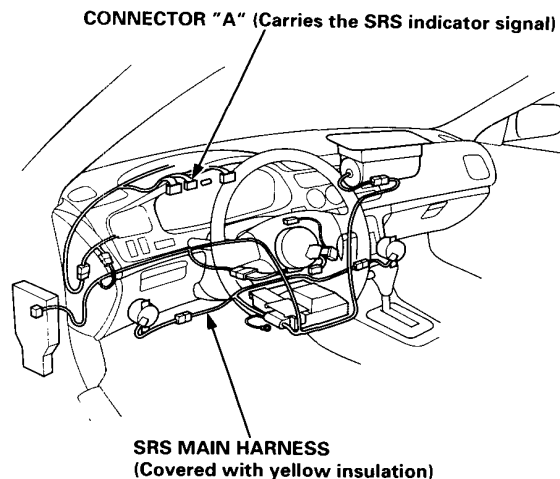
## Indicator Input Test

### CAUTION:

- All SRS electrical wiring harnesses are covered with yellow insulation.
- Before disconnecting any part of the SRS wire harness, connect the short connector(s).
- Replace the entire affected SRS harness assembly if it has an open circuit or damaged wiring.

NOTE: The illustration shows the KH model (some models don't have a front passenger's airbag). RHD type is symmetrical to LHD type.

1. Remove the gauge assembly from the dashboard, and disconnect the 22-P connector from the gauge assembly.
2. Inspect the connector and socket terminals to be sure they are all making good contact.
  - If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
  - If the terminals look OK, make the following input tests at the connector.
    - If any test indicates a problem, find and correct the cause, then recheck the system.
    - If all the input tests prove OK, the printed circuit board must be faulty; replace it.



- \*1: GRN/WHT (LHD type)  
GRN/YEL (RHD type)
- \*2: GRN/RED (LHD type)  
GRN/ORN (RHD type)
- \*3: GRN/ORN (LHD type)  
GRN/RED (RHD type)
- \*4: GRN/YEL (LHD type)  
GRN/WHT (RHD type)



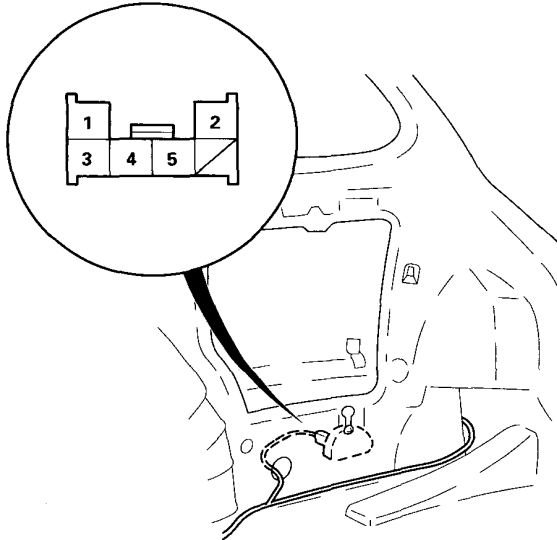
Test No.	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
1	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> <li>• Poor ground (G402, G404)</li> <li>• An open in the wire</li> </ul>
2	YEL	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Blown No. 1 (10 A) fuse in the under-dash fuse/relay box</li> <li>• An open in the wire</li> </ul>
3	WHT/GRN	Brake pedal pushed	Check for continuity to ground: There should be less than 200 ohms with the pedal pushed.	<ul style="list-style-type: none"> <li>• Blown No. 30 (20 A) fuse in the under-hood fuse/relay box</li> <li>• Faulty brake switch</li> <li>• Blown brake light bulbs</li> <li>• Faulty brake light failure sensor</li> <li>• Poor ground (G551, G552)</li> <li>• An open in the wire</li> </ul>
4	ORN	Tailgate open	Check for continuity to ground: There should be continuity. NOTE: Before testing, remove No. 37 (7.5 A) fuse from the under-hood fuse/relay box.	<ul style="list-style-type: none"> <li>• Faulty tailgate latch switch</li> <li>• An open in the wire</li> </ul>
5	BLK/WHT	Ceiling light switch in middle position	Connect to ground: The ceiling light should come on.	<ul style="list-style-type: none"> <li>• Blown No. 37 (7.5 A) fuse in the under-hood fuse/relay box</li> <li>• Faulty ceiling light</li> <li>• An open in the wire</li> </ul>
6	GRN/ORN	Driver's door open	Check for continuity to ground: There should be continuity. NOTE: Before testing, remove No. 37 (7.5 A) fuse from the under-hood fuse/relay box.	<ul style="list-style-type: none"> <li>• Faulty door switch</li> <li>• An open in the wire</li> </ul>
	GRN/RED	Front passenger's door open		
	GRN/YEL (GRN/WHT)	Left rear door open		
	GRN/WHT (GRN/YEL)	Right rear door open		

( ): RHD type

# Safety Indicator

## Brake Light Failure Sensor Test

1. First make sure the brake lights come on when the brake pedal is pressed.
  - If all the brake lights come on, go to step 2.
  - If one of the brake lights does not come on, check whether the bulb is blown. If the bulb is OK, go to step 2.
  - If none of the brake lights come on, check the brake light circuit (see page 23A-38).
2. Open the tailgate, and remove the side box (see section 20). Make sure the **BRAKE LAMP** light in the safety indicator does not come on and stay on, when the No. 1 terminal of the 6-P connector is grounded and the ignition switch is turned from OFF to ON.



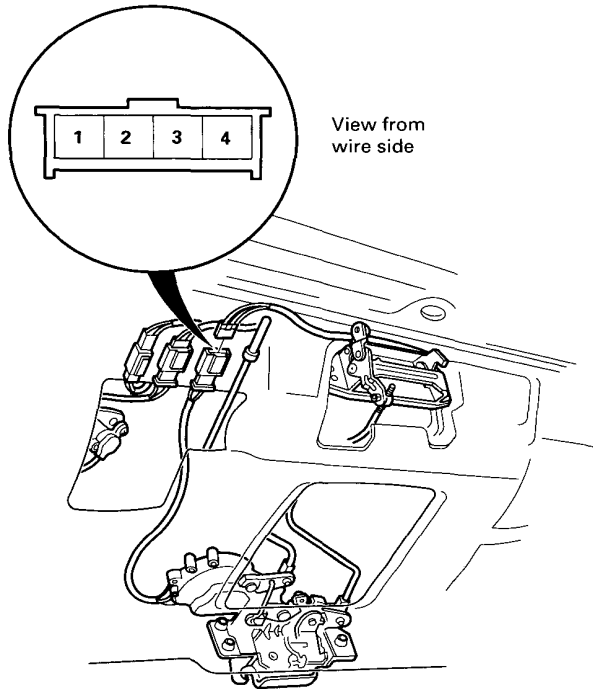
- If the **BRAKE LAMP** light comes on and stays on, check for an open in the WHT/GRN wire between the safety indicator and the No. 1 terminal of the failure sensor, and whether the safety indicator circuit (printed circuit board) has a problem.
- If the **BRAKE LAMP** light does not stay on, go to step 3.

3. Make sure the **BRAKE LAMP** light does not come on when the ignition switch is turned from OFF to ON with the No. 2 terminal of the 6-P connector grounded and the brake pedal pressed.
  - If the **BRAKE LAMP** light comes on and stays on, replace the failure sensor.
  - If the **BRAKE LAMP** does not stay on, check for an open in the BLK wire between the No. 2 terminal of the failure sensor and ground, and check for a poor ground at G551.



## Test/Replacement

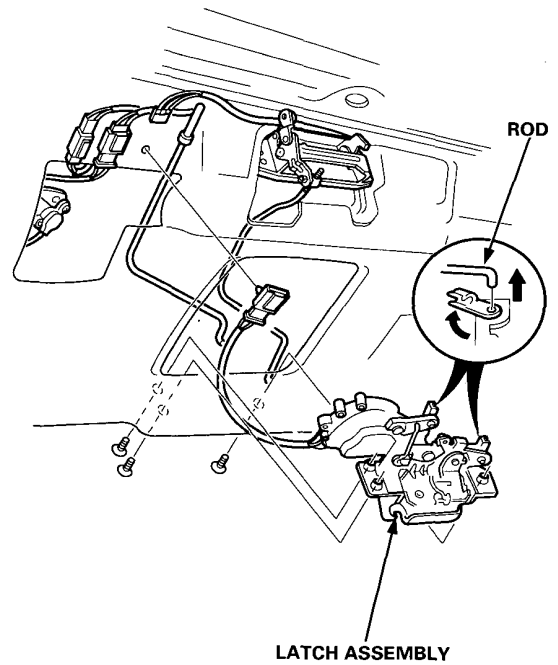
1. Open the tailgate and remove the tailgate trim panel.
2. Disconnect the 4-P connector from the tailgate lock actuator.



3. Check for continuity between the terminals in each switch position according to the table.

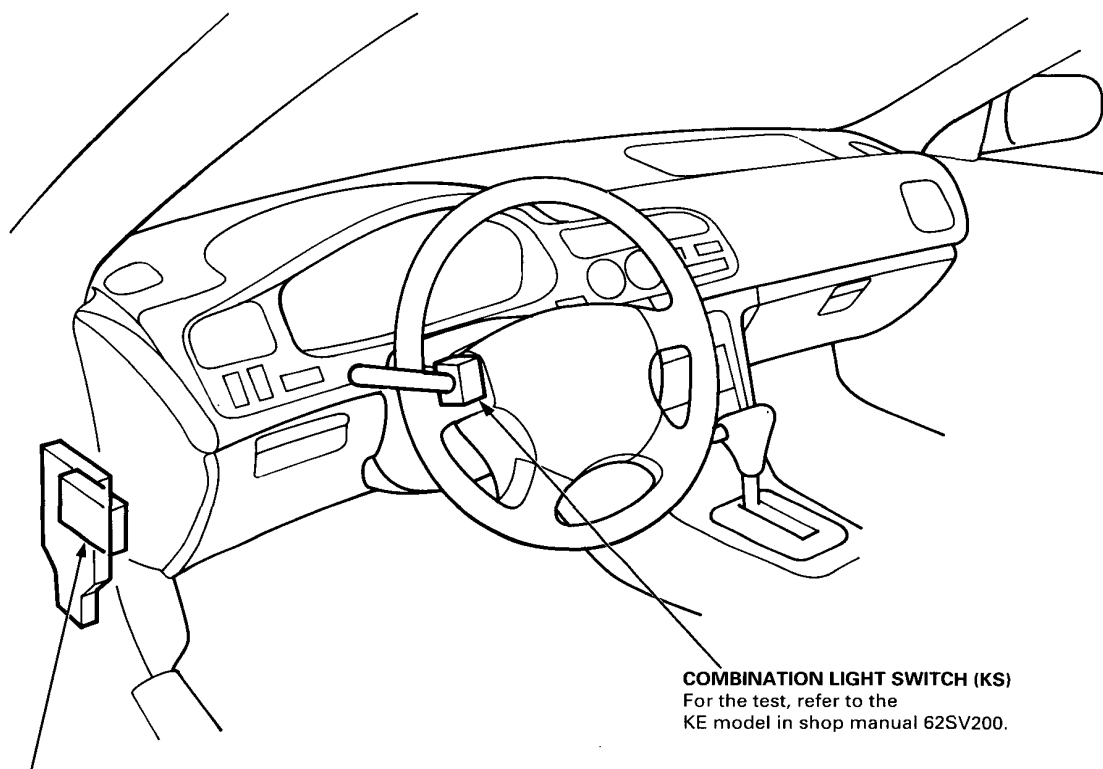
Terminal	3	4
Position		
OPEN		
CLOSE		

4. If necessary, remove the three screws and pull the latch out of the tailgate, then disconnect the connectors and rods from the latch.



# Lighting System

## Component Location Index (KS)

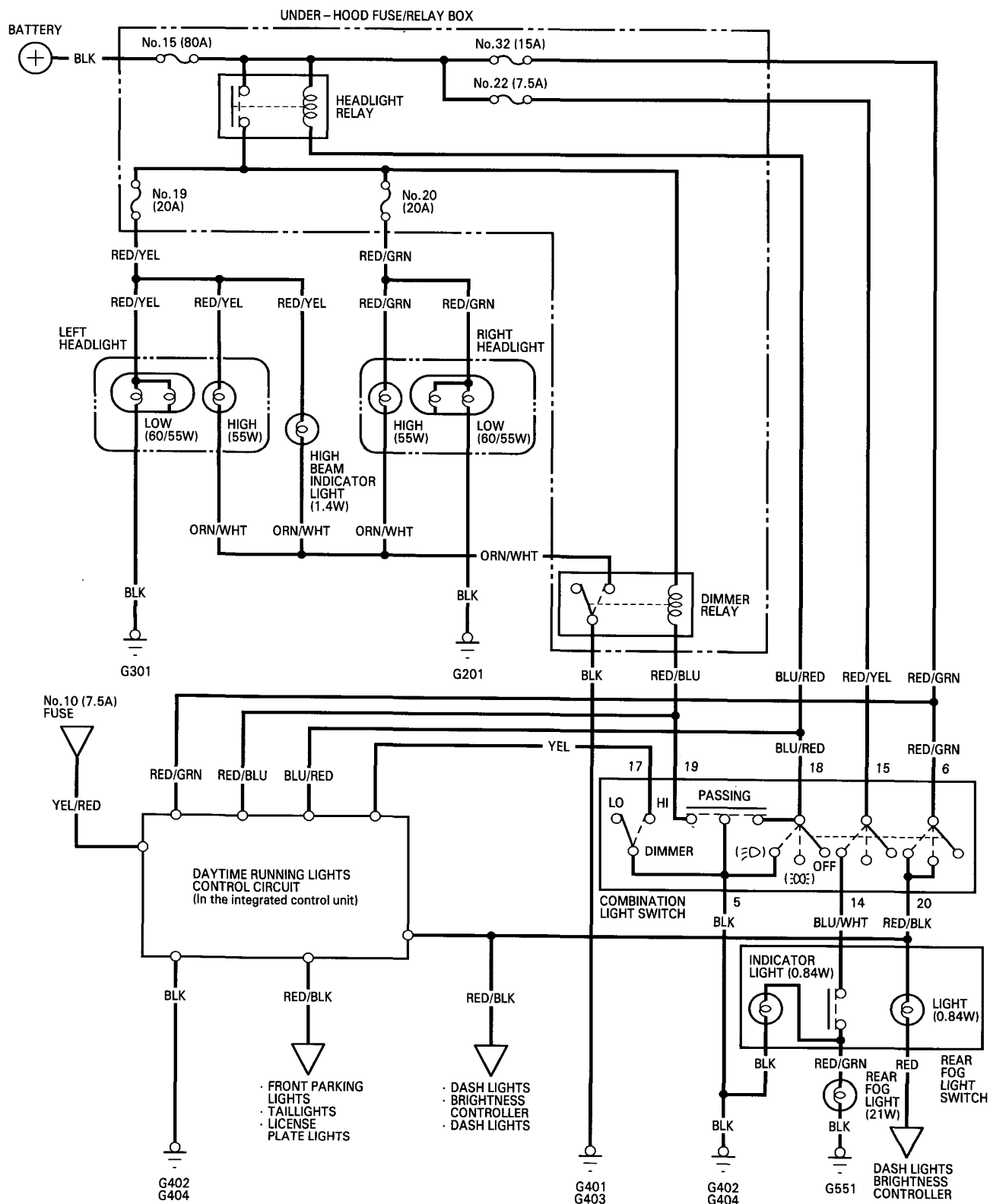


**DAYTIME RUNNING LIGHTS CONTROL CIRCUIT (KS)**  
(In the integrated control unit)  
Input Test, page 23A-46

**COMBINATION LIGHT SWITCH (KS)**  
For the test, refer to the  
KE model in shop manual 62SV200.



## Circuit Diagram (KS)



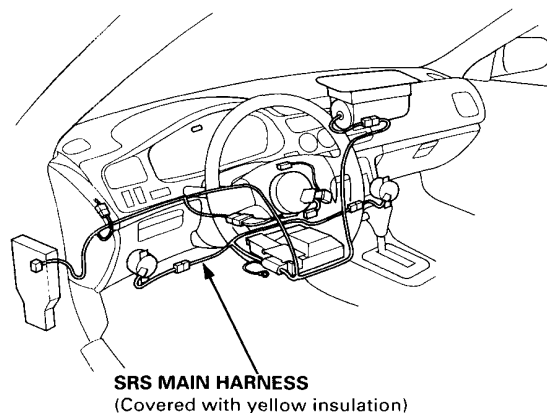
# Lighting System

## Input Test (KS)

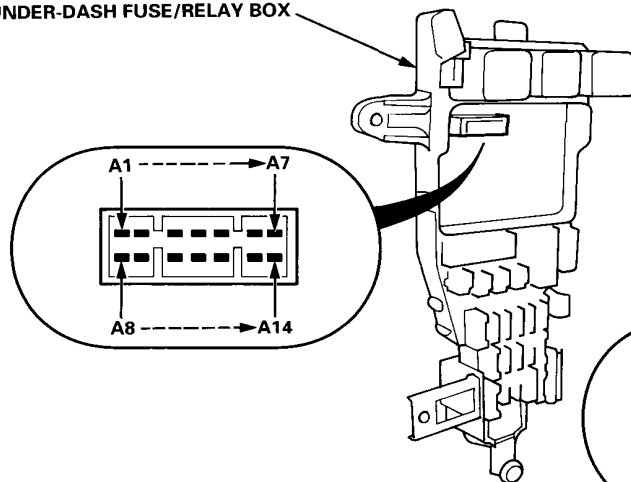
### CAUTION:

- All SRS electrical wiring harnesses are covered with yellow insulation.
- Before disconnecting any part of the SRS wire harness, connect the short connector(s).
- Replace the entire affected SRS harness assembly if it has an open circuit or damaged wiring.

1. Remove the driver's side kick panel, then disconnect the 8-P connector from the integrated control unit.
2. Remove the integrated control unit from the under-dash fuse/relay box.
3. Inspect the connector and socket terminals to be sure they are all making good contact.
  - If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
  - If the terminals look OK, make the following input tests at the connectors.
    - If any test indicates a problem, find and correct the cause, then recheck the system.
    - If all the input tests prove OK, the control unit must be faulty; replace it.

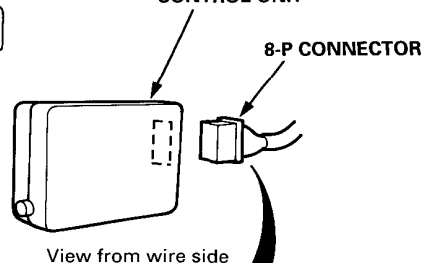


UNDER-DASH FUSE/RELAY BOX

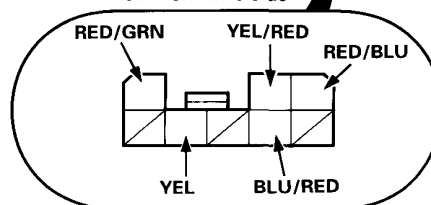


INTEGRATED CONTROL UNIT

8-P CONNECTOR

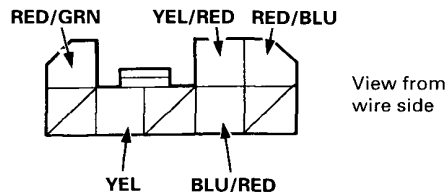
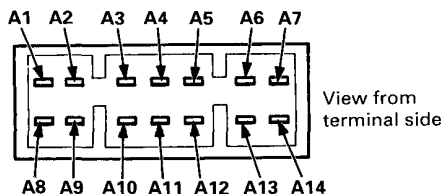


View from wire side



8-P CONNECTOR





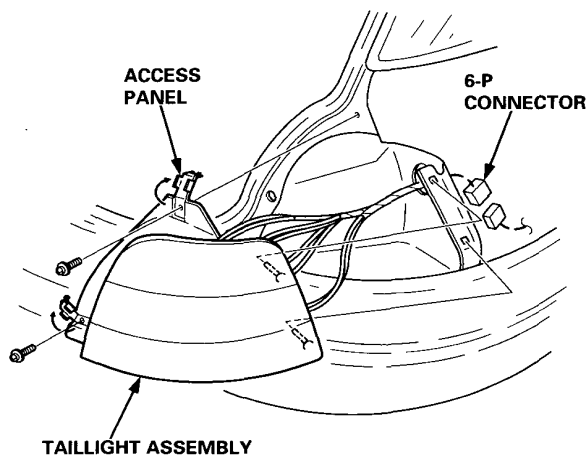
### Daytime Running Lights System (KS):

Test No.	Terminal	Test condition	Test: Desired result	Possible cause if result is not obtained
1	AB	Under all conditions	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> <li>• Poor ground (G402, G404)</li> <li>• An open in the wire</li> </ul>
2	RED/GRN	Under all conditions	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Blown No. 32 (15 A) fuse in the under-hood fuse/relay box</li> <li>• An open in the wire</li> </ul>
3	A13	Headlight switch ON	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Blown No. 32 (15 A) fuse in the under-hood fuse/relay box</li> <li>• Faulty combination light switch</li> <li>• An open in the wire</li> </ul>
4	RED/BLU	Combination light switch ON (second position "D")	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Faulty combination light switch</li> <li>• Faulty headlight relay</li> <li>• An open in the wire</li> </ul>
5	BLU/RED	Passing switch ON	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Faulty combination light switch</li> <li>• Faulty headlight relay</li> <li>• Faulty dimmer relay</li> <li>• An open in the wire</li> </ul>
6	YEL/RED	Ignition switch ON	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Blown No. 10 (7.5 A) fuse in the under-dash fuse/relay box</li> <li>• An open in the wire</li> </ul>
7	A14	Connect the RED/GRN terminal to the A14 terminal	Front position lights, taillights and license plate lights should come on.	<ul style="list-style-type: none"> <li>• Blown bulbs</li> <li>• An open in the wire</li> </ul>
8	YEL	Dimmer switch HI	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> <li>• Faulty combination light switch</li> <li>• Poor ground (G402, G404)</li> <li>• An open in the wire</li> </ul>

# Taillights

## Replacement

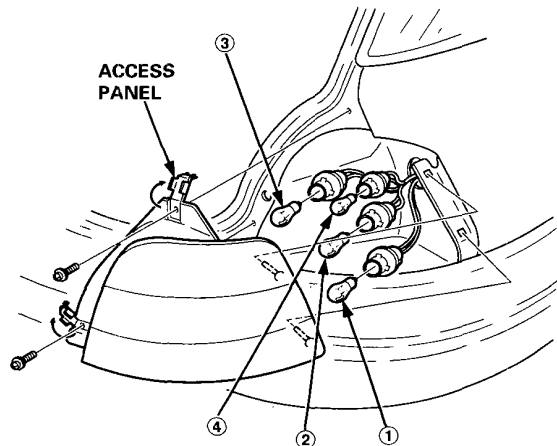
1. Open the tailgate, and remove the rear corner panel.
2. Disconnect the 6-P connector from the taillight assembly.
3. Lift the two access panels, and remove the two taillight mounting screws.



4. Pull the taillight assembly out away from the body to release the two mounting pins.

## Bulb Replacement

1. Open the tailgate.
2. Lift the two access panels, and remove the two taillight mounting screws.



4. Pull the taillight assembly out away from the body to release the two mounting pins.
5. Remove the faulty bulb by pushing it in and then turning it 45 degrees counterclockwise.

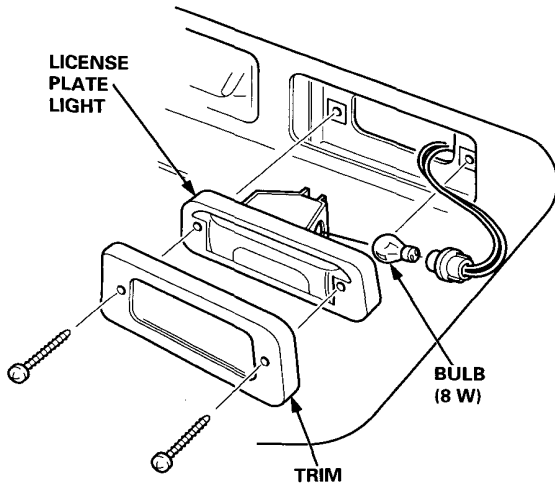
- ① BRAKE LIGHT/TAILLIGHT BULB (43/3 CP)
- ② TURN SIGNAL LIGHT BULB (32 CP)
- ③ BACK-UP LIGHT BULB (32 CP)
- ④ SIDE MARKER LIGHT BULB (3 CP)



# License Plate Lights

## Replacement

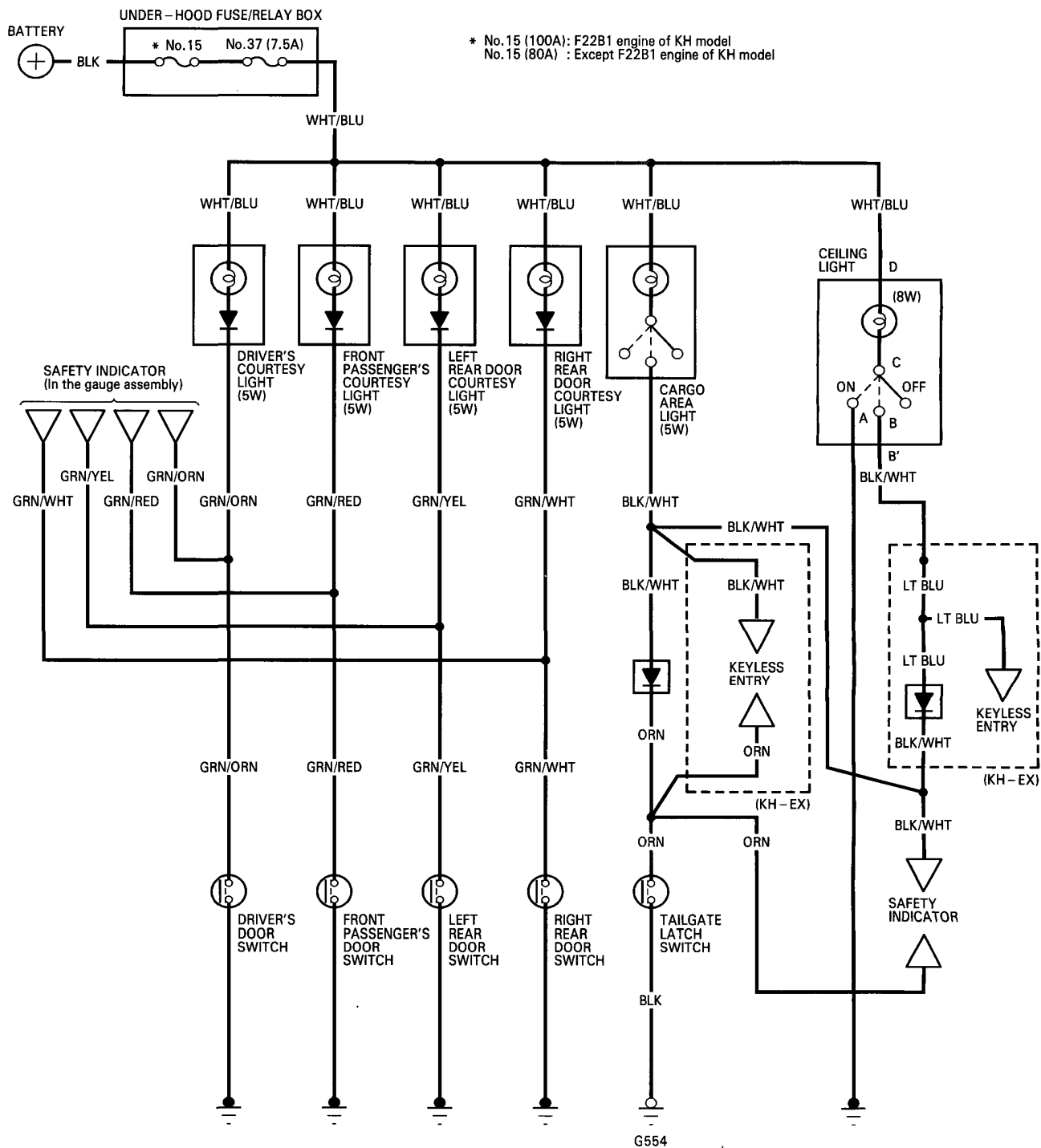
1. Remove the two screws from the license plate light assembly.
2. Pull the trim and light out, and disconnect the bulb socket from it.



3. If necessary, replace the bulb.

# Ceiling/Courtesy/Cargo Area Lights

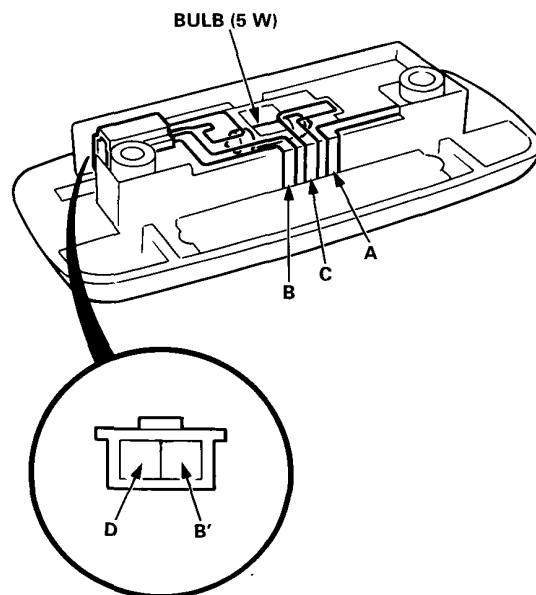
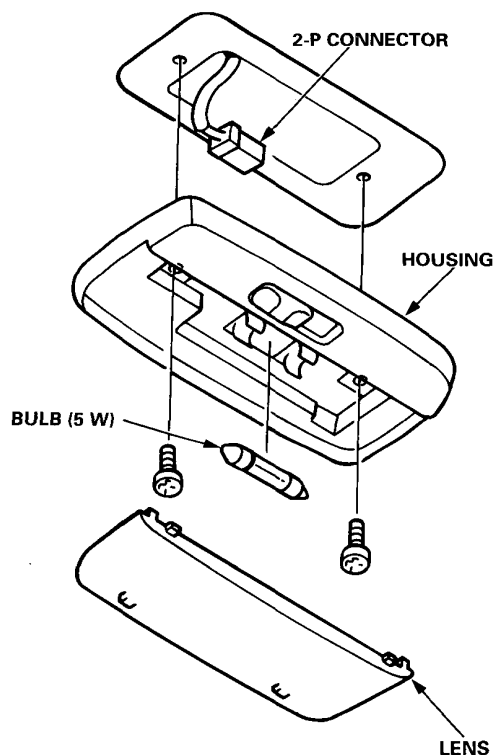
## Circuit Diagram (KG, KH)





## Cargo Area Light Test

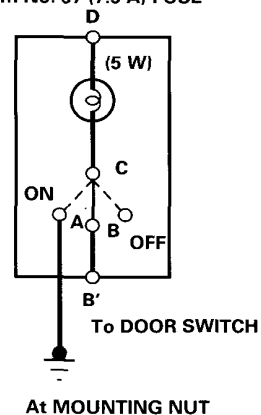
1. Turn the light switch OFF.
2. Pry off the lens.
3. Remove the two screws and the housing.
4. Disconnect the 2-P connector from the housing.



5. Check for continuity between the terminals in each switch position according to the table.

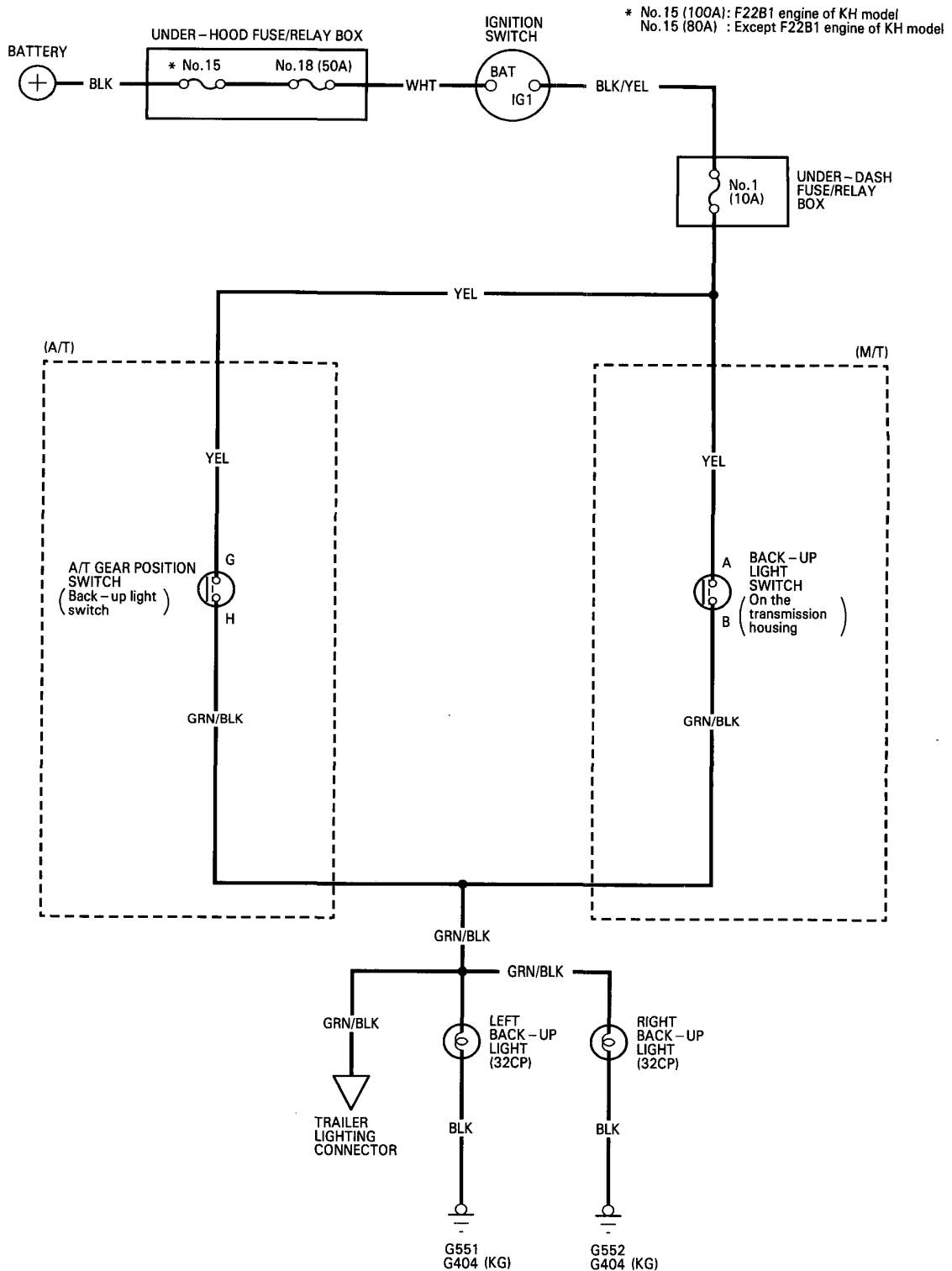
Terminal	A	B or B'	C		D
Position					
OFF			○	⊗	○
MIDDLE		○		⊗	○
ON	○			⊗	○

From No. 37 (7.5 A) FUSE



# Back-up Lights

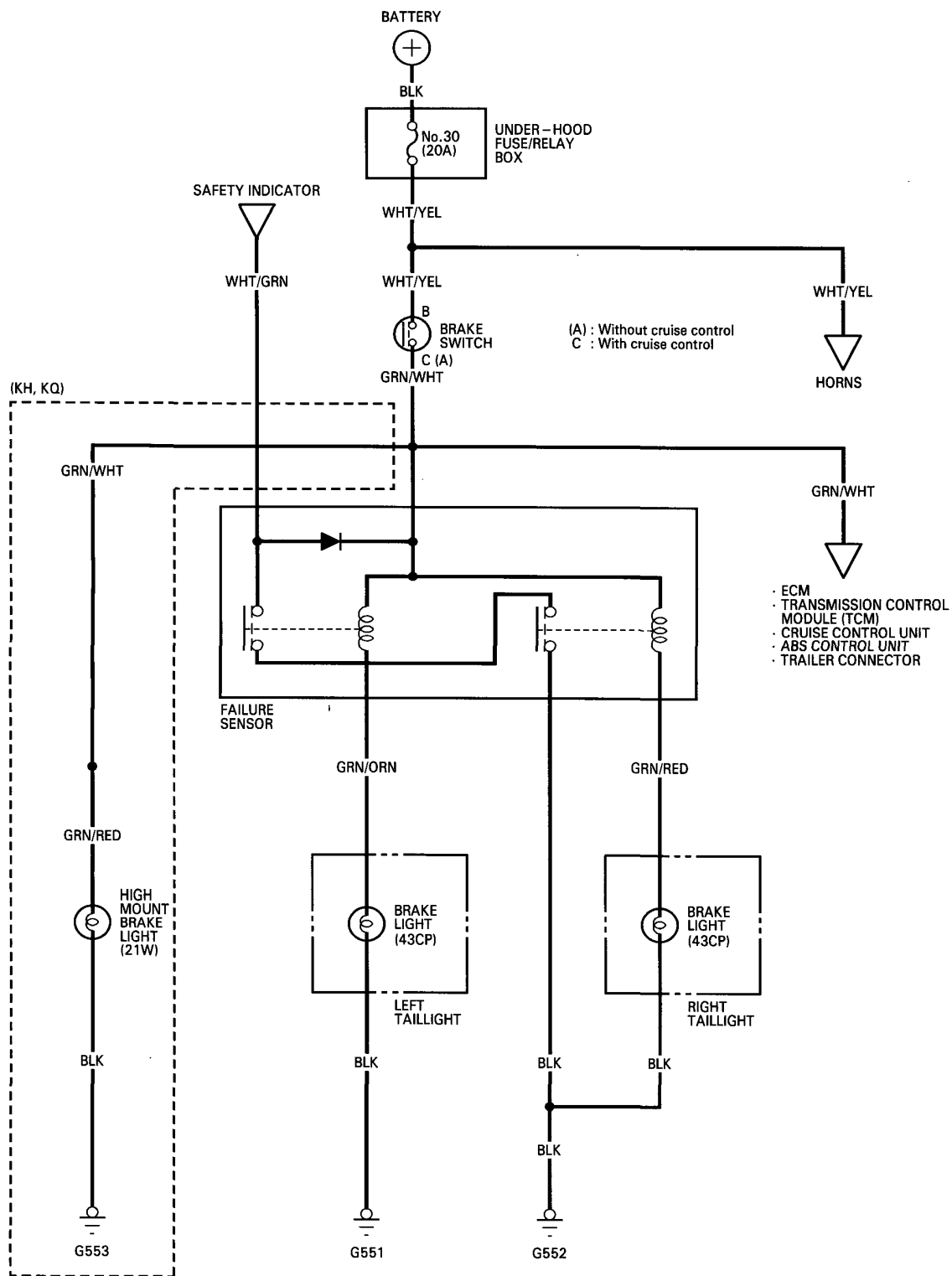
## Circuit Diagram





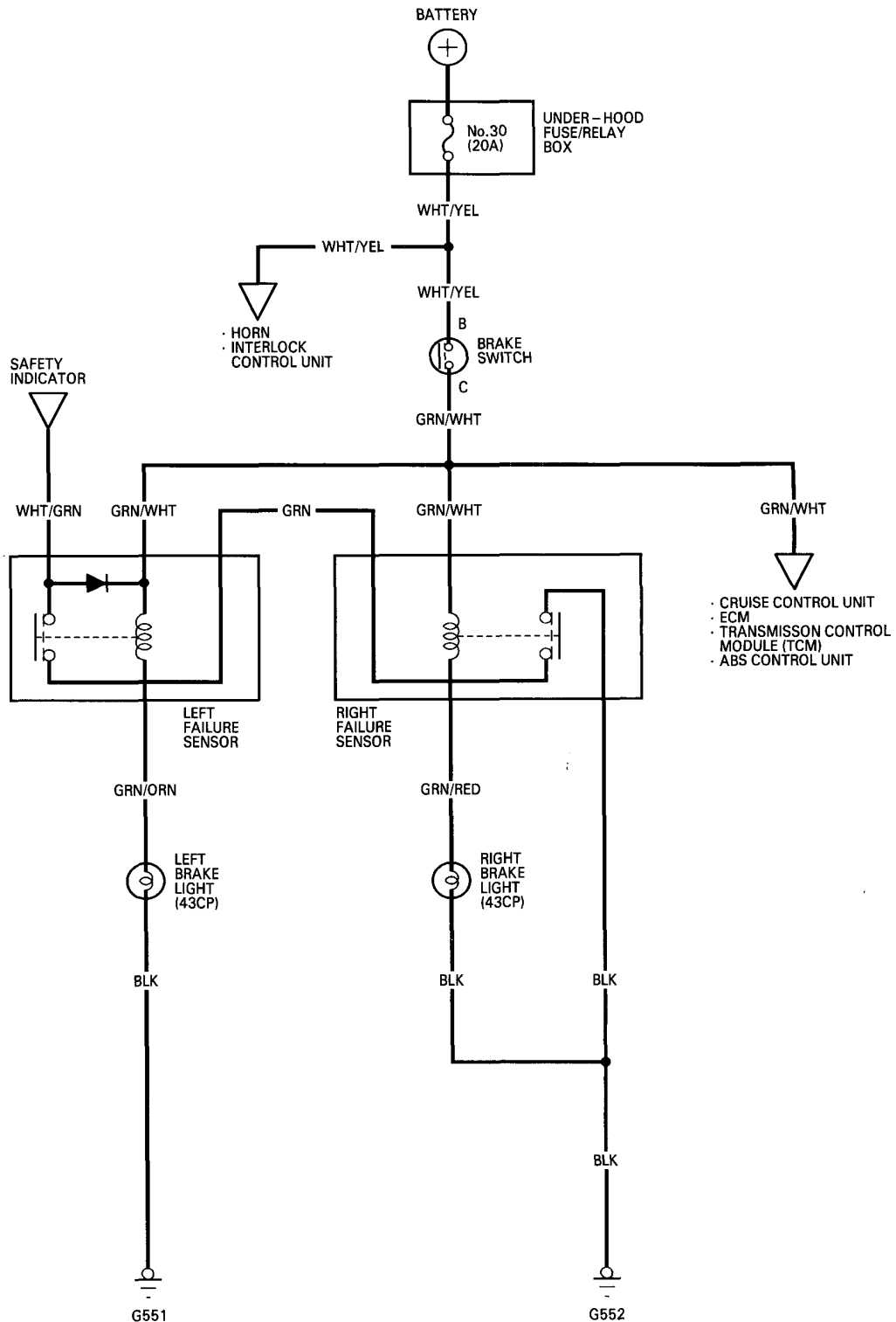
# Brake Lights and High Mount Brake Light

## Circuit Diagram (Except KG)



# Brake Lights and High Mount Brake Light

## Circuit Diagram (KG)

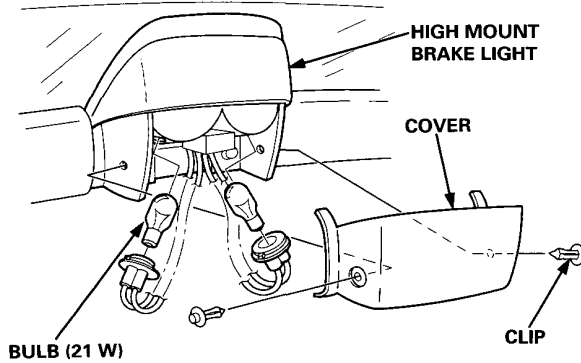






## High Mount Brake Light Bulb Replacement

1. Open the tailgate.
2. Release the high mount brake light cover clips by pushing in the center pin, then remove the clips.

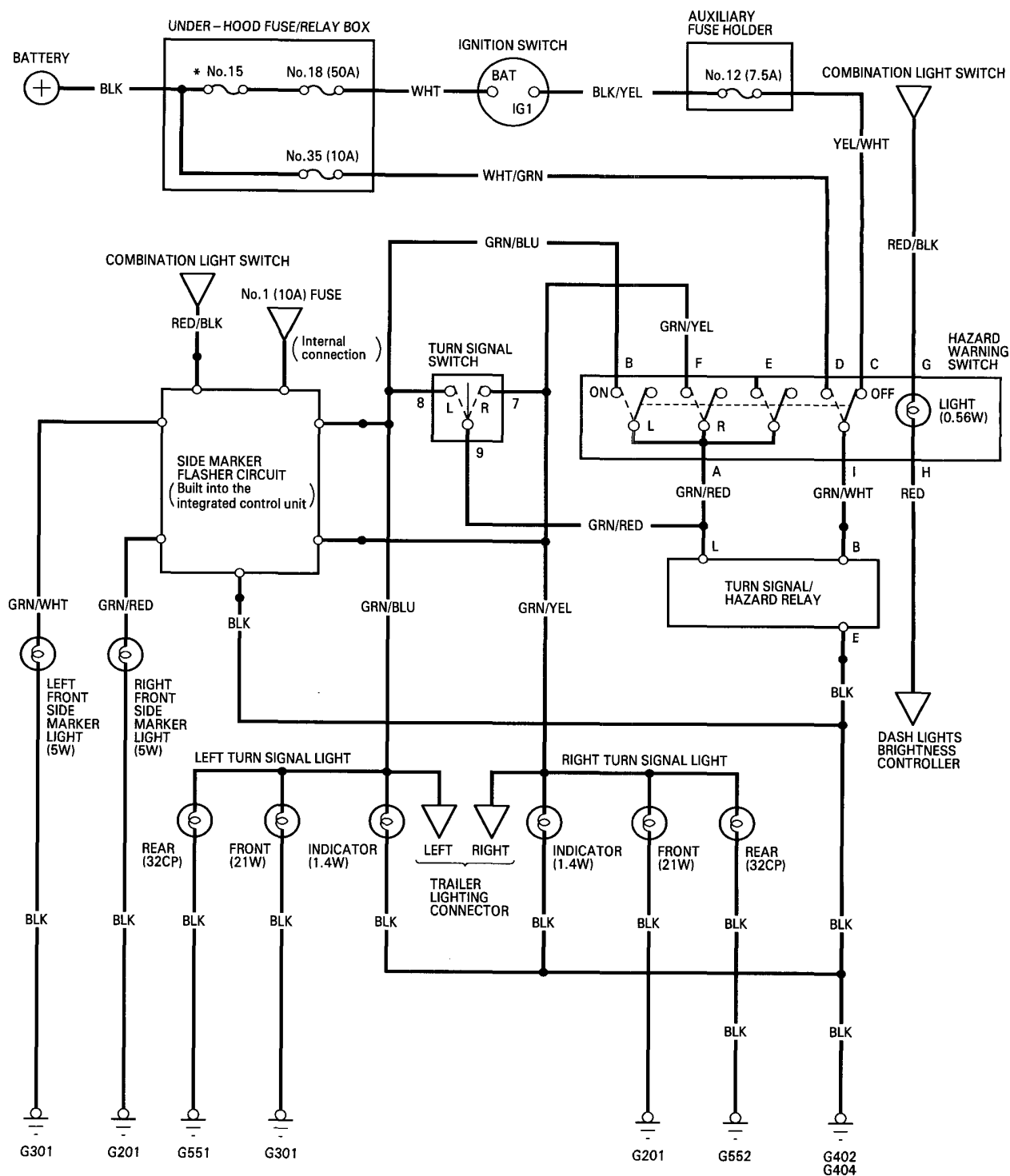


3. Remove the high mount brake light cover.
4. Remove the socket from the light housing.
5. Remove the bulb from the socket by turning it 45 degrees counterclockwise.

# Side Marker/Turn Signal/Hazard Flasher System

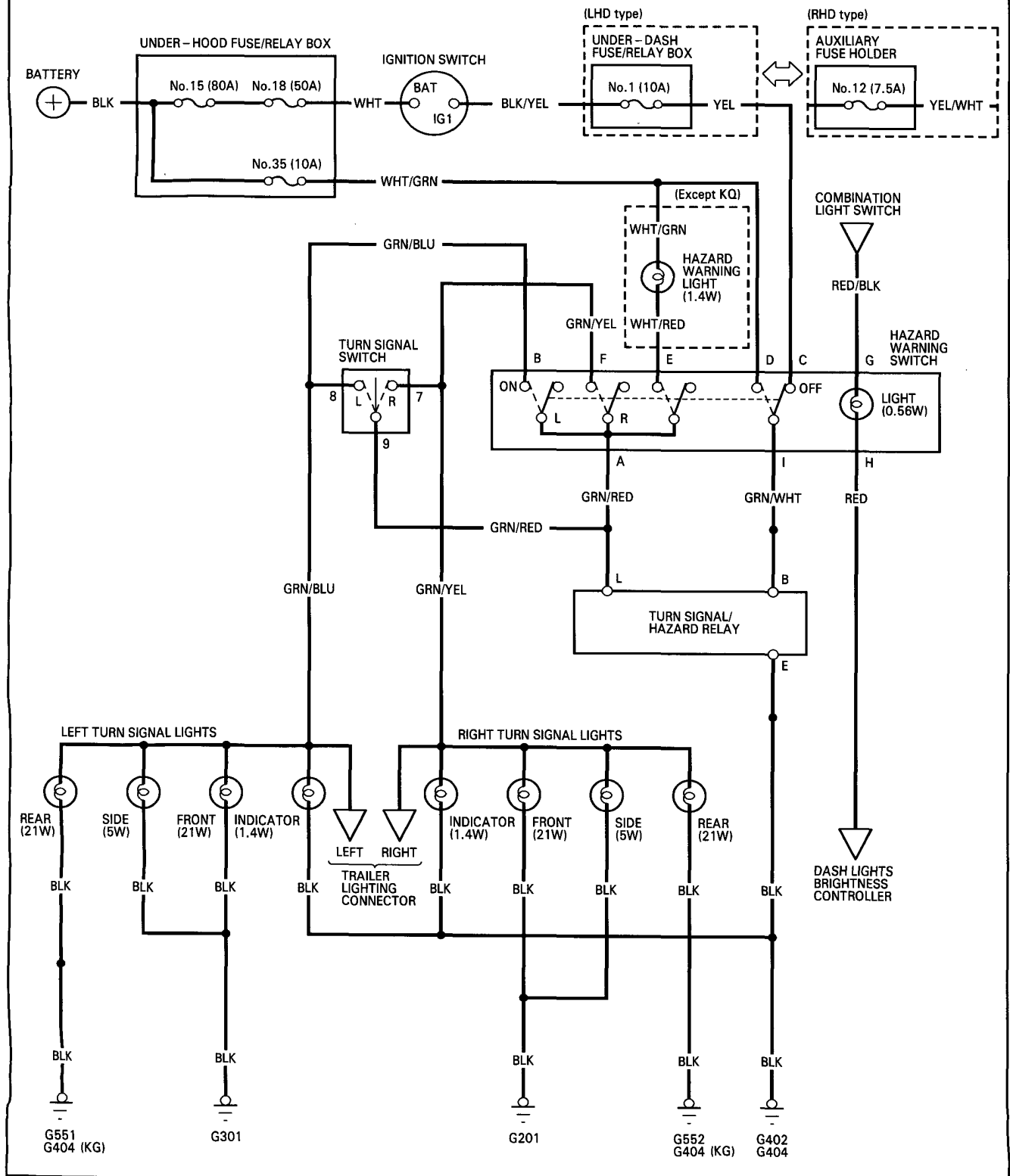
## Circuit Diagram (KH model)

\* No.15 (100A): F22B1 engine  
No.15 (80A) : F22B2 engine





## Circuit Diagram (Except KH model)

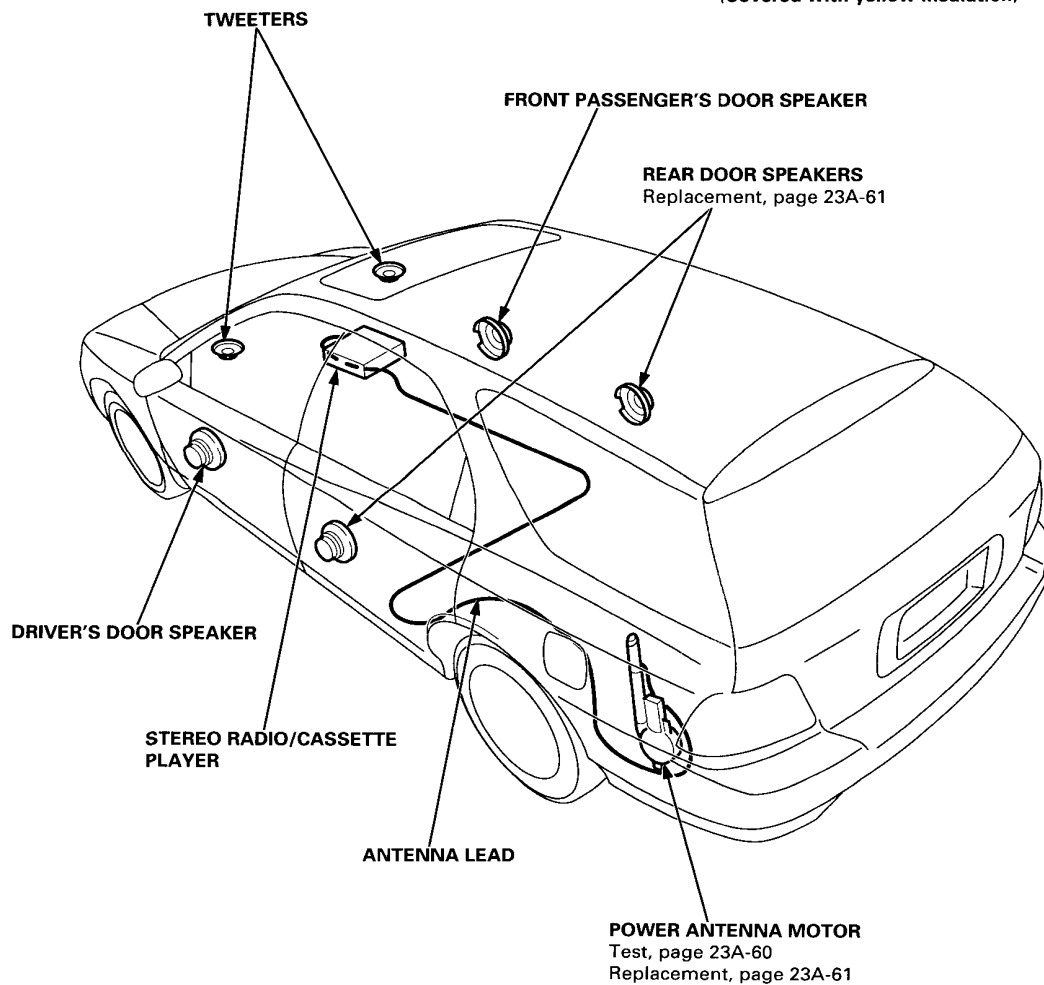
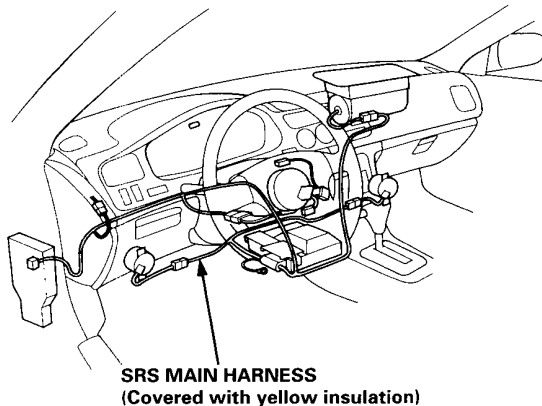


# Stereo Sound System

## Component Location Index

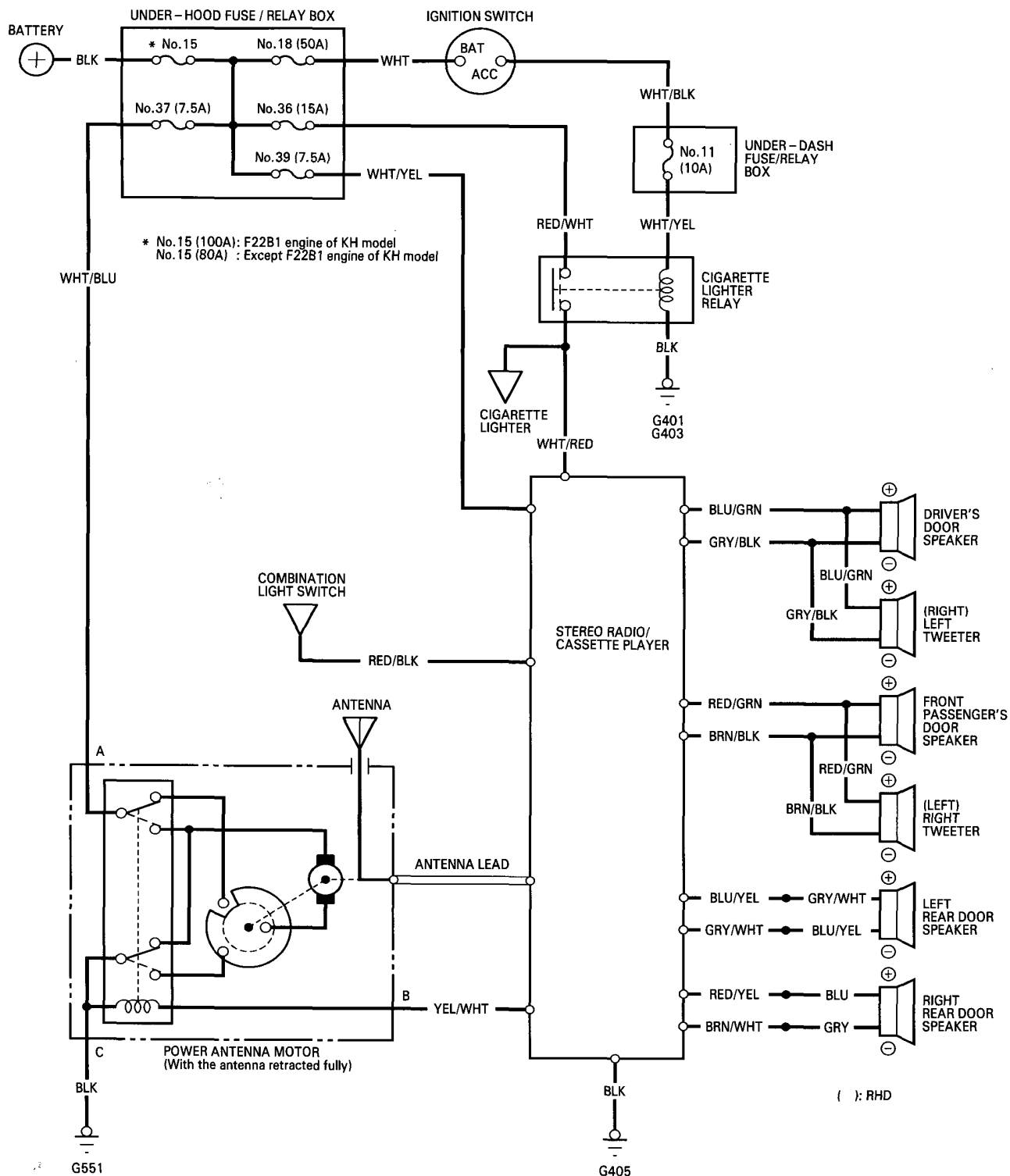
### CAUTION:

- All SRS electrical wiring harnesses are covered with yellow insulation.
- Before disconnecting any part of the SRS wire harness, connect the short connector(s).
- Replace the entire affected SRS harness assembly if it has an open circuit or damaged wiring.





## Circuit Diagram



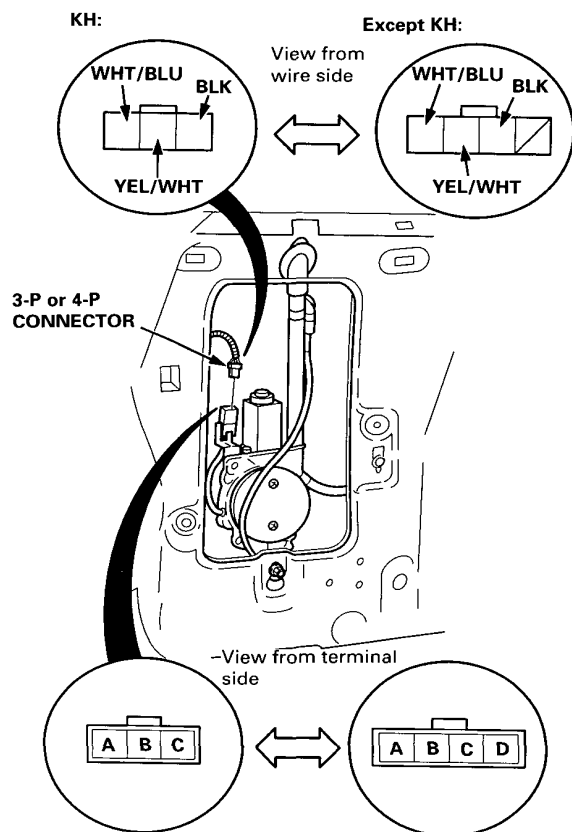
# Stereo Sound System

## Power Antenna Motor Test

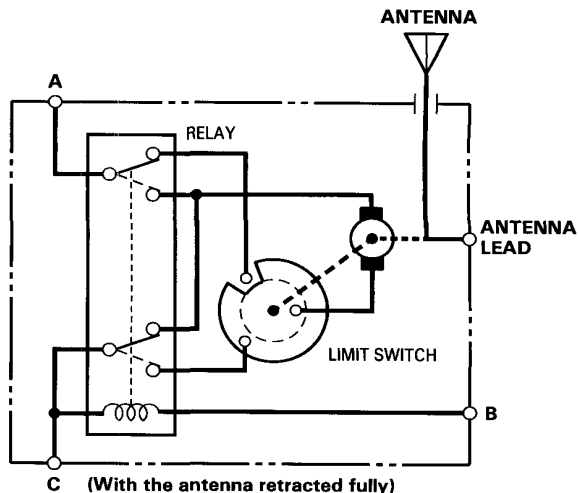
1. Remove the left quarter trim panel.
2. Disconnect the 3-P or 4-P connector from the motor, and remove the connector from its clamp.
3. Check for power to the motor at the connector terminals:
  - There should be battery voltage between the WHT/BLU (+) and BLK (-) terminals all the time.
  - There should be battery voltage between the YEL/WHT (+) and BLK (-) terminals only with the ignition and radio switched ON.
4. Test motor operation:

EXTEND: Connect battery power to the "A" and "B" terminals, and ground the "C" terminal.

RETRACT: Disconnect power from the "B" terminal.



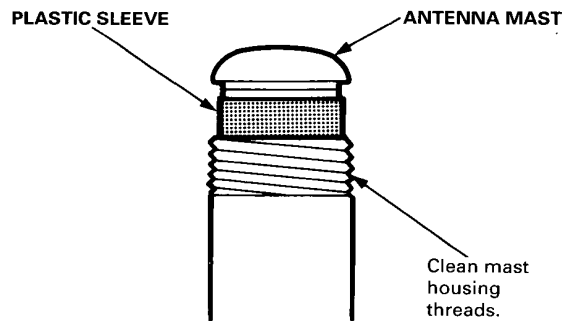
5. If the motor fails to run or does not run smoothly, replace it.



### Sticking Antenna:

The antenna sticks in either the up or down position.

1. Remove the antenna nut, spacer, and bushing (see page 23A-61).
2. Clean the antenna mast housing threads, and reinstall the spacer and bushing.

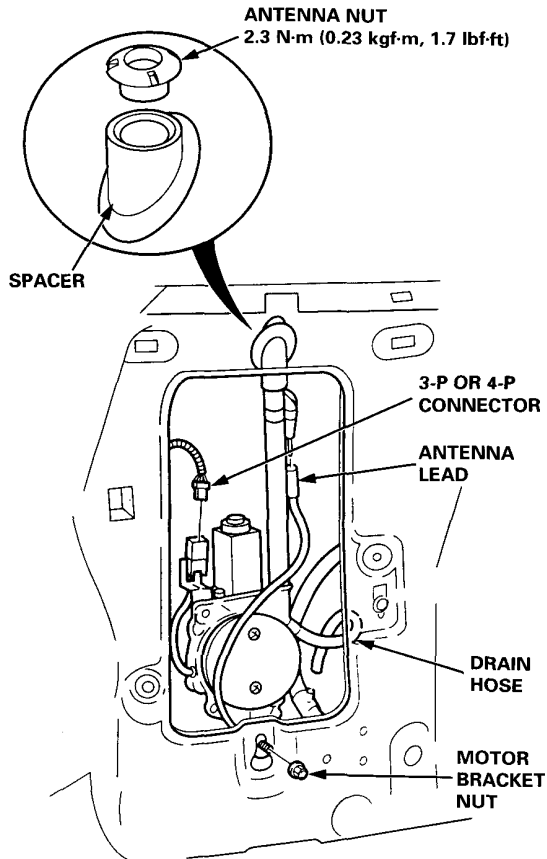


3. Tighten the antenna nut to 2.3 N·m (0.23 kgf-m, 1.7 lbf-ft). If you overtighten the nut, the antenna may stick. If sticking occurs, back the nut off a little, then turn the radio on and off to raise and lower the antenna again. Repeat until the antenna moves freely.



## Power Antenna Motor Replacement

1. Remove the left quarter trim panel.
2. Disconnect the 3-P or 4-P connector and antenna lead from the motor, then remove the antenna nut and motor bracket nut.

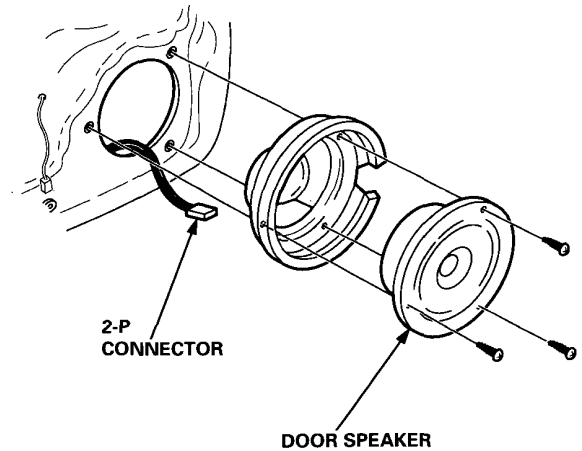


3. Remove the motor and antenna as an assembly.
4. Install in the reverse order of removal.

**NOTE:** Tighten the antenna nut, then tighten the motor bracket nut.

## Rear Door Speaker Replacement

1. Remove the door panel.
2. Remove the three screws, then disconnect the 2-P connector from the speaker.

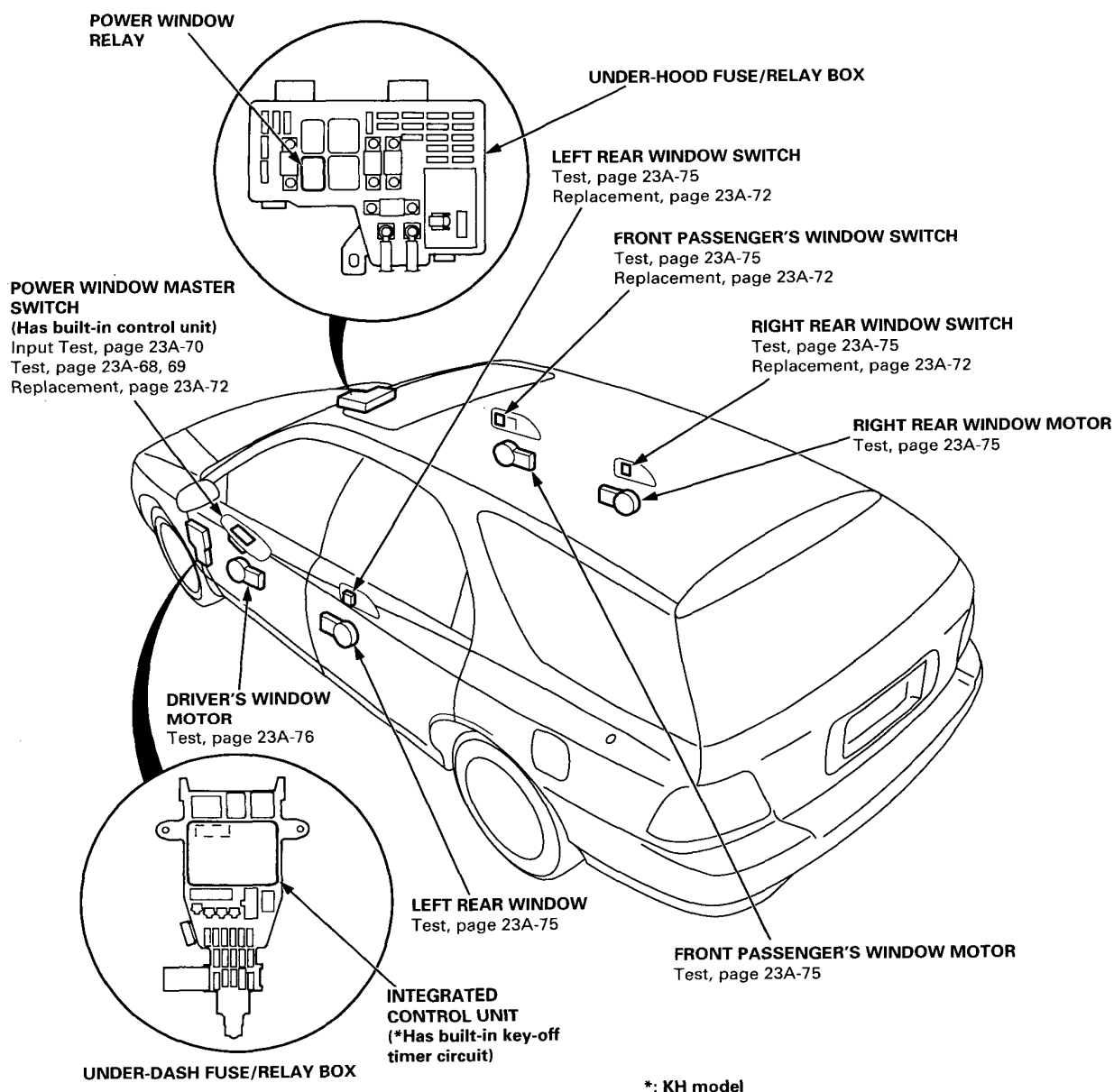


3. Install in the reverse order of removal.

# Power Windows

## Component Location Index

NOTE: LHD type is shown, RHD type is symmetrical.



\*: KH model

## Description

### Power Window Key-off Timer Operation (KH model):

The power windows can still be operated for about 10 minutes after the ignition switch is turned from the "II" to the "I" or "O" position, as long as neither of the front doors has been opened. This provides a convenience to parked occupants while offering a degree of security against unwanted or accidental window operation.



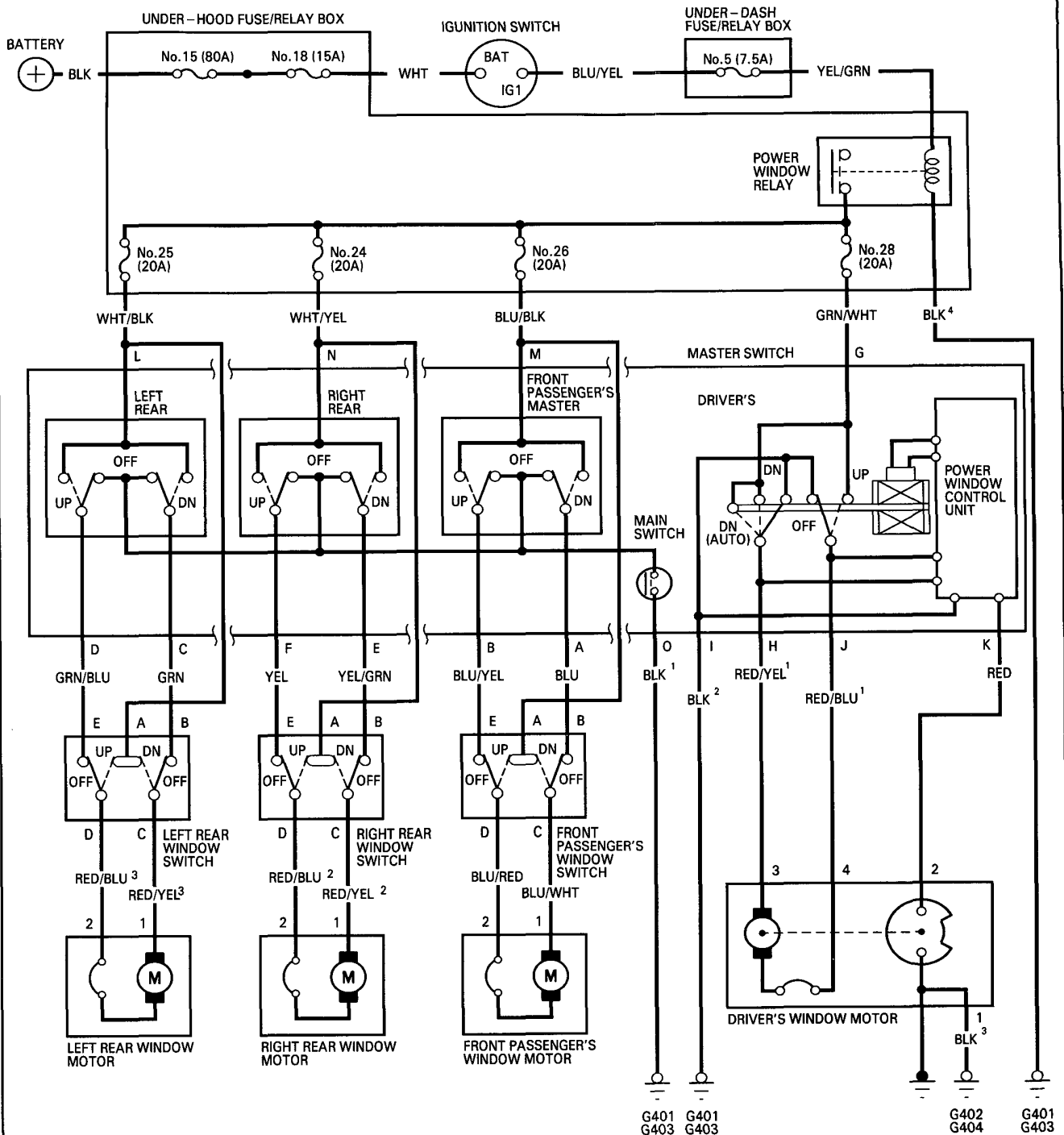


# Power Windows

## Circuit Diagram (KS model)

### NOTE:

- Different wires with the same color have been given a number suffix to distinguish them (for example, RED/BLU<sup>1</sup> and RED/BLU<sup>2</sup> are not the same).
- "DN" in the switch circuit denotes DOWN.

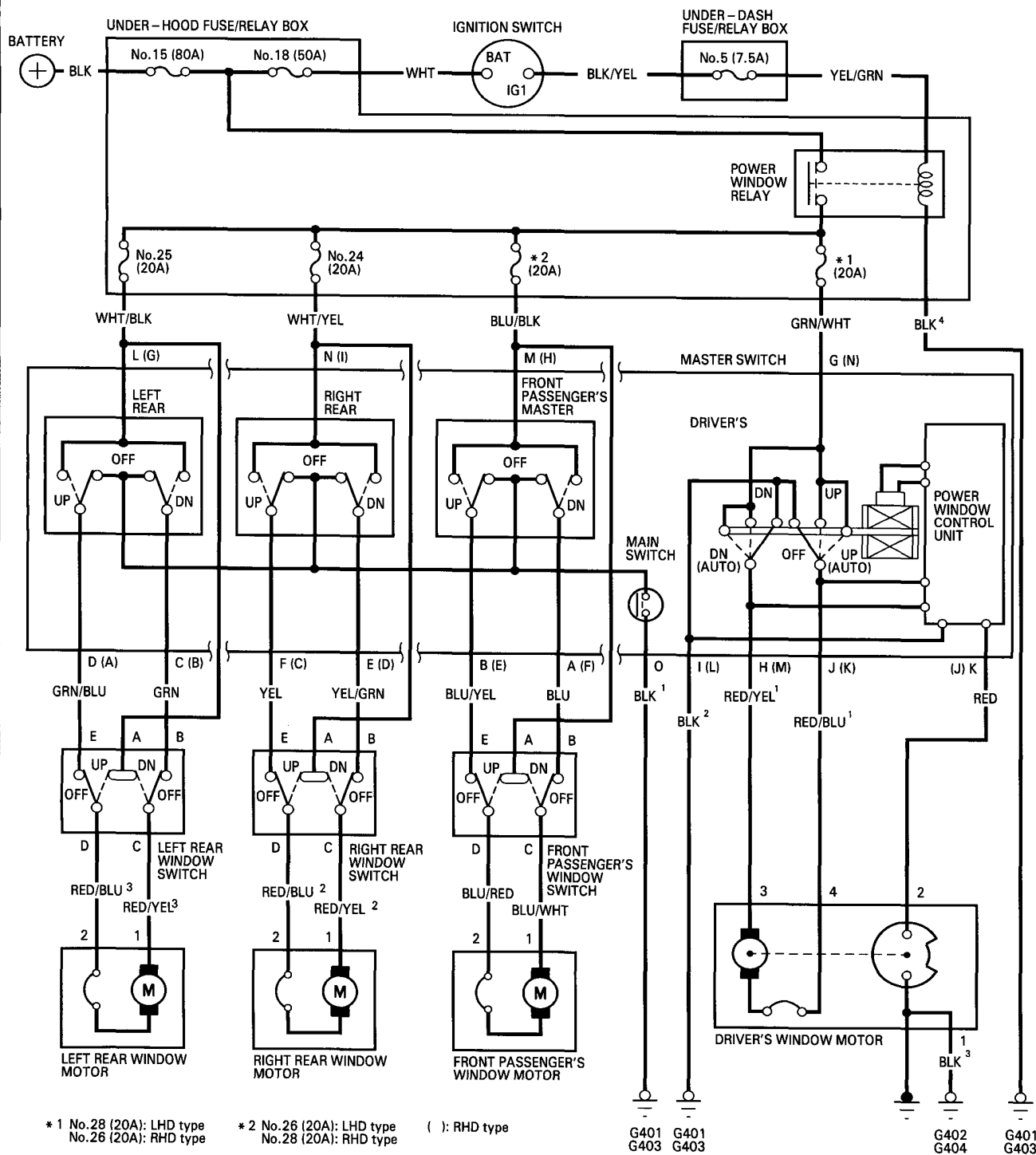




## Circuit Diagram (Except KH and KS models)

### NOTE:

- Different wires with the same color have been given a number suffix to distinguish them (for example, RED/BLU<sup>1</sup> and RED/BLU<sup>2</sup> are not the same).
- "DN" in the switch circuit denotes DOWN.



# Power Windows

## Troubleshooting (KH and KS models)

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

Item to be inspected		Blown No. 15 (* A) fuse (In the under-hood fuse/relay box)	Blown No. 37 (7.5 A) fuse (In the under-hood fuse/relay box)	Power window relay	In the under-hood fuse/relay box				Power window master switch	Passenger's switch	Driver's motor	Pulser (In driver's motor)	Passenger's motor	Window regulator	Power window master switch input	Door switches	Key-off timer circuit (In the integrated control unit)	Poor ground	Open circuit in the wires, loose or disconnected terminals
Symptom					Blown No. 28 (20 A) fuse	Blown No. 26 (20 A) fuse	Blown No. 24 (20 A) fuse	Blown No. 25 (20 A) fuse											
All windows do not work.		1	2	3													4	G401 G402 G403 G404	WHT/RED
Driver's window does not work.					1						2			3	4			G402 G404	GRN/WHT
Driver's window does not work in AUTO.									1			2			3				RED
Passenger's windows do not work.	Front Passenger's					1			2	3			4	5					BLU/BLK
	Left rear						1	2	3				4	5					WHT/BLK
	Right rear						1	2	3				4	5					WHT/YEL
All windows do not work within 10 minutes after the ignition switch is OFF (neither front door opened).			1													2	3		

\* 100 A: F22B1 engine of KH model

80 A: Except F22B1 engine of KH model



## Troubleshooting (Except KH and KS models)

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

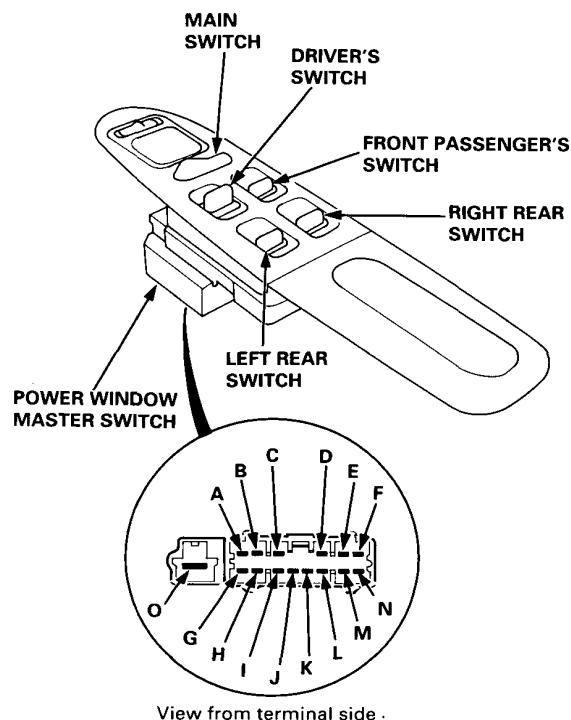
Item to be inspected		Blown No. 15 (80 A) fuse (In the under-hood fuse/relay box)	Blown No. 5 (7.5 A) fuse (In the under-dash fuse/relay box)	Power window relay	In the under-hood fuse/relay box				Power window master switch	Passenger's switch	Driver's motor	Pulser (In driver's motor)	Passenger's motor	Window regulator	Power window master switch input	Poor ground	Open circuit in the wires, loose or disconnected terminals
Symptom		1	2	3	Blown No. 28 (20 A) fuse	Blown No. 26 (20 A) fuse	Blown No. 24 (20 A) fuse	Blown No. 25 (20 A) fuse									
All windows do not work.		1	2	3												G401 G403	YEL/GRN
Driver's window does not work.					1	(1)					2			3	4	G402 G404	GRN/WHT
Driver's window does not work in AUTO.									1			2			3		RED
Passenger's windows do not work.	Front Passenger's				(1)	1			2	3			4	5			BLU/BLK
	Left rear							1	2	3			4	5			WHT/BLK
	Right rear						1		2	3			4	5			WHT/YEL

( ): RHD type

# Power Windows

## Master Switch Test (LHD type)

1. Remove the driver's door panel (see page 23A-72).
2. Disconnect the connectors from the driver's door panel.
3. Check for continuity between the terminals in each switch position according to the tables.



### Driver's Switch:

The driver's switch is combined with the control unit so you cannot isolate the switch to test it. Instead, run the master switch input test procedures No. 1, 2, 3, and 7 on page 23A-70. If the tests are normal, the driver's switch must be faulty.

### Front Passenger's Switch:

Position	Terminal		A	B	M	O
	Main Switch					
OFF	ON		○	○		○
	OFF		○	○		
UP	ON		○		○	
	OFF			○	○	
DOWN	ON		○		○	
	OFF		○		○	

### Left Rear Switch:

Position	Terminal		C	D	L	O
	Main Switch					
OFF	ON		○	○		○
	OFF		○	○		
UP	ON		○		○	
	OFF			○	○	
DOWN	ON		○		○	
	OFF		○		○	

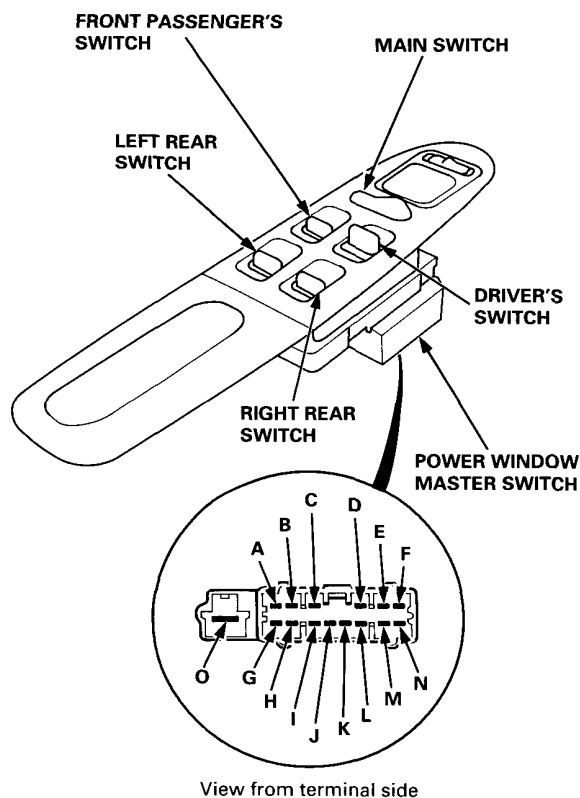
### Right Rear Switch:

Position	Terminal		E	F	N	O
	Main Switch					
OFF	ON		○	○		○
	OFF		○	○		
UP	ON		○		○	
	OFF			○	○	
DOWN	ON		○		○	
	OFF		○		○	



## Master Switch Test (RHD type)














1. Remove the driver's door panel (see page 23A-72).
2. Disconnect the connectors from the driver's door panel.
3. Check for continuity between the terminals in each switch position according to the tables.
















### Driver's Switch:

The driver's switch is combined with the control unit so you cannot isolate the switch to test it. Instead, run the master switch input test procedures No. 1, 2, 3, and 7 on page 23A-70. If the tests are normal, the driver's switch must be faulty.
















### Front Passenger's Switch:

Terminal		E	F	H	O
Position	Main Switch				
OFF	ON				
	OFF				
UP	ON				
					
DOWN	ON				
	OFF				

### Left Rear Switch:

Terminal		A	B	G	O
Position	Main Switch				
OFF	ON				
	OFF				
UP	ON				
	OFF				
DOWN	ON				
	OFF				

### Right Rear Switch:

Terminal		C	D	I	O
Position	Main Switch				
OFF	ON				
	OFF				
UP	ON				
	OFF				
DOWN	ON				
	OFF				

# Power Windows

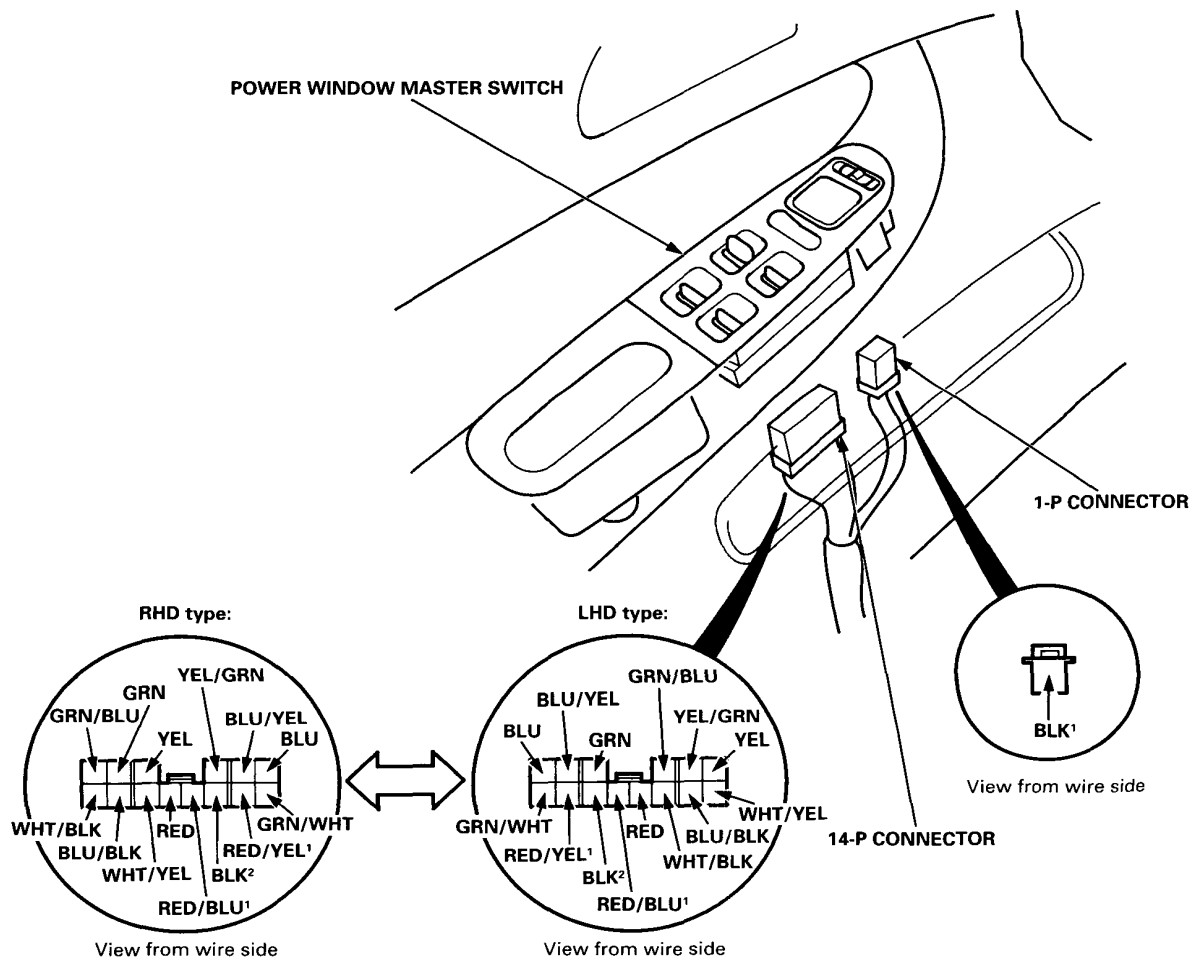
## Master Switch Input Test

NOTE: The control unit is built into the power window master switch, and only controls driver's door window operations.

1. Remove the driver's door panel, and disconnect the 14-P and 1-P connectors from the master switch.

2. Inspect the connector and socket terminals to be sure they are all making good contact.

- If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
- If the terminals look OK, make the following input tests at the connector.
  - If a test indicates a problem, find and correct the cause, then recheck the system.
  - If all the input tests prove OK, the power window master switch must be faulty; replace it.





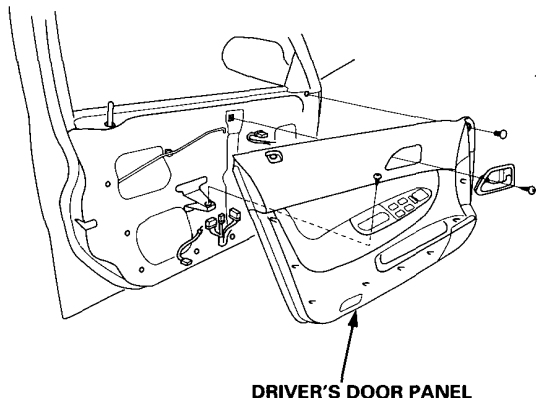


Test No.	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
1	BLK <sup>1</sup>	Under all conditions	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> <li>• Poor ground (G401, G403)</li> <li>• An open in the wire</li> </ul>
	BLK <sup>2</sup>			
2	GRN/WHT	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Blown No. 24, 25, 26 or 28 (20 A) fuse in the under-hood fuse/relay box</li> <li>• Faulty power window relay</li> <li>• An open in the wire</li> </ul>
	BLU/BLK			
	WHT/YEL			
	WHT/BLK			
3	RED/BLU <sup>1</sup> and RED/YEL <sup>1</sup>	Connect the GRN/WHT terminal to the RED/BLU <sup>1</sup> terminal, and the RED/YEL <sup>1</sup> terminal to the BLK <sup>2</sup> terminal, then turn the ignition switch ON (II).	Check the driver's window motor: It should run (the window moves down).	<ul style="list-style-type: none"> <li>• Faulty driver's window motor</li> <li>• An open in the wire</li> </ul>
4	BLU/YEL and BLU	Connect the BLU/BLK terminal to the BLU/YEL terminal, and the BLU terminal to the BLK <sup>1</sup> terminal, then turn the ignition switch ON (II).	Check the front passenger's window motor: It should run (the window moves down).	<ul style="list-style-type: none"> <li>• Faulty front passenger's window motor</li> <li>• Faulty front passenger's window switch</li> <li>• An open in the wire</li> </ul>
5	YEL and YEL/GRN	Connect the YEL/BLK terminal to the YEL/GRN terminal, and the YEL terminal to the BLK <sup>1</sup> terminal, then turn the ignition switch ON (II).	Check the right rear motor: It should run (the window moves down).	<ul style="list-style-type: none"> <li>• Faulty right window rear motor</li> <li>• Faulty right window switch</li> <li>• An open in the wire</li> </ul>
6	GRN/BLU and GRN	Connect the GRN/BLK terminal to the GRN terminal, and the GRN/YEL terminal to the BLK <sup>1</sup> terminal, then turn the ignition switch ON (II).	Check the left rear motor: It should run (the window moves down).	<ul style="list-style-type: none"> <li>• Faulty left rear window motor</li> <li>• Faulty left rear window switch</li> <li>• An open in the wire</li> </ul>
7	RED and BLK <sup>2</sup>	Connect the GRN/WHT terminal to the RED/YEL <sup>1</sup> terminal, and the BLK <sup>1</sup> terminal to the RED/BLU <sup>1</sup> terminal, then turn the ignition switch ON (II).	Check for resistance between the RED and BLK <sup>2</sup> terminals: Between 20-50 ohms should be indicated as the driver's motor runs.	<ul style="list-style-type: none"> <li>• Faulty pulser</li> <li>• Faulty driver's window motor</li> <li>• An open in the wire</li> </ul>

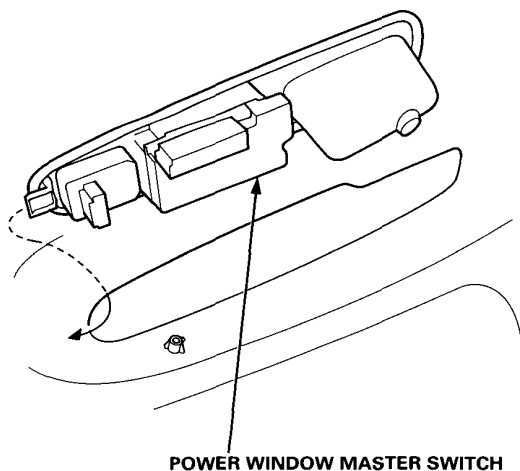
# Power Windows

## Master Switch Replacement

1. Remove the driver's door panel, and disconnect all connectors.



2. Remove the power window master switch from the door panel.

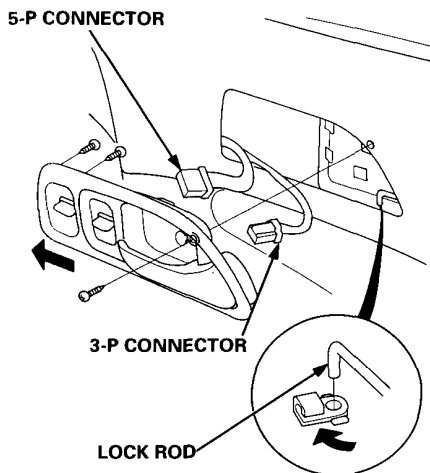


3. Install in the reverse order of removal.

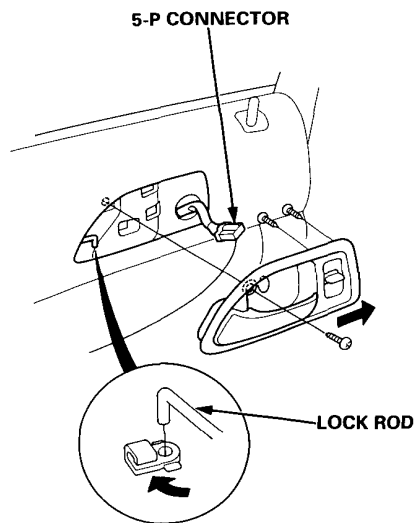
## Passenger's Window Switch Replacement

1. Remove the inside handle case with the passenger's door trim panel.
2. Disconnect the connectors.
3. Remove the passenger's window switch from the inside handle case by unscrewing the two mounting screws.

NOTE: The illustration shows the front passenger's window switch.



NOTE: The illustration shows the left rear window switch; the right rear window switch is symmetrical.

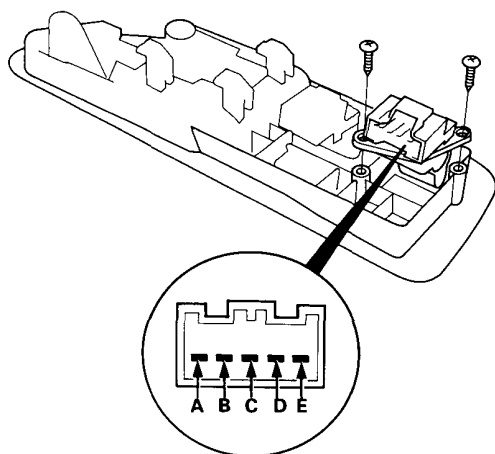


4. Install in the reverse order of removal.



## Passenger's Window Switch Test

1. Remove the inside handle case with the passenger's door panel, and disconnect all connectors.



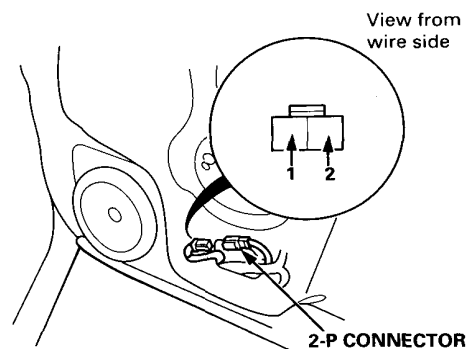
2. Check for continuity between the terminals in each switch position according to the table.

Terminal	A	B	C	D	E
Position					
UP	○	○	○	○	
OFF		○	○	○	
DOWN	○		○	○	○

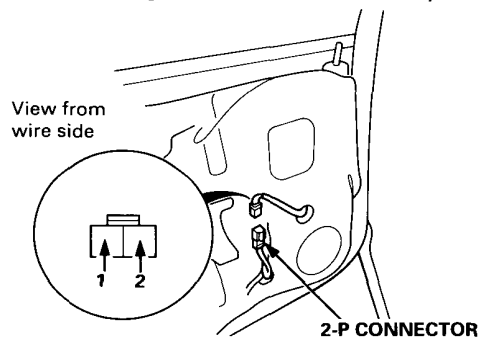
## Passenger's Window Motor Test

1. Remove the passenger's door panel.
2. Disconnect the 2-P connector from the motor.

NOTE: The illustration shows the front passenger's window motor.

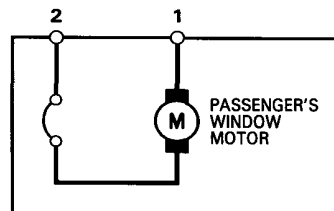


NOTE: The illustration shows the left rear window motor; the right rear window motor is symmetrical.



3. Check window motor operation by connecting power and ground according to the table.

Terminal	1	2
Direction		
UP	⊖	⊕
DOWN	⊕	⊖



**CAUTION:** When the motor stops running, disconnect one lead immediately.

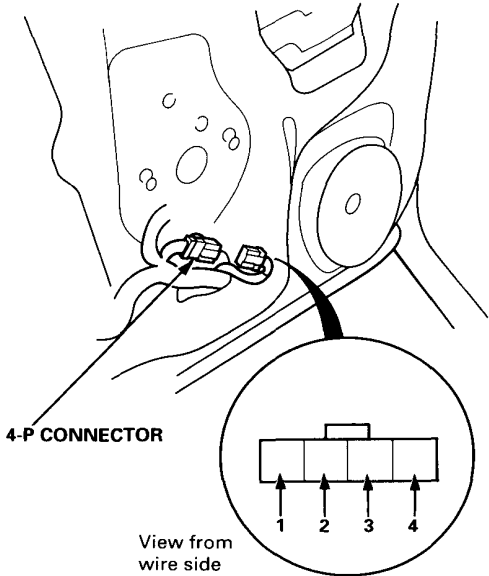
4. If the motor does not run or fails to run smoothly, replace it.

# Power Windows

## Driver's Window Motor Test

### Motor Test:

- 1. Remove the driver's door panel (see page 23A-72).
- 2. Disconnect the 4-P connector from the motor.



- 3. Test the motor in each direction by connecting battery power and ground according to the table.

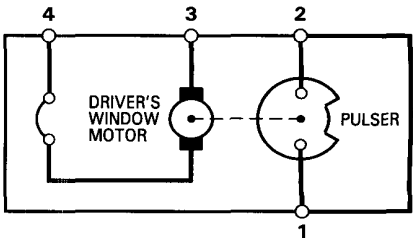
Terminal	3	4
Direction		
UP	⊖	⊕
DOWN	⊕	⊖

**CAUTION:** When the motor stops running, disconnect one lead immediately.

- 4. If the motor does not run or fails to run smoothly, replace it.

### Pulser Test:

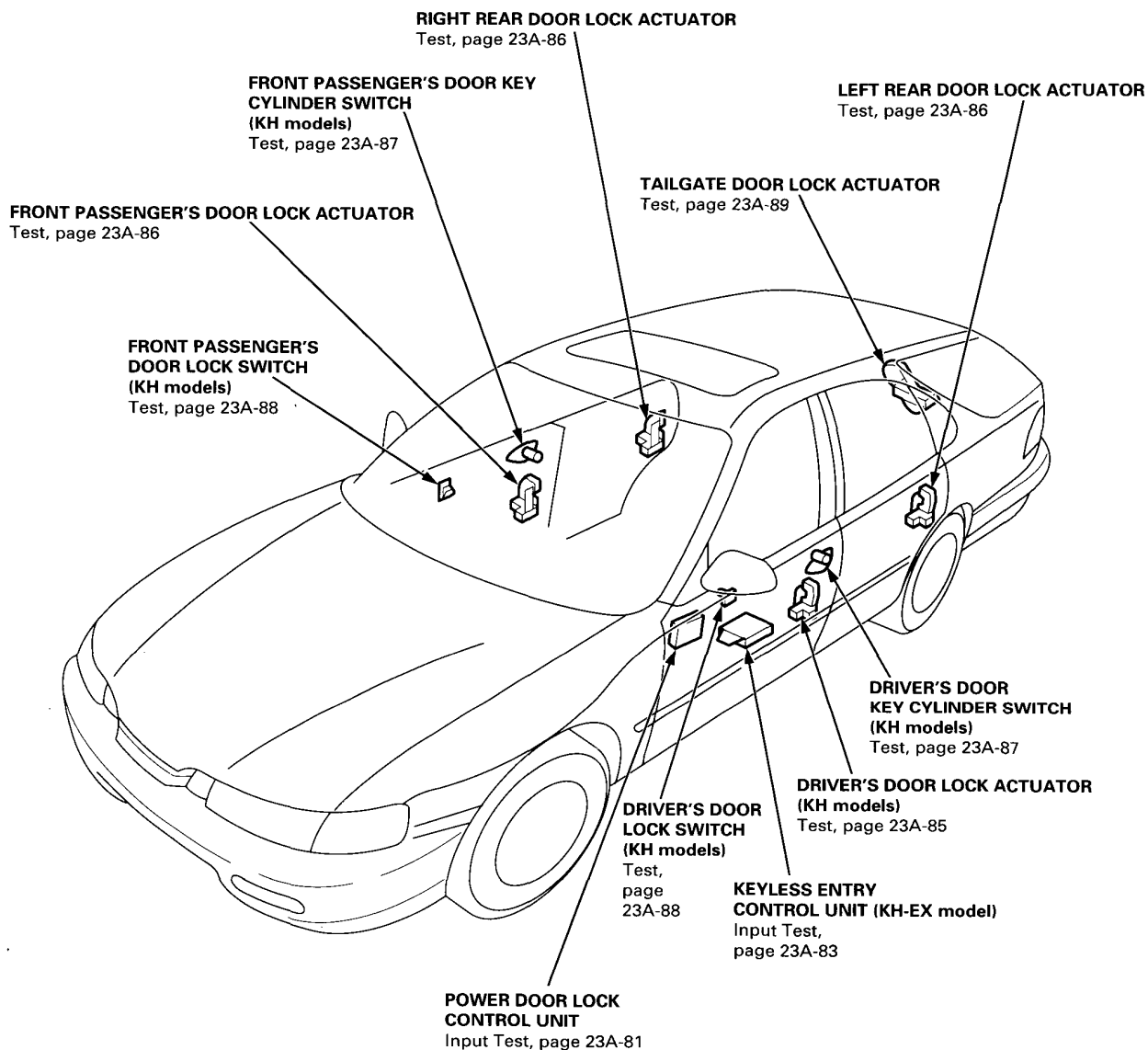
- 5. Connect the test leads of an analog ohmmeter to the No. 1 and No. 2 terminals.
- 6. Run the motor by connecting power and ground to the No. 3 and No. 4 terminals. The ohmmeter needle should move back and forth alternately.



# Power Door Locks



## Component Location Index

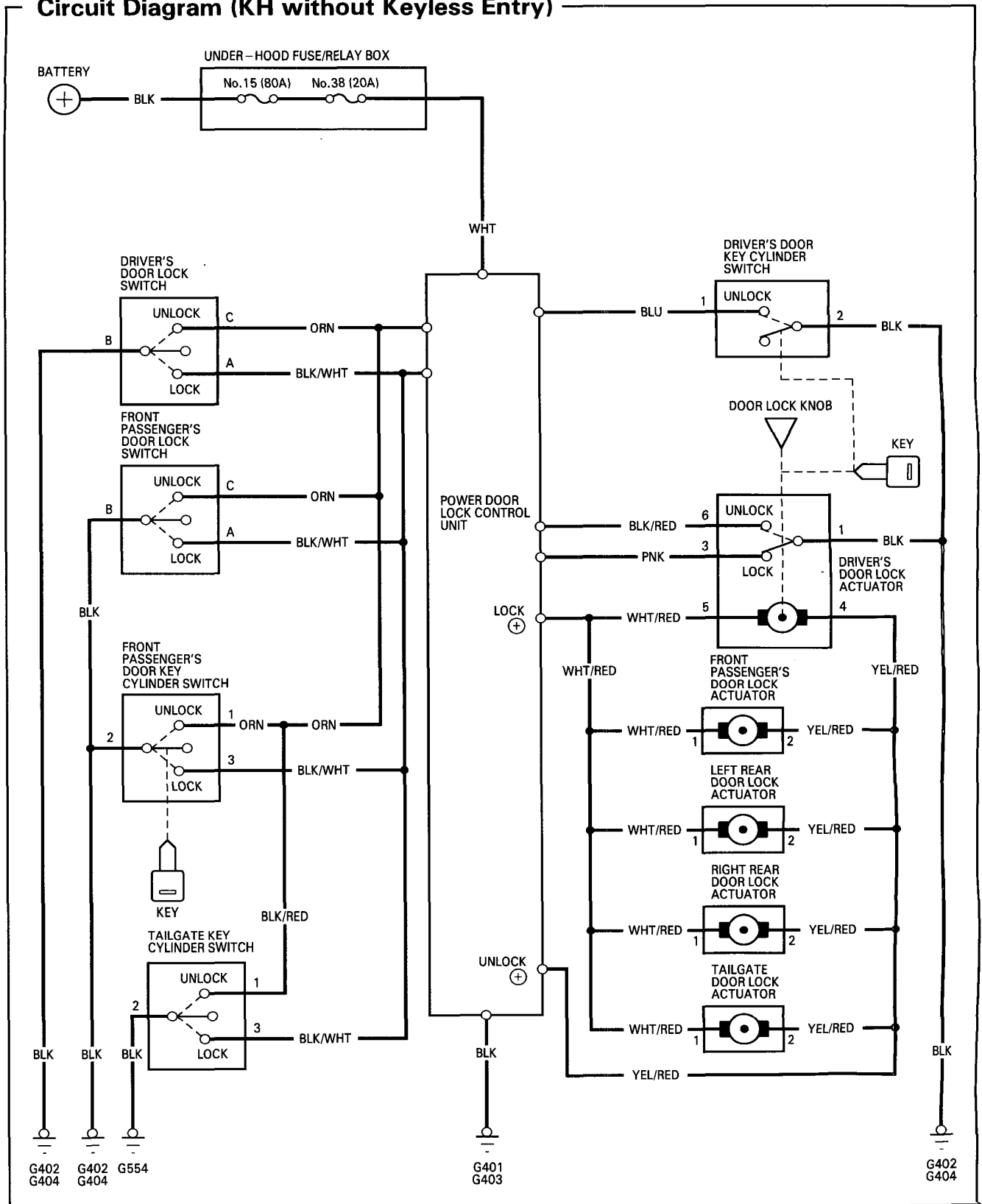


## Description

For this model, a new door lock system has been adopted to improve convenience and safety. If the key is inserted into the driver's door key cylinder, turned to the unlock position, and pulled out immediately thereafter, ONLY the driver's door will unlock. However, if the key is kept in the unlock position for one second or more, ALL doors will unlock.

# Power Door Locks

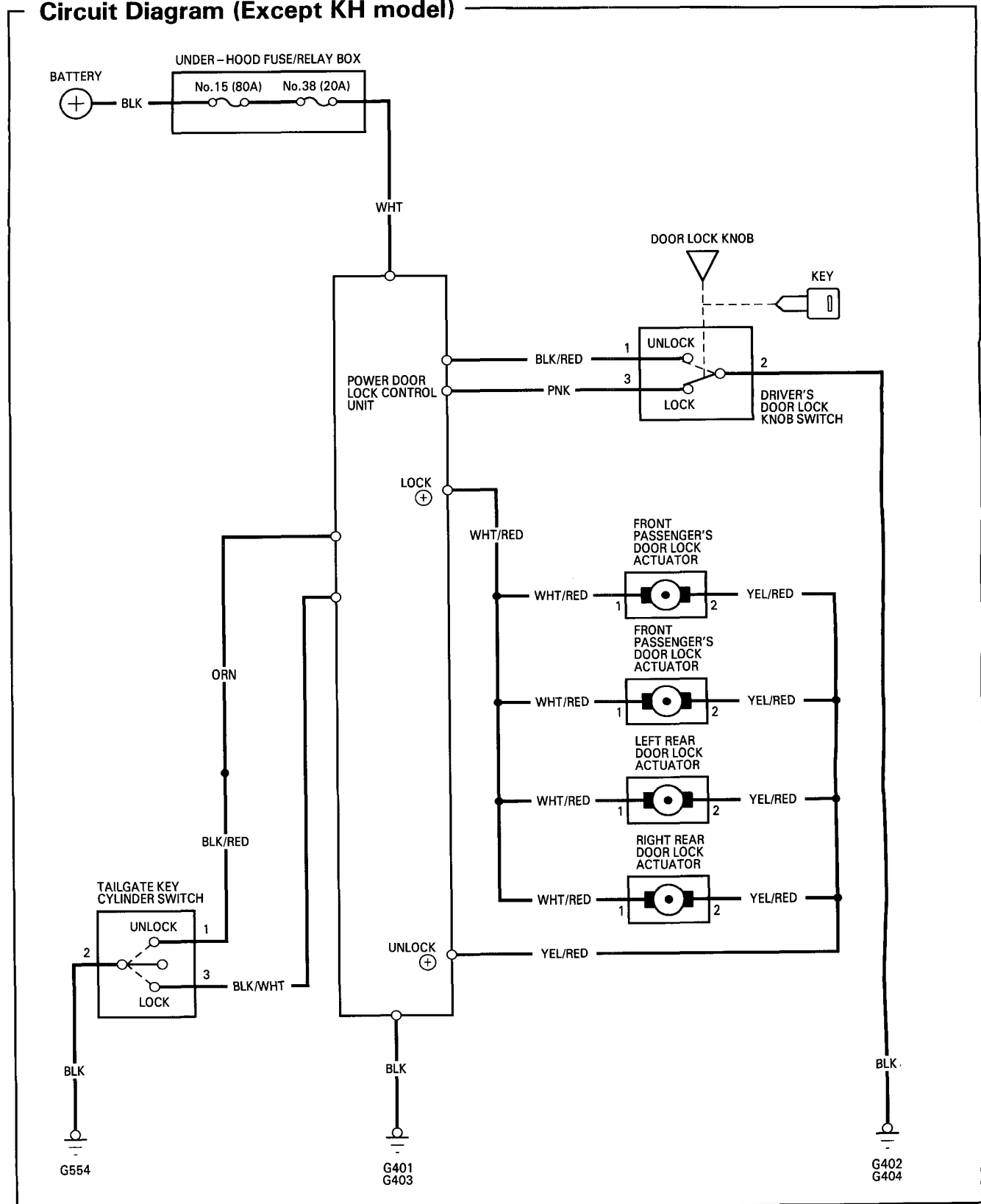
## Circuit Diagram (KH without Keyless Entry)





# Power Door Locks

## Circuit Diagram (Except KH model)







## Troubleshooting (Without Keyless Entry)

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

Item to be inspected		Blown No. 38 (20 A) fuse (In the under-hood fuse/relay box)	Disconnected or obstructed door lock rod/linkage	Driver's door lock knob switch (In the door lock actuator or door lock)	Driver's door key cylinder switch	Front passenger's door key cylinder switch	Driver's door lock actuator	Passenger's door lock actuator	Driver's door lock switch	Front passenger's door lock switch	Control unit input	Poor ground	Open circuit, loose or disconnected terminals
Symptom													
Power door lock system doesn't work at all.		1									2	G401 G403	WHT
*1Doors don't lock or unlock with the driver's door lock switch.	All doors								1		2	G402 G404	ORN or BLK/WHT
	One or more doors		1				2	3					WHT/RED or YEL/RED
*1Doors don't lock or unlock with the front passenger's door lock switch.	All doors									1	2	G402 G404	ORN or BLK/WHT
	One or more doors		1				2	3					WHT/RED or YEL/RED
Doors don't lock or unlock with the driver's door lock knob.	All doors		1	2							3	G402 G404	BLK/RED or PNK
	One or more doors		1				2	3					WHT/RED or YEL/RED
*1Doors don't lock or unlock with the passenger's door key.	All doors					1					2	G402 G404	ORN or BLK/WHT
	One or more doors		1				2	3					WHT/RED or YEL/RED
*1Doors don't unlock with the driver's door key.	Driver's door		1		2		3						WHT/RED or YEL/RED
	*All doors			2	1						3	G402 G404	BLU or BLK/RED

\*: If the system is working normally, all doors will unlock when you hold the door key in the unlock position (key cylinder switch and door lock knob switch turned ON) for one second or more.

\*1: KH model

# Power Door Locks

## Troubleshooting (KH with Keyless Entry)

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

Item to be inspected		Blown No. 38 (20 A) fuse (In the under-hood fuse/relay box)	Door lock knob switch (In the driver's door lock actuator)	Control unit input	Passenger's door actuators	Disconnected or obstructed door lock rod/linkage	Front passenger's door key cylinder switch	Tailgate lock knob switch (key cylinder switch)	Driver's door switch	Passenger's door switch	Poor ground	Dead batteries in remote transmitter	Open circuit, loose or disconnected terminals
Symptom													
Power door lock system does not work at all.		1		2							G501		WHT
Doors do not lock or unlock with driver's door lock switch.	All doors			2					1		G501		GRN/WHT or YEL/WHT
	One or more doors		1	2									
Doors do not lock or unlock with front passenger's door lock switch.	All doors			2						1	G501		GRN/WHT or YEL/WHT
	One or more doors		1	2									
The power door lock system works properly but the keyless entry system does not.				2								1	GRN/WHT <sup>1</sup> , GRN/BLK <sup>2</sup> or WHT/BLU
Doors do not lock with driver's door lock knob switch.	All passenger's doors		1	3		2					G501		BLU/WHT
	One or more passenger's doors				1								YEL/RED or WHT/RED
Doors do not lock or unlock with front passenger's door key cylinder switch.	All doors			3		2	1				G402		GRN/WHT or YEL/WHT
	One or more doors				1								YEL/RED or WHT/RED
Doors do not lock or unlock with tailgate key cylinder switch.	All doors			3		2		1			G554		GRN/YEL or YEL
	One or more doors				1								YEL/RED or YEL/WHT

**CAUTION:** To prevent damage to the motor, apply battery voltage only momentarily.

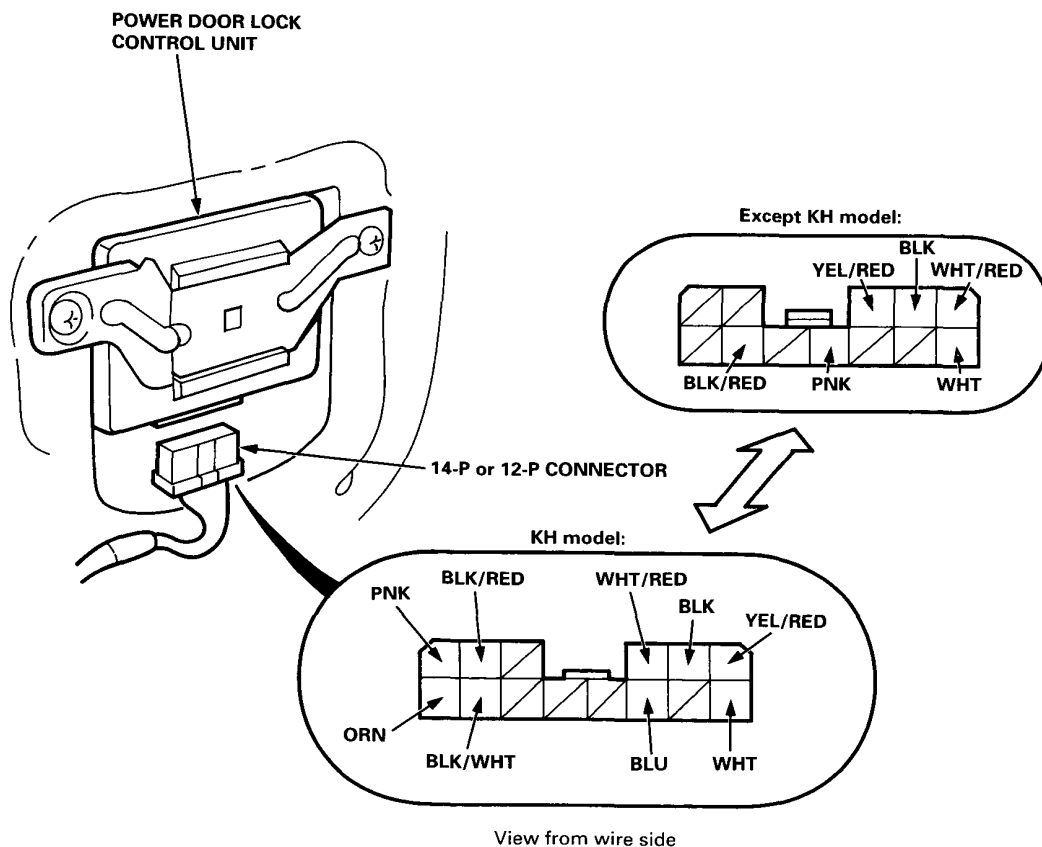
NOTE:

- When the remote transmitter button is pressed the first time, only the driver's door will unlock. When the button is pressed the second time, all the doors will unlock.
- The doors will relock automatically after 20 seconds if a door is not opened, or the key is out of the ignition switch.
- The keyless entry system will not lock the doors when the key is in the ignition switch.



## Control Unit Input Test (Without Keyless Entry)

1. Remove the driver's door panel (see page 23A-72).
2. Disconnect the 14-P or 12-P connector from the control unit.
3. Inspect the connector and socket terminals to be sure they are all making good contact.
  - If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
  - If the terminals look OK, make the following input tests at the connector.
    - If any test indicates a problem, find and correct the cause, then recheck the system.
    - If all the input tests prove OK, the control unit must be faulty; replace it.



(cont'd)

# Power Door Locks

## Control Unit Input Test (Without Keyless Entry cont'd)

Disconnect the 14-P connector from the power door lock control unit.

Test No.	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
1	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> <li>• Poor ground (G401, G403)</li> <li>• An open in the wire</li> </ul>
2	WHT/RED and YEL/RED	Connect the YEL/RED terminal to the WHT terminal, and the WHT/RED terminal to the BLK terminal momentarily.	Check door lock operation: All doors should unlock.	<ul style="list-style-type: none"> <li>• Faulty actuator</li> <li>• An open in the wire</li> <li>• Blown No. 38 (20 A) fuse in the under-hood fuse/relay box</li> </ul>
		Connect the WHT/RED terminal to the WHT terminal, and the YEL/RED terminal to the BLK terminal momentarily.	Check door lock operation: All doors should lock.	

Reconnect the 14-P connector to the power door lock control unit.

Test No.	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
3	WHT	Under all conditions	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Blown No. 38 (20 A) fuse in the under-hood fuse/relay box</li> <li>• An open in the wire</li> </ul>
*4	BLK/WHT	Driver's door lock switch in LOCK	Check for voltage to ground: There should be 1 V or less.	<ul style="list-style-type: none"> <li>• Faulty driver's door lock switch</li> <li>• Poor ground (G402, G404)</li> <li>• An open in the wire</li> </ul>
	ORN	Driver's door lock switch in UNLOCK		
	BLK/WHT	Front passenger's door lock switch in LOCK	Check for voltage to ground: There should be 1 V or less.	<ul style="list-style-type: none"> <li>• Faulty front passenger's door lock switch</li> <li>• Poor ground (G402, G404)</li> <li>• An open in the wire</li> </ul>
	ORN	Front passenger's door lock switch in UNLOCK		
	BLK/WHT	Front passenger's door key cylinder in LOCK	Check for voltage to ground: There should be 1 V or less as the switch is turned.	<ul style="list-style-type: none"> <li>• Faulty front passenger's door key cylinder switch</li> <li>• Poor ground (G402, G404)</li> <li>• An open in the wire</li> </ul>
	ORN	Front passenger's door key cylinder in UNLOCK		
5	PNK	Driver's door lock knob in LOCK	Check for voltage to ground: There should be 1 V or less.	<ul style="list-style-type: none"> <li>• Faulty driver's door lock knob switch</li> <li>• Poor ground (G402, G404)</li> <li>• An open in the wire</li> </ul>
	BLK/RED	Driver's door lock knob in UNLOCK		
*6	BLU	Driver's door key cylinder in UNLOCK	Check for voltage to ground: There should be 1 V or less as the switch is turned.	<ul style="list-style-type: none"> <li>• Faulty driver's door key cylinder switch</li> <li>• Poor ground (G402, G404)</li> <li>• An open in the wire</li> </ul>

\*: KH model

**CAUTION:** To prevent damage to the motor, apply battery voltage only momentarily.



## Control Unit Input Test (KH with Keyless Entry)

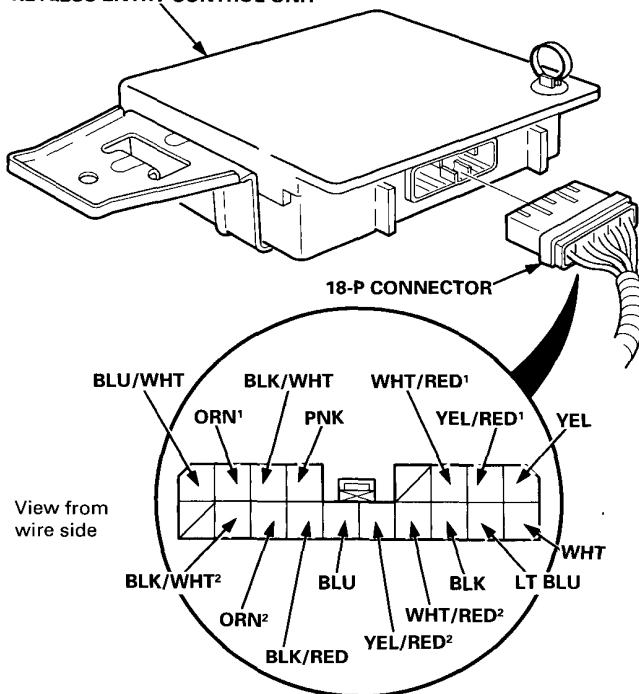
Slide the left front seat forward.

Leave the harness connected and make the tests shown on the following page by probing the back of the connectors.

Inspect the connector terminals to be sure they are all making good contact.

- If the terminals are bent, loose, or corroded, repair them as necessary, and recheck the system.
- If the terminals look OK, make the following input tests at the connector.
  - If any test indicates a problem, find and correct the cause, then recheck the system.
  - If all the input tests prove OK, the control unit must be faulty; replace it.

KEYLESS ENTRY CONTROL UNIT



Test No.	Terminal	Test condition	Test: Desired result	Possible cause if result is not obtained
1	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> <li>• Poor ground (G502)</li> <li>• An open in the wire</li> </ul>
2	WHT	Under all conditions	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Blown No. 27 (20 A) fuse</li> <li>• An open in the wire</li> </ul>
3	BLK/WHT¹ (or ORN²)	Driver's door lock switch in neutral	Check for voltage to ground: There should be 5 V or more.	<ul style="list-style-type: none"> <li>• Faulty driver's door lock switch</li> <li>• Poor ground (G502)</li> <li>• An open in the wire</li> </ul>
		Driver's door lock switch in lock (or unlock)	Check for voltage to ground: There should be less than 1 V.	
		Front passenger's door lock switch in neutral	Check for voltage to ground: There should be 5 V or more.	<ul style="list-style-type: none"> <li>• Faulty front passenger's door lock switch</li> <li>• Poor ground (G502)</li> <li>• An open in the wire</li> </ul>
		Front passenger's door lock switch in lock (or unlock)	Check for voltage to ground: There should be less than 1 V.	
		Front passenger's door key cylinder switch in neutral	Check for voltage to ground: There should be 5 V or more.	<ul style="list-style-type: none"> <li>• Faulty front passenger's key cylinder switch</li> <li>• Poor ground (G502)</li> <li>• An open in the wire</li> </ul>
		Front passenger's door key cylinder switch in lock (or unlock)	Check for voltage to ground: There should be less than 1 V.	
		Tailgate key cylinder switch in neutral	Check for voltage to ground: There should be 5 V or more.	<ul style="list-style-type: none"> <li>• Faulty tailgate key cylinder switch</li> <li>• Poor ground (G554)</li> <li>• Open in the wire</li> </ul>
		Tailgate key cylinder switch in lock (or unlock)	Check for voltage to ground: There should be less than 1 V.	

(cont'd)

# Power Door Locks

## Control Unit Input Test (KH with Keyless Entry cont'd)

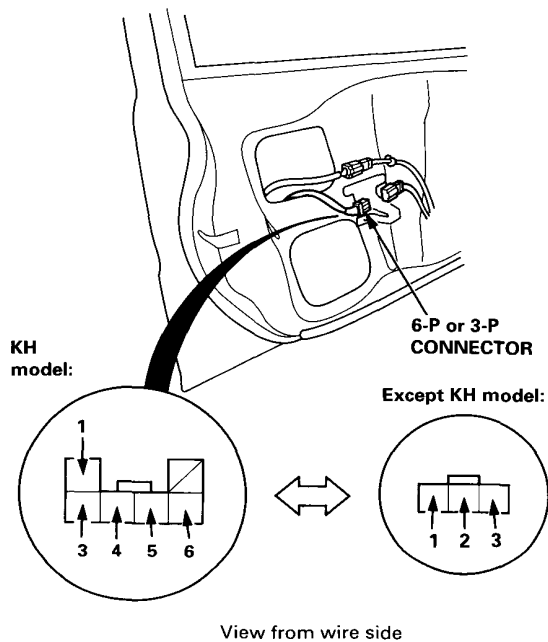
Test No.	Terminal	Test condition	Test: Desired result	Possible cause if result is not obtained
4	BLU	Driver's door key cylinder switch in lock.	Check for voltage to ground: There should be 5 V or more.	<ul style="list-style-type: none"> <li>Faulty driver's door key cylinder switch.</li> <li>Poor ground (G402).</li> <li>An open in the wire.</li> </ul>
		Driver's door key cylinder switch in unlock.	Check for voltage to ground: There should be less than 1 V.	
5	PNK	Driver's door lock knob unlocked.	Check for voltage to ground: There should be 5 V or more.	<ul style="list-style-type: none"> <li>Faulty driver's door lock actuator.</li> <li>Poor ground (G402).</li> <li>An open in the wire.</li> </ul>
		Driver's door lock knob locked.	Check for voltage to ground: There should be less than 1 V.	
	BLK/RED	Driver's door lock knob locked.	Check for voltage to ground: There should be 5 V or more.	<ul style="list-style-type: none"> <li>Faulty driver's door lock actuator.</li> <li>Poor ground (G502).</li> <li>An open in the wire.</li> </ul>
		Driver's door lock knob unlocked.	Check for voltage to ground: There should be less than 1 V.	
6	ORN <sup>1</sup>	Tailgate open.	Check for voltage to ground: There should be less than 1 V.	<ul style="list-style-type: none"> <li>Faulty tailgate latch switch.</li> <li>Poor ground (G554).</li> <li>An open in the wire.</li> </ul>
7	BLK/WHT <sup>2</sup>	Driver's door open.	Check for voltage to ground: There should be 1 V or less.	<ul style="list-style-type: none"> <li>Faulty driver's door switch.</li> <li>An open in the wire.</li> </ul>
8	BLU/WHT	Ignition key is in the ignition switch.	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>Faulty ignition key switch.</li> <li>An open in the wire.</li> </ul>
9	Disconnect the connector and make these tests at the wire terminals.	Connect the WHT terminal to the WHT/RED terminal, and the YEL/RED (or YEL) terminal to the BLK terminal momentarily.	Check door lock operation: All passenger's doors (or driver's door) should lock as the wires are connected momentarily.	<ul style="list-style-type: none"> <li>Faulty passenger's door lock actuator.</li> <li>Faulty driver's door lock actuator.</li> <li>An open in the wire.</li> </ul>
		Connect the WHT terminal to the YEL/RED (or YEL) terminal, and the WHT/RED terminal to the BLK terminal momentarily.	Check door unlock operation: All passenger's doors (or driver's door) should unlock as the wires are connected momentarily.	
10	LT BLU	Connect the BLK/WHT <sup>2</sup> terminal to the BLK terminal.	The ceiling light should come on.	<ul style="list-style-type: none"> <li>An open in the wire.</li> </ul>

**CAUTION:** To prevent damage to the motor, connect power and ground only momentarily.



## Driver's Door Lock Actuator and Knob Switch Test

1. Remove the door panel (see section 20).
2. Disconnect the 6-P or 3-P connector from the actuator.



3. Check actuator operation by connecting power and ground according to the table (KH model).

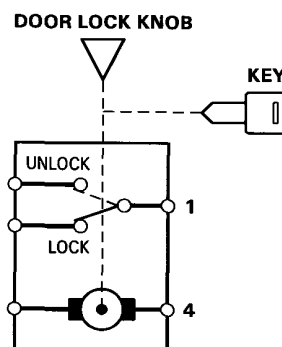
Terminal	4	5
Position		
LOCK	⊖	⊕
UNLOCK	⊕	⊖

**CAUTION:** To prevent damage to the actuator, apply battery voltage only momentarily.

4. Check for continuity between the terminals in each switch position according to the table.

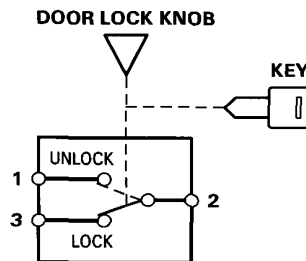
### KH model:

Terminal	1	3	6
Position			
LOCK	○	○	
UNLOCK	○		○



### Except KH model:

Terminal	1	2	3
Position			
LOCK		○	○
UNLOCK	○	○	



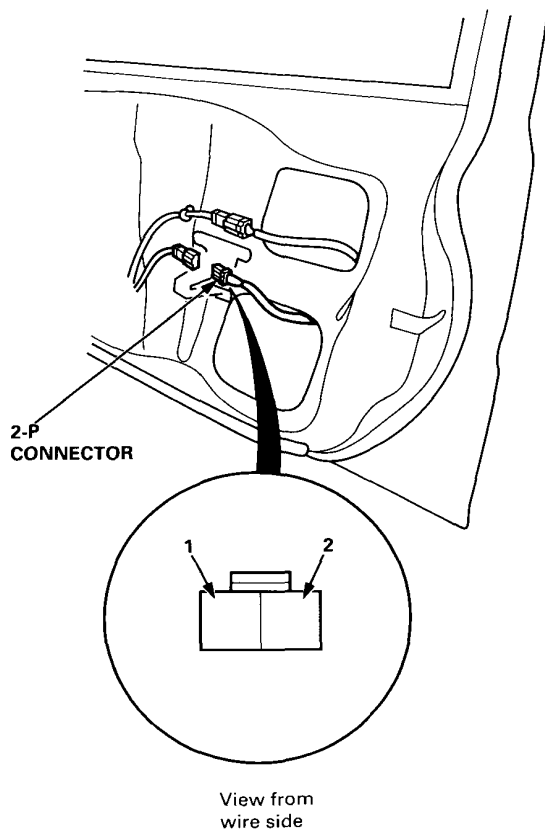
5. If the actuator or knob switch fails to work properly, replace it.

# Power Door Locks

## Passenger's Door Lock Actuator Test

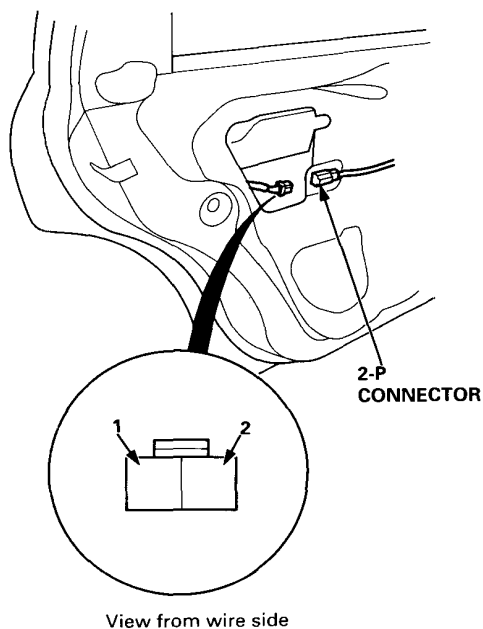
1. Remove the door panel (see section 20).
2. Disconnect the 2-P connector from the actuator.

### Front Passenger's Door:



### Rear Passenger's Door:

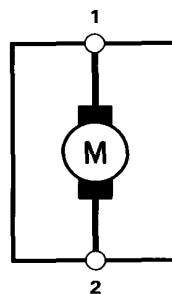
NOTE: The left rear actuator is shown; the right rear actuator is similar.



3. Check actuator operation by connecting power and ground according to the table.

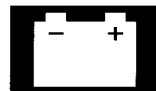
Terminal	1	2
Position		
LOCK	⊕	⊖
UNLOCK	⊖	⊕

**CAUTION:** To prevent damage to the actuator, apply battery voltage only momentarily.



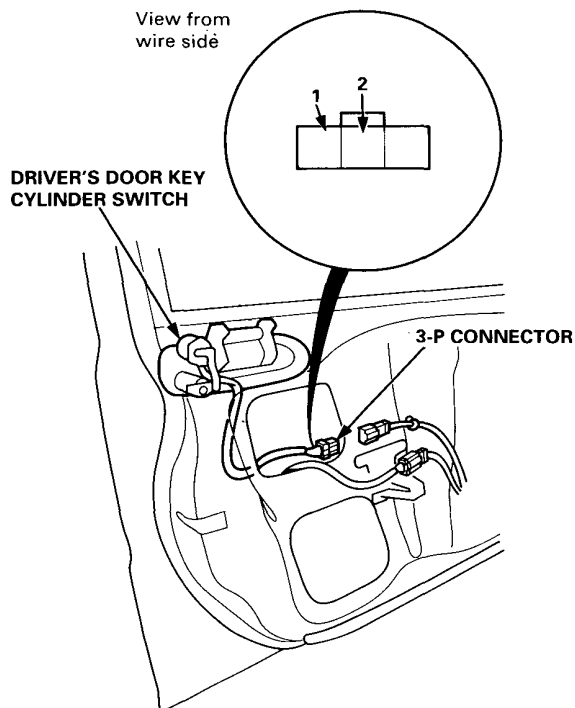
4. If the actuator fails to work properly, replace it.





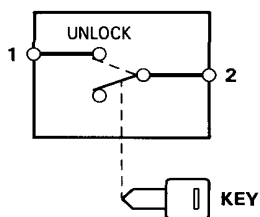
## Driver's Door Key Cylinder Switch Test (KH model)

1. Remove the door panel (see section 20).
2. Disconnect the 3-P connector from the switch.



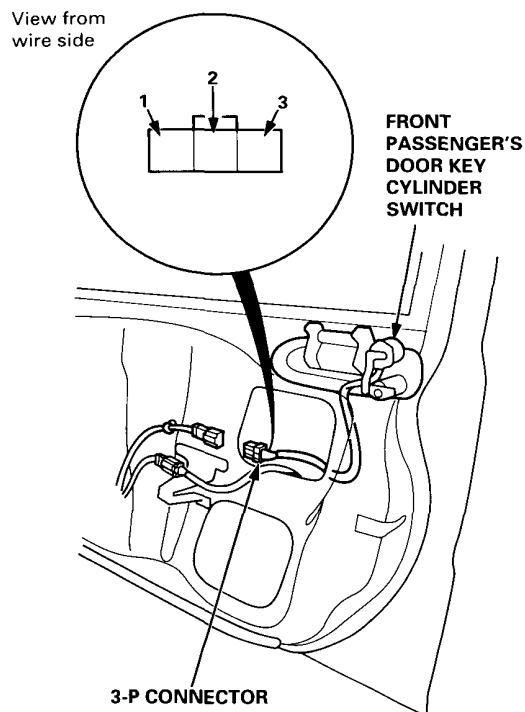
3. Check for continuity between the terminals in each switch position according to the table.

Terminal	1	2
Position		
UNLOCK		
OFF		



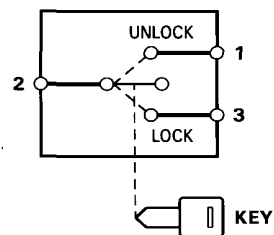
## Front Passenger's Door Key Cylinder Switch Test (KH model)

1. Remove the door panel (see section 20).
2. Disconnect the 3-P connector from the switch.



3. Check for continuity between the terminals in each switch position according to the table.

Terminal	1	2	3
Position			
LOCK			
OFF			
UNLOCK			

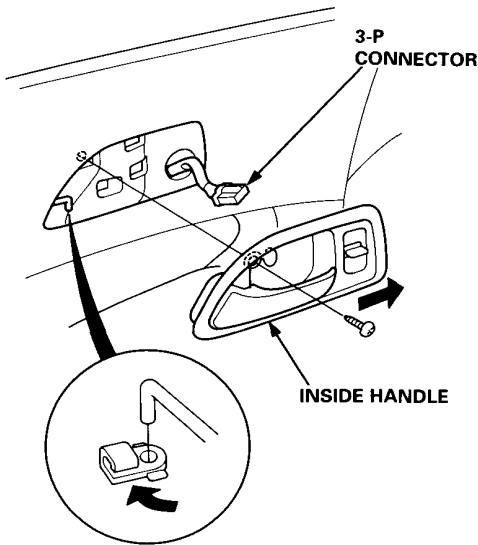


# Power Door Locks

## Door Lock Switch Test (KH model)

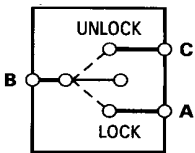
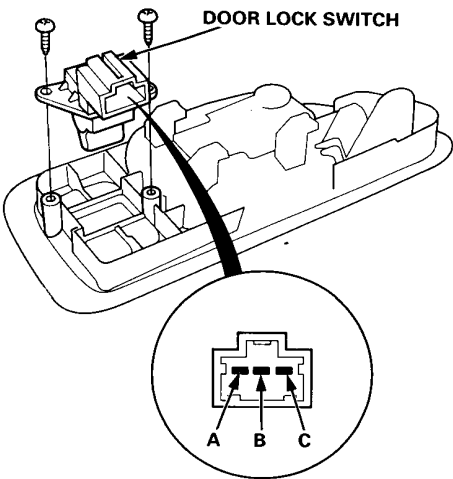
- 1. Remove the inside handle.
- 2. Disconnect the 3-P connector from the switch.

NOTE: The driver's door lock switch is shown; the front passenger's door lock switch is similar.



- 3. Check for continuity between the terminals in each switch position according to the table.

Terminal Position	A	B	C
LOCK	○	○	
OFF			
UNLOCK		○	○

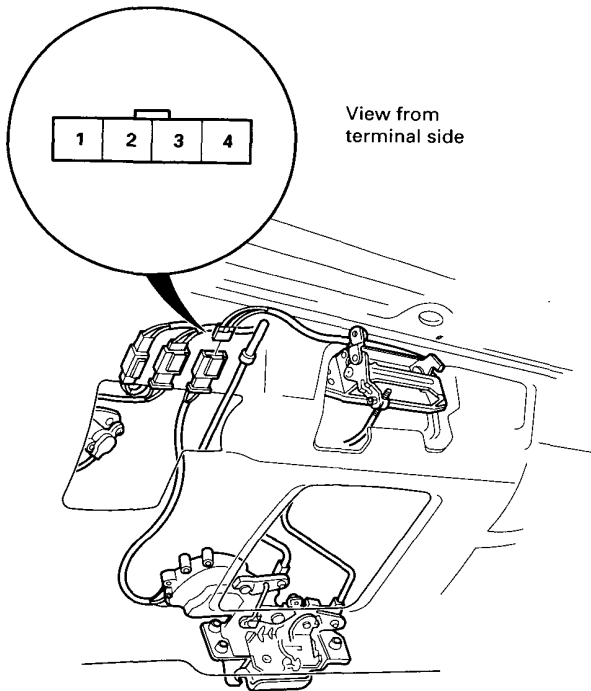




## Tailgate Lock Actuator Test

1. Open the tailgate, and remove the tailgate trim panel.
2. Disconnect the 4-P connector from the actuator.
3. Test actuator operation by connecting power and ground to the No. 3 and No. 4 terminals. Test the actuator in each direction, by switching the leads.

**CAUTION:** To prevent damage to the motor, connect power and ground only momentarily.



4. If the actuator fails to operate properly, replace it.

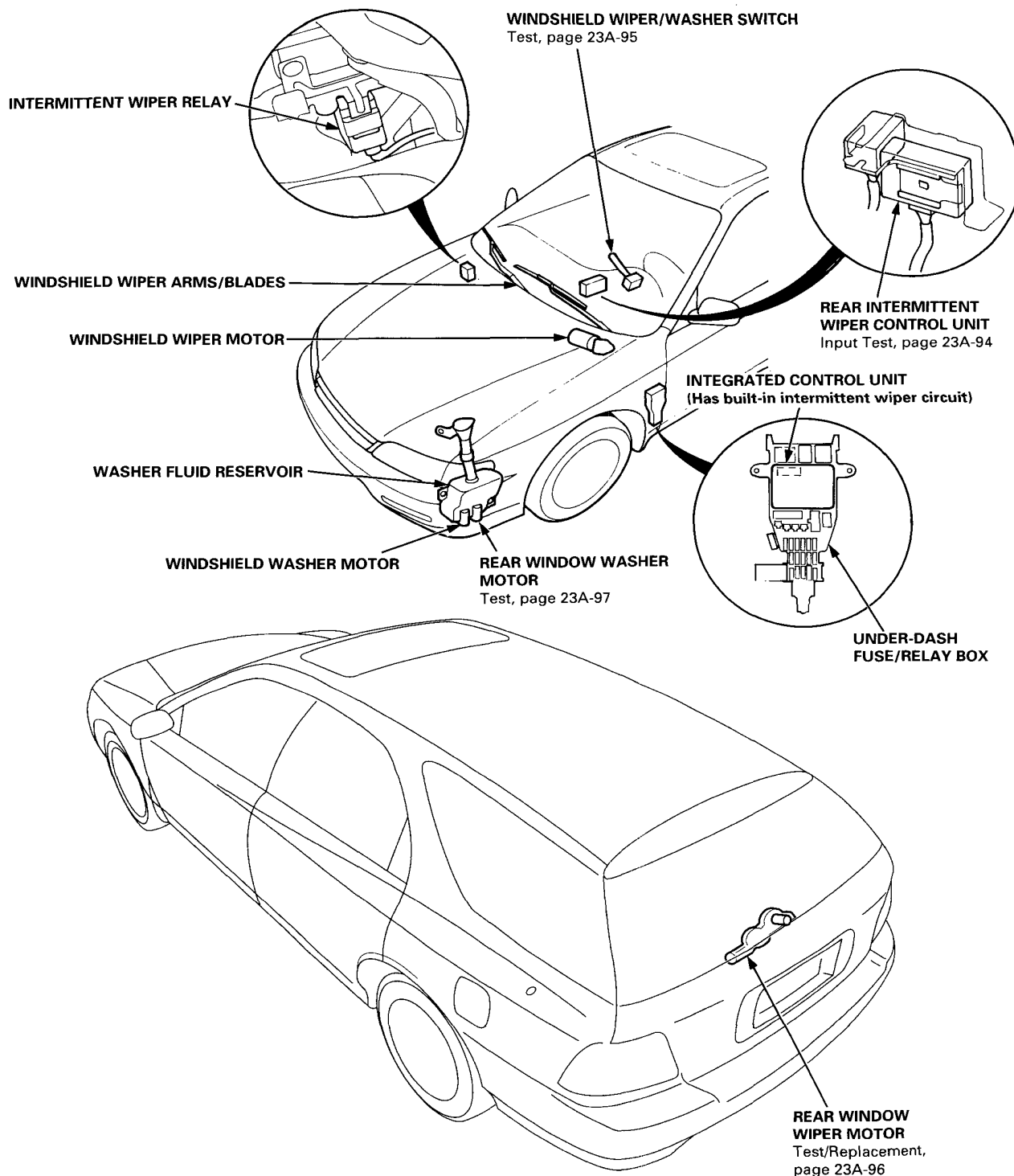
## Remote Transmitter Replacement (KH with Keyless Entry)

Use the following procedure when replacing one or both remote transmitters:

1. Open the driver's door.
2. Press and hold the driver's master door lock switch down in the UNLOCK position.
3. Quickly insert and remove the key from the ignition switch five times, then insert the key the sixth time, and leave it in the ignition switch.  
(This routine must be done within 10 seconds.)  
All the doors will lock and unlock to indicate that the control unit is in the program mode.
4. Release the driver's master door lock switch.
5. Press either button on the replacement transmitter. All the doors except the driver's door will lock and unlock to indicate that the control unit has accepted the transmitter into its memory. If either transmitter button is pressed again, all the doors will lock and unlock.
6. To program a second transmitter, press either button on that transmitter. The doors should lock and unlock as described in step 5.
7. To exit the program mode, close the driver's door or remove the key from the ignition switch.

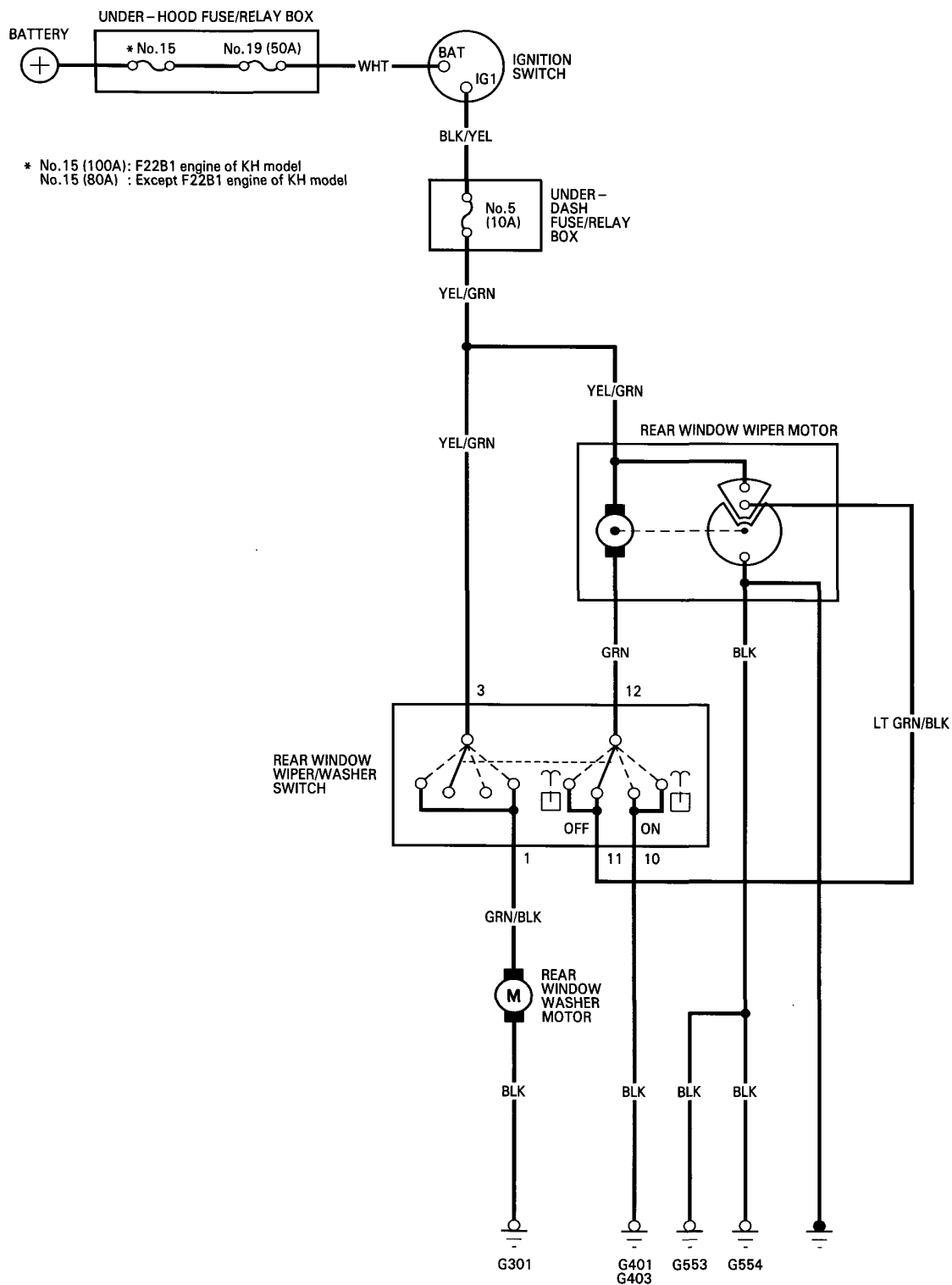
# Wipers/Washers

## Component Location Index



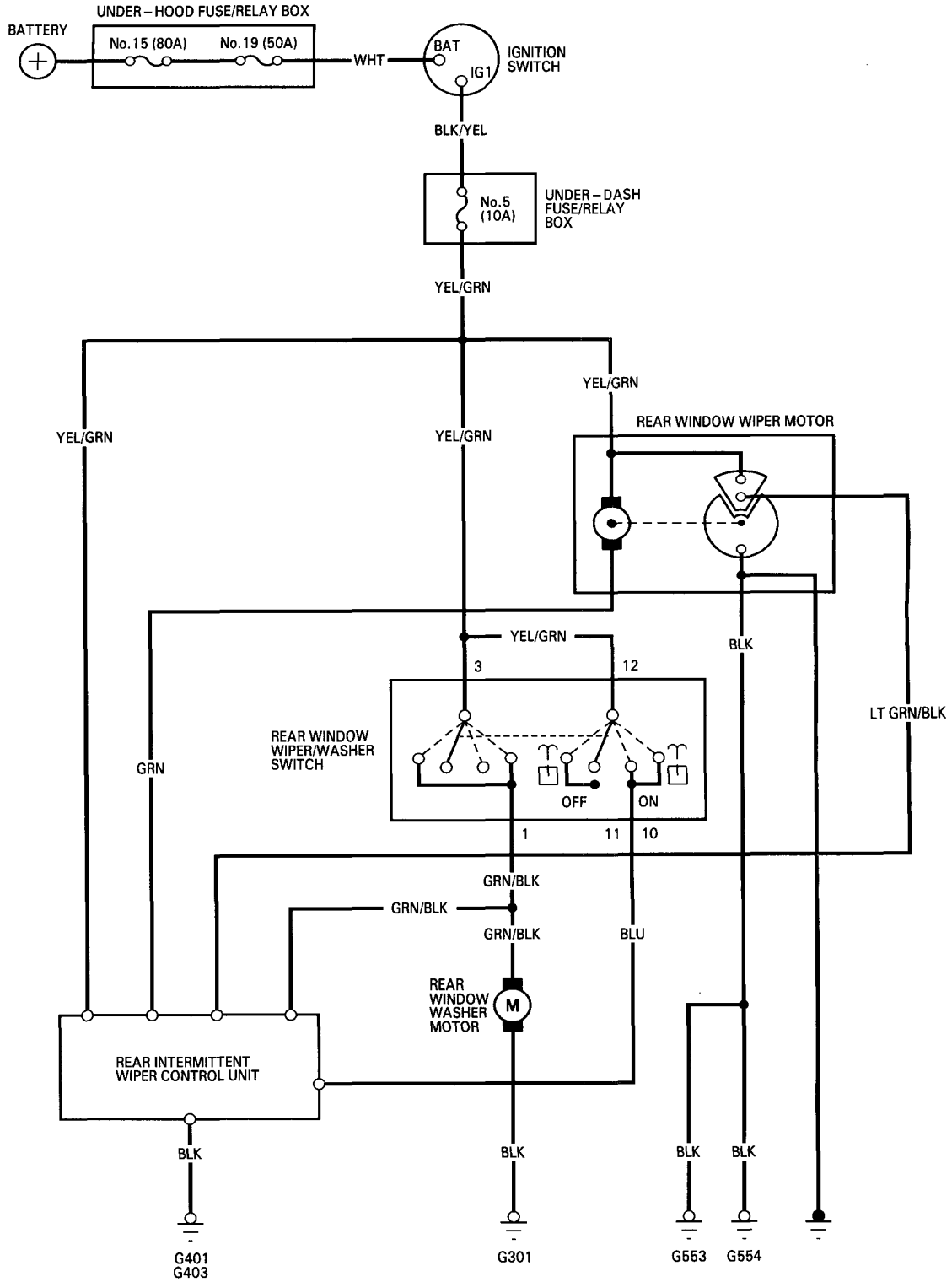


## Circuit Diagram (KH, KQ)



## Wipers/Washers

### Circuit Diagram (KE, KG and KS models)





## Troubleshooting

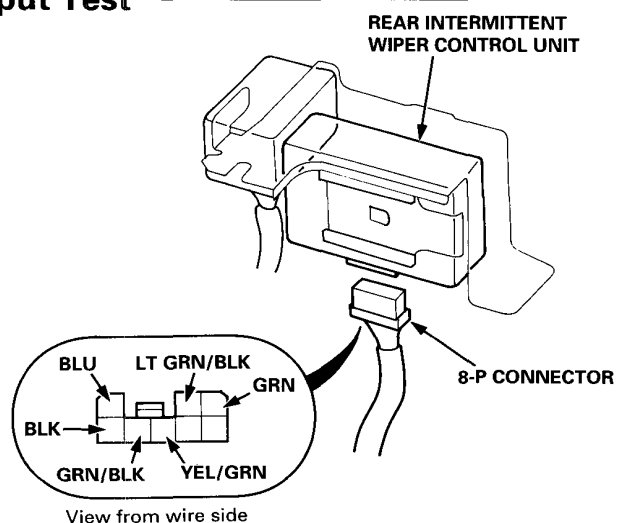
NOTE: The numbers in the table show the troubleshooting sequence.

Symptom \ Item to be inspected		Blown No. 6 (30 A) fuse (In the under-hood fuse/relay box)	Blown No. 5 (10 A) fuse (In the under-dash fuse/relay box)	Wiper switch	Mist switch	Wiper motor assembly	Washer switch	Washer motor	Intermittent wiper relay	Intermittent wiper circuit (In the integrated control unit)	Combined operation with wiper/washer (In the integrated control unit)	Insufficient washer fluid in reservoir	Disconnected or blocked washer hose or clogged outlet	Disconnected wiper linkages	Poor ground	Open circuit in wires, loose or dis- connected terminals
Wipers do not operate.	In all positions	1		4		2								3	G301	GRN/BLK
	In INT			1		3			2	4						GRN BLU/WHT <sup>1</sup>
	In LO			1		3			2	4						BLU
	In HI			1		2										BLU/YEL
	In MIST				1											BLU/YEL
Blades do not return to park position when wipers are turned OFF.				2		1			3							BLU/WHT <sup>1</sup>
Erratic intermittent cycle or wipers do not operate intermittently.									1	2						GRN/BLK BLU/WHT <sup>1</sup> GRN/RED
Little or no washer fluid is pumped.			2				5	4				1	3		G301	BLK/YEL (Fr) GRN/BLK (Rr)
Wipers do not operate simultaneously with washer.											1					BLK/YEL
Rear wiper does not operate.			1	3		2									G553, G554, G401, G403	YEL/GRN GRN

# Wipers/Washers

## Rear Intermittent Wiper Control Unit Input Test

1. Disconnect the 8-P connector from the rear intermittent wiper control unit.
2. Inspect the connector and socket terminals to be sure they are all making good contact.
  - If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
  - If the terminals look OK, make the following input tests at the connector.
    - If a test indicates a problem, find and correct the cause, then recheck the system.
    - If all the input tests prove OK, substitute a known-good control unit, and recheck the system. If the check is OK, the control unit must be faulty; replace it.



Disconnect the 8-P connector from the rear intermittent wiper control unit.

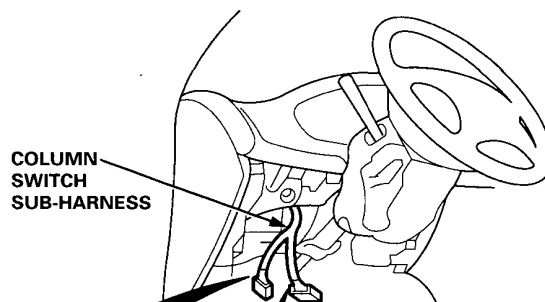
Test No.	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
1	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> <li>• Poor ground (G401, G403)</li> <li>• An open in the wire</li> </ul>
2	YEL/GRN	Ignition switch ON	Check for voltage to ground: There should be voltage.	<ul style="list-style-type: none"> <li>• Blown No. 5 (10 A) fuse in the under-dash fuse/relay box</li> <li>• An open in the wire</li> </ul>
3	BLU	Ignition switch ON, rear wiper switch ON	Check for voltage to ground: There should be voltage.	<ul style="list-style-type: none"> <li>• Faulty rear wiper switch</li> <li>• An open in the wire</li> </ul>
4	GRN/BLK	Ignition switch ON, rear wiper switch ON	Check for voltage to ground: There should be voltage.	<ul style="list-style-type: none"> <li>• Faulty rear wiper switch</li> <li>• An open in the wire</li> </ul>
5	GRN	Ignition switch ON, connect the GRN wire to the BLK wire	Check rear wiper operation: The motor should run.	<ul style="list-style-type: none"> <li>• Faulty rear wiper motor</li> <li>• An open in the wire</li> </ul>
6	LT GRN/BLK	Ignition switch ON, connect the GRN wire to the BLK wire	Check for voltage to ground: There should be 12 V – 0 V – 12 V – 0 V while the motor runs.	<ul style="list-style-type: none"> <li>• Faulty rear wiper motor</li> <li>• An open in the wire</li> <li>• Poor ground (G553, G554)</li> </ul>



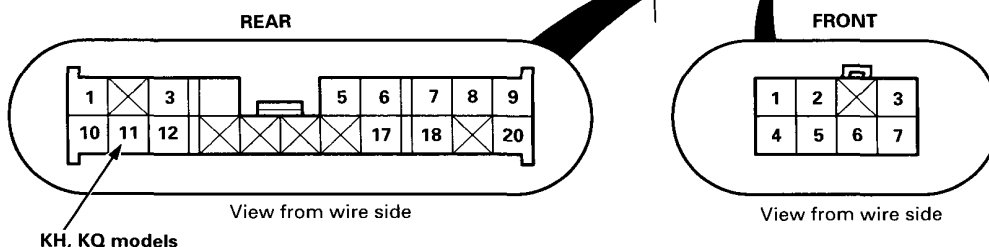


## Wiper/Washer Switch Test

1. Remove the dashboard lower cover and knee bolster.
2. Disconnect the column switch sub-harness 7-P and 20-P connectors from the main wire harness.
3. Check for continuity between the terminals in each switch position according to the table.



COLUMN SWITCH SUB-HARNESS



### FRONT

Terminal	1	2	3	4	5	6	7
Position							
OFF					○	○	○
INT		○	○		○	○	○
LO	○						○
HI	○			○			
Mist switch "ON"	○			○			
Washer switch "ON"		○				○	

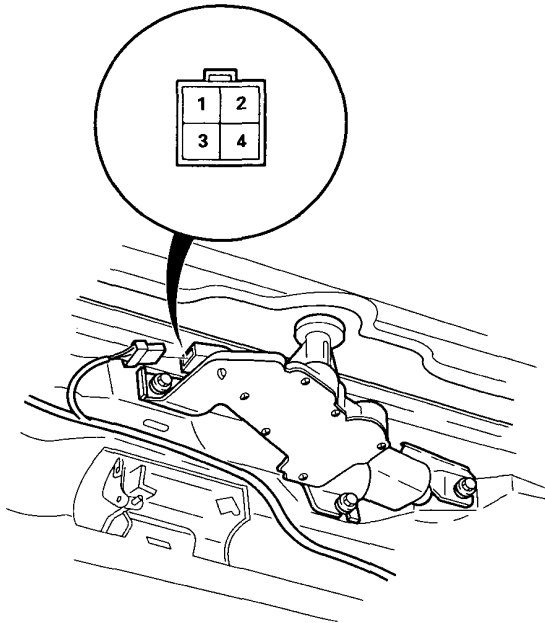
### REAR

Terminal	1	3	10	11	12
Position					
Washer switch "ON"	○	○		○	○
OFF				○	○
ON			○		○
Washer switch "ON"	○	○	○		○

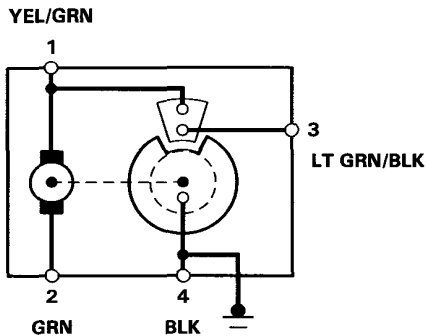
# Wipers/Washers

## Rear Window Wiper Motor Test

1. Remove the tailgate lower panel.
2. Disconnect the 4-P connector.
3. Test wiper motor operation by connecting battery power to the (YEL/GRN) terminal and ground to the (GRN) terminal. If the motor fails to run or doesn't run smoothly, replace it.

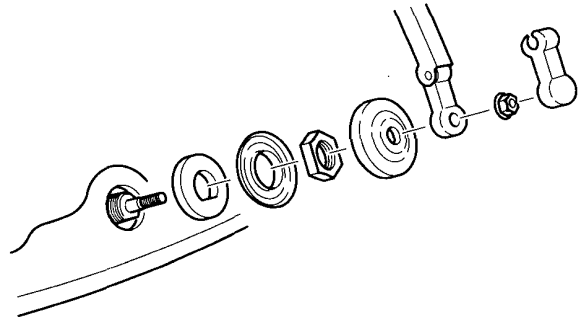


4. Reconnect the 4-P connector to the wiper motor assembly.
5. Connect an analog voltmeter between the (LT GRN/BLK) and the (BLK) terminals. Run the motor by turning the wiper switch ON. The voltmeter should alternately indicate 0 V and more than 4 V.

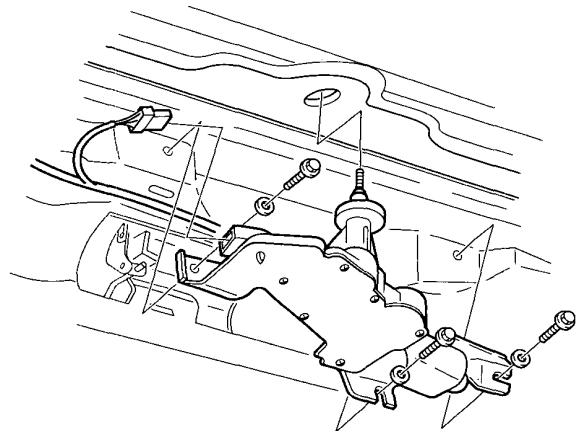


## Rear Window Wiper Motor Replacement

1. Remove the tailgate trim panel.
2. Remove the trim cover, outer nut, wiper arm, pivot cap, inner nut, washer, and rubber seal as shown below.



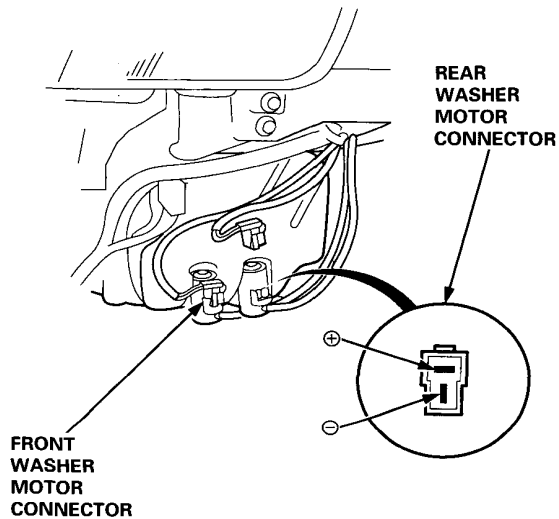
3. Disconnect the 4-P connector from the wiper motor.
4. Remove the three mounting bolts and the wiper motor assembly.





## Washer Motor Test

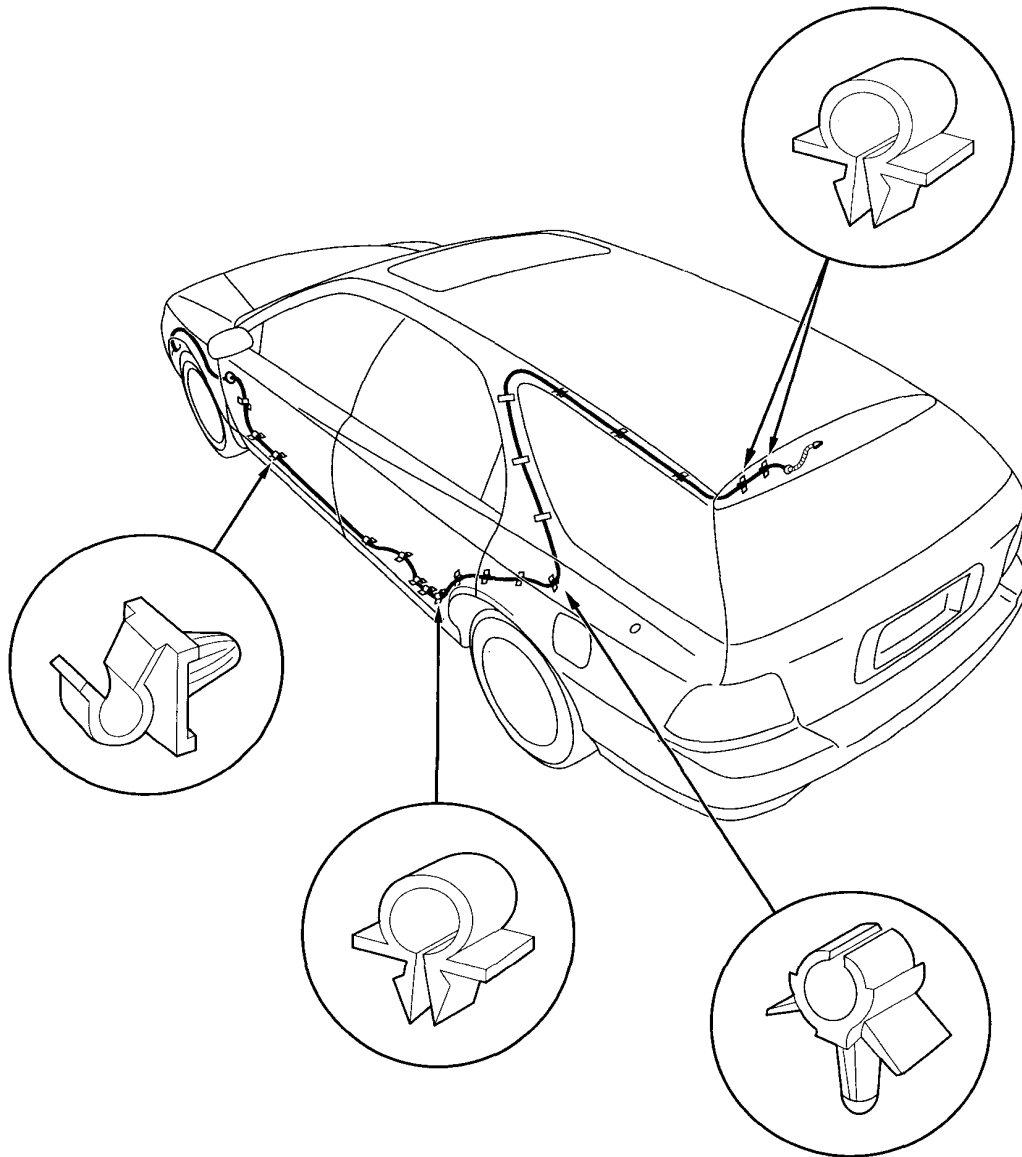
1. Remove the front bumper, and disconnect the 2-P connectors from the washer motors.
2. Test the washer motors by connecting battery power to the ⊕ terminals and ground to the ⊖ terminals.



- If the motors fail to run smoothly or are not running replace them.
- If the motors run smoothly, but there is not enough fluid pumped, check for disconnected, blocked or damaged washer hoses.

## Wiper/Washers

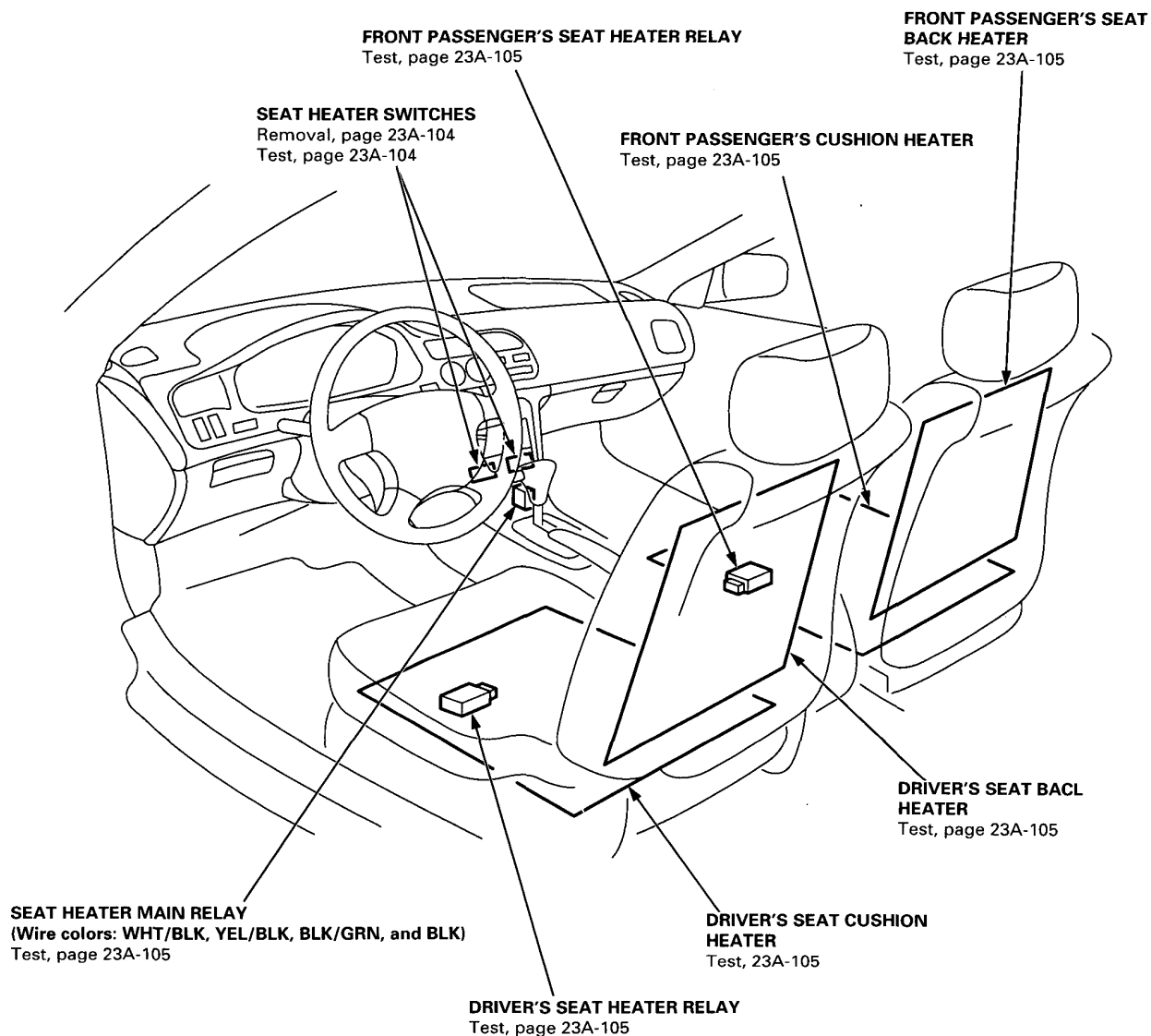
### Rear Washer Hose Routing





# Seat Heaters (KS)

## Component Location Index

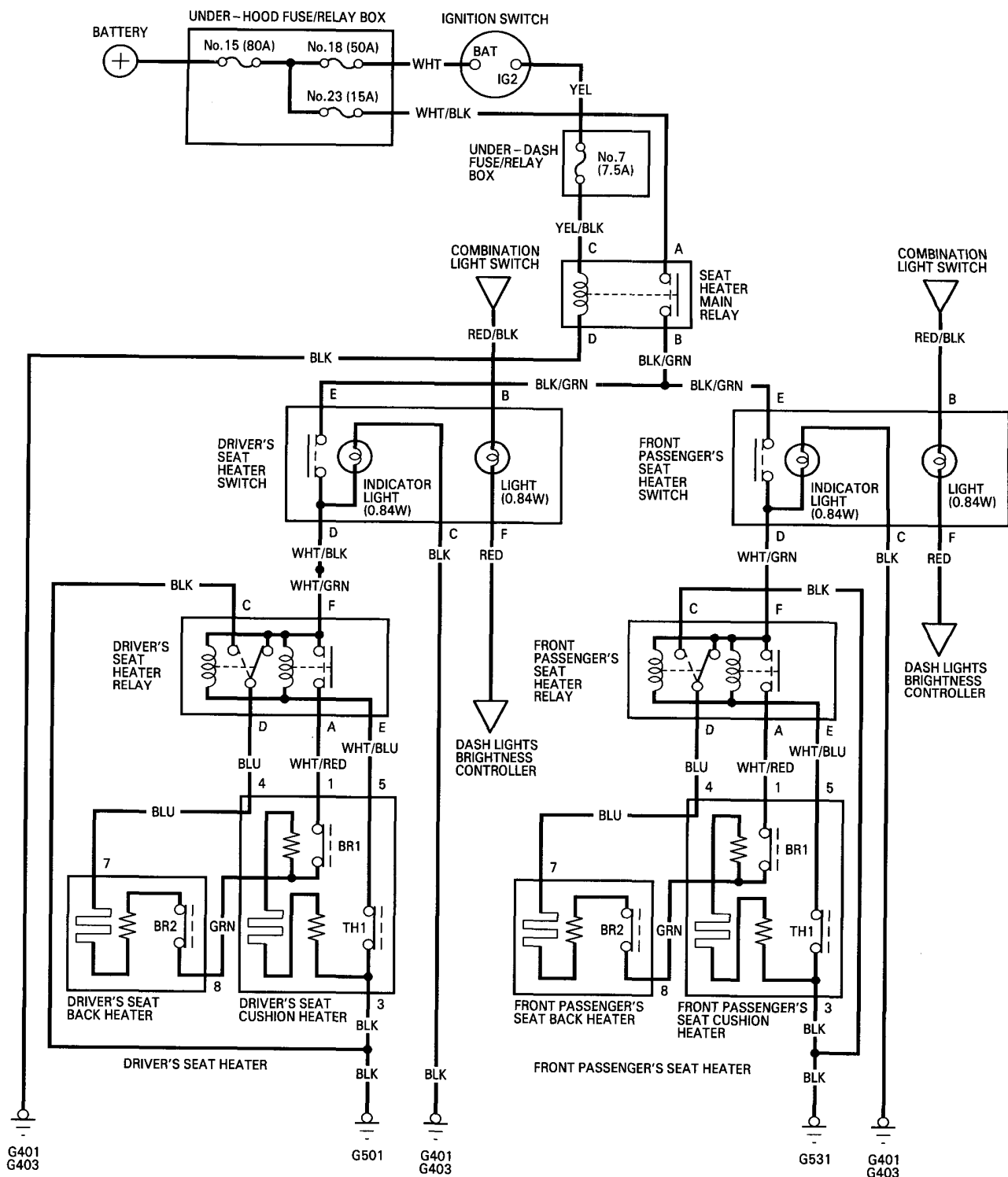


## Description

Two heaters are provided in each front seat; one in the seat cushion and another in the seat back. In normal use, temperature is automatically controlled by the thermostat [OFF above 104°F (40°C)] built into each seat cushion heater. In emergency case, the breaker 1 [OFF above 122°F (50°C)] and the breaker 2 [OFF above 158°F (70°C)] cut off the circuit to prevent abnormal temperature rise.

# Seat Heaters (KS)

## Circuit Diagram





## Troubleshooting

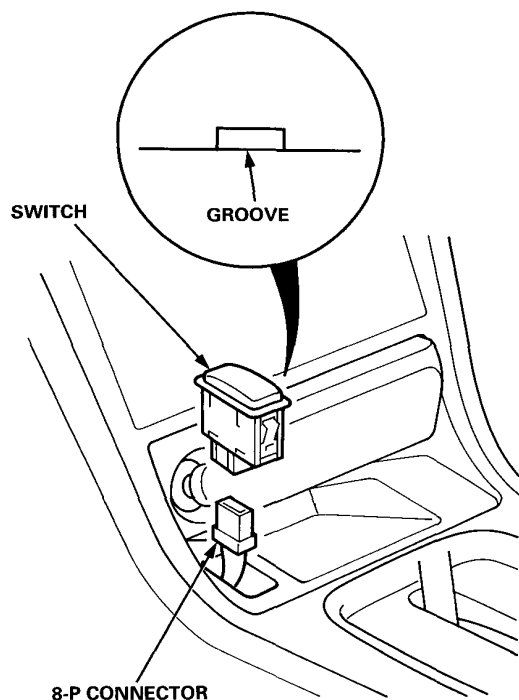
NOTE: The numbers in the table show the troubleshooting sequence.

Item to be inspected		Blown No. 23 (15 A) fuses (In the under-hood fuse/relay box)	Blown No. 7 (7.5A) fuses (In the under-dash fuse/relay box)	Blown indicator light bulb	Seat heater switch	Seat heater	Seat heater main relay input	Seat heater relay input	Poor Ground	Open circuit in wires, loose or disconnected terminals
Symptom										
Seat heaters work, but indicator light does not go on.				1					G401 G403	
Seat heaters do not work and indicator light does not go on.		1			2		3		G401 G403 G501 G531	YEL/BLK, WHT/BLK
Seat heaters do not work, but indicator light goes on.	Left or right seat							1	G501 G531	WHT/BLK, WHT/GRN, BLU, WHT/RED, WHT/BLU
Seat cushion heater or seat back heater does not work, but indicator light goes on.					1		2			BLU, GRN

# Seat Heaters (KS)

## Switch Removal

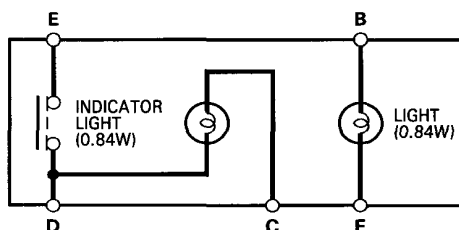
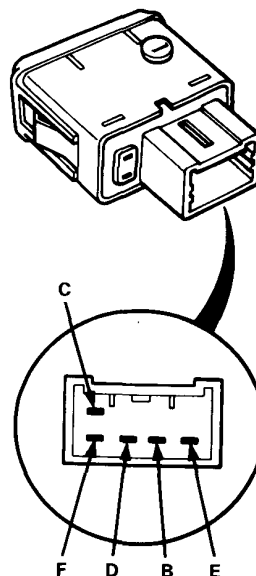
1. Pry the switch out of the front console.
2. Disconnect the 8-P connector from the switch.



## Switch Test

1. Remove the seat heater switch from the center console.
2. Check for continuity between the terminals according to the table.

Terminal Position	C		D	E	B		F
ON	○	⊗	○	○	○	⊗	○
OFF	○	⊗	○		○	⊗	○



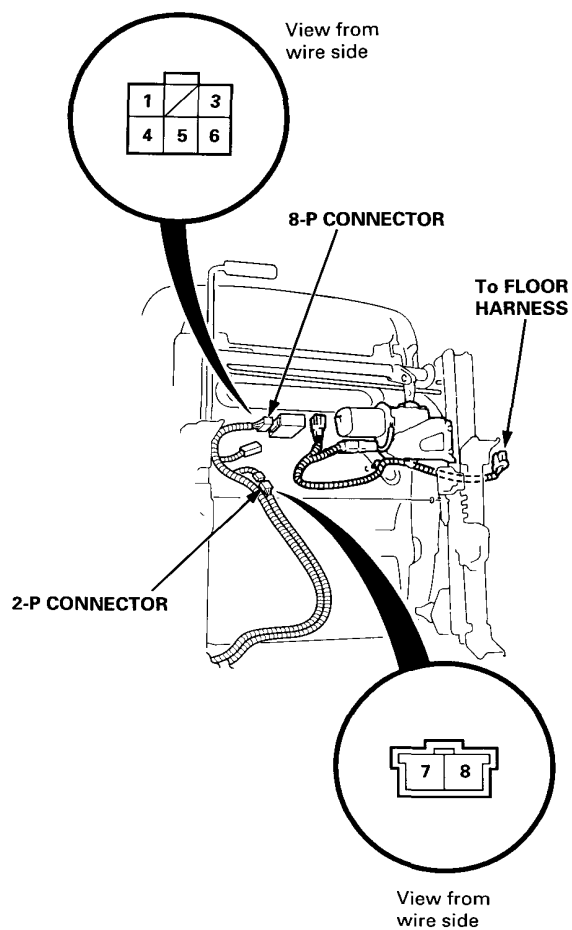




## Heater Test

1. Disconnect the 6-P connector and 2-P connector as shown below.

NOTE: Driver's seat is shown. Front passenger's seat is similar.

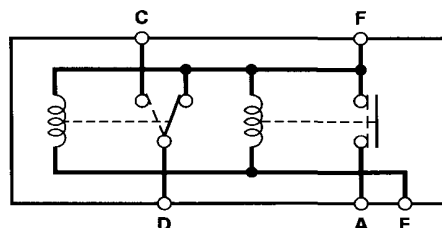
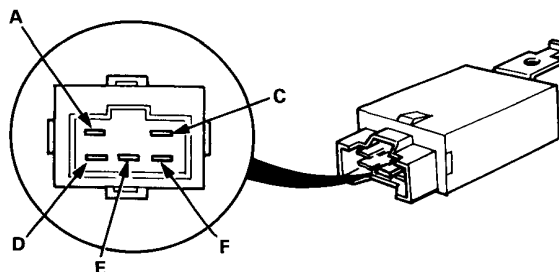


2. Check for continuity between the No. 1 and No. 5 terminals; between the No. 7 and No. 8 terminals ( $R \times 10^3$  scale). There should be continuity.

## Relay Test

### Heater relay:

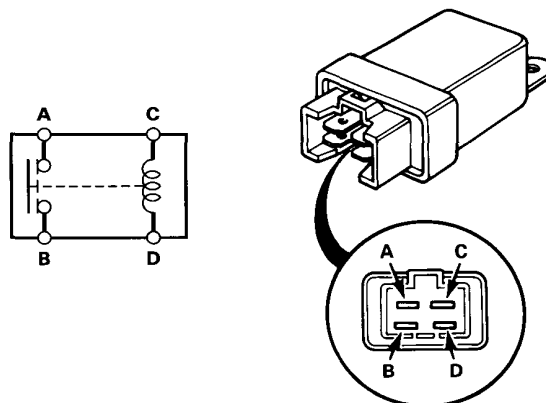
1. Remove the seat, then remove the relay from the bottom of the seat.
2. There should be continuity between the F and A; between the C and D terminals when the battery is connected across the F and E terminals. There should be continuity between the F and D terminals when the battery is disconnected.



### Main relay:

There should be continuity between the A and B terminals when the battery is connected across the C and D terminals.

There should be no continuity when the battery is disconnected.



## **Supplemental Restraint System (SRS)**

<b>Component Location Index (Without Front Passenger's Airbag) ....</b>	<b>23B-2</b>
<b>Wiring Location .....</b>	<b>23B-3</b>
<b>Circuit Diagram .....</b>	<b>23B-4</b>
<b>Troubleshooting</b>	
<b>Self-diagnosis .....</b>	<b>23B-5</b>
<b>The SRS Indicator Does not Light ....</b>	<b>23B-6</b>
<b>The SRS Indicator Light     Stays on Continuously .....</b>	<b>23B-8</b>

### **Outline of Model Changes**

- As the DE-made SRS unit has been adopted, the troubleshooting and other related items have been rewritten.

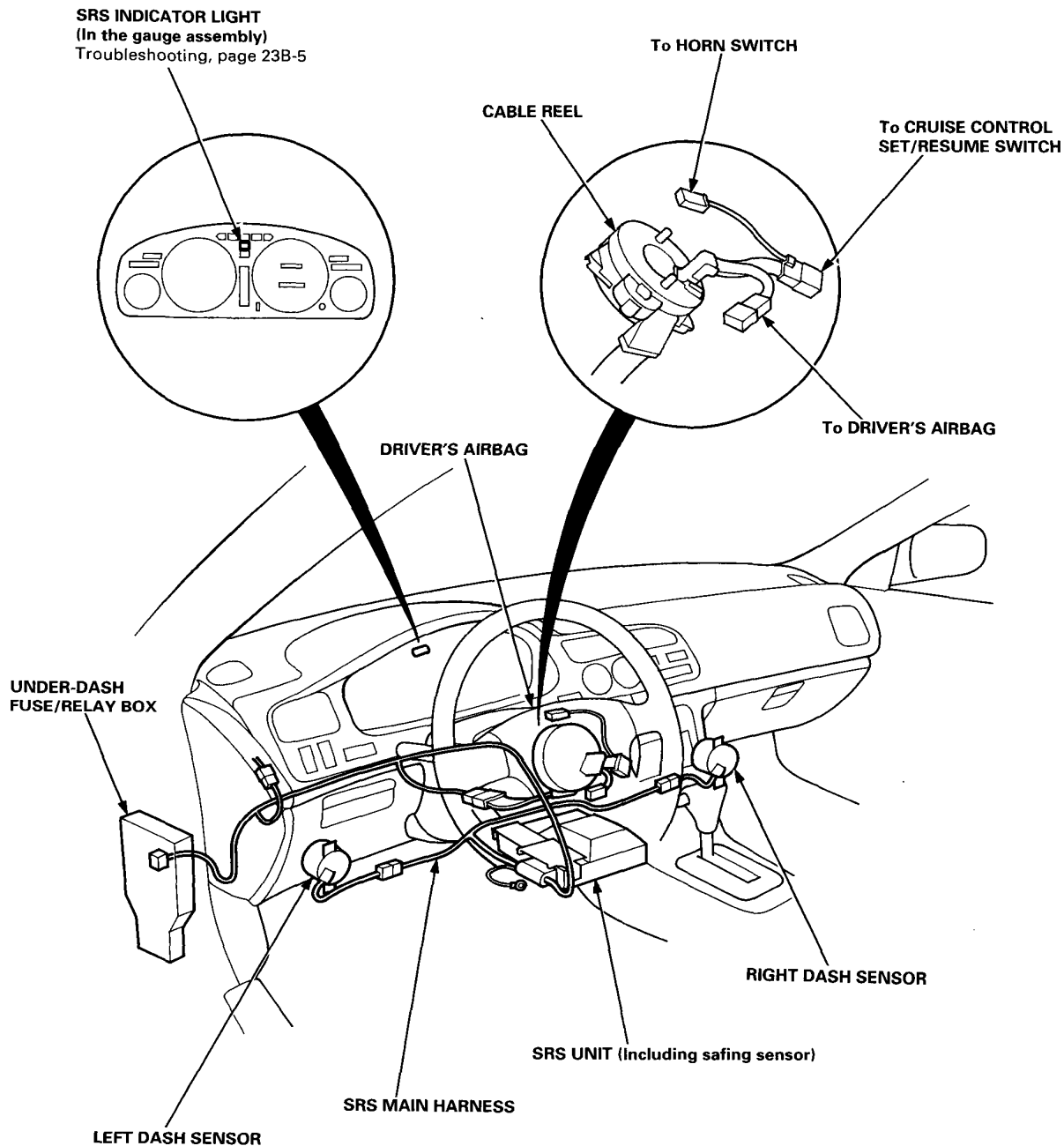
NOTE: Refer to Accord Shop Manual 62SV400 or 62SV200 for the items not shown in this section.



# Supplemental Restraint System (SRS)

## Component Location Index (Without Front Passenger's Airbag)

NOTE: LHD type is shown, RHD type is symmetrical.

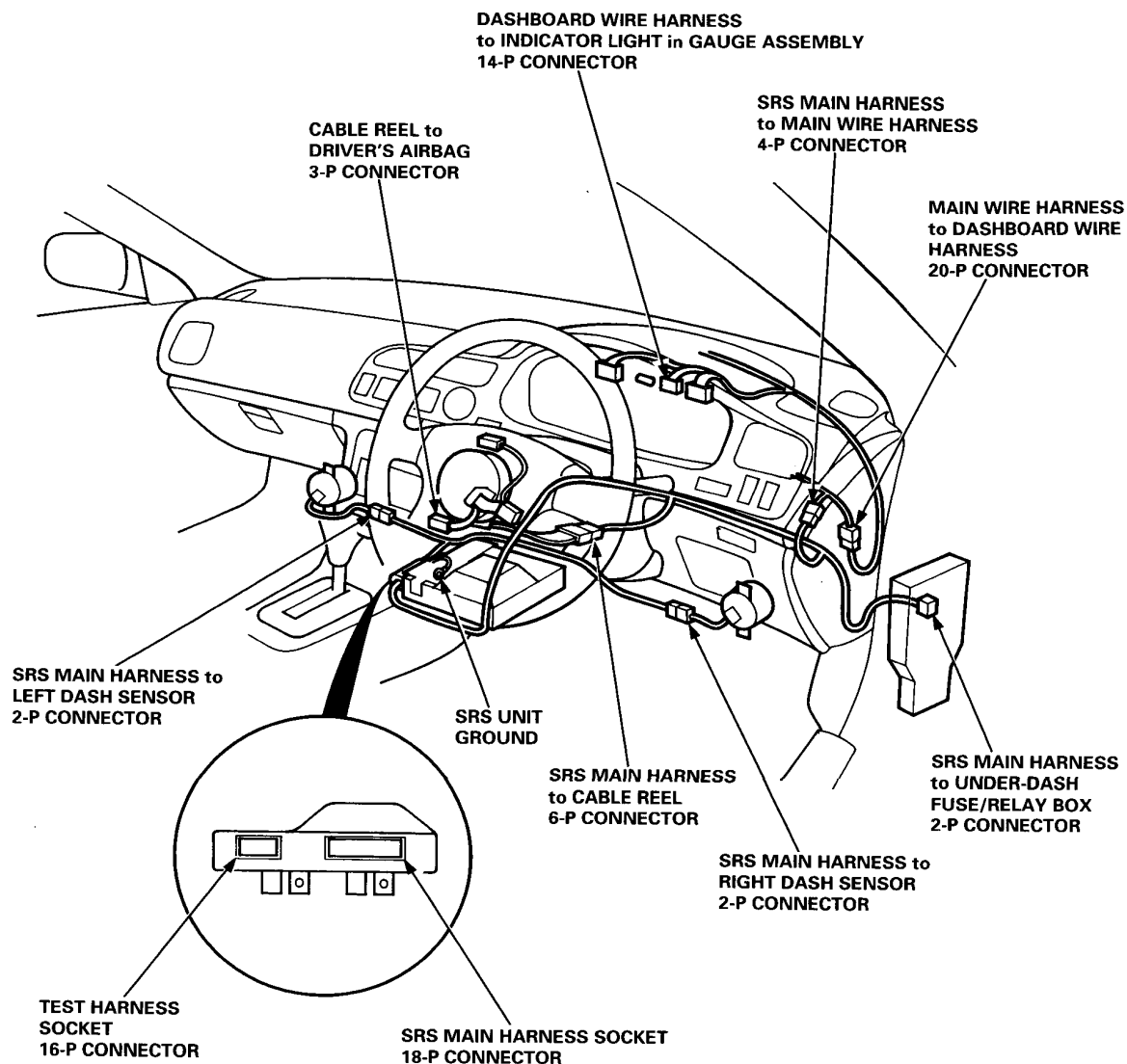


## Wiring Locations (Without Front Passenger's Airbag)

**CAUTION:** Make sure all SRS ground locations are clean and grounds are securely attached.

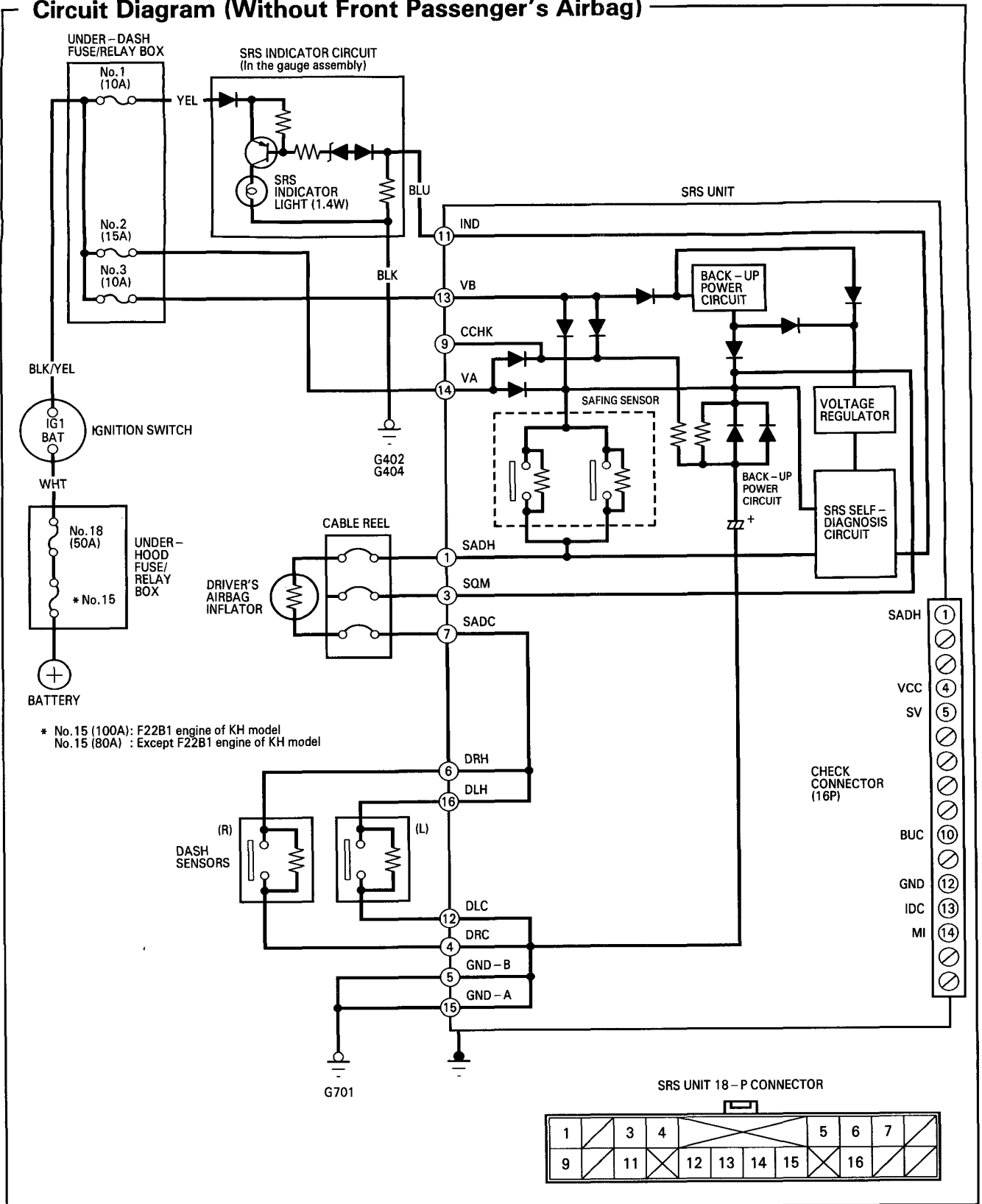
**NOTE:**

- All SRS electrical wiring harnesses are covered with yellow insulation.
- Replace the entire affected SRS harness assembly if it has an open circuit or damaged wiring.
- RHD type is shown, LHD type is symmetrical.



# Supplemental Restraint System (SRS)

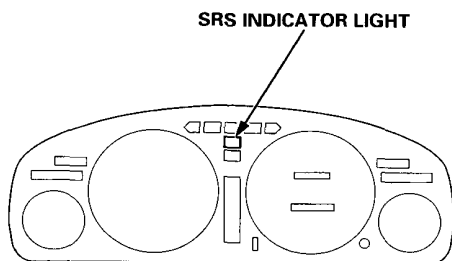
## Circuit Diagram (Without Front Passenger's Airbag)



## Troubleshooting

### Self-diagnosis Function

The SRS unit includes a self-diagnosis function. If there is a failure in the sensors, SRS unit, inflator, or their circuits, the SRS indicator light in the gauge assembly comes ON.



As a system check, the SRS indicator light also comes on when the ignition is first turned ON to the (II) position. If the light goes off after approximately six seconds, the system is OK.

If the SRS indicator light remains on (or fails to come on in the system check mode), one of the SRS components (or the wiring/connectors in-between) is faulty.

### Troubleshooting Precautions

- Always use the test harness. Do not use test probes directly on component connector terminals or wires; you may damage them or the SRS unit.
- When connecting any of the test harnesses to the system, push the connectors straight-in; do not bend the connector terminals.
- Before disconnecting any part of the SRS wire harness, connect the short connectors (RED) to the driver's airbag.

### SRS Indicator Light Troubleshooting

#### Possible conditions:

1. SRS indicator light does not come on at all — see page 23B-6.
2. SRS indicator light stays on constantly — see page 23B-8.
3. SRS indicator light comes on in combination with a failure of another electrical system (charging system light). Check for damage/corrosion at the underdash fuse/relay box connector.

#### NOTE:

- Before starting the applicable troubleshooting, check the condition of all SRS connectors and ground points.
- If the fault is not found after completing the applicable troubleshooting, substitute a known-good SRS unit, and check whether the indicator light goes off.

# Supplemental Restraint System (SRS)

## Troubleshooting

### The SRS Indicator Does Not Light

**CAUTION:** Use only a digital multimeter to check the system. If it's not a Honda multimeter, make sure its output is 10 mA (0.01A) or less when switched to the smallest value in the ohmmeter range. A tester with a higher output could damage the airbag circuit or cause accidental airbag deployment and possible injury.

Check the SRS indicator light and the No. 1 fuse:

1. Disconnect the battery negative cable, then disconnect the positive cable. Connect the short connectors to the airbags.
2. Reconnect the battery positive cable, and then the negative cable.
3. Turn the ignition switch ON (II).

Does the charging system light come on (in the gauge assembly)?

YES

NO

1. Inspect the No. 1 (10 A) fuse (in the underdash fuse/relay box).

Is No. 1 fuse OK?

YES

NO

**Replace the fuse.**

**Repair open in dashboard wire harness between the No. 1 fuse and gauge assembly.**

Check the SRS unit and SRS indicator light:

1. Turn the ignition switch OFF.
2. Disconnect the SRS main harness 18-P connector from the SRS unit.
3. Turn the ignition switch ON (II).

Does the SRS indicator light come on?

YES

NO

**Faulty SRS unit; replace the SRS unit.**

Check the SRS indicator light and SRS main harness:

1. Turn the ignition switch OFF.
2. Disconnect the SRS main harness 4-P connector from the main wire harness.
3. Turn the ignition switch ON (II).

Does the SRS indicator light come on?

YES

NO

**Faulty SRS main harness; replace the SRS main harness.**

Check the SRS indicator light bulb and dashboard wire harness:

1. Turn the ignition switch OFF.
2. Remove the gauge assembly, then inspect the SRS indicator light bulb.

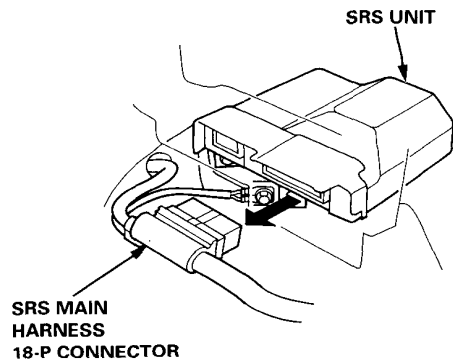
Is the SRS indicator light bulb OK?

YES

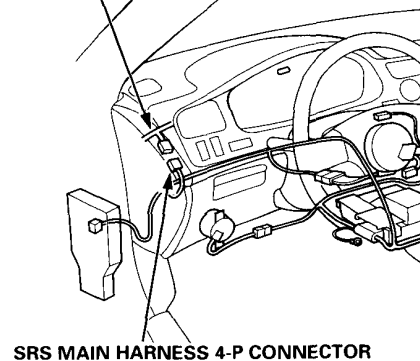
NO

**Replace the indicator light bulb.**

(To page 23B-7)



MAIN WIRE HARNESS



SRS MAIN HARNESS 4-P CONNECTOR

(From page 23B-6)

Check for short or open in the dashboard wire harness:

1. Connect a voltmeter between the No. 12 terminal (+) of the 14-P connector and body ground (-).
2. Turn the ignition switch ON (II).

Is there less than 8.5 V?

YES

NO

**Short in BLU wire of the dashboard wire harness; replace the dashboard wire harness.**

Check for open in the dashboard wire harness, poor ground, faulty SRS indicator circuit, or faulty SRS unit:

1. Turn the ignition switch OFF.
2. Connect the voltmeter between the No. 5 terminal (+) and the No. 9 terminal (-) of the dashboard wire harness 14-P connector.
3. Turn the ignition switch ON (II).
4. Measure the voltage between the No. 5 terminal (+) and the No. 9 terminal (-).

Is there battery voltage?

YES

NO

Check for open in the dashboard wire harness or gauge assembly, or poor ground:

1. Check for continuity between the No. 9 terminal and body ground.

Does continuity exist?

YES

NO

**Repair open in the BLK wire (No. 9 terminal) between the gauge assembly and body ground, or look for a poor ground (G402, G404).**

**Repair open in the YEL wire (No. 5 terminal) of the dashboard wire harness between the gauge assembly and the No. 1 (10 A) fuse.**

Check the SRS unit and SRS indicator circuit:

1. Turn the ignition switch OFF.
2. Reconnect each connector to the gauge assembly and SRS unit, then connect Test Harness A to the SRS unit.
3. Turn the ignition ON (II), and measure the voltage between the No. 13 terminal (+) and body ground (-) for six seconds after the ignition has been turned ON (II).

Is there more than 8.5 V?

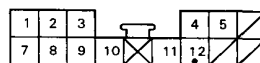
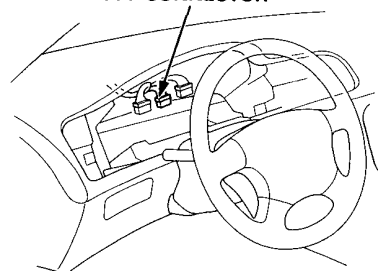
YES

NO

**Faulty SRS unit; replace the SRS unit.**

**Faulty SRS indicator circuit (in the gauge assembly); replace the gauge assembly.**

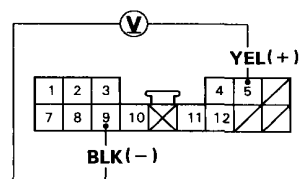
**DASHBOARD WIRE HARNESS  
14-P CONNECTOR**



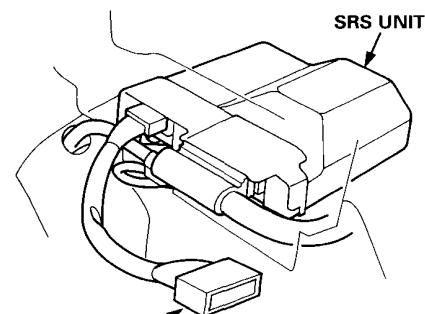
BLU (+)



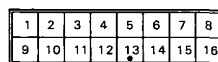
View from wire side



View from wire side



**TEST HARNESS A  
07MAZ - SL00500**



(cont'd)



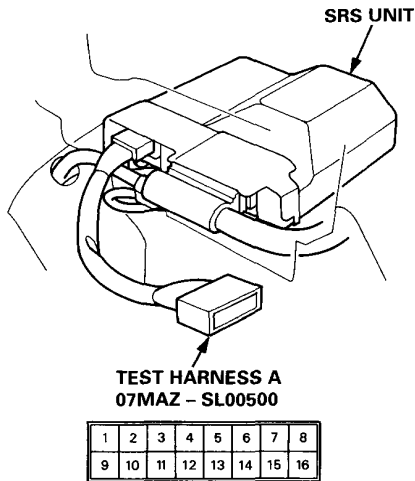
# Supplemental Restraint System (SRS)

## Troubleshooting (cont'd)

### SRS Indicator Light Stays on Continuously

NOTE: Before troubleshooting, make sure that battery voltage is 12 V or more. Otherwise you'll obtain wrong test readings.

1. Make a photocopy of the chart on page 23B-9.
2. Connect Test Harness A to the SRS unit as shown.



3. Turn the ignition switch ON (II).

- Voltages in the chart assume the car's "battery voltage" is about 12 volts. Less than 12 volts will result in different or possibly false readings.
- Do not disconnect the airbags from the circuit when checking SRS unit voltages.

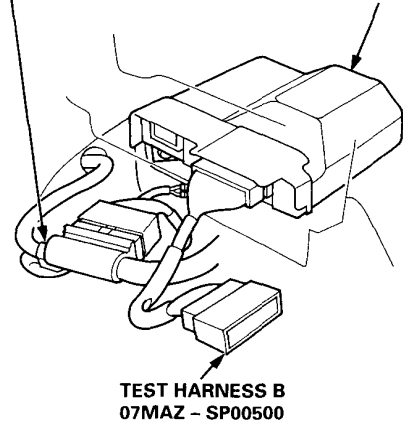
4. First, check for voltage between Test Harness Terminal No. 12 (+) and ground (-).

- If no voltage is indicated, go to step 8, and continue checking all the other terminals.
- If voltage is indicated, there is a poor ground at the SRS unit. Read the following NOTE, and then go on to step 5.

5. Disconnect the battery negative cable, then disconnect the positive cable. Connect the short connectors (RED) to the airbags.
6. Connect Test Harness B between the SRS unit and SRS main harness 18-P connector.

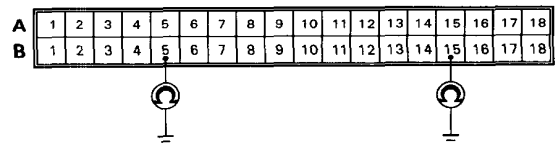
**SRS MAIN HARNESS**  
18-P CONNECTOR

**SRS UNIT**



7. Check for continuity between the B5 terminal and body ground, and B15 terminal and body ground.

**TEST HARNESS B**  
07MAZ - SP00500



- If there is continuity at either terminal, the SRS unit is faulty. Replace it, reconnect the airbags and battery cables, and check the voltages according to the chart on page 23B-9.
- If there is no continuity at either terminal, the SRS unit ground, the SRS unit component grounds or the SRS main harness is faulty. Check the grounds (check wire and SRS unit mounting bolts), and, if necessary, replace the SRS main harness. Reconnect the airbags and battery cables, then check the voltages according to the chart on page 23B-9.

- If you circled all the Failure Mode ranges across any row, check the car for the Probable Failure Mode listed at the end of the row. (Refer to the letter for that mode on the following pages.)

2.0 -8.5	8.4 -10.9	—	—	B	<ul style="list-style-type: none"> <li>• Short in one dash sensor</li> <li>• Short to driver's or passenger's airbag inflator (body ground)</li> </ul>
2.0 -8.5	8.4 -10.9	—	—	C	Short in safing sensor or open in both dash sensors
2.0 -8.5	8.4 -10.9	—	—	D	Open in one dash sensor
2.0 -8.5	8.4 -10.9	—	—	E	Open in driver's airbag inflator or cable reel

- If you did not circle all the ranges across any row, replace the SRS unit with a known-good unit, and retest.

- If all your voltage readings are now normal, replace the original SRS unit.
- If your voltage readings are still not normal but they don't fit within a complete row of Failure Mode ranges, check the condition of the terminals in each of the SRS connectors shown in the system diagram on page 23B-3.

**NOTE:** Do not disconnect the airbag or battery cables when checking SRS unit voltages.

Test Harness Terminal	1 SADH	—	—	4 VCC	5 SV	—	—	—	—	10 BUC1	—	12 GND	13 IDC	14 M1	—	—	Probable Failure Mode	
Normal Voltage	5.1 -7.0	—	—	4.5 -5.5	12.0 -14.0	—	—	—	—	10.5 -14.5	—	0	8.5 -13.0	10.5 -14.5	—	—		
Your Voltage Reading		—	—			—	—	—		—					—	—		
Failure Mode Voltage	*	0	—	—	4.5 -5.5	12.0 -14.0	—	—	—	—	10.5 -14.5	—	0	2.0 -8.5	10.5 -14.5	—	—	B • Open in both safing sensor contact • Short in one dash sensor • Short to driver's airbag inflator (body ground)
		10.5 -14.5	—	—	4.5 -5.5	12.0 -14.0	—	—	—	—	10.5 -14.5	—	0	2.0 -8.5	10.5 -14.5	—	—	C Short in safing sensor or open in both dash sensors
		7.1 -9.5	—	—	4.5 -5.5	12.0 -14.0	—	—	—	—	10.5 -14.5	—	0	2.0 -8.5	10.5 -14.5	—	—	D Open in one dash sensor
	*	10.5 -14.5	—	—	4.5 -5.5	12.0 -14.0	—	—	—	—	10.5 -14.5	—	0	2.0 -8.5	10.5 -14.5	—	—	E Open in driver's airbag inflator or cable reel
		4.0 -7.0	—	—	0	0	—	—	—	—	8.5 -14.5	—	0	2.0 -8.5	8.5 -14.5	—	—	H Blown SRS fuse (No. 3 10 A) or open in the wire
		5.1 -7.0	—	—	4.5 -5.5	12.0 -14.0	—	—	—	—	10.5 -14.5	—	0	0 (8.5 -13.0)	10.5 -14.5	—	—	I Short (or open) in SRS indicator wire harness

(cont'd)

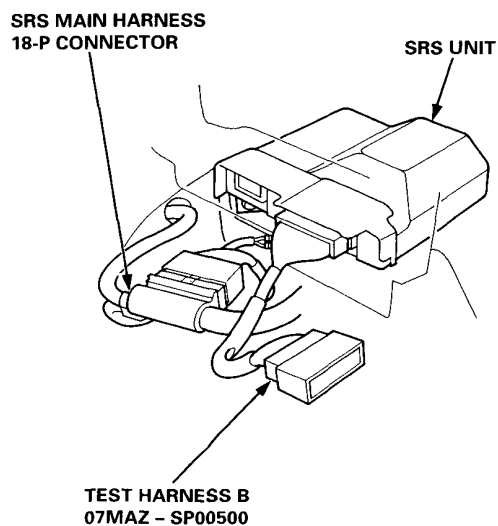
# Supplemental Restraint System (SRS)

## Troubleshooting (cont'd)

### Mode B:

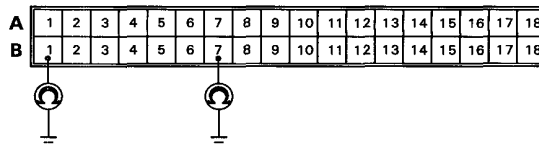
- Short to driver's inflator (body ground)
- Short in dash sensor
- Open in both safing sensor contacts

1. Disconnect the battery negative cable, and then disconnect the positive cable. Then connect the short connector (RED) to the airbag.
2. Connect Test Harness B between the SRS unit and SRS main harness 18-P connector.



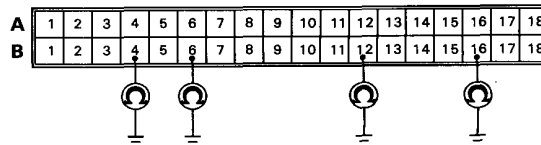
3. Reconnect the driver's airbag connector, then check continuity between the B1 terminal and body ground, and between the B7 terminal and body ground.

### TEST HARNESS B 07MAZ-SP00500



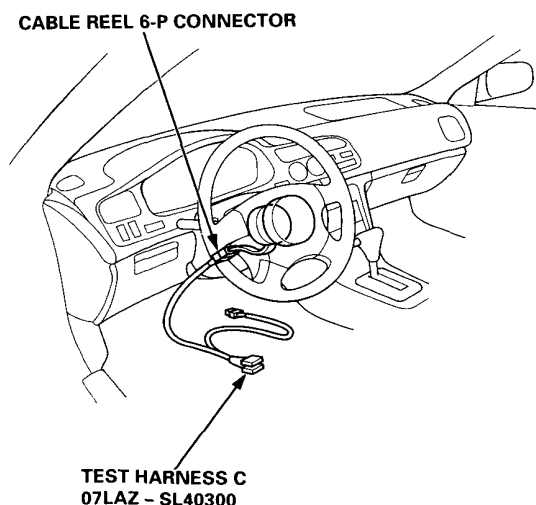
- If there is continuity at either terminal, go to step 6.
  - If there is no continuity at either terminal go to step 4.
4. Check continuity between body ground and each terminal of both dash sensors.

### TEST HARNESS B 07MAZ-SP00500

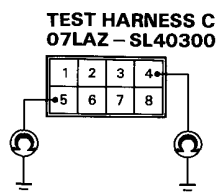


- If there is continuity at any of the terminals, go to step 9.
- If there is no continuity at any terminal, go to step 10.

5. Disconnect the cable reel 6-P connector from the SRS main harness, then connect Test Harness C only to the cable reel side of the 6-P connector.

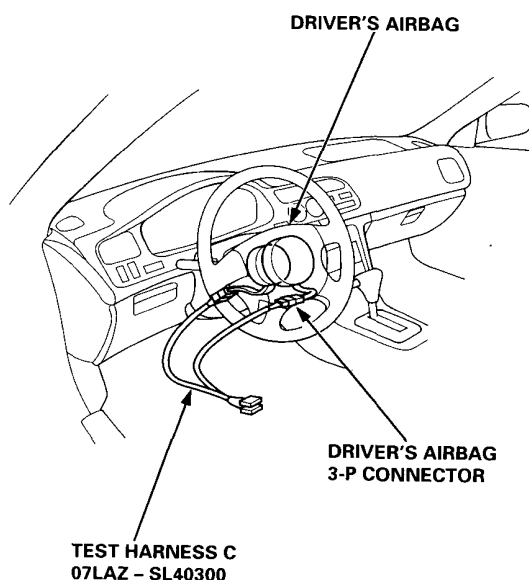


6. Check continuity between the No. 4 terminal and body ground, and between the No. 5 terminal and body ground.

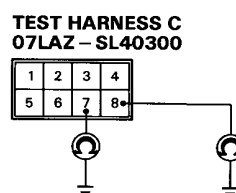


- If there is continuity at either terminal, go to step 8.
- If there is no continuity at either terminal, the SRS main harness is faulty. Replace it, and recheck the voltages according to the chart on page 23B-9.

7. Disconnect the driver's airbag 3-P connector from the cable reel, then connect Test Harness C to the driver's airbag 3-P connector.



8. Check continuity between the No. 7 terminal and body ground, and between the No. 8 terminal and body ground.



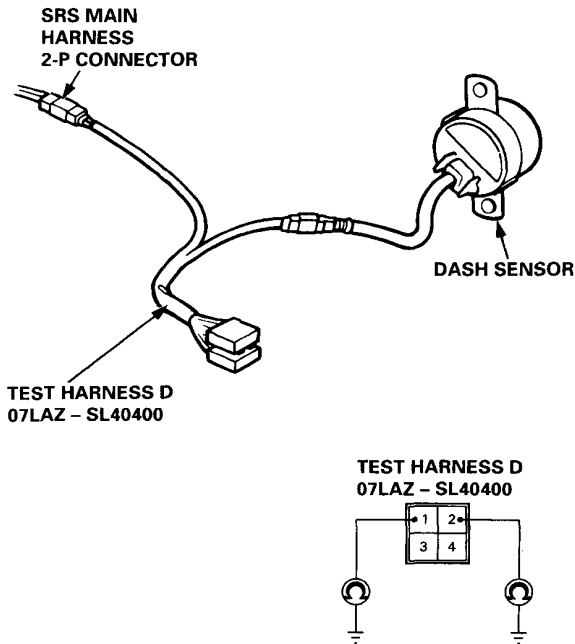
- If there is continuity at either terminal, the driver's airbag inflator is faulty. Replace it, and recheck the voltages according to the chart on page 23B-9.
- If there is no continuity at either terminal, the cable reel is faulty. Replace it, and recheck the voltages according to the chart on page 23B-9.

(cont'd)

# Supplemental Restraint System (SRS)

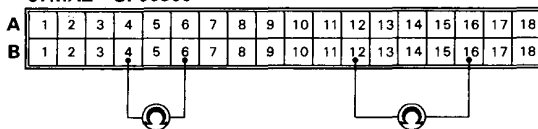
## Troubleshooting (cont'd)

9. Connect Test Harness D between the dash sensor and SRS main harness 2-P connector. Check continuity between the No. 1 terminal and body ground, and between the No. 2 terminal and body ground.



- If there is continuity at either terminal, the dash sensor is faulty. Replace it and recheck the voltages according to the chart on page 23B-9.
  - If there is no continuity at either terminal, the SRS main harness is faulty. Replace it and recheck the voltages according to the chart on page 23B-9.
10. Measure the resistance between the left dash sensor terminals B12 and B16, and between the right dash sensor terminals B4 and B6.

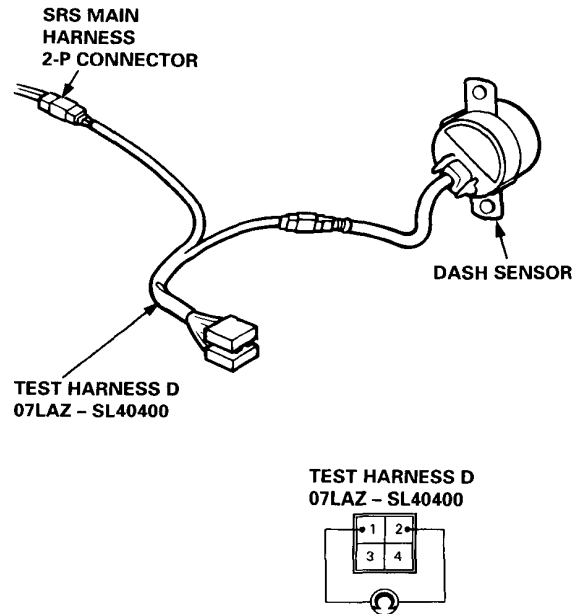
**TEST HARNESS B 07MAZ - SP00500**



- If resistance is 3.8 – 4.2 kΩ for both sensors, the SRS unit is faulty. Substitute a known-good SRS unit, and recheck the voltages according to the chart on page 23B-9.

- If resistance is less than 3.8 kΩ for either sensor, go to step 11.

11. Connect Test Harness D between the dash sensor and SRS main harness 2-P connector. Measure the resistance between the No. 1 terminal and No. 2 terminal.



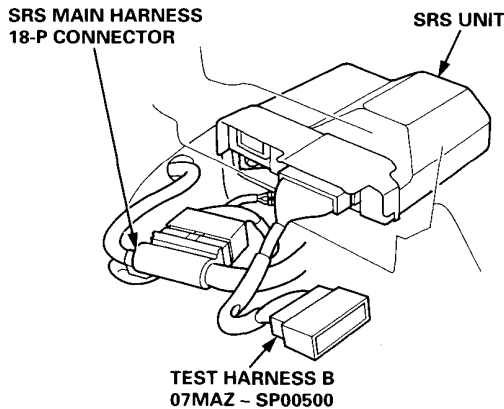
- If resistance is 3.8 – 4.2 kΩ, the SRS main harness is faulty. Replace it and recheck the voltages according to the chart on page 23B-9.

- If resistance is less than 3.8 kΩ, the dash sensor is faulty. Replace it and recheck the voltages according to the chart on page 23B-9.

**Mode C: Short in one safing sensor, or open in both dash sensors**

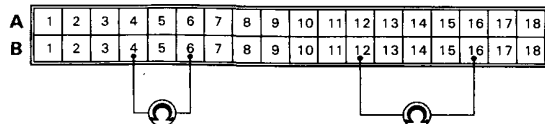
**Mode D: Open in one dash sensor**

1. Disconnect the battery negative cable, then disconnect the positive cable. Then connect the short connector (RED) to the airbag.
2. Connect Test Harness B between the SRS unit and SRS main harness 18-P connector.



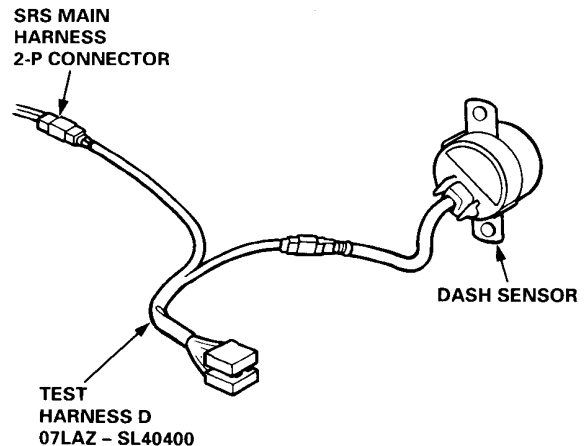
3. Measure the resistance between the left dash sensor terminals B12 and B16, and between the right dash sensor terminals B4 and B6.

**TEST HARNESS B 07MAZ - SP00500**

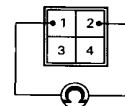


- If resistance is more than 5 kΩ for either set of terminals, go to step 4.
- If resistance is less than 5 kΩ for both sets of terminals, the SRS unit is faulty. Substitute a known-good SRS unit, and recheck the voltages according to the chart on page 23B-9.

4. Connect Test Harness D between the dash sensor and SRS main harness 2-P connector. Measure the resistance between the No. 1 terminal and No. 2 terminal.



**TEST HARNESS D 07LAZ - SL40400**



- If resistance is more than 5 kΩ, the dash sensor is faulty. Replace the dash sensor, and recheck the voltages according to the chart on page 23B-9.
- If resistance is less than 5 kΩ, the SRS main harness is faulty. Replace the SRS main harness, and recheck the voltages according to the chart on page 23B-9.

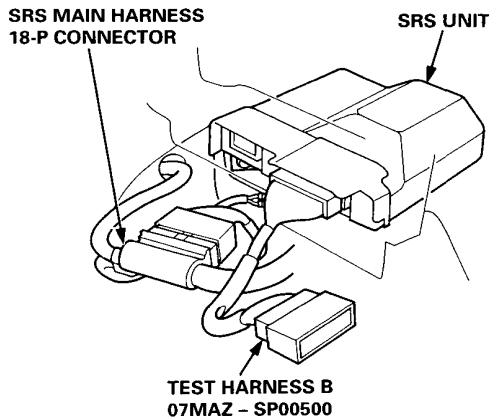
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# Supplemental Restraint System (SRS)

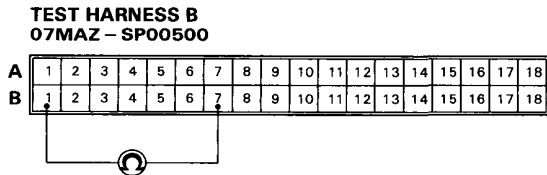
## Troubleshooting (cont'd)

### Mode E: Open in driver's airbag inflator or cable reel

1. Disconnect the battery negative cable, then disconnect the positive cable. Then connect the short connector (RED) to the airbag.
2. Connect Test Harness B between the SRS unit and the SRS main harness 18-P connector.



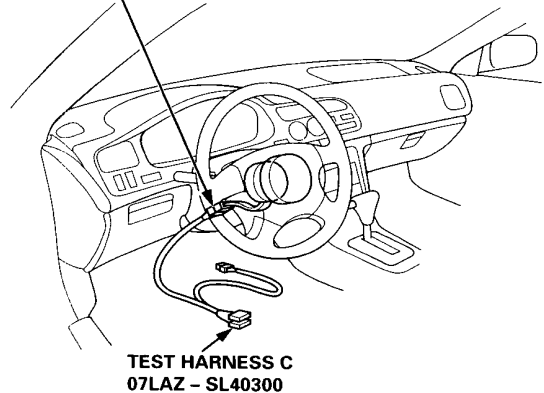
3. Reconnect the driver's airbag connector, then measure the resistance between the B1 and B7 terminals.



- If resistance is more than 0.2 k $\Omega$ , go to step 4.
- If resistance is less than 0.2 k $\Omega$ , the SRS unit is faulty. Substitute a known-good SRS unit, and recheck the voltages according to the chart on page 23B-9.

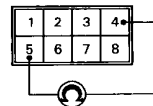
4. Disconnect the cable reel 6-P connector from the SRS main harness, then connect Test Harness C only to the cable reel side of the connector.

### CABLE REEL 6-P CONNECTOR



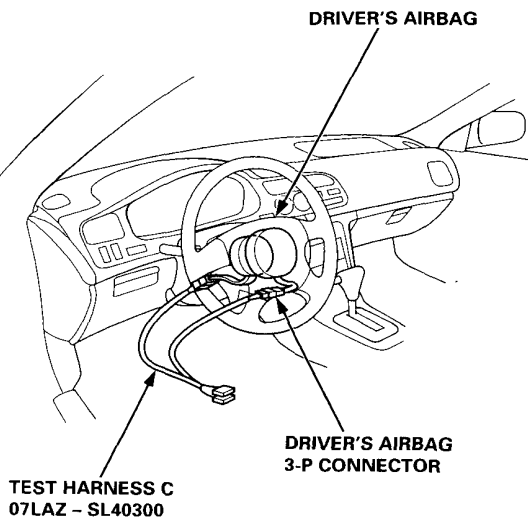
5. Measure the resistance between the No. 4 terminal and the No. 5 terminal.

### TEST HARNESS C 07LAZ - SL40300

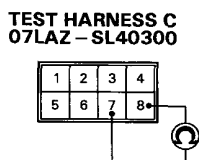


- If resistance is more than 0.2 k $\Omega$ , go to step 6.
- If resistance is less than 0.2 k $\Omega$ , the SRS main harness is faulty. Replace it and recheck the voltages according to the chart on page 23B-9.

6. Disconnect the driver's airbag 3-P connector from the cable reel, then connect Test Harness C to the driver's airbag 3-P connector.



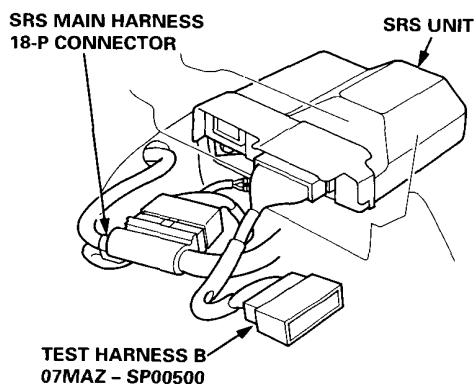
7. Measure the resistance between the No. 7 terminal and the No. 8 terminal.



- If resistance is more than 0.2 kΩ, the driver's airbag inflator is faulty. Replace the airbag assembly, and recheck the voltages according to the chart on page 23B-9.
- If resistance is less than 0.2 kΩ, the cable reel is faulty. Replace it and recheck the voltages according to the chart on page 23B-9.

#### Mode H: Blown SRS No. 3 fuse, or open in the wire

1. Check the SRS No. 3 (10 A) fuse in the under-dash fuse/relay box. If it's OK, go to step 2. If it's blown, replace it with a new 10 A fuse, then turn the ignition switch ON (II):
  - If the fuse doesn't blow, go on to step 2.
  - If the fuse blows, troubleshoot as necessary to find the short.
2. Disconnect the battery negative cable, then disconnect the positive cable. Then connect the short connector (RED) to the airbag.
3. Connect Test Harness B between the SRS unit and the SRS main harness 18-P connector.



4. Reconnect the positive and negative cable to the battery.
5. Measure the voltage between the B13 terminal (+) and body ground (-) with the ignition switch ON (II).

#### TEST HARNESS B 07MAZ - SP00500

A	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
B	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18

- If there is battery voltage, the SRS unit is faulty. Replace it and recheck the voltages according to the chart on page 23B-9.
- If there is less than battery voltage, the SRS main harness is faulty. Replace it and recheck the voltages according to the chart on page 23B-9.

(cont'd)

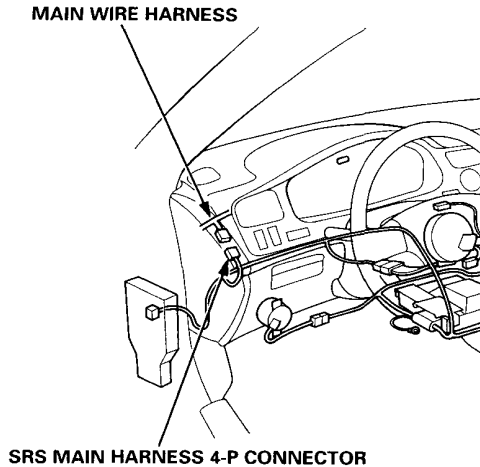


# Supplemental Restraint System (SRS)

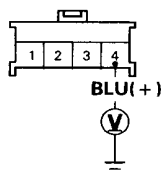
## Troubleshooting (cont'd)

### Mode I: Short or open in SRS indicator wire harness

1. Disconnect the SRS main harness 4-P connector from the main wire harness.



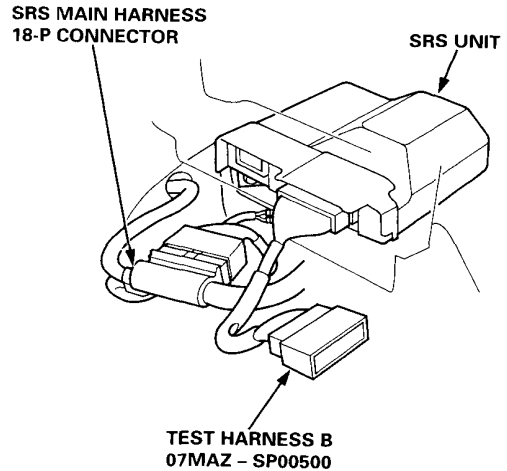
2. Turn the ignition switch ON (II), and wait for six seconds. Measure the voltage between the No. 4 terminal (+) and body ground (-) on the SRS main harness 4-P connector side.



View from wire side

- If voltage is more than 8.5 V, go to step 8.
- If voltage is less than 8.5 V, go to step 3.

3. Disconnect the battery negative cable, then disconnect the positive cable. Then connect the short connector (RED) to the airbag.
4. Connect Test Harness B between the SRS unit and the SRS main harness 18-P connector.



5. Reconnect the battery positive cable and negative cable.
6. Check for continuity between the B11 terminal and body ground.

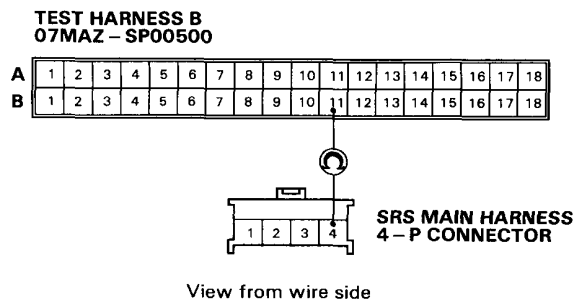
### TEST HARNESS B 07MAZ - SP00500

A	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
B	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18

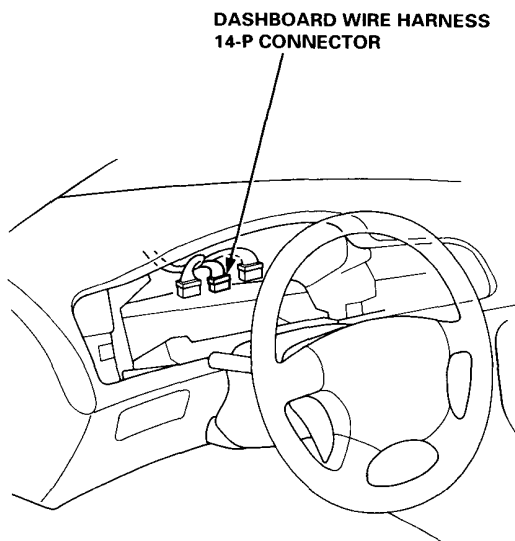
Diagram showing a continuity check between terminal B11 and ground.

- If there is continuity, the SRS main harness is shorted. Replace the SRS main harness, and recheck the voltages according to the chart on page 23B-9.
- If there is no continuity, go to step 7.

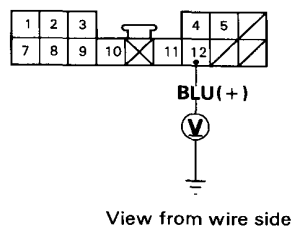
7. Check for continuity between the B11 terminal of Test Harness B and the No. 4 terminal of the SRS main harness 4-P connector.



- If there is continuity, the SRS unit is faulty. Replace it and recheck the voltages according to the chart on page 23B-9.
  - If there is no continuity, there is an open in the SRS main harness. Replace the SRS main harness, and recheck the voltages according to the chart on page 23B-9.
8. Reconnect the SRS main harness 4-P connector to the main wire harness. Disconnect the dashboard wire harness 14-P connector from the gauge assembly.



9. Turn the ignition switch ON (II), and wait for six seconds. Measure the voltage between the No. 12 terminal (+) and body ground (-).



- If voltage is more than 8.5 V, the SRS indicator circuit is faulty (in the gauge assembly). Replace the gauge assembly, and recheck the voltages according to the chart on page 23B-9.
- If voltage is less than 8.5 V, the dashboard wire harness (or the main wire harness) is faulty. Replace it and recheck the voltages according to the chart on page 23B-9.