

INTRODUCTION

How to Use This Manual

This supplement contains information for the 96 ACCORD COUPE/ AERO DECK.

Refer to following shop manuals for service procedures and data not included in this supplement. Accord Aero deck is sold as Accord Wagon in Australia. Please refer to the procedures for Accord Wagon for repair/maintenance of the Accord Aero deck.

Description	Code No.
94 ACCORD Shop Manual MAINTENANCE, REPAIR and CONSTRUCTION	62SV400
94 ACCORD COUPE Shop Manual MAINTENANCE, REPAIR and CONSTRUCTION	62SV200
94 ACCORD AERO DECK Supplement Manual	62SV220
95 ACCORD Supplement Manual	62SV420
95 ACCORD COUPE, ACCORD AERO DECK/WAGON Supplement Manual	62SV221
96 ACCORD Supplement Manual	62SV422

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.

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

marked sections are not included in this manual.

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

General Info



Special Tools



Specifications

specs

Maintenance



Engine



Drilling



Fuel and Emissions



* Transaxle



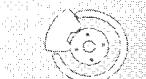
* Steering



Suspension



* Brakes (Including ABS)



* Body



* Heater and Air Conditioning



* Electrical (Including SRS)



Outline of Model Changes

European (KG, KZ, KE, KS) Models

ITEM	DESCRIPTION	MODELS					REFERENCE SECTION
		94 AERO DECK	95 COUPE	95 AERO DECK	96 COUPE	96 AERO DECK	
General	ACCORD AERO DECK added	○					—
Engine	Exhaust pipe and muffler changed	○					—
	• Maintenance interval for engine oil and oil filter changed				○	○	8
Fuel and Emissions	• Fuel Tube/Quick-Connect Fittings introduce • Engine Control Module modified				○	○	11
Manual Transmission	Changed • Countershaft clearance inspection • Reverse idler gear shaft bolt torque		○	○			—
	• Honda genuine manual transmission fluid (MTF) specified				○	○	13
Automatic Transmission	Modified • 1st clutch piston Changed • 1st-hold clutch plates • Secondary shaft axial clearance specification • Torque value of the transmission housing mounting bolts		○	○			—
Steering	• Steering gearbox removal/installation procedures changed				○	○	17
Suspension	Rear dumper removal and installation changed	○					—
Body	ACCORD AERO DECK added	○					—
	Changed • Instrument panel and dashboard lower ^{? COVER} removal procedures (automatic climate control model) • Headliner replacement procedure • Quantities of the side sill panel clips used • Sunroof constructions • Radio with a coded theft protection circuit (COUPE-KE model, AERO DECK-KE and KS models) Added • Door cylinder protector and door weatherstrip Disused • Manual door window		○	○			—
	Changed • Door molding adhesive tape location Added • Side and rear emblems		○				—
	Changed • Emblem attachment points • Front seat belt lower anchor bolt construction			○			—
	Changed • Attachment point of emblem • Opener cable location • Opening repair chart				○		20
	• Guide to the cushion tape location of ceiling light harness Changed • Front bumper and spoiler, rear bumper and bumper skirt • Trunk lid				○	○	
	• Door molding adhesive tape and clip location changed • Roof rack added					○	

ITEM	DESCRIPTION	MODELS					REFERENCE SECTION
		94 AERO DECK	95 COUPE	95 AERO DECK	96 COUPE	96 AERO DECK	
Electrical	ACCORD AERO DECK added	○					_____
	Added • Driver's side vanity mirror light		○	○			_____
	• Circuit diagrams of systems whose wire colors changed • It is now possible to replace the power mirror actuator • Immobilizer system information entered • Horn circuits of models with SRS airbag system changed				○	○	23
	• Inner taillights added				○		
Supplemental Restraint System (SRS)	DE-made SRS unit adopted	○					_____
	Changed • From SRS-type I to SRS-type III		○	○			_____
	• SRS unit and cable reel connectors changed				○	○	23

NOTE: Refer to 94 ACCORD COUPE Shop Manual (Code No. 62SV200), 94 ACCORD AERO DECK Shop Manual Supplement (Code No. 62SV220) and 95 ACCORD COUPE, ACCORD AERO DECK/WAGON Shop Manual Supplement (Code No. 62SV221) for the items not shown.

Australian (KQ), Saudi Arabian (KY), Taiwan (KH) and Korea (KH) Models

ITEM	DESCRIPTION	MODELS					REFERENCE SECTION
		94 AERO DECK	95 COUPE	95 AERO DECK*1 or WAGON*2	96 COUPE	96 DECK*1 or WAGON*2	
General	ACCORD AERO DECK added	○					_____
	Sales name has been changed from ACCORD AERO DECK to ACCORD WAGON (for KQ model)			○			_____
	• ACCORD AERO DECK and COUPE for KY model added				○	○	1
Engine	Changed • Intake manifold • Exhaust pipe and muffler	○					_____
	• VTEC oil pressure switch abolished • Troubleshooting for VTEC solenoid valve changed				○	○	6
	• Maintenance interval for engine oil and oil filter changed				○	○	8
Fuel and Emissions	Changed • Engine coolant temperature sensor circuit (KH model)		○	○			_____
	• Engine Control Module modified • Fuel injection Air (FIA) Control System abolished (KH model) • Fuel Tube/Quick-Connect Fittings introduced				○	○	11
Manual Transmission	Changed • Countershaft clearance inspection • Reverse idler gear shaft bolt torque		○	○			_____
	• Honda genuine manual transmission fluid (MTF) specified				○	○	13
Automatic Transmission	Road test of F22B1 engine added	○					_____
	Modified • 1st clutch piston Changed • 1st-hold clutch plates • Secondary shaft axial clearance specification • Torque <u>valve</u> of the transmission housing mounting bolts		○	○			_____
Steering	• Steering gearbox removal/installation procedures changed				○	○	17
Suspension	Rear dumper removal and installation changed	○					_____
Body	ACCORD AERO DECK added	○					_____
	Changed • Instrument panel and dashboard lower cover removal procedures (automatic climate control model) • Headliner replacement procedure • Quantities of the side sill panel clips used • Sunroof construction Added • Door cylinder protector • Door lower weatherstrip • Radio with a coded theft protection circuit (COUPE-KM model, AERO DECK-KM model) Disused • Manual door window		○	○			_____
	Changed • Door molding adhesive tape location Added • Side and rear emblems • Front bumper beam and rear bumper beam (KM model)		○				_____
	Changed • Emblem attachment point			○			_____
	Changed • Attachment point of emblem • Opener cable location • Opening repair chart • Power adjustable seat added				○		20
	• Door molding adhesive tape and clip location changed					○	
	Changed • Front bumper and spoiler, rear bumper and bumper skirt • Trunk lid • Guide to the cushion tape location of ceiling light harness				○	○	

ITEM	DESCRIPTION	MODELS					REFERENCE SECTION
		94 AERO DECK	95 COUPE	95 AERO DECK* ¹ or WAGON* ²	96 COUPE	96 AERO DECK* ¹ or WAGON* ²	
Air Conditioning	Added • Automatic climate control (KH model)		○	○			—
Electrical	ACCORD AERO DECK added	○					—
	Added • Automatic climate control (KH model) • Retractable power mirrors (KH model) • Driver's side vanity mirror light • Coded theft protection circuit for the radio (KM model) • Keyless entry system		○	○			—
	Changed • Taillight bulbs replacement		○				—
	• KY model added; related information entered • Information related to the addition F22B4 (KY model) engine entered • Circuit diagrams of system whose wire colors changed • Horn circuits of models with SRS airbag system changed • It is now possible to replace the power mirror actuator • Immobilizer system information entered				○	○	23
	• Inner taillights added				○		
Supplemental Restraint System (SRS)	DE-made SRS unit adopted	○					—
	Changed • From SRS-type I to SRS-type III		○	○			—
	• SRS unit and cable reel connectors changed				○	○	23

NOTE: Refer to 94 ACCORD Shop Manual (Code No. 62SV400), 94 ACCORD AERO DECK Shop Manual Supplement (Code No. 62SV220), 95 ACCORD Shop Manual Supplement (Code No. 62SV420) and 95 ACCORD COUPE, ACCORD AERO DECK/WAGON Shop Manual Supplement (Code No. 62SV221) for the items not shown.

*1: Except KQ model, *2: KQ model

General Information

Chassis and Engine Numbers 1-2

Identification Number Locations 1-6

Chassis and Engine Numbers

AERO DECK or WAGON

European and KQ models:

Vehicle Identification Number 1HGCE17100A200001

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*1 or WAGON*/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) _____
 1: 2.2i LS
 2: 2.0i LS
 3: 2.0i LS with S/R
 4: 2.2i LS with S/R
 5: 2.0i ES 2.2i ES
 6: 2.2i ES with leather seats
 2.0i ES
 7: VTI
 2.0i ES with S/R
 8: 2.0i ES with S/R

Fixed Code _____

Auxiliary Number _____

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

Serial Number _____

*1: European model, *2: KQ model

Engine Number F20B3-3000001

Engine Type _____
 F20B3: 2.0 l SOHC Sequential Multiport Fuel-injected engine with CATA [European (KG, KE, KS, KZ) 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, KZ) models]

Serial Number _____
 F20B3, F22B5: 3000001 ~
 F22B1 : 3800001 ~

Transmission Number P2U5-7000001

Transmission Type _____
 P2U5: Manual for F22B1 engine
 P2C4: Manual for F20B3, F22B5 engines
 A0YA: Automatic

Serial Number _____

KY and KH models:

Vehicle Identification Number 1HGCE172*TA000001

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/F22B2 and F22B4

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

Vehicle Grade (Series) _____
 2: LX
 7: 2.2 EX
 8: 2.2 EX with Stereo Sound System
 9: EX

Check Digit _____

Model Year _____
 Model Year
 T: 1996

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

Serial Number _____

Engine Number F22B2-3400001

Engine Type _____
 F22B2: 2.2 l SOHC Sequential Multiport Fuel-injected engine with CATA
 F22B4: 2.2 l SOHC Sequential Multiport Fuel-injected engine without CATA

Serial Number _____
 F22B2: 3400001 ~
 F22B4: 3100001 ~

Transmission Number P2A5-7000001

Transmission Type _____
 P2A4: Manual with F22B2 engine
 P2C4: Manual with F22B4 engine
 A0YA: Automatic

Serial Number _____



Coupe

European Model:

Vehicle Identification Number 1HGCD71400A200001

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

Line, Body and Engine Type
CD7: ACCORD COUPE/F22B5
CD9: ACCORD COUPE/F20B3

Body Type and Transmission Type
1: 2-door Coupe/5-speed Manual
2: 2-door Coupe/4-speed Automatic

Vehicle Grade (Series)
3: 2.2i ES
4: 2.0i LS
2.2i ES with leather seats
5: 2.0i ES
6: 2.0i ES with leather seats

Fixed Code

Auxiliary Number

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

Serial Number

Engine Number F20B3-3000001

Engine Type
F20B3: 2.0 l SOHC Sequential Multiport Fuel-injected engine with CATA
F22B5: 2.2 l SOHC Sequential Multiport Fuel-injected engine with CATA

Serial Number

Transmission Number P2C4-7000001

Transmission Type
P2C4: Manual
AOYA: Automatic

Serial Number

Except European Model:

Vehicle Identification Number 1HGCD722*TA000001

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

Line, Body and Engine Type
CD7: ACCORD COUPE/F22B1, F22B2 and F22B4

Body Type and Transmission Type
1: 2-door Coupe/5-speed Manual
2: 2-door Coupe/4-speed Automatic

Vehicle Grade (Series)
1: DX with ABS
2: DX
5: EX, 2.2 EX
6: EX with leather seats
2.2 EX with stereo sound system

Check Digit

Model Year
Model Year
T: 1996

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

Serial Number

Engine Number F22B1-3400001

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
F22B4: 2.2 l SOHC Sequential Multiport Fuel-injected engine without CATA

Serial Number
F22B1, F22B2: 3400001 ~
F22B4 : 3100001 ~

Transmission Number P2A4-7000001

Transmission Type
P2A4: Manual with F22B1 engine
P2C4: Manual with F22B4 engine
AOYA: Automatic

Serial Number

Chassis and Engine Numbers

AERO DECK or WAGON

Applicable Area Code/VIN/Engine Number/Transmission Number List

Applicable Area Code/ VIN/ Engine Number/ Transmission Number List							
MODEL	GRADE NAME	APPLICABLE AREA CODE	TRANSMISSION TYPE	VEHICLE IDENTIFICATION NUMBER	ENGINE NUMBER	TRANSMISSION NUMBER	
ACCORD AERO DECK	2.2 EX	KY	5MT	1HGCE177*TA000001~	F22B4-3100001~	P2C4-7000001~	
			4AT	1HGCE187*TA000001~	F22B4-3100001~	A0YA-7000001~	
	2.0 iLS	KG	5MT	1HGCE27200A200001~	F20B3-3000001~	P2C4-7000001~	
				1HGCE27800A200001~	F20B3-3000001~	P2C4-7000001~	
	2.0 iES		4AT	1HGCE28800A200001~	F20B3-3000001~	A0YA-7000001~	
				5MT	1HGCE17400A200001~	F22B5-3000001~	P2C4-7000001~
	2.2 iLS		4AT	1HGCE18400A200001~	F22B5-3000001~	A0YA-7000001~	
				5MT	1HGCE18600A200001~	F22B5-3000001~	P2C4-7000001~
	2.2 iES		4AT	1HGCE18600A200001~	F22B5-3000001~	A0YA-7000001~	
				5MT	1HGCE27500A200001~	F20B3-3000001~	P2C4-7000001~
	2.0 iES		KZ	4AT	1HGCE28500A200001~	F20B3-3000001~	A0YA-7000001~
					5MT	1HGCE17100A200001~	F22B5-3000001~
	2.2 iLS	4AT		1HGCE18100A200001~	F22B5-3000001~	A0YA-7000001~	
				5MT	1HGCE17500A200001~	F22B5-3000001~	P2C4-7000001~
	2.2 iES	4AT		1HGCE18500A200001~	F22B5-3000001~	A0YA-7000001~	
				5MT	1HGCE27300A200001~	F20B3-3000001~	P2C4-7000001~
	2.0 iLS	KE	4AT	1HGCE28300A200001~	F20B3-3000001~	A0YA-7000001~	
				5MT	1HGCE17600A200001~	F22B5-3000001~	P2C4-7000001~
	2.2 iES		4AT	1HGCE18600A200001~	F22B5-3000001~	A0YA-7000001~	
				5MT	1HGCE27200A200001~	F20B3-3000001~	P2C4-7000001~
	2.0 iLX	KU	5MT	1HGCE17500A200001~	F22B5-3000001~	P2C4-7000001~	
				1HGCE18500A200001~	F22B5-3000001~	A0YA-7000001~	
	2.2 iEX		4AT	1HGCE182*TA000001~	F22B2-3400001~	A0YA-7000001~	
				1HGCE189*TA000001~	F22B1-3400001~	A0YA-7000001~	
	LX	KH	4AT				
EX							
ACCORD WAGON	VTi	KQ	5MT	1HGCE17700A200001~	F22B1-3800001~	P2U5-7000001~	
			4AT	1HGCE18700A200001~	F22B1-3800001~	A0YA-7000001~	



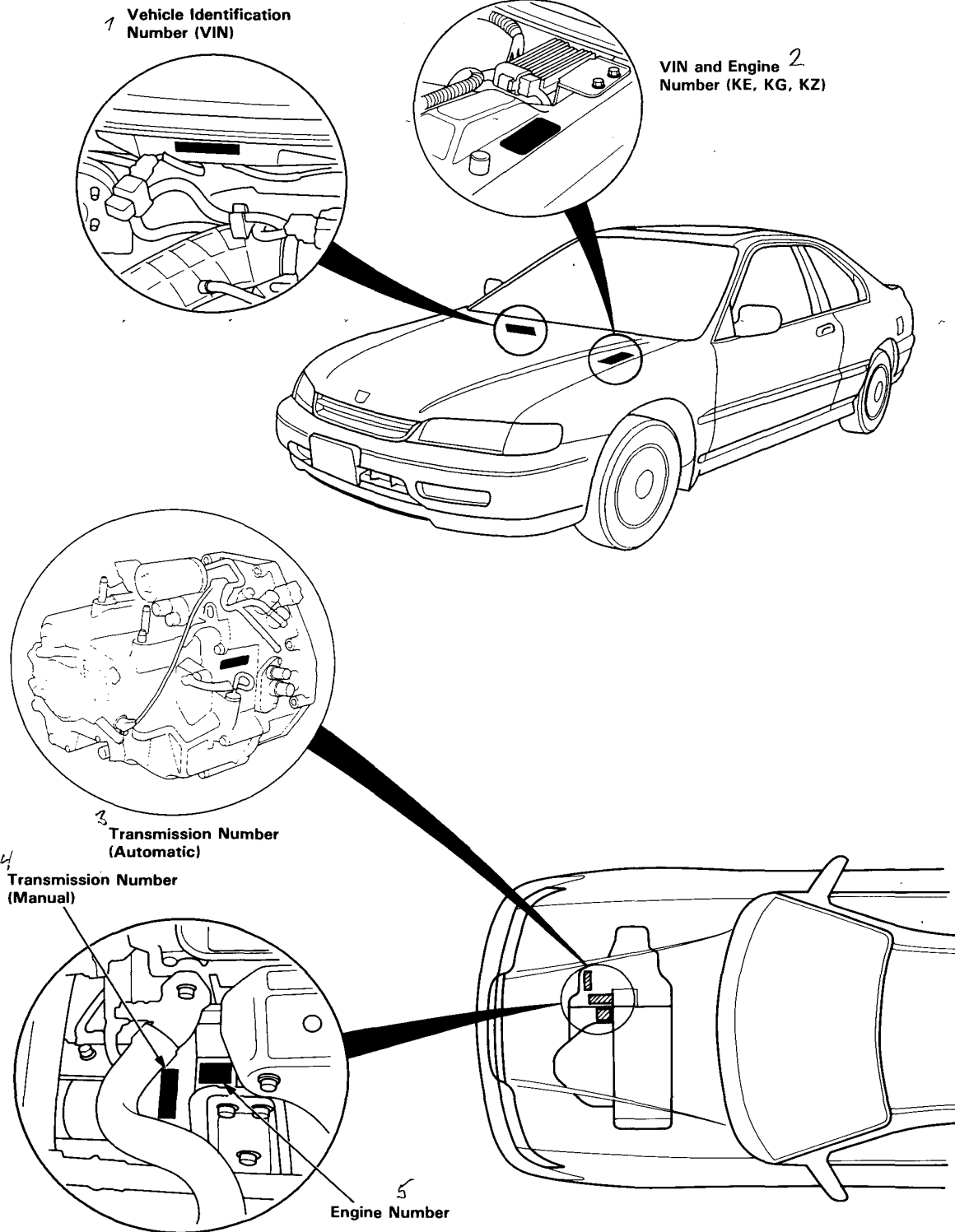
Coupe

Applicable Area Code/VIN/Engine Number/Transmission Number List

Applicable Area Code/VIN/Engine Number/Transmission Number List						
MODEL	GRADE NAME	APPLICABLE AREA CODE	TRANSMISSION TYPE	VEHICLE IDENTIFICATION NUMBER	ENGINE NUMBER	TRANSMISSION NUMBER
ACCORD COUPE	2.0 iLS	KG	5MT	1HGCD914*00A200001~	F20B3-3000001~	P2C4-7000001~
			4AT	1HGCD924*00A200001~	F20B3-3000001~	A0YA-7000001~
	2.0 iES		5MT	1HGCD915*00A200001~	F20B3-3000001~	P2C4-7000001~
			4AT	1HGCD925*00A200001~	F20B3-3000001~	A0YA-7000001~
	2.2 iES		5MT	1HGCD713*00A200001~	F22B5-3000001~	P2C4-7000001~
			4AT	1HGCD723*00A200001~	F22B5-3000001~	A0YA-7000001~
	2.0 iES	KZ	5MT	1HGCD915*00A200001~	F20B3-3000001~	P2C4-7000001~
			4AT	1HGCD925*00A200001~	F20B3-3000001~	A0YA-7000001~
	DX	KH		1HGCD722*TA000001~	F22B2-3400001~	A0YA-7000001~
				1HGCD725*TA000001~	F22B1-3400001~	A0YA-7000001~
	EX	KN		1HGCD726*TA000001~	F22B1-3400001~	A0YA-7000001~
			KE	5MT	1HGCD914*00A200001~	F20B3-3000001~
	4AT	1HGCD924*00A200001~		F20B3-3000001~	A0YA-7000001~	
	2.2 iES	5MT		1HGCD714*00A200001~	F22B5-3000001~	P2C4-7000001~
		4AT		1HGCD724*00A200001~	F22B5-3000001~	A0YA-7000001~
	2.2 EX	KY	5MT	1HGCD715*TA000001~	F22B4-3100001~	P2C4-7000001~
			4AT	1HGCD725*TA000001~	F22B4-3100001~	A0YA-7000001~

Identification Number Locations

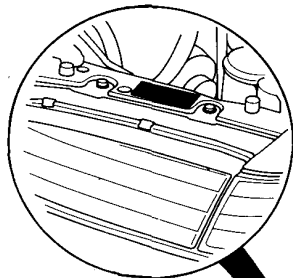
Coupe:



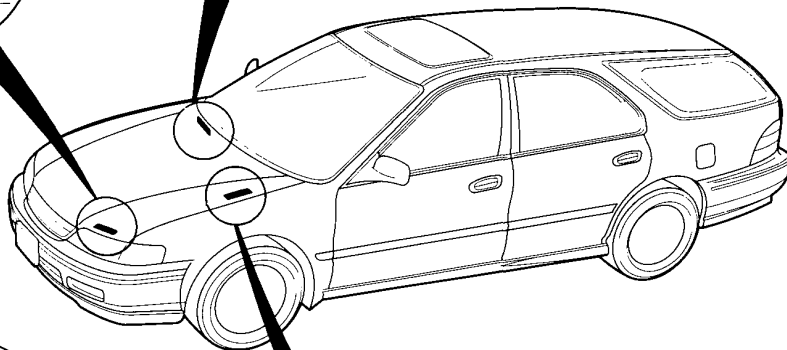
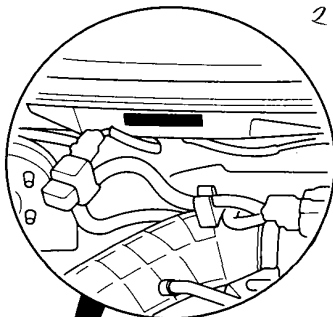


AERO DECK or WAGON:

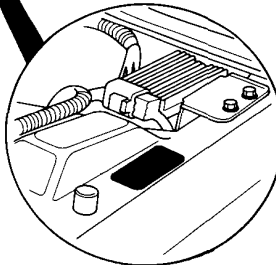
1 Built Date and Vehicle Type (KQ model)



2 Vehicle Identification Number (VIN)

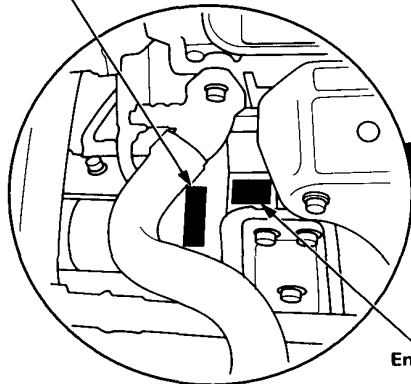


3 VIN and Engine Number (KE, KG, KZ)

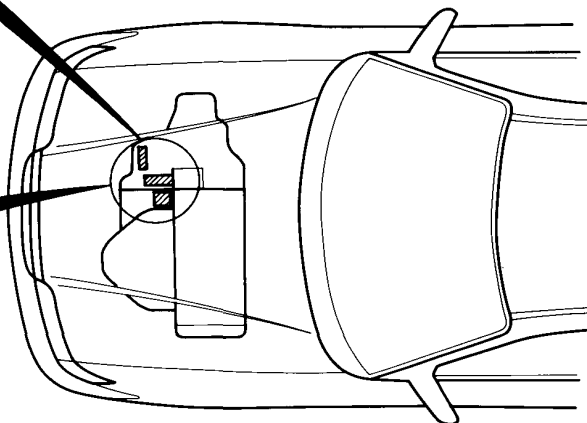


4 Transmission Number (Automatic)

5 Transmission Number (Manual)



6 Engine Number





Special Tools

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

Specifications

Standards and Service Limits	3-2
Design Specifications	3-13
Body Specifications	3-17

Standards and Service Limits

Cylinder Head/Valve Train — Section 6

	MEASUREMENT			STANDARD (NEW)	SERVICE LIMIT
Compression	200 rpm (min ⁻¹) and wide open throttle kPa (kgf/cm ² , psi)			Nominal 930 (9.5, 135) Minimum 200 (2.0, 28) Maximum variation	
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)	
		EX		38.366 (1.5105)	
	F22B2 engine	IN		38.526 (1.5168)	
		EX		38.778 (1.5267)	
	F22B5 engine	IN		39.165 (1.5420)	
		EX		39.356 (1.5494)	
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)
	Stem-to-guide clearance	EX		5.450 – 5.460 (0.2146 – 0.2150)	5.420 (0.2134)
		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)
	Stem installed height F22B1 engine	EX		1.25 – 1.55 (0.049 – 0.061)	2.00 (0.079)
		IN		46.75 – 47.55 (1.841 – 1.872)	47.80 (1.882)
		EX		46.68 – 47.48 (1.838 – 1.869)	47.73 (1.879)
		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 F22B1 engine	IN		51.08 (2.011)	
		EX		55.58 (2.188)	
	F22B2 engine	IN		54.82 (2.158)	
		EX		56.28 (2.216)	
	F20B3 engine	IN		53.42 (2.103)	
		EX		54.66 (2.152)	
	F22B5 engine	IN		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 F22B1 engine	IN		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)	
Rocker arm	Arm-to-shaft clearance F22B1 engine	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)
	Except F22B1 engine	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

Unit of length: mm (in)

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Cylinder block	Warpage of deck surface		0.07 (0.003) max.	0.10 (0.004)
	Bore diameter	A or I 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)
	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)
		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 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.		21.994 – 22.000 (0.8659 – 0.8661)	—
	Pin-to-piston clearance		0.010 – 0.022 (0.0004 – 0.0009)	—
Connecting rod	Pin-to-rod interference		0.013 – 0.032 (0.0005 – 0.0013)	—
	Small end bore diameter		21.968 – 21.981 (0.8649 – 0.8654)	—
	Large end bore diameter		—	—
	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)
	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)
		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)
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)
		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)
	Rod bearing-to-journal oil clearance	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)
			0.005 (0.0002)	—
		Front Rear	0.10 – 0.40 (0.004 – 0.016) 0.04 – 0.15 (0.002 – 0.006)	— —
			0.02 (0.001)	0.03 (0.001)
	Total runout			
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)
			0.005 (0.0002)	—
		Front Rear	0.10 – 0.40 (0.004 – 0.016) 0.04 – 0.15 (0.002 – 0.006)	— —
			0.02 (0.001)	0.03 (0.001)
	Shaft-to-bearing oil clearance			
Balancer shaft	Shaft-to-bearing oil clearance	No. 1 front, No. 3 front and rear journals No. 1 rear journal No. 2 front and rear journals	0.066 – 0.098 (0.0026 – 0.0039) 0.050 – 0.075 (0.0020 – 0.0030) 0.076 – 0.108 (0.0030 – 0.0043)	0.12 (0.005) 0.09 (0.004) 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 ² , psi) at idle at 3,000 rpm (min ⁻¹)	69 (0.7, 10) min. 340 (3.5, 50) min.	

Cooling — Section 10

	MEASUREMENT	STANDARD (NEW)
Radiator	Coolant capacity ℓ (US qt, Imp qt)	M/T: 6.9 (7.4, 6.1) for overhaul : 5.4 (5.7, 4.8) for coolant change
	[Including engine, heater, cooling line and reservoir] 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 ² , 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 ² , 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 ⁻¹)	Except KH model: 770 ± 50 (M/T: neutral) 770 ± 50 (A/T: N or P position) KH model: 700 ± 50 (M/T: neutral) 700 ± 50 (A/T: N or P position)
Engine	Fast idle rpm (min ⁻¹)	1,400 ± 200 (M/T: neutral) 1,400 ± 200 (A/T: N or P position)
Engine	Idle CO %	Except KY model: 0.1 max. KY model: 1.0 ± 1.0 %

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) 0.06 – 0.23 (0.002 – 0.009)	46.08 (1.814) 0.23 (0.009)
Countershaft 2nd gear	I.D. End play Thickness P2C4 P2A4, P2U5 P2C4 P2A4, P2U5	47.009 – 47.025 (1.8507 – 1.8514) 0.05 – 0.10 (0.002 – 0.004) 0.05 – 0.17 (0.002 – 0.007) 28.92 – 28.97 (1.139 – 1.141) 34.62 – 34.67 (1.363 – 1.365)	47.08 (1.854) 0.18 (0.007) 0.18 (0.007) _____ _____

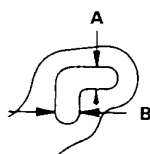
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Standards and Service Limits

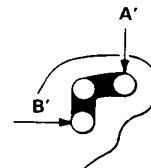
Manual Transmission — Section 13 (cont'd)

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Spacer collar (Countershaft 2nd gear)	I.D. O.D. Length	36.48 – 36.49 (1.4362 – 1.4366) 41.989 – 42.000 (1.6531 – 1.6535) 29.02 – 29.04 (1.1425 – 1.1433)	36.50 (1.437) 41.94 (1.652) —
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 (0.0063)
Synchro ring	Ring-to-gear clearance (ring pushed against gear)	0.85 – 1.10 (0.033 – 0.043)	0.40 (0.016)
Double cone synchro	Clearance (ring pushed against gear) Outer synchro ring-to-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	3rd/4th shift fork Except above 7.4 – 7.6 (0.29 – 0.30) 6.2 – 6.4 (0.24 – 0.25) 0.35 – 0.65 (0.014 – 0.026)	— — 1.0 (0.039)
Reverse shift fork	Pawl groove width Fork-to-reverse idler gear clearance Groove width*1 Fork-to-5th/reverse shift shaft clearance*2	13.0 – 13.3 (0.51 – 0.52) 0.5 – 1.1 (0.02 – 0.04) 7.05 – 7.25 (0.278 – 0.285) 7.4 – 7.7 (0.29 – 0.30) 0.05 – 0.35 (0.002 – 0.014) 0.4 – 0.8 (0.02 – 0.03)	— 1.8 (0.07) — — 0.5 (0.02) 1.0 (0.04)
Shift arm	I.D. Shift arm-to-shaft clearance Shift fork diameter at contact area Shift arm-to-shift fork shaft clearance	15.973 – 16.000 (0.6289 – 0.6299) 0.005 – 0.059 (0.0002 – 0.0023) 12.9 – 13.0 (0.508 – 0.512) 0.2 – 0.5 (0.008 – 0.020)	— — — 0.6 (0.024)
Select lever	Shaft outer diameter Shift arm cover clearance	15.941 – 15.968 (0.6276 – 0.6287) 0.032 – 0.102 (0.0013 – 0.0040)	— —
Shift lever	O.D. Transmission housing clearance	15.941 – 15.968 (0.6276 – 0.6287) 0.012 – 0.122 (0.0005 – 0.0048)	— —
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 ² , psi)	Line pressure at 2,000 rpm (min ⁻¹) in N or P 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 ⁻¹) in D₄ 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 ⁻¹) in D₄ 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 ⁻¹) in 2 position	830 – 880 (8.5 – 9.0, 120 – 130)	780 (8.0, 110)
	1st and 1st-hold clutch pressure at 2,000 rpm in 1 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) 780 (8.0, 110)
Stall speed rpm (min ⁻¹)	(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, 2nd 3rd, 4th Clutch return spring free length Clutch disc thickness Clutch plate thickness 1st 2nd 3rd, 4th 1st-hold	0.80 – 1.00 (0.031 – 0.039) 0.65 – 0.85 (0.026 – 0.033) 0.4 – 0.6 (0.016 – 0.024) 33.5 (1.32) 1.88 – 2.00 (0.074 – 0.079) 1.95 – 2.05 (0.077 – 0.081) 2.55 – 2.65 (0.100 – 0.104) 2.25 – 2.35 (0.089 – 0.093) 1.55 – 1.65 (0.061 – 0.065)	— — — 31.5 (1.24) Until grooves worn out. 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. Torque converter side Oil pump side Oil pump gear thrust clearance Oil pump gear-to-body clearance Oil pump driven gear I.D. Oil pump shaft O.D.	27.000 – 27.021 (1.0630 – 1.1638) 29.000 – 29.013 (1.1417 – 1.1422) 0.03 – 0.05 (0.001 – 0.002) 0.210 – 0.265 (0.0083 – 0.0104) 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 — 0.07 (0.003) — — Wear or damage Wear or damage
	Reverse shift fork finger thickness Parking brake pawl Parking brake gear Throttle cam stopper height	5.90 – 6.00 (0.232 – 0.236) — — 17.0 – 17.1 (0.669 – 0.673)	5.40 (0.213) Wear or other defect
Shifting device, parking brake and throttle control system			
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) 37.000 – 37.039 (1.4567 – 1.4582)	— — — 37.045 (1.4585)
	Shift fork shaft valve bore I.D.		
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 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) 14.99 – 15.00 (0.5902 – 0.5906)	Wear or damage ↑
	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)	87.8 (3.457)	16.5
	Regulator valve spring B	1.8 (0.071)	9.6 (0.378)	44.0 (1.732)	12.7
	Stator reaction spring	4.5 (0.177)	35.4 (1.394)	30.3 (1.193)	1.92
	Torque converter check valve spring	1.1 (0.043)	8.4 (0.331)	38.2 (1.504)	14.0
	Relief valve spring	1.0 (0.039)	8.4 (0.331)	39.1 (1.539)	15.1
	Cooler relief valve spring	1.0 (0.039)	8.4 (0.331)	46.8 (1.843)	10.8
	2nd orifice control valve spring	0.6 (0.024)	6.6 (0.260)	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)	38.0 (1.496)	24.6
		0.7 (0.028)	6.6 (0.260)	38.5 (1.516)	24.6
		0.7 (0.028)	6.6 (0.260)	39.0 (1.575)	24.6
	3rd kick-down valve spring	1.0 (0.039)	7.6 (0.299)	48.3 (1.902)	15.6
	Main orifice control valve spring	1.1 (0.043)	7.1 (0.280)	49.1 (1.933)	22.7

Standards and Service Limits

Differential (Manual transmission) — Section 15

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Differential carrier	Pinion shaft contact area I.D. Carrier-to-pinion shaft clearance Driveshaft contact area I.D. Carrier-to-driveshaft clearance	18.000 – 18.018 (0.7087 – 0.7094) 0.017 – 0.047 (0.0007 – 0.0019) 28.005 – 28.025 (1.1026 – 1.1033) 0.025 – 0.066 (0.0010 – 0.0026) 0.055 – 0.091 (0.0022 – 0.0036)	———— 0.1 (0.004) ———— 0.12 (0.005) 0.15 (0.006)
Differential pinion gear	Backlash I.D. Pinion gear-to-pinion shaft clearance	0.05 – 0.15 (0.002 – 0.006) 18.042 – 18.066 (0.7103 – 0.7113) 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. Carrier-to-pinion clearance Driveshaft contact area I.D. Carrier-to-driveshaft clearance	18.000 – 18.018 (0.7087 – 0.7094) 0.013 – 0.047 (0.0005 – 0.0019) 28.005 – 28.025 (1.1026 – 1.1033) 0.025 – 0.066 (0.0010 – 0.0026)	———— 0.1 (0.004) ———— 0.12 (0.005)
Differential pinion gear	Backlash I.D. Pinion gear-to-pinion shaft clearance	0.08 – 0.15 (0.003 – 0.006) 18.042 – 18.066 (0.7103 – 0.7113) 0.055 – 0.095 (0.0022 – 0.0037)	———— ———— 0.12 (0.005)
Differential taper roller bearing preload		2.7 – 3.9 (28 – 40, 24 – 35)	Adjust
Starting torque	N·m (kgf·cm, lbf·in)	2.5 – 3.6 (25 – 37, 22 – 32)	Adjust

Steering — Section 17

	MEASUREMENT	STANDARD (NEW)
Steering wheel	Rotational play at steering wheel circumference Starting load at steering wheel circumference N (kgf, lbf) Engine running	0 – 10 (0 – 0.39) 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/cm², psi)	6,400 – 7,400 (65 – 75, 924 – 1,067)
Power steering fluid	Recommended fluid Fluid capacity ℓ (US qt, Imp qt) For overhaul For fluid change	Honda power steering fluid-V 1.1 (1.16, 0.97) 0.4 (0.42, 0.35)
Power steering belt*	Deflection with 98 N (10 kgf, 22 lbf) between pulleys Belt tension N (kgf, lbf) Measured with belt tension gauge	13.0 – 16.0 (0.51 – 0.63) with used belt 11.0 – 12.5 (0.43 – 0.49) with new belt 390 – 540 (40 – 55, 88 – 121) with used belt 740 – 880 (75 – 90, 165 – 198) with new belt

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

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

Brakes — Section 19

		MEASUREMENT		STANDARD (NEW)	
Parking brake lever		Play in stroke at 196 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 A/T		LHD: 192 (7.56), RHD: 167 (6.57)	
				LHD: 193 (7.60), RHD: 168 (6.61)	
Master cylinder	Piston-to-pushrod clearance			1 – 5 (1/16 – 13/64)	
				0 – 0.4 (0 – 0.02)	
Disc brake	Disc thickness	Front Coupe Aero deck		STANDARD (NEW)	SERVICE LIMIT
				22.9 – 23.1 (0.90 – 0.91)	21.0 (0.83)
	Disc runout	Rear		24.9 – 25.1 (0.98 – 0.99)	23.0 (0.91)
				9.9 – 10.1 (0.39 – 0.40)	8.0 (0.31)
	Disc parallelism	Front		_____	0.10 (0.004)
				_____	0.10 (0.004)
	Pad thickness	Rear		_____	0.015 (0.0006)
				_____	0.015 (0.0006)
Drum brake	Drum I.D. Lining thickness	Front Coupe Aero deck Rear		12.0 – 13.0 (0.47 – 0.51)	1.6 (0.06)
				11.2 – 11.5 (0.44 – 0.45)	1.6 (0.06)
Brake booster	Characteristics at 196 N (20 kgf, 44 lbf) pedal force	Vacuum kPa (mm Hg, in Hg)		8.5 – 9.5 (0.33 – 0.37)	1.6 (0.06)
				219.9 – 220.0 (8.657 – 8.661)	221 (8.700)
				3.9 – 4.5 (0.15 – 0.18)	2.0 (0.08)
				Minimum line pressure kPa (kgf/cm², psi)	
				Except 8" + 9" master power with ABS	8" + 9" master power with ABS
Brake booster	Characteristics at 196 N (20 kgf, 44 lbf) pedal force	Vacuum kPa (mm Hg, in Hg)		0 (0, 0)	970 (9.9, 140)
				40.0 (300, 11.8)	5,530 (56.4, 802)
				66.7 (500, 19.7)	8,580 (87.5, 1,240)
Brake booster	Characteristics at 196 N (20 kgf, 44 lbf) pedal force	Vacuum kPa (mm Hg, in Hg)			850 (8.7, 120)
					6,120 (62.4, 887)
					8,980 (91.6, 1,300)

Standards and Service Limits

Air Conditioning — Section 22

	MEASUREMENT	STANDARD (NEW)
Air conditioning system	Lubricant type: NIPPONDENSO: ND-OIL8 (P/N 38899 – PR7 – 003) or 38899 – PR7 – A01 Lubricant capacity ml (fl oz, Imp oz) Condenser Evaporator Line or hose Receiver	25 (5/6, 0.9) 40 (1 1/3, 1.4) 10 (1/3, 0.4) 10 (1/3, 0.4)
Compressor (NIPPONDENSO)	Lubricant type: ND-OIL8 (P/N 38899 – PR7 – 003 or 38899 – PR7 – A01) Lubricant capacity ml (fl oz, Imp oz) Stator coil resistance at 20°C (68°F) Ω Pulley-to-pressure plate clearance	160 ⁺¹⁵ ₀ (5 1/3 ^{+1/2} ₀ , 5.6 ^{+0.5} ₀) 3.4 – 3.8 0.5 ± 0.15 (0.02 ± 0.006)
Compressor belt*	Deflection with 98 N (10 kgf, 22 lbf) between pulleys	8.0 – 10.5 (0.31 – 0.41) with used belt 5.0 – 7.0 (0.20 – 0.28) with new belt
	Belt tension N (kgf, lbf) Measured with belt tension gauge	440 – 590 (45 – 60, 99 – 132) with used belt 930 – 1,130 (95 – 115, 209 – 254) with new belt

*: 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.

Electrical — Section 23

Electrical — Section 23				
	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 – 22 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 _{0.1} (0.043 _{0.004})		
Ignition timing	At idling °BTDC (Red) –rpm (min ⁻¹)	Except KH model: 15 ± 2 – 770 ± 50 (M/T: neutral) 15 ± 2 – 770 ± 50 (A/T; N or P position) KH model: 15 ± 2 – 700 ± 50 (M/T: neutral) 15 ± 2 – 700 ± 50 (A/T; N or P 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	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)	STANDARD (NEW)		
		SERVICE LIMIT		
		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 (KY model), 1.6 kW (Except KY 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) _____

*1: 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.

*2: F22B1 engine

*3: Except F22B1 engine

Design Specifications

	ITEM			METRIC		ENGLISH		NOTES
DIMENSIONS	Overall Length	Coupe		4,710 mm	185.4 in			
		Aero deck		4,700 mm* ¹	185.0 in* ¹			
	Overall Width			4,780 mm	188.2 in			
				4,770 mm* ¹	187.8 in* ¹			
	Overall Height	Coupe		1,780 mm	70.1 in			
		Aero deck* ³		1,390 mm	54.7 in			
	Wheelbase	Wagon* ²		1,460 mm	57.5 in			
				1,425 mm* ¹	56.1 in * ¹			
	Track Front/Rear			1,425 mm	56.1 in			
		Ground Clearance		2,715 mm	106.9 in			
Seating Capacity				1,515/1,500 mm	59.6/59.1 in			
			160 mm	6.3 in				
			Five					
WEIGHT (Coupe)	Curb Weight	KE: 2.0i LS	M/T	1,320 kg	2,910 lbs		* ⁴ : With SRS airbag sys- tem and leather	
		European Model	A/T	1,345 kg	2,965 lbs			
	(KE, KG)	2.2i ES	M/T	1,335 kg	2,943 lbs		* ⁵ : With leather	
			A/T	1,360 kg	2,998 lbs			
		KG: 2.0i LS	M/T	1,295 kg	2,855 lbs			
			A/T	1,320 kg	2,910 lbs			
		2.0i ES	M/T	1,330 kg	2,932 lbs			
			A/T	1,355 kg	2,987 lbs			
		2.2i ES	M/T	1,315/1,330* ⁴	2,899/2,932 lbs			
			A/T	1,340/1,355* ⁴	2,954/2,987 lbs			
	Except European Model	DX	A/T	1,280	2,822			
		EX	A/T	1,360/1,370* ⁵	2,999/3,020* ⁵			
	Weight Distributions (Front/Rear)						* ⁴ : With SRS airbag sys- tem and leather	
		European Model	KE: 2.0i LS	M/T	800/520 kg	1,764/1,146 lbs		
	(KE, KG)			A/T	830/515 kg	1,830/1,135 lbs		* ⁵ : With leather
			2.2i ES	M/T	825/510 kg	1,819/1,124 lbs		
				A/T	855/505 kg	1,885/1,113 lbs		
			KG: 2.0i LS	M/T	790/505 kg	1,742/1,113 lbs		
				A/T	820/500 kg	1,808/1,102 lbs		
			2.0i ES	M/T	815/515 kg	1,797/1,135 lbs		
				A/T	845/510 kg	1,863/1,124 lbs		
			2.2i ES	M/T	810 (820* ⁴)/505 (510* ⁴) kg	1,786 (1,808* ⁴)/1,113 (1,124* ⁴) lbs		
				A/T	840 (850* ⁴)/500 (505* ⁴) kg	1,852 (1,874* ⁴)/1,102 (1,113* ⁴) lbs		
		Except European Model	DX	A/T	800/480 kg	1,764/1,058 lbs		
	(KH)	EX	A/T	855 (860* ⁵)/505 (510* ⁵) kg	1,885 (1,896* ⁵)/1,114 (1,124* ⁵) lbs			
WEIGHT (Aero deck or Wagon)	Curb Weight					* ⁶ : 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* ⁶	M/T	1,415 kg	3,120 lbs				
			A/T	1,440 kg	3,175 lbs			
	KE	2.0i LS	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* ⁶	M/T	1,405 kg	3,097 lbs			
			A/T	1,430 kg	3,153 lbs			
	KU	2.0i LS	M/T	1,370 kg	3,020 lbs			
		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	1,405 kg	3,097 lbs			
			A/T	1,430 kg	3,153 lbs			
	KH	LX	M/T	1,395 kg	3,075 lbs			
EX		M/T	1,425 kg	3,142 lbs				

*¹: KY model *²: KQ model *³: Except KQ model

(cont'd)

Design Specifications

(cont'd)

(cont'd)		ITEM		METRIC		ENGLISH		NOTES	
WEIGHT (Aero deck/Wagon)	Weight Distribution (Front/Rear)							*1: With driver and front passenger SRS airbag system	
	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 LS	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			
	KU	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	820/585 kg		1,807/1,290 lbs			
			A/T	845/585 kg		1,863/1,290 lbs			
	KH	LX	M/T	815/580 kg		1,796/1,279 lbs			
	EX		M/T	835/590 kg		1,841/1,301 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			
ENGINE	Type	F22B1 engine		Water-cooled, 4-stroke SOHC VTEC gasoline engine				*1: Unleaded gasoline with RON of 91 or higher may also be used.	
		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, F22B4 and F22B5 engines			85.0 x 95.0 mm		3.35 x 3.74 in			
	Displacement								
	F20B3 engine			1,997 cm ³ (mℓ)		122 cu-in			
	F22B1, F22B2, F22B4 and F22B5 engines			2,156 cm ³ (mℓ)		132 cu-in			
	Compression Ratio								
	F20B3 engine			9.0 : 1					
	F22B1, F22B2 engines			8.8 : 1					
	F22B5 engine/F22B4 engine			9.8 : 1/8.9 : 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								
	at 6,000 engine rpm (min ⁻¹)		73.5 ℓ (77.7 US qt, 64.7 Imp qt)/minute						
	Water Pump Displacement								
	at 6,000 engine rpm (min ⁻¹)		160 ℓ (169 US qt, 141 Imp qt)/minute						
	Fuel Required		F22B4 engine		LEADED gasoline with a Research Octane Number (RON) of 91 or higher*1				
			F22B1, F22B2 engines		UNLEADED gasoline with RON of 91 or higher				
			F20B3, F22B5 engines		Premium UNLEADED gasoline with RON of 95 or higher				
STARTER	Type			Gear reduction					
	Normal Output	M/T		1.4 kW					
		A/T (Except KY model)		1.6 kW					
		A/T (KY model)		1.4 kW					
	Normal Voltage			12 V					
	Hour Rating			30 seconds					
	Direction of Rotation			Clockwise as viewed from gear end					
	Weight	1.4 kW M/T		3.7 kg		8.2 lbs			
		1.4 kW A/T (KY model)		3.4 kg		7.5 lbs			
		1.6 kW A/T (Except KY model)		3.6 kg		7.9 lbs			
CLUTCH	Type	M/T		Single plate dry, diaphragm spring					
		A/T		Torque converter					
	Facing Area	M/T		217 cm ²		33.6 sq-in			

	ITEM		METRIC		ENGLISH		NOTES
TRANSMISSION	Type	M/T A/T	Synchronized 5-speed forward, 1 reverse Electronically controlled 4-speed automatic, 1 reverse Direct/1 : 1			*1: Aero Deck/Wagon *2: Coupe	
	Primary Reduction	Type/Ratio					
	Manual Transmission		F20B3, F22B4, F22B5 engines	F22B1*1, F22B2 engines	F22B1*2 engine		
	Gear Ratio	1st 2nd 3rd 4th 5th Reverse	3.285 1.807 1.230 0.933 0.757 3.000	3.285 1.807 1.193 0.903 0.685 3.000	3.285 1.807 1.193 0.933 0.685 3.000		
	Final Reduction Gear	Ratio	4.266	4.266	4.062		
		Type	Single helical gear				
	Automatic Transmission		F20B3, F22B4 F22B5 engines	F22B1, F22B2 engines	*1: Coupe *2: Aero deck/Wagon		
	Gear Ratio	1st 2nd 3rd 4th Reverse	2.736 1.333 1.026 0.731	2.736 1.483 1.026 0.674			
	Final Reduction Gear	Ratio	2.047	2.047			
		Type	4.285	4.133*1, 4.285*2			
			Single helical gear				
AIR CONDITIONING	Cooling Capacity		4,130 kcal/h	16,400 BTU/h			
	Compressor	Type/Manufacturer No. of Cylinder Capacity Max. Speed Lubricant Capacity Lubricant Type	Swash-plate/NIPPONDENSO 10 170 ml/rev 10.4 cu-in/rev 7,600 rpm (min ⁻¹) 160ml 5 1/3fl oz, ND-OIL8 (P/N 38899 – PR7 – 003 or 38899 – PR7 – A01)				
	Condenser	Type	Corrugated fin				
	Evaporator	Type	Corrugated fin				
	Blower	Type Motor Input Speed Control Max. Capacity	Sirocco fan 200 W/12 V 4-speed 480 m³/h 16,900 cu-ft/h				
	Temperature Control		Air-mix type				
	Compressor Clutch	Type Power Consumption	Dry, single plate, poly-V-belt drive 40 W max./12 V		At 20°C (68°F)		
	Refrigerant	Type Quantity	HFC-134a (R-134a) 650 ⁰ / ₅₀ g 18.4 ⁰ / _{1.8} oz				
STEERING SYSTEM	Type		Power assisted, rack and pinion				
	Overall Ratio	Aero deck with KQ, KE models Except Aero deck/Wagon with KQ, KE models	17.1 16.3				
	Turns, Lock-to-Lock	Aero deck/Wagon with KQ, KE models Except Aero deck with KQ, KE models	3.26 3.11				
	Steering Wheel Diameter		380 mm	15.0 in			

(cont'd)

Design Specifications

(cont'd)

(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		Disk brake Drum brake
		Rear	Power-assisted self-adjusting solid disc		
			Power-assisted self-adjusting drum		
	Pad Surface Area	Front	49 cm² x 2	7.6 sq-in x 2	Disk brake 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	
	Parking Brake	Type	Mechanical actuating, rear two wheel brakes		
TIRE	Size and Pressure		See tire label (see page 1-12)		
ELECTRICAL	Battery		12 V – 52 AH/5 HR*1		
			12 V – 55 AH/5 HR*2		
	Starter		12 V – 1.4 kW/1.6 kW		
	Alternator		12 V – 90 A*3, 80 A*4		
	Fuses				
	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 and Rear 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)*7		
			12 V – 21 W *8		
	Back-up Lights		12 V – 21 W		
	Rear Fog Light*5		12 V – 21 W		
	License Plate Lights		12 V – 5 W*5, 12 – 8 W*6		
	Ceiling Lights		12 V – 8 W		
	Luggage Area Lights		12 V – 3.4 W (5.0 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: Except KH model

*2: KH model

*3: KH model with F22B1 engine

*4: Other models

*5: European model

*6: KQ and KH models

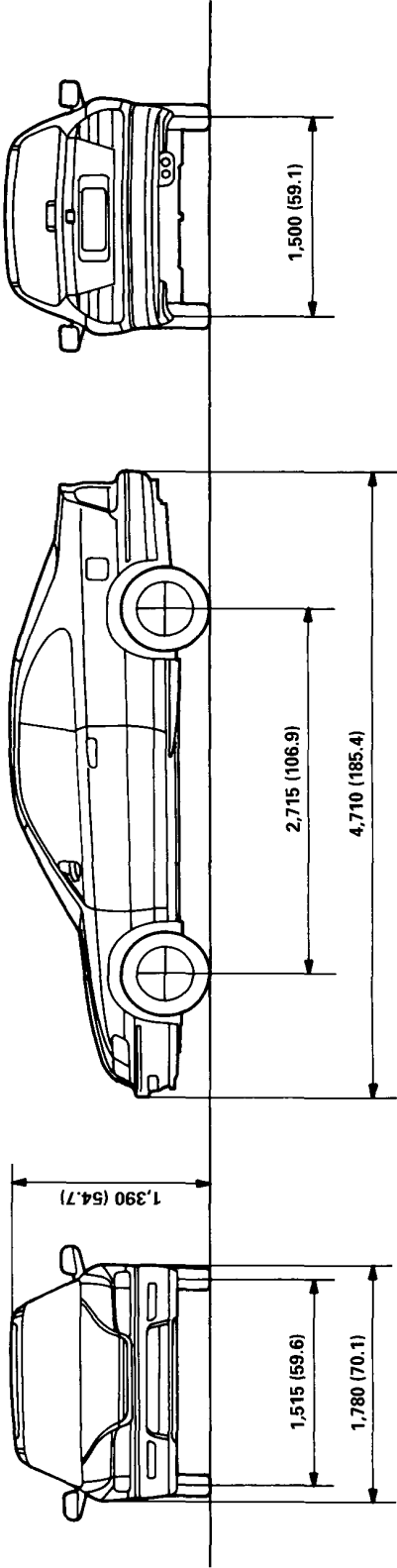
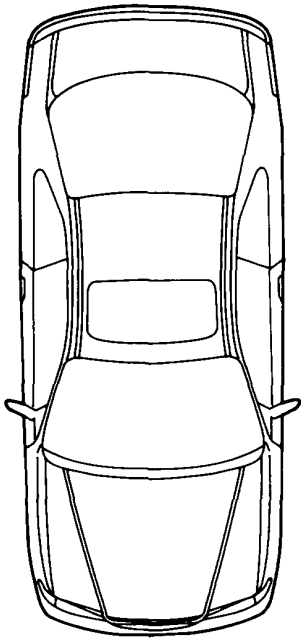
*7: Aero Deck/Wagon

*8: Coupe

Body Specifications

Coupe:

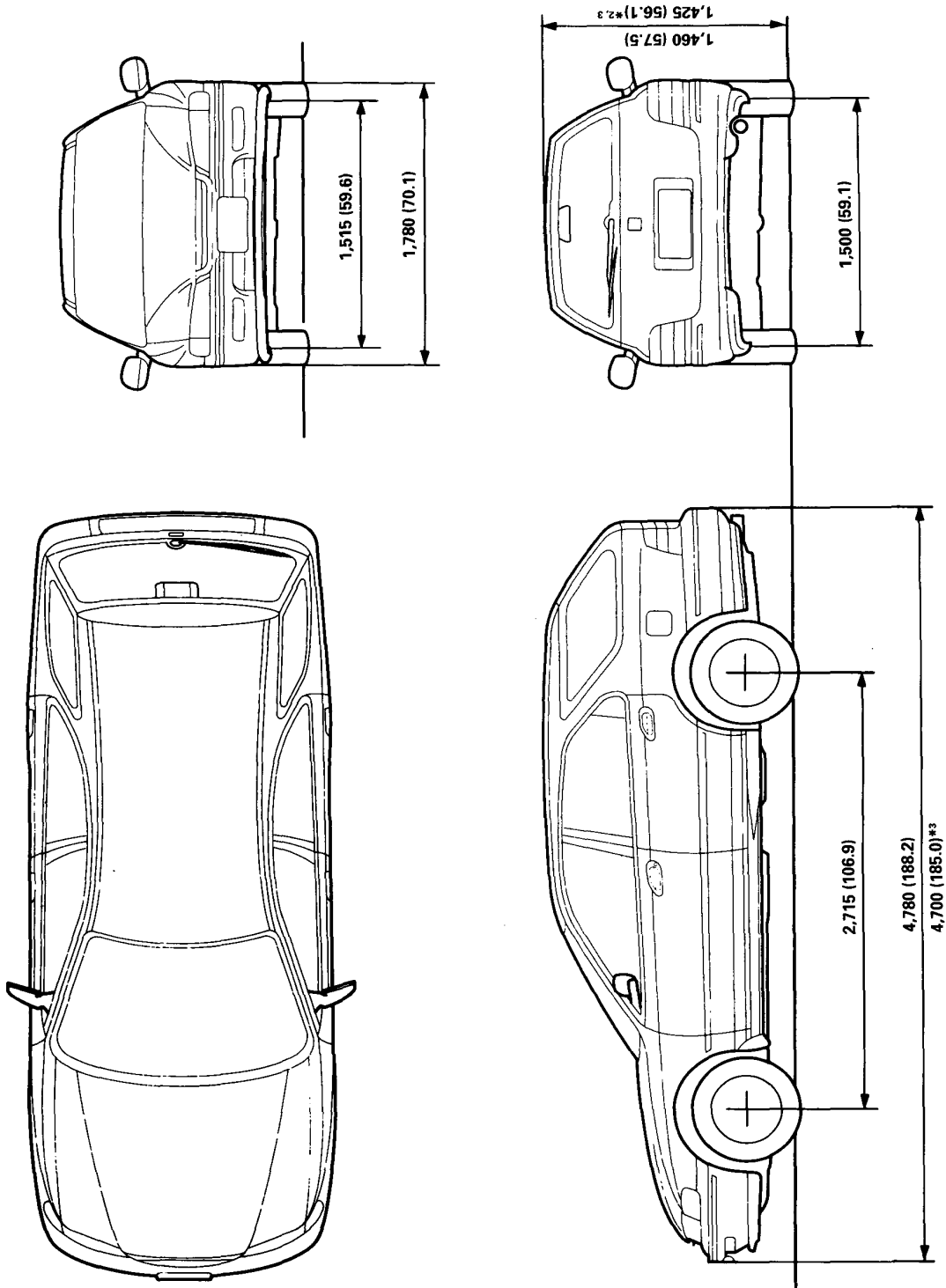
Unit: mm (in)



Body Specifications

Aero deck*1/Wagon*2:

Unit: mm (in)



*1: Except KQ model *2: KQ model *3: KY model

Maintenance

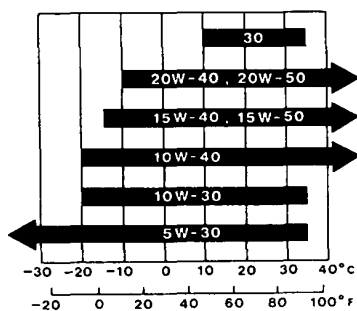
Lubrication Points	4-2
Maintenance Schedule	4-4



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.

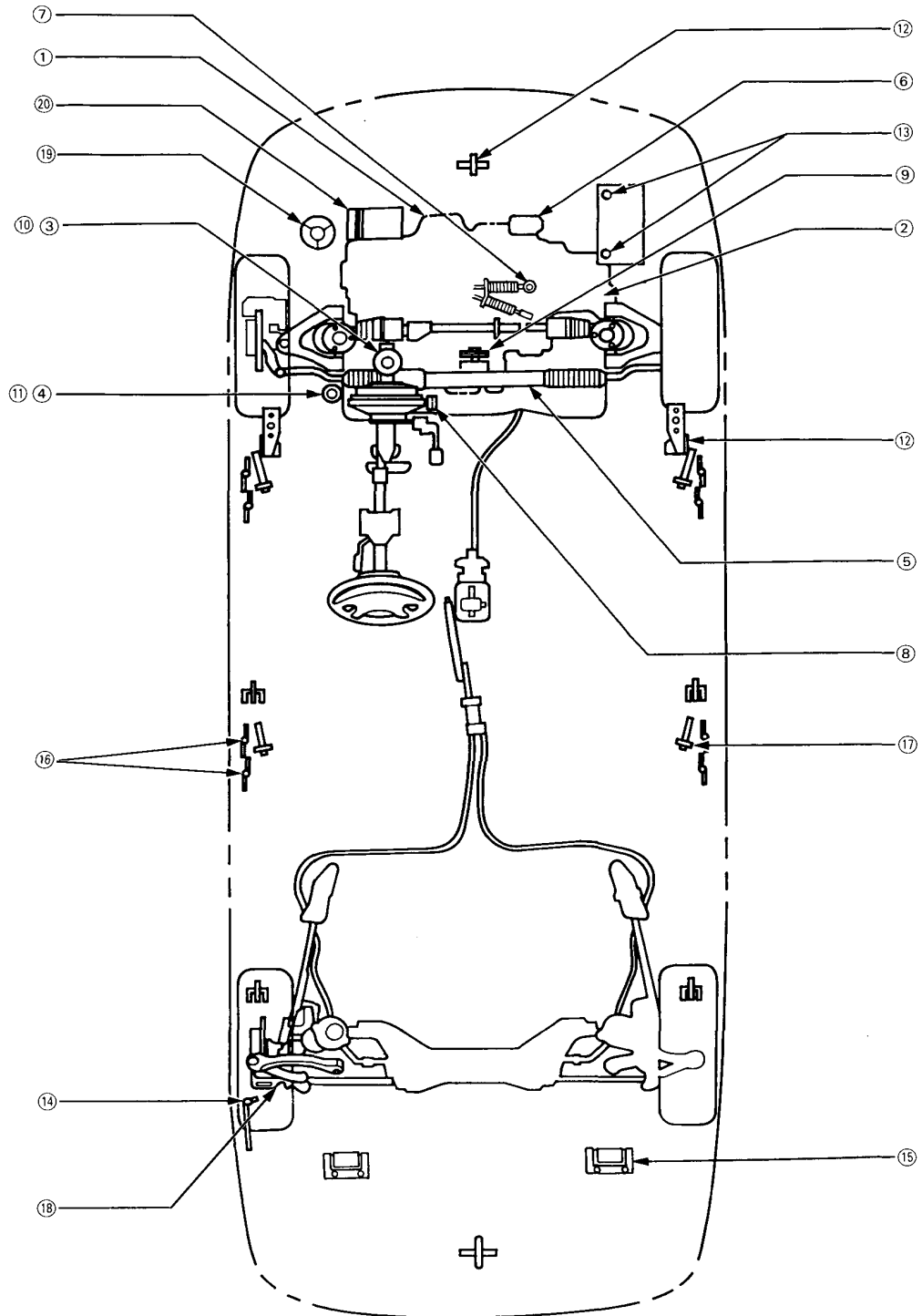
NO.	LUBRICATION POINTS	LUBRICANT
1	Engine	Always use a fuel-efficient oil is that says "API Service SG or SH." SAE Viscosity: See chart below.
2	Transmission Manual Automatic	Honda Genuine MTF*1 Honda Premium Formula or DEXRON® II Automatic transmission fluid
3	Brake line (Includes Anti-lock brake line)	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 or 38899 – PR7 – A01) (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.

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



Maintenance Schedule

European Australian and Newzealander Model

Normal Conditions

Follow the Normal Maintenance Schedule if the severe driving conditions specified in the Severe Conditions Maintenance Schedule below on the next page do not apply.

Service at the indicated distance or time whichever comes first.	km x 1,000	20	40	60	80	100	120	140	160	180	200
	miles x 1,000	12	24	36	48	60	72	84	96	108	120
	months	12	24	36	48	60	72	84	96	108	120
Replace engine oil	Every 10,000 km (6,000 miles) or 12 months										
Replace engine oil filter		●	●	●	●	●	●	●	●	●	●
Replace air cleaner element			●		●		●		●		●
Inspect valve clearance			●		●		●		●		●
Replace fuel filter			●		●		●		●		●
Replace spark plugs	Except for KU (Thailand) model		●		●		●		●		●
	For KU (Thailand) model	Every 45,000 km (28,000 miles)									
Replace timing belt, timing balancer belt and inspect water pump						●					●
Inspect and adjust drive belts			●		●		●		●		●
Inspect idle speed						●					●
Replace engine coolant					●		●		●		●
Replace transmission fluid (○: Inspect)			○		●		○		●		○
Inspect front and rear brakes		●	●	●	●	●	●	●	●	●	●
Replace brake fluid (including ABS)				●			●			●	
Check parking brake adjustment		●	●		●		●		●		●
Check lights alignment		●	●	●	●	●	●	●	●	●	●
Test drive (noise, stability, dashboard operations)		●	●	●	●	●	●	●	●	●	●
Visually inspect the following items:											
Tie rod ends, steering gearbox, and boots											
Suspension components											
Driveshaft boots											
Brake hoses and lines (including ABS)		●	●	●	●	●	●	●	●	●	●
Exhaust system											
Fuel lines and connections											
Tyre condition											
Inspect supplemental restraint system		Inspect system 10 years after first registration									



Severe Conditions

Follow the Severe Maintenance Schedule if the customer drives the vehicle MAINLY under one or more of the following conditions:

- Driving less than 8 km (5 miles) per trip or, in freezing temperatures, driving less than 16 km (10 miles) per trip.
- Driving extremely hot [over 90°F (32°C)] conditions.
- Extensive idling or long periods of stop-and-go driving.
- Trailer towing, driving with a car-top carrier, or driving in mountainous conditions.
- Driving on muddy, dusty, or de-iced roads.

NOTICE: If the customer only OCCASIONALLY drives under a "severe" condition, you should follow the Normal Conditions Maintenance Schedule on the previous page.

Service at the indicated distance or time whichever comes first.	km x 1,000	20	40	60	80	100	120	140	160	180	200
	miles x 1,000	12	24	36	48	60	72	84	96	108	120
	months	12	24	36	48	60	72	84	96	108	120
Replace engine oil and oil filter	Every 5,000 km (3,000 miles) or 6 months										
Clean (○) or replace (●) air cleaner element – Use normal schedule except in dusty conditions		○	●	○	●	○	●	○	●	○	●
Inspect valve clearance			●		●		●		●		●
Replace fuel filter			●		●		●		●		●
Replace spark plugs	Except for KU (Thailand) model		●		●		●		●		●
	For KU (Thailand) model	Every 45,000 km (28,000 miles)									
Replace timing belt timing balancer belt and inspect water pump						●					●
Inspect and adjust drive belts			●		●		●		●		●
Inspect idle speed						●					●
Replace engine coolant					●		●		●		●
Replace transmission fluid			●		●		●		●		●
Inspect front and rear brakes	Every 10,000 km (6,000 miles) or 6 months										
Replace brake fluid (including ABS)				●			●			●	
Check parking brake adjustment		●	●		●		●		●		●
Check lights alignment		●	●	●	●	●	●	●	●	●	●
Test drive (noise, stability, dashboard operations)		●	●	●	●	●	●	●	●	●	●
Visually inspect the following items:											
Tie rod ends, steering gearbox, and boots Suspension components Driveshaft boots	Every 10,000 km (6,000 miles) or 6 months										
Brake hoses and lines (including ABS) Exhaust system Fuel lines and connections Tyre condition		●	●	●	●	●	●	●	●	●	●
Inspect supplemental restraint system	Inspect system 10 years after first registration										

Maintenance Schedule

Except European Australian and Newzealander Model

This maintenance schedule outlines the minimum required maintenance that you should perform to ensure the trouble-free operation of the customer's vehicle.

Due to regional and climatic differences, some additional servicing may be required.

Please consult the warranty handbook for a more detailed description.

Service at the indicated distance or time whichever comes first.		km x 1,000	20	40	60	80	100	120	140	160	180	200
		miles x 1,000	12	24	36	48	60	72	84	96	108	120
		months	12	24	36	48	60	72	84	96	108	120
Replace engine oil			Every 5,000 km (3,000 miles) or 6 months									
Replace engine oil filter			Every 5,000 km (3,000 miles) or 6 months									
Replace air cleaner element			Clean every 10,000 km (6,000 miles). Replace every 20,000 km (12,000 miles)									
Inspect valve clearance	For cars with catalytic converter			●		●		●		●		●
	For cars without catalytic converter		●	●	●	●	●	●	●	●	●	●
Replace fuel filter				●		●		●		●		●
Replace spark plugs	For cars with catalytic converter			●		●		●		●		●
	For cars without catalytic converter		●	●	●	●	●	●	●	●	●	●
Except for platinum-tipped type	For cars with catalytic converter			●		●		●		●		●
	For cars without catalytic converter		●	●	●	●	●	●	●	●	●	●
Inspect distributor cap, rotor and ignition wiring				●		●		●		●		●
Replace timing belt, timing balancer belt and inspect water pump							●					●
Inspect and adjust drive belts				●		●		●		●		●
Inspect idle speed (CO)	For cars with catalytic converter		●	●	●	●	●	●	●	●	●	●
	For cars without catalytic converter		●	●	●	●	●	●	●	●	●	●
Replace engine coolant						●		●		●		●
Inspect PCV valve				●		●		●		●		●
Inspect ignition timing				●		●		●		●		●
Inspect evaporative emission control system							●					●
Inspect EGR system				●		●		●		●		●
Replace transmission fluid				●		●		●		●		●
Inspect front and rear brakes			Every 10,000 km (6,000 miles) or 6 months									
Replace brake fluid (including ABS)				●		●		●		●		●
Check parking brake adjustment			●	●		●		●		●		●
Rotate tyres (Check tyre inflation and condition at least once per month)			Rotate tyres every 10,000 km (6,000 miles)									
Visually inspect the following items:												
Tie rod ends, steering gearbox, and boots Suspension components Driveshaft boots			Every 10,000 km (6,000 miles) or 6 months									
Brake hoses and lines (including ABS) Cooling system hoses and connection Exhaust system Fuel lines and connections			●	●	●	●	●	●	●	●	●	●
Inspect supplemental restraint system			Inspect system 10 years after first registration									

Cylinder Head/Valve Train

Special Tools 6-2

Variable Valve Timing and Valve Lift

Electronic Control (VTEC) Solenoid Valve

Troubleshooting Flowchart

(F22B1 engine) 6-3

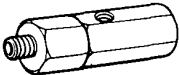


Outline of Model Changes

- VTEC oil pressure switch has been abolished.
- Troubleshooting for VTEC solenoid valve has been changed.

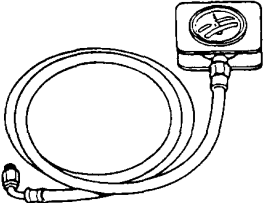
Special Tools

Ref. No.	Tool Number	Description	Qty	Remark
①	07NAJ – P070100	Oil Pressure Gauge Attachment	1	
②	07406 – 0070001	Low Pressure Gauge	1	



A technical drawing of a cylindrical metal fitting with a threaded end and a hexagonal body.

①



A technical drawing of a low pressure gauge assembly, consisting of a coiled hose connected to a square gauge head with a circular dial.

②

Variable Valve Timing and Valve Lift Electronic Control (VTEC) Solenoid Valve



Troubleshooting Flowchart (F22B1 Engine)



The Malfunction Indicator Lamp (MIL) indicates Diagnostic Trouble Code (DTC) 21: A problem in the VTEC Solenoid Valve circuit.

Refer to page 11-3 through 11-9 before troubleshooting.

- The MIL has been reported on.
- With the SCS short connector connected, code 21 is indicated.

Check the VTEC Control System:

1. Do the engine control module (ECM) Reset Procedure (see section 11).
2. Start the engine.
3. Warm up engine to normal operating temperature (the radiator fan comes on).
4. Do the Road Test.*

* Road Test:

Accelerate in 1st gear to an engine speed over 4,000 rpm (min^{-1}). Hold that engine speed for at least two seconds. If the MIL does not come on during the first road test, repeat this test two more times.

Is MIL on and does it indicate code 21?

NO

Intermittent failure, system is OK at this time. Check for poor connections or loose wires at VTEC solenoid valve and ECM.

YES

Test the VTEC Solenoid Valve:

1. Turn the ignition switch OFF.
2. Disconnect the VTEC solenoid valve connector.
3. Check for continuity between VTEC solenoid valve connector terminal and body ground.

Is there 14 – 30 Ω ?

NO

Replace the VTEC solenoid valve.

YES

Test the VTEC Solenoid Valve Wire:

Check for continuity between VTEC solenoid valve connector terminal and A15 terminal on the ECM connector.

Is there continuity?

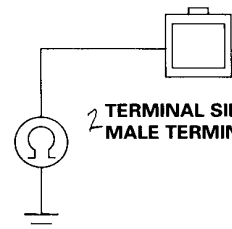
NO

Repair open in the GRN/YEL wire between the ECM (A15) and VTEC solenoid valve connector.

YES

(To page 6-4)

1 VTEC SOLENOID VALVE CONNECTOR



2 TERMINAL SIDE OF MALE TERMINAL

3 ECM CONNECTOR A (26P)

1	2	3	4	5	6	7	8	9	10	11	12	13
14	15	16							23		25	26

VTS (GRN/YEL) 4



VTEC SOLENOID VALVE CONNECTOR 5

WIRE SIDE OF FEMALE TERMINALS 6

(cont'd)

Variable Valve Timing and Valve Lift Electronic Control (VTEC) Solenoid Valve

Troubleshooting Flowchart (F22B1 Engine) (cont'd)

(From page 6-3)

Test the VTEC Solenoid Valve Wire:

Check for continuity between VTEC solenoid valve connector terminal and body ground.

Is there continuity?

YES

Repair short in the GRN/YEL wire between the ECM (A15) and VTEC solenoid valve connector.

NO

Test the VTEC Solenoid Valve:

1. Connect the VTEC solenoid valve connector.
2. Remove the 10 mm bolt, and install the special tools as shown, then reinstall the 10 mm bolt.
3. Connect a tachometer (see section 11).
4. Start the engine.
5. Warm up engine to normal operating temperature (the radiator fan comes on).
6. Check oil pressure at engine speeds of 1,000, 2,000 and 4,000 rpm (min^{-1}).

NOTE: Keep measuring time as short as possible because engine is running with no load (less than one minute).

Is pressure below 49 kPa (0.5 kgf/cm^2 , 7 psi)?

NO

Inspect the VTEC solenoid valve.

YES

Test the VTEC Solenoid Valve:

1. Turn the ignition switch OFF.
2. Disconnect the VTEC solenoid valve connector.
3. Attach the battery positive terminal to the GRN/YEL terminal.
4. Start the engine and check oil pressure at an engine speed of 3,000 rpm (min^{-1}).

Is pressure above 250 kPa (2.5 kgf/cm^2 , 36 psi)?

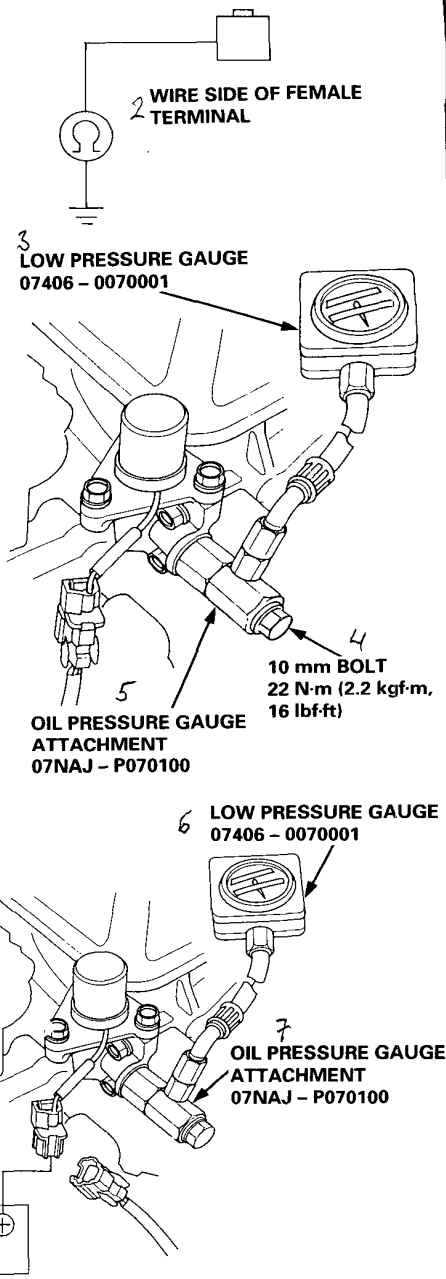
NO

Inspect the VTEC solenoid valve.

YES

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

VTEC SOLENOID VALVE CONNECTOR



Engine Lubrication

Engine Oil
Replacement 8-2



Outline of Model Change

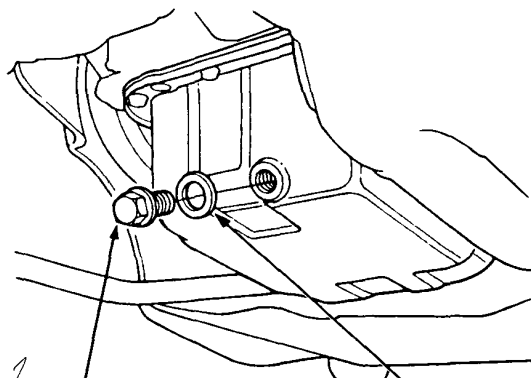
- Maintenance interval for engine oil and oil filter have been changed.

Engine Oil

Replacement

CAUTION: Remove the drain bolt carefully while the engine is hot; the hot oil may cause scalding.

1. Warm up the engine.
2. Drain the engine oil.



DRAIN BOLT
44 N·m (4.5 kgf·m, 33 lbf·ft)
Do not overtighten.

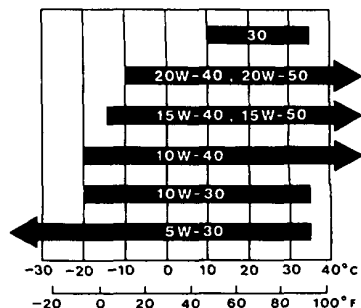
WASHER
Replace.

3. Reinstall the drain bolt with a new washer, and refill with the recommended oil.

CAUTION: Do not overtighten the drain bolt.

Requirement	Always use a fuel-efficient oil is that says "API Service SG or SH". SAE Viscosity: See chart this page.
Capacity	Except F22B1 engine: 3.5 ℓ (3.7 US qt, 3.1 Imp qt) at oil change. 3.8 ℓ (4.0 US qt, 3.3 Imp qt) at oil change including filter. 4.9 ℓ (5.2 US qt, 4.3 Imp qt) after engine overhaul. F22B1 engine: 4.0 ℓ (4.2 US qt, 3.5 Imp qt) at oil change. 4.3 ℓ (4.5 US qt, 3.8 Imp qt) at oil change including filter. 5.6 ℓ (5.9 US qt, 4.9 Imp qt) after engine overhaul.
Change interval	<u>European and KQ models:</u> <Normal conditions> Engine oil—Every 10,000 km (6,000 miles) or 12 months Engine oil filter—Every 20,000 (12,000 miles) or 12 months <Severe conditions> Engine oil and oil filter—Every 5,000 km (3,000 miles) or 6 months Other models: Engine oil and oil filter—Every 5,000 km (3,000 miles) or 6 months

Select the oil for the car according to this chart:



Ambient Temperature

4. Fill the engine with oil up to the specified level, run the engine for more than 3 minutes, then check for oil leakage.

Fuel and Emissions

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PGM-FI System

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Fuel Supply System

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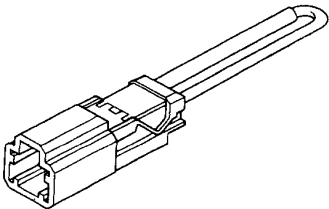


Outline of Model Changes

- F22B4 engine has been added.
- Engine Control Module has been modified.
- Fuel Injection Air (FIA) Control System (F22B1 engine) has been abolished.
- Fuel Tube/Quick-Connect Fittings have been introduced.

Special Tools

Ref. No.	Tool Number	Description	Qty	Remark
①	07PAZ – 0010100	SCS Short Connector	1	Component Tools
②	07406 – 0040002	Fuel Pressure Gauge Set	1	
②-1	07406 – 0040202	Fuel Pressure Hose Assembly	(1)	



①



②



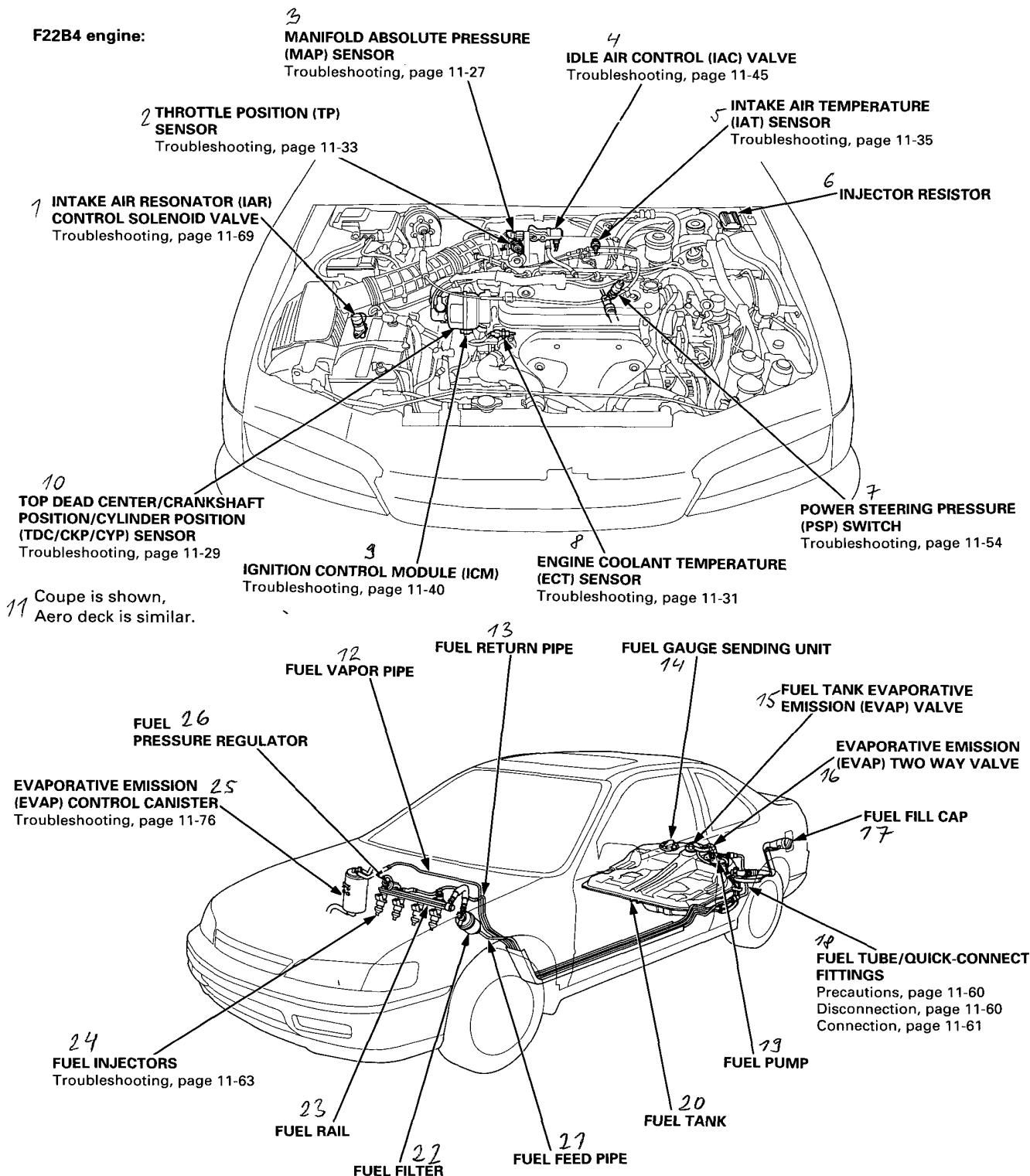
②-1

Component Locations

Index



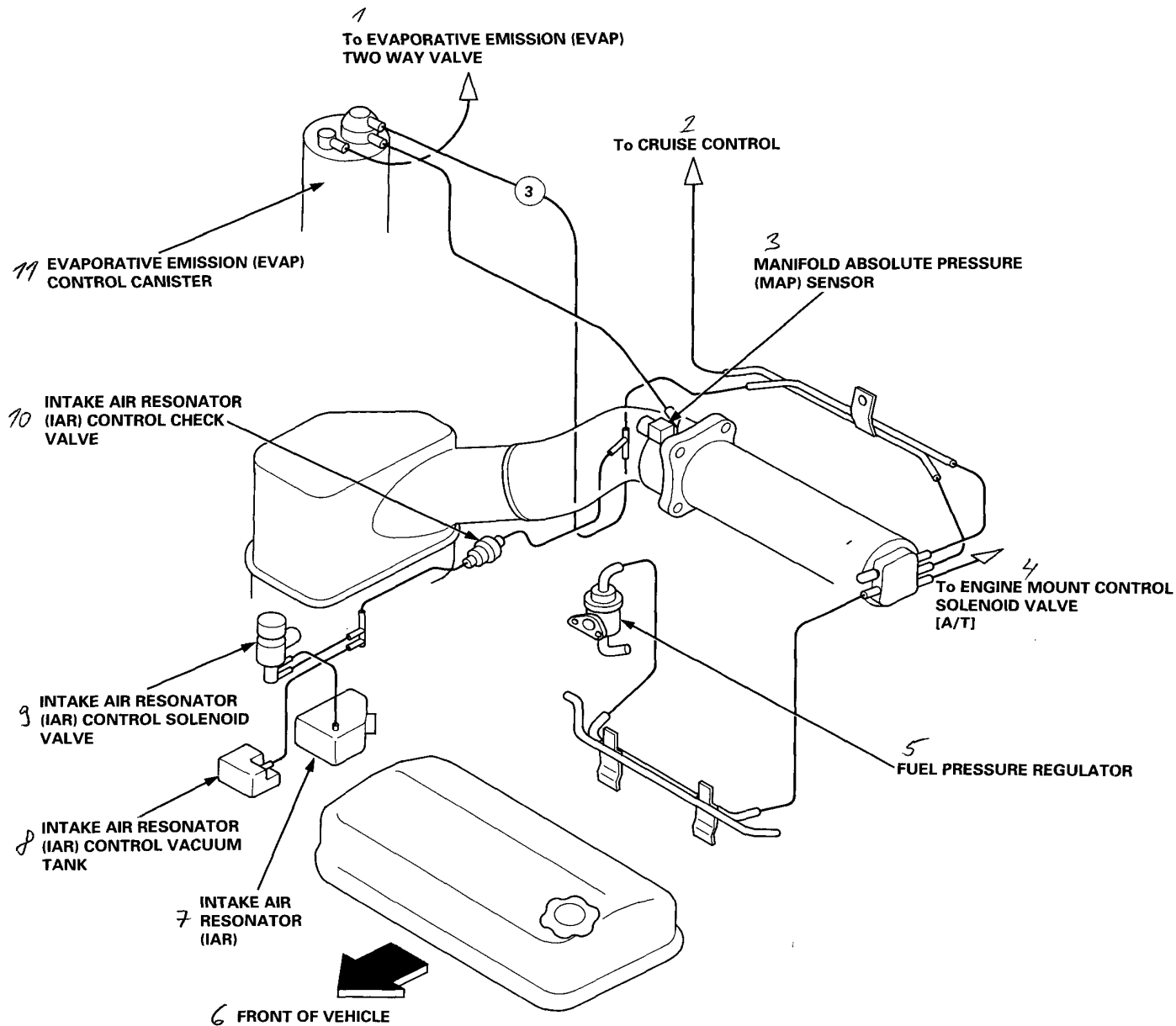
F22B4 engine:



System Description

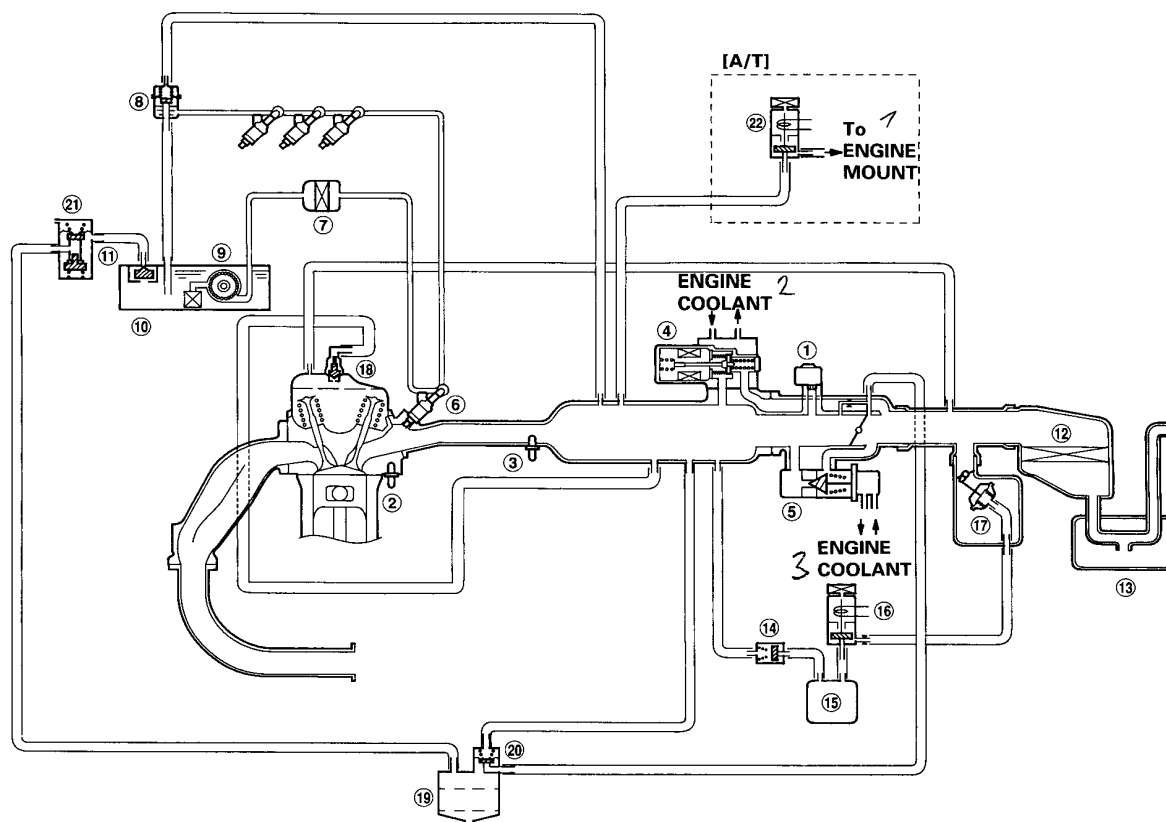
Vacuum Connections

F22B4 engine:





F22B4 engine:

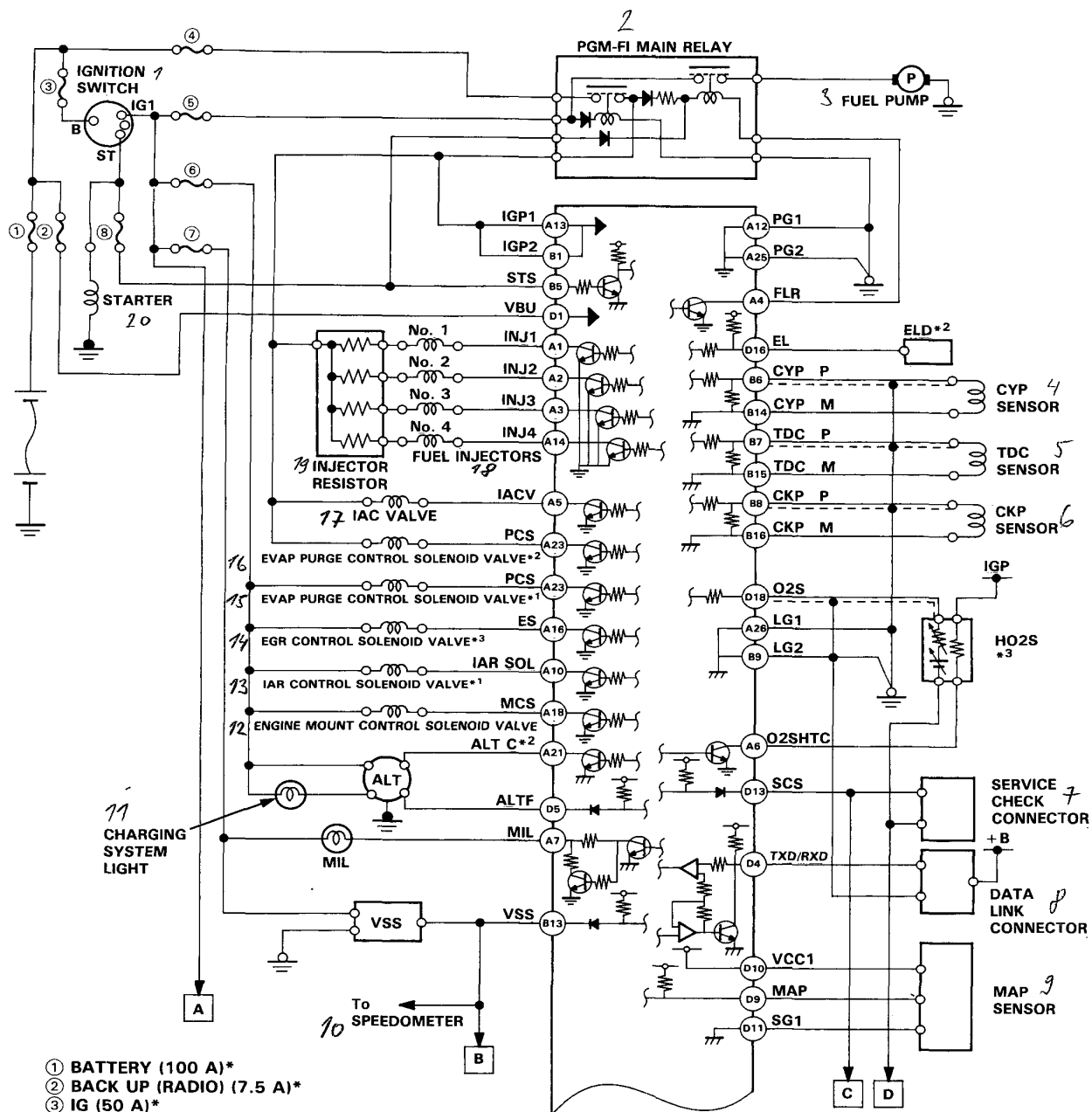


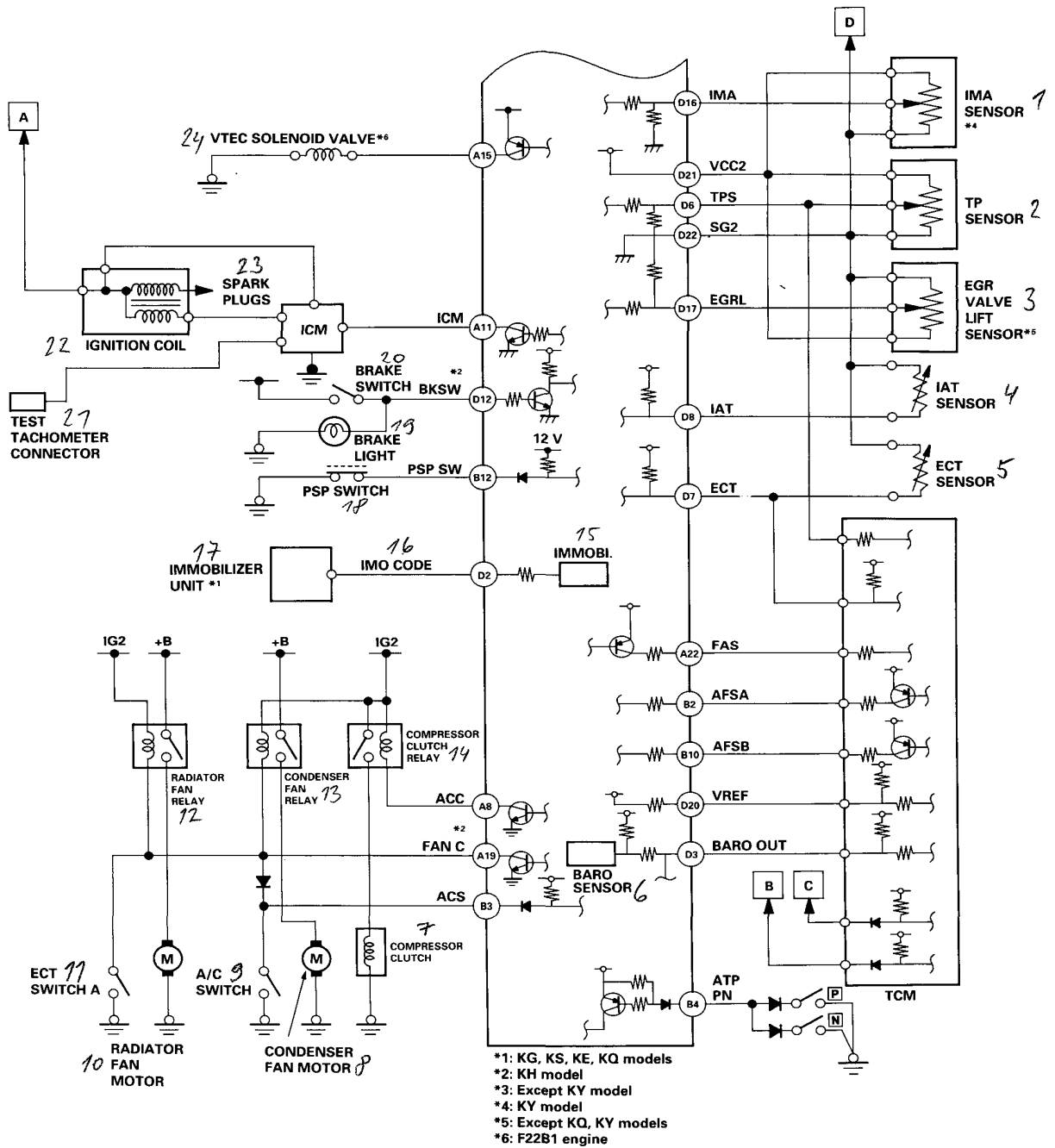
- ① MANIFOLD ABSOLUTE PRESSURE (MAP) SENSOR
- ② ENGINE COOLANT TEMPERATURE (ECT) SENSOR
- ③ INTAKE AIR TEMPERATURE (IAT) SENSOR
- ④ IDLE AIR CONTROL (IAC) VALVE
- ⑤ FAST IDLE THERMO VALVE
- ⑥ FUEL INJECTOR
- ⑦ FUEL FILTER
- ⑧ FUEL PRESSURE REGULATOR
- ⑨ FUEL PUMP (FP)
- ⑩ FUEL TANK
- ⑪ FUEL TANK EVAPORATIVE EMISSION (EVAP) VALVE
- ⑫ AIR CLEANER
- ⑬ RESONATOR

- ⑭ INTAKE AIR RESONATOR (IAR) CONTROL CHECK VALVE
- ⑮ INTAKE AIR RESONATOR (IAR) CONTROL VACUUM TANK
- ⑯ INTAKE AIR RESONATOR (IAR) CONTROL SOLENOID VALVE
- ⑰ INTAKE AIR RESONATOR (IAR) CONTROL DIAPHRAGM VALVE
- ⑱ POSITIVE CRANKCASE VENTILATION (PCV) VALVE
- ⑲ EVAPORATIVE EMISSION (EVAP) CONTROL CANISTER
- ⑳ EVAPORATIVE EMISSION (EVAP) PURGE CONTROL DIAPHRAGM VALVE
- ㉑ EVAPORATIVE EMISSION (EVAP) TWO WAY VALVE
- ㉒ ENGINE MOUNT CONTROL SOLENOID VALVE

System Description

Electrical Connections





ECM-A

1	2	3	4	5	6	7	8	10	11	12	13
14	15	16	18	19	21	22	23	25	26		

ECM-B

1	2	3	4	5	6	7	8
9	10	12	13	14	15	16	

ECM-D

1	2	3	4	5	6	7	8	9	10	11
12	13	16	17	18	20	21	22			

TERMINAL LOCATIONS

Troubleshooting

Troubleshooting Guide

NOTE: Across each row in the chart, the systems that could be sources of a symptom are ranked in the order they should be inspected starting with ①. Find the symptom in the left column, read across to the most likely source, then refer to the page listed at the top of that column. If inspection shows the system is OK, try the next most likely system ②, etc.

PAGE		SYSTEM	PGM-FI								
			ENGINE CONTROL MODULE	HEATED OXYGEN SENSOR *1	MANIFOLD ABSOLUTE PRESSURE SENSOR	TOP DEAD CENTER/ CRANKSHAFT POSITION/CYLINDER POSITION SENSOR	ENGINE COOLANT TEMPERA- TURE SENSOR	THROTTLE POSITION SENSOR	INTAKE AIR TEMPERA- TURE SENSOR	IDLE MIXTURE ADJUSTER *6	BAROMETRIC PRESSURE SENSOR
SYMPTOM			11-15	11-19, 22, 25*2	11-27	11-29	11-31	11-33	11-35	11-37	11-39
MALFUNCTION INDICATOR LAMP (MIL) TURNS ON											
MALFUNCTION INDICATOR LAMP (MIL) BLINKS											
ENGINE WON'T START		①			③						
DIFFICULT TO START ENGINE WHEN COLD		③		③	③	①					
↓ IRREGULAR IDLING	WHEN COLD FAST IDLE OUT OF SPEC	③				③					
	ROUGH IDLE	③		③							
	WHEN WARM ENGINE SPEED TOO HIGH	③				③					
	WHEN WARM ENGINE SPEED TOO LOW	③									
↓ FREQUENT STALLING	WHILE WARMING UP	③				③					
	AFTER WARMING UP	③									
↓ POOR PERFOR- MANCE	MISFIRE OR ROUGH RUNNING	③		②	③						
	FAILS EMISSION TEST	③	③	②							
	LOSS OF POWER	③		③				②			

* If codes other than those listed above are indicated, count the number of blinks again. If the MIL is in fact blinking these codes, replace the ECM.

③ If the MIL is on while the engine is running, connect the SCS short connector to the service check connector. If no code is displayed (MIL stays on steady), the back-up system is in operation.

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



PGM-FI						IDLE CONTROL		FUEL SUPPLY			EMISSION CONTROL	
IGNITION OUTPUT SIGNAL	VEHICLE SPEED SENSOR	ELECTRICAL LOAD DETECTOR *3	VTEC SOLENOID VALVE *4	A/T FI SIGNAL A	A/T FI SIGNAL B	IDLE AIR CONTROL VALVE	OTHER IDLE CONTROLS	FUEL INJECTOR *2	OTHER FUEL SUPPLY	INTAKE AIR	EXHAUST GAS RECIRCULA- TION (EGR) CONTROL SYSTEM*5	OTHER EMISSION CONTROL SYSTEM
11-40	11-41	11-42	6-4	11-44	11-44	11-45	—	11-63	—	—	11-72	—
15	17	20	21	30	31	14		16			12	
③									②			
									②			
						①	②					
						①	②	②			③	
						①	②					
		③				①	②	②				
						①	②		③			
						③			①		②	
								①			③	
												①
			③					③	①	③		③

*1: Except KY model

*2: F22B2 engine of KH, KK models

*3: KH model

*4: F22B1 engine

*5: Except KQ, KY models

*6: KY model

Troubleshooting

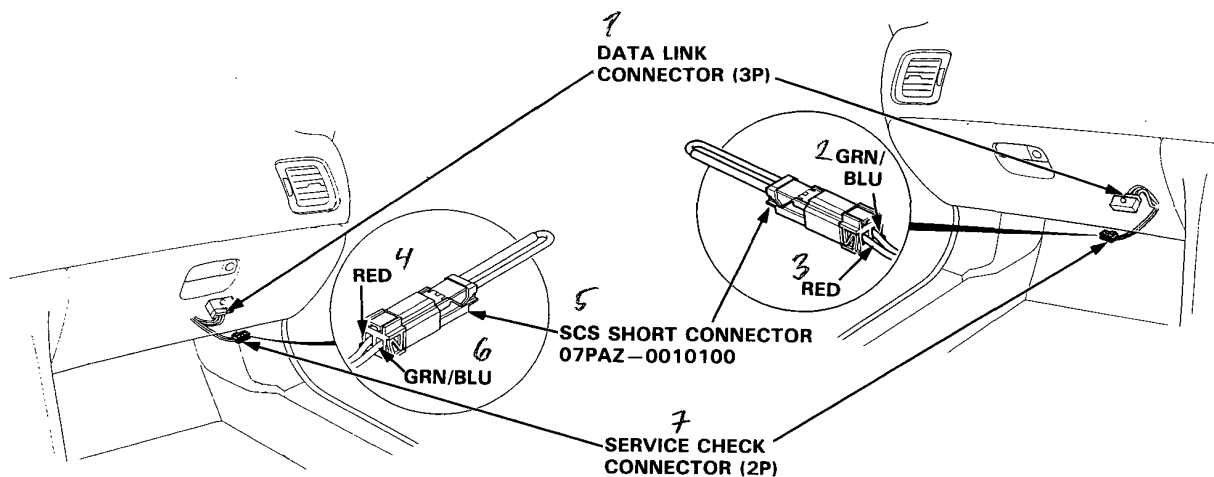
Self-diagnostic Procedures

I. When the Malfunction Indicator Lamp (MIL) has been reported on, do the following:

1. Connect the SCS short connector to Service Check Connector as shown. (The 2P Service Check Connector is located under the dash on the passenger side of the car). Turn the ignition switch on.

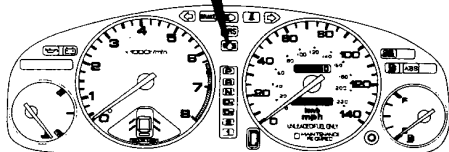
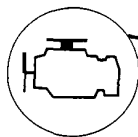
LHD:

RHD:



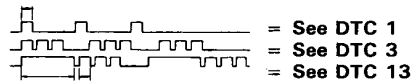
2. Note the Diagnostic Trouble Code (DTC): The MIL indicates a code by the length and number of blinks. The MIL can indicate multiple problems by blinking separate codes, one after another. Codes 1 through 9 are indicated by individual short blinks. Codes 10 through 43 are indicated by a series of long and short blinks. The number of long blinks equals the first digit, the number of short blinks equals the second digit. Sometimes the first blink is difficult to see; always count the blinks at least twice to verify the code.

MALFUNCTION
INDICATOR
LAMP
(MIL)



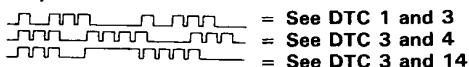
Separate Problems:

Short



Long short

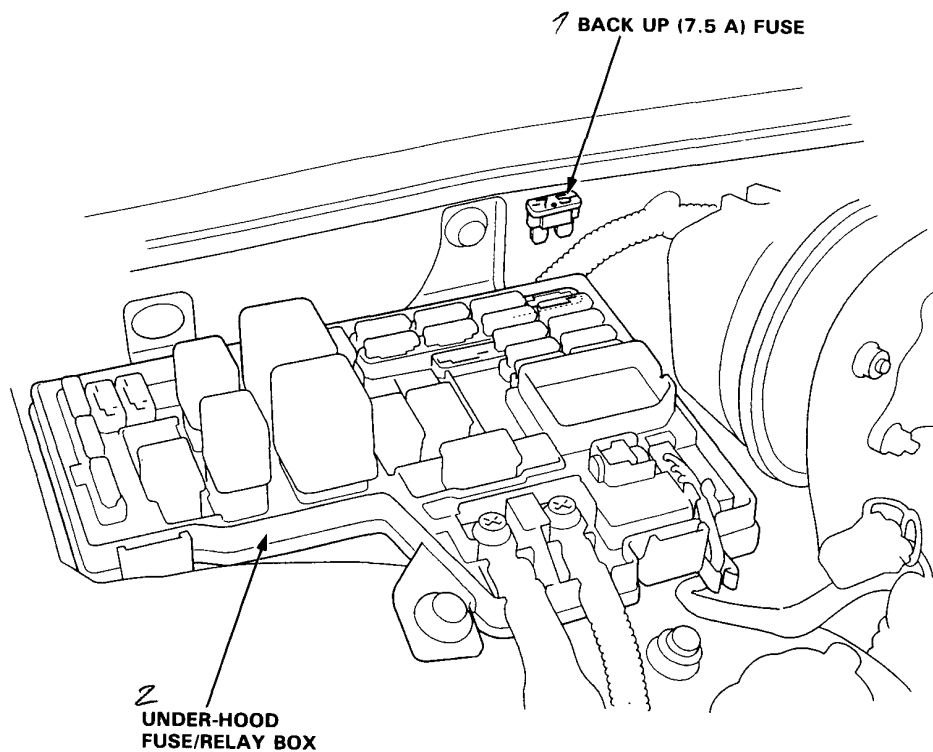
Multiple Problems:





II. Engine Control Module (ECM) Reset Procedure

1. Turn the ignition switch off.
2. Remove the BACK UP (7.5 A) fuse from the under-hood fuse/relay box for 10 seconds to reset the ECM.



III. Final Procedure (this procedure must be done after any troubleshooting)

1. Remove the SCS Short Connector.

NOTE: If the SCS Short Connector is connected and there are no DTCs stored in the ECM, the MIL will stay on.

2. Do the ECM Reset Procedure.

IV. When substitute a known-good ECM and recheck (KG, KS, KE models)

The ECM has a Immobilizer System. The known-good ECM has a different code stored into it, the code must be rewritten with the Honda PGM Tester. Otherwise, the engine will not start.



(cont'd)

Troubleshooting

Self-diagnostic Procedures (cont'd)

DIAGNOSTIC TROUBLE CODE (DTC)	SYSTEM INDICATED	Page
0	ENGINE CONTROL MODULE (ECM)	11-15
1	HEATED OXYGEN SENSOR (HO2S)* ¹	11-19, 20
3	MANIFOLD ABSOLUTE PRESSURE (MAP) SENSOR	11-27
4	CRANKSHAFT POSITION (CKP) SENSOR	11-29
6	ENGINE COOLANT TEMPERATURE (ECT) SENSOR	11-31
7	THROTTLE POSITION (TP) SENSOR	11-33
8	TOP DEAD CENTER POSITION (TDC) SENSOR	11-29
9	No. 1 CYLINDER POSITION (CYP) SENSOR	11-29
10	INTAKE AIR TEMPERATURE (IAT) SENSOR	11-35
11	IDLE MIXTURE ADJUSTER (IMA)* ⁶	11-37
12	EXHAUST GAS RECIRCULATION (EGR) VALVE LIFT SENSOR* ⁵	11-72
13	BAROMETRIC PRESSURE (BARO) SENSOR	11-39
14	IDLE AIR CONTROL (IAC) VALVE	11-45
15	IGNITION OUTPUT SIGNAL	11-40
16	FUEL INJECTOR* ²	11-63
17	VEHICLE SPEED SENSOR (VSS)	11-41
20	ELECTRICAL LOAD DETECTOR (ELD)* ³	11-42
21	VARIABLE VALVE TIMING & VALVE LIFT ELECTRONIC CONTROL SOLENOID VALVE (VTEC SOLENOID VALVE)* ⁴	6-3
30	A/T FI SIGNAL A	11-44
31	A/T FI SIGNAL B	11-44
41	HEATED OXYGEN SENSOR (HO2S) HEATER	11-22
43	FUEL SUPPLY SYSTEM* ²	11-25

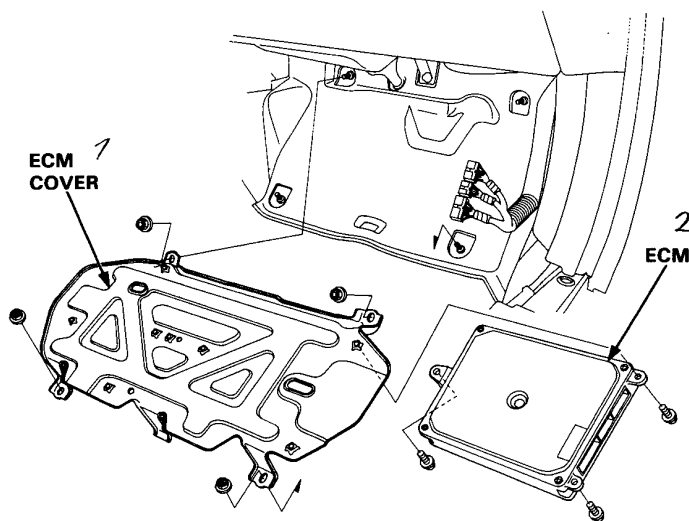
*1: Except KY model
 *2: F22B2 engine of KH model
 *3: KH model
 *4: F22B1 engine
 *5: Except KQ model
 *6: KY model

- If codes other than those listed above are indicated, verify the code. If the code indicated is not listed above, replace the ECM.
- The MIL may come on, indicating a system problem when, in fact, there is a poor or intermittent electrical connection. First, check the electrical connections, clean or repair connections if necessary.
- The MIL and  indicator light may light simultaneously when the Diagnostic Trouble Code (DTC) is 6, 7 or 17. Check the PGM-FI system according to the PGM-FI system troubleshooting, then recheck the  indicator light.
- The MIL does not come on when there is a malfunction in the A/T FI signal or Electrical Load Detector (ELD) circuits. However, it will indicate the codes when the Service Check Connector is shorted.

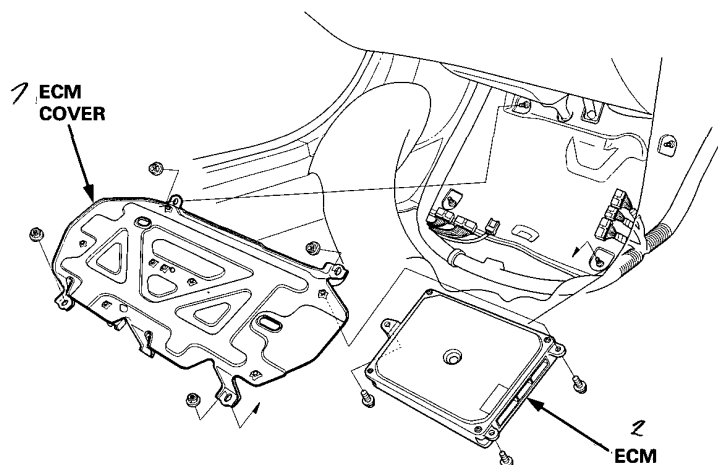


If the inspection for a particular code requires voltage or resistance checks at the ECM connectors, remove the passenger door sill molding. Pull the carpet back to expose the ECM. Unbolt the ECM cover, and connect the sharp tester probes and a digital multimeter as described following. Check the system according to the procedure described for the appropriate code(s) listed on the following pages.

LHD:



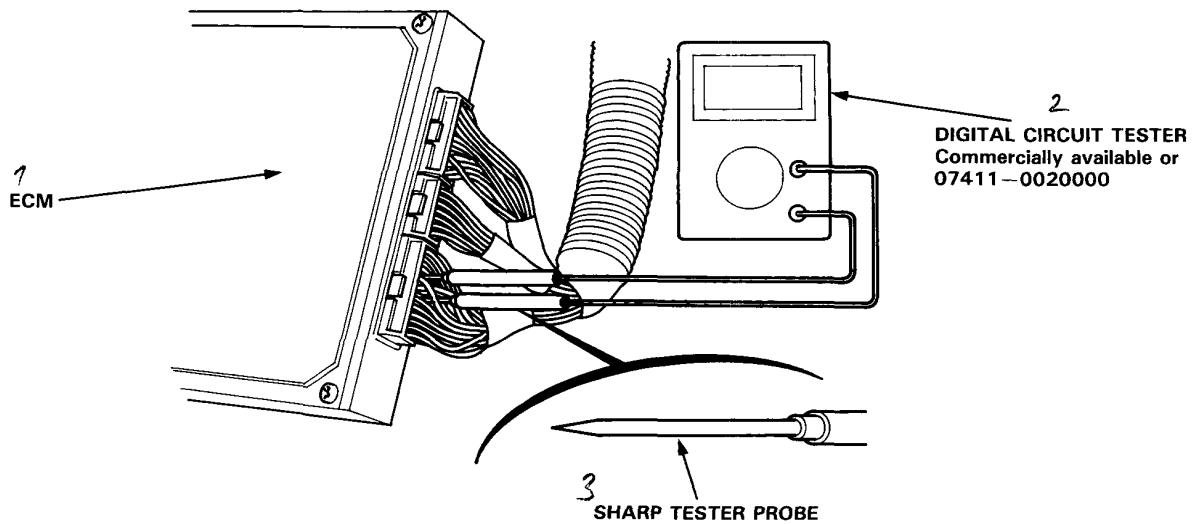
RHD:



Troubleshooting

Self-diagnostic Procedure (cont'd)

When checking the ECM connector terminals, gently slide the sharp tester probe from the wire side into the connector until it comes in contact with the terminal end of the wire.



PGM-FI System



Engine Control Module (ECM)

The Malfunction Indicator Lamp (MIL) never comes on (even for two seconds) after ignition is turned on.

Check the fuse:
Turn the ignition switch ON (II).

Is the low oil pressure light on?

NO

YES

Check the engine starting:
Try to start the engine.

Does the engine start?

NO

YES

Check the MIL:
1. Turn the ignition switch OFF.
2. Connect the ECM connector terminal A7 to body ground.
3. Turn the ignition switch ON (II).

Is the MIL on?

NO

YES

Substitute a known-good ECM and recheck (see page 11-11). If symptom/indication goes away, replace the original ECM.

NOTE: If this symptom is intermittent, check for a loose No. 1 BACK UP LIGHTS (10 A) fuse in the under-dash fuse/relay box, a poor connection at ECM terminal A7, or an intermittent open in the BLU wire between the ECM (A7) and the gauge assembly.

- Repair short in the wire between No. 1 BACK-UP LIGHTS (10 A) fuse and gauge assembly.
- Replace No. 1 BACK-UP LIGHTS (10 A) fuse.

Check for an open in the wires (PG1, PG2 lines):

1. Turn the ignition switch OFF.
2. Turn the ignition switch ON (II).
3. Measure voltage between body ground and ECM connector terminals A12, A25.

Is there less than 1.0 V?

NO

YES

Substitute a known-good ECM and recheck (see page 11-11). If symptom/indication goes away, replace the original ECM.

- Replace the MIL bulb.
- Repair open wire between the ECM (A7) and the gauge assembly.

¹ ECM CONNECTOR A (26P)

PG1 ² (BLK)

1	2	3	4	5	6	7	8	9	10	11	12	13
14	15	16	17	18	19	20	21	22	23	24	25	26

³ PG2 (BLK)
WIRE SIDE OF FEMALE TERMINALS



Repair open in the wire(s) between ECM (A12, A25) and G101 (located at the left side of the intake manifold) that had more than 1.0 V.

¹ ECM CONNECTOR A (26P)

MIL (LT GRN/RED) ²

1	2	3	4	5	6	7	8	9	10	11	12	13
14	15	16	17	18	19	20	21	22	23	24	25	26

³ WIRE SIDE OF FEMALE TERMINALS

(cont'd)

PGM-FI System

Engine Control Module (ECM) (cont'd)

The Malfunction Indicator Lamp (MIL) stays on or comes on after two seconds.

Check for a Diagnostic Trouble Code (DTC):

1. Connect the SCS short connector to the service check connector (see page 11-10).
2. Turn the ignition switch ON (II).

Does the MIL indicate any DTC?

YES

Go to self-diagnostic procedures.
(see page 11-12).

NO

Check the engine starting:

1. Remove the SCS short connector from the service check connector.
2. Try to start the engine.

Did the engine start?

YES

Check the ECM output voltage (SCS line):

1. Turn the ignition switch OFF.
2. Turn the ignition switch ON (II).
3. Measure voltage between ECM connector terminals D13 and D22.

Is there approx. 5 V?

YES

Repair short in the wire between the ECM (D13) and the service check connector.

NO

*** Repair open in the wire between the ECM (D13) and the service check connector.**

YES

Is there approx. 5 V?

NO

- Repair short in the wire between the ECU (ECM) (10 A) fuse and the PGM-FI main relay.
- Replace ECU (ECM) (10 A) fuse.

Is the fuse OK?

NO

YES

(To page 11-17)

***NOTE:** After repair, disconnect the SCS short connector, test-drive the car, and recheck the MIL for a code.

(To page 11-17)

NOTE:

- When there is no code stored, the MIL will stay on if the service check connector is shorted and the ignition switch is ON (II).
- If this symptom is intermittent, check for:
 - A loose ECU (ECM) (10 A) fuse in the under-hood fuse/relay box.
 - A loose No. 2 FUEL PUMP (15 A) fuse in the under-dash fuse/relay box.
 - An intermittent short in the RED wire between the ECM (D13) and the service check connector.
 - An intermittent open in the GRN/BLU wire between the service check connector and ECM (D22).
 - An intermittent short in the LT GRN/RED wire between the ECM (A7) and the gauge assembly.
 - An intermittent short in the YEL/WHT wire between the ECM (D10) and the MAP sensor.
 - An intermittent short in the YEL/BLU wire between the ECM (D21) and the TP sensor, EGR valve lift sensor (except KQ,KY models), IMA (KY model).

ECM CONNECTOR D (22P)

1	2	3	4	5	6	7	8	9	10	11
12	13	14	15	16	17	18	19	20	21	22

SCS (RED)

SG2 (GRN/BLU)

WIRE SIDE OF 4 FEMALE TERMINALS

Check for an open in the wire (SCS line):

1. Connect the SCS short connector to service check connector (see page 11-10).
2. Measure voltage between ECM connector terminals D13 and D22.



(From page 11-16)

A

Check the fuse:

Inspect the No. 2 FUEL PUMP (15 A) fuse in the under-dash fuse/relay box.

Is the fuse OK?

YES

NO

Repair short in the wire between the ECM (A7) and the MIL.

YES

Is the MIL on?

NO

Check for a short in the wire (MIL line):

1. Remove the SCS short connector from the service check connector.
2. Turn the ignition switch OFF.
3. Disconnect ECM connector A (26P) from the ECM.
4. Turn the ignition switch ON (II).

Substitute a known-good ECM and recheck (see page 11-11). If symptom/indication goes away, replace the original ECM.

Check for a short in the sensors:

1. Turn the ignition switch ON (II).
2. Disconnect the 3P connector of each sensor one at a time:
 - MAP sensor
 - TP sensor
 - EGR valve lift sensor (except KQ, KY models)
 - IMA (KY model)

Does the MIL remain on?

YES

NO

Replace the sensor that caused the light to go out.

(To page 11-18)

(From page 11-16)

B

(cont'd)

PGM-FI System

Engine Control Module (ECM) (cont'd)

(From page 11-17)

Check for a short in the wires (VCC1, VCC2 lines):

1. Turn the ignition switch OFF.
2. Disconnect ECM connector D (22P) from the ECM.
3. Check for continuity between body ground and ECM connector terminals D10 and D21 individually.

Is there continuity?

NO

YES

Check for an open in the wires (IGP1, IGP2 lines):

1. Disconnect the injector resistor and IAC valve connectors.
2. Turn the ignition switch ON (II).
3. Measure voltage between body ground and ECM connector terminals A13, B1 individually.

Is there battery voltage?

YES

NO

Check for an open in the wires (LG1, LG2 lines):

1. Reconnect all the sensor connectors.
2. Reconnect ECM connector D (22P) to the ECM.
3. Turn the ignition switch ON (II).
4. Measure voltage between body ground and ECM connector terminals A26, B9 individually.

Is there less than 1.0 V?

YES

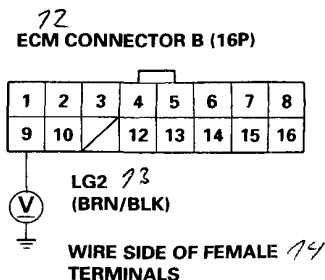
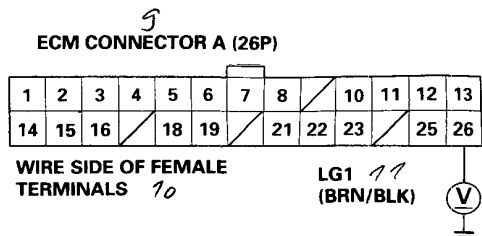
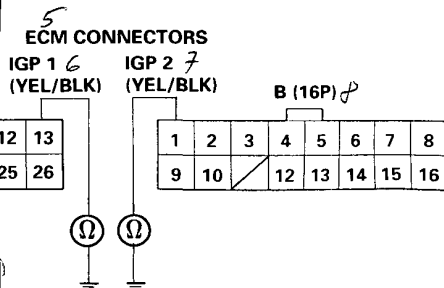
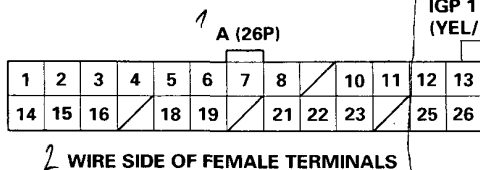
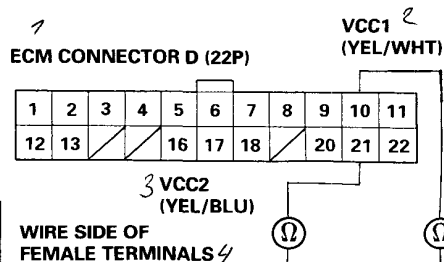
NO

- Repair short in the wire between the ECM (D10) and the MAP sensor.
- Repair short in the wire between the ECM (D21) and the TP sensor, the IMA (KY model) and/or the EGR valve lift sensor (except KQ, KY models).

- Repair open in the wire(s) between ECM (A13, B1) and PGM-FI main relay.
- Check for poor connections or loose wires at the PGM-FI main relay.

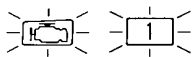
- Repair open in the wire(s) between the ECM (A26, B9) and G101.

Substitute a known-good ECM and recheck (see page 11-11). If symptom/indication goes away, replace the original ECM.



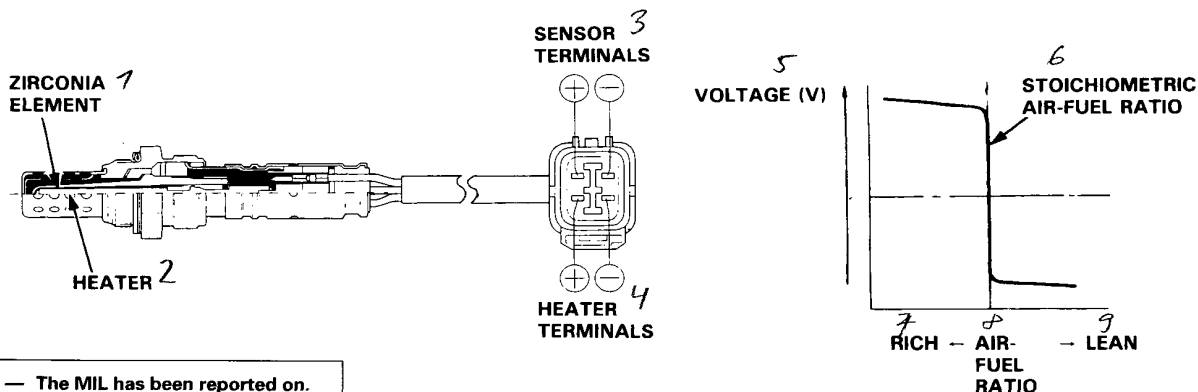


Heated Oxygen Sensor (HO2S) [F22B2 engine of KH model]



The Malfunction Indicator Lamp (MIL) indicates Diagnostic Trouble Code (DTC) 1: A problem in the Heated Oxygen Sensor (HO2S) circuit.

The Heated Oxygen Sensor (HO2S) detects the oxygen content in the exhaust gas and signals the ECM. In operation, the ECM receives the signals from the sensor and varies the duration during which fuel is injected. To stabilize the sensor's output, the sensor has an internal heater. The HO2S is installed in the exhaust pipe A.



- The MIL has been reported on.
- With the SCS short connector connected (see page 11-10), code 1 is indicated.

Problem verification:

1. Do the ECM Reset Procedure (see page 11-11).
2. Start the engine. Hold the engine at 3,000 rpm (min^{-1}) with no load (A/T in **N** or **P** position, M/T in neutral) until the radiator fan comes on, then let it idle for at least one minute before test-driving.
3. Connect the SCS short connector to the service check connector (see page 11-10).
4. Test-drive in **2** position (M/T: in 4th gear).
Starting at 1,600 rpm (min^{-1}), accelerate using wide open throttle for at least 5 seconds. Then decelerate for at least 5 seconds with the throttle completely closed.

Does the MIL blink and does it indicate code 1?

NO

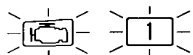
Intermittent failure, system is OK at this time. Check for poor connections or loose wires between the HO2S and the ECM.

YES

Go to page and perform test for code 43 (see page 11-25).

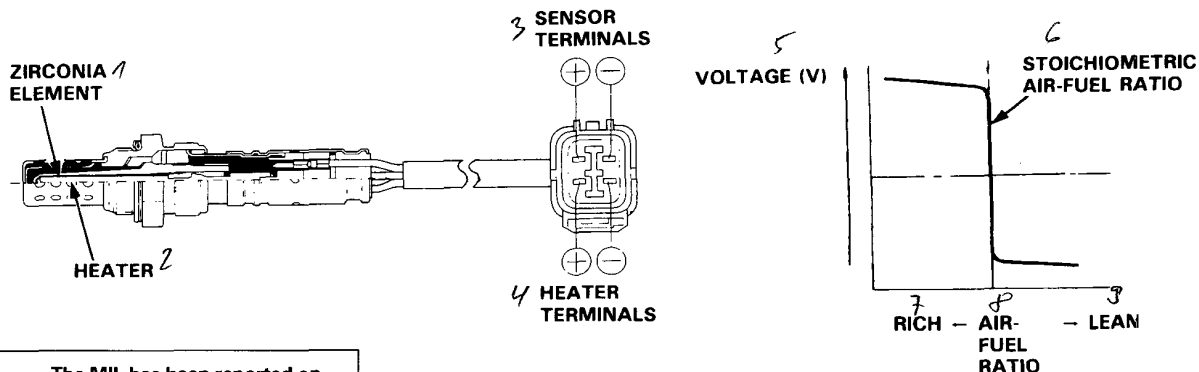
PGM-FI System

Heated Oxygen Sensor (HO2S) [Except KY model, F22B2 engine of KH model] —



The Malfunction Indicator Lamp (MIL) indicates Diagnostic Trouble Code (DTC) 1: A problem in the Heated Oxygen Sensor (HO2S) circuit.

The Heated Oxygen Sensor (HO2S) detects the oxygen content in the exhaust gas and signals the ECM. In operation, the ECM receives the signals from the sensor and varies the duration during which fuel is injected. To stabilize the sensor's output, the sensor has an internal heater. The HO2S is installed in the exhaust pipe A.



- The MIL has been reported on.
- With the SCS short connector connected (see page 11-10), code 1 is indicated.

Problem verification:

1. Do the ECM Reset Procedure (see page 11-11).
2. Start the engine. Hold the engine at 3,000 rpm (min^{-1}) with no load (A/T in **N** or **P** position, M/T in neutral) until the radiator fan comes on, then let it idle for at least one minute before test-driving.
3. Connect the SCS short connector to the service check connector (see page 11-10).
4. Test-drive in **2** position. Starting at 1,600 rpm (min^{-1}), accelerate using wide open throttle for at least 5 seconds. Then decelerate for at least 5 seconds with the throttle completely closed.

Does the MIL blink and does it indicate code 1?

NO

Intermittent failure, system is OK at this time. Check for poor connections or loose wires between the HO2S and the ECM.

YES

Check the fuel pressure:

1. Inspect fuel pressure.

Is it normal?

NO

Go to Fuel Supply System.

YES

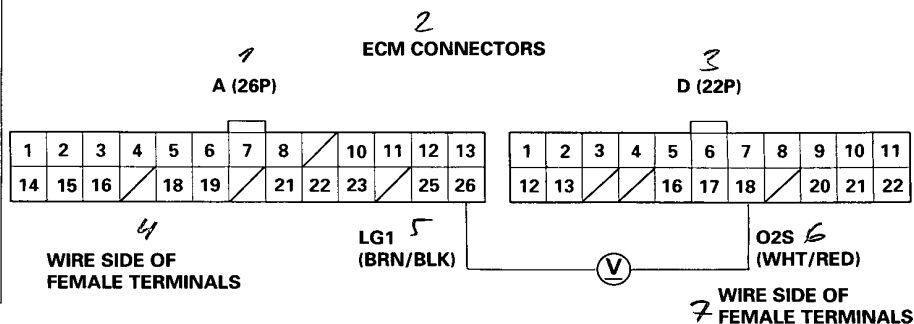
(To page 11-21)



(From page 11-20)

Check the ECM input voltage:

1. Start the engine. Hold the engine at 3,000 rpm (min^{-1}) with no load (A/T in **N** or **P** position, M/T in neutral) until the radiator fan comes on, then let it idle for at least one minute before test-driving.
2. Measure voltage between ECM connector terminals D18 and A26.
3. Open the throttle wide open, then quickly release it.



Is the voltage above 0.6 V at wide open throttle to 4,500 rpm (min^{-1}) and below 0.4 V when the throttle is quickly released from 4,500 rpm (min^{-1})?

YES

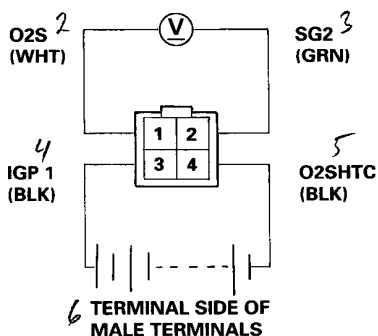
Substitute a known-good ECM and recheck (see page 11-11). If symptom/indication goes away, replace the original ECM.

NO

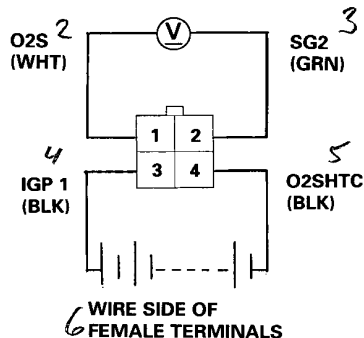
Check the HO2S:

1. Turn the ignition switch OFF.
2. Disconnect the 4P connector from the HO2S.
3. At the HO2S harness side, connect the battery positive terminal to terminal No. 3 and battery negative terminal to terminal No. 4.
4. Start the engine.
5. After two minutes, measure voltage between HO2S 4P connector terminals No. 1 and No. 2.

HO2S 4P CONNECTOR¹ (Except F22B2 engine)



HO2S 4P CONNECTOR¹ (F22B2 engine)



Is the voltage above 0.6 V at wide open throttle to 4,500 rpm (min^{-1}) and below 0.4 V when the throttle is quickly released from 4,500 rpm (min^{-1})?

NO

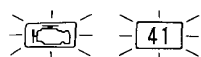
Replace the HO2S.

YES

Repair open or short in the wire ECM (D18) and the HO2S.

PGM-FI System

Heated Oxygen Sensor Heater (Except KY model)



The Malfunction Indicator Lamp (MIL) indicates Diagnostic Trouble Code (DTC) 41: A problem in the Heated Oxygen Sensor (HO2S) Heater circuit.

- The MIL has been reported on.
- With the SCS short connector connected (see page 11-10), code 41 is indicated.

Problem verification:

1. Do the ECM Reset Procedure (see page 11-11).
2. Start the engine.

Is the MIL on and does it indicate code 41?

NO

Intermittent failure, system is OK at this time. Check for poor connections or loose wires between the HO2S and the ECM.

YES

Check the ECM input voltage:

1. Turn the ignition switch OFF.
2. Turn the ignition switch ON (II).
3. Measure voltage between ECM connector terminals A6 and A12.

Is there battery voltage?

NO

A (To page 11-23)

YES

Check the ECM input voltage:

With the voltmeter still connected between ECM connector terminals A6 and A12, start the engine.

Is there less than 0.1 V?

NO

Substitute a known-good ECM and recheck (see page 11-11). If symptom/indication goes away, replace the original ECM.

YES

Check the ECM input current:

1. Turn the ignition switch OFF.
2. Disconnect ECM connector A (26P) from the ECM.
3. Connect an ammeter between ECM connector terminals A6 and A12.
4. Turn the ignition switch ON (II).

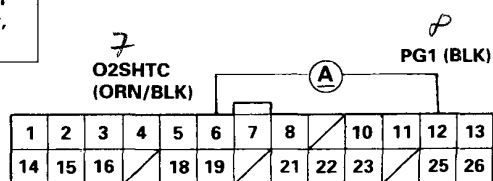
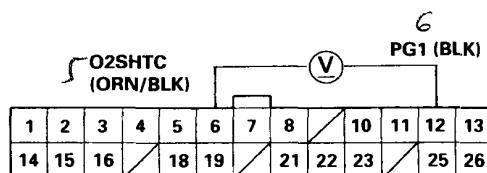
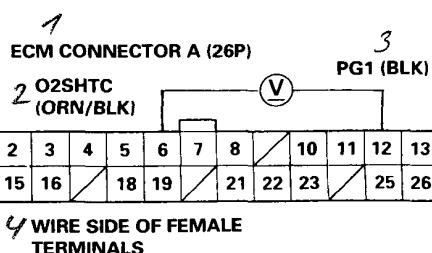
Is the current less than 0.1 A*?

YES

Replace the HO2S.

NO

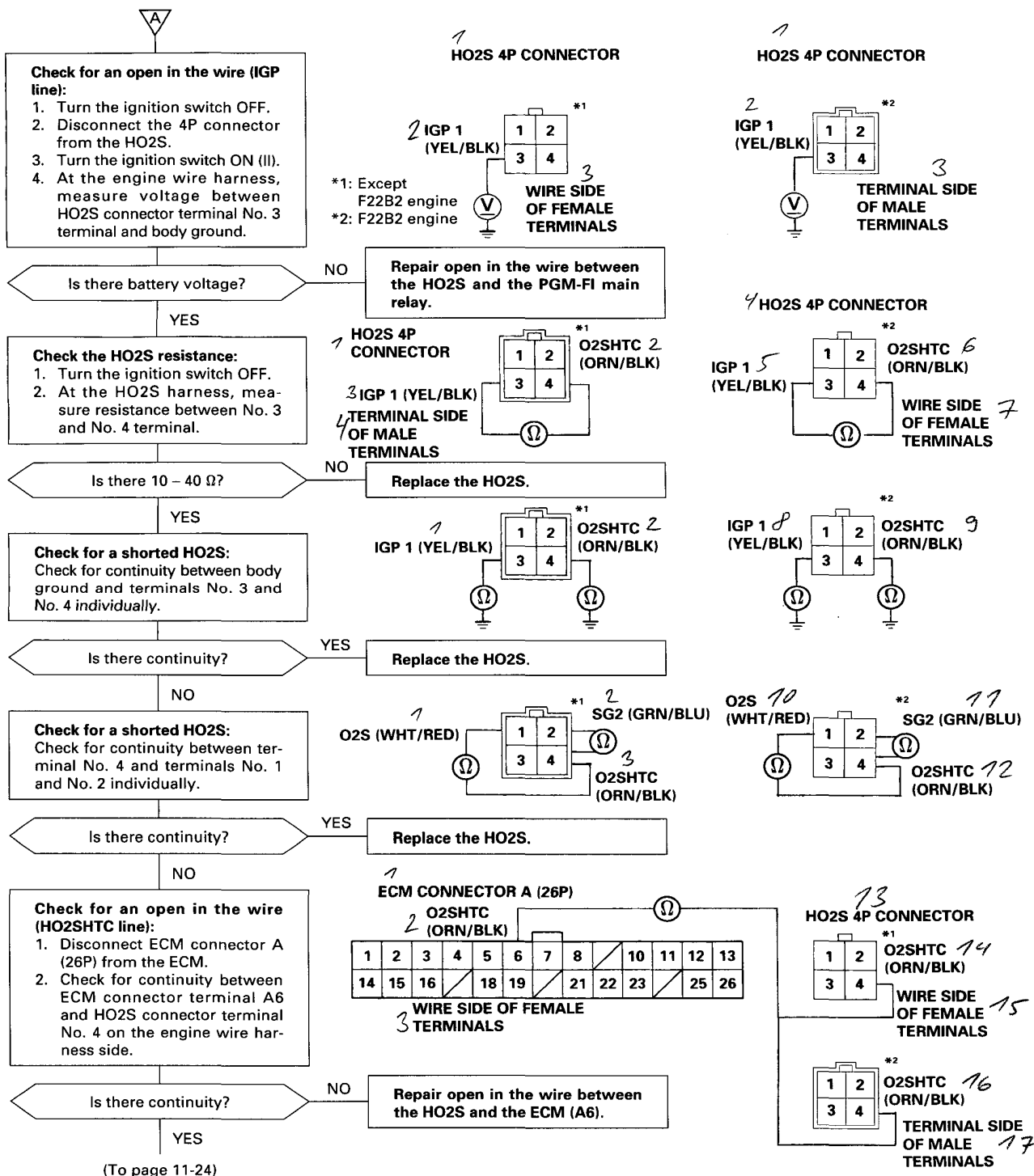
Substitute a known-good ECM and recheck (see page 11-11). If symptom/indication goes away, replace the original ECM.



* Monitor over a 5 minute period unless the current drops below 0.1 A immediately.



(From page 11-22)



(cont'd)

PGM-FI System

Heated Oxygen Sensor Heater (Except KY model) (cont'd)

(From page 11-23)

Check for a short in the wire (HO2SHTC line):

Check for continuity between ECM connector terminal A6 and body ground.

Is there continuity?

YES

Repair short in the wire between the HO2S and ECM (A6).

NO

Substitute a known-good ECM and recheck (see page 11-11). If symptom/indication goes away, replace the original ECM.

ECM CONNECTOR A (26P)

2 HO2SHTC (ORN/BLK)

1	2	3	4	5	6	7	8	9	10	11	12	13
14	15	16	17	18	19	20	21	22	23	24	25	26

3 WIRE SIDE OF FEMALE TERMINALS



Fuel Supply System [F22B2 engine of KH model]



43

The Malfunction Indicator Lamp (MIL) indicates Diagnostic Trouble Code (DTC) 43: A problem in the Heated Oxygen Sensor (HO2S) circuit, or a problem in the Fuel Supply System.

- The MIL has been reported on.
- With the SCS service connector connected (see page 11-10), code 43 is indicated.

? SHORT

From code 1 troubleshooting (page 11-19).

Is the code 43 accompanied by the MIL and poor driveability?

YES

Go to Fuel Supply System.

NO

Problem verification:

1. Do the ECM Reset Procedure (see page 11-11).
2. Start the engine. Hold the engine at 3,000 rpm (min^{-1}) with no load (A/T in **N** or **P** position, M/T in neutral) until the radiator fan comes on, then let it idle for at least one minute.
3. Connect the SCS short connector to the service check connector (see page 11-10).
4. Raise the engine speed to 3,000 rpm (min^{-1}), and hold that throttle position for at least one minute. Do not vary the throttle position even if the rpm drops.

Does the MIL blink and does it indicate code 43?

NO

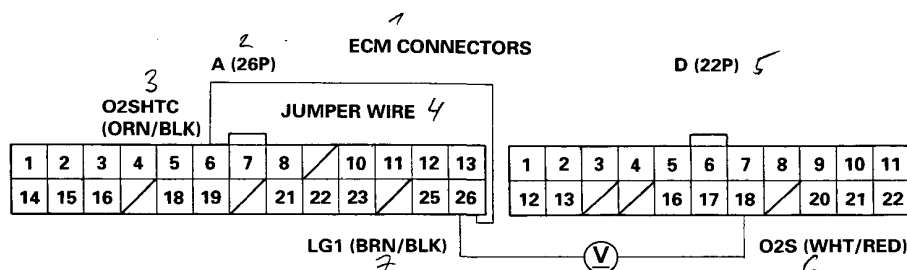
Intermittent failure, system is OK at this time. Check for poor connections or loose wires between the HO2S and the ECM.

YES

Check the HO2S:

1. Turn the ignition switch OFF, and wait for at least two minutes.
2. Install a jumper wire between ECM connector terminals A6 and A26.
3. Turn the ignition switch ON (II).
4. Measure voltage between ECM connector terminals D18 and A26 as soon as the ignition switch is turned ON (II).

(To page 11-26)



Voltage should start at 0.4 – 0.5 V when the ignition switch is first turned ON (II), and decrease to below 0.1 V in less than two minutes.

9 WIRE SIDE OF FEMALE TERMINALS

(cont'd)

PGM-FI System

Fuel Supply System [F22B2 engine of KH model] (cont'd)

(From page 11-25)

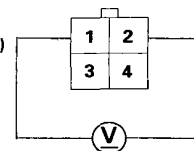
Is there 0.1 V or less when the ignition switch is first turned ON (II)?

NO

Check for an open in the circuit:
 1. Turn the ignition switch OFF.
 2. Disconnect the 4P connector from the HO2S.
 3. Turn the ignition switch ON (II).
 4. At the engine harness side, measure voltage between the HO2S 4P connector terminals No. 1 and No. 2.

¹
HO2S 4P CONNECTOR

O2S ²
(WHT/RED)



SG2 ³
(GRN/BLU)

WIRE SIDE OF FEMALE TERMINALS ⁴

YES

Is there more than 0.1 V?

YES

Replace the HO2S.

NO

Check for open in the wire between the ECM (D18) and the HO2S. If wire is OK, repair open in the wire between the ECM (D22) and the HO2S.

Check the HO2S:

1. Turn the ignition switch OFF.
2. Disconnect the 4P connector from the HO2S.
3. Turn the ignition switch ON (II).
4. Measure voltage between ECM connector terminals D18 and A26.

¹
ECM CONNECTOR

A (26P) ²

D (22P) ³

1	2	3	4	5	6	7	8	9	10	11	12	13
14	15	16	17	18	19	20	21	22	23	24	25	26

1	2	3	4	5	6	7	8	9	10	11
12	13	14	15	16	17	18	19	20	21	22

⁴ LG 1 (BRN/BLK)

O2S (WHT/RED) ⁵



WIRE SIDE OF FEMALE TERMINALS ⁶

Is there more than 0.1 V?

YES

Replace the HO2S.

NO

Check for a short in the wire (O2S line):

1. Turn the ignition switch OFF.
2. Disconnect the ECM connector D (22P) from the ECM.
3. Check for continuity between ECM connector terminal D18 and body ground.

⁷
ECM CONNECTOR D (22P)

1	2	3	4	5	6	7	8	9	10	11
12	13	14	15	16	17	18	19	20	21	22

⁸ WIRE SIDE OF FEMALE TERMINALS

O2S (WHT/RED) ⁹



Is there continuity?

YES

Repair short in the wire between ECM (D18) and the HO2S.

NO

Substitute a known-good ECM and recheck (see page 11-11). If symptom/indication goes away, replace the original ECM.



Manifold Absolute Pressure (MAP) Sensor



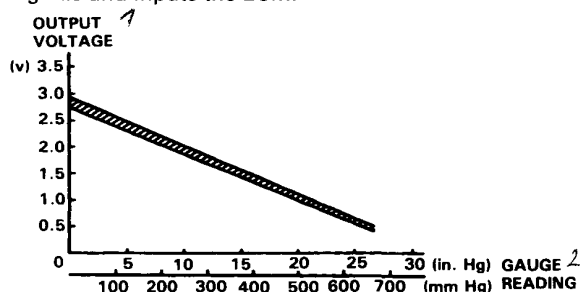
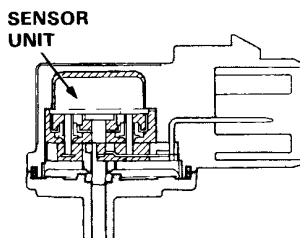
The Malfunction Indicator Lamp (MIL) indicates Diagnostic Trouble Code (DTC) 3: An electrical problem in the Manifold Absolute Pressure (MAP) Sensor circuit.

The MAP sensor converts manifold absolute pressure into electrical signals and inputs the ECM.

- The MIL has been reported on.
- With the SCS short connector connected (see page 11-10), code 3 is indicated.

Problem verification:

1. Do the ECM Reset Procedure (see page 11-11).
2. Start the engine and allow it to idle.



Is the MIL on and does it indicate code 3?

NO

Intermittent failure, system is OK at this time (test-drive may be necessary). Check for poor connections or loose wires between the MAP sensor and the ECM.

YES

Check the ECM output voltage (VCC1 line):

1. Turn the ignition switch OFF.
2. Turn the ignition switch ON (II).
3. Measure voltage between ECM connector terminals D10 and D11.

Is there approx. 5 V?

NO

Check the ECM output voltage (VCC1 line):

1. Turn the ignition switch OFF.
2. Disconnect the 3P connector from the MAP sensor.
3. Turn the ignition switch ON (III).
4. Measure voltage between ECM connector terminals D10 and D11.

Is there approx. 5 V?

NO

Substitute a known-good ECM and recheck (see page 11-11). If symptom/indication goes away, replace the original ECM.

Check the ECM output voltage (MAP line):

Measure voltage between ECM connector terminals D9 and D11.

Is there approx. 3 V?

YES

Substitute a known-good ECM and recheck (see page 11-11). If symptom/indication goes away, replace the original ECM.

NO

Is there approx. 5 V?

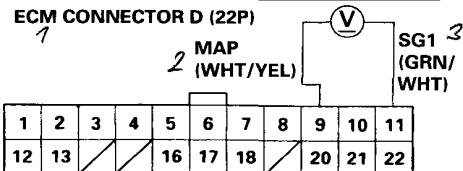
YES

Check for an open in the wire (SG1 line): Measure voltage between MAP sensor 3P connector terminals No. 1 and No. 2.

Is there approx. 5 V?

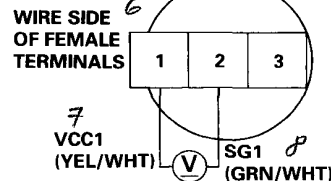
YES

Replace the MAP sensor.



WIRE SIDE OF FEMALE 4 TERMINALS

MAP SENSOR 3P CONNECTOR 5



WIRE SIDE OF FEMALE 6 TERMINALS

7 VCC1 (YEL/WHT) 8 SG1 (GRN/WHT)

Repair open in the wire between the ECM (D11) and the MAP sensor.

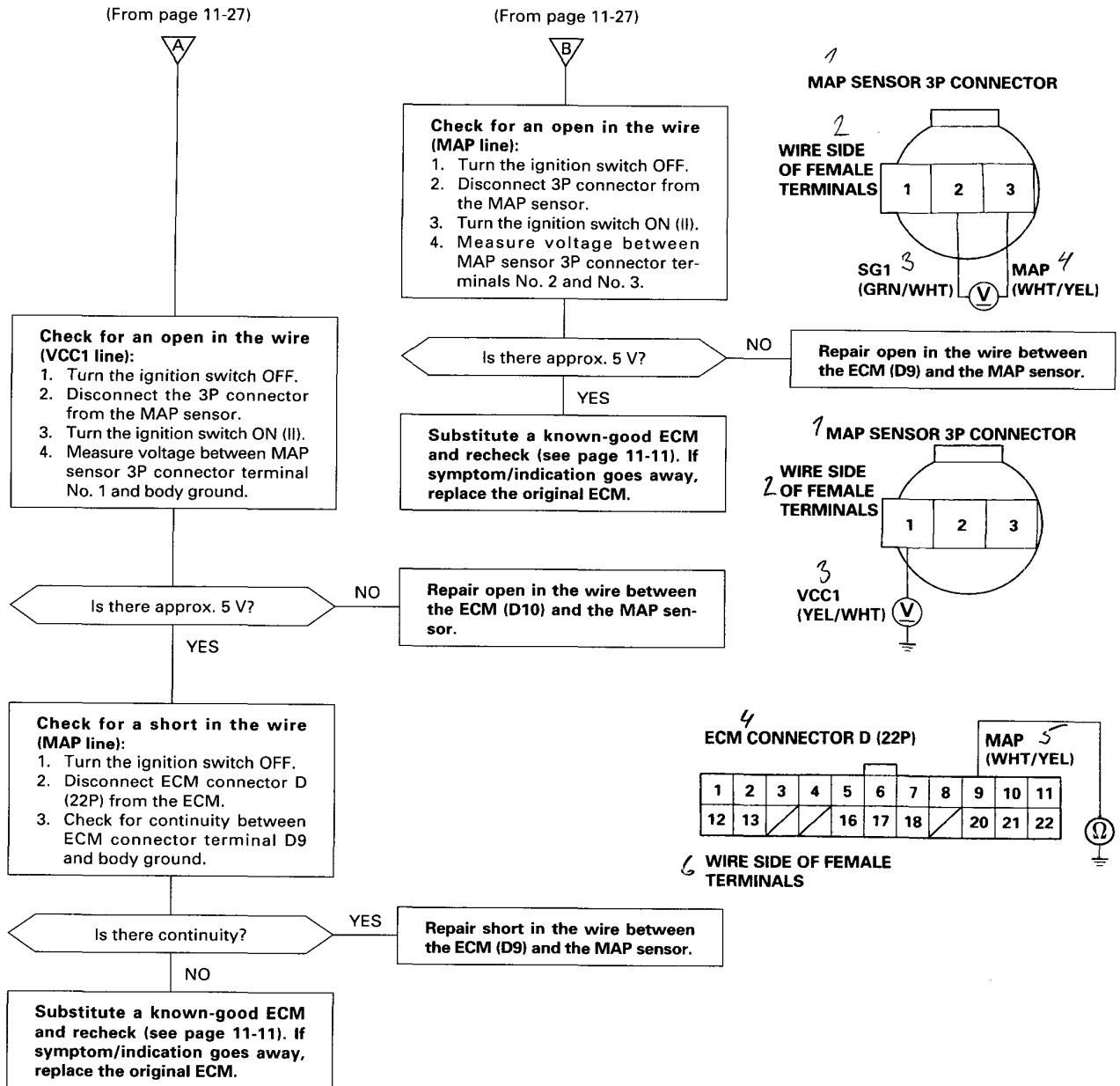
(To page 11-28)

(To page 11-28)

(cont'd)

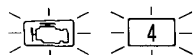
PGM-FI System

Manifold Absolute Pressure (MAP) Sensor (cont'd)

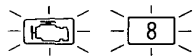




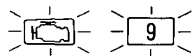
TDC/CKP/CYP Sensor



The Malfunction Indicator Lamp (MIL) indicates Diagnostic Trouble Code (DTC) 4: A problem in the Crankshaft Position (CKP) Sensor circuit.



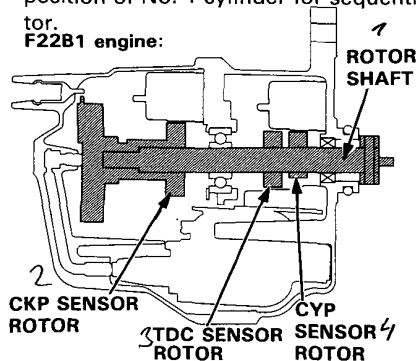
The Malfunction Indicator Lamp (MIL) indicates Diagnostic Trouble Code (DTC) 8: A problem in the Top Dead Center (TDC) Sensor circuit.



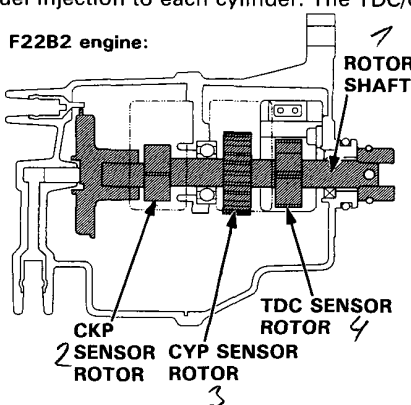
The Malfunction Indicator Lamp (MIL) indicates Diagnostic Trouble Code (DTC) 9: A problem in the Cylinder Position (CYP) Sensor circuit.

The CKP Sensor determines timing for fuel injection and ignition of each cylinder and also detects engine speed. The TDC Sensor determines ignition timing at start-up (cranking) and when crank angle is abnormal. The CYP Sensor detects the position of No. 1 cylinder for sequential fuel injection to each cylinder. The TDC/CKP/CYP Sensor is built into the distributor.

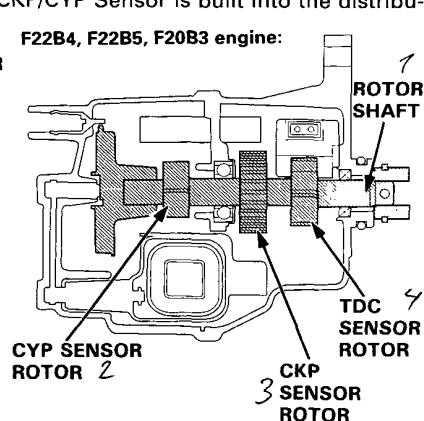
F22B1 engine:



F22B2 engine:



F22B4, F22B5, F20B3 engine:



- The MIL has been reported on.
- With the SCS short connector connected (see page 11-10), code 4, 8, and/or 9 are indicated.

Problem verification:

1. Do the ECM Reset Procedure (see page 11-11).
2. Start the engine.

Is the MIL on and does it indicate code 4, 8 and/or 9?

NO

Intermittent failure, system is OK at this time (test-drive may be necessary).

Check for poor connections or loose wires between the TDC/CYP/CKP sensor and the ECM.

YES

Check the sensor resistance:

1. Turn the ignition switch OFF.
2. Disconnect the 8P connector from the distributor.
3. Measure resistance between terminals of the indicated sensor.

*see table

Is there 700 – 1,300 Ω (F22B1 engine), 350 – 700 Ω (except F22B1 engine)?

NO

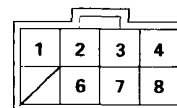
Replace the distributor ignition housing.

YES

(To page 11-30)

SENSOR	DTC	SENSOR TERMINAL	ECM TERMINAL	WIRE COLOR
CKP	4	2	B8	BLU/GRN
		6	B16	BLU/YEL
TDC	8	3	B7	ORN/BLU
		7	B15	WHT/BLU
CYP	9	4	B6	ORN
		8	B14	WHT

DISTRIBUTOR 8P CONNECTOR



2 TERMINAL SIDE OF MALE TERMINALS

(cont'd)

PGM-FI System

TDC/CKP/CYP Sensor (cont'd)

(From page 11-29)

Check the sensor for a short:

Check for continuity to body ground on both terminals of the indicated sensor.

Is there continuity?

YES

Replace the distributor ignition housing.

NO

Check for an open in the wire (TDC/CKP/CYP line):

1. Reconnect the 8P connector.
2. Disconnect ECM connector B (16P) from the ECM.
3. Measure resistance between ECM connector terminals of the indicated sensor.

*see table

Is there 700 – 1,300 Ω (F22B1 engine), 350 – 700 Ω (except F22B1 engine)?

NO

Repair open in the indicated sensor wires. *see table

YES

Check for a short in the wire (TDC/CKP/CYP line):

Check for continuity between body ground and ECM connector terminals B6, B7 and/or B8 individually.

Is there continuity?

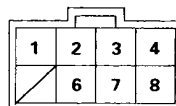
YES

Repair short to body ground in the indicated sensor wires. *see table

NO

Substitute a known-good ECM and recheck (see page 11-11). If symptom/indication goes away, replace the original ECM.

DISTRIBUTOR 8P CONNECTOR



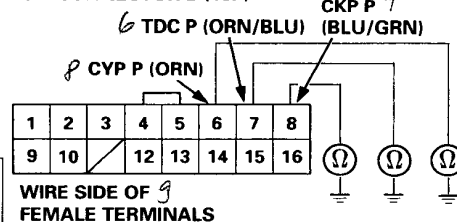
2 TERMINAL SIDE OF MALE TERMINALS

3 ECM CONNECTOR B (16P)



4 WIRE SIDE OF FEMALE TERMINALS

5 ECM CONNECTOR B (16P)





Engine Coolant Temperature (ECT) Sensor



The Malfunction Indicator Lamp (MIL) indicates Diagnostic Trouble Code (DTC) 6: A problem in the Engine Coolant Temperature (ECT) Sensor circuit.

The ECT sensor is a temperature dependent resistor (thermistor). The resistance of the thermistor decreases as the engine coolant temperature increases as shown below.

- The MIL has been reported on.
- With the SCS short connector connected (see page 11-10), code 6 is indicated.

Problem verification:

1. Do the ECM Reset Procedure (see page 11-11).
2. Turn the ignition switch ON (II).

Is the MIL on and does it indicate code 6?

NO

Intermittent failure, system is OK at this time (test-drive may be necessary). Check for poor connections or loose wires between the ECT sensor, the ECM and the TCM.

YES

Check the sensor resistance:

1. Start the engine. Hold the engine at 3,000 rpm (min^{-1}) with no load (A/T in **N** or **P** position, M/T in neutral) until the radiator fan comes on, then let it idle.
2. Turn the ignition switch OFF.
3. Disconnect the 2P connector from the ECT sensor.
4. Measure resistance between the 2 terminals on the ECT sensor.

Is there 200 – 400 Ω ?

NO

Replace the ECT sensor.

YES

Check the ECM output voltage (ECT line):

1. Turn the ignition switch ON (II).
2. At the engine harness side, measure voltage between the ECT sensor 2P connector terminal No. 2 and body ground.

Is there approx. 5 V?

YES

Check for an open in the wire (SG2 line): Measure voltage between the ECT sensor 2P connector terminals No. 1 and No. 2.

Is there approx. 5 V?

NO

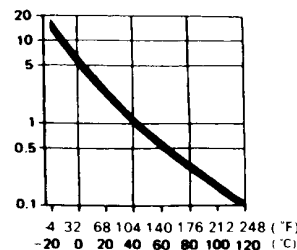
Repair open in the wire between the ECM (D22) and ECT sensor.

YES

Substitute a known-good ECM and recheck (see page 11-11). If symptom/indication goes away, replace the original ECM.

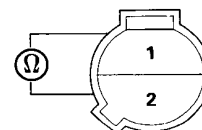
(To page 11-32)

RESISTANCE
($k\Omega$)



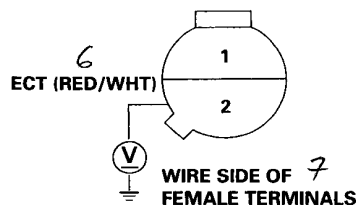
ENGINE COOLANT TEMPERATURE

ECT SENSOR 2P CONNECTOR



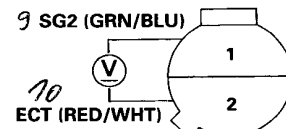
TERMINAL SIDE OF MALE TERMINALS

ECT SENSOR 2P CONNECTOR



WIRE SIDE OF FEMALE TERMINALS

ECT SENSOR 2P CONNECTOR



WIRE SIDE OF FEMALE TERMINALS

(cont'd)

PGM-FI System

Engine Coolant Temperature (ECT) Sensor (cont'd)

(From page 11-31)

Check for TCM circuits:

1. Turn the ignition switch OFF.
2. Disconnect 22P connector from the Transmission Control Module (TCM).
3. Turn the ignition switch ON (II).
4. At the engine harness side, measure voltage between the ECT sensor 2P connector terminal No. 2 and body ground.

Is there approx. 5 V?

YES

Replace the TCM.

NO

Check for an open in the wire (ECT line):

Measure voltage between ECM connector terminal D7 and body ground.

Is there approx. 5 V?

YES

Repair open in the wire between the ECM (D7) and ECT sensor.

NO

Check for a short in the wire (ECT line):

1. Turn the ignition switch OFF.
2. Disconnect ECM connector D (22P) from the ECM.
3. Check the continuity between ECM connector terminal D7 and body ground.

Is there continuity?

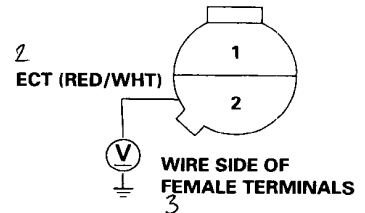
YES

Repair short in the wire between the ECM (D7) and ECT sensor.

NO

Substitute a known-good ECM and recheck (see page 11-11). If symptom/indication goes away, replace the original ECM.

1 ECT SENSOR 2P CONNECTOR



4 ECM CONNECTOR D (22P)

ECT (RED/WHT)

1	2	3	4	5	6	7	8	9	10	11
12	13	14	15	16	17	18	19	20	21	22

6 WIRE SIDE OF FEMALE TERMINALS



7 ECM CONNECTOR D (22P)

ECT (RED/WHT)

1	2	3	4	5	6	7	8	9	10	11
12	13	14	15	16	17	18	19	20	21	22

5 WIRE SIDE OF FEMALE TERMINALS





Throttle Position (TP) Sensor



The Malfunction Indicator Lamp (MIL) indicates Diagnostic Trouble Code (DTC) 7: A problem in the Throttle Position (TP) Sensor circuit.

The TP sensor is a potentiometer. It is connected to the throttle valve shaft. As the throttle position changes, the throttle position sensor varies the voltage signal to the ECM.

- The MIL has been reported on.
- With the SCS short connector connected (see page 11-10), code 7 is indicated.

Problem verification:

1. Do the ECM Reset Procedure (see page 11-11).
2. Start the engine.

Is the MIL on and does it indicate code 7?

YES

Check the sensor output voltage:

1. Turn the ignition switch OFF.
2. Turn the ignition switch ON (II).
3. Measure voltage between ECM connector terminals D6 and D22.

Is the voltage approx. 0.5 V at full close throttle, and approx. 4.5 V at full open throttle?
NOTE: There should be a smooth transition as the throttle is depressed.

NO

Check the TP circuit:

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

Is there approx. 5 V?

YES

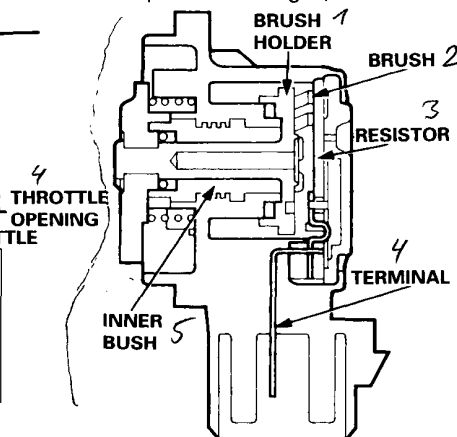
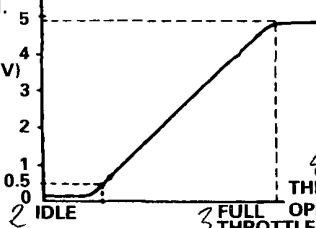


(To page 11-34)

NO

Intermittent failure, system is OK at this time (test-drive may be necessary). Check for poor connections or loose wires between the TP sensor, the ECM and the TCM.

1 OUTPUT VOLTAGE (V)



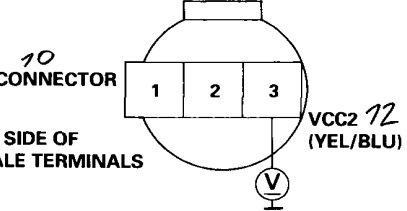
6 ECM CONNECTOR D (22P)

7 TPS (RED/BLK)

1	2	3	4	5	6	7	8	9	10	11
12	13	14	15	16	17	18	19	20	21	22

8 SG2 (GRN/BLU)

9 WIRE SIDE OF FEMALE TERMINALS



13 ECM CONNECTOR D (22P)

1	2	3	4	5	6	7	8	9	10	11
12	13	14	15	16	17	18	19	20	21	22

14 WIRE SIDE OF FEMALE TERMINALS

15 VCC2 (YEL/BLU)

Check for an open in the wire (VCC2 line): Measure voltage between ECM connector terminal D21 and body ground.

Is there approx. 5 V?

NO

Substitute a known-good ECM and recheck (see page 11-11). If symptom/indication goes away, replace the original ECM.

Repair open in the wire between the ECM (D21) and TP sensor.

(cont'd)

PGM-FI System

Throttle Position (TP) Sensor (cont'd)

(From page 11-33)



Check for an open in the wire (SG2 line):

At the engine harness side, measure voltage between the TP sensor 3P connector terminals No. 1 and No. 3.

Is there approx. 5 V?

NO

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

YES

Check the TCM:

1. Turn the ignition switch OFF.
2. Reconnect 3P connector to the TP sensor.
3. Disconnect 22P connector from the Transmission Control Module (TCM).
4. Turn the ignition switch ON (II).
5. Measure voltage between ECM connector terminals D6 and D22.

Is the voltage approx. 0.5 V at full close throttle, and approx. 4.5 V at full open throttle?
NOTE: There should be a smooth transition as the throttle is depressed.

YES

Substitute a known-good TCM and recheck (see page 11-11). If symptom/indication goes away, replace the original TCM.

NO

Check for a short in the wire (TPS line):

1. Turn the ignition switch OFF.
2. Disconnect 3P connector from the TP sensor.
3. Disconnect ECM connector D (22P) from the ECM.
4. Check for continuity between ECM connector terminal D6 and body ground.

Is there continuity?

YES

Repair short in the wire between the ECM (D6) and TP sensor.

NO

Check for an open in the wire (TPS line):

Check for continuity between ECM connector terminal D6 and the TP sensor 3P connector terminal No. 2.

Is there continuity?

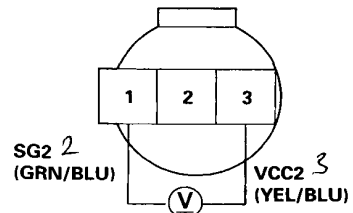
YES

Replace the throttle body.

NO

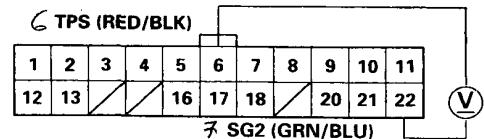
Repair open in the wire between the ECM (D6) and TP sensor.

1 TP SENSOR 3P CONNECTOR



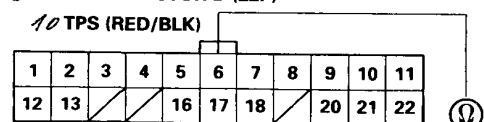
4 WIRE SIDE OF FEMALE TERMINAL

5 ECM CONNECTOR D (22P)



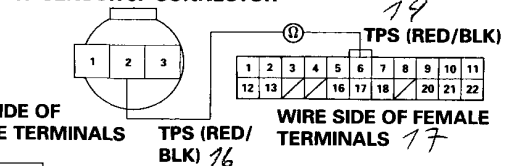
7 WIRE SIDE OF FEMALE TERMINALS

9 ECM CONNECTOR D (22P)



11 WIRE SIDE OF FEMALE TERMINALS

12 ECM CONNECTOR D (22P)

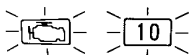


15 WIRE SIDE OF FEMALE TERMINALS

17 WIRE SIDE OF FEMALE TERMINALS



Intake Air Temperature (IAT) Sensor



The Malfunction Indicator Lamp (MIL) indicates Diagnostic Trouble Code (DTC) 10: A problem in the Intake Air Temperature (IAT) Sensor circuit.

The IAT sensor is a temperature dependant resistor (thermistor). The resistance of the thermister decreases as the air temperature increases as shown below.

- The MIL has been reported on.
- With the SCS short connector connected (see page 11-10), code 10 is indicated.

Problem verification:

1. Do the ECM Reset Procedure (see page 11-11).
2. Turn the ignition switch ON (II).

Is the MIL on and does it indicate code 10?

NO

Intermittent failure, system is OK at this time (test-drive may be necessary). Check for poor connections or loose wires between the IAT sensor and the ECM.

YES

Check the sensor resistance:

1. Turn the ignition switch OFF.
 2. Disconnect 2P connector from the IAT sensor.
 3. Measure resistance between the 2 terminals on the IAT sensor.
- NOTE: You may need to remove the IAT sensor to access the terminals

Is there 0.4 – 4.0 k Ω ?

NO

Replace the IAT sensor.

YES

Check the ECM output voltage (IAT line):

1. Turn the ignition switch ON (II).
2. At the engine harness side, measure voltage between IAT sensor 2P connector terminal No. 2 and body ground.

Is there approx. 5 V?

YES

Check for an open in the wire (SG2 line):
Measure voltage between the IAT sensor 2P connector terminal No. 1 and No. 2.

NO

Check for an open in the wire (IAT line):
Measure voltage between ECM connector terminal D8 and body ground.

(To page 11-36)

Is there approx. 5 V?

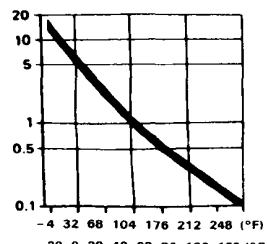
NO

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

YES

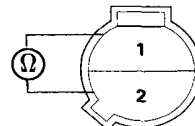
Substitute a known-good ECM and recheck (see page 11-11). If symptom/indication goes away, replace the original ECM.

1
RESISTANCE (k Ω)



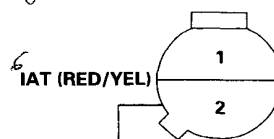
2 INTAKE AIR TEMPERATURE

3 IAT SENSOR 2P CONNECTOR



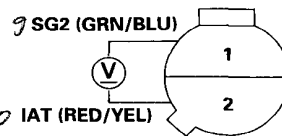
4 TERMINAL SIDE OF MALE TERMINALS

5 IAT SENSOR 2P CONNECTOR



WIRE SIDE OF FEMALE TERMINALS

6 IAT SENSOR 2P CONNECTOR



WIRE SIDE OF FEMALE TERMINALS

7 ECM CONNECTOR D (22P)

8 IAT (RED/YEL)

1	2	3	4	5	6	7	8	9	10	11
12	13	14	15	16	17	18	19	20	21	22

WIRE SIDE OF FEMALE TERMINALS

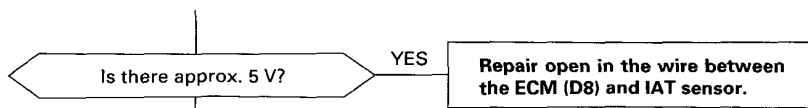
3

(cont'd)

PGM-FI System

Intake Air Temperature (IAT) Sensor (cont'd)

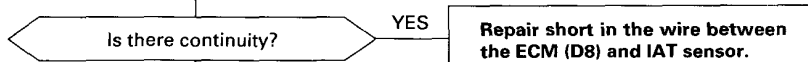
(From page 11-35)



NO

Check for a short in the wire (IAT line):

1. Turn the ignition switch OFF.
2. Disconnect ECM connector D (22P) from the ECM.
3. Check the continuity between ECM connector terminal D8 and body ground.



NO

Substitute a known-good ECM and recheck (see page 11-11). If symptom/indication goes away, replace the original ECM.

1
ECM CONNECTOR D (22P)

2 IAT (RED/YEL)

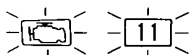
1	2	3	4	5	6	7	8	9	10	11
12	13			16	17	18		20	21	22

3 WIRE SIDE OF FEMALE TERMINALS





Idle Mixture Adjuster (IMA) (KY model)



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

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

- The MIL has been reported on.
- With the SCS short connector connected (see page 11-10), code 11 is indicated.

Problem verification:

1. Do the ECM Reset Procedure (see page 11-11).
2. Turn the ignition switch ON (II).

Is the MIL on and does it indicate code 11?

NO

Intermittent failure, system is OK at this time (test-drive may be necessary). Check for poor connections or loose wires between the IMA and the ECM.

YES

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

Is there 0.5 – 4.5 V?

YES

Substitute a known-good ECM and recheck (see page 11-11). If symptom/indication goes away, replace the original ECM.

NO

Check the IMA circuit:

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

Is there approx. 5 V?

NO

Check for an open in the wire (VCC2 line):
Measure voltage between ECM connector terminal D21 and body ground.

Is there approx. 5 V?

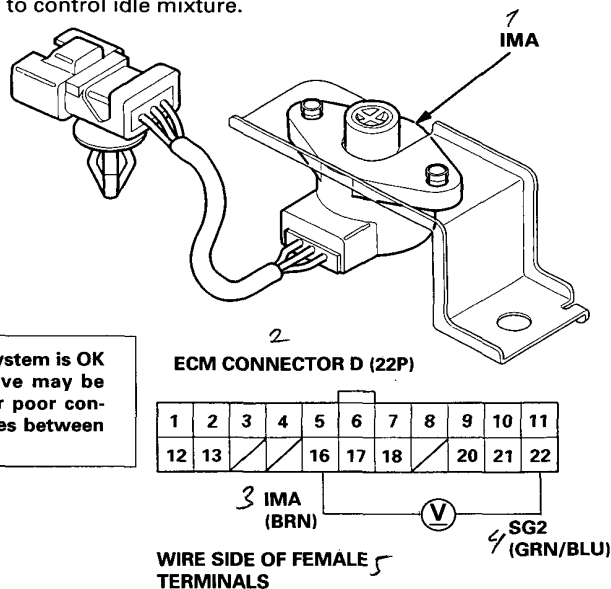
YES

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

NO

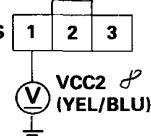
Substitute a known-good ECM and recheck (see page 11-11). If symptom/indication goes away, replace the original ECM.

(To page 11-38)

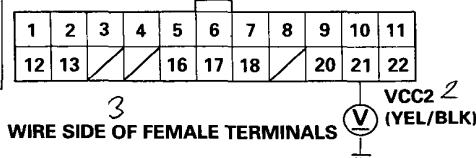


IMA 3P CONNECTOR

WIRE SIDE OF FEMALE TERMINALS



ECM CONNECTOR D (22P)



(cont'd)

PGM-FI System

Idle Mixture Adjuster (IMA) (KY model) (cont'd)

(From page 11-37)

Check for an open in the wire (SG2 line):

At the harness side, measure voltage between the IMA 3P connector terminal No. 1 and No. 3.

Is there approx. 5 V?

NO

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

YES

Check for a short in the wire (IMA line):

1. Turn the ignition switch OFF.
2. Disconnect ECM connector D (22P) from the ECM.
3. Check for continuity between ECM connector terminal D16 and body ground.

Is there continuity?

YES

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

NO

Check for an open in the wire (IMA line):

Check for continuity between ECM connector terminal D16 and the IMA 3P connector terminal No. 2.

Is there continuity?

YES

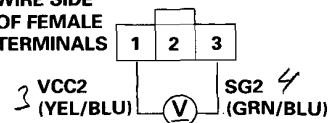
Replace the IMA.

NO

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

IMA 3P CONNECTOR

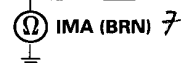
2 WIRE SIDE OF FEMALE TERMINALS



ECM CONNECTOR D (22P)

1	2	3	4	5	6	7	8	9	10	11
12	13	14	15	16	17	18	19	20	21	22

6 WIRE SIDE OF FEMALE TERMINALS



1 IMA 3P CONNECTOR

2 WIRE SIDE OF FEMALE TERMINALS

3 IMA (BRN)

8 ECM CONNECTOR D (22P)

1	2	3	4	5	6	7	8	9	10	11
12	13	14	15	16	17	18	19	20	21	22



10 WIRE SIDE OF FEMALE TERMINALS



Barometric Pressure (BARO) Sensor



The Malfunction Indicator Lamp (MIL) indicates Diagnostic Trouble Code (DTC) 13: A problem in the Barometric Pressure (BARO) Sensor.

The BARO Sensor is built into the ECM.

- The MIL has been reported on.
- With the SCS short connector connected (see page 11-10), code 13 is indicated.

Problem verification:

1. Do the ECM Reset Procedure (see page 11-11).
2. Turn the ignition switch ON (II).

Is the MIL on and does it indicate code 13?

NO

Intermittent failure, system is OK at this time (test-drive may be necessary).

YES

Check for a short in the wire (BARO OUT line):

1. Turn the ignition switch OFF.
2. Disconnect ECM connector D (22P) from the ECM.
3. Disconnect 22P connector from the TCM.
4. Check for continuity between ECM connector terminal D3 and body ground.

Is there continuity?

YES

Repair short in the wire between the ECM (D3) and the TCM.

NO

Check the TCM:

Substitute known-good TCM and recheck.

Is the MIL on and does it indicate code 13?

NO

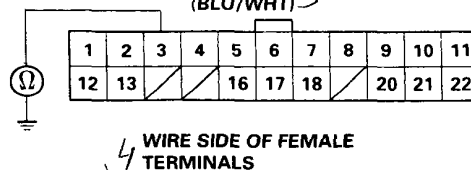
Replace the original TCM.

YES

Substitute a known-good ECM and recheck (see page 11-11). If symptom/indication goes away, replace the original ECM.

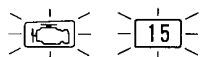
ECM CONNECTOR D (22P) ¹ (A/T only)

BARO OUT (BLU/WHT) ²



PGM-FI System

Ignition Output Signal



The Malfunction Indicator Lamp (MIL) indicates Diagnostic Trouble Code (DTC) 15: A problem in the Ignition Output Signal circuit.

- The MIL has been reported on.
- With the SCS short connector connected (see page 11-10), code 15 is indicated.

Problem verification:

1. Do the ECM Reset Procedure (see page 11-11).
2. Start the engine.

Is the MIL on and does it indicate code 15?

NO

Intermittent failure, system is OK at this time (test-drive may be necessary). Check for poor connections or loose wires between the distributor and the ECM.

YES

Check the ICM output voltage:

1. Turn the ignition switch OFF.
2. Turn the ignition switch ON (II).
3. Measure voltage between ECM connector terminals A11 and A26.

Is there battery voltage?

YES

Substitute a known-good ECM and recheck (see page 11-11). If symptom/indication goes away, replace the original ECM.

NO

Check the ICM input voltage:

1. Turn the ignition switch OFF.
2. Disconnect 2P connector from the distributor.
3. Turn the ignition switch ON (II).
4. Measure voltage between the distributor 2P connector terminal No. 2 and body ground.

Is there battery voltage?

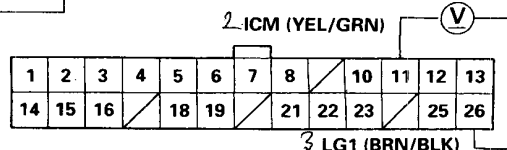
NO

Repair open in the wire between the distributor and the ignition switch.

YES

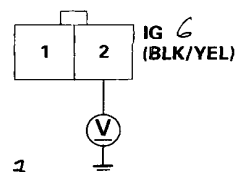
- Replace the ICM.
 - Repair open or short in the wire between the ICM and the ECM (A11).
- NOTE: If the YEL/GRN wire was shorted, the ICM may be damaged.

1 ECM CONNECTOR A (26P)



4 WIRE SIDE OF FEMALE TERMINALS

5 DISTRIBUTOR 2P CONNECTOR



7 WIRE SIDE OF FEMALE TERMINALS



Vehicle Speed Sensor (VSS)



The Malfunction Indicator Lamp (MIL) indicates Diagnostic Trouble Code (DTC) 17: A problem in the Vehicle Speed Sensor (VSS) circuit.

The VSS generates a pulsing signal when the front wheels turn.

- The MIL has been reported on.
- With the SCS short connector connected (see page 11-10), code 17 is indicated.

Problem verification:

1. Do the ECM Reset Procedure (see page 11-11).
2. Test-drive in **2** position (M/T: in 2nd gear), accelerate to 4,000 rpm (min^{-1}), then decelerate to 1,500 rpm (min^{-1}) with throttle fully closed for at least 5 seconds.

Is the MIL on and does it indicate code 17?

NO

Intermittent failure, system is OK at this time. Check for poor connections or loose wires between the VSS, the ECM and the TCM.

YES

Check the ECM input voltage:

1. Turn the ignition switch OFF.
2. Block rear wheels and set the parking brake. Jack up the front of the car and support with safety stands.
3. Turn the ignition switch ON (II).
4. Block the right front wheel and slowly rotate left front wheel and measure voltage between ECM connector terminal B13 and A26.

Does voltage pulse 0 V and approx. 12 V?

YES

Substitute a known-good ECM and recheck (see page 11-11). If symptom/indication goes away, replace the original ECM.

NO

Check the circuit (VSS line):

1. Turn the ignition switch OFF.
2. Disconnect ECM connector B (16P) from the ECM.
3. Turn the ignition switch ON (II).
4. Block the right front wheel and slowly rotate left front wheel and measure voltage between ECM connector terminals B13 and A26.

Does voltage pulse 0 V and approx. 12 V?

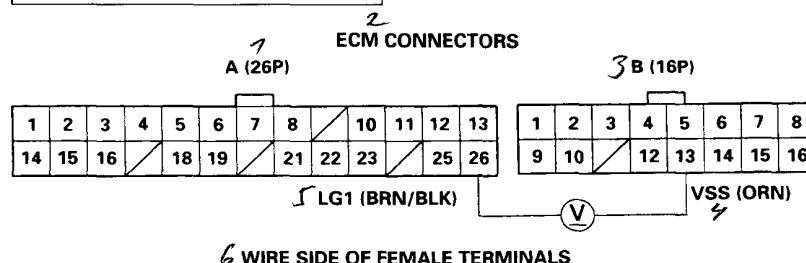
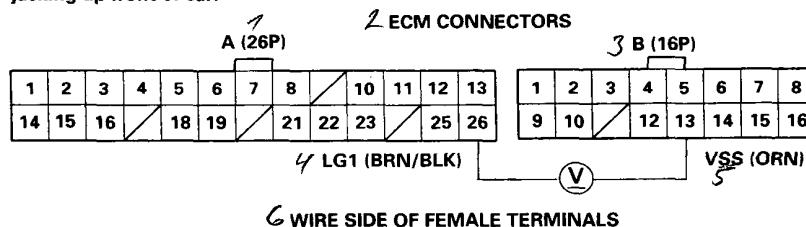
NO

- Repair short in the wire between the ECM (B13) and the VSS or the TCM.
- Repair open in the wire between ECM (B13) and the VSS.
- If wire is OK, test the VSS.

YES

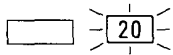
Substitute a known-good ECM and recheck (see page 11-11). If symptom/indication goes away, replace the original ECM.

⚠ WARNING Block rear wheels before jacking up front of car.



PGM-FI System

Electrical Load Detector (ELD) (KH model)



The Malfunction Indicator Lamp (MIL) indicates Diagnostic Trouble Code (DTC) 20: A problem in the Electrical Load Detector (ELD) circuit.

With the SCS short connector connected (see page 11-10), code 20 is indicated.

Problem verification:

1. Do the ECM Reset Procedure (see page 11-11).
2. Start the engine and keep engine speed at idle.
3. Turn the headlights on.

Does the MIL indicate code 20?

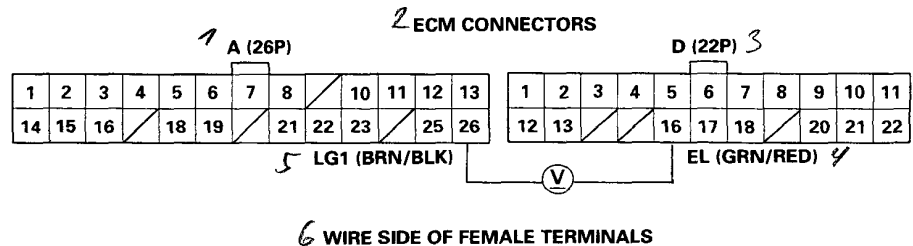
NO

Intermittent failure, system is OK at this time (test-drive may be necessary).
Check for poor connections or loose wires between the ELD and the ECM.

YES

Check the ECM input signal:

1. Turn the ignition switch OFF.
2. Start the engine and allow it to idle.
3. Measure voltage between ECM connector terminals D16 and A26.
4. While measuring voltage between ECM connector terminals D16 and A26 terminal, turn the headlights on (low).



Does the voltage drop when the headlights are turned on?

YES

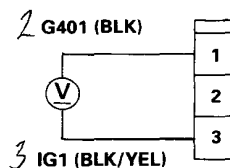
Substitute a known-good ECM and recheck (see page 11-11). If symptom/indication goes away, replace the original ECM.

NO

Check the ELD circuit:

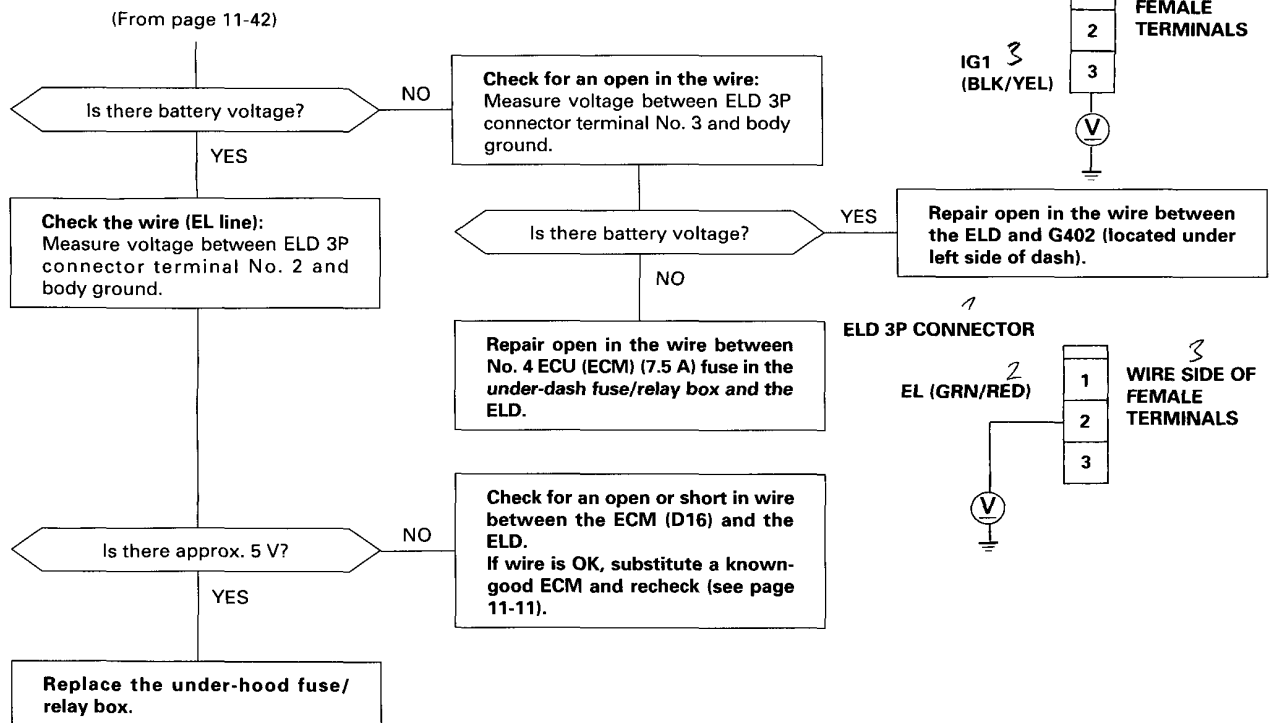
1. Turn the ignition switch and headlights OFF.
2. Disconnect 3P connector from the ELD.
3. Turn the ignition switch ON (II).
4. Measure voltage between the ELD 3P connector terminal No. 3 and No. 1.

1 ELD 3P CONNECTOR



4 WIRE SIDE OF FEMALE TERMINALS

(To page 11-43)



PGM-FI System

A/T FI Signal A/B

 The Malfunction Indicator Lamp (MIL) indicates Diagnostic Trouble Code (DTC) 30: A problem in the A/T FI Signal A circuit between Transmission Control Module (TCM) and ECM.

 The Malfunction Indicator Lamp (MIL) indicates Diagnostic Trouble Code (DTC) 31: A problem in the A/T FI Signal B circuit between Transmission Control Module (TCM) and ECM.

With the SCS short connector connected (see page 11-10), code 30 and/or 31 are indicated.

Problem verification:

1. Do the ECM Reset Procedure (see page 11-11).
2. Test-drive necessary. Drive the car for several miles so that the transmission upshifts and downshifts several times.

Does the MIL indicate code 30 and/or 31?

NO

Intermittent failure, system is OK at this time.
Check for poor connections or loose wires between the TCM and the ECM.

YES

Check for a short in the wires (AFSA, AFSB lines):

1. Turn the ignition switch OFF.
2. Disconnect ECM connector B (16P) from the ECM.
3. Disconnect 22P connector from the TCM.
4. Check for continuity between ECM connector terminals B2 and/or B10* and body ground.

*: code 31 (A/T FI signal B)

Is there continuity?

NO

Check for an open in the wires (AFSA, AFSB lines):

Check for continuity wire between ECM connector terminals B2 and/or B10* and the TCM 22P connector terminals No. 7 and/or No. 6*.

Is there continuity?

NO

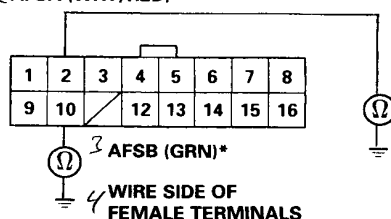
Repair open in the wire between the ECM (B2, B10) and the TCM.

Repair short in the wire between the ECM (B2, B10) and the TCM.

Substitute a known-good ECM and recheck (see page 11-11). If symptom/indication goes away, replace the original ECM.

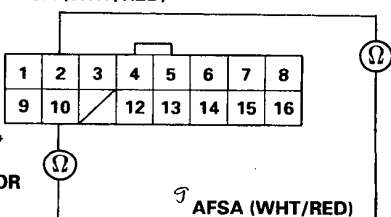
1 ECM CONNECTOR B (16P)

2 AFSA (WHT/RED)

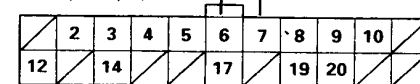


5 ECM CONNECTOR B (16P)

6 AFSA (WHT/RED)



AFSB (GRN)* 10



11 WIRE SIDE OF FEMALE TERMINALS

Idle Control System

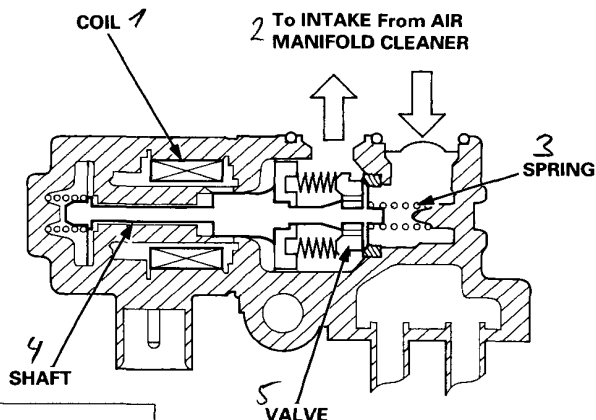


Idle Air Control (IAC) Valve



The Malfunction Indicator Lamp (MIL) indicates Diagnostic Trouble Code (DTC) 14: A problem in the Idle Air Control (IAC) Valve circuit.

The IAC Valve changes the amount of air bypassing the throttle body in response to a current signal from the ECM in order to maintain the proper idle speed.



- The MIL has been reported on.
- With the SCS short connector connected (see page 11-10), code 14 is indicated.

Problem verification:

1. Do the ECM Reset Procedure (see page 11-11).
2. Start the engine.

Is the MIL on and does it indicate code 14?

NO

YES

Check for an open in the wire (IGP line):

1. Disconnect the 2P connector from the IAC valve.
2. At the engine wire harness measure voltage between the IAC valve 2P connector terminal No. 2 and body ground.

Is there battery voltage?

NO

YES

Check the circuit:

1. Turn the ignition switch OFF and reconnect the 2P connector to the IAC valve.
2. Disconnect ECM connector A (26P) from the ECM.
3. Turn the ignition switch ON (II).
4. Momentarily connect ECM connector terminals A5 to A12 several times.

Does the IAC valve click?

YES

NO

Check for an open or short in the wire between the ECM (A5) and the IAC valve. If wire is OK, replace the IAC valve.

Check the IAC valve:

1. Hold the engine at 3,000 rpm (min^{-1}) with no load (A/T in \square or \square position, M/T in neutral) until the radiator fan comes on, then let it idle.
2. With the engine running and the accelerator pedal released, disconnect the 2P connector from the IAC valve.

Is there a reduction in engine rpm?

YES

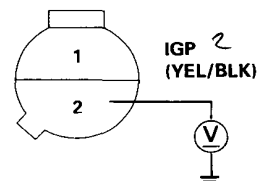
NO

Substitute a known-good IAC valve and retest. If symptom goes away, replace the original IAC valve.

Repair open in the wire between the IAC valve and the PGM-FI main relay.

Intermittent failure, system is OK at this time (test-drive may be necessary). Check for poor connections or loose wires between the IAC valve and the ECM.

1 IAC VALVE 2P CONNECTOR



3 WIRE SIDE OF FEMALE TERMINALS

4 ECM CONNECTOR A (26P)

1	2	3	4	5	6	7	8	9	10	11	12	13
14	15	16	17	18	19	20	21	22	23	24	25	26

5 WIRE SIDE OF FEMALE TERMINALS

Idle Control System

Air Conditioning Signal

This signals the ECM when there is a demand for cooling from the air conditioning system.

Inspection of Air Conditioning Signal.

Check the ECM output voltage (ACS line):

1. Turn the ignition switch OFF.
2. Disconnect the A/C diode from the 2P connector.
3. Disconnect the 2P connector from the A/C pressure switch.
4. Turn the ignition switch ON (II).
5. Measure voltage between ECM connector terminals B3 and A26.

Is there approx. 5 V?

YES

NO

Check for a short in the wire (ACS line):

1. Turn the ignition switch OFF.
2. Disconnect ECM connector B (16P) from the ECM.
3. Check for continuity between ECM connector terminal B3 and body ground.

Is there continuity?

NO

YES

Repair short in the wire between the ECM (B3) and the A/C diode, A/C pressure switch.

Check the A/C compressor Clutch:

1. Turn the ignition switch OFF.
2. Reconnect the A/C diode to the 2P connector.
3. Reconnect the A/C pressure switch 2P connector to the A/C pressure switch.
4. Turn the ignition switch ON (II).
5. Momentarily connect ECM connector terminals A8 and A26 several times.

(To page 11-47)

- Substitute a known-good ECM and recheck (see page 11-11). If prescribed voltage is now available, replace the original ECM.
- See the air conditioner inspection.

ECM CONNECTORS

2
A (26P)

1	2	3	4	5	6	7	8	9	10	11	12	13
14	15	16	17	18	19	20	21	22	23	24	25	26

5 LG1 (BRN/BLK)

6 WIRE SIDE OF FEMALE TERMINALS

3
B (16P)

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

4 ACS (RED/WHT)



1 ECM CONNECTOR A (26P)

2 ACC (RED/BLU)

3 JUMPER WIRE

1	2	3	4	5	6	7	8	9	10	11	12	13
14	15	16	17	18	19	20	21	22	23	24	25	26

4 WIRE SIDE OF FEMALE TERMINALS

5 LG1 (BRN/BLK)



(From page 11-48)

Is there a clicking noise from the A/C compressor clutch?

NO

Check for an open in the wire (ACS line):
Momentarily connect A/C clutch relay 4P connector terminal No. 4 to body ground several times.

YES

Check A/C operation:

1. Start the engine.
2. Turn the blower switch ON.
3. Turn the A/C switch ON.

Does the A/C operate?

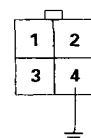
NO

Check for an open in the wire (ACS line):
Measure voltage between ECM connector terminals B3 and A26.

YES

Air conditioning signal is OK.

**1 A/C CLUTCH RELAY
4P CONNECTOR**



ACC 2
(RED/BLU)

3 WIRE SIDE OF
FEMALE TERMINALS

Is there a clicking noise from the A/C compressor clutch?

NO

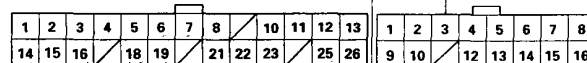
See air conditioner inspection.

YES

Repair open in the wire between the ECM (A8) and the A/C clutch relay.

1 ECM CONNECTORS

2 A (26P)



B (16P) 3
ACS (RED/WHT) 4

5 LG1 (BRN/BLK)

6 WIRE SIDE OF FEMALE TERMINALS

Is voltage less than 1.0 V?

NO

Repair open in the wire between the ECM (B3) and the A/C switch.

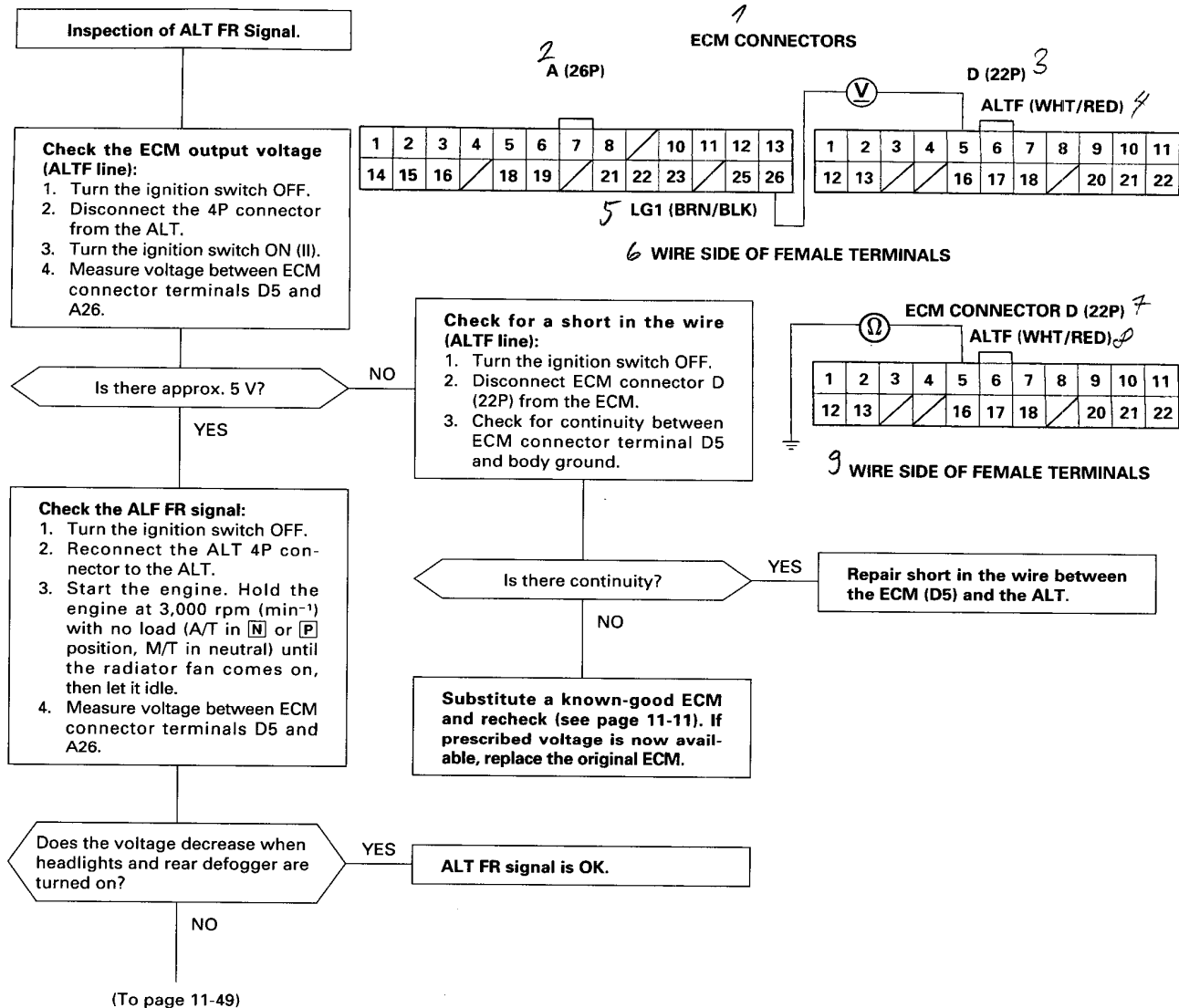
YES

- Substitute a known-good ECM and recheck (see page 11-11). If symptom/indication goes away, replace the original ECM.
- See the air conditioner inspection.

Idle Control System

Alternator (ALT) FR Signal

This signals the ECM when the Alternator (ALT) is charging.





(From page 11-48)

Check for an open in the wire (ALTF line):

1. Turn the ignition switch OFF.
2. Disconnect the 4P connector from the ALT.
3. Turn the ignition switch ON (II).
4. Measure voltage between the ALT 4P connector terminal No. 2 and body ground.

Is there approx. 5 V?

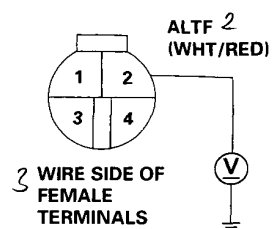
NO

Repair open in the wire between the ECM (D5) and the ALT.

YES

See the ALT inspection.

¹
ALT 4P CONNECTOR



Idle Control System

Automatic Transaxle (A/T) Gear Position Signal

This signals the ECM when the transmission is in **N** or **P** position.

Inspection of A/T Gear Position Signal.

Check the A/T shift position indicator:

1. Turn the ignition switch ON (II).
2. Observe the A/T shift position indicator and select each position separately.

Does the indicator light properly?

NO

See the A/T gear position indicator inspection.

YES

Check the ECM output voltage (ATP PN line):

1. Turn the ignition switch OFF.
2. Disconnect the IOP connector from the A/T gear position switch.
3. Disconnect the 26P connector from the TCM.
4. Turn the ignition switch ON (III).
5. Measure voltage between ECM connector terminals B4 and A26.

Is there approx. 5 V?

NO

Check for a short in the wire (ATP PN line):

1. Turn the ignition switch OFF.
2. Disconnect ECM connector B (16P) from the ECM.
3. Check for continuity between ECM connector terminals B4 and body ground.

Is there continuity?

YES

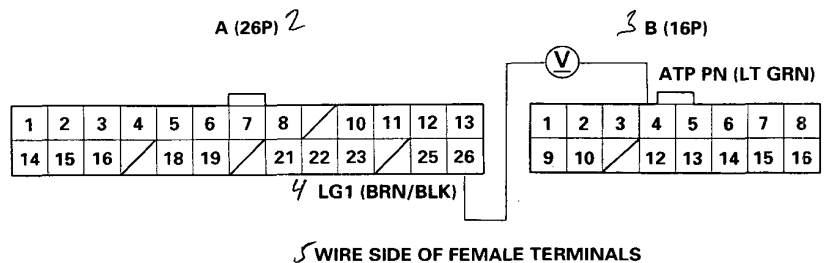
Repair short in the wire between the ECM (B4) and the gauge assembly.

NO

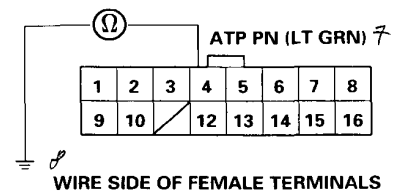
Substitute a known-good ECM and recheck (see page 11-11). If prescribed voltage is now available, replace the original ECM.

(To page 11-51)

ECM CONNECTORS



ECM CONNECTOR B (16P)





(From page 11-50)

Check for an open in the wire (ATP PN line):

1. Turn the ignition switch OFF.
2. Reconnect the 10P connector to the A/T gear position switch.
3. Reconnect the 26P connector to the TCM.
4. Start the engine.
5. Measure voltage between ECM connector terminals B4 and A26 with transmission in **N** position.

Is there less than 1.0 V?

YES

NO

- Repair open in the wire between the ECM (B4) and the gauge assembly.
- Repair open in the wire between the gauge assembly and the A/T gear position switch.

Check for an open in the wire (ATP PN line):

Measure voltage between ECM connector terminals B4 and A26 with transmission in **P** position.

Is there less than 1.0 V?

YES

NO

Repair open in the wire between the gauge assembly and the A/T gear position switch.

Check for a short in the wire (ATP PN line):

Measure voltage between ECM connector terminals B4 and A26 with the transmission in gear.

Is there battery voltage?

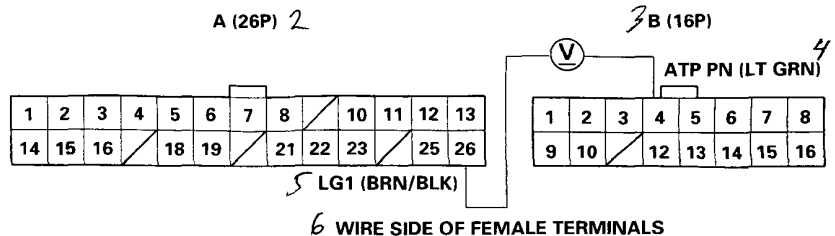
YES

NO

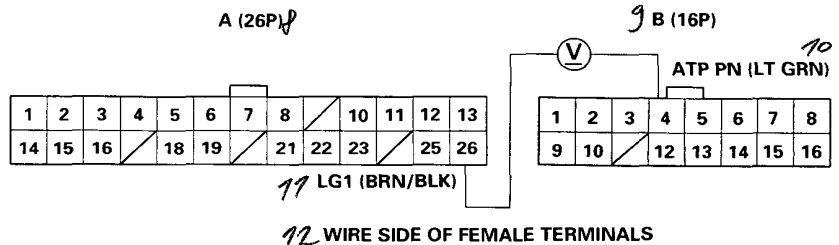
Repair short in the wire between ECM (B4) and gauge assembly.

A/T gear position signal is OK.

ECM CONNECTORS



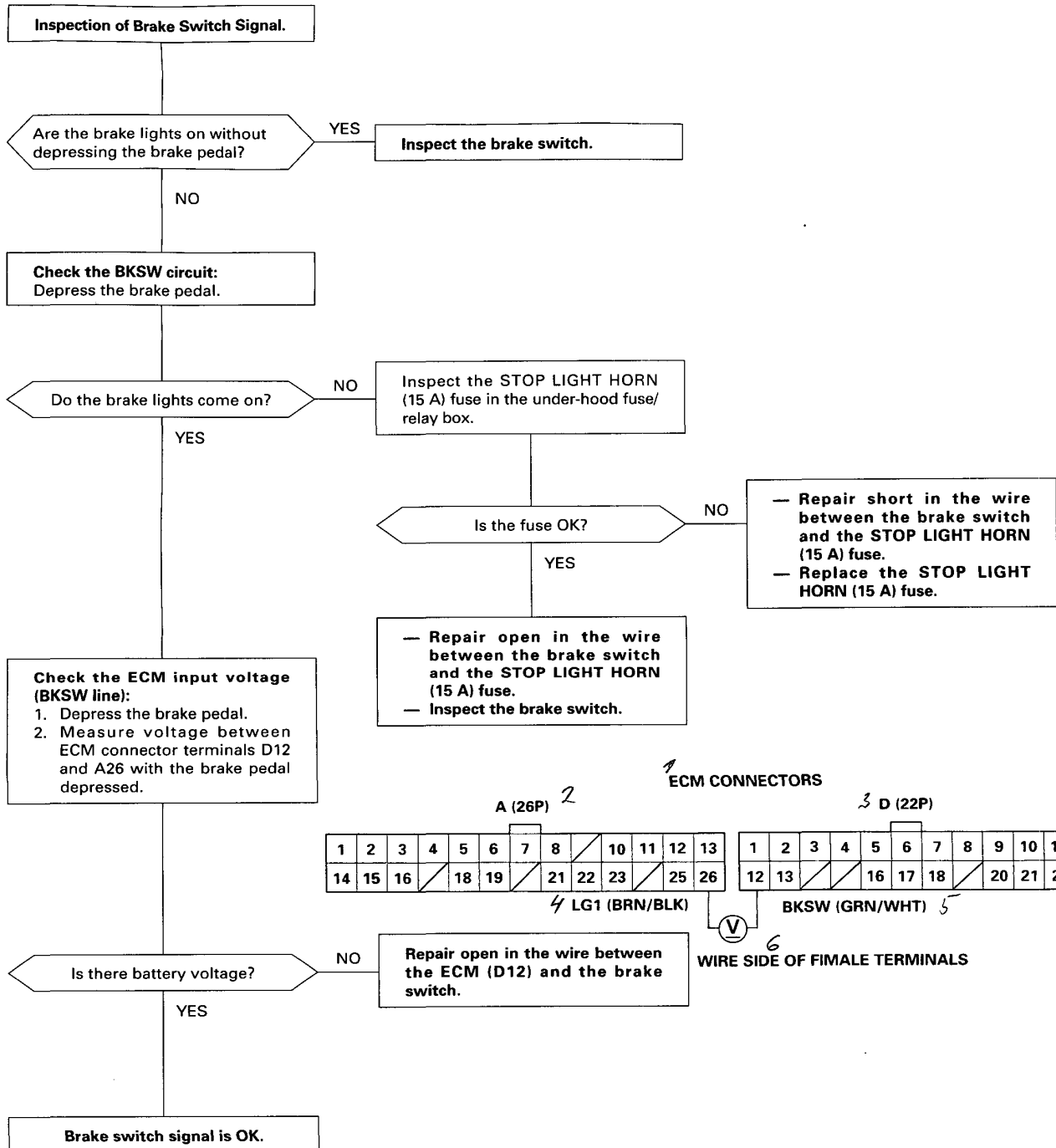
ECM CONNECTORS



Idle Control System

Brake Switch Signal (KH model)

This signals the ECM when the brake pedal is depressed.





Starter Switch Signal

This signals the ECM when the engine is cranking.

Inspection of Starter Switch Signal.

Check the ECM input voltage (STS line):

Measure voltage between ECM connector terminals B5 and A26 with the ignition switch in the START (III) position.

NOTE: A/T in **N** or **P** position, M/T in neutral.

A (26P) 2

1
ECM CONNECTORS

3 B (16P)

4
STS (BLU/RED)

1	2	3	4	5	6	7	8	9	10	11	12	13
14	15	16	17	18	19	20	21	22	23	24	25	26

5 LG1 (BRN/BLK)

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

6 WIRE SIDE OF FEMALE TERMINALS

Is there battery voltage?

NO

Inspect the No. 9 STARTER SIGNAL (7.5 A) fuse in the under-dash fuse/relay box.

YES

Starter switch signal is OK.

Is the fuse OK?

NO

- Repair short in the wire between the ECM (B5) and the No. 9 STARTER SIGNAL (7.5 A) fuse or the PGM-FI main relay.
- Replace the No. 9 STARTER SIGNAL (7.5 A) fuse.

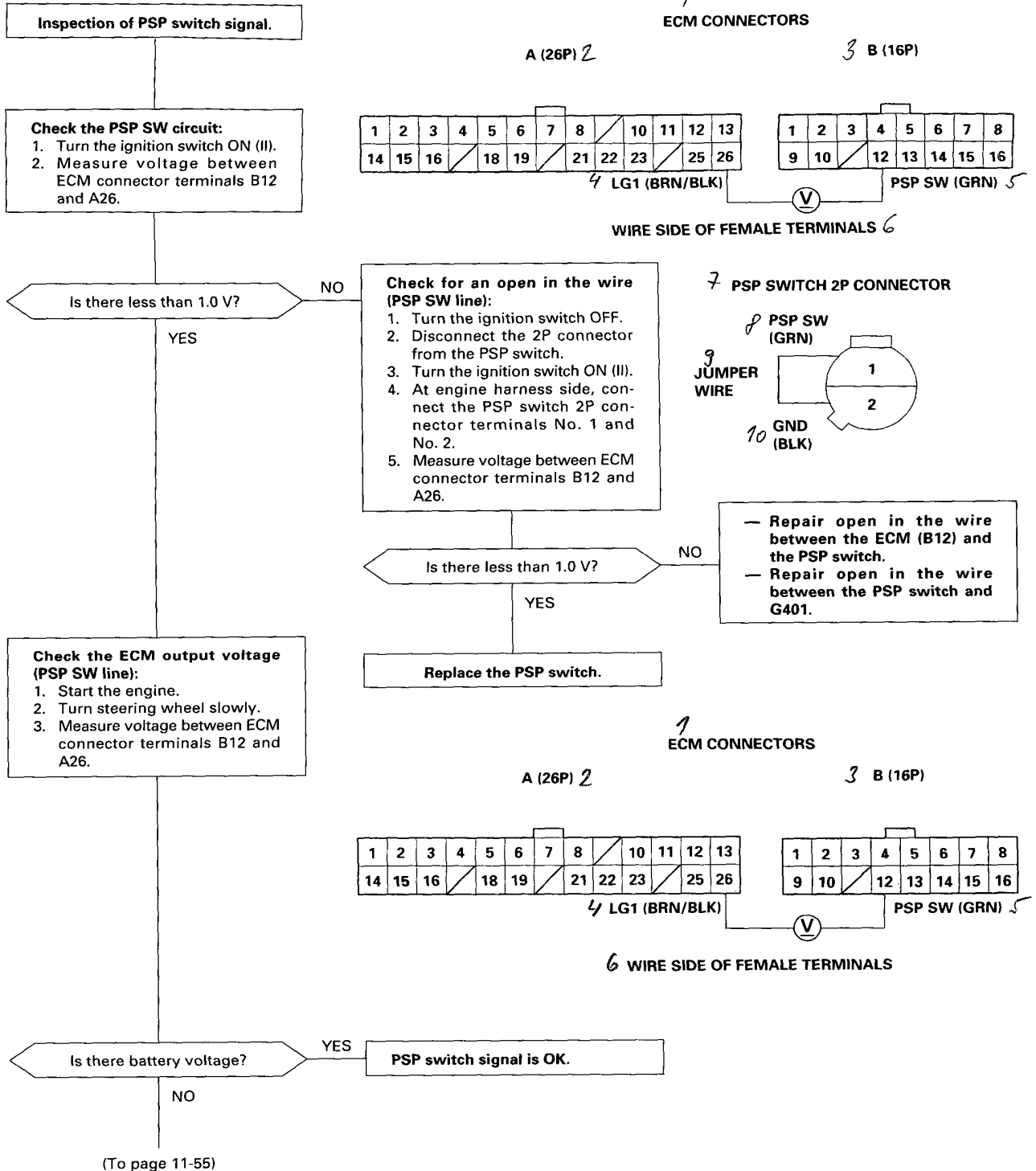
YES

Repair open in the wire between the ECM (B5) and the No. 9 STARTER SIGNAL (7.5 A) fuse.

Idle Control System

Power Steering Pressure (PSP) Switch Signal

This signals the ECM when the power steering load is high.





(From page 11-54)

Check the PSP switch:

1. Turn the ignition switch OFF.
2. Disconnect the 2P connector from the PSP switch.
3. Turn the ignition switch ON (II).
4. Measure voltage between ECM connector terminals B12 and A26.

ECM CONNECTORS

A (26P) 2

B (16P) 3

1	2	3	4	5	6	7	8	9	10	11	12	13
14	15	16	17	18	19	20	21	22	23	24	25	26

4 LG1 (BRN/BLK)

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

PSP SW (GRN) 5



WIRE SIDE OF FEMALE TERMINALS 6

Is there battery voltage?

YES

Replace the PSP switch.

NO

Check for a short in the circuit (PSP SW line):

1. Turn the ignition switch OFF.
2. Disconnect ECM connector B (16P) from the ECM.
3. Check for continuity between ECM connector terminal B12 and body ground.

ECM CONNECTOR B (16P) 7

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

WIRE SIDE OF FEMALE TERMINALS 8

PSP SW (GRN) 9



Is there continuity?

YES

Repair short in the wire between the ECM (B12) and the PSP switch.

NO

Substitute a known-good ECM and recheck (see page 11-11). If prescribed voltage is now available, replace the original ECM.

Idle Control System

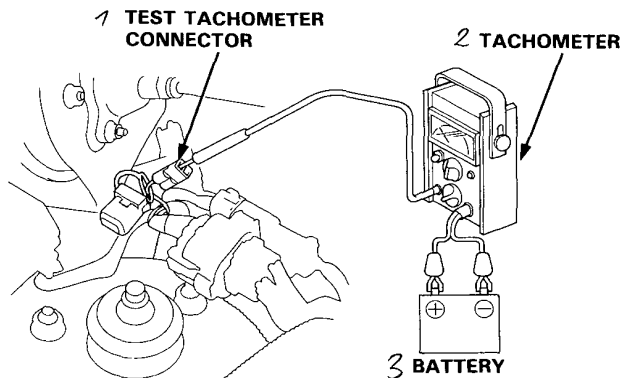
Idle Speed Setting [F22B4 engine]

Inspection/Adjustment

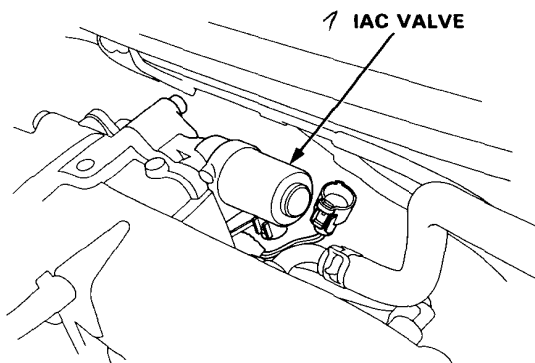
NOTE: Before the idle speed setting, check the following items:

- The MIL has not been reported on.
- Ignition timing
- Spark plugs
- Air cleaner
- PCV system

1. Start the engine. Hold the engine at 3,000 rpm (min^{-1}) with no load (A/T in **N** or **P** position, M/T in neutral) until the radiator fan comes on, then let it idle.
2. Connect a tachometer.



3. Disconnect the 2P connector from the Idle Air Control (IAC) valve.



4. Start the engine with the accelerator pedal slightly depressed. Stabilize the engine speed at 1,000 rpm, then slowly release the pedal until the engine idles.

5. Check idling in no-load conditions: headlights, blower fan, rear defogger, radiator fan, and air conditioner are not operating.

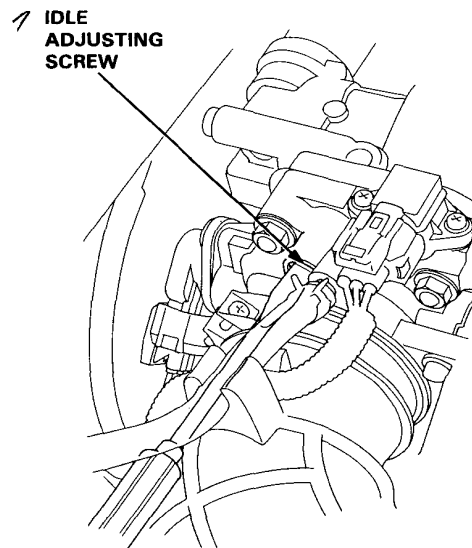
Idle speed should be:

M/T	$620 \pm 50 \text{ rpm (min}^{-1}\text{)}$
A/T	$620 \pm 50 \text{ rpm (min}^{-1}\text{)}$ (in N or P position)

Adjust the idle speed, if necessary, by turning the idle adjusting screw.

NOTE: After adjusting the idle speed in this step, check the ignition timing.

If it is out of spec, go back to step 4.



6. Turn the ignition switch OFF.
7. Reconnect the 2P connector on the IAC valve, then remove the BACK UP (7.5 A) fuse in the under-hood fuse/relay box for 10 seconds to reset the ECM.



8. Restart and idle the engine with no-load conditions for one minute, then check the idle speed.

Idle speed should be:

M/T	770 ± 50 rpm (min ⁻¹)
A/T	770 ± 50 rpm (min ⁻¹) (in N or P position)

9. Idle the engine for one minute with headlights (Low) ON and check the idle speed.

Idle speed should be:

M/T	770 ± 50 rpm (min ⁻¹)
A/T	770 ± 50 rpm (min ⁻¹) (in N or P position)

10. Turn the headlights off.

Idle the engine for one minute with heater fan switch at HI and air conditioner on, then check the idle speed.

Idle speed should be:

M/T	770 ± 50 rpm (min ⁻¹)
A/T	770 ± 50 rpm (min ⁻¹) (in N or P position)

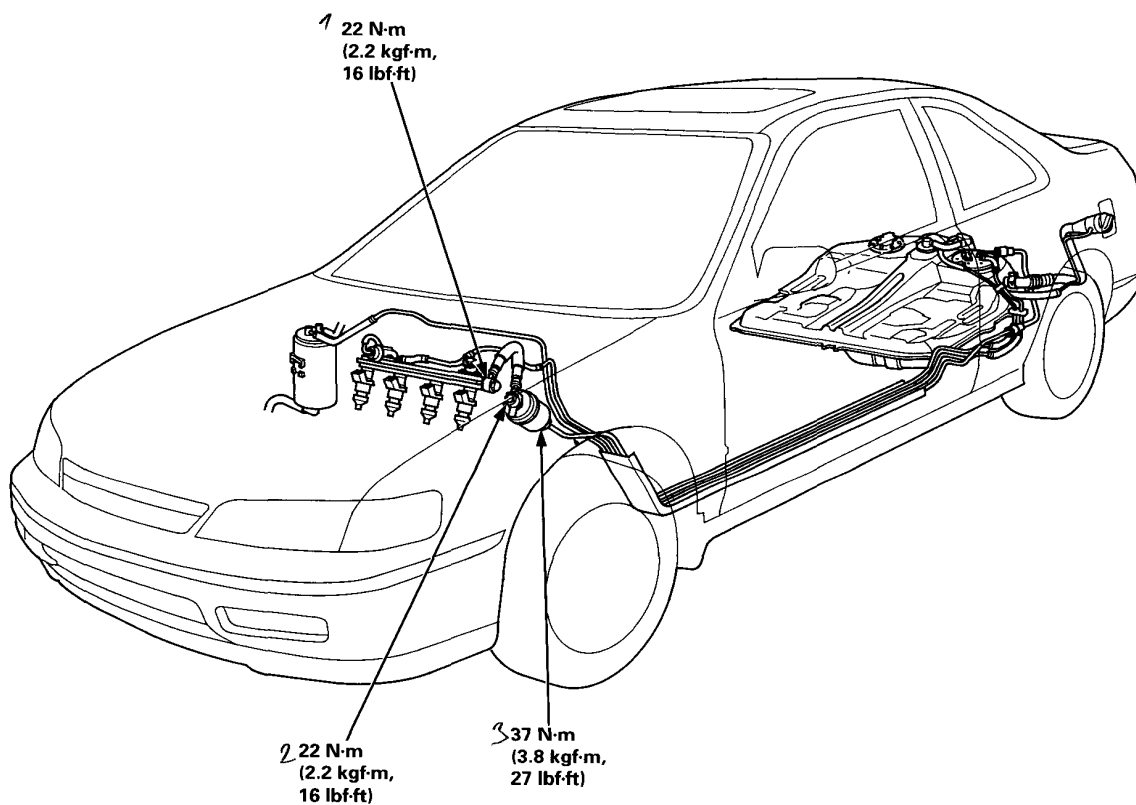
NOTE: If the idle speed is not within specification, see System Troubleshooting Guide.

Fuel Supply System

Fuel Lines

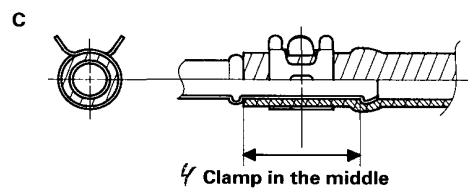
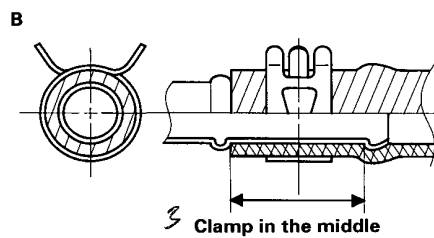
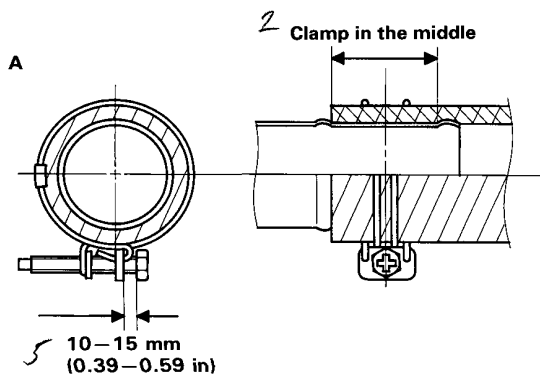
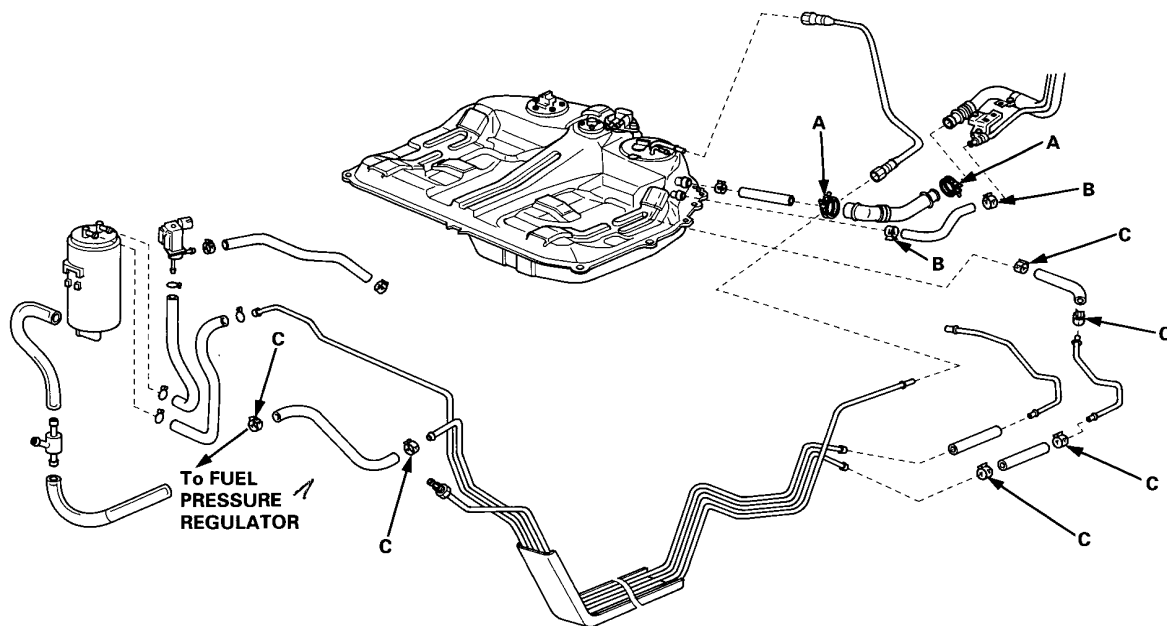
NOTE: Check fuel system lines, hoses and filter for damage, leaks or deterioration, and replace if necessary.

Coupe is shown. Aero deck is similar.





NOTE: Check all hose clamps and retighten if necessary.



Fuel Supply System

Fuel Tube/Quick-Connect Fittings

Precautions

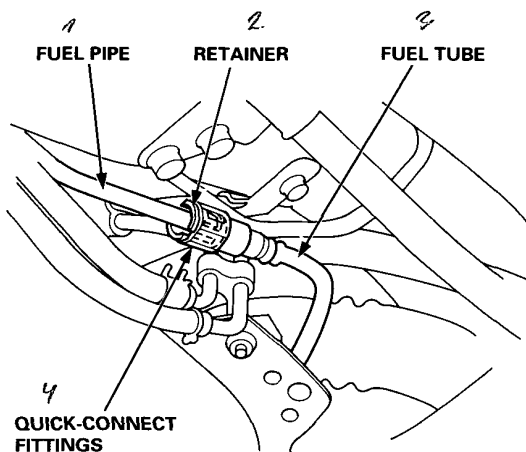
⚠ WARNING Do not smoke while working on the fuel system. Keep open flames away from your work area.

The fuel tube/quick-connect fittings assembly connects the in-tank fuel pump with the fuel feed pipe. For removing or installing the fuel pump and fuel tank, it is necessary to disconnect or connect the quick-connect fittings. Pay attention to following:

- The fuel tube/quick-connect fittings assembly is not heat-resistant; be careful not to damage it during welding or other heat-generating procedures.
- The fuel tube/quick-connect fittings assembly is not acid-proof; do not touch it with a shop towel which was used for wiping away battery fluid. Replace the fuel tube/quick-connect fittings assembly if it came into contact with battery fluid or similar.
- When connecting or disconnecting the fuel tube/quick-connect fittings assembly, be careful not to bend or twist it excessively. Replace it if damaged.

A disconnected quick-connect fittings can be reconnected, but the retainer on the mating pipe cannot be reused once it has been removed from the pipe. Replace the retainer when

- replacing the fuel pump.
- replacing the fuel feed pipe.
- it has been removed from the pipe.
- it is damaged.



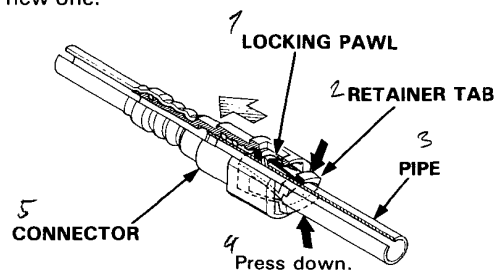
Disconnection

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

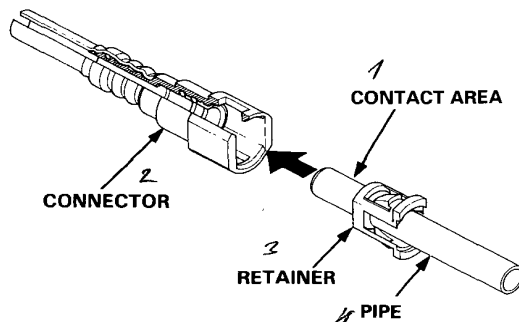
1. Disconnect the battery negative cable.
2. Remove the fuel fill cap, and relieve fuel pressure in the tank.
3. Relieve fuel pressure.
4. Check the fuel quick-connect fittings for dirt, and clean if necessary.
5. Hold the connector with one hand and press down the retainer tabs with the other hand then pull the connector off.

NOTE:

- Be careful not to damage the pipe or other parts. Do not use tools.
- If the connector does not move, keep the retainer tabs pressed down, and alternately pull and push the connector until it comes off easily.
- Do not remove the retainer from the pipe; once removed, the retainer must be replaced with a new one.

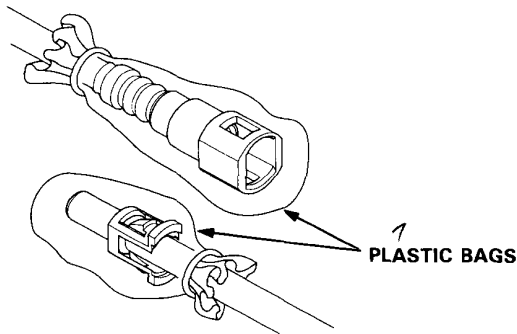


6. Check the contact area of the pipe for dirt and damage.
 - If the surface is dirty, clean it.
 - If the surface is rusty or damaged, replace the fuel pump or fuel feed pipe.





7. To prevent damage and keep out foreign matter, cover the disconnected connector and pipe end with plastic bags.



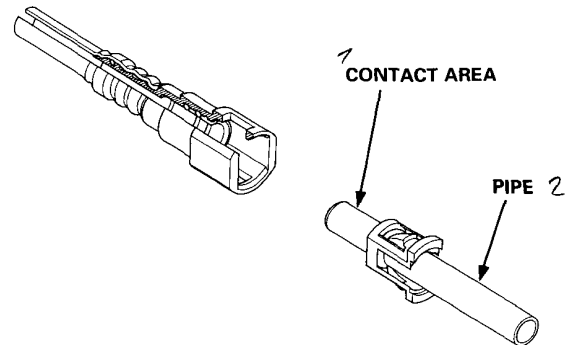
NOTE:

- The retainer cannot be reused once it has been removed from the pipe.
Replace the retainer when
 - replacing the fuel pump.
 - replacing the fuel feed pipe.
 - it has been removed from the pipe.
 - it is damaged.

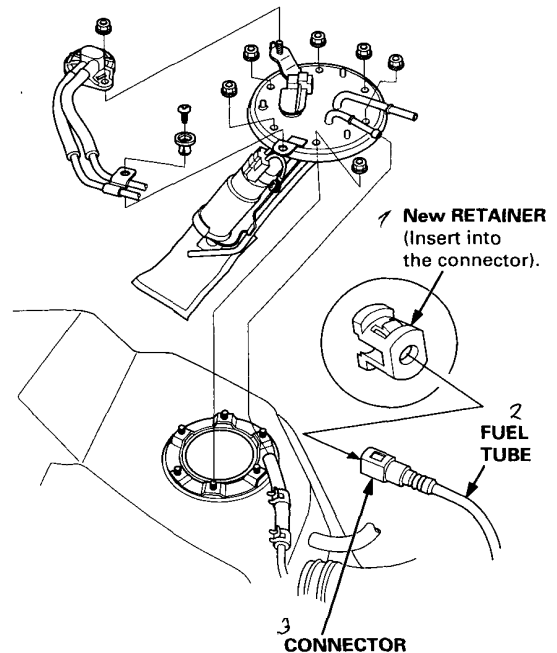
Connection

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

1. Check the pipe contact area for dirt and damage, and clean if necessary.



2. Insert a new retainer into the connector if the retainer is damaged, or after
 - replacing the fuel pump.
 - replacing the fuel feed pipe.
 - removing the retainer from the pipe.

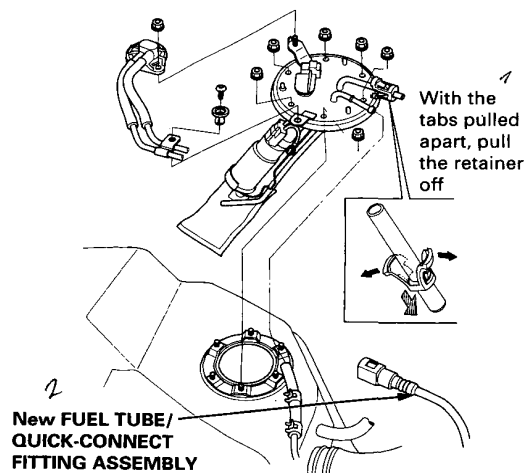


(cont'd)

Fuel Supply System

Fuel Tube/Quick-Connect Fittings (cont'd)

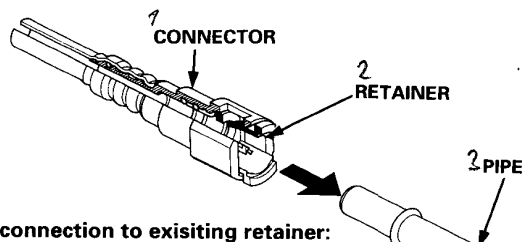
Before connecting a new fuel tube/quick-connect fitting assembly, remove the old retainer from the mating pipe.



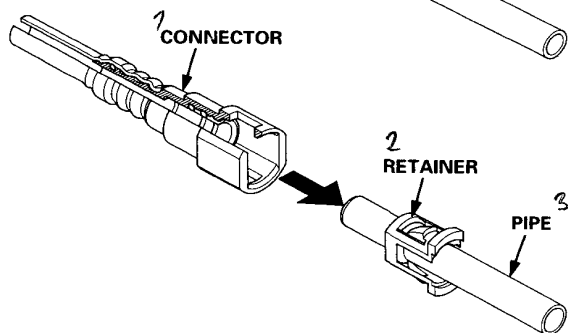
3. Align the quick-connect fittings with the pipe, and align the retainer locking pawls with the connector grooves. Then press the quick-connect fittings onto the pipe until both retainer pawls lock with a clicking sound.

NOTE: If it is hard to connect, put a small amount of new engine oil on the pipe end.

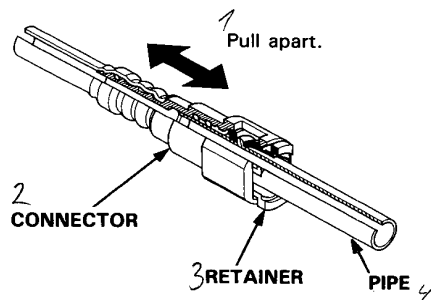
Connection with new retainer:



Reconnection to existing retainer:



4. Make sure the connection is secure and that the pawls are firmly locked into place. Check visually and by pulling the connector.



5. Reconnect the battery negative cable, and turn the ignition switch ON (II). The fuel pump will run for about two seconds, and fuel pressure will rise. Repeat two or three times, and check that there is no leakage in the fuel supply system.



Fuel Injectors [F22B2 engine of KH model]



16

The Malfunction Indicator Lamp (MIL) indicates Diagnostic Trouble Code (DTC) 16: A problem in the Fuel Injector circuit.

The Fuel Injectors are solenoid-actuated, constant-stroke, pintle-type consisting of a solenoid, plunger needle valve and housing. When current is applied to the solenoid coil, the valve lifts up and pressurized fuel is injected.

Because the needle valve lift and the fuel pressure are constant, the injection quantity is determined by the length of time that the valve is open (that is, the duration the current is supplied to the solenoid coil). The Fuel Injector is sealed by an O-ring and seal ring at the top and bottom. These seals also reduce operating noise.

- The MIL has been reported on.
- With the SCS short connector connected (see page 11-10), code 16 is indicated.

Problem verification:

1. Do the ECM Reset Procedure (see page 11-11).
2. Start the engine.
NOTE: If the engine will not start, it may take 10 seconds of cranking to set the code.

Is the MIL on and does it indicate code 16?

NO

Intermittent failure, system is OK at this time. (test-drive may be necessary). Check for poor connections or loose wires between the fuel injector, injector resistor and ECM.

YES

Check the ECM input voltage:

1. Turn the ignition switch OFF.
2. Turn the ignition switch ON (II).
3. Measure voltage between ECM connector terminal A12 and following terminals:
No. 1 fuel injector: A1 terminal
No. 2 fuel injector: A2 terminal
No. 3 fuel injector: A3 terminal
No. 4 fuel injector: A14 terminal

Is there battery voltage?

YES

Check the fuel injectors

1. Start the engine.
2. Listen at each fuel injector for a clicking sound.

Is there a clicking sound?

YES

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

Check for an open circuit:

1. Turn the ignition switch OFF.
2. Disconnect the 6P connector from injector resistor.
3. Turn the ignition switch ON (II).
4. Measure voltage between injector 6P connector terminal No. 1 and body ground.

Is there battery voltage?

YES

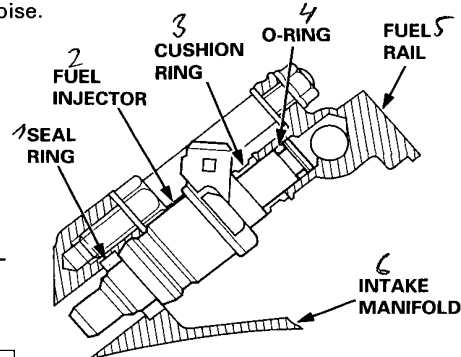
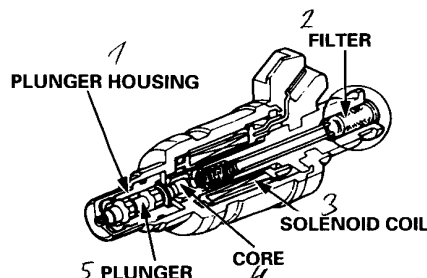
Test the injector resistor.



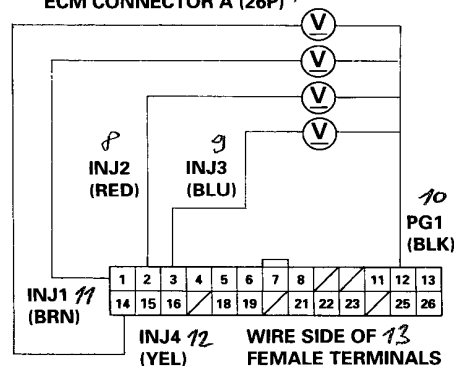
(To page 11-64)



(To page 11-64)

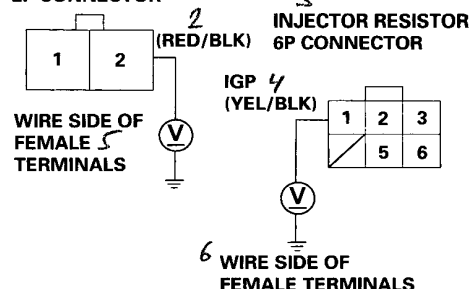


ECM CONNECTOR A (26P)



Replace the fuel injector(s) that is not clicking.

FUEL INJECTOR 1 2P CONNECTOR



Repair open in the wire between PGM-FI main relay and injector resistor.

(cont'd)

Fuel Supply System

Fuel Injectors [F22B2 engine of KH model] (cont'd)

(From page 11-63)



Check the fuel injector (s)

1. Turn the ignition switch OFF.
2. Measure resistance between the 2 terminals of fuel injector(s).

Is there 1.5 – 2.5 Ω ?

YES

Check for an open in the wire (Inj line):

1. Disconnect ECM connector A (26P) from the ECM.
2. Check for continuity between the following ECM terminals and fuel injectors 2P connector No. 1 terminals:
No. 1 fuel injector: A1 terminal
No. 2 fuel injector: A2 terminal
No. 3 fuel injector: A3 terminal
No. 4 fuel injector: A14 terminal

Is there continuity?

YES

Check for a short in the wire (Inj line):

Check for continuity between the following ECM terminals and body ground:

- No. 1 fuel injector: A1 terminal
- No. 2 fuel injector: A2 terminal
- No. 3 fuel injector: A3 terminal
- No. 4 fuel injector: A14 terminal

Is there continuity?

YES

Substitute a known-good ECM and recheck (see page 11-11). If symptom/indication goes away, replace the original ECM.

(From page 11-63)



Does the injector resistor test OK?

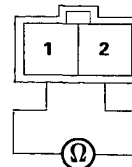
YES

Repair open in the wire between the injector resistor and fuel injector.

NO

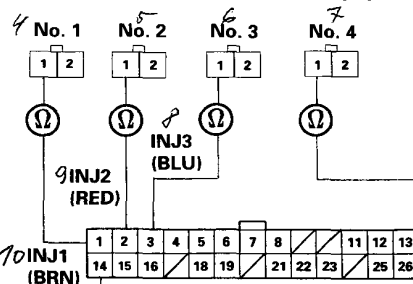
Replace the injector resistor.

1 FUEL INJECTOR 2P CONNECTOR



2 TERMINAL SIDE OF MALE TERMINALS

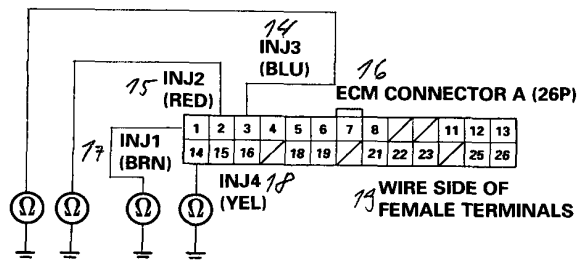
3 FUEL INJECTOR 2P CONNECTOR



13 ECM CONNECTOR A (26P)

Repair open in the wire between the fuel injector(s) and ECM (A1, A2, A3 or A14).

NO



15 WIRE SIDE OF FEMALE TERMINALS

Repair short in the wire between the fuel injector(s) and ECM (A1, A2, A3 or A14).

NO



PGM-FI Main Relay

Troubleshooting

- Engine will not start.
- Inspection of PGM-FI main relay and relay harness.

Check for an open in the wire (GND line):

1. Turn the ignition switch OFF.
2. Disconnect the 7P connector from the PGM-FI main relay.
3. Check for continuity between the PGM-FI main relay 7P connector terminal No. 3 and body ground.

Is there continuity?

NO

Repair open in the wire between the PGM-FI main relay and G101.

YES

Check for the circuit (BAT line):

Measure the voltage between the PGM-FI main relay 7P connector terminal No. 7 and body ground.

Is there battery voltage?

NO

- Repair open or short in the wire between the PGM-FI main relay and the ECU (ECM) (10 A) fuse.
- Replace the ECU (ECM) (10 A) fuse in the under-hood fuse/relay box.

YES

Check for the circuit (IG 1 line):

1. Turn the ignition switch ON (II).
2. Measure the voltage between the PGM-FI main relay 7P connector terminal No. 5 and body ground.

Is there battery voltage?

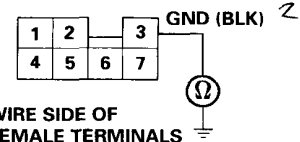
NO

- Repair open or short in the wire between the PGM-FI main relay and the No. 2 FUEL PUMP (15 A) fuse.
- Replace the No. 2 FUEL PUMP (15 A) fuse in the under-dash fuse/relay box.

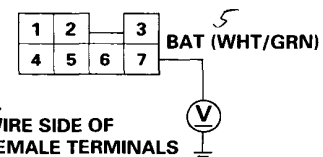
YES

(To page 11-66)

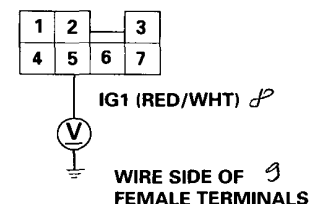
1 PGM-FI MAIN RELAY 7P CONNECTOR



4 PGM-FI MAIN RELAY 7P CONNECTOR



PGM-FI MAIN RELAY 7P CONNECTOR



(cont'd)

Fuel Supply System

PGM-FI Main Relay (cont'd)

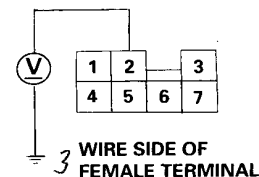
(From page 11-65)

Check the circuit (ST SW line):

1. Turn the ignition switch to the START (III) position.
NOTE:
A/T in **N** or **P** position, M/T in neutral.
2. Measure the voltage between the PGM-FI main relay 7P connector terminal No. 2 and body ground.

7 PGM-FI MAIN RELAY
7P CONNECTOR

2 ST SW (BLU/RED)



Is there battery voltage?

NO

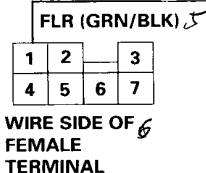
- Repair open or short in the wire between the PGM-FI main relay and the No. 9 STARTER SIGNAL (7.5 A) fuse.
- Replace the No. 9 STARTER SIGNAL (7.5 A) fuse in the under-dash fuse/relay box.

YES

Check for an open in the wire (FLR line):

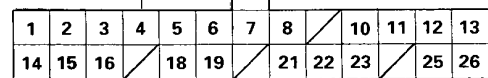
1. Turn the ignition switch OFF.
2. Disconnect the ECM connector A (26P).
3. Check for continuity between the PGM-FI main relay 7P connector terminal No. 1 and the ECM connector terminal A4.

PGM-FI MAIN RELAY 4
7P CONNECTOR



7 ECM CONNECTOR A (26P)

8 FLR (GRN/BLK)



9 WIRE SIDE OF
FEMALE TERMINALS

Is there continuity?

NO

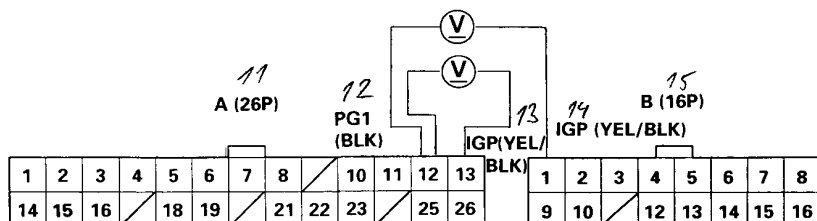
Repair open in the wire between the ECM (A4) and the PGM-FI main relay.

YES

Check for an open in the wire (IGP line):

1. Reconnect ECM connector A (26P) to the ECM.
2. Reconnect the PGM-FI main relay 7P connector to the PGM-FI main relay.
3. Turn the ignition switch ON (II).
4. Measure the voltage between the ECM connector terminal A12 and ECM connector terminals B1 and A13 individually.

10 ECM CONNECTORS



(To page 11-67)



(From page 11-66)

Is there battery voltage?

NO

- Repair open in the wire between the ECM (A13, B1) and the PGM-FI main relay.
- Replace the PGM-FI main relay.

YES

Check the ECM input voltage (FLR line):

1. Turn the ignition switch OFF.
2. Measure the voltage between ECM connector terminals A4 and A12 when the ignition switch is first turned ON (II) for two seconds.

Is there 1.0 V or less?

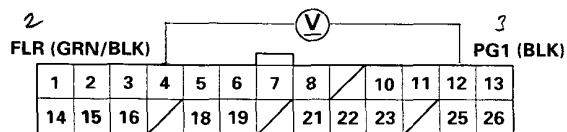
NO

Substitute a known-good ECM and recheck (see page 11-11). If prescribed voltage is now available, replace the original ECM.

YES

Check the PGM-FI main relay .

¹ ECM CONNECTOR A (26P)



WIRE SIDE OF FEMALE TERMINALS ⁴

Intake Air System

Air Cleaner (ACL)

ACL Element Replacement

NOTE: Loosen the battery set bolt and move the battery set plate before remove the ACL housing cover.

[KG, KE, KS, KQ models]

Normal conditions:

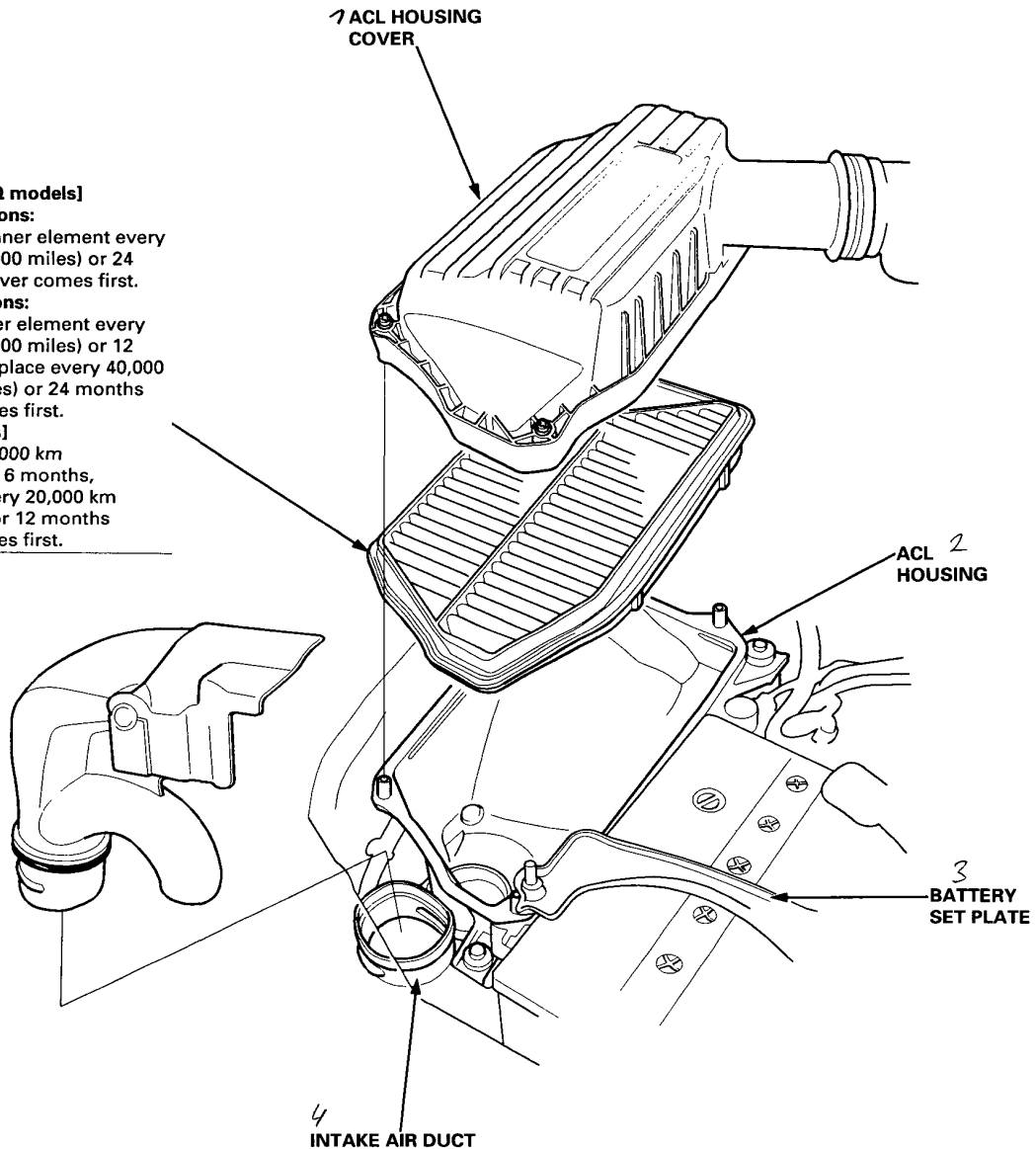
Replace air cleaner element every 40,000 km (24,000 miles) or 24 months whichever comes first.

Severe conditions:

Clean air cleaner element every 20,000 km (12,000 miles) or 12 months, and replace every 40,000 km (24,000 miles) or 24 months whichever comes first.

[KH, KY models]

Clean every 10,000 km (6,000 miles) or 6 months, and replace every 20,000 km (12,000 miles) or 12 months whichever comes first.





Intake Air Resonator (IAR) Control System [F22B1, F22B4, F22B5 engine]

Troubleshooting

Inspection of IAR control solenoid valve.

Check the vacuum:

1. Disconnect the vacuum hose from the IAR and connect a vacuum gauge to the hose.
2. Start the engine and allow it to idle.

Is there vacuum?

YES

Check the IAR control solenoid valve:
Disconnect the 2P connector from the IAR control solenoid valve.

Is there vacuum?

YES

Inspect vacuum hose routing.
If OK, replace the IAR control solenoid valve.

NO

Check for a short in the wire (IAR SOL line):
1. Turn the ignition switch OFF.
2. Disconnect ECM connector A (26P).
3. Check for continuity between the IAR control solenoid valve 2P connector terminal No. 1 and body ground.

Is there continuity?

YES

Repair short in the wire between the IAR control solenoid valve and the ECM.

NO

Substitute a known-good ECM and recheck (see page 11-11). If symptom/indication goes away, replace the original ECM.

Check the vacuum:

Raise the engine speed to 3,000 rpm (min⁻¹).

Is there vacuum?

NO

Check the IAR control solenoid valve:
1. Turn the ignition switch OFF.
2. Disconnect the 2P connector from the IAR control solenoid valve.
3. Start the engine and raise the engine speed to 3,000 rpm (min⁻¹).
4. At the harness side, measure voltage between the IAR control solenoid valve 2P connector terminal No. 1 and No. 2.

Is there battery voltage?

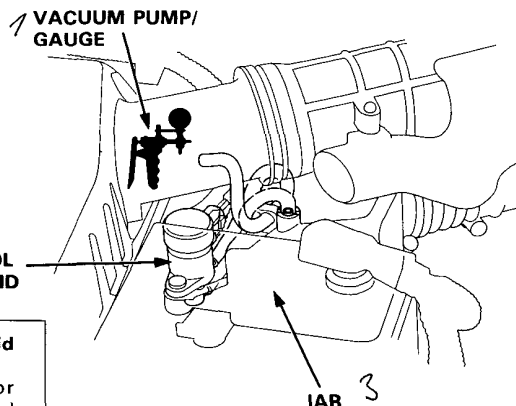
YES

Inspect vacuum hose routing.
If OK, replace the IAR control solenoid valve.

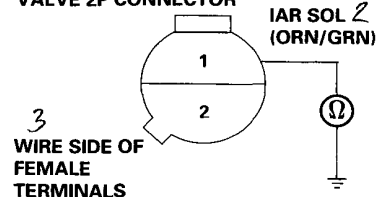
NO

(To page 11-70)

(To page 11-70)

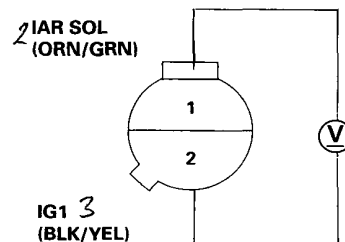


1 IAR CONTROL SOLENOID VALVE 2P CONNECTOR



Repair short in the wire between the IAR control solenoid valve and the ECM.

1 IAR CONTROL SOLENOID VALVE 2P CONNECTOR



4 WIRE SIDE OF FEMALE TERMINALS

Inspect vacuum hose routing.
If OK, replace the IAR control solenoid valve.

(cont'd)

Intake Air System

Intake Air Resonator (IAR) Control System [F22B1, F22B4, F22B5 engine] (cont'd)

(From page 11-69)

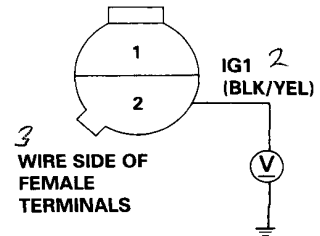


(From page 11-69)



Check for an open in the wire (IG1 line):
At the harness side, measure voltage between the IAR control solenoid valve 2P connector terminal No. 2 and body ground.

1 IAR CONTROL SOLENOID VALVE 2P CONNECTOR



Is there battery voltage?

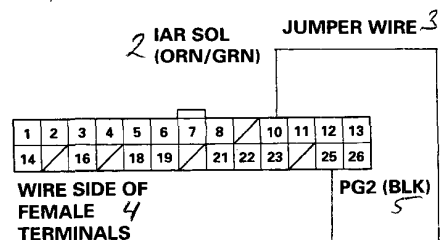
NO

Repair open in the wire between IAR control solenoid valve and the No. 4 ECU (ECM) (7.5 A) fuse.

YES

Check for an open in the wire (IAR SOL line):
1. Turn the ignition switch OFF.
2. Reconnect the 2P connector to the IAR control solenoid valve.
3. Turn the ignition switch ON (II).
4. Momentarily connect a jumper wire between ECM connector terminals A10 and A25 several times.

1 ECM CONNECTOR A (26P)



Does IAR control solenoid valve click when the jumper wire is connected?

NO

Repair open in the wire between the IAR control solenoid valve and the ECM.

YES

Substitute a known-good ECM and retest (see page 11-11). If symptom/indication goes away, replace the original ECM.

Check the vacuum:
Raise the engine speed to 4,500 rpm (min⁻¹).

YES

Substitute a known-good ECM and recheck (see page 11-11). If symptom goes away, replace the original ECM.

Is there vacuum?

NO

Check the IAR:
1. Connect a vacuum pump to the IAR.
2. Apply the vacuum.

Does it hold vacuum?

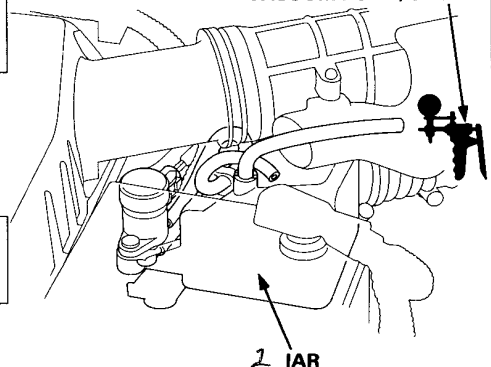
NO

Check the vacuum line for proper connection or disconnected hose. If OK, replace the IAR.

YES

IAR control system is OK.

1 VACUUM PUMP/GAUGE



Emission Control System



Tailpipe Emission (KY model)

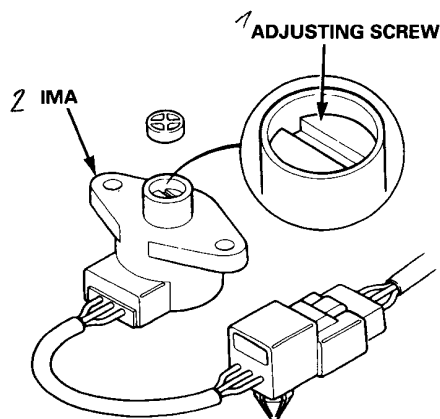
Inspection

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

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

Specified CO%: $1.0 \pm 1.0\%$

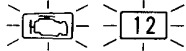
- If unable to obtain this reading, adjust by turning the adjusting screw of the IMA.



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

Emission Control System

Exhaust Gas Recirculation (EGR) System (Except KQ, KY models)



- The MIL has been reported on.
- With the SCS short connector connected (see page 11-10), code 12 is indicated.

Problem verification:

1. Do the ECM Reset Procedure (see page 11-11).
2. Connect the SCS short connector to the service check connector (see page 11-10).
3. Test-drive necessary: Start the engine. Hold the engine at 3,000 rpm (min^{-1}) with no load (A/T in **N** or **P** position, M/T in neutral) until the radiator fan comes on, then let it idle. Drive the car on the road for approx. 10 minutes. Try to keep the engine speed in the 1,700 – 2,500 rpm (min^{-1}) range.

Does the MIL blink and does it indicate code 12?

NO

Intermittent failure, system is OK at this time. Check for poor connections or loose wires between the EGR valve lift sensor, the EGR control solenoid valve and the ECM.

YES

Check the vacuum:

With the engine at idle, disconnect the No. 16 hose from the EGR valve and connect a vacuum pump/gauge to the hose.

Is there any vacuum?

YES

Check the vacuum:

1. Disconnect the 2P connector from the EGR control solenoid valve.
2. Check the No. 16 hose for vacuum again.

Is there any vacuum?

YES

Check vacuum hose routing of the entire EGR system. If hose routing is OK, replace EGR control solenoid valve.

NO

Check for a short in the wire (E SOL line):

1. Turn the ignition switch OFF.
2. Disconnect ECM connector A (26P) from the ECM.
3. Check for continuity between the EGR control solenoid valve 2P connector terminal No. 2 and body ground.

Is there continuity?

YES

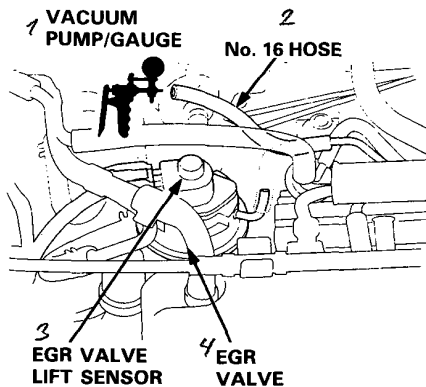
Repair short in the wire between the ECM (A16) and the EGR control solenoid valve.

NO

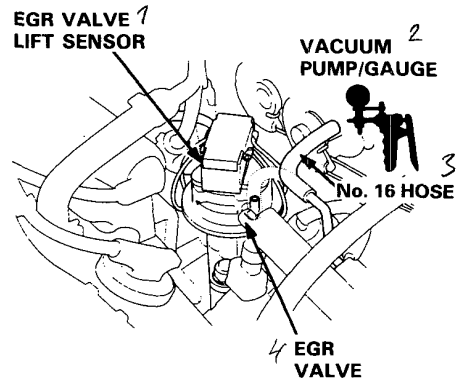
Substitute a known-good ECM and retest (see page 11-11). If symptom/indication goes away, replace the original ECM.

(To page 11-73)

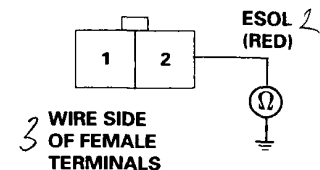
Except F22B2 engine:



F22B2 engine:



1 EGR CONTROL SOLENOID VALVE 2P CONNECTOR



Repair short in the wire between the ECM (A16) and the EGR control solenoid valve.



(From page 11-72)

Check the ECM output voltage (VCC2 line):

1. Turn the ignition switch OFF.
2. Disconnect the 3P connector from the EGR valve lift sensor.
3. Turn the ignition switch ON (II).
4. At the harness side, measure voltage between the EGR valve lift sensor 3P connector terminals No. 3 and No. 2.

Is there approx. 5 V ?

YES

NO

Check for an open in the wire (SG2 line):

Measure voltage between the EGR valve lift sensor 3P connector terminal No. 3 and body ground.

Is there approx. 5 V ?

YES

NO

Check for an open in the wire (VCC2 line):

1. Turn the ignition switch OFF.
2. Disconnect ECM connector D (22P) from the ECM.
3. Check for continuity between ECM connector terminal D21 and the EGR valve lift sensor 3P connector terminal No. 3.

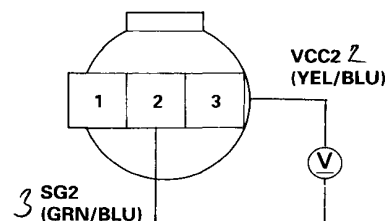
WIRE SIDE OF FEMALE 3 TERMINALS

Is there continuity?

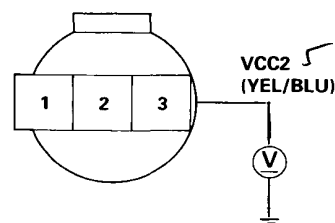
YES

Substitute a known-good ECM and recheck (see page 11-11). If symptom/indication goes away, replace the original ECM.

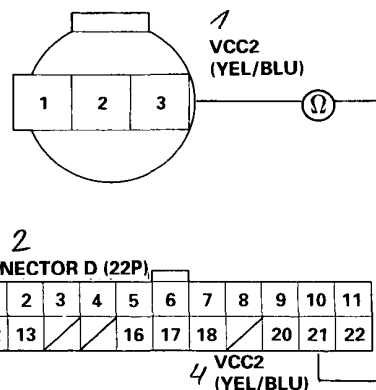
EGR VALVE LIFT SENSOR 3P CONNECTOR



4 WIRE SIDE OF FEMALE TERMINALS



Repair open in the wire between the EGR valve lift sensor and the ECM.



Repair open in the wire between the EGR valve lift sensor and the ECM (D21).

(To page 11-73)

2 79

(cont'd)

Emission Control System

Exhaust Gas Recirculation (EGR) System (Except KQ, KY models) (cont'd)

(From page 11-73)

Check the EGR valve:

1. Move the vacuum pump/gauge to the EGR valve.
2. Start the engine.
3. With the engine at idle, apply 27 kPa (200 mmHg, 8 in.Hg) of vacuum to the EGR valve.

Does the engine stall or run rough and does the EGR valve hold vacuum?

NO

Replace the EGR valve.

YES

Check for an open in the wire (IG1 line):

1. Turn the ignition switch OFF.
2. Disconnect the 2P connector from the EGR control solenoid valve.
3. Turn the ignition switch ON (II).
4. At engine harness side, measure voltage between the EGR control solenoid valve 2P connector terminal No. 1 and body ground.

Is there battery voltage?

NO

Repair open in the wire between the EGR control solenoid valve and No. 4 ECU (ECM) (7.5 A) fuse in the under-dash fuse/relay box.

YES

Check the vacuum line:

1. Reconnect the vacuum pump/gauge to the No. 16 hose.
2. Start the engine and allow it to idle.
3. At the EGR control solenoid valve, connect the battery positive terminal to terminal No. 1 of the 2P connector. While watching the vacuum gauge, connect the battery negative terminal to terminal No. 2.

Is there approx. 27 kPa (200 mmHg, 8 in.Hg) within 1 second?

NO

Check the vacuum hoses:

Turn the ignition switch OFF and inspect the No. 16 and No. 24 hoses for leaks, restrictions, or misrouting.

Are the hoses OK?

NO

Correct as necessary.

YES

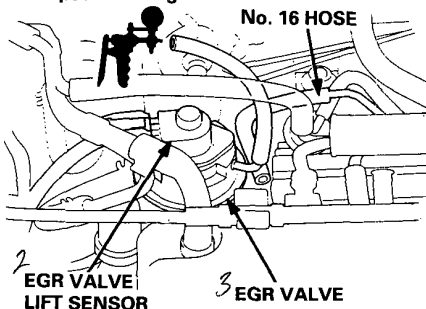


(To page 11-75)

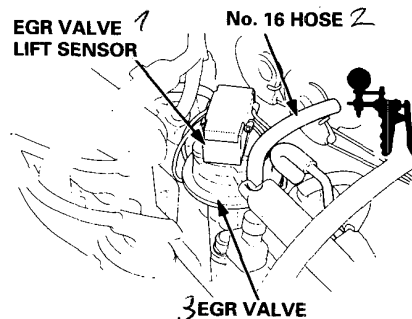


(To page 11-75)

Except F22B2 engine:

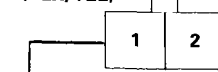


F22B2 engine:



EGR CONTROL SOLENOID VALVE 2P CONNECTOR

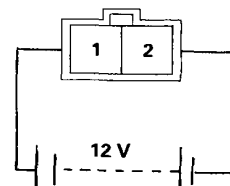
IG1 (BLK/YEL)



WIRE SIDE OF FEMALE TERMINALS

EGR CONTROL SOLENOID VALVE 2P CONNECTOR

TERMINAL SIDE OF MALE TERMINALS





(From page 11-74)

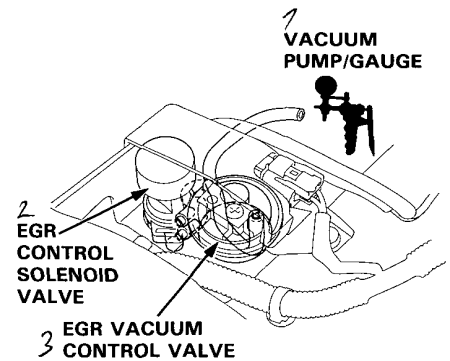


(From page 11-74)



Check the vacuum line:

1. Disconnect the lower hose on EGR control solenoid valve and connect a vacuum gauge to the hose.
2. Start the engine and allow it to idle.



Is there 20 – 30 kPa (150 – 250 mmHg, 6 – 10 in.Hg) of vacuum?

NO

Replace the EGR vacuum control valve.

YES

Replace the EGR control solenoid valve.

Check the ECM input signal (EGR L line):

1. Turn the ignition switch OFF.
2. Reconnect the EGR valve lift sensor 3P connector to the EGR valve lift sensor.
3. Reconnect the vacuum pump/gauge to the EGR valve.
4. Turn the ignition switch ON (II).
5. Measure voltage between ECM connector terminals D17 and D22.

1
ECM D CONNECTOR (22P)

1	2	3	4	5	6	7	8	9	10	11
12	13	14	15	16	17	18	19	20	21	22

2 EGR L (WHT/BLK)



3 SG2 (GRN/BLU)

Is the voltage approx. 1.2 V with no vacuum applied and approx. 4.3 V with 27 kPa (200 mmHg, 8 in.Hg) of vacuum applied to the EGR valve?

NO

- Repair open or short in the wire between the EGR valve lift sensor and the ECM (D17).
- If wire is OK, replace the EGR valve.

4 WIRE SIDE OF FEMALE TERMINALS

YES

Does the voltage consistently increase/decrease as the vacuum increases/decreases?

NO

Replace the EGR valve.

YES

Check for an open in the wire (ESOL line):

1. Reconnect the No. 16 hose to the EGR valve.
2. Start the engine and allow it to idle.
3. Connect the ECM connector terminals A16 and A12.

5
ECM CONNECTOR A (26P)

6
WIRE SIDE OF FEMALE TERMINALS

1	2	3	4	5	6	7	8	9	10	11	12	13
14	15	16	17	18	19	20	21	22	23	24	25	26

7 ESOL (RED)

8 PG1 (BLK)

9
JUMPER WIRE

Did the engine stall or run rough?

NO

Repair open in the wire between the EGR control solenoid valve and the ECM (A16).

YES

Substitute a known-good ECM and recheck (see page 11-11). If symptom/indication goes away, replace the original ECM.

Emission Control System

Evaporative Emission (EVAP) Control

Troubleshooting (KG, KS, KE, KQ models)

Inspection of Evaporative Emission Controls

Check the vacuum when cold:

1. Disconnect the vacuum hose from the EVAP purge control canister and connect a vacuum gauge to the hose.
2. Start the engine and allow it to idle.

NOTE: Engine coolant temperature must be below 167°F (75°C)

Is there vacuum?

NO

YES

Check the EVAP purge control valve:

1. Turn the ignition switch OFF.
2. Disconnect the 2P connector from the EVAP purge control solenoid valve.
3. Start the engine.
4. At the harness side, measure voltage between the EVAP purge control solenoid valve 2P connector terminal No. 1 and No. 2.

Is there battery voltage?

NO

YES

Check for an open in the wire (IGP line):

At the harness side, measure voltage between the EVAP purge control solenoid valve 2P connector terminal No. 2 and body ground.

Is there battery voltage?

YES

NO

Check for an open in the wire (PCS line):

1. Turn the ignition switch OFF.
2. Reconnect the 2P connector to the EVAP purge control solenoid valve.
3. Turn the ignition switch ON (II).
4. Measure voltage between ECM connector terminals A23 and A25.

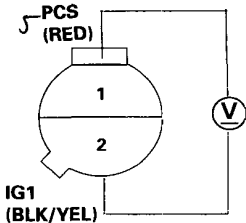
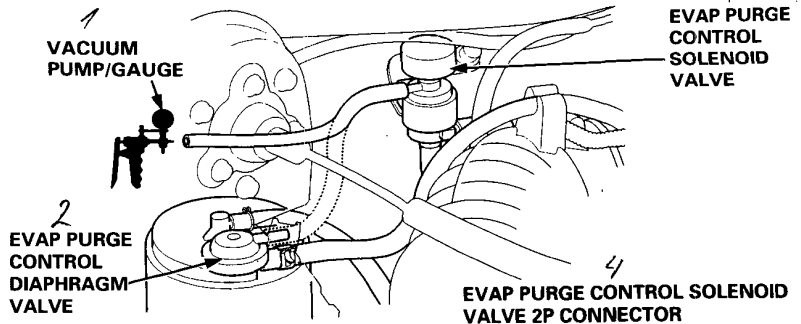
Is there battery voltage?

YES

NO

Substitute a known-good ECM and retest (see page 11-11). If symptom/indication goes away, replace the original ECM.

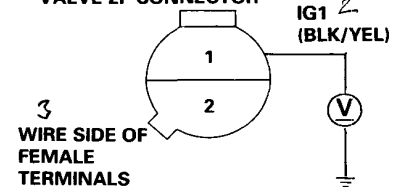
(To page 11-77)



7 WIRE SIDE OF FEMALE TERMINALS

Inspect vacuum hose routing. If OK, replace EVAP purge control solenoid valve.

7 EVAP PURGE CONTROL SOLENOID VALVE 2P CONNECTOR



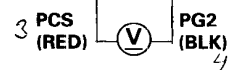
3 WIRE SIDE OF FEMALE TERMINALS

Repair open in the wire between EVAP purge control solenoid valve and the No. 4 ECU (ECM) (7.5 A) fuse.

7 ECM CONNECTOR A (26P)

1	2	3	4	5	6	7	8	9	10	11	12	13
14	15	16	17	18	19	20	21	22	23	24	25	26

WIRE SIDE OF FEMALE TERMINALS



Repair open in the wire between the EVAP purge control solenoid valve and the ECM (A23).



(From page 11-76)

Check the vacuum when hot:

1. Start the engine. Hold the engine at 3,000 rpm (min⁻¹) with no load (A/T in **N** or **P** position, M/T in neutral) until the radiator fan comes on, then let it idle.
2. Check for vacuum at the vacuum hose after starting the engine.

Is there vacuum?

NO

Check the EVAP purge control solenoid valve:
Disconnect the 2P connector from the EVAP purge control solenoid valve.

Is there vacuum?

YES

Inspect vacuum hose routing.
If OK, replace the EVAP purge control solenoid valve.

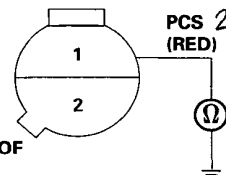
NO

Check for a short in the wire (PCS line):

1. Turn the ignition switch OFF.
2. Disconnect ECM connector A (26P).
3. Check for continuity between the EVAP purge control solenoid valve 2P connector terminal No. 1 and body ground.

EVAP PURGE CONTROL SOLENOID VALVE 2P CONNECTOR

1



YES

Repair short in the wire between the EVAP purge control solenoid valve and the ECM (A23).

NO

Substitute a known-good ECM and recheck (see page 11-11). If symptom/indication goes away, replace the original ECM.

Is there continuity?

Check the EVAP control canister:

1. Reconnect the vacuum hose to the EVAP purge control solenoid valve.
2. Remove fuel fill cap.
3. Connect a vacuum gauge to canister purge air hose.
4. Start the engine and raise speed to 3,500 rpm (min⁻¹).

Does vacuum appear on gauge within 1 minute?

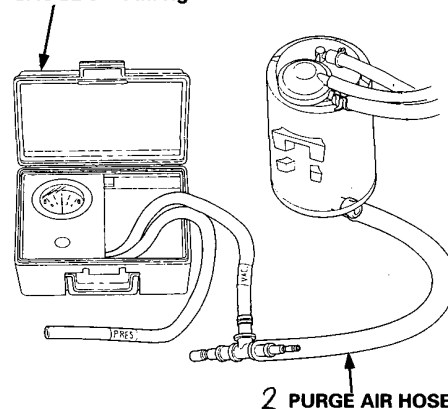
NO

Replace the EVAP control canister.

YES

See EVAP two way valve test to complete.
Evaporative emission controls are OK.

VACUUM PRESSURE GAUGE 0 - 4 in. Hg



(cont'd)

Emission Control System

Evaporative Emission (EVAP) Control (cont'd)

Troubleshooting (KH model)

Inspection of Evaporative Emission Controls

Check the vacuum when cold:

1. Disconnect the vacuum hose from the EVAP purge control canister and connect a vacuum gauge to the hose.
2. Start the engine and allow it to idle.
NOTE: Engine coolant temperature must be below 167°F (75°C). Quickly raise the engine speed to 3,000 rpm (min⁻¹).

Is there vacuum?

NO

YES

Check the EVAP purge control solenoid valve:

1. Disconnect the 2P connector from the EVAP purge control solenoid valve.
2. Quickly raise the engine speed to 3,000 rpm (min⁻¹).

Is there vacuum?

NO

YES

Inspect vacuum hose routing. If OK, replace the EVAP purge control solenoid valve.

Check for a short in the wire (PCS line):

1. Turn the ignition switch OFF.
2. Disconnect ECM connector A (26P).
3. Check for continuity between the EVAP purge control solenoid valve 2P connector terminal No. 1 and body ground.

Is there continuity?

NO

YES

Repair short in the wire between the EVAP purge control solenoid valve and the ECM (A23).

Substitute a known-good ECM and recheck (see page 11-11). If symptom/indication goes away, replace the original ECM.

Check the EVAP purge control valve:

1. Turn the ignition switch OFF.
2. Disconnect the 2P connector from the EVAP purge control solenoid valve.
3. Start the engine.
4. At the harness side, measure voltage between the EVAP purge control solenoid valve 2P connector terminal No. 1 and No. 2.

Is there battery voltage?

NO

YES

Inspect vacuum hose routing. If OK, replace EVAP purge control solenoid valve.

Check the vacuum when hot:

1. Start the engine. Hold the engine at 3,000 rpm (min⁻¹) with no load (A/T in **N** or **P** position, M/T in neutral) until the radiator fan comes on, then let it idle.
2. Check for vacuum at the vacuum hose after starting the engine.
3. Quickly raise the engine speed to 3,000 rpm (min⁻¹).

Is there vacuum?

YES

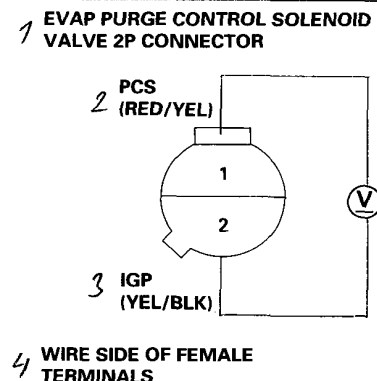
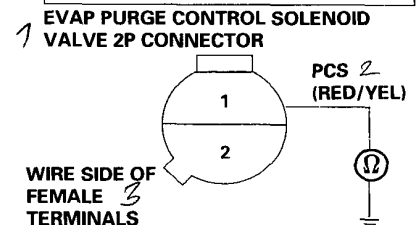
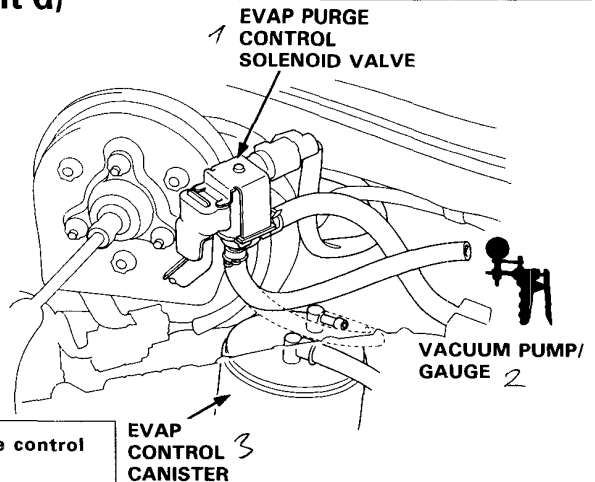
NO



(To page 11-79)



(To page 11-79)





(From page 11-78)

A

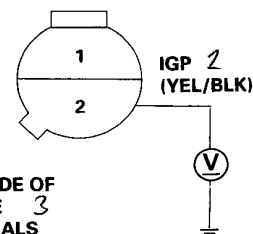
(From page 11-78)

B

Check for an open in the wire (IGP line):

At the harness side, measure voltage between the EVAP purge control solenoid valve 2P connector terminal No. 2 and body ground.

1 EVAP PURGE CONTROL SOLENOID VALVE 2P CONNECTOR



WIRE SIDE OF FEMALE 3 TERMINALS

Is there battery voltage?

NO

Repair open in the wire between EVAP purge control solenoid valve and the PGM-FI main relay.

YES

Check for an open in the wire (PCS line):

1. Turn the ignition switch OFF.
2. Reconnect the 2P connector to the EVAP purge control solenoid valve.
3. Turn the ignition switch ON (II).
4. Measure voltage between ECM connector terminals A23 and A25.

1 ECM CONNECTOR A (26P)

1	2	3	4	5	6	7	8	9	10	11	12	13
14	15	16	17	18	19	20	21	22	23	24	25	26

WIRE SIDE OF FEMALE 2 TERMINALS

PCS 3 (RED/YEL) PG2 4 (BLK)

Is there battery voltage?

NO

Repair open in the wire between the EVAP purge control solenoid valve and the ECM (A23).

YES

Check the EVAP control canister:

1. Reconnect the vacuum hose to the EVAP purge control solenoid valve.
2. Remove fuel fill cap.
3. Connect a vacuum gauge to canister purge air hose.
4. Start the engine and raise speed to 3,500 rpm (min⁻¹).

Substitute a known-good ECM and retest (see page 11-11). If symptom/indication goes away, replace the original ECM.

Does vacuum appear on gauge within 1 minute?

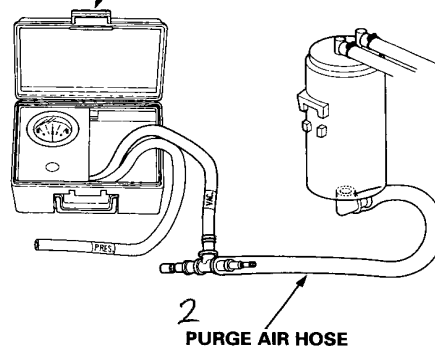
NO

Replace the EVAP control canister.

YES

See EVAP two way valve test to complete. Evaporative emission controls are OK.

1 VACUUM/PRESSURE GAUGE 0 - 4 in.Hg



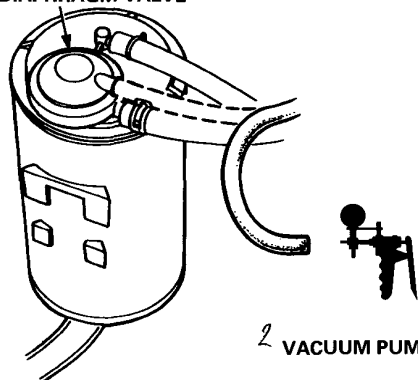
Emission Control System

Evaporative Emission (EVAP) Control (cont'd)

KY model:

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

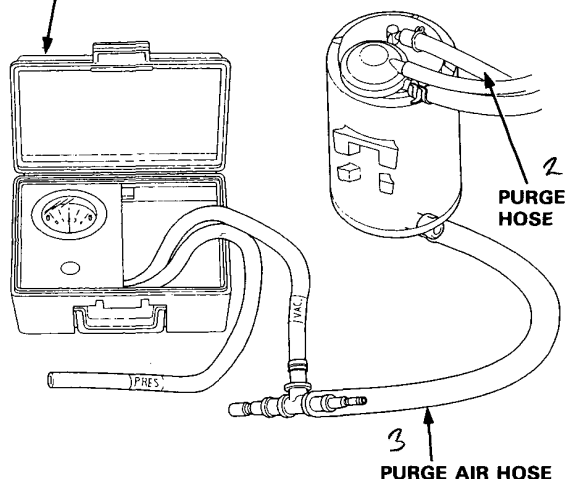
EVAP
PURGE CONTROL
DIAPHRAGM VALVE



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

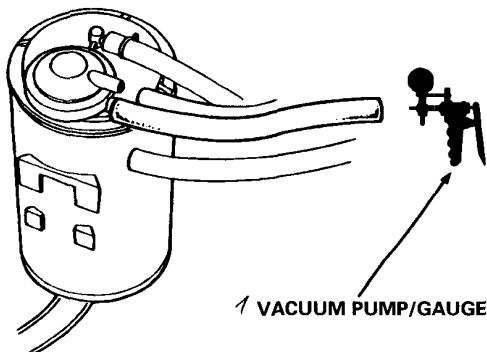
4. Disconnect the vacuum gauge and reconnect the hose.
5. Connect a vacuum gauge to EVAP control canister purge air hose.

VACUUM PRESSURE
GAUGE 0—4 in. Hg



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

Vacuum should remain steady.



- If vacuum drops, replace the EVAP control canister and retest.
9. Restart engine. Reconnect upper vacuum hose to EVAP purge control diaphragm valve.
- Vacuum (lower vacuum hose side) should drop to zero.
- If vacuum does not drop to zero, replace the EVAP control canister and retest.

Manual Transmission

Maintenance

Transmission Oil 13-2



Outline of Model Change

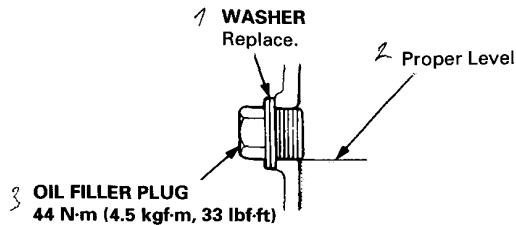
- Honda genuine manual transmission fluid (MTF) is now specified.

Maintenance

Transmission Oil

NOTE: Check the oil with engine OFF and car on level ground.

1. Remove the oil filler plug, then check the level and condition of the oil.



2. The oil level must be up to the filler hole. If it is below the hole, add oil until it runs out, then reinstall the oil filler plug with a new washer.
3. If the transmission oil is dirty, remove the drain plug and drain the oil.
4. Reinstall the drain plug with a new washer, and refill the transmission oil to the proper level.

NOTE: The drain plug washer should be replaced at every oil change.

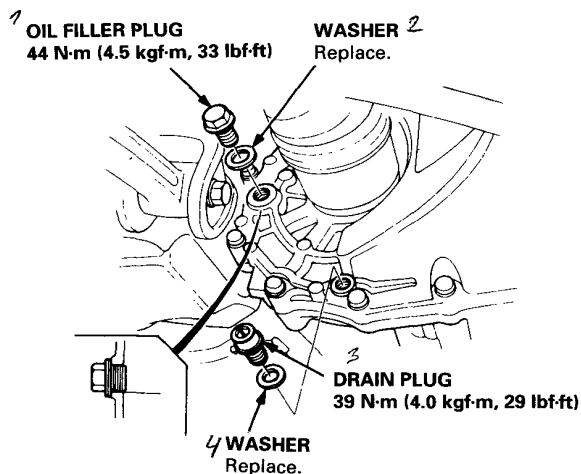
5. Reinstall the oil filler plug with a new washer.

Oil Capacity

1.9 l (2.0 US qt, 1.7 Imp qt) at oil change

2.0 l (2.1 US qt, 1.8 Imp qt) at overhaul

Always use genuine Honda manual transmission fluid (MTF). If it is not available, you may use an API service SG or SH grade motor oil with a viscosity of SAE 10W-30 or 10W-40 as a temporary replacement.



Steering

Steering Gearbox Replacement 17-2

SUPPLEMENTAL RESTRAINT SYSTEM (SRS)

Some types of this Accord are equipped with an SRS (Type III). The Accord SRS (Type III) includes a driver's airbag, located in the steering wheel hub, and a passenger's airbag located in the dashboard above the glove box. The SRS of some models however, has only the driver's airbag. Information necessary to safely service the SRS is included in this Shop Manual (62SV222). 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 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.
- Do not bump the SRS unit. Otherwise, the system may fail in case of a collision, or the airbags may deploy when the ignition switch is in position II (ON).
- All SRS electrical wiring harnesses are covered with yellow insulation. Related components are located in the steering column, front console, dashboard, dashboard lower panel, and in the dashboard above the glove box. Do not use electrical test equipment on these circuits.



Outline of Model Change

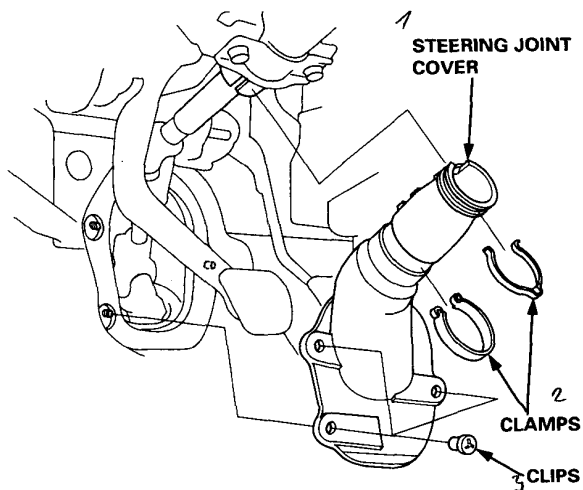
- Steering gearbox removal/installation procedure have been changed.

Steering Gearbox

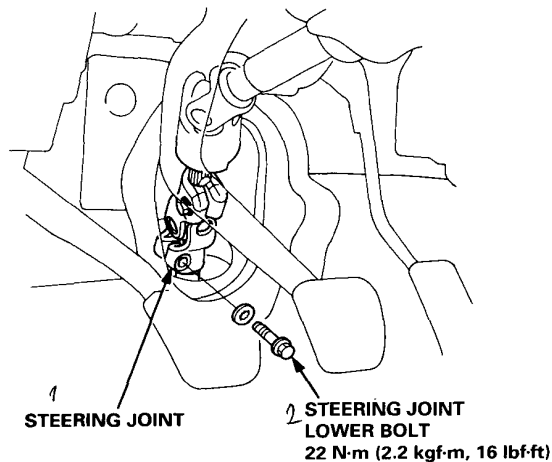
Replacement

NOTE: Using solvent and a brush, wash any oil and dirt off the valve body unit, its lines, and the end of the gearbox. Blow dry with compressed air.

1. Drain the power steering fluid.
2. Raise the front of car, and support on safety stands in the proper locations.
3. Remove the front wheels.
4. Before disconnecting the steering joint, remove the steering wheel and coupler of SRS airbag assembly.
5. Remove the steering joint cover.



6. Remove the steering joint lower bolt, and disconnect the steering joint by moving the joint toward the column.



7. Remove the gearbox.
8. Install in the reverse order of removal, and before connecting the steering joint, center the cable reel by first rotating it clockwise (approximately two turns) until the arrow mark on the label points straight up.

Body

Bumpers

Front Bumper	
Disassembly	20-8
Rear Bumper	
Disassembly	20-10

Emblems

Installation	20-17
--------------------	-------

Headliner

Cushion Tape Location	20-4
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Moldings

Door and Side Moldings	
Replacement	20-16
Trunk Lid Molding Replacement	20-15

Opener Cables

Replacement	20-13
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Opening Repair Chart	20-17
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Roof Rack

Replacement	20-18
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Seats

Front Seat Replacement	20-4
Front Seat Linkage Replacement ...	20-7
Special Tool	20-2
Trunk Lid	
Replacement	20-11
Adjustment	20-12
Trunk Lid Latch and Lock Cylinder	
Replacement	20-14
Trunk Trim	
Replacement	20-3

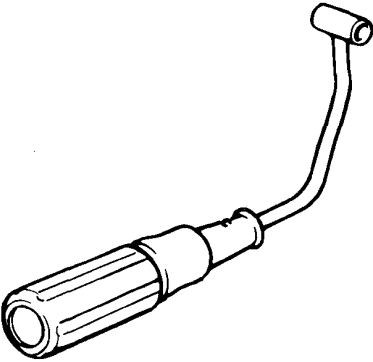
NOTE: Refer to the 1994 Accord Coupe Shop Manual, P/N 62SV200, 1994 Accord Aero deck Shop Manual Supplement, P/N 62SV220, and the 1995 Accord Coupe, Aero deck/Wagon Shop Manual Supplement, P/N 62SV221, for the items not shown in this section.

Outline of Model Changes

- The front bumper and spoiler, rear bumper and bumper skirt has been changed.
- The attachment point of emblem has been changed (Coupe).
- A guide to the cushion tape location of ceiling light harness.
- The door molding adhesive tape and clip location has been changed (Aero deck/Wagon).
- The opener cable location has been changed (Coupe).
- The opening repair chart has been changed (Coupe).
- The roof rack has been added (Aero deck/Wagon: KG, KE models).
- The 6-way power adjustable seat has been added (Coupe: KH • EX model).
- The trunk lid has been changed.



Special Tool

Ref. No.	Tool Number	Description	Qty	Remark
①	07GAZ – SE30100	Torsion Bar Assembly Tool	1	
<div><p>①</p></div>				

Trunk Trim

Replacement



CAUTION:

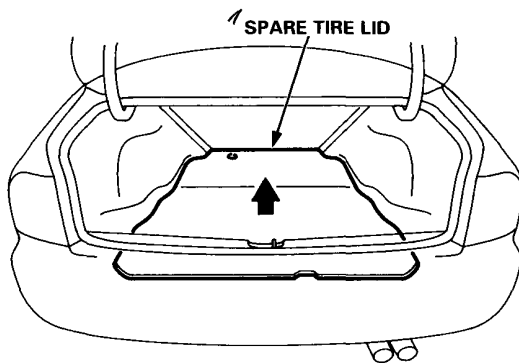
- Wear gloves to remove and install the panels.
- When prying with a flat tip screwdriver, wrap it with protective tape to prevent damage.

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

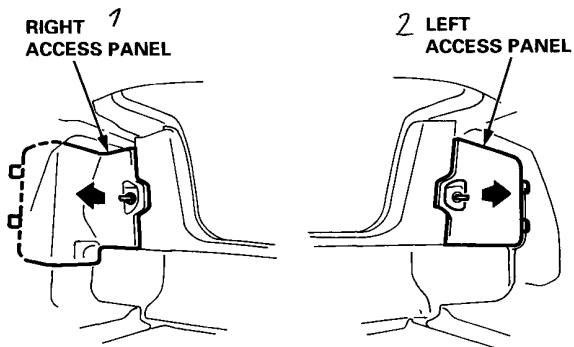
1. Remove the following parts.

- Rear seat-back, rear seat cushion and both rear seat side bolsters
- Rear shelf trim panel
- both gusset covers

2. Remove the spare tire lid.



3. Remove the access panel from each side.

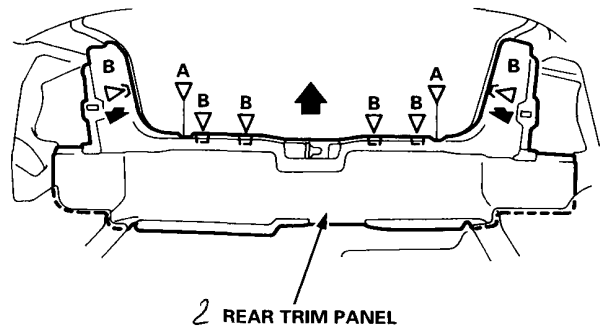
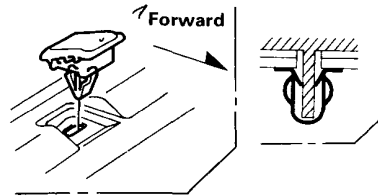


4. Remove the rear trim panel.

▷: Clip locations

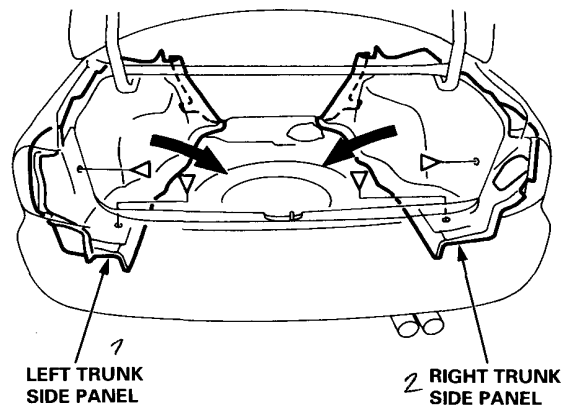
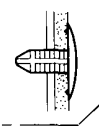
A ▷, 2

B ▷, 6



5. Remove the trunk side panel on each side.

▷: Clip locations, 4




6. Installation is the reverse of the removal procedure.

NOTE: If necessary, replace any damaged clips.

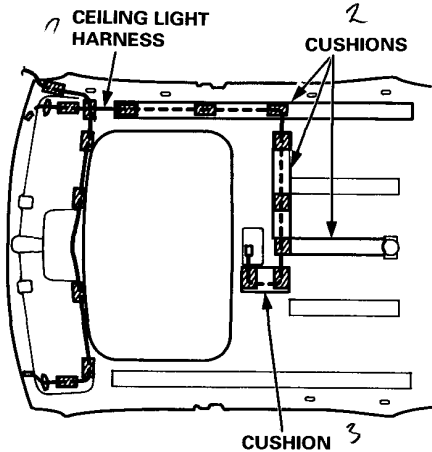
Headliner

Cushion Tape Location

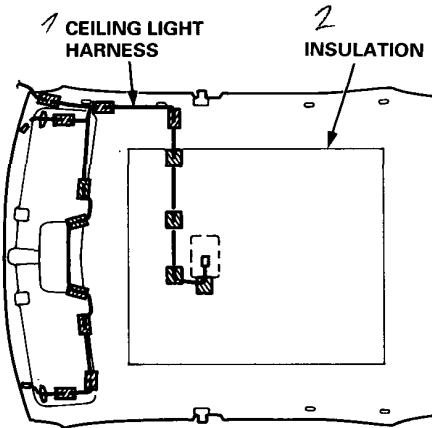
When installing the ceiling light harness on the headliner, fasten it securely with the cushion tape as shown.

 : Cushion tape locations
(Cushion tape set, P/N 83202 - SV4 - 305)

Moonroof model:



Except moonroof model:



Seats

Front Seat Replacement

Coupe: KH-EX model:

6-way power adjustable:

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

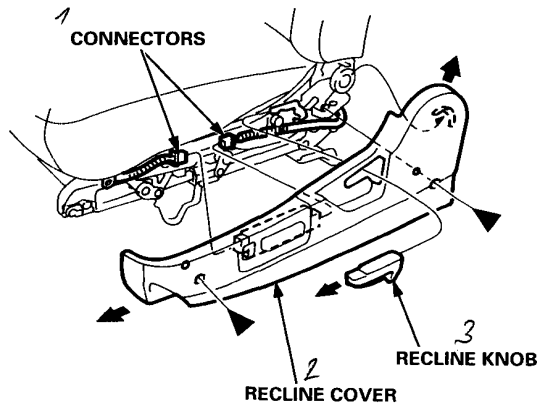
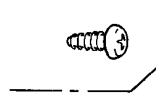
NOTE:

- Take care not to scratch the seat covers and body.
- Before removing the front seat, raise the seat cushion to its maximum height.

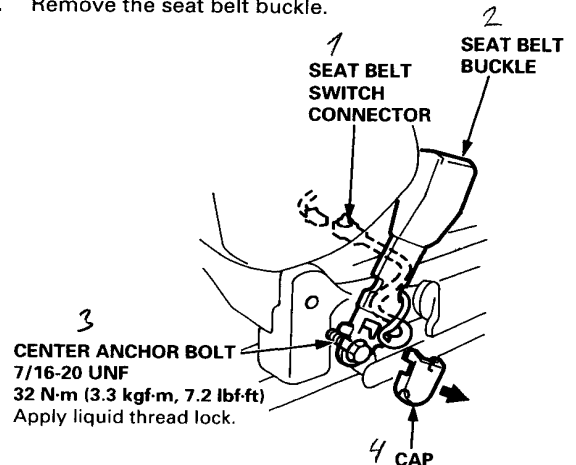
1. Remove the driver's seat through the door opening.

2. Remove the recline cover.

► : Screw locations, 2



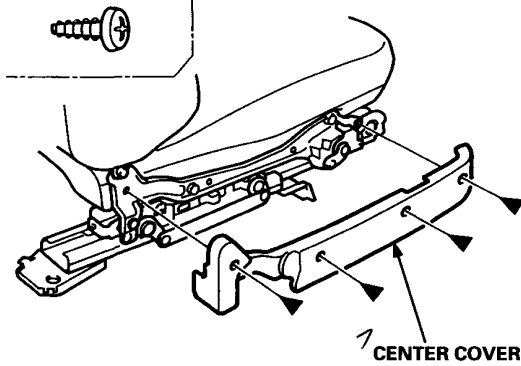
3. Remove the seat belt buckle.





4. Remove the center cover.

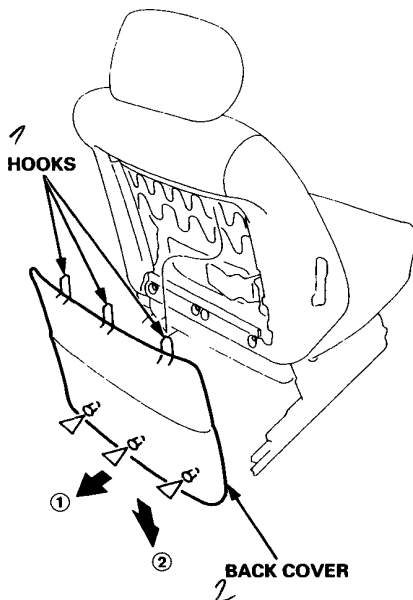
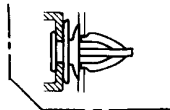
►: Screw locations, 4



5. Remove the back cover.

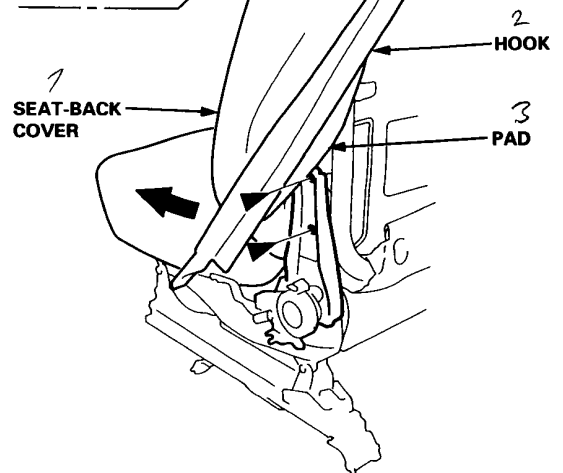
NOTE: If necessary, replace any damaged clips.

►: Clip locations, 3



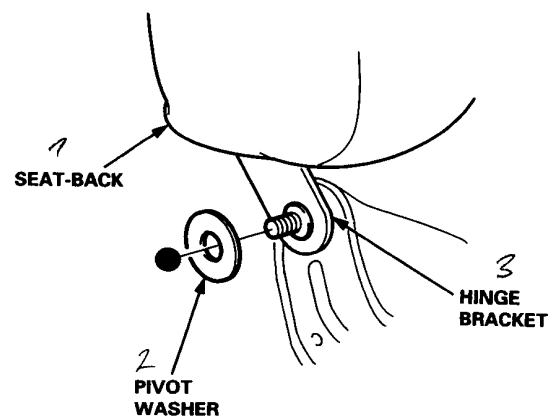
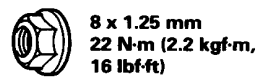
6. Release the hook, and fold the seat-back cover and pad, then remove the bolts.

►: Bolt locations, 2



7. Remove the pivot nut.

●: Pivot nut location, 1



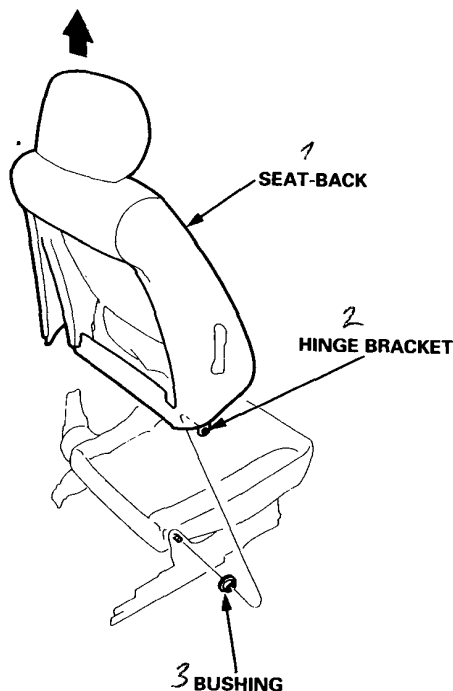
(cont'd)

Seats

Front Seat Replacement (cont'd)

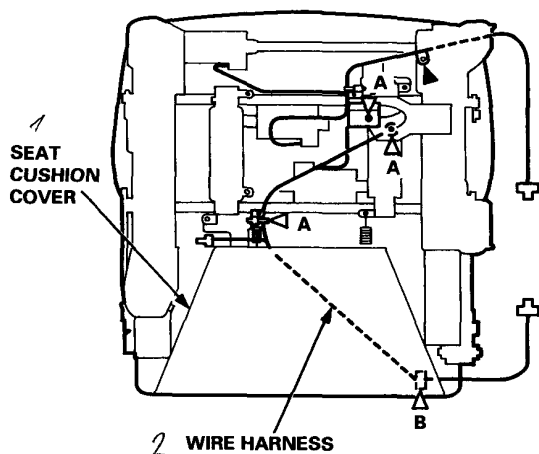
8. Remove the seat-back.

NOTE: Take care not to bend the hinge bracket.



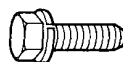
9. Fold the seat cushion cover, then detach the wire tie. Remove the screw, then remove the wire harness from the seat cushion.

▷: Clip, wire tie locations ▷: Screw location, 1
A ▷: Clip, 3 B ▷: Wire tie, 1

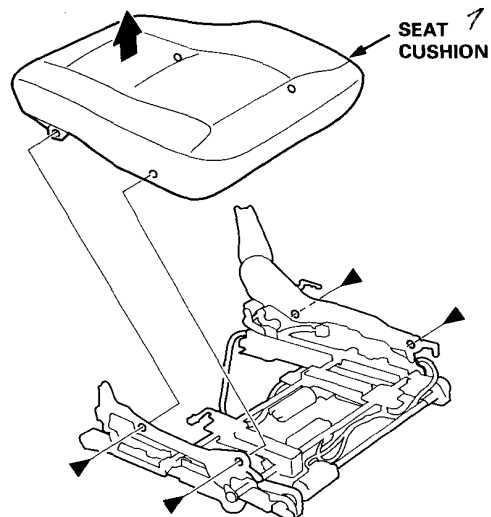


10. Remove the seat cushion.

▷: Bolt locations, 4



10 x 1.25 mm
47 N·m (4.8 kgf·m,
35 lbf·ft)



11. Installation is the reverse of the removal procedure.

NOTE:

- When installing the seat-back, make sure the bushing is installed in the hinge bracket properly.
- Make sure the wire harness is fastened securely.



Front Seat Linkage (6-way Power Adjustable) Replacement

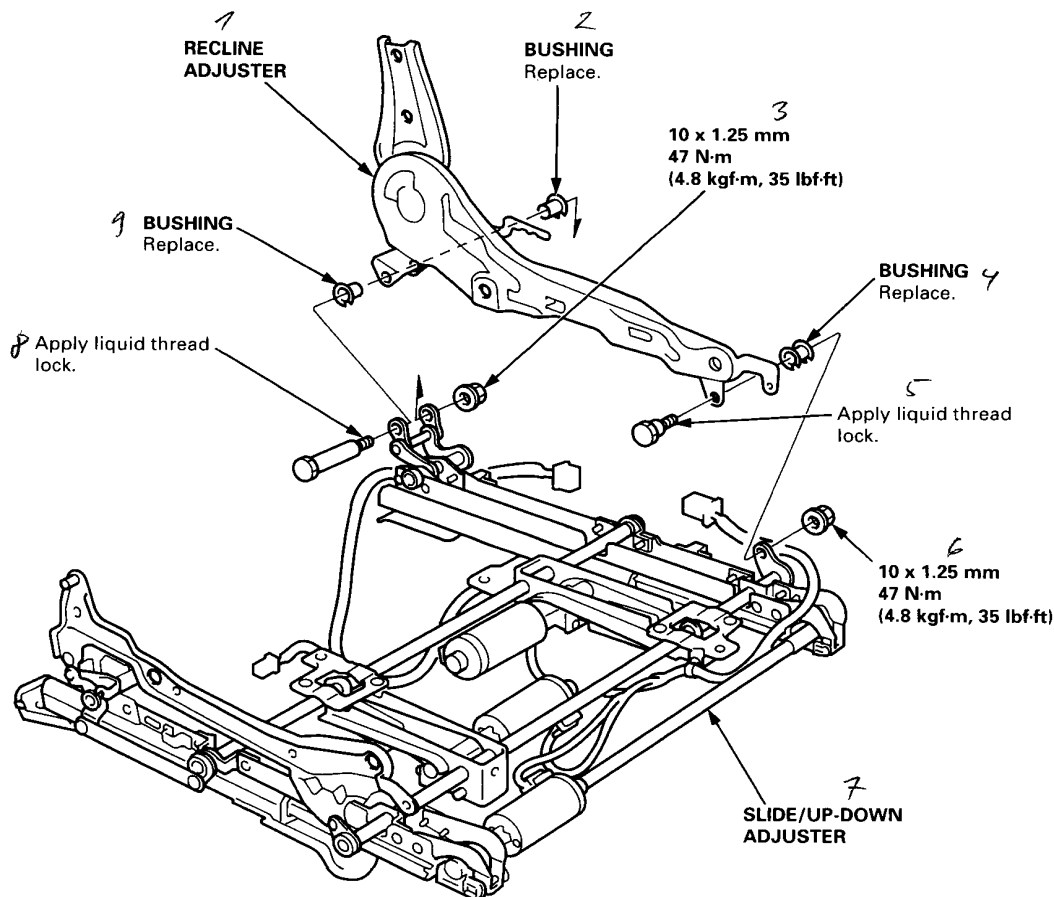
NOTE:

- Take care not to scratch the seat covers and body.
- Before removing the front seat, raise the seat cushion to its maximum height.

1. Remove the front seat through the door opening.
2. Remove:
 - Seat-back (see page 20-4)
 - Seat cushion (see page 20-4)
 - Seat belt buckle (see page 20-4)
3. Separate the recline adjuster and slide/up-down adjuster.
4. Installation is the reverse of the removal procedure.

NOTE:

- Replace the bushings with new ones.
- Check the recline adjuster and slide/up-down adjuster operations.



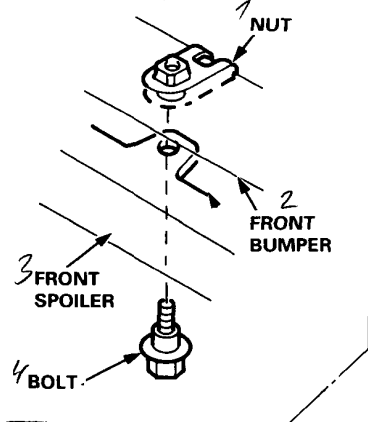
Bumpers

Front Bumper Disassembly

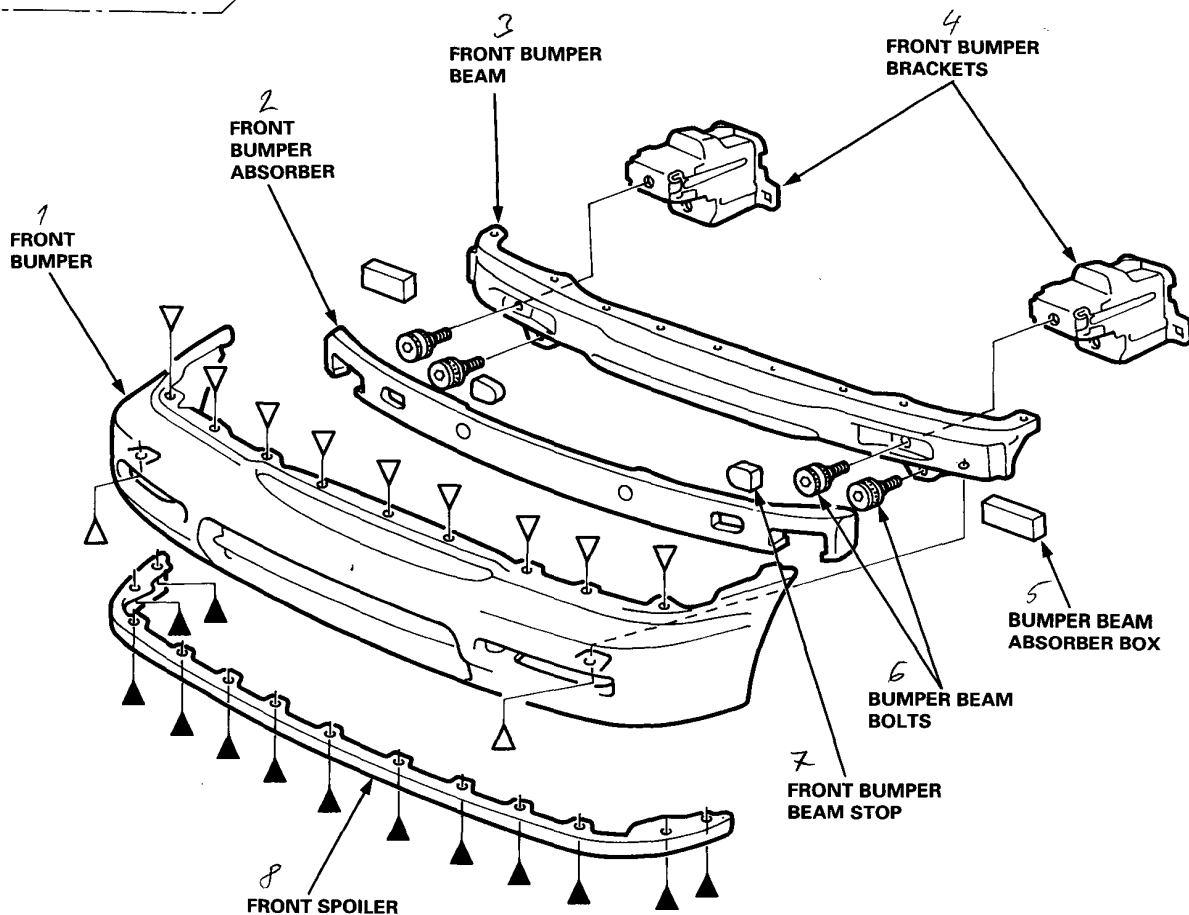
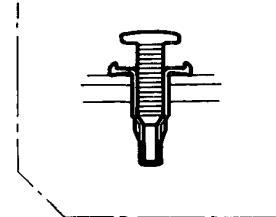
Coupe (KG, KH, KY models):

Aero deck/Wagon (KH, KQ, KY models):

►: Bolt locations, 13



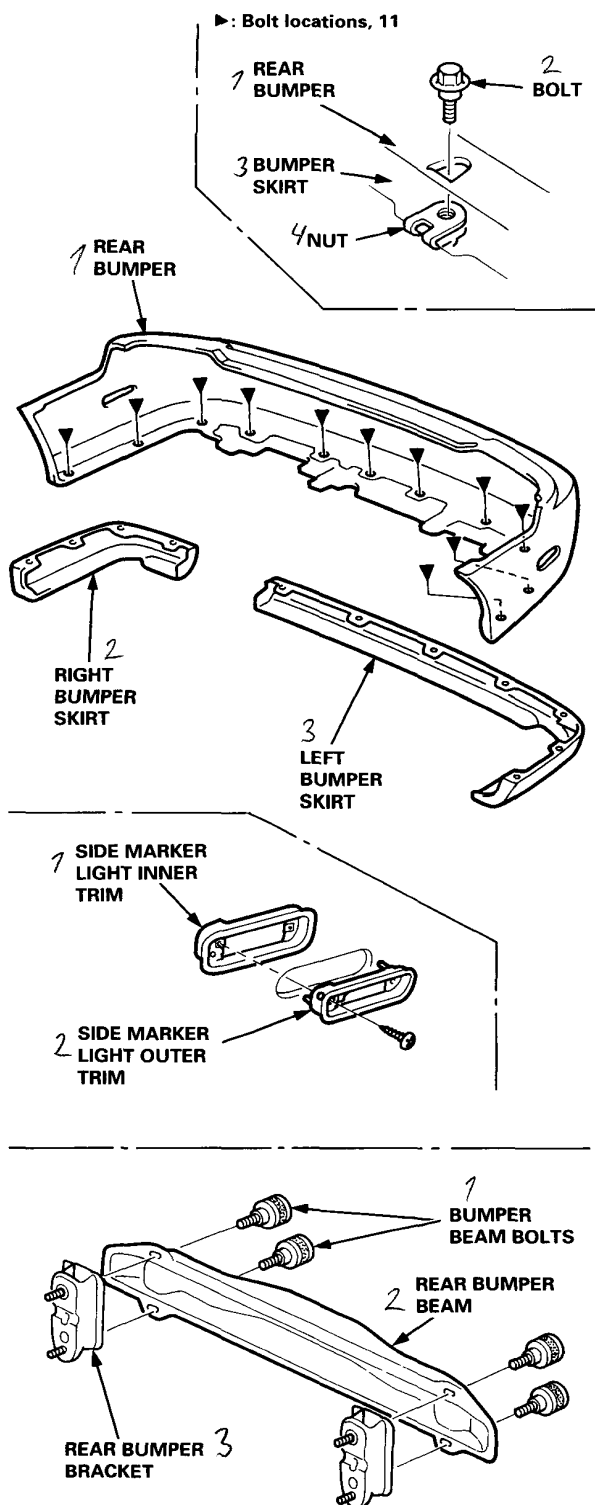
▷: Clip locations, 11



Bumpers

Rear Bumper Disassembly

Coupe:



Trunk Lid



Replacement

CAUTION: Wear gloves to remove and install the trunk lid.

NOTE:

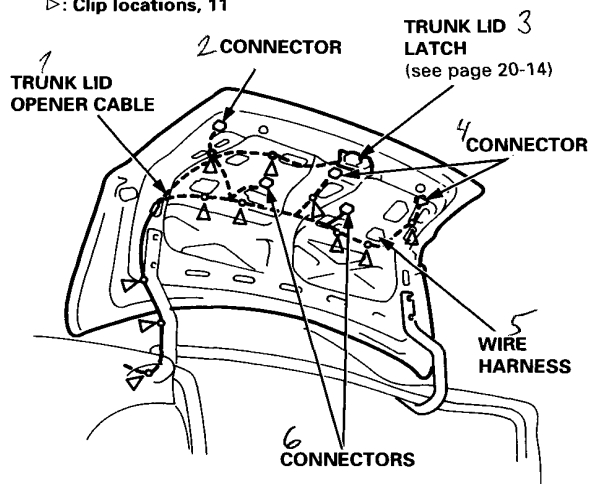
- An assistant is helpful when removing and installing the trunk lid.
- Take care not to damage the trunk lid and body.
- Open the trunk lid.

1. Disconnect the connectors and trunk lid opener cable. Remove the wire harness and trunk lid opener cable from the trunk lid.

NOTE: Before pulling out the opener cable, tie a string to the end of it so you can pull it back in when the trunk lid is reinstalled.

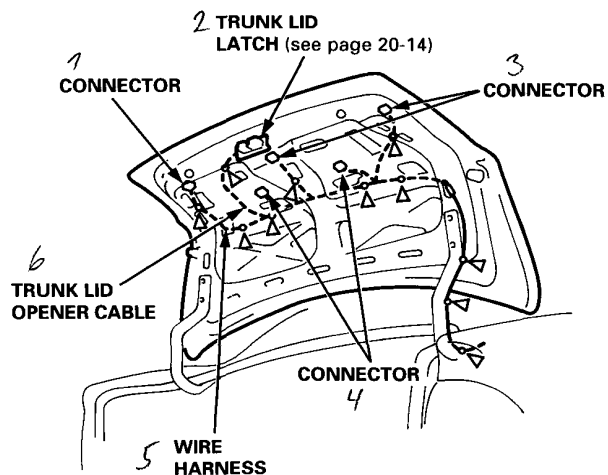
LHD:

▷: Clip locations, 11



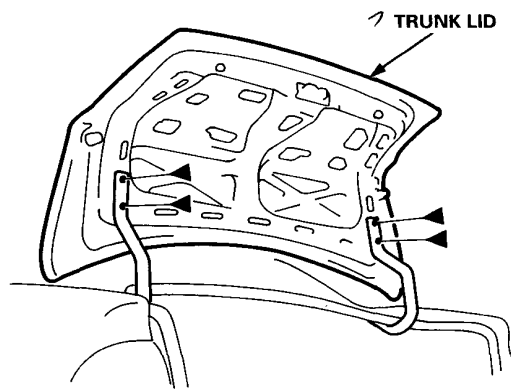
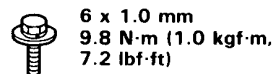
RHD:

▷: Clip locations, 11

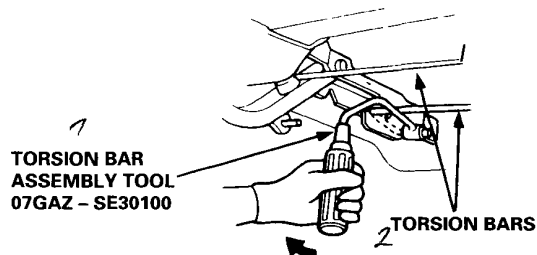


2. Remove the bolts, then remove the trunk lid.

▷: Bolt locations, 4



3. Remove the torsion bars with the torsion bars assembly tool.



4. Installation is the reverse of the removal procedure.

NOTE:

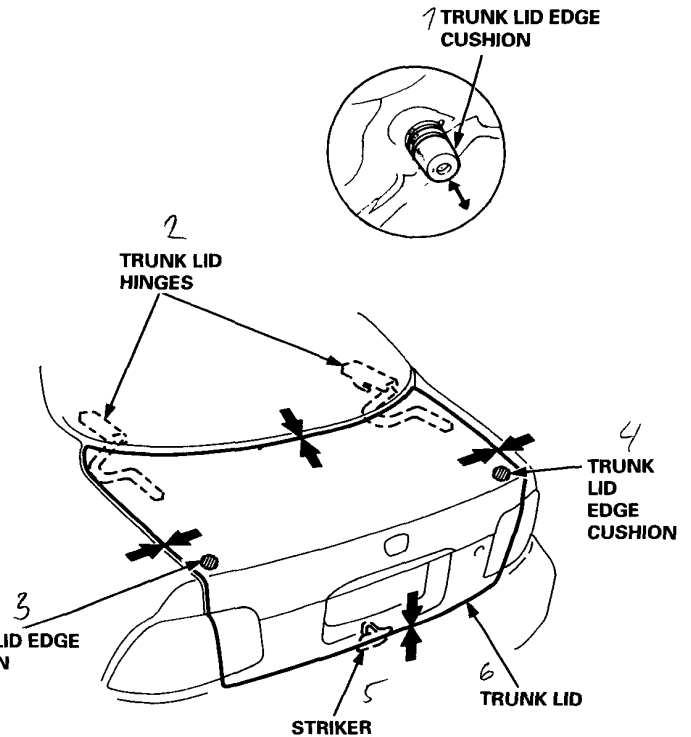
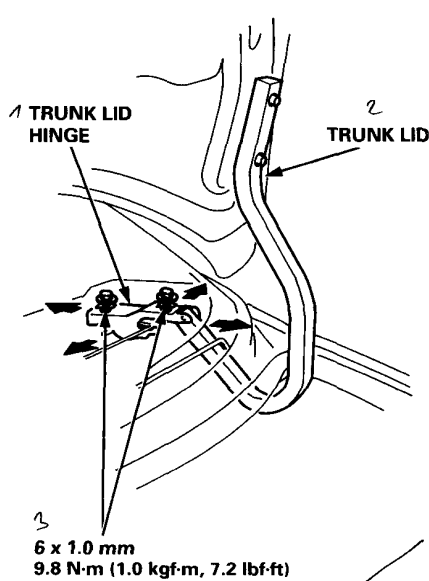
- Make sure the connectors are connected properly.
- Make sure the trunk lid opens properly and locks securely.
- Adjust the trunk lid alignment (see page 20-12).

Trunk Lid

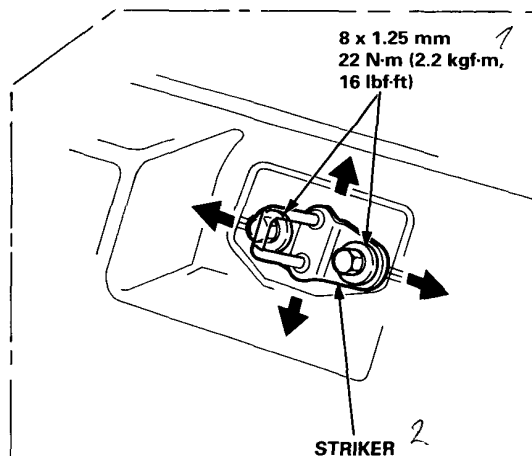
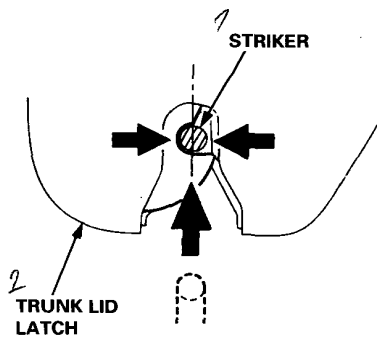
Adjustment

NOTE: Before adjusting the trunk lid, loosen each bolt slightly.

1. Adjust the trunk lid hinges right and left, as well as fore and aft, by using the elongated holes.
2. Turn the trunk lid edge cushions, as necessary, to make the trunk lid fit flush with the body at the rear and side edges.
3. Adjust the fit between the trunk lid and the trunk lid opening by moving the striker.
4. After adjustment, tighten each bolt securely.



NOTE: Move the striker right or left until it's centered in the trunk lid latch as shown.



Opener Cable



Replacement

Coupe:

Trunk/Fuel Lid Opener Cables

Remove the following parts:

- Rear seat cushion
- Door sill molding
- Rear shelf trim panel
- Gusset cover and left side trim panel
- Pull the carpet back, as necessary

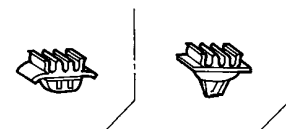
- Spare tire lid
- Rear trim panel and trunk side panel (see page 20-3)

LHD:

▷: Clip locations

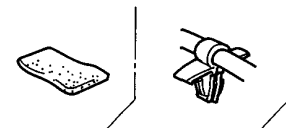
A ▷, 3

B ▷, 1



C ▷, 1

D ▷, 1



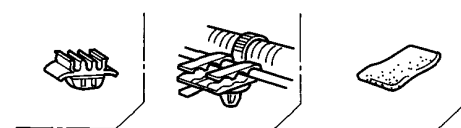
RHD:

▷: Clip locations

A ▷, 3

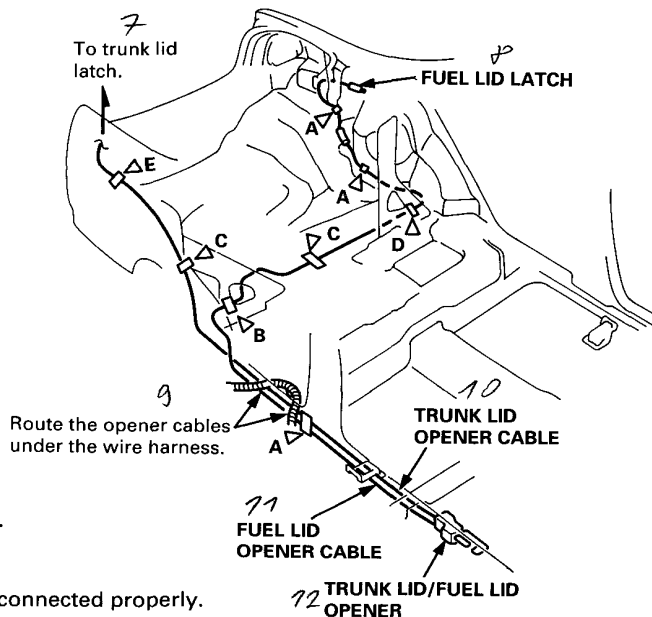
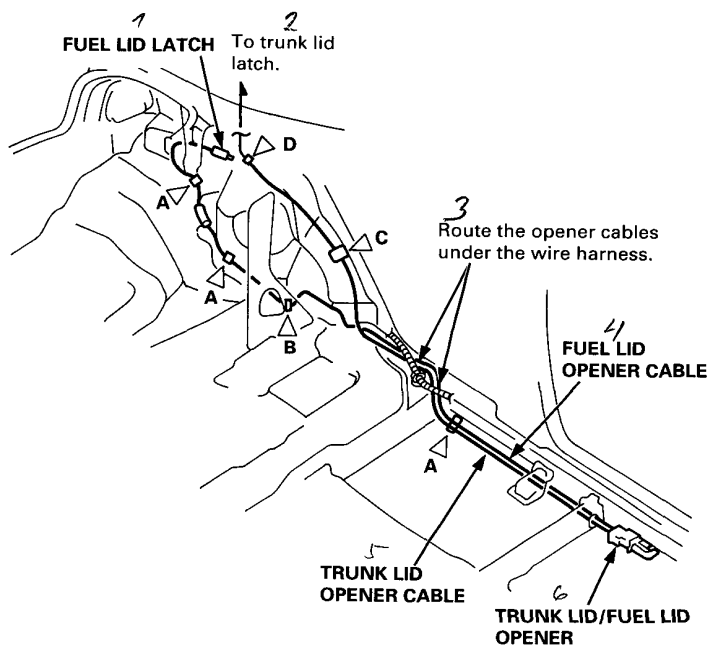
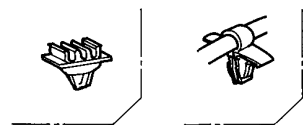
B ▷, 1

C ▷, 2



D ▷, 1

E ▷, 1



Installation is the reverse of the removal procedure.

NOTE:

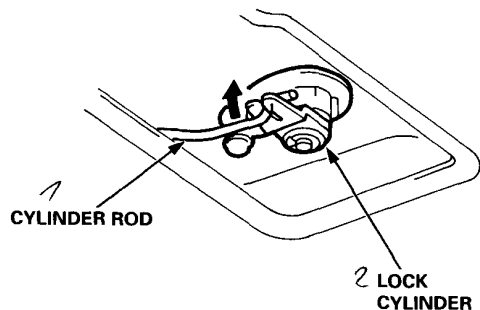
- Make sure each opener cable is routed and connected properly.
- Make sure the hood, trunk lid and fuel lid open properly.

Trunk Lid Latch and Lock Cylinder

Replacement

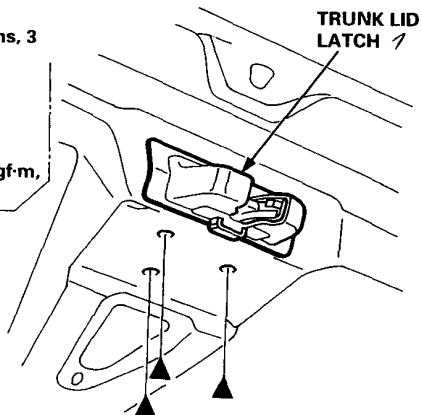
NOTE: Take care not to bend the cylinder rod.

1. Disconnect the cylinder rod from the lock cylinder.

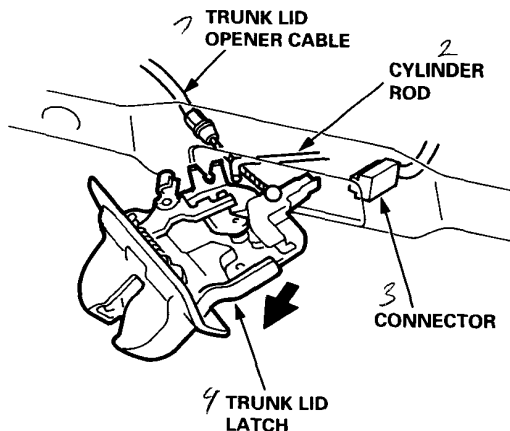


2. Remove the bolts.

►: Bolt locations, 3

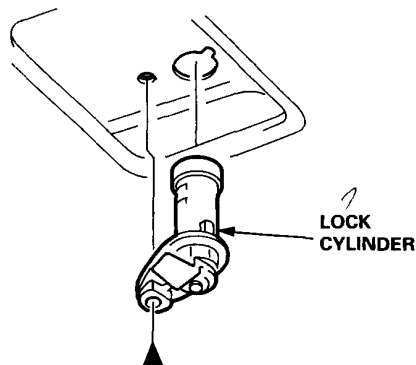
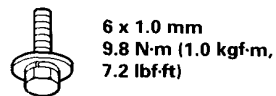


3. Pull the trunk lid latch out, disconnect the cylinder rod, opener cable and connector, then remove the latch.

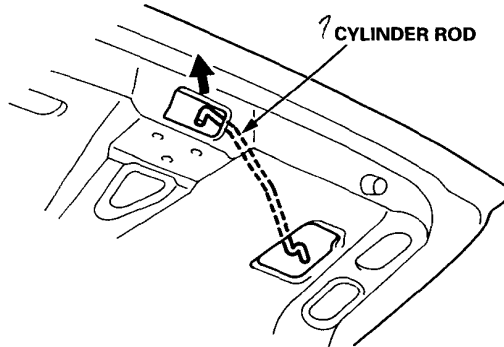


4. Remove the bolt, then pull the lock cylinder out.

►: Bolt location, 1



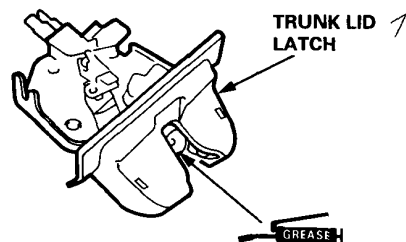
5. Pull the cylinder rod out.



6. Installation is the reverse of the removal procedure.

NOTE:

- Grease the trunk latch.
- Make sure the trunk lid opens properly and locks securely.
- Make sure the connector is connected properly.





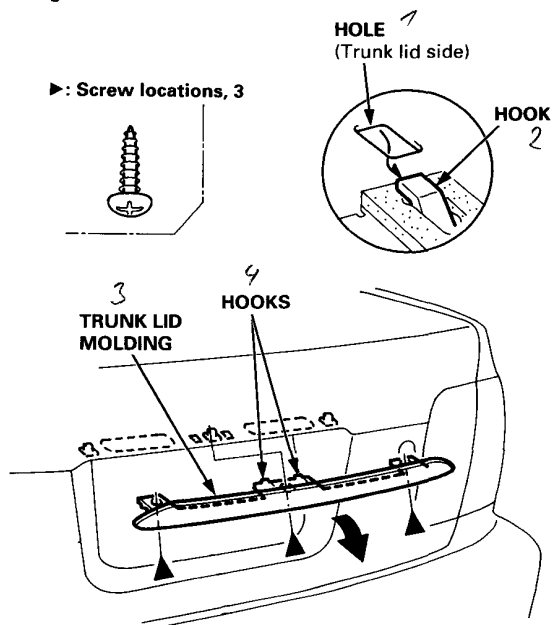
Trunk Lid Molding

Replacement

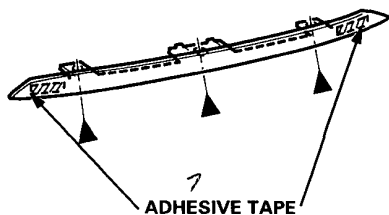
Sedan/Coupe:

NOTE: Take care not to scratch the trunk lid.

1. Remove the screws, then remove the trunk lid molding.



Large type license plate:



2. Installation is the reverse of the removal procedure.

Door and Side Moldings

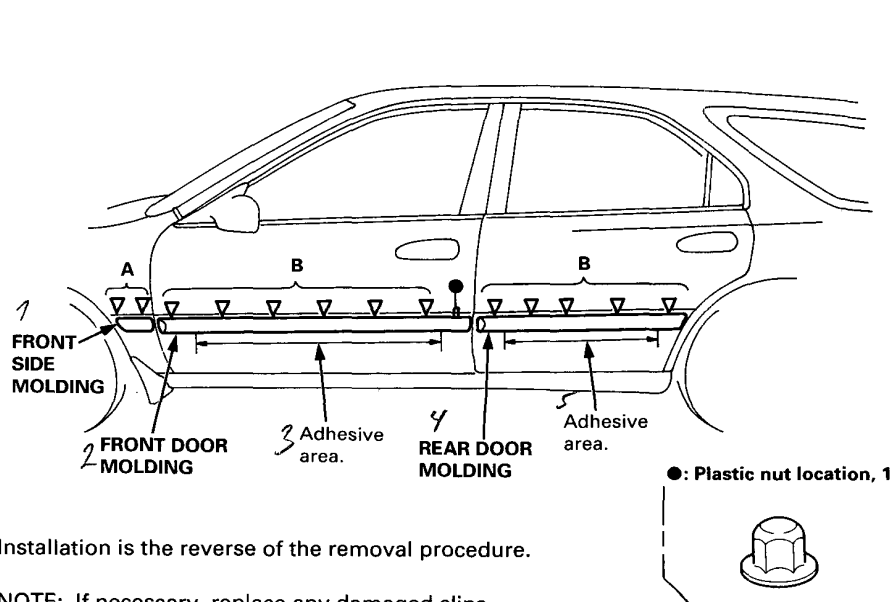
Replacement

AERO DECK/WAGON (Body color molding):

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

NOTE:

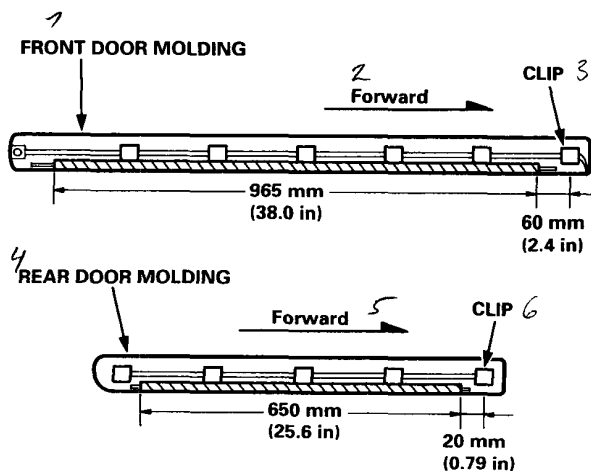
- To remove the door molding, remove the door panel and plastic cover.
- Take care not to bend the door moldings.
- Before reassembling, clean the door bonding surface with a sponge dampened in alcohol.
- After cleaning, keep oil, grease and water from getting on the surface.



Installation is the reverse of the removal procedure.

NOTE: If necessary, replace any damaged clips.

 : Adhesive tape locations





Emblems, Opening Repair Chart

Emblems Installation

Coupe:

Apply the emblems where shown.

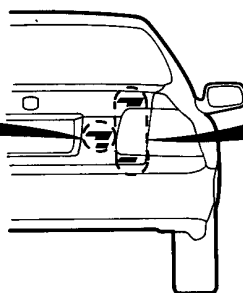
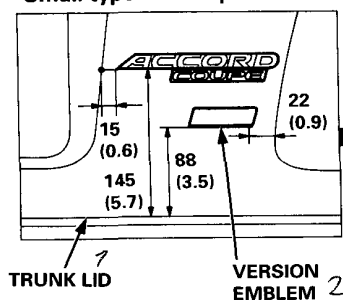
NOTE:

- Before applying, clean the body surface with a sponge dampened in alcohol.
- After cleaning, keep oil, grease and water from getting on the surface.

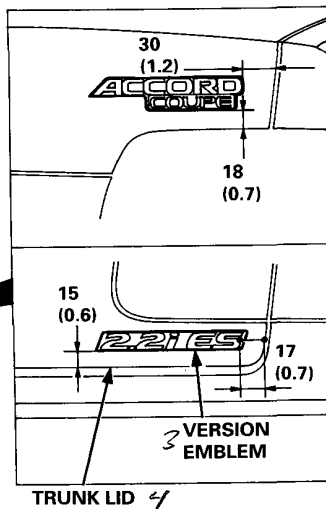
Attachment Points (Reference):

Unit: mm (in)

Small type license plate:



Large type license plate:



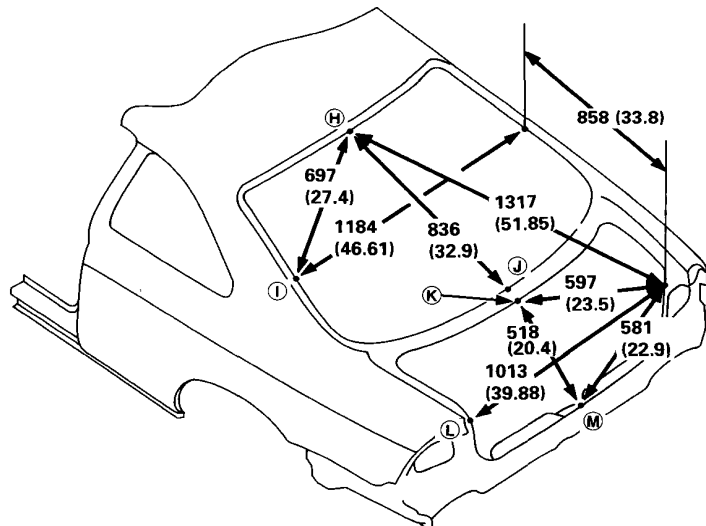
Opening Repair Chart

Coupe:

NOTE: Refer to the 1994 ACCORD Body Repair Manual, P/N 62SV230, for other dimensions.

Unit: mm (in)

<Rear Window/Trunk Lid Opening>



H Rear window opening upper flange notch

K Trunk gutter area convex bead

I Rear window opening side flange notch (2 places)

L Trunk seal flange (Rear panel flange end)

J Rear window opening convex bead

M Trunk seal flange water drain hole

Roof Rack

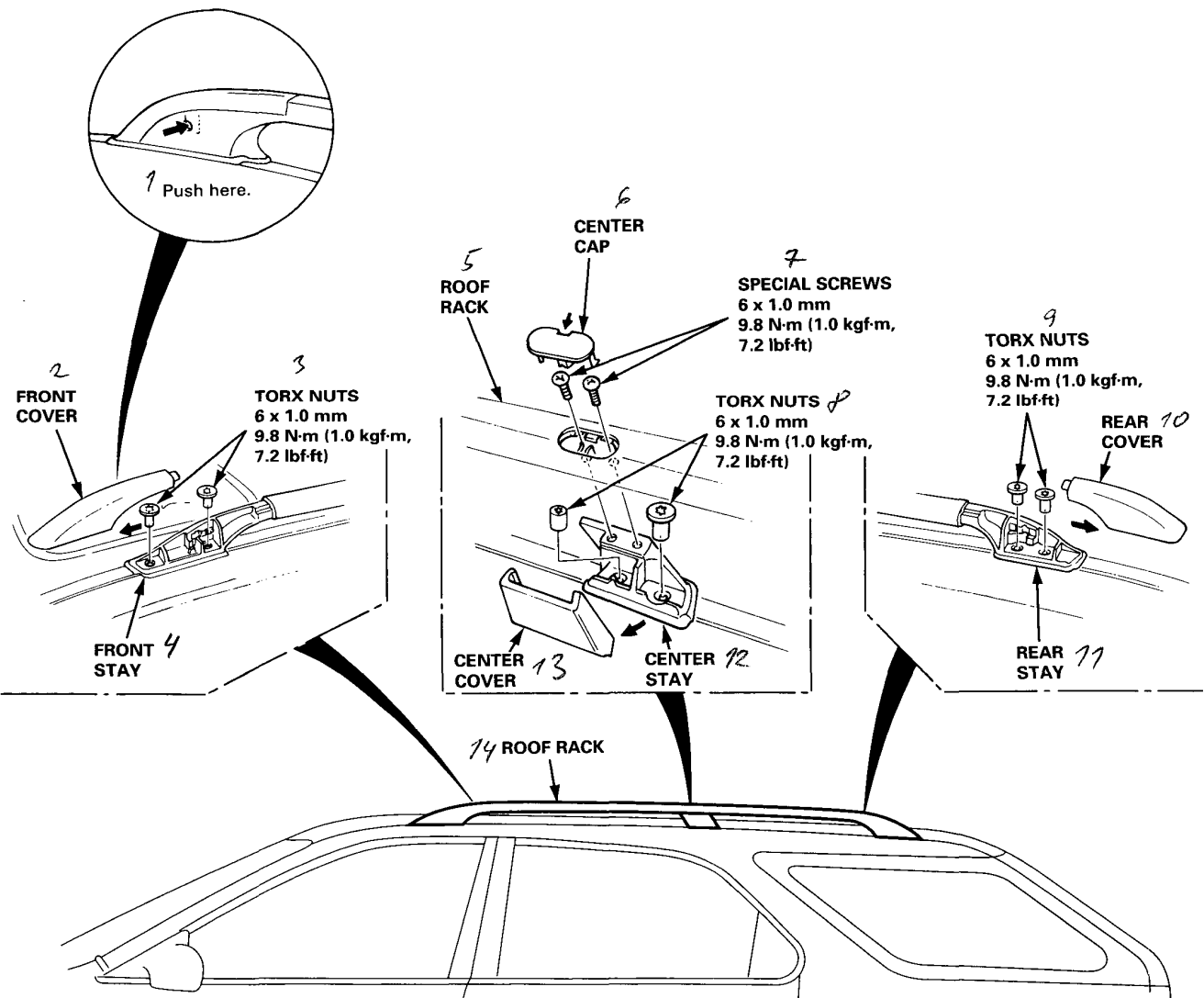
Raplacement

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

NOTE:

- Take care not to scratch the body.
- When removing the Torx nut and special screw, use a Torx T30 bit.

1. Remove the front cover, rear cover and center cap.
2. Remove the Torx nut from the front and rear portion, remove the special screw from the center portion, then remove the roof rack.
3. Remove the center cover and Torx nut from the center portion, then remove the center stay.
4. Installation is the reverse of the removal procedure.



Read this before you do any electrical work on the car.

Some types of this Accord are equipped with an SRS (Type III). The Accord SRS (Type III) includes a driver's airbag, located in the steering wheel hub, and a passenger's airbag located in the dashboard above the glove box. The SRS of some models however, has only the driver's airbag. Information necessary to safely service the SRS is included in this Shop Manual (62SV222). 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 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.**
- **Do not bump the SRS unit. Otherwise, the system may fail in case of a collision, or the airbags may deploy when the ignition switch is in position II (ON).**
- **All SRS electrical wiring harnesses are covered with yellow insulation. Related components are located in the steering column, front console, dashboard, dashboard lower panel, and in the dashboard above the glove box. Do not use electrical test equipment on these circuits.**

Electrical

Special Tools	23A-2	Lighting System	23A-31
Relay and Control Unit Locations		Lights, Exterior	
Dashboard	23A-3	Taillights	23A-33
Wire Harness and Ground Locations		Power Distribution	23A-10
Dashboard	23A-5	Power Seat	23A-42
Rear	23A-9	Power Mirrors	23A-45
Seat	23A-8	Safety Indicator	23A-35
*Cruise Control	23A-50	Starting System	23A-23
Gauges		Stereo Sound System	23A-38
Bulb Locations	23A-25	Turn Signal/	
Circuit Diagram	23A-26	Hazard Flasher System	23A-37
Ground Distribution	23A-16	Wipers/Washers	23A-47
*Horns	23A-39	Supplemental Restraint System	
Ignition System	23A-24	(SRS)	23B-1
*Integrated Control Unit	23A-28		
*Immobilizer System			
(KE, KG and KS models)	23A-53		

NOTE: "Immobi." in this manual means "immobilizer (immobiliser)".

Outline of Model Changes

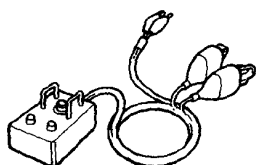
- The KY model has been added; related information was entered.
- Information related to the addition F22B4 (KY model) engine was entered.
- The circuit diagrams of systems whose wire colors have changed were entered.
- Inner taillights have been added to coupe all models.
- The horn circuits of models with SRS airbag system have been changed.
- It is now possible to replace the power mirror actuator; related information was entered.
- Immobilizer system information was entered.
- The SRS unit and cable reel connectors have been changed; related information was entered.



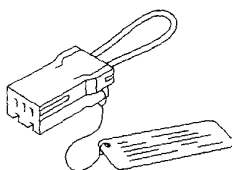
Special Tools

Ref. No.	Tool Number	Description	Qty	Remark
①	07HAZ - SG00500	Deployment Tool	1	
②	07MAZ - SP00200	SRS Short Connector	1	
③	07PAZ - 0010100	SCS Short Connector	1	
④	07SAZ - SW50200	SRS Service Connector	1	
⑤	07TAZ - SZ50200	SRS Service Connector (2 Ω)	1	
⑥*	07TAZ - 001020A	Backprobe Adapter, 17 mm	2	

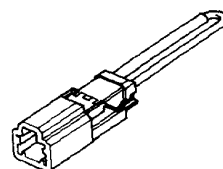
*: Use with the staking patch cords from T/N 07SAZ - 001000A, Backprobe Set.



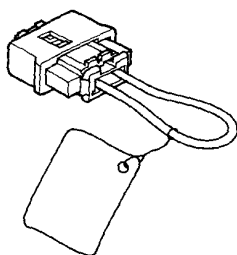
①



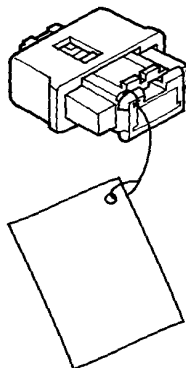
②



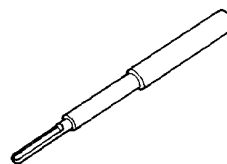
③



④



⑤



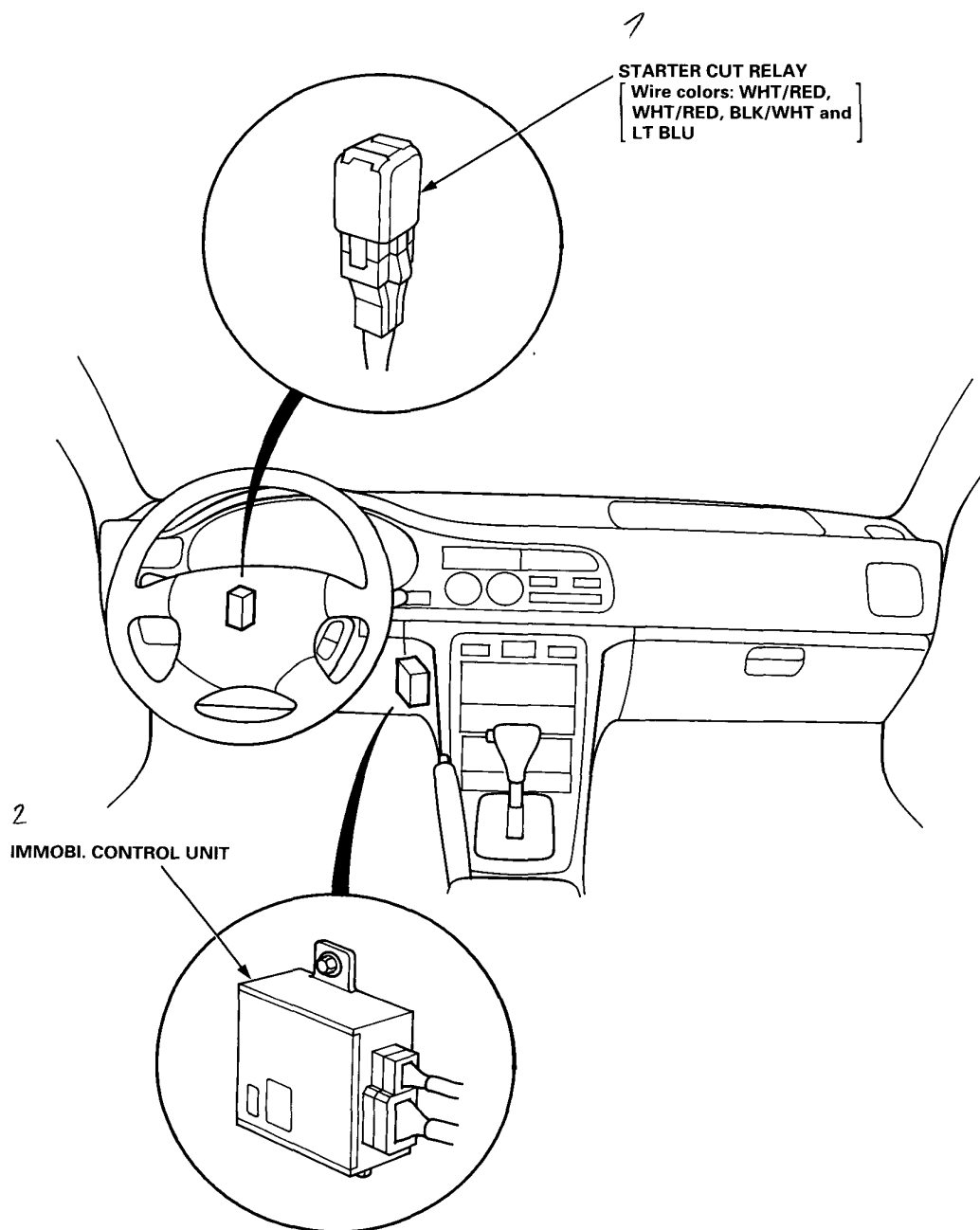
⑥

Relay and Control Unit Locations



Dashboard

KG and KS models:

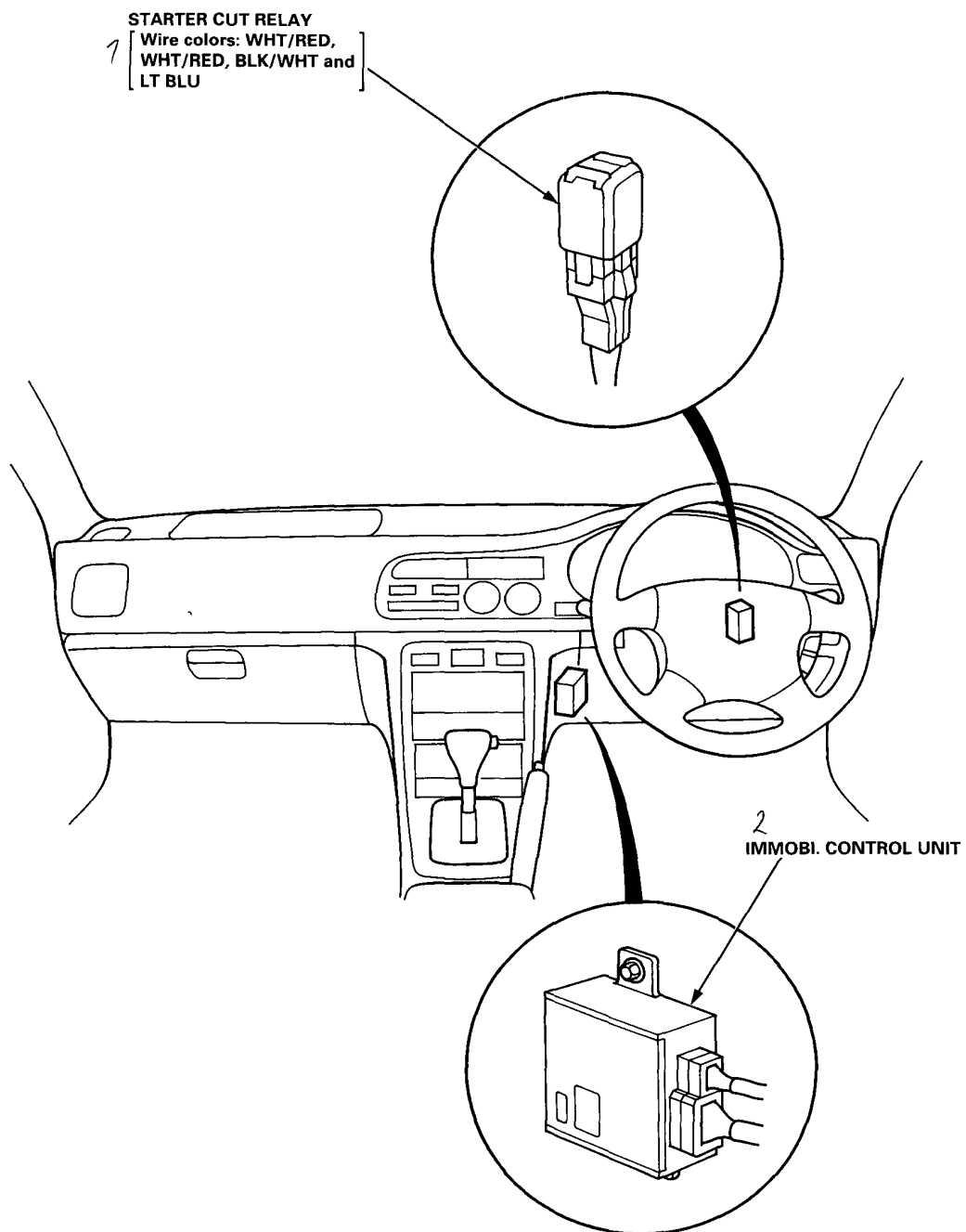


(cont'd)

Relay and Control Unit Locations

Dashboard (cont'd)

KE model:

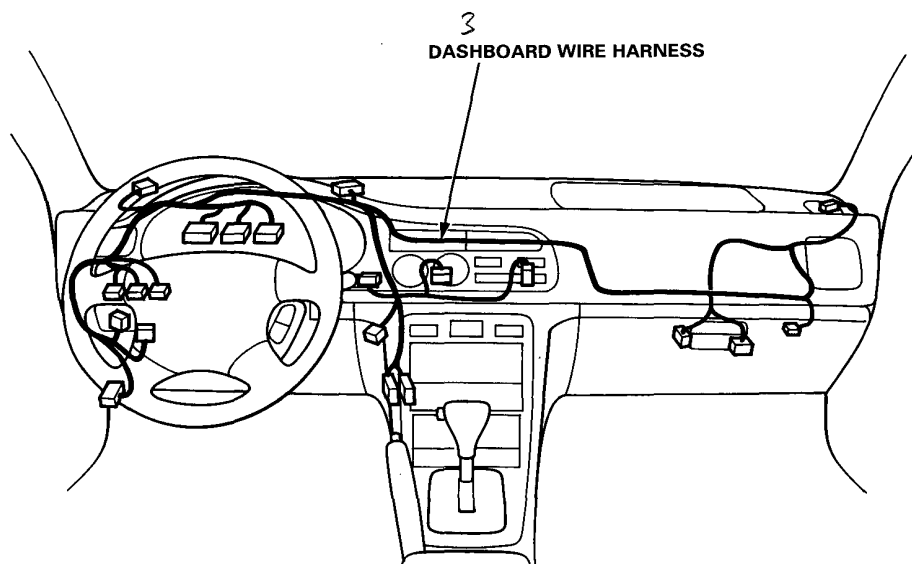
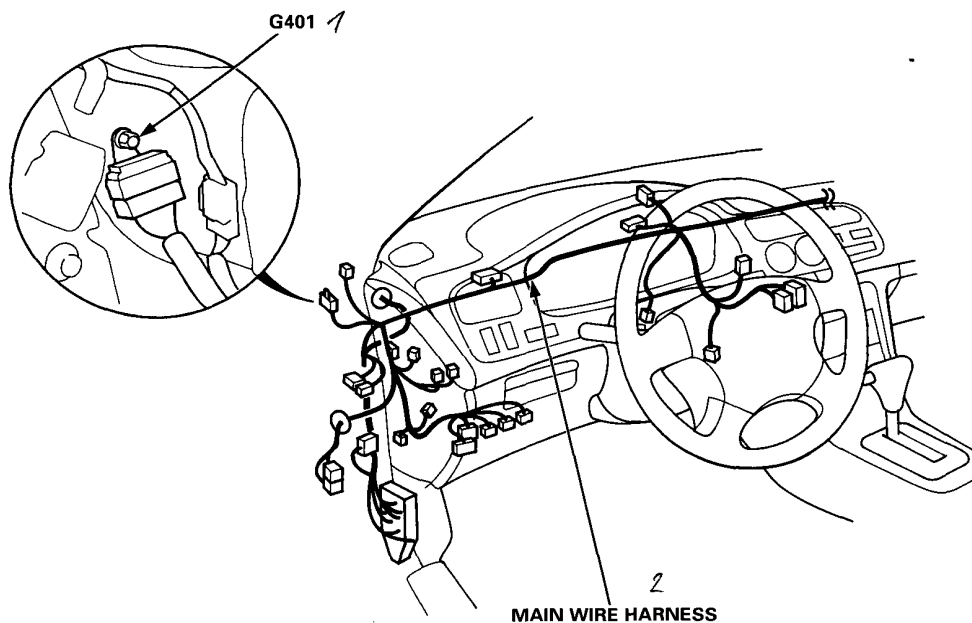




Wire Harness and Ground Locations

Dashboard

LHD type:

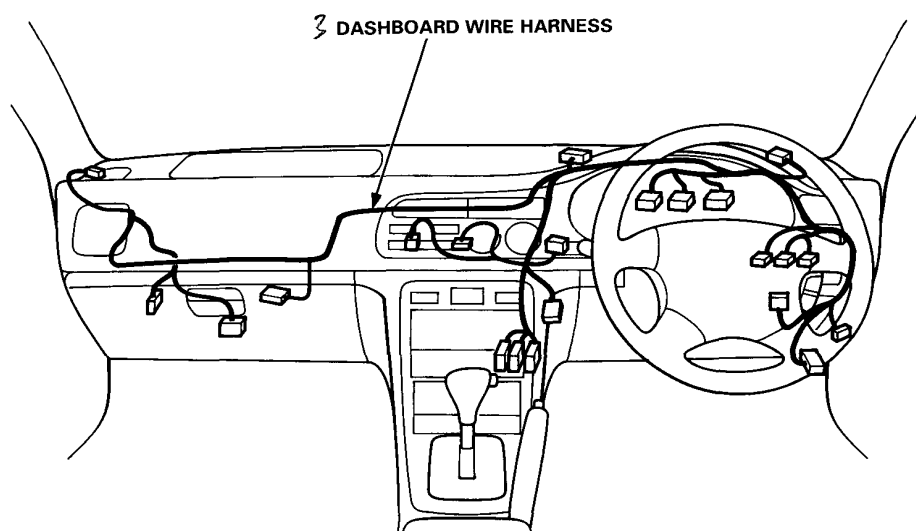
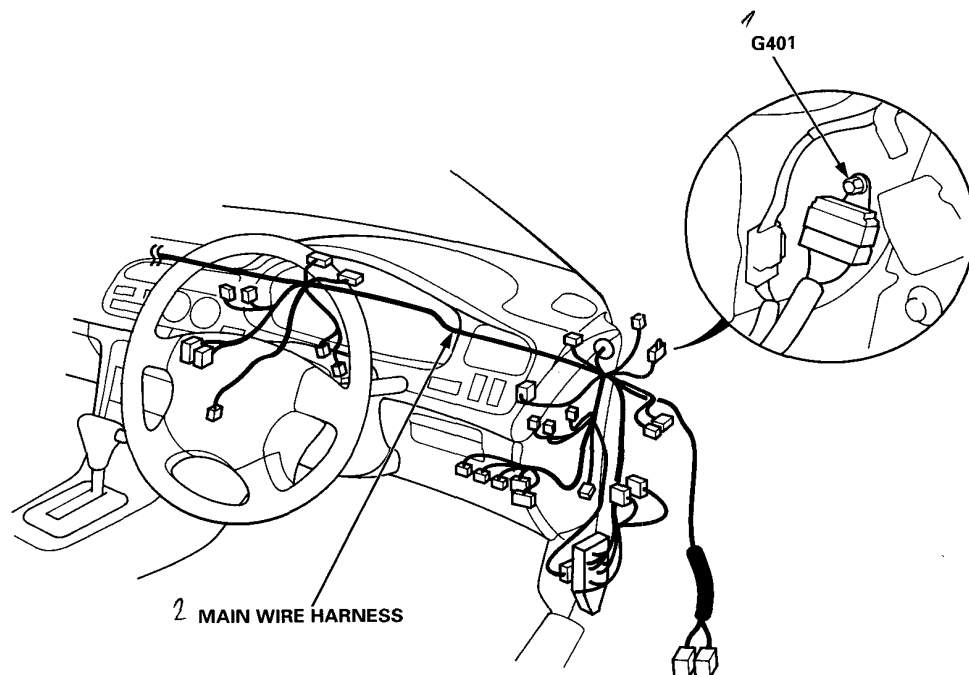


(cont'd)

Wire Harness and Ground Locations

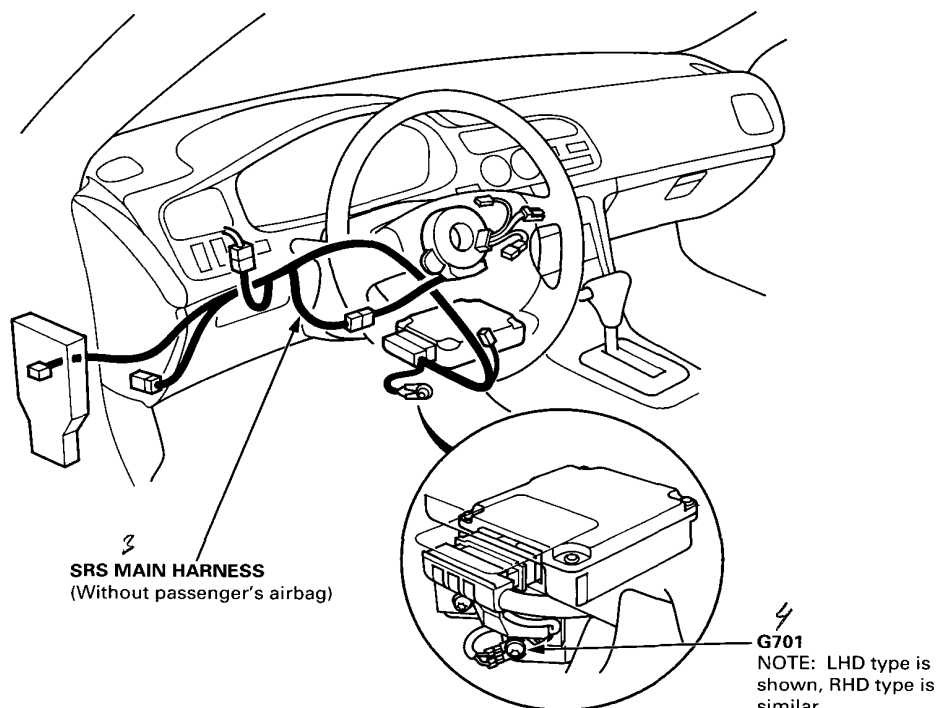
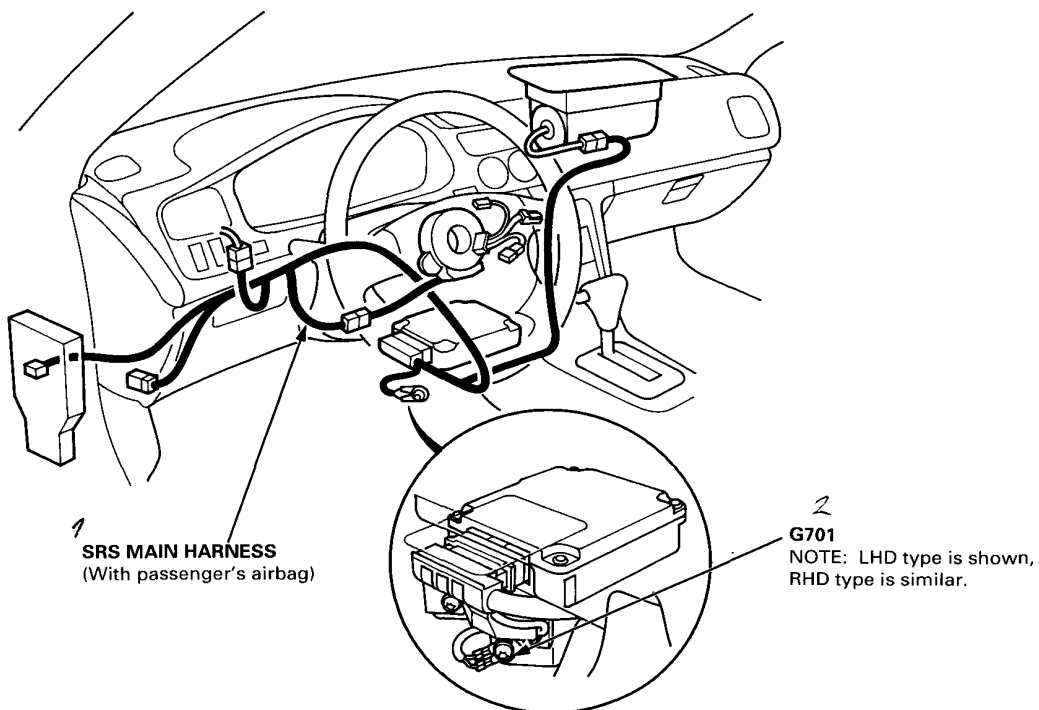
Dashboard (cont'd)

RHD type:





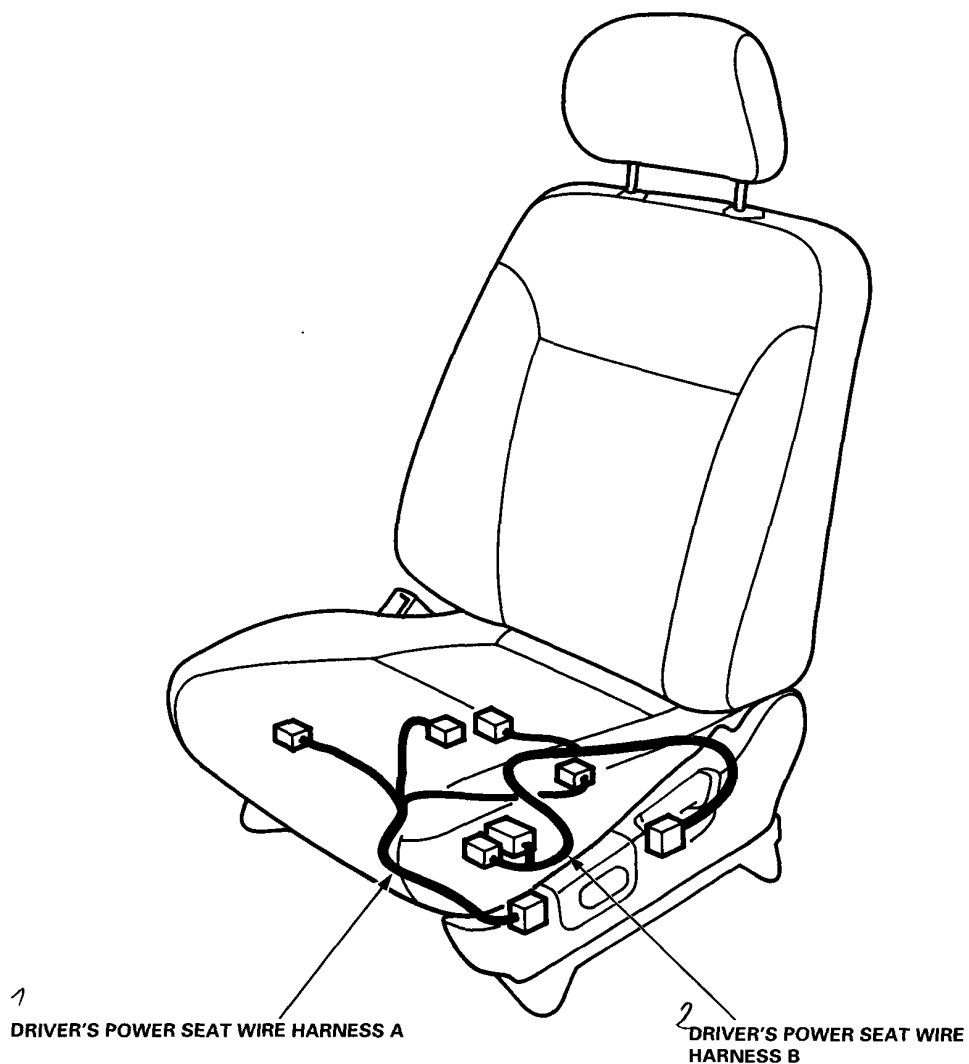
NOTE: LHD type is shown, RHD type is symmetrical.



Wire Harness and Ground Locations

Seat

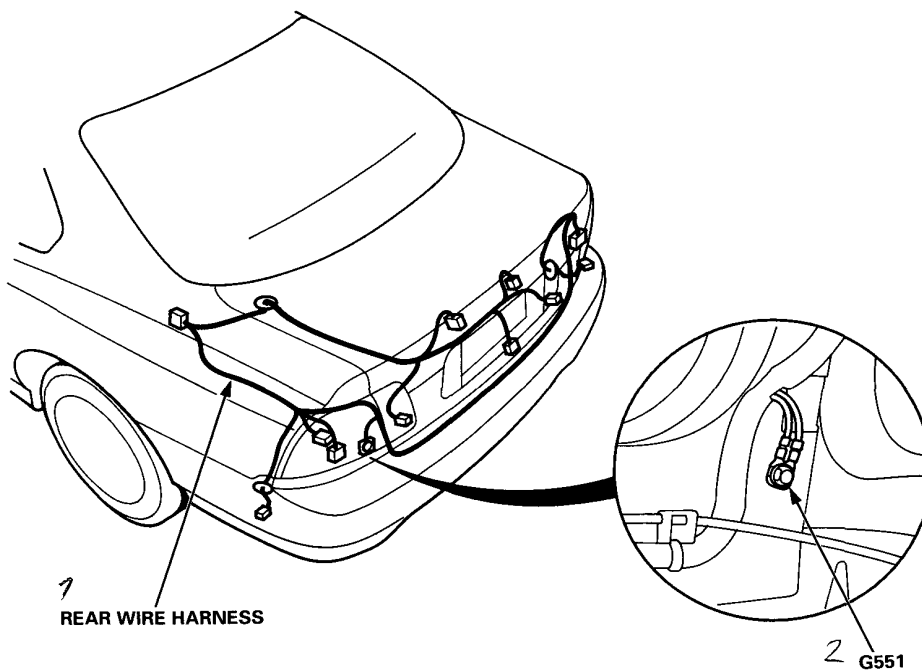
With 6-way Power Adjustable Seat:



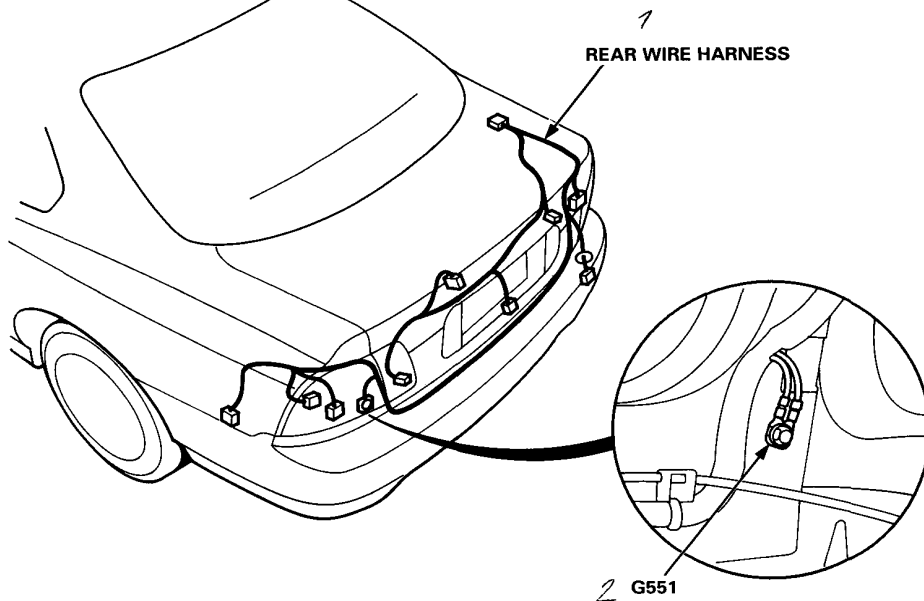


Rear

Coupe LHD type:



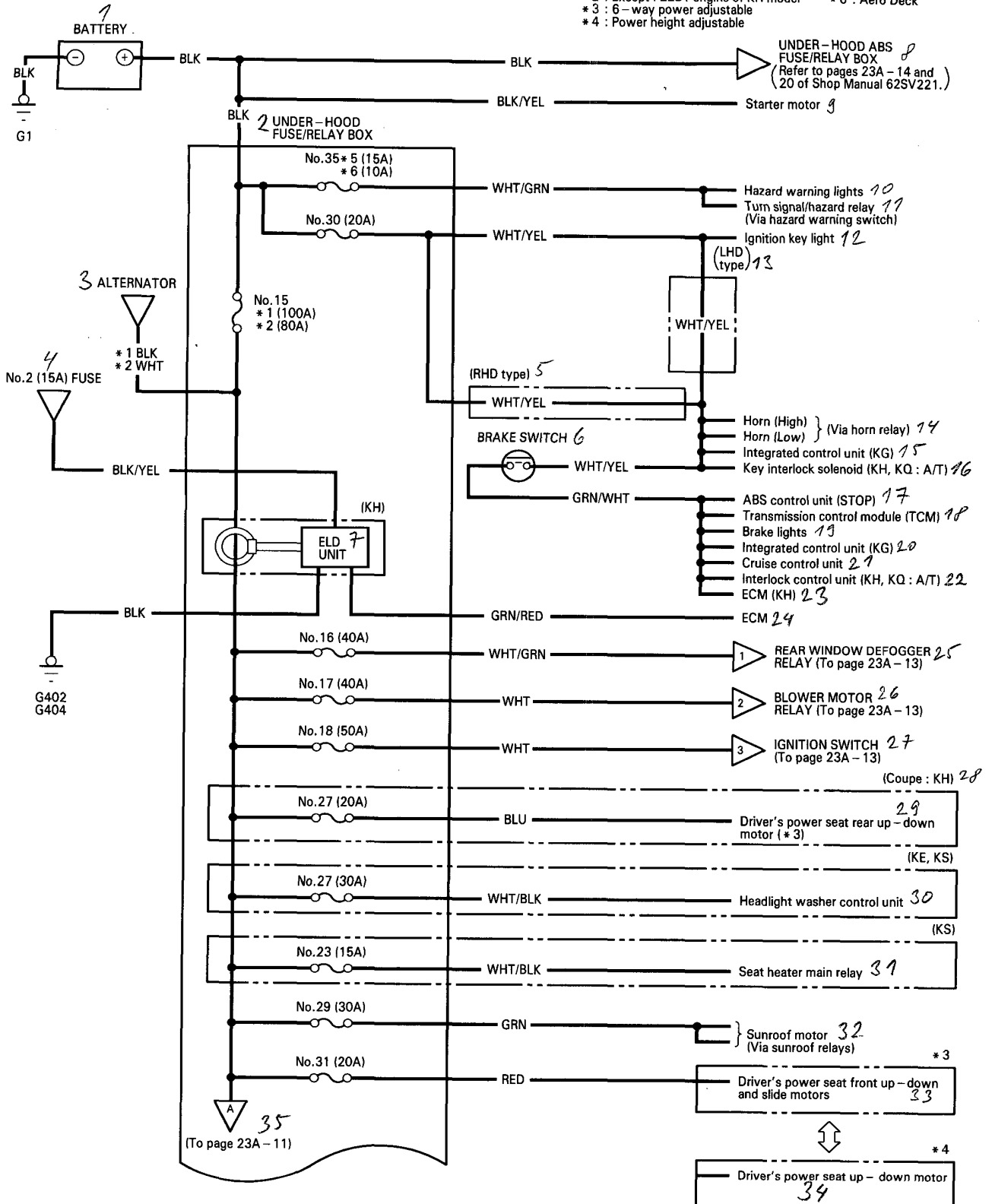
Coupe RHD type:



Power Distribution

Circuit Identification

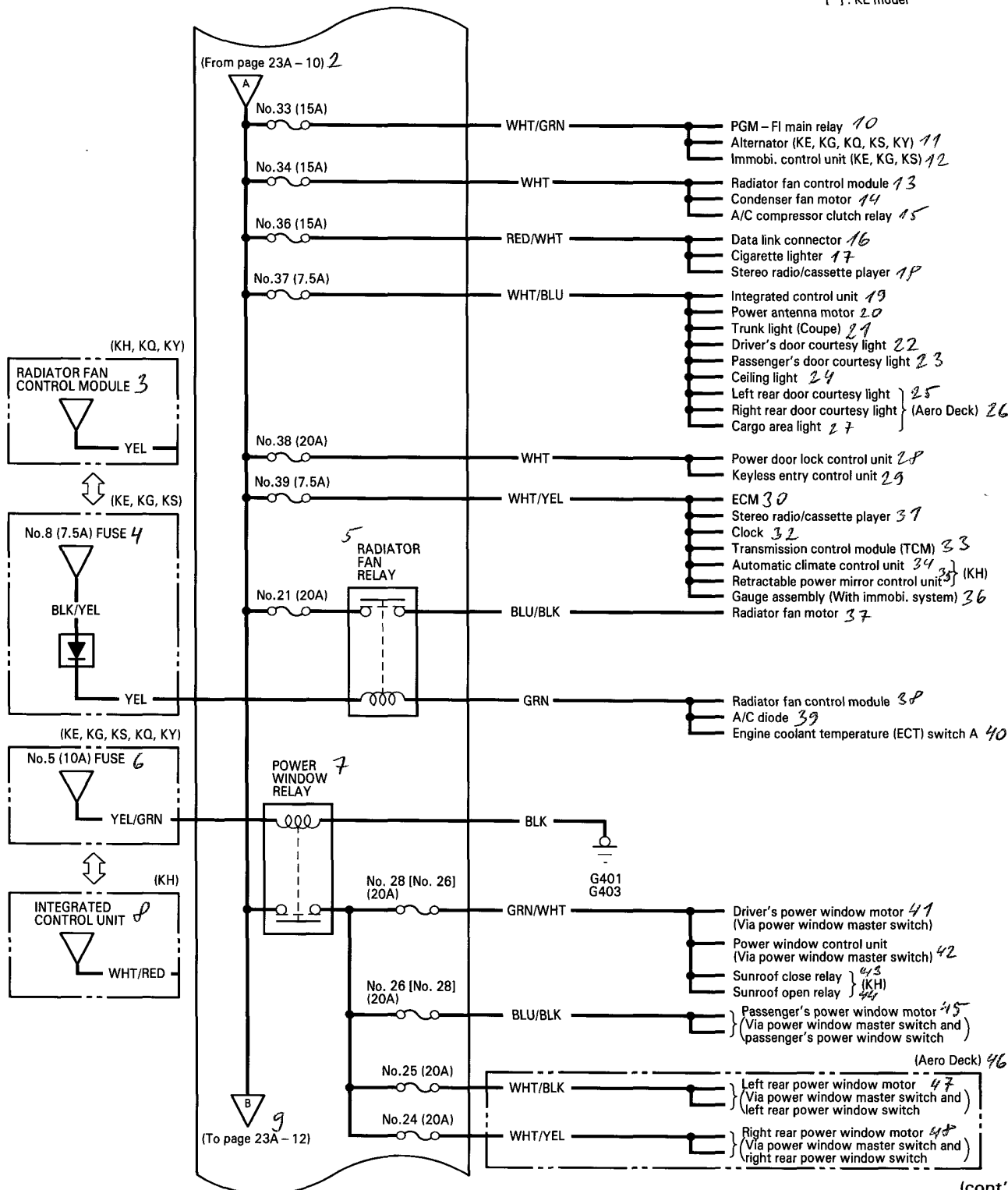
- * 1 : F22B1 engine of KH model
- * 2 : Except F22B1 engine of KH model
- * 3 : 6-way power adjustable
- * 4 : Power height adjustable
- * 5 : Coupe
- * 6 : Aero Deck





1 UNDER-HOOD
FUSE/RELAY BOX

[]: KE model

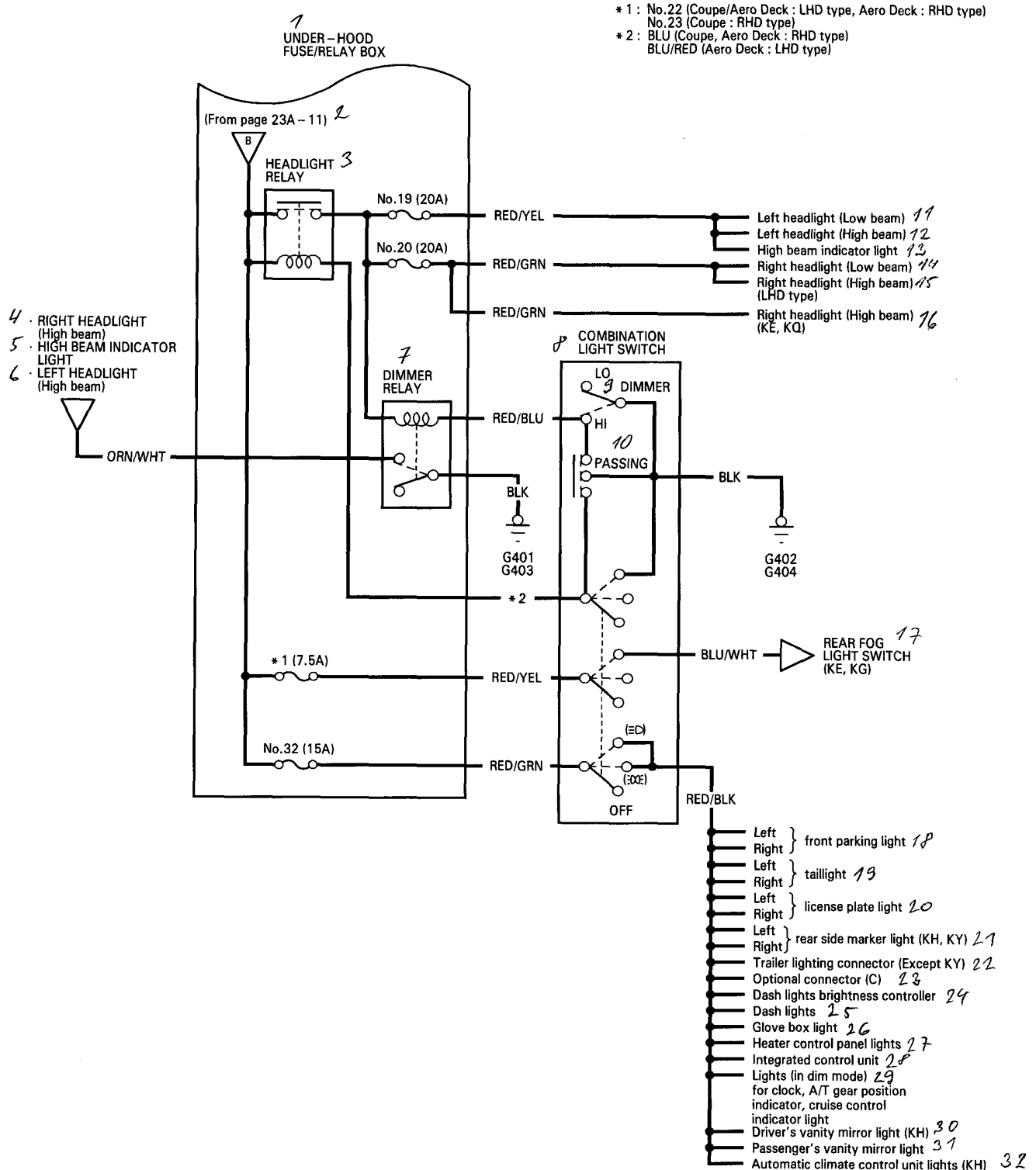


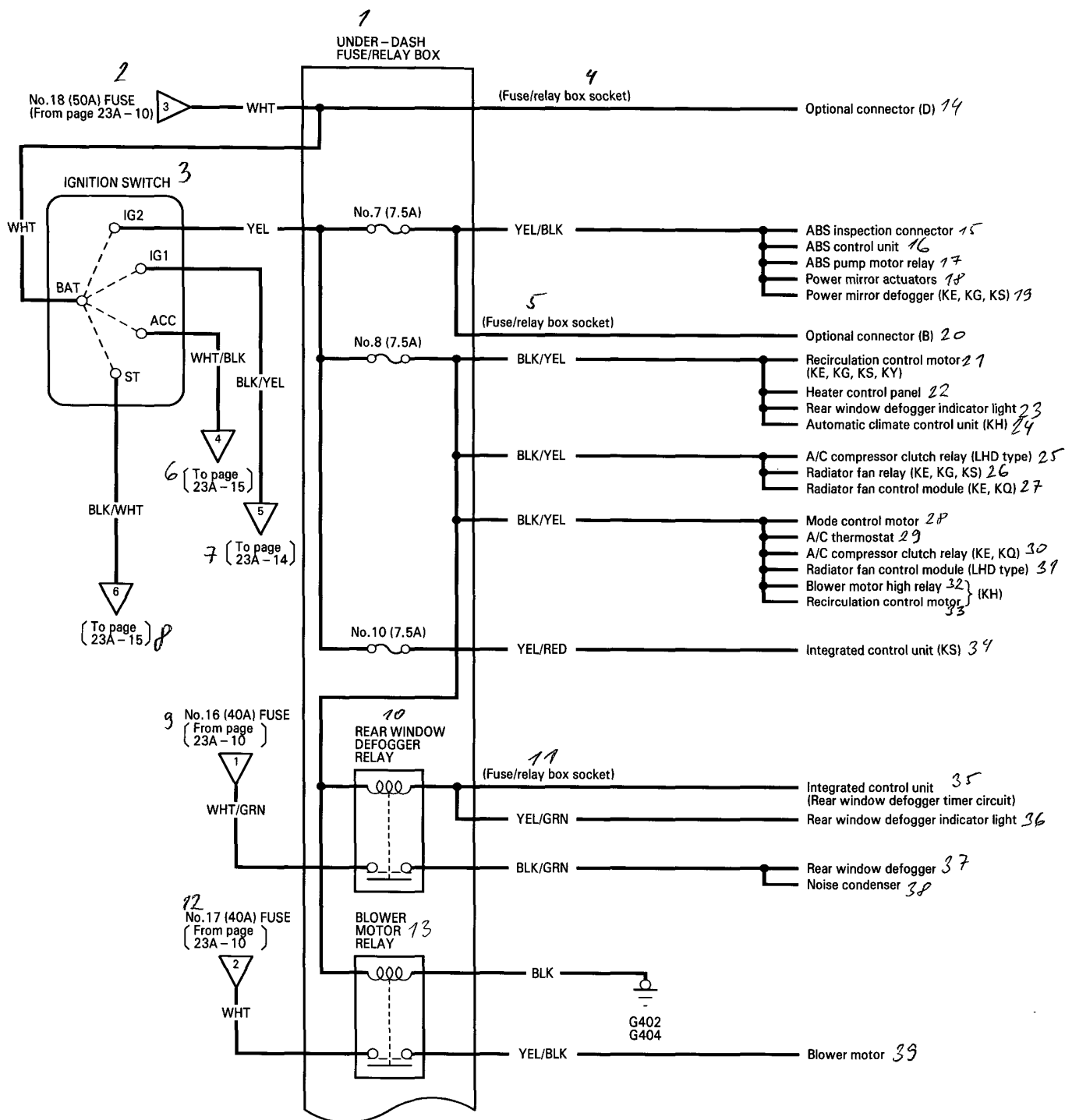
(cont'd)

Power Distribution

Circuit Identification (cont'd)

NOTE: For the KS model, refer to page 23A-17 in Shop Manual 62SV221.

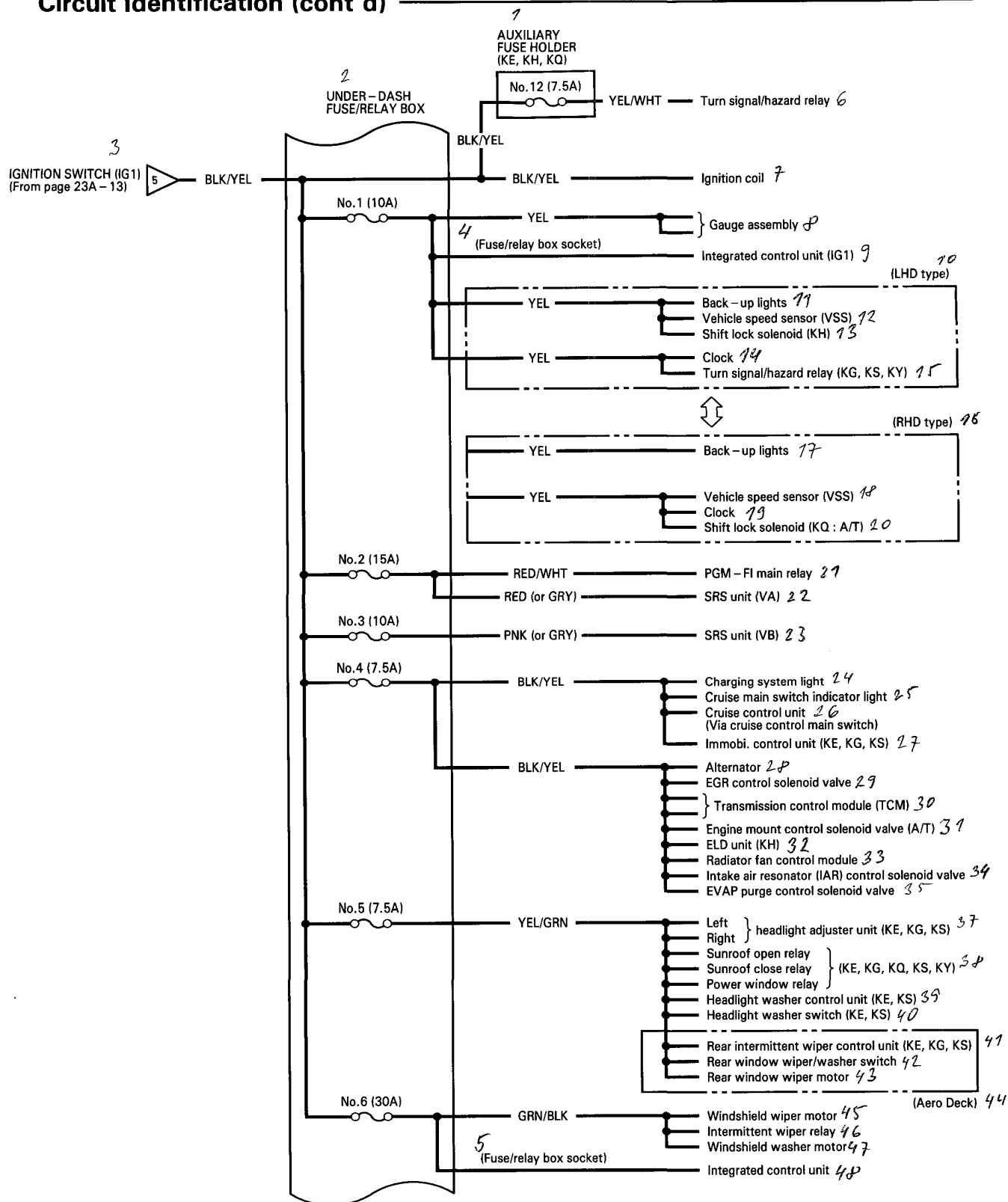


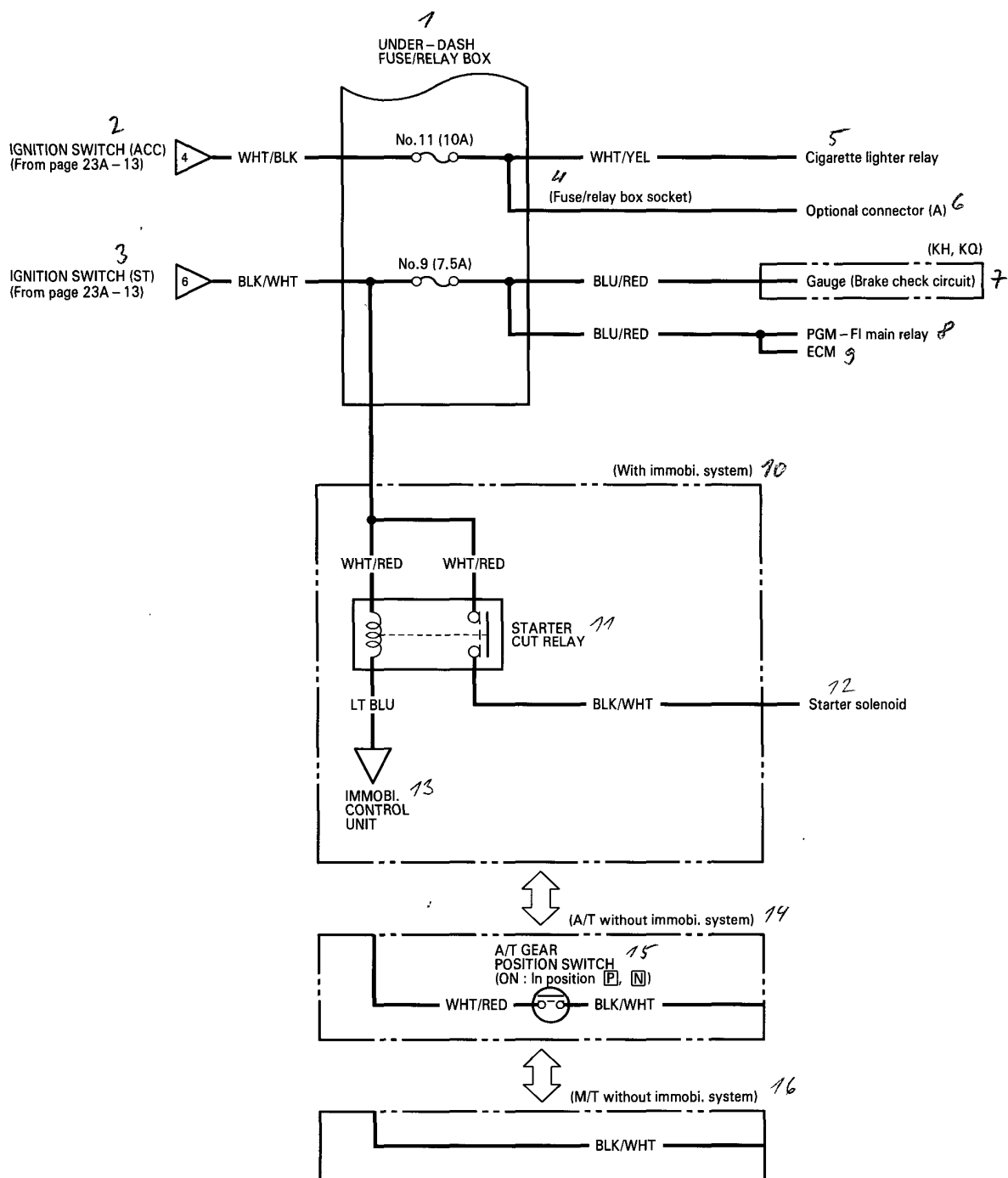


(cont'd)

Power Distribution

Circuit Identification (cont'd)

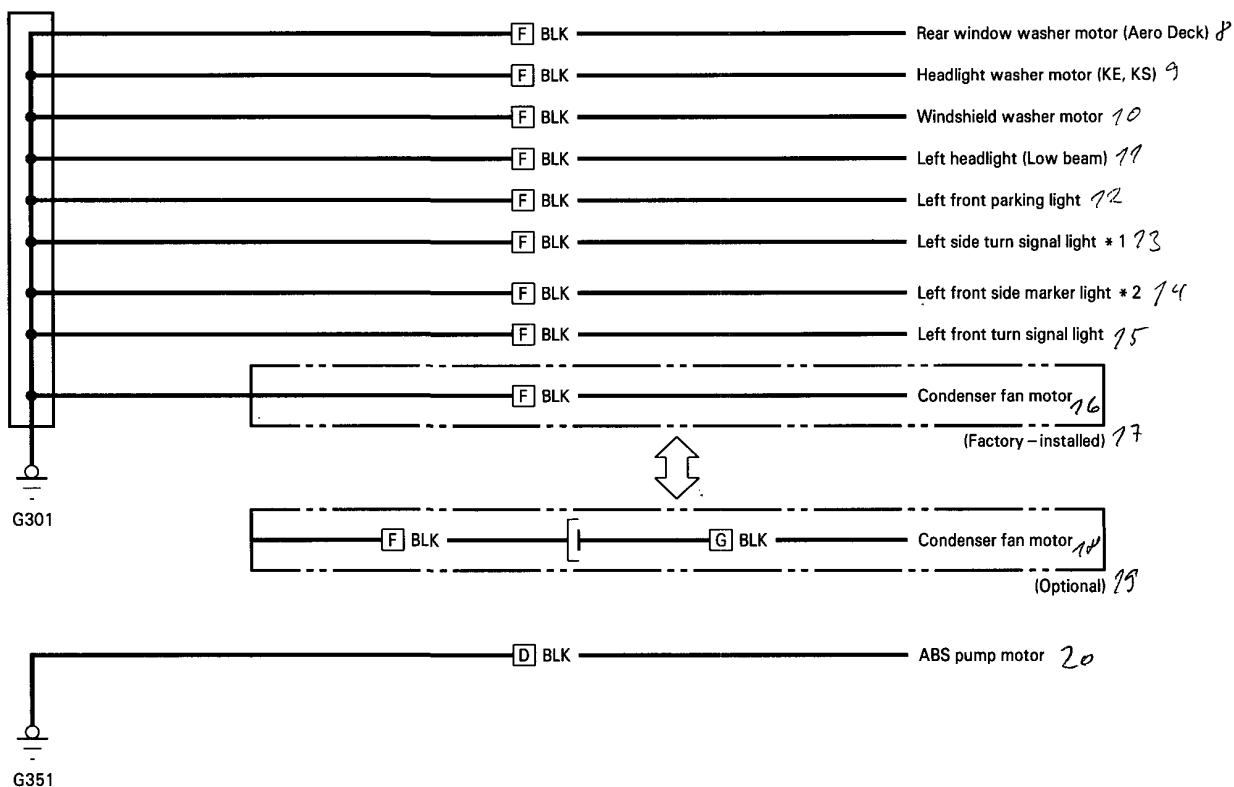
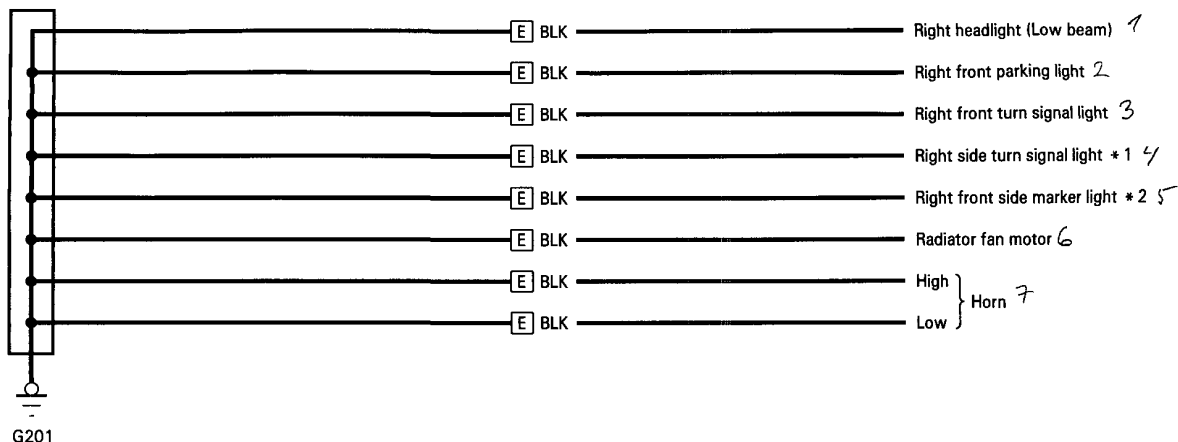




Ground Distribution

Circuit Identification

NOTE: This page corresponds to pages 23A-26 and 33 of the Shop Manual 62SV221 and reflects the model changes.



[D] : Main wire harness

[E] : Right engine compartment wire harness

[F] : Left engine compartment wire harness

[G] : A/C wire harness

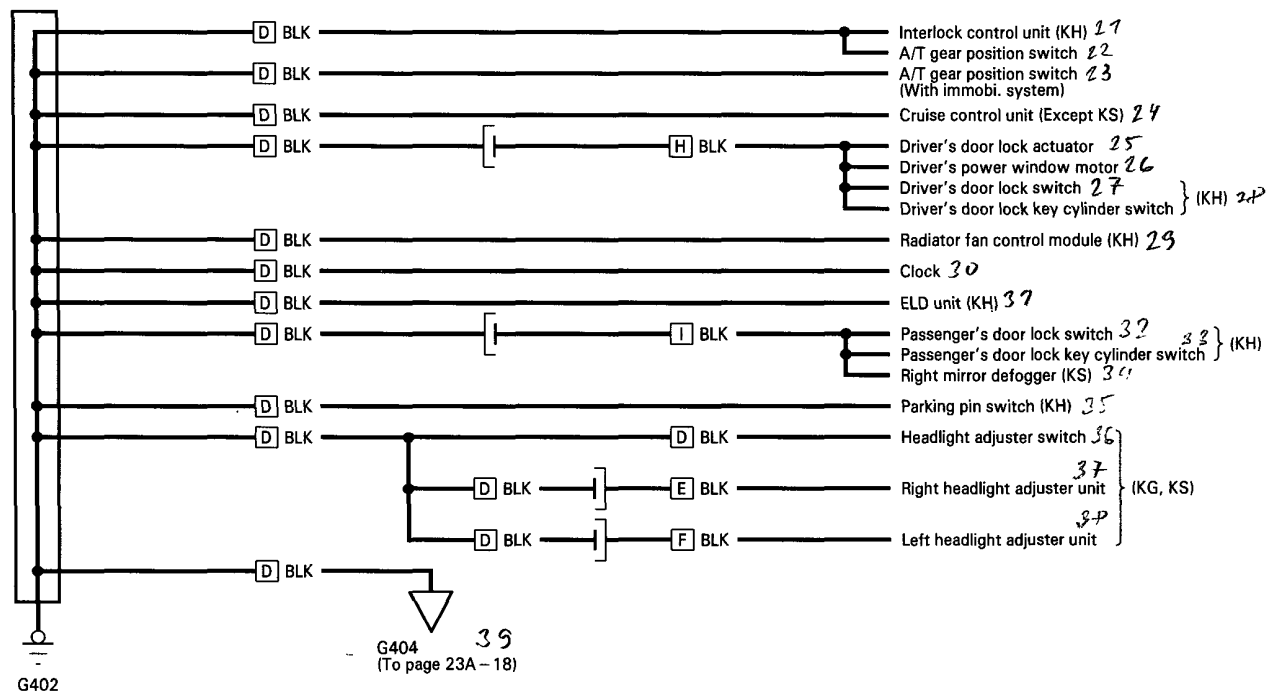
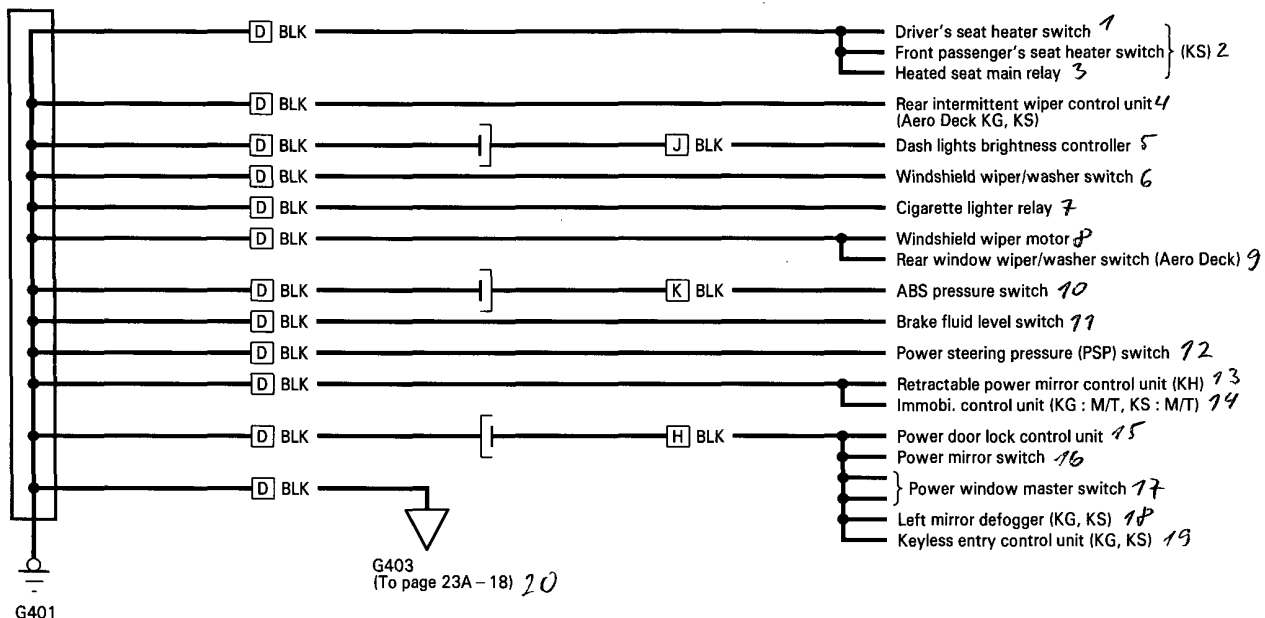
* 1 : KE, KG, KQ and KS models

* 2 : KH and KY models



NOTE: This page corresponds to page 23A-27 of the Shop Manual 62SV221 and reflects the model changes.

LHD type :



[D] : Main wire harness

[E] : Right engine compartment wire harness

[F] : Left engine compartment wire harness

[H] : Driver's door wire harness

[I] : Passenger's door wire harness

[J] : Dashboard wire harness

[K] : ABS wire harness

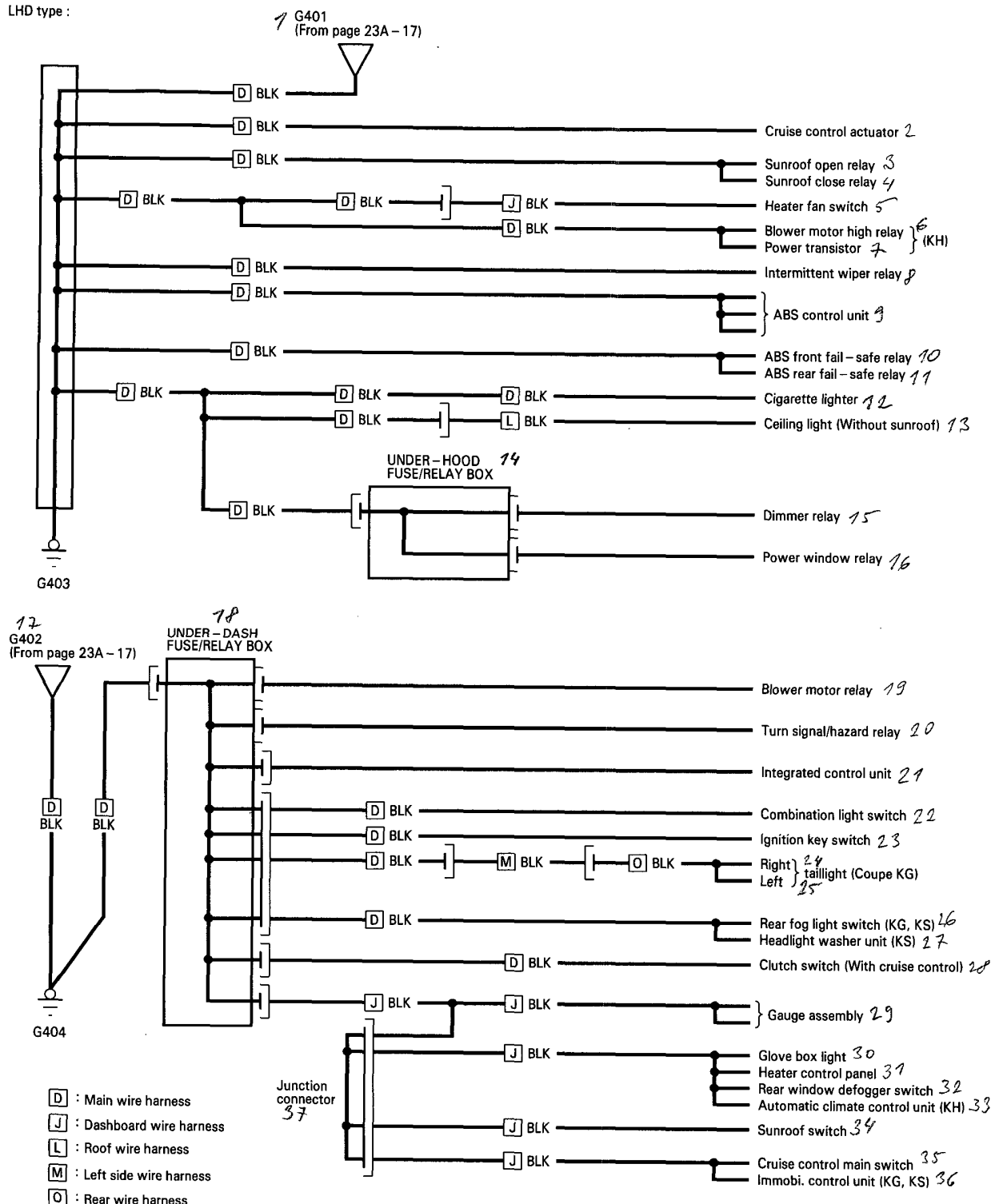
(cont'd)

Ground Distribution

Circuit Identification (cont'd)

NOTE: This page corresponds to page 23A-28 of the Shop Manual 62SV221 and reflects the model changes.

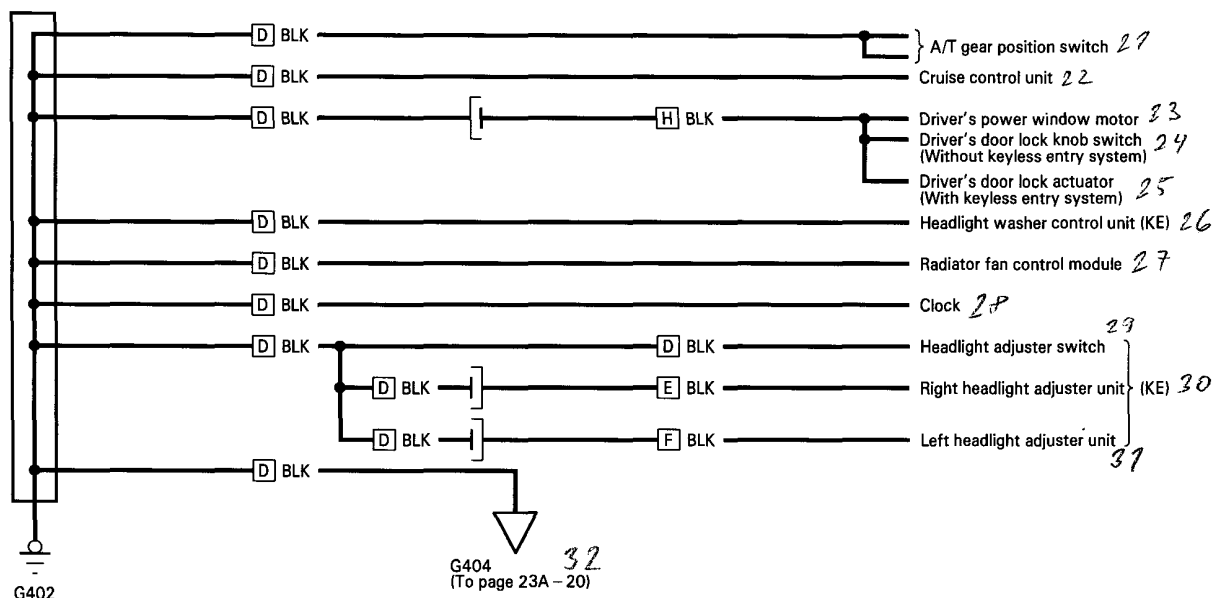
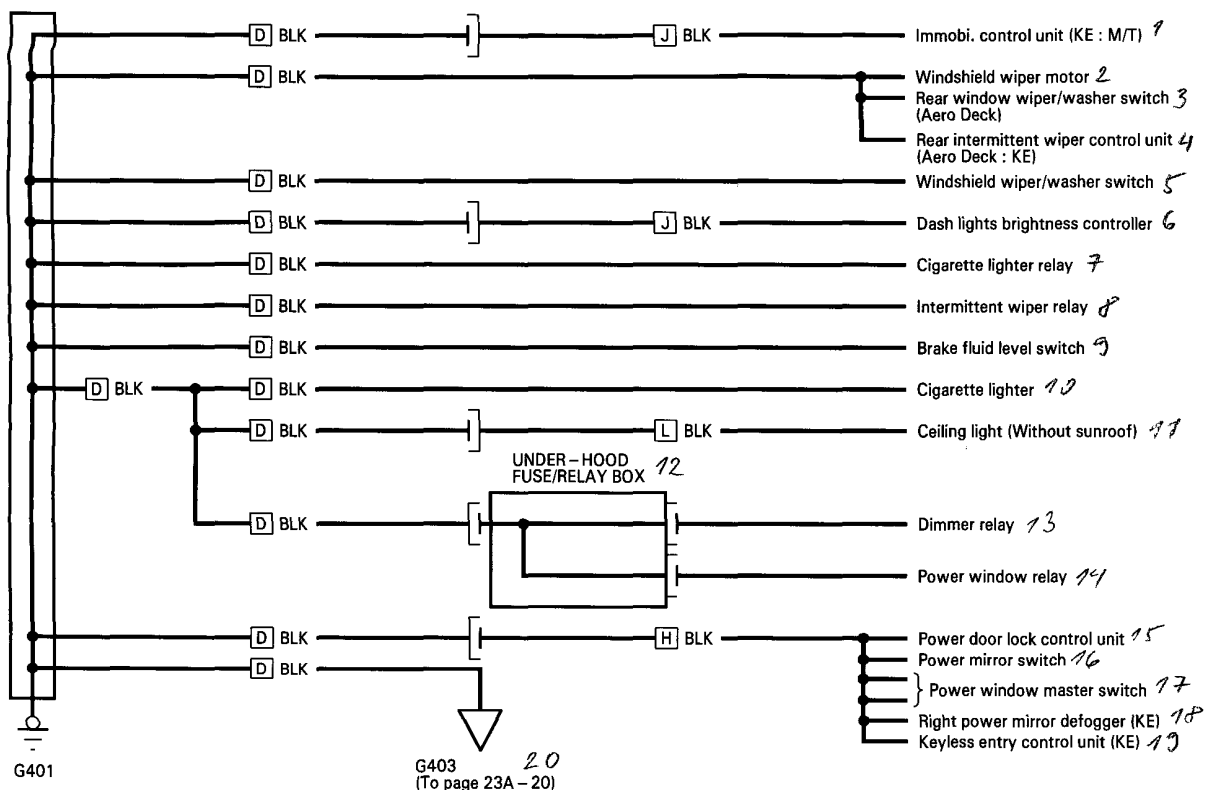
LHD type :





NOTE: This page corresponds to page 23A-34 of the Shop Manual 62SV221 and reflects the model changes.

RHD type :



[D] : Main wire harness

[E] : Right engine compartment wire harness

[F] : Left engine compartment wire harness

[H] : Driver's door wire harness

[J] : Dashboard wire harness

[L] : Roof wire harness

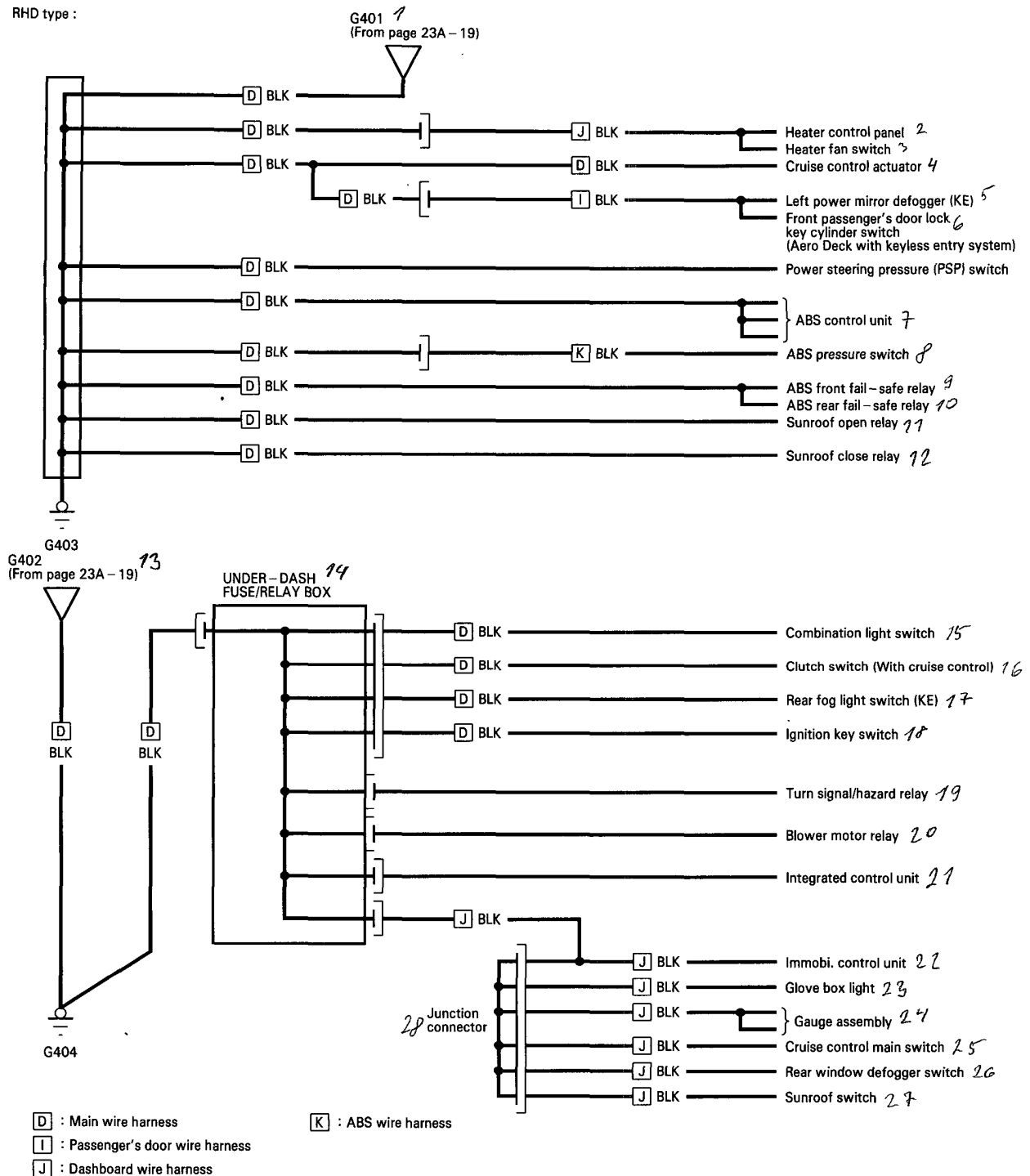
(cont'd)

Ground Distribution

Circuit Identification (cont'd)

NOTE: This page corresponds to page 23A-35 of the Shop Manual 62SV221 and reflects the model changes.

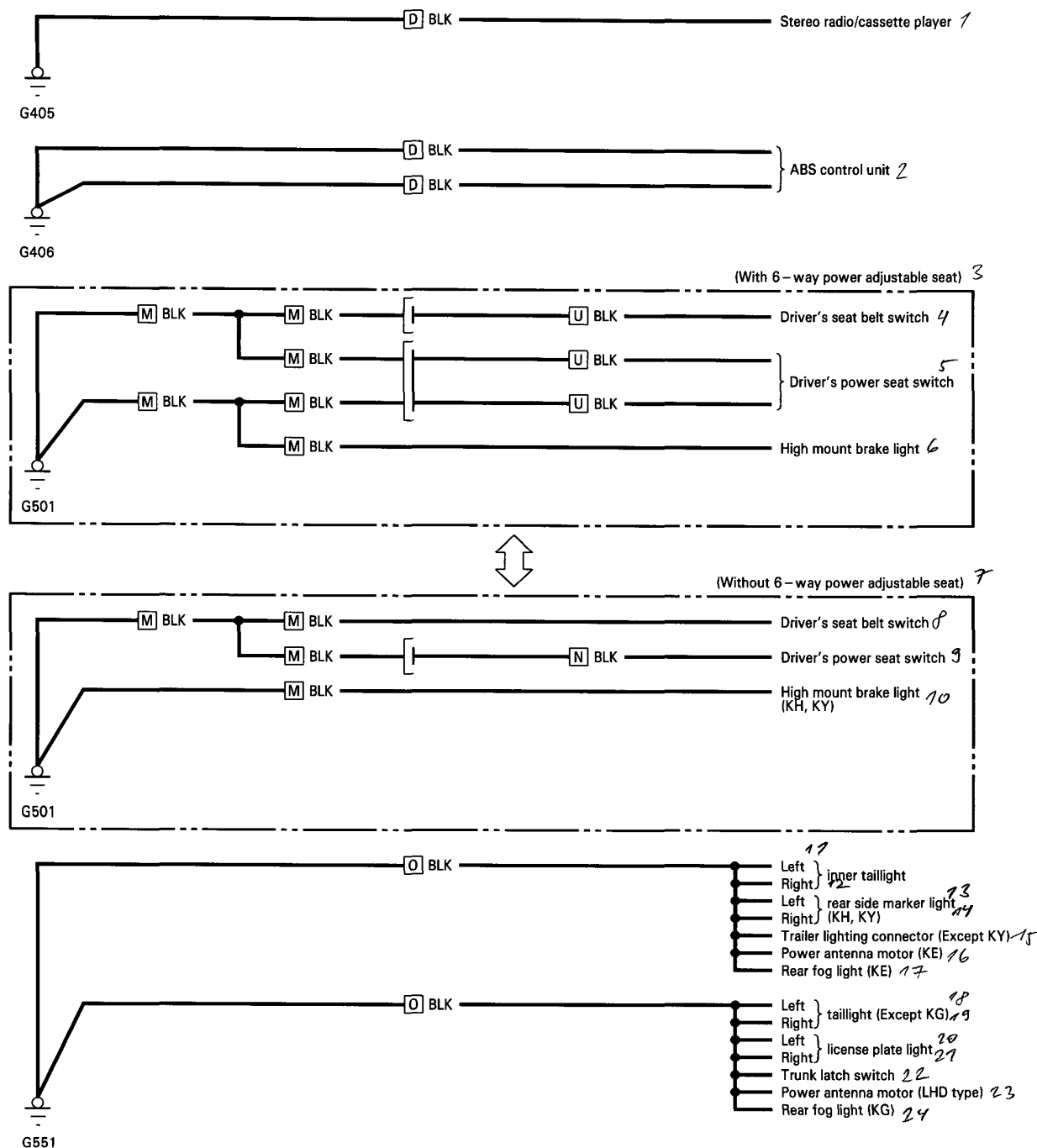
RHD type :





NOTE: This page corresponds to pages 23A-29 and 36 of the Shop Manual 62SV221 and reflects the model changes.

Coupe :



D : Main wire harness

M : Left side wire harness (LHD type)
Right side wire harness (KE model)

N : Driver's power seat wire harness A

O : Rear wire harness

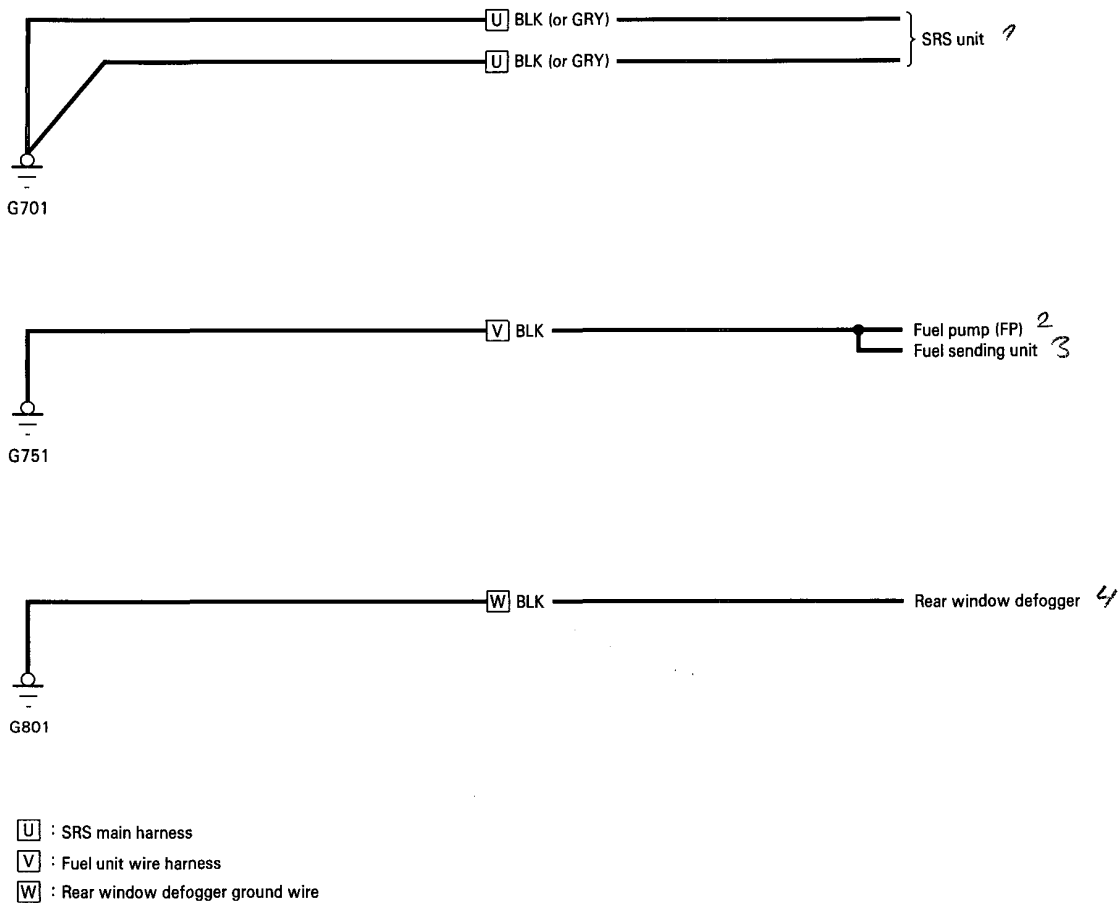
U : Driver's power seat wire harness B

(cont'd)

Ground Distribution

Circuit Identification (cont'd)

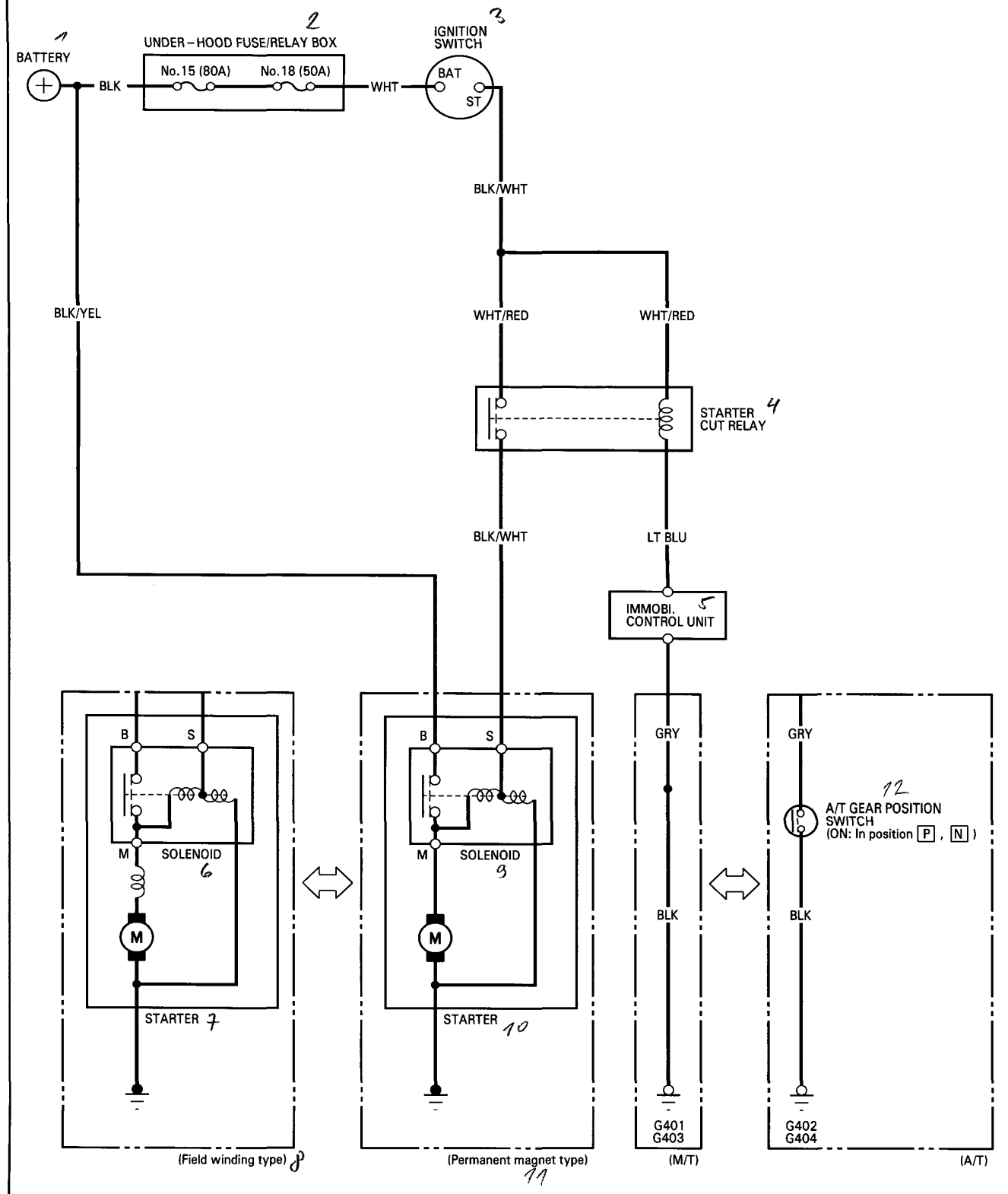
NOTE: This page corresponds to pages 23A-31 and 38 of the Shop Manual 62SV221 and reflects the model changes.





Starting System

Circuit Diagram (KE, KG and KS models)



Ignition System

Idle Speed Inspection

For the idle speed inspection method, refer to the Accord Coupe Shop Manual 62SV200.

Idle speed:

F22B1 engine: KH model

F22B2 engine: KH model

M/T	700 ± 50 rpm (min ⁻¹) in neutral
A/T	700 ± 50 rpm (min ⁻¹) in N or P position

F22B1 engine: KQ model

F22B4 engine: KY model

F22B5 engine: KE, KG and KS models

F20B3 engine: KE, KG and KS models

M/T	770 ± 50 rpm (min ⁻¹) in neutral
A/T	770 ± 50 rpm (min ⁻¹) in N or P position

Ignition Timing Inspection and Setting

For the ignition timing inspection and setting method, refer to the Accord Coupe Shop Manual 62SV200.

Ignition Timing:

F22B1 engine: KH model

F22B2 engine: KH model

M/T	15° ± 2° BTDC (RED) at 700 ± 50 rpm (min ⁻¹) in neutral
A/T	15° ± 2° BTDC (RED) at 700 ± 50 rpm (min ⁻¹) in N or P position

F22B1 engine: KQ model

F22B4 engine: KY model

F22B5 engine: KE, KG and KS models

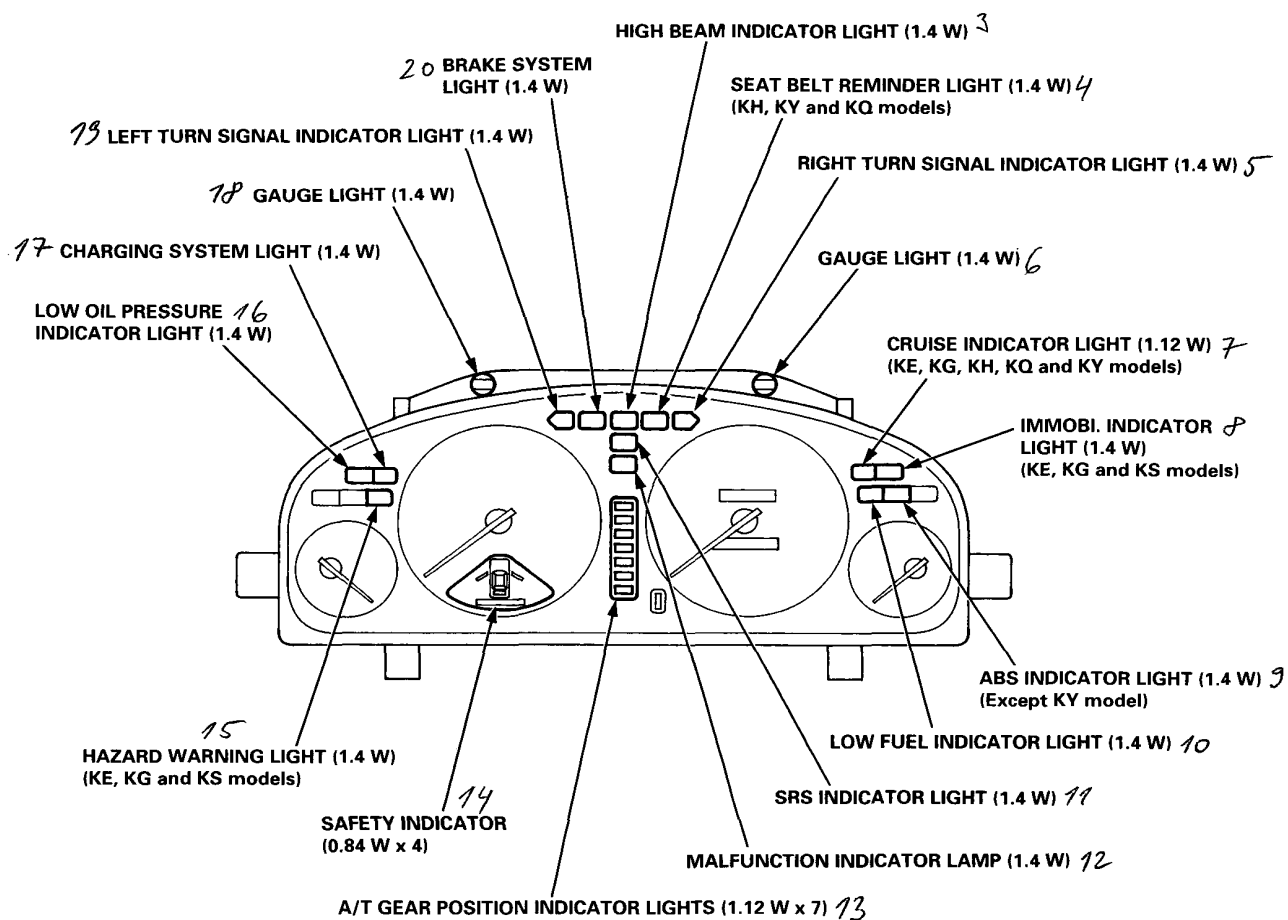
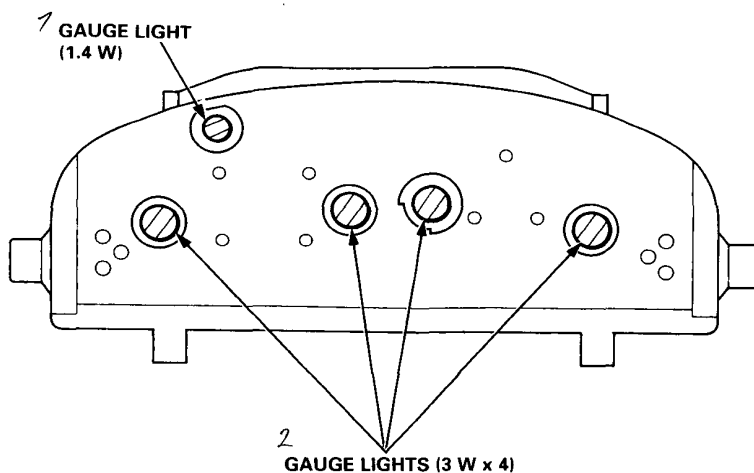
F20B3 engine: KE, KG and KS models

M/T	15° ± 2° BTDC (RED) at 770 ± 50 rpm (min ⁻¹) in neutral
A/T	15° ± 2° BTDC (RED) at 770 ± 50 rpm (min ⁻¹) in N or P position

Gauge Assembly

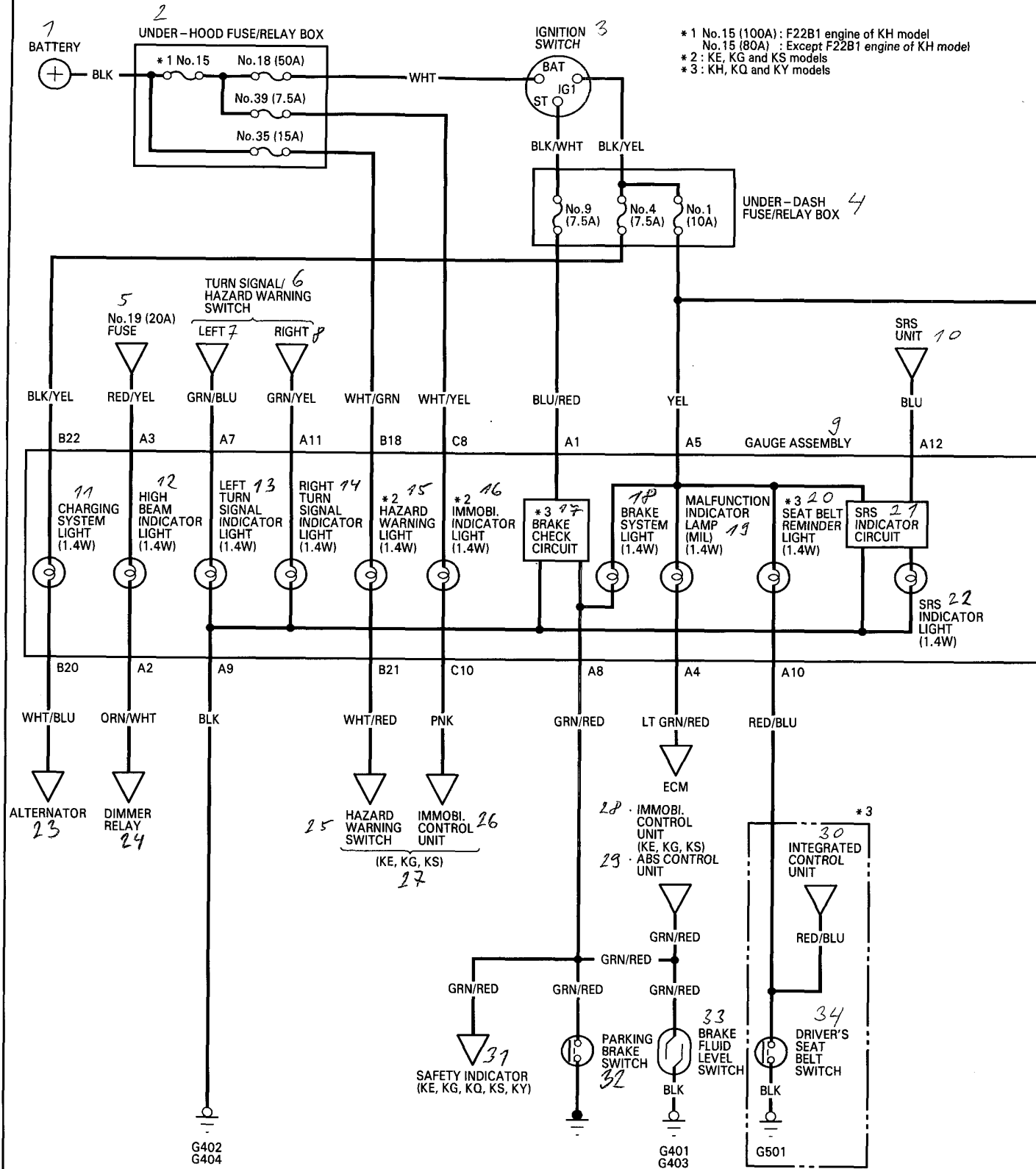


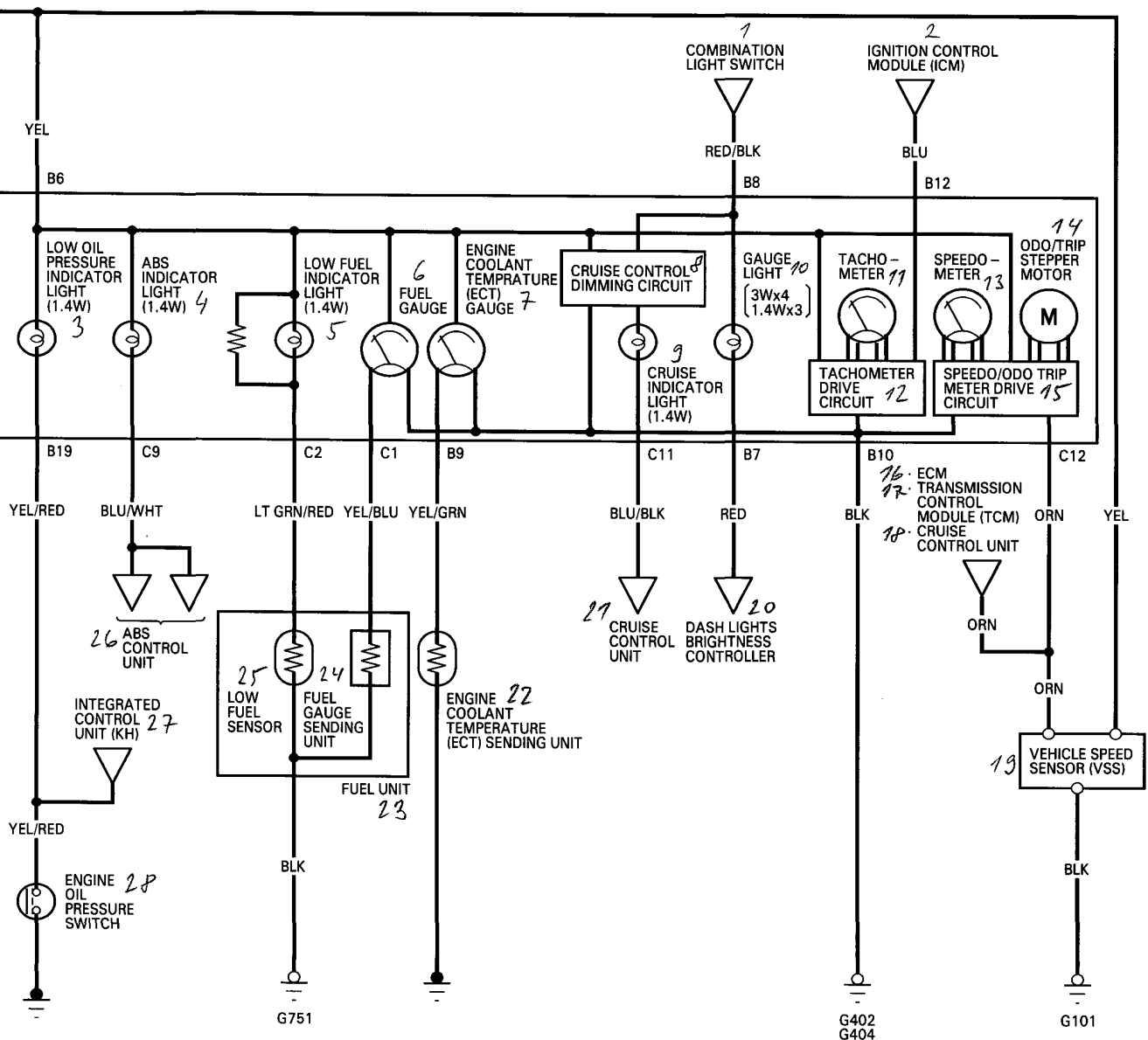
Bulb Locations



Gauge Assembly

Circuit Diagram

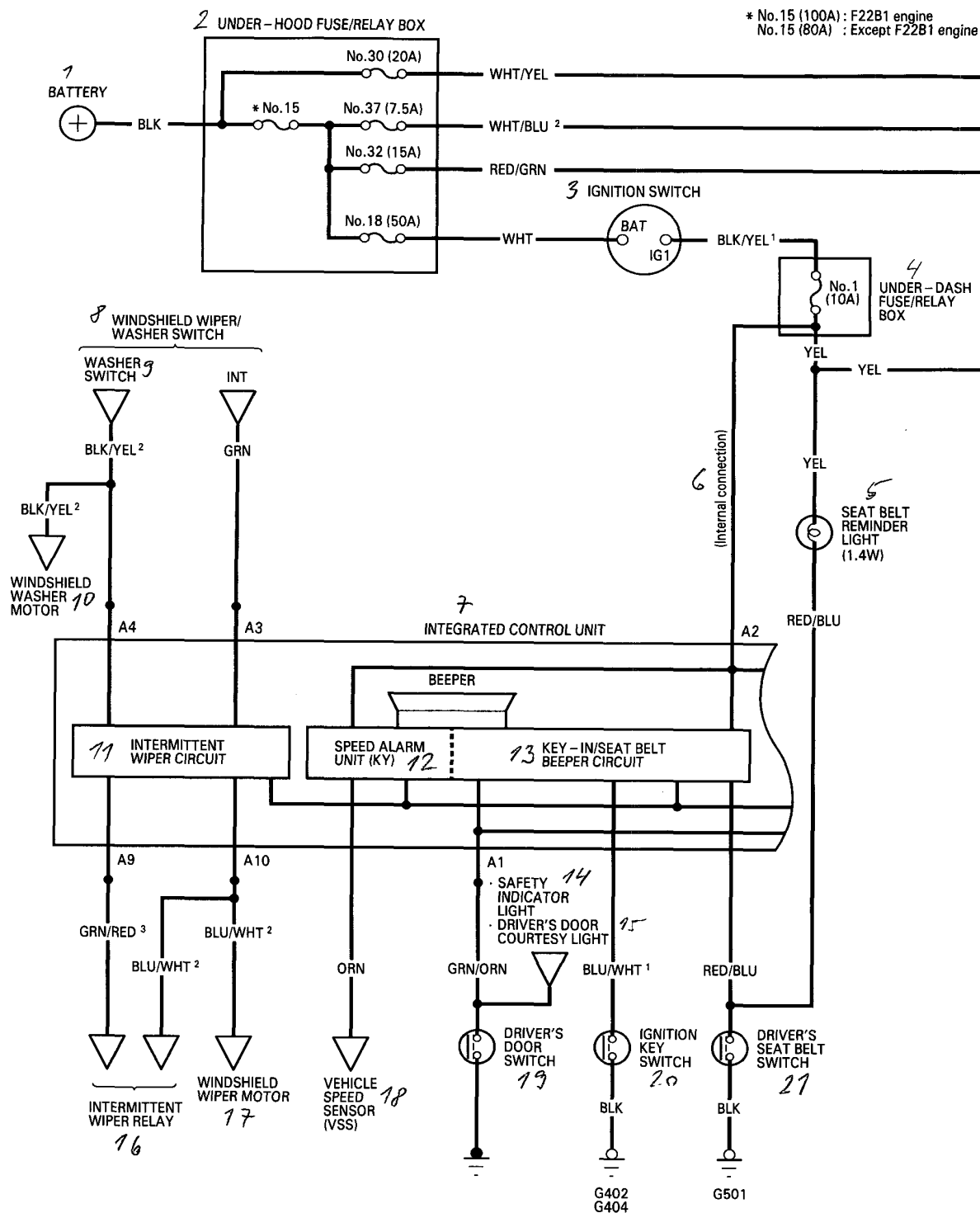


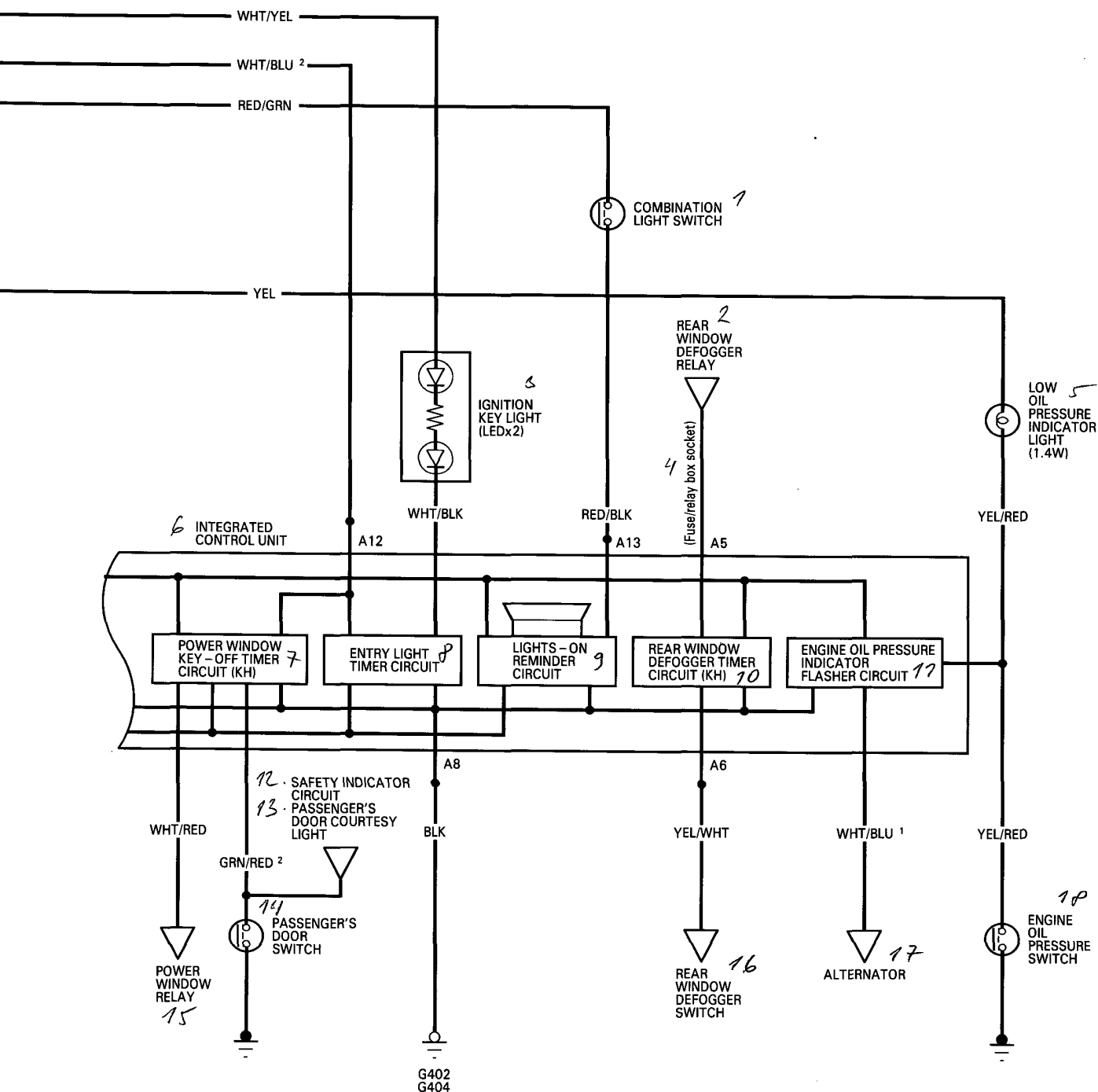


Integrated Control Unit

Circuit Diagram (KH and KY models)

NOTE: Different wires with the same color have been given a number suffix to distinguish them (for example, BLK/YEL¹ and BLK/YEL² are not the same).





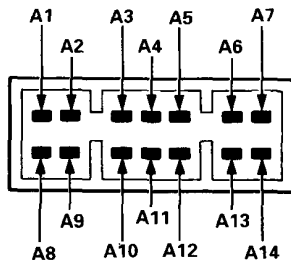
Integrated Control Unit

Input Test (KH and KY models)

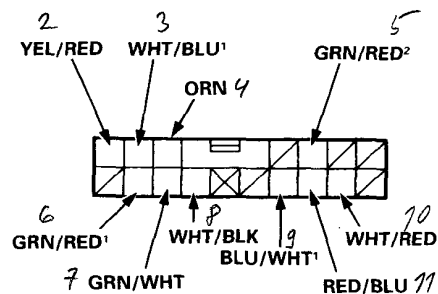
SRS components are located in this area. Review the SRS component locations, precautions, and procedures in the SRS sub-section (23B) before performing repairs or service.

NOTE: For the other input tests not included in the table below, refer to the Accord Coupe Shop Manual, 62SV200.

1. Remove the driver's side kick panel, then disconnect the 16P 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.



View from terminal side



View from wire side

Speed Alarm System (KY model):

No.	Wire/ Terminal	Test condition	Test: Desired result	Possible cause if result is not obtained
1	A8	Under all conditions	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> • Poor ground (G402, G404) • An open in the wire
2	A2	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> • Blown No. 1 (10 A) fuse in the under-dash fuse/relay box • An open in the wire
3	ORN	Ignition switch ON (II) and raise the front of the car, and rotate one wheel slowly.	Check for voltage to ground: There should be 0 ~ 5 V or more 0 ~ 5 V or more repeatedly.	<ul style="list-style-type: none"> • Faulty vehicle speed sensor (VSS) • An open in the wire

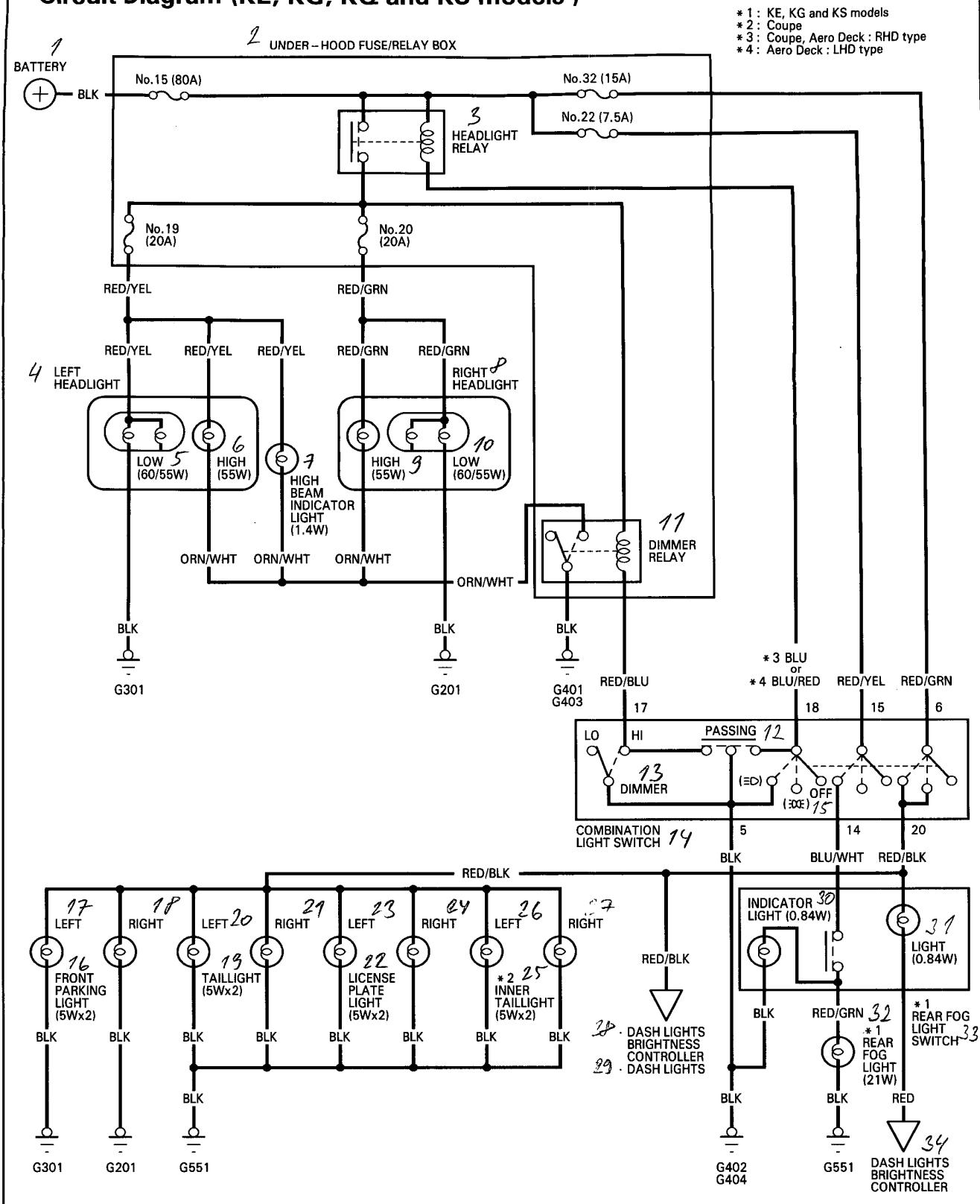


Circuit Diagram (KH and KY models)



Lighting System

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



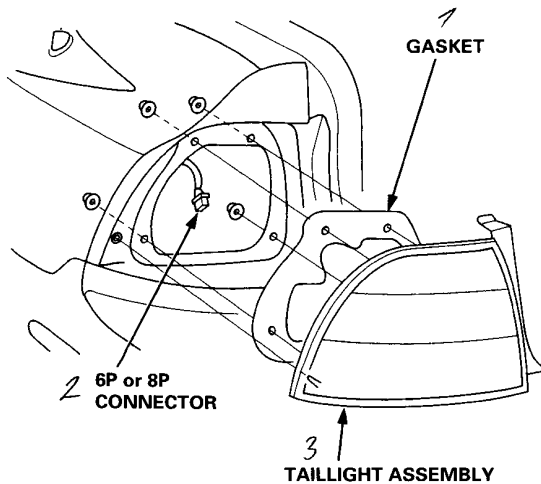
Taillights



Replacement (Coupe)

Taillight:

1. Open the trunk lid, and remove the taillight access panel.
2. Disconnect the 6P or 8P connector from the taillight assembly.
3. Remove the four mounting nuts and taillight assembly.



6P CONNECTOR: KE, KH and KY models.

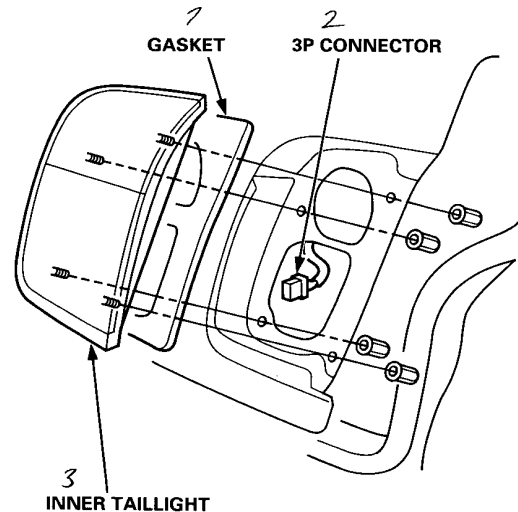
8P CONNECTOR: KG model

NOTE:

- Inspect the gasket; replace it if it is distorted or stays compressed.
- After installing them, run water over the lights to make sure they do not leak.

Inner Taillight:

1. Open the trunk lid.
2. Disconnect the 3P connector from the inner taillight.
3. Remove the four mounting nuts, then pull out the inner taillight.



NOTE:

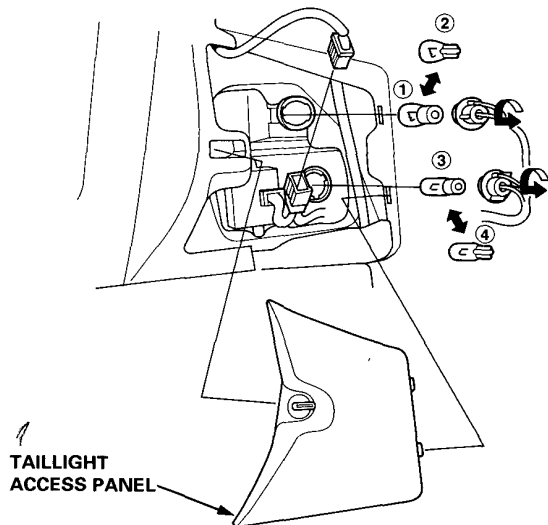
- Inspect the gasket; replace it if it is distorted or stays compressed.
- After installing them, run water over the lights to make sure they do not leak.

Taillights

Bulb Replacement (Coupe)

Taillight:

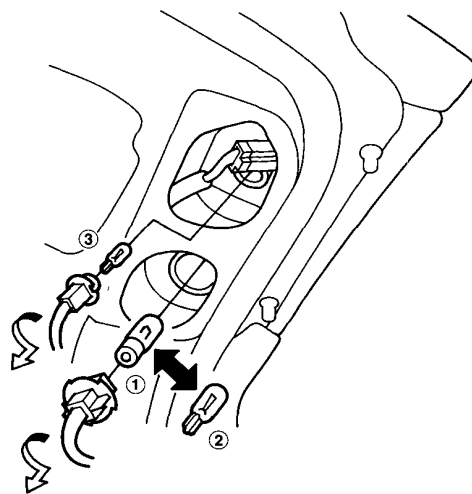
1. Open the trunk lid, and remove the taillight access panel.
2. Turn the bulb socket 45° counterclockwise, then replace the bulb.



- ① KE, KG models: BRAKE LIGHT/TAILLIGHT BULB (21/5 W)
- ② KH, KY models: BRAKE LIGHT/TAILLIGHT BULB (21/5 W)
- ③ KE, KG models: TURN SIGNAL LIGHT BULB (21 W)
- ④ KH, KY models: TURN SIGNAL LIGHT BULB (21 W)

Inner Taillight:

1. Open the trunk lid, and remove the taillight access panel.
2. Turn the bulb socket 45° counterclockwise, then replace the bulb.



- ① KE, KG models: BACK-UP LIGHT BULB (21 W)
- ② KH, KY models: BACK-UP LIGHT BULB (21 W)
- ③ TAILLIGHT BULB (5 W)

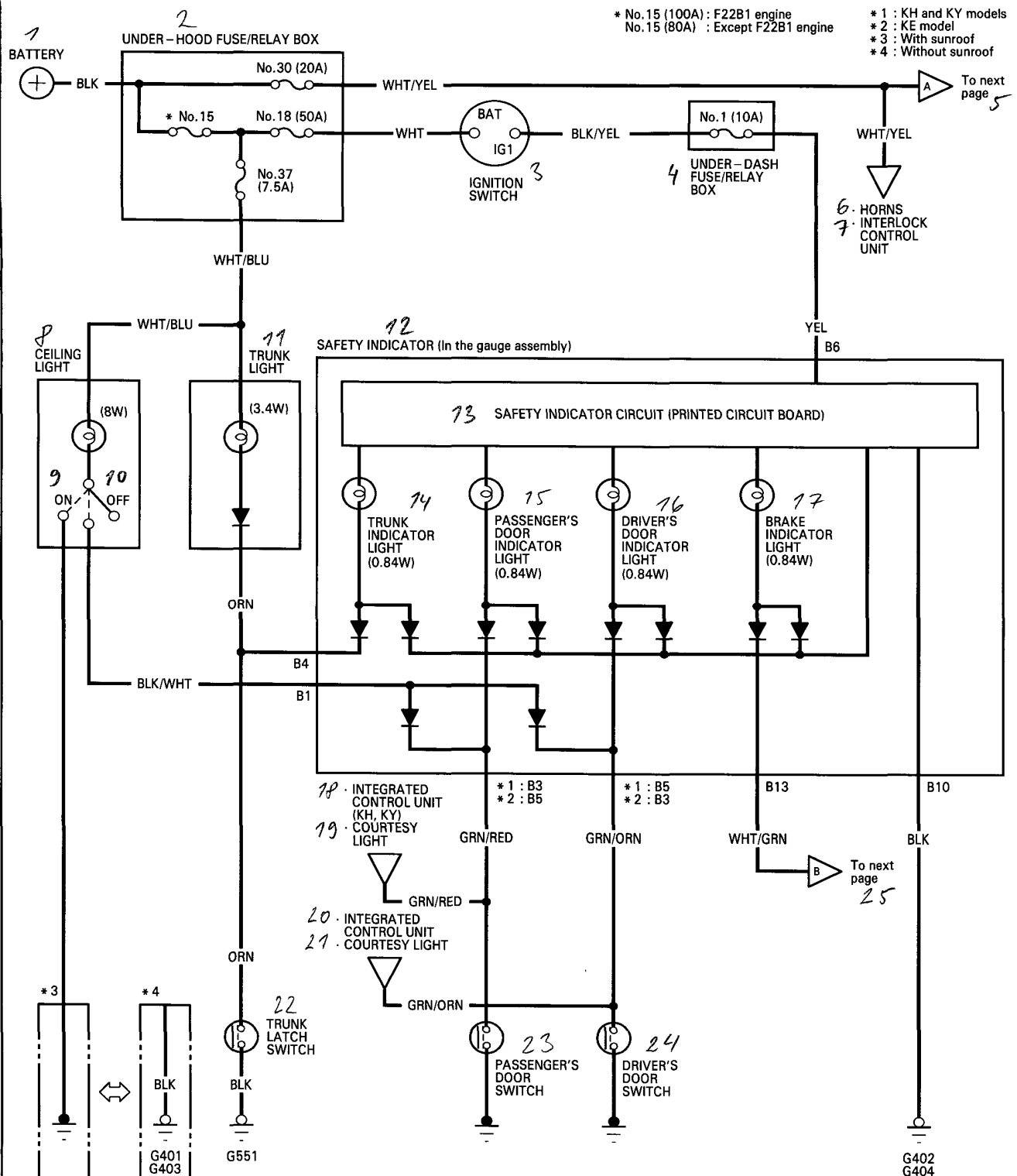


Safety Indicator

Circuit Diagram (Coupe KE, KH and KY models)

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

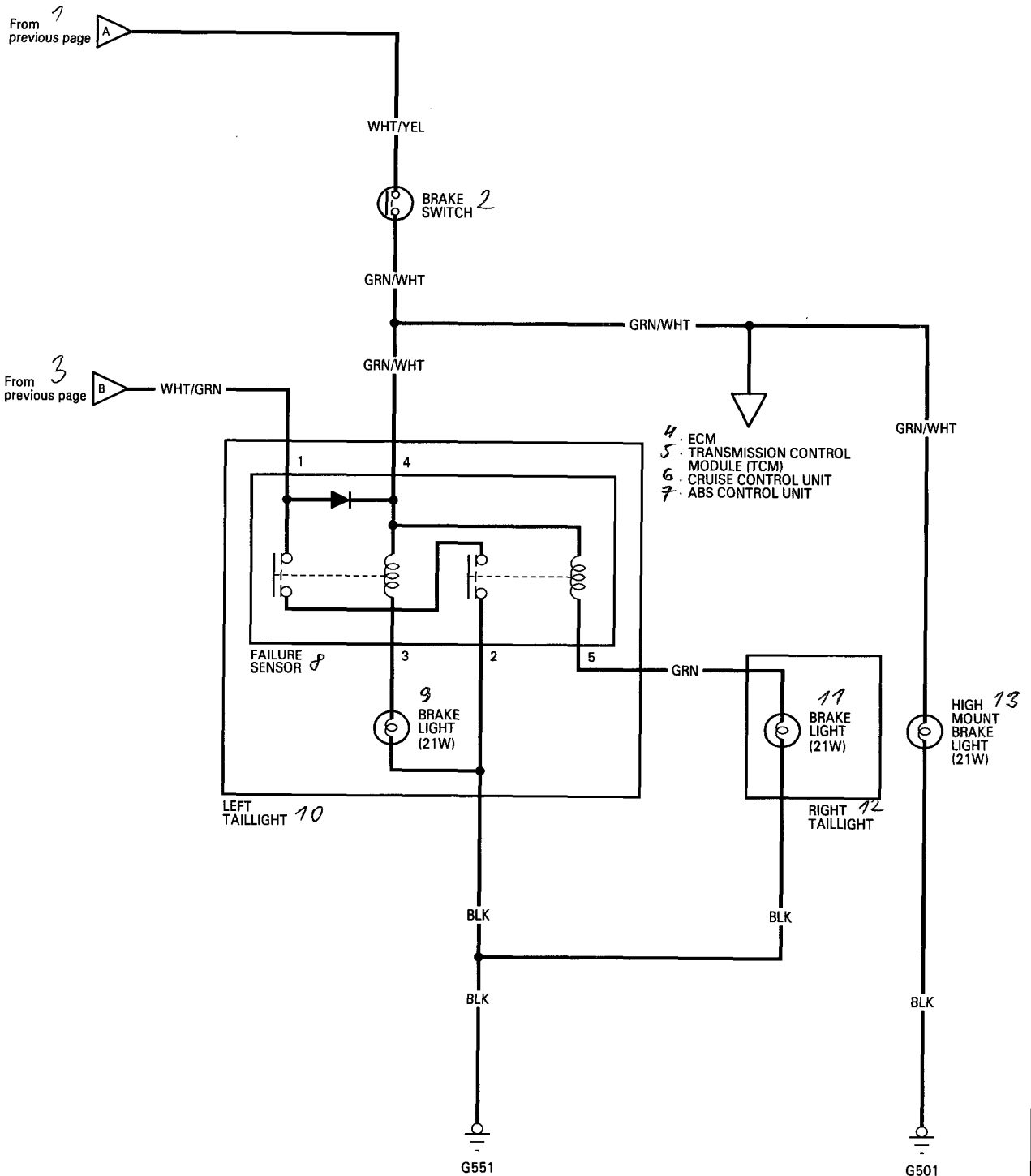
* 1 : KH and KY models
* 2 : KE model
* 3 : With sunroof
* 4 : Without sunroof



(cont'd)

Safety Indicator

Circuit Diagram (Coupe KE, KH and KY models)

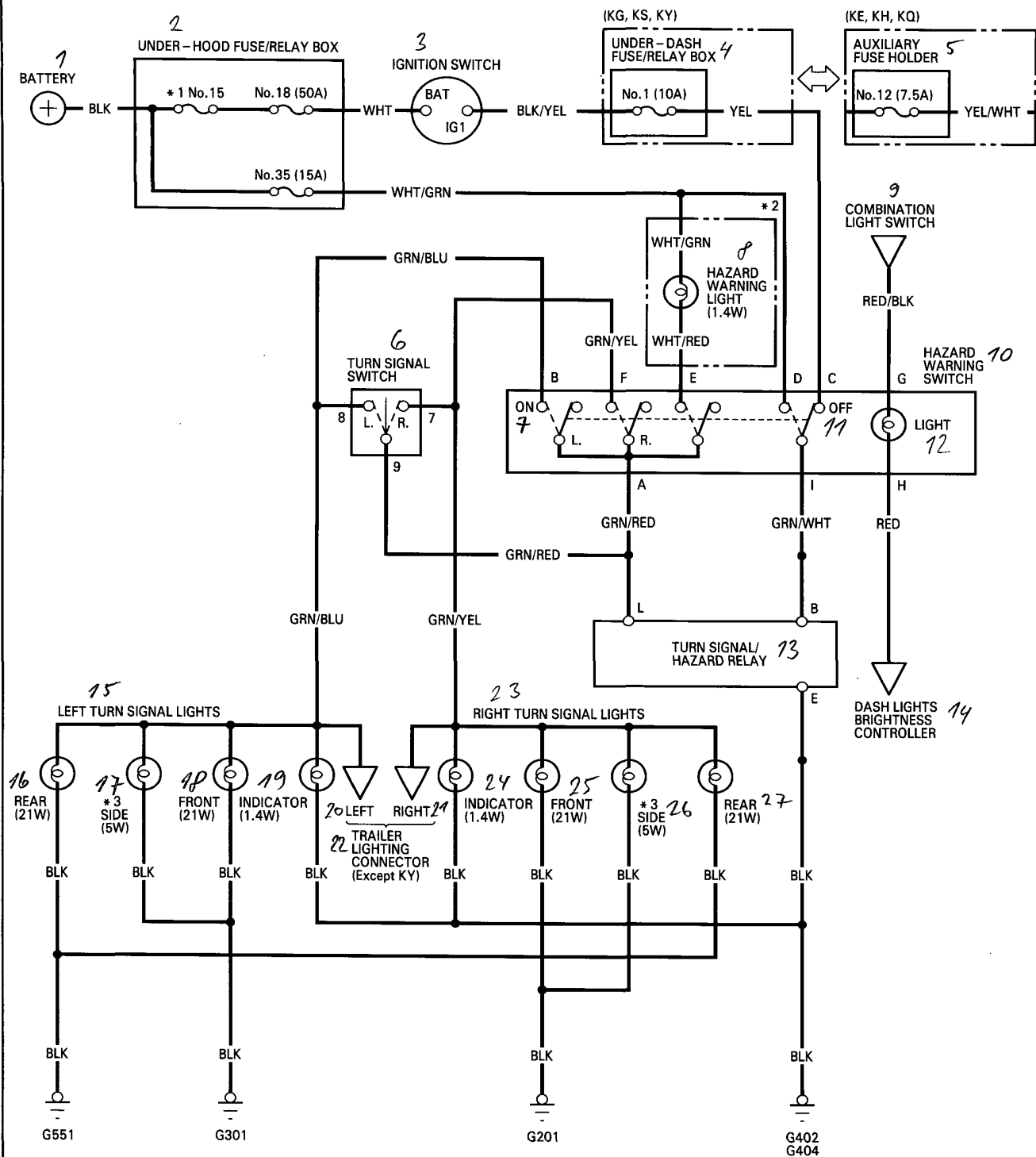


Turn Signal/Hazard Flasher System

Circuit Diagram



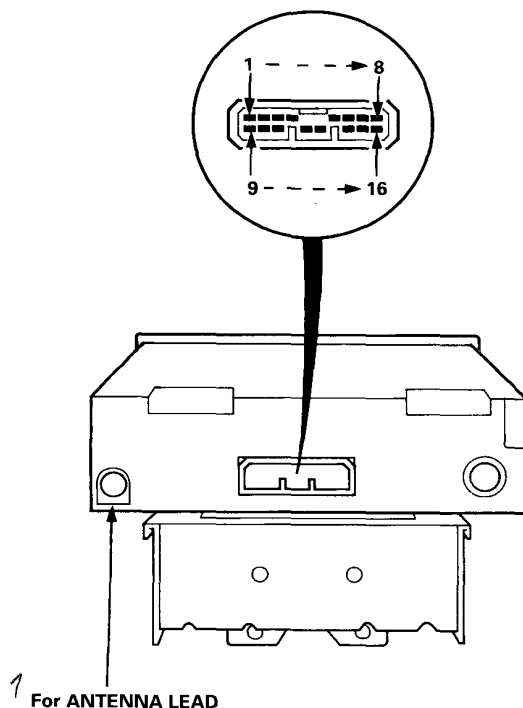
- * 1 No. 15 (100A) : F22B1 engine of KH model
No. 15 (80A) : Except F22B1 engine of KH model
- * 2: KE, KG and KS models
- * 3: KE, KG, KQ and KS models



Stereo Sound System

Stereo Radio/Cassette Player Terminals (KE, KY and KS models)

NOTE: In case of the KG and KQ models, the stereo radio/cassette player is YOP.



KY and KS models:

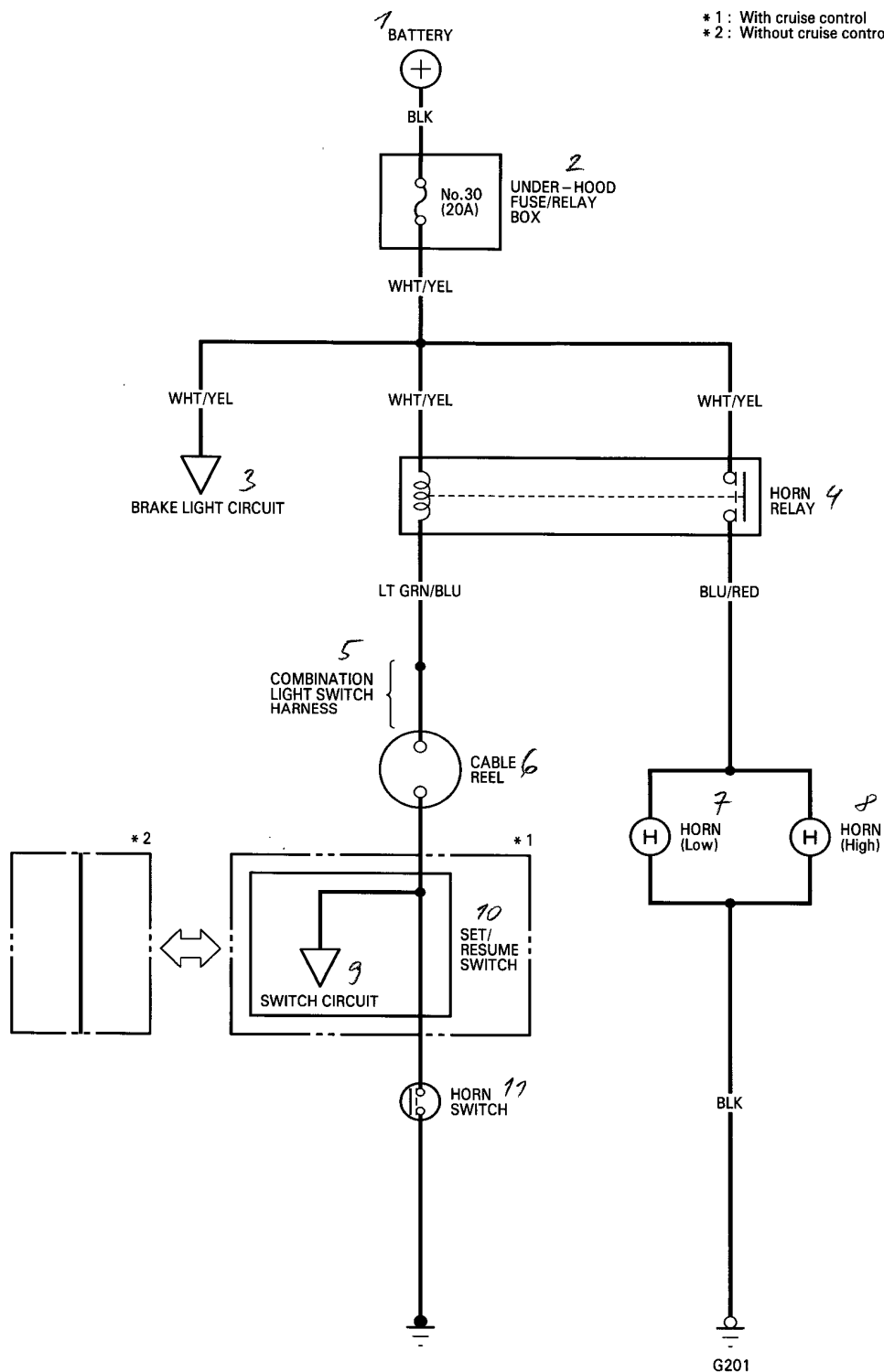
Terminal	Wire	Connects to
1	RED/GRN	Passenger's door speaker ⊕
2	BLU/GRN	Driver's door speaker ⊕
3	RED/BLK	Lights-on signal
4	WHT/YEL	Constant power (Tuning memory)
5	WHT/RED	ACC (Main stereo power supply)
6	YEL/WHT	Radio switched power (To antenna)
7	BLU/YEL	Left rear speaker ⊕
8	RED/YEL	Right rear speaker ⊕
9	BRN/BLK	Passenger's door speaker ⊖
10	GRY/BLK	Driver's door speaker ⊖
11	—	(not used)
12	—	(not used)
13	—	(not used)
14	BLK	Ground (G405)
15	GRY/WHT	Left rear speaker ⊖
16	BRN/WHT	Right rear speaker ⊖

KE model:

Terminal	Wire	Connects to
1	BLU/GRN	Driver's door speaker ⊕
2	RED/GRN	Passenger's door speaker ⊕
3	RED/BLK	Lights-on signal
4	WHT/YEL	Constant power (Tuning memory)
5	WHT/RED	ACC (Main stereo power supply)
6	YEL/WHT	Radio switched power (To antenna)
7	RED/YEL	Left rear speaker ⊕
8	BLU/YEL	Right rear speaker ⊕
9	GRY/BLK	Driver's door speaker ⊖
10	BRN/BLK	Passenger's door speaker ⊖
11	—	(not used)
12	—	(not used)
13	—	(not used)
14	BLK	Ground (G405)
15	BRN/WHT	Left rear speaker ⊖
16	GRY/WHT	Right rear speaker ⊖

Horns

Circuit Diagram

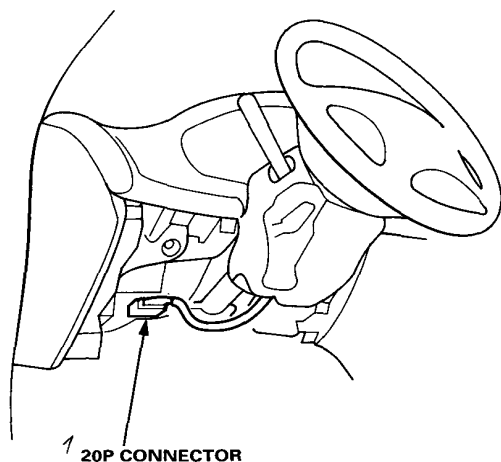


Horns

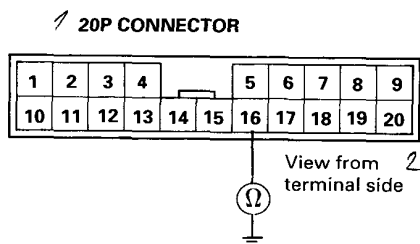
Switch Test

SRS components are located in this area. Review the SRS component locations, precautions, and procedures in the SRS sub-section (23B) before performing repairs or service.

1. Disconnect the battery negative cable, then disconnect the positive cable, and wait at least three minutes.
2. Disconnect the airbag connector(s) (see page 23B-11).
3. Remove the dashboard lower cover, then disconnect the combination switch harness 20P connector from the main wire harness.

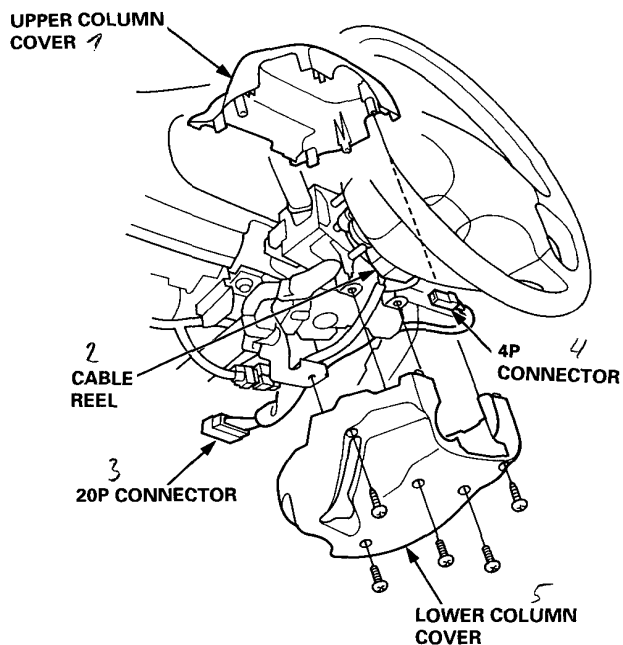


4. Check for continuity between the No. 16 terminal of the 20P connector and body ground with the horn switch pressed.

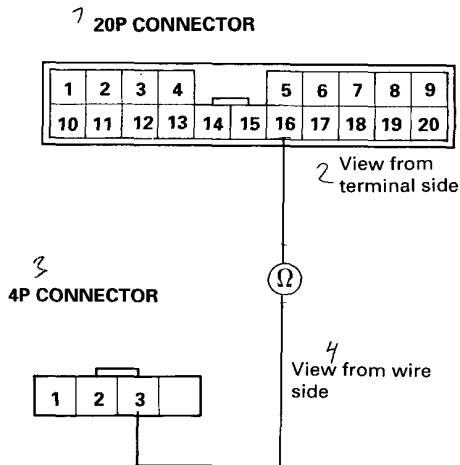


- If there is continuity, the horn switch is OK.
- If there is no continuity, go to step 5.

5. Remove the steering column covers, then disconnect the 4P connector from the cable reel.



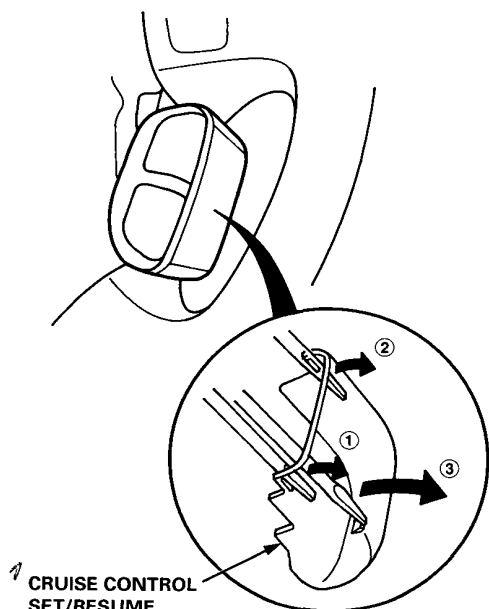
6. Check for continuity between the No. 16 terminal of the 20P connector and the No. 3 terminal of the combination switch harness 4P connector.



- If there is no continuity, replace the combination switch harness.
- If there is continuity, go to step 7.

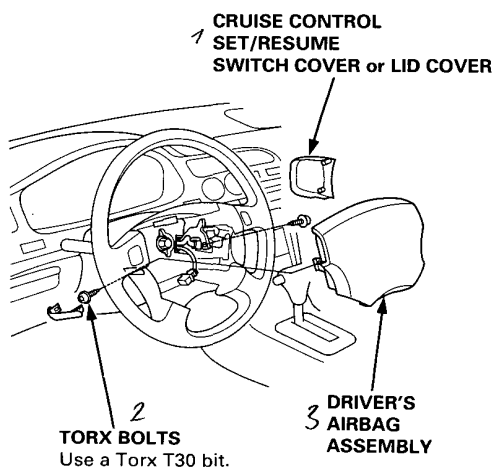


7. Carefully remove the cruise control set/resume switch cover or lid cover by prying between the cover and the switch in the sequence shown.

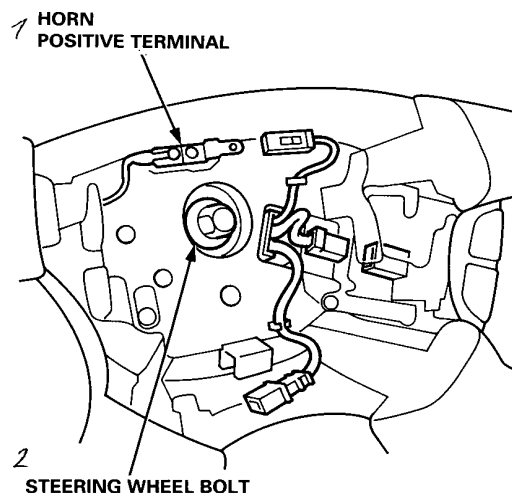


1 CRUISE CONTROL SET/RESUME SWITCH COVER or LID COVER

8. Remove the Torx bolts using a Torx T30 bit, then remove the driver's airbag assembly.



9. Check for continuity between the horn positive terminal and the steering wheel bolt with the horn switch pressed.

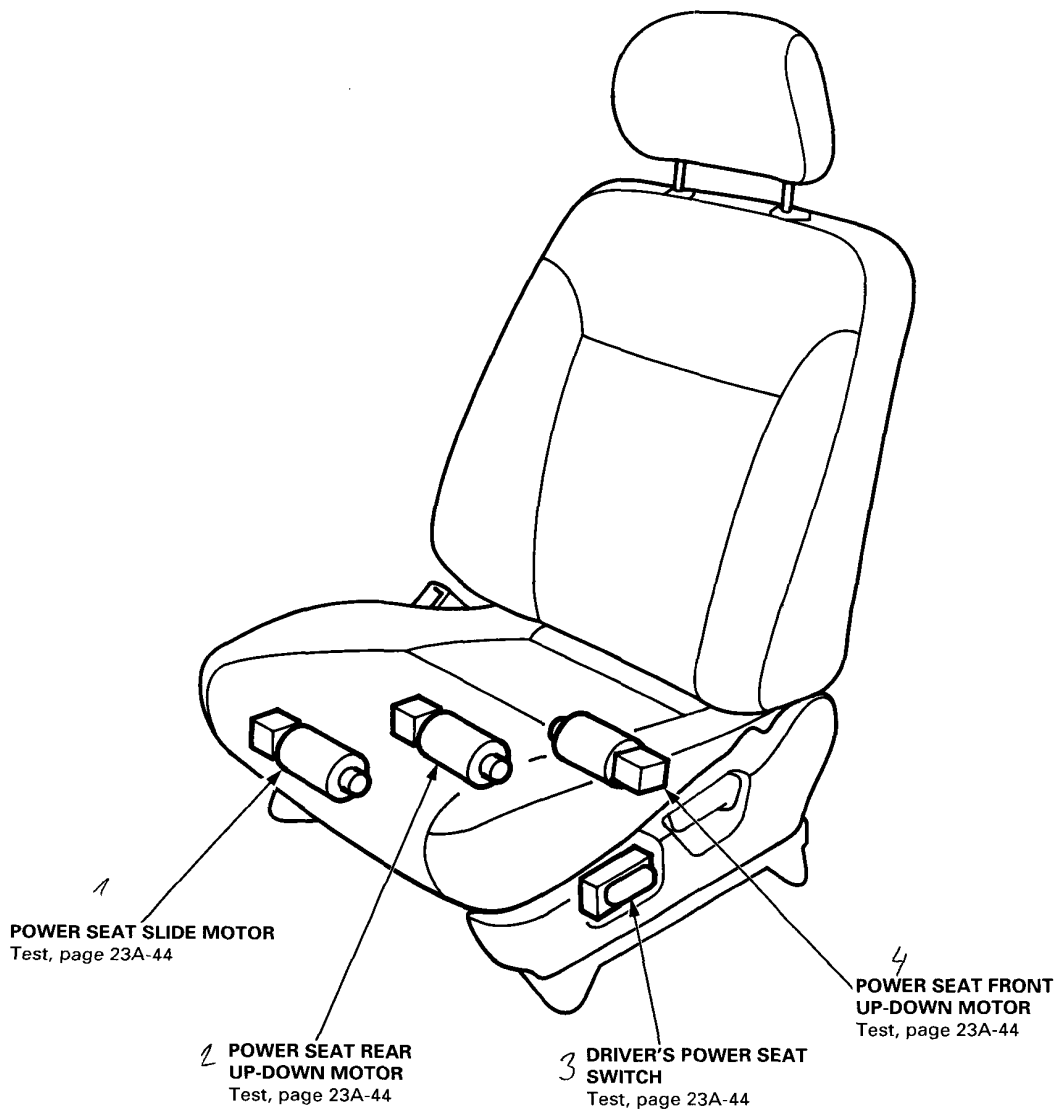


- If there is continuity, replace the cable reel (see page 23B-58).
- If there is no continuity, replace the horn switch.

10. If all the tests prove OK, reinstall the driver's airbag assembly (see page 23B-55), and reconnect the cable reel connector or combination switch harness connector.
11. Reconnect the driver's airbag (and front passenger's airbag) connector(s), and reinstall the access panel on the steering wheel.
12. Reconnect the battery positive cable, then the negative cable.
13. After installing the airbag assembly, confirm proper system operation:
 - Turn the ignition switch ON (II), the SRS indicator light should come on for about six seconds and then go off.
 - Make sure both horn buttons work.

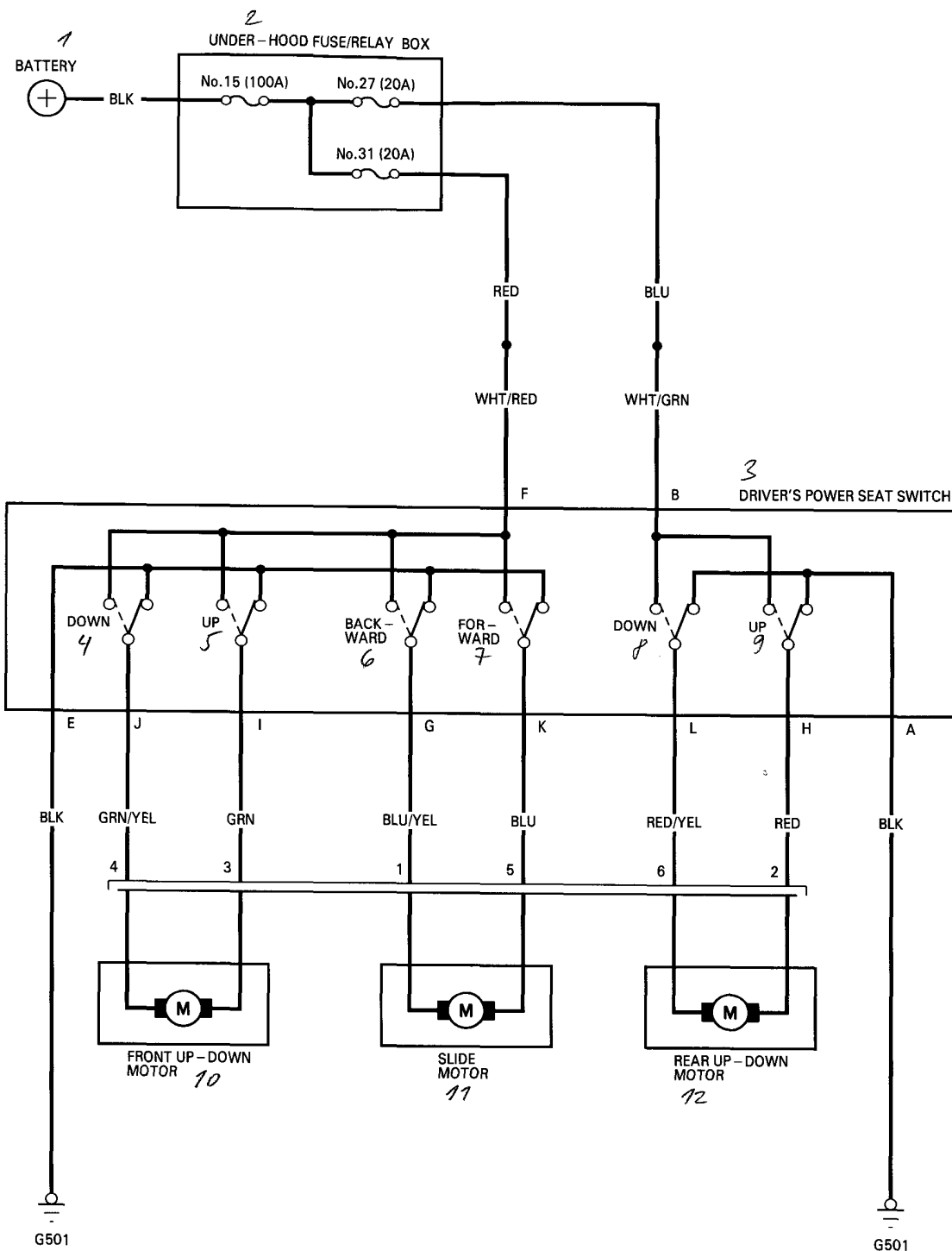
Power Seat

Component Location Index (With 6-way Power Adjustable)





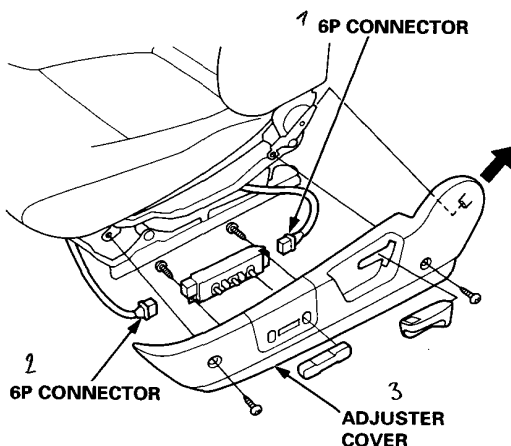
Circuit Diagram (6-way Power Adjustable)



Power Seat

Switch Test (6-way Power Adjustable)

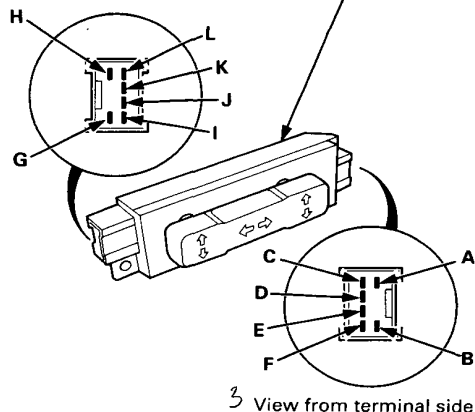
1. Remove the adjuster cover (see section 20).
2. Disconnect the 6P connectors from the power seat switch, then remove the switch from the adjuster cover by removing its two mounting screws.



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

Terminal		A	B	C	D	E	F	G	H	I	J	K	L
Position	SLIDE SWITCH												
	FORWARD												
SLIDE SWITCH	BACKWARD												
	FRONT UP-DOWN SWITCH												
FRONT UP-DOWN SWITCH	UP												
	DOWN												
REAR UP-DOWN SWITCH	UP												
	DOWN												

1 View from terminal side DRIVER'S POWER SEAT SWITCH 2



3 View from terminal side

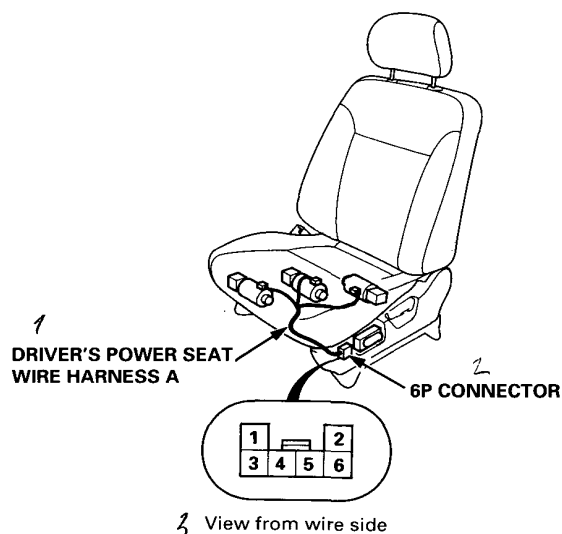
Motor Test (6-way Power Adjustable)

CAUTION: Be careful not to damage the seat, interior trim body.

1. Remove the driver's seat (see section 20).
2. Disconnect the 6P connector of the driver's power seat wire harness A from the power seat switch.
3. Test the motor:

Terminal		1	2	3	4	5	6
Position	SLIDE MOTOR						
	FORWARD	⊖				⊕	
SLIDE MOTOR	BACKWARD	⊕				⊖	
FRONT UP-DOWN MOTOR	UP			⊕	⊖		
	DOWN			⊖	⊕		
REAR UP-DOWN MOTOR	UP		⊕				⊖
	DOWN		⊖				⊕

CAUTION: When the motor stops running, disconnect battery power immediately.



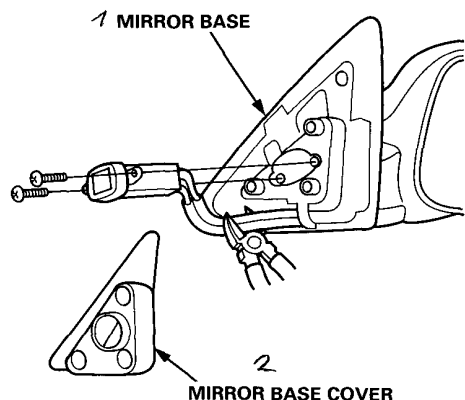
4. If the motor does not run or fails to run smoothly, check for an open in power seat wire harness A between the 6P connector and the 2P connectors. If the harness is OK, replace the motor.

Power Mirrors

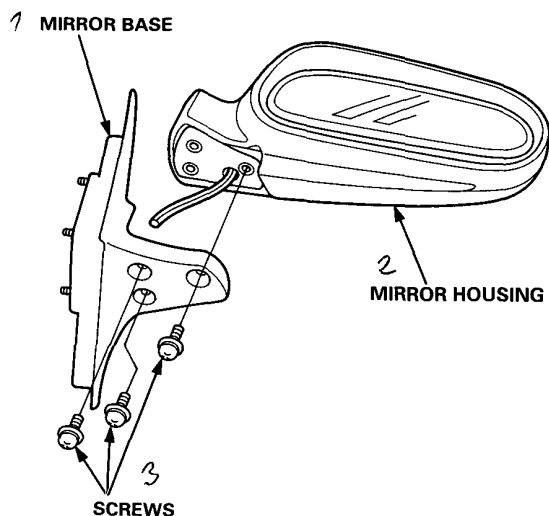


Mirror Actuator Replacement

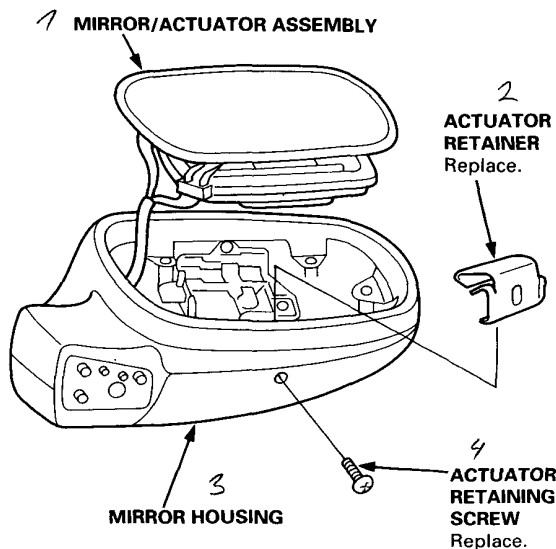
1. Remove the power mirror from the door, and disconnect the 8P connector.
2. Remove the mirror base cover from the mirror base.
3. Remove the two screws, and cut the wire harness, then record the terminal locations and wire colors.



4. Remove the three mounting screws, and separate the mirror base from the mirror housing.

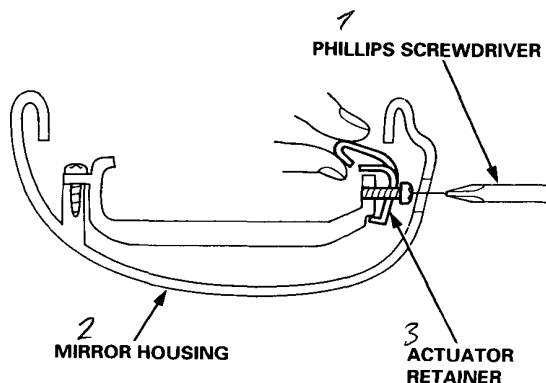


5. Insert a screwdriver into the hole on the bottom of the mirror housing, and remove the actuator retaining screw. Then carefully press on the mirror to create a gap between mirror and mirror housing, insert a finger into the gap, and take out the mirror/actuator assembly.



6. Loosely install a new actuator retainer on the frame in the mirror housing with a new retaining screw.

NOTE: If the retainer is not loose enough, it will impede the installation of the new mirror/actuator assembly.

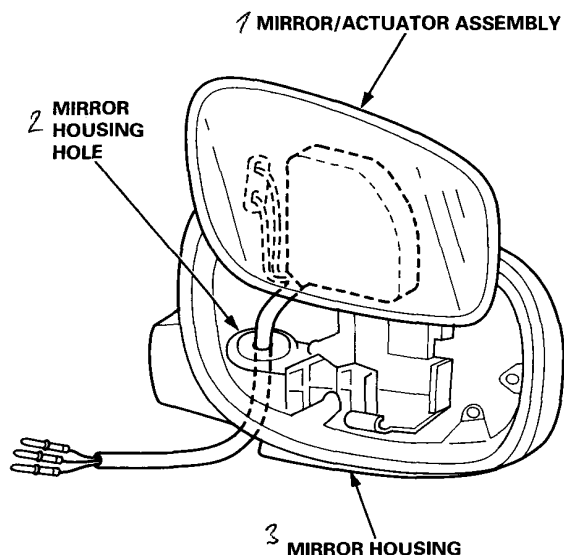


(cont'd)

Power Mirrors

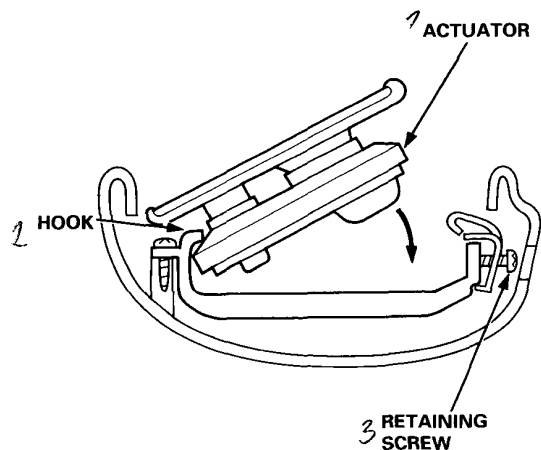
Mirror Actuator Replacement (cont'd)

7. Route the wire harness of the new mirror/actuator assembly through the hole in the mirror housing.

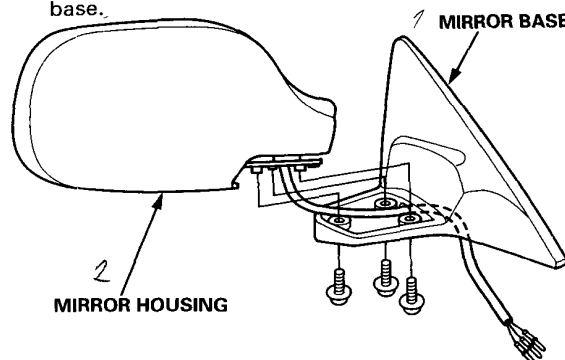


8. Position the upper edge of the actuator under the hooks of the frame, then insert the new mirror/actuator assembly into the housing, and tighten the retaining screw.

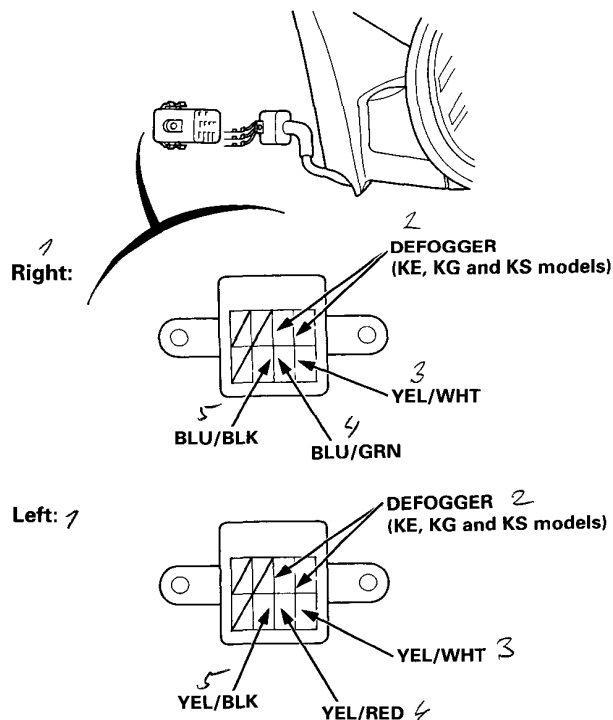
NOTE: Make sure the actuator is held securely by the hooks and the retainer.



9. Route the harness through the hole in the mirror base, and reinstall the mirror housing on the mirror base.



10. Insert the terminals into the connector in the original arrangement (recorded in step 3), as shown below.

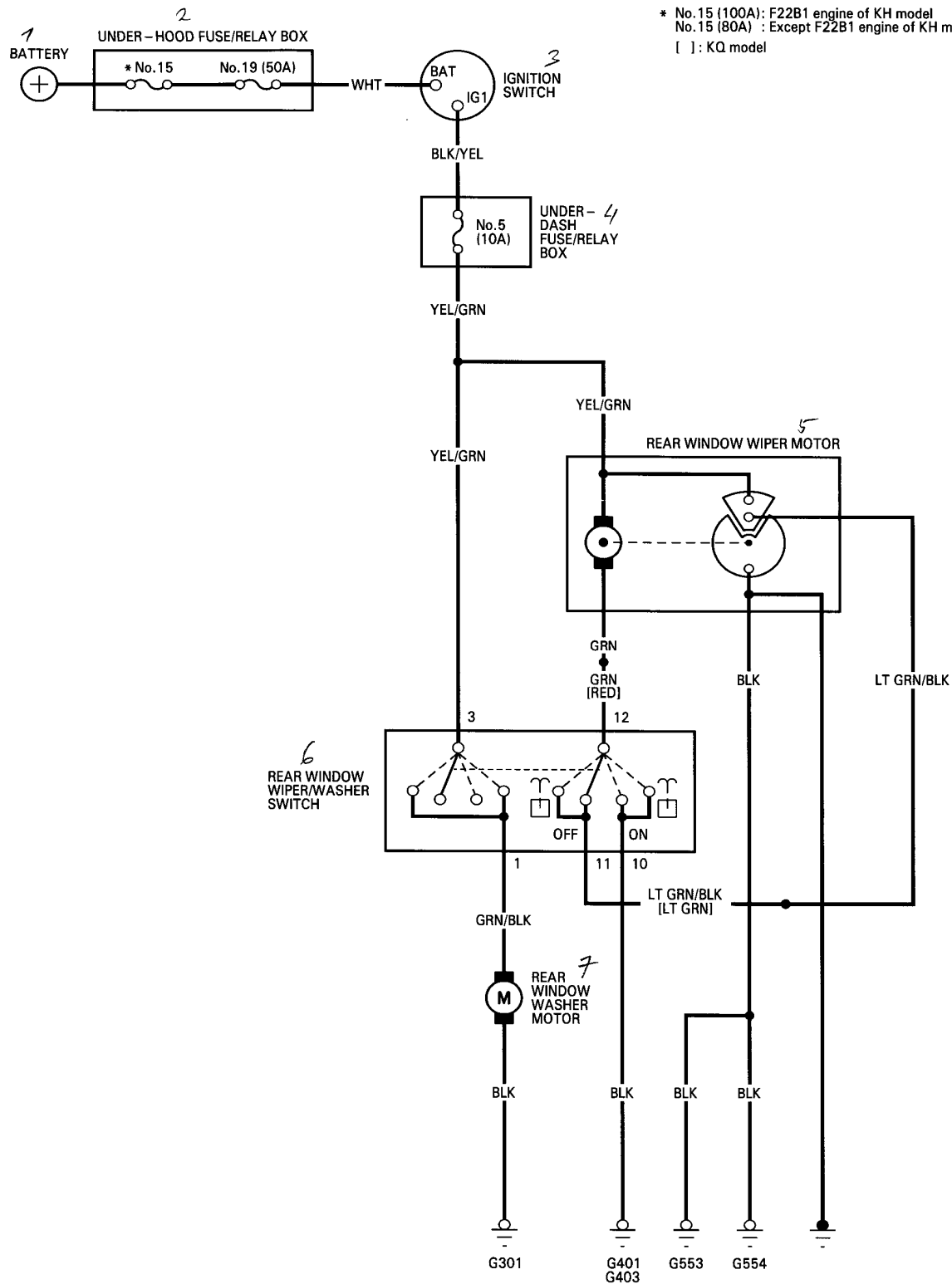


11. Apply tape to seal the intersection of the connector and the wire harness.
12. Install the connector to the mirror base.
13. Reinstall the mirror assembly.
14. Operate the power mirror to check that the actuator works smoothly.



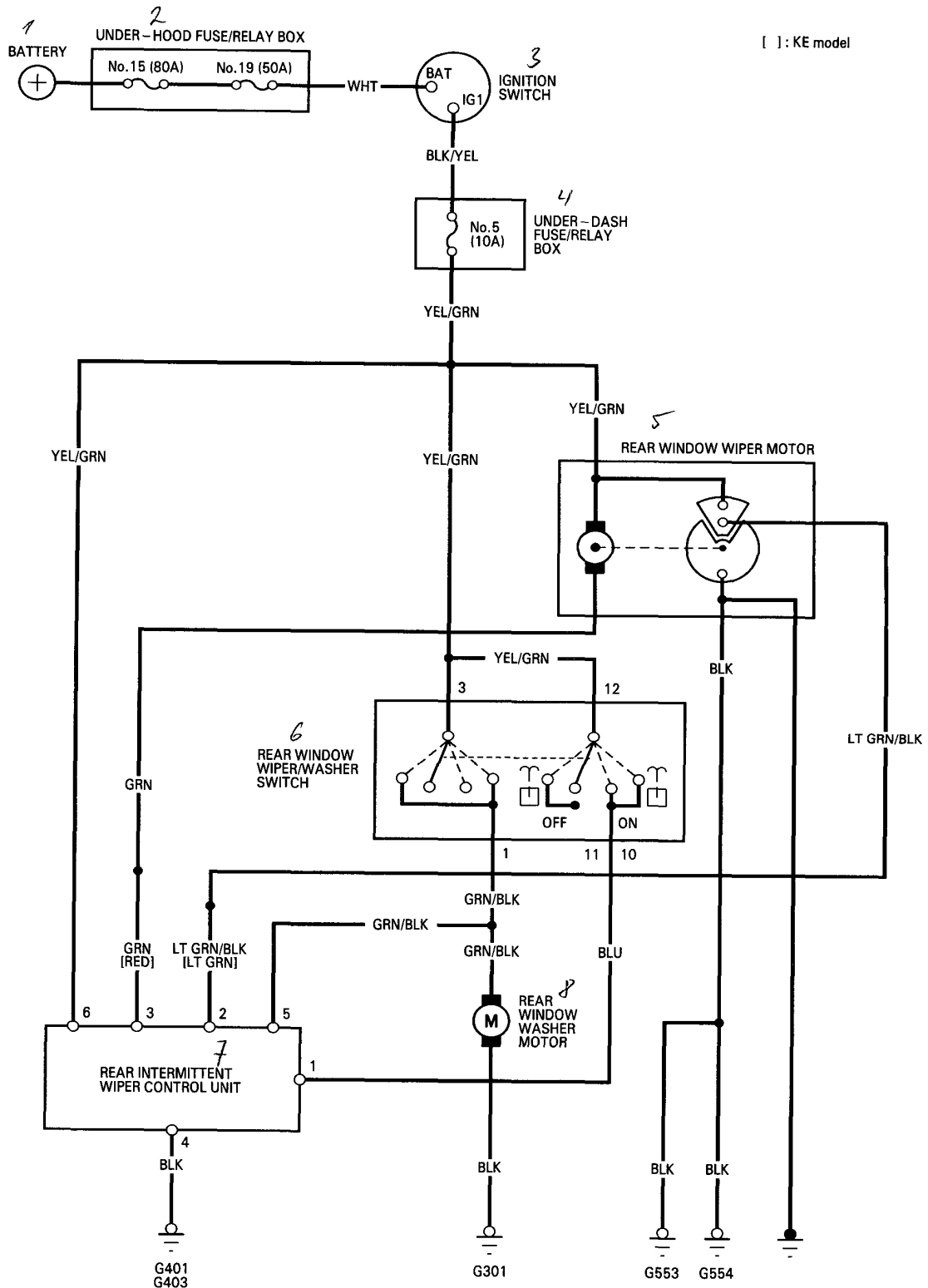
Wipers/Washers

Circuit Diagram (Aero Deck KH, KQ and KY models)



Wipers/Washers

Circuit Diagram (Aero Deck KE, KG and KS models)

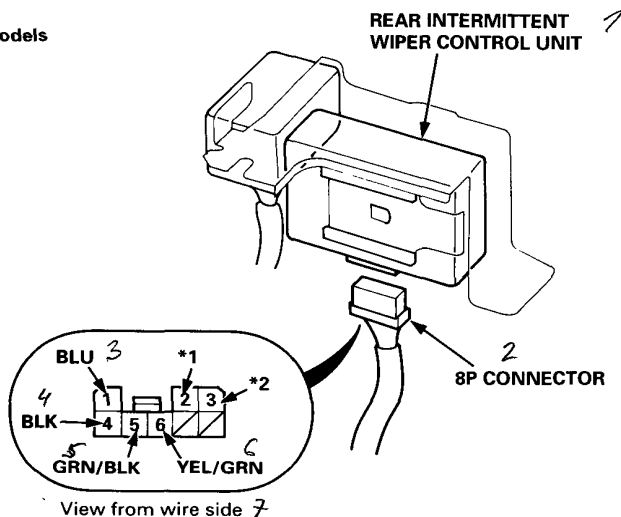




Rear Intermittent Wiper Control Unit Input Test (Aero Deck KE, KG and KS models)

1. Disconnect the 8P 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.

*1 LT GRN/BLK: KG and KS models
LT GRN: KE model
*2 GRN: KG and KS models
RED: KE model

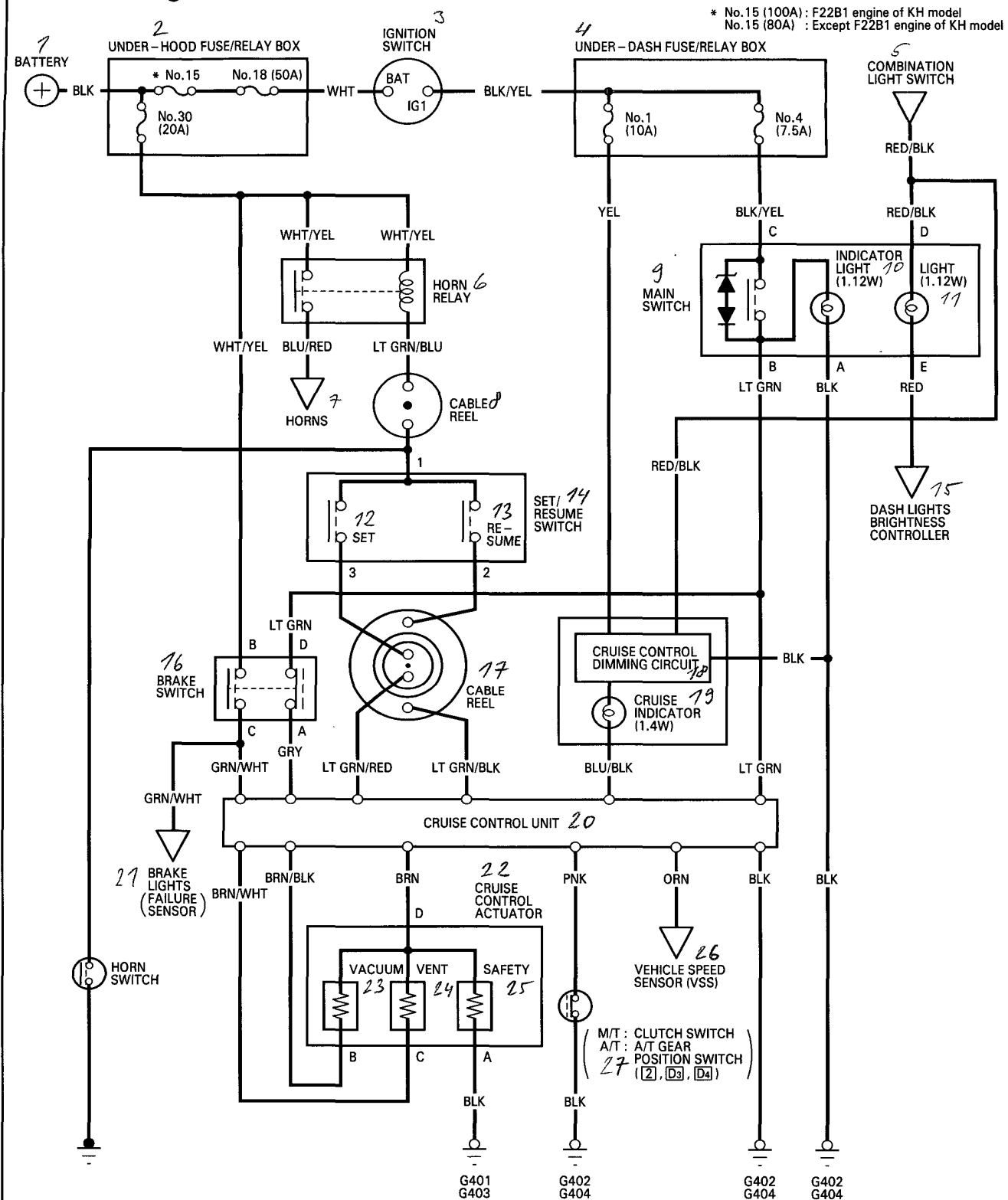


Disconnect the 8P connector from the rear intermittent wiper control unit.

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

Cruise Control

Circuit Diagram

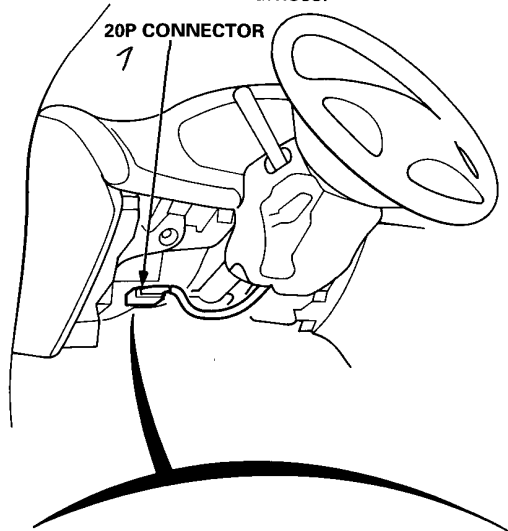




Set/Resume Switch Test

SRS components are located in this area. Review the SRS component locations, precautions, and procedures in the SRS sub-section (23B) before performing repairs or service.

1. Disconnect the battery negative cable, then disconnect the positive cable, and wait at least three minutes.
2. Disconnect the airbag connector(s) (see page 23B-11).
3. Remove the dashboard lower cover, then disconnect the combination switch harness 20P connector from the main wire harness.



1	2	3	4			5	6	7	8	9
10	11	12	13	14	15	16	17	18	19	20

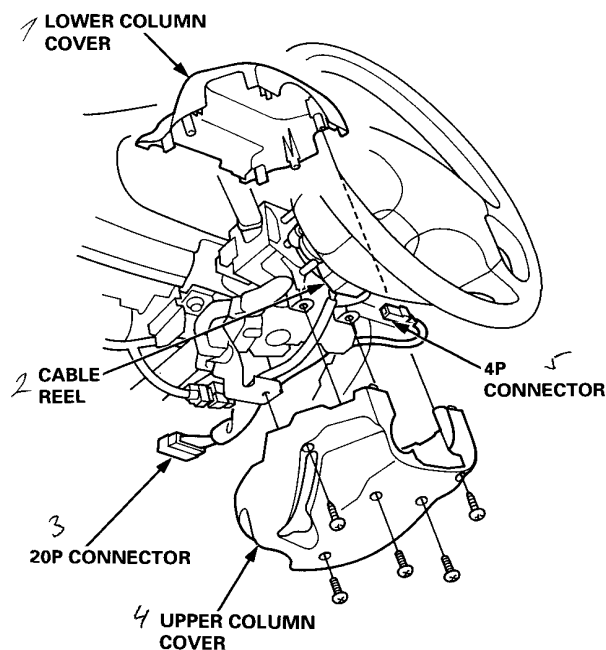
2 View from terminal side

4. Check for continuity between the terminals of the combination switch harness 20P connector in each switch position according to the table.

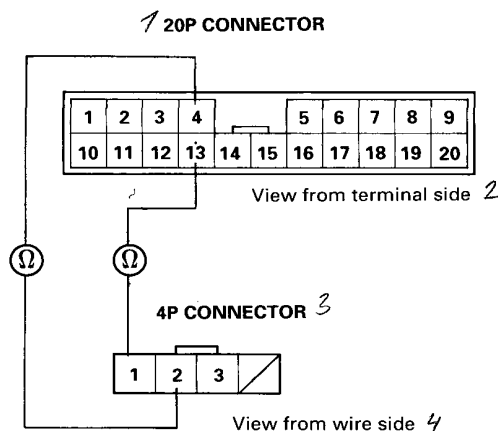
Terminal	4		13	16
Position				
SET (ON)			○	○
RESUME (ON)	○			○

- If there is continuity, and it matches the table, the switch is OK.
- If there is no continuity in one or both positions, go to step 5.

5. Remove the steering column covers, then disconnect the 4P connector from the cable reel.



6. Check for continuity between the No. 4 terminal of the 20P connector and No. 2 terminal of the 4P connector, and between the No. 13 terminal of the 20P connector and No. 1 terminal of the 4P connector.



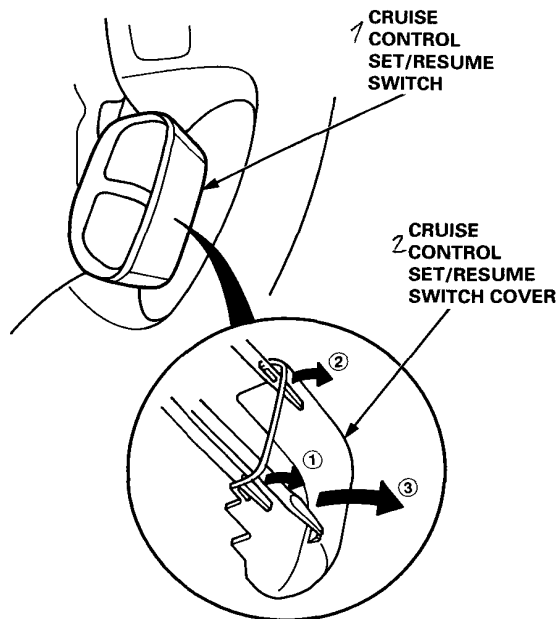
- If there is continuity, go to step 7.
- If there is no continuity, replace the combination switch harness.

(cont'd)

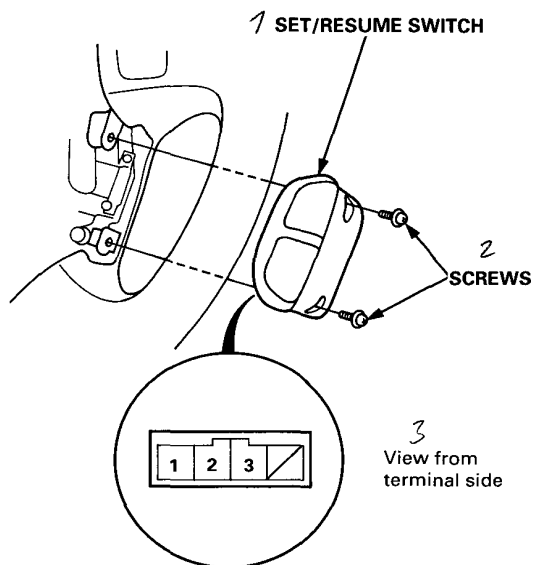
Cruise Control

Set/Resume Switch Test (cont'd)

7. Carefully remove the cruise control set/resume switch cover by prying between the cover and the switch in the sequence shown.



8. Remove the two screws and cruise control set/resume switch.



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

Terminal	1	2	3
Position			
OFF			
SET (ON)	○	—	○
RESUME (ON)	○	○	

- If there is continuity, and it matches the table, replace the cable reel.
 - If there is no continuity in one or both positions, replace the switch.
10. If all the test prove OK, reconnect the combination switch harness connector, then reinstall the steering column cover's and dashboard lower cover.
 11. Reconnect the driver's airbag (and front passenger's airbag) connector(s), and reinstall the access panel on the steering wheel.
 12. Reconnect the battery positive cable, then the negative cable.
 13. After connecting the airbag connector(s), confirm proper system operation: Turn the ignition switch ON (II), the instrument panel SRS indicator light should come on for about six seconds and then go off.

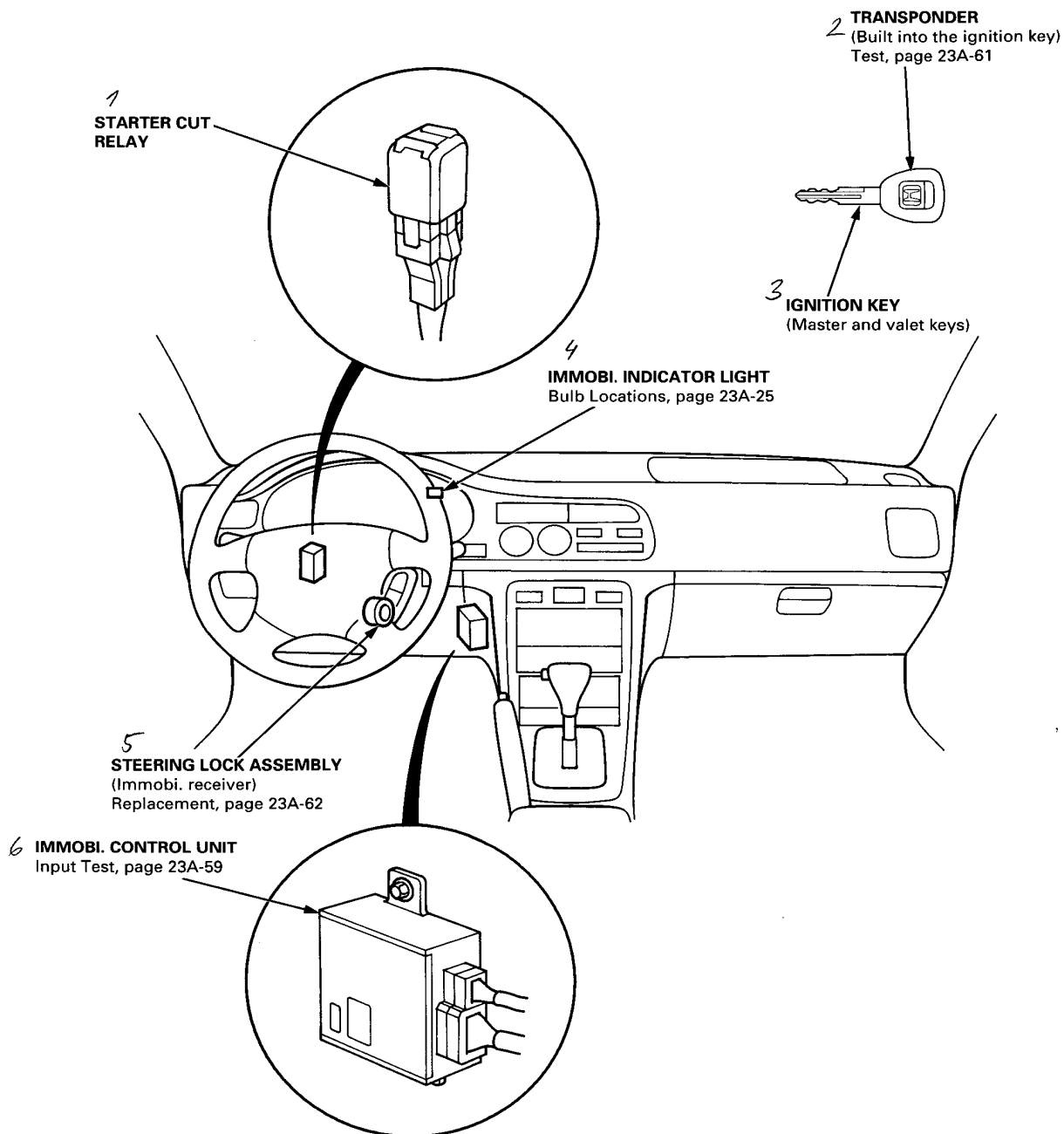
Immobilizer System (KE, KG and KS models)



Component Location Index

NOTE: "Immobi." in this manual means "Immobilizer (Immobiliser)".

KG and KS models:

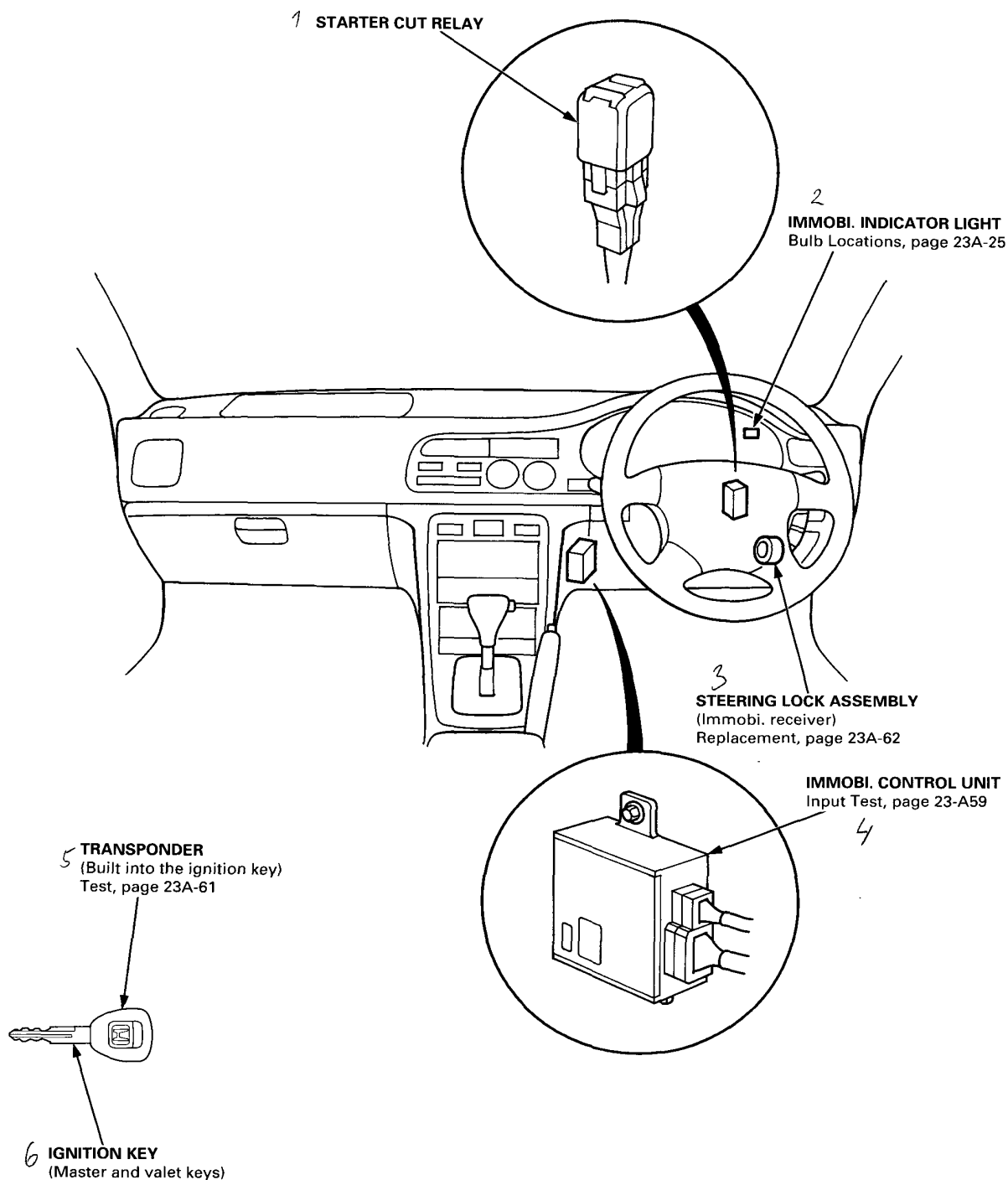


(cont'd)

Immobilizer System (KE, KG and KS models)

Component Location Index (cont'd)

KE model:





Description

The car is equipped with an immobi. system that will disable the vehicle unless the proper ignition key is used. This system consists of a transponder located in the ignition key, a receiver, a control unit, an indicator light, and the ECM.

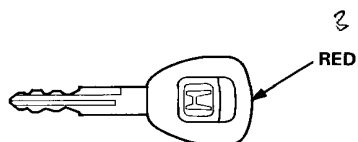
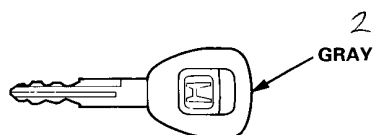
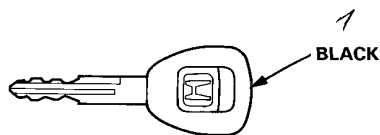
The car has four keys: two master keys, one valet key, and one learning key.

- The master key is for:
 - ignition switch.
 - door locks.
 - tailgate lock.
 - glove box.

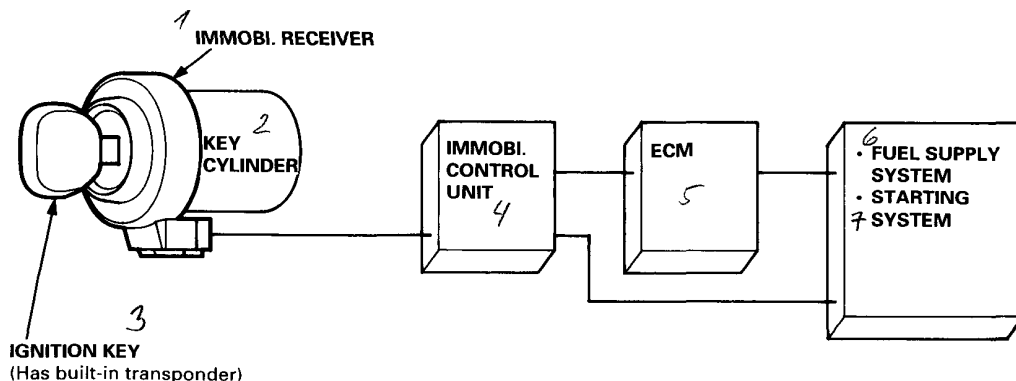
- The valet key is for:
 - ignition switch.
 - door locks.

- The learning key is for rewriting the immobi. system.

NOTE: This key cannot start the engine; use it only for rewriting the system.



When the key is inserted into the ignition switch and turned to the (II) position, the immobi. control unit sends power to the transponder through the receiver in the key bezel. The transponder then sends a coded signal back through the receiver to the control unit. The control unit in turn signals the ECM, as well as the starter cut relay.



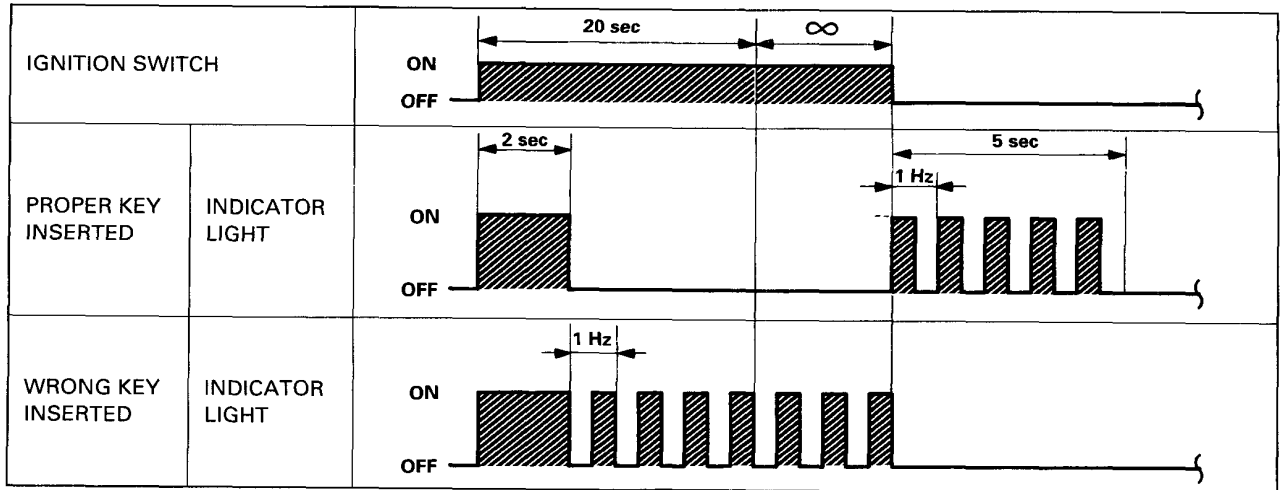
(cont'd)

Immobilizer System (KE, KG and KS models)

Description (cont'd)

- If the proper key has been used, the starter cut relay will be energized, and the ECM will energize the fuel supply system. The immobi. indicator light in the gauge assembly will simultaneously come on for about two seconds, then go off, thereby signaling that the immobi. control unit has recognized the code sent by the transponder.
- If a key has been used whose code was not received or recognized by the unit, or which was not approved by Honda, the indicator light will come on for about two seconds, then it will blink continuously.
- If the ignition switch is turned OFF, the indicator will blink for about five seconds to signal that the unit has been set correctly, then the indicator will go off.

IMMOBI. INDICATOR LIGHT BLINKING PATTERN:



NOTE:

- The immobi. system can store up to five key codes.
- If it is necessary to rewrite, the dealer needs the customer's car, its master or valet key, its learning key, and the Honda PGM Tester equipped with an immobi. program card.



Problems and Replacement Parts:

Problem	Parts set	Honda PGM Tester required?
① Master or valet key has been lost or additional master or valet key is required.	A	YES
② All master and valet keys have been lost.	A x 2, and C	YES
③ Learning key has been lost.	C	YES
④ Immobi. receiver does not work.	F or G	NO
⑤ Immobi. control unit does not work.	C	YES
⑥ ECM does not work.	E	YES
⑦ Ignition switch does not work.	D	YES
⑧ Door key cylinder has been broken.	F or G	NO

Parts Set:

A: Blank key

E: ECM

C: Immobi. control unit

Master key

Learning key

F: Door key cylinders

Master keys for doors open or locked

D: Ignition switch with immobi. receiver

Immobi. control unit

Master key

Learning key

G: Ignition switch with immobi. receiver

Immobi. control unit

Master key

Learning key

Door key cylinders

Tailgate key cylinder

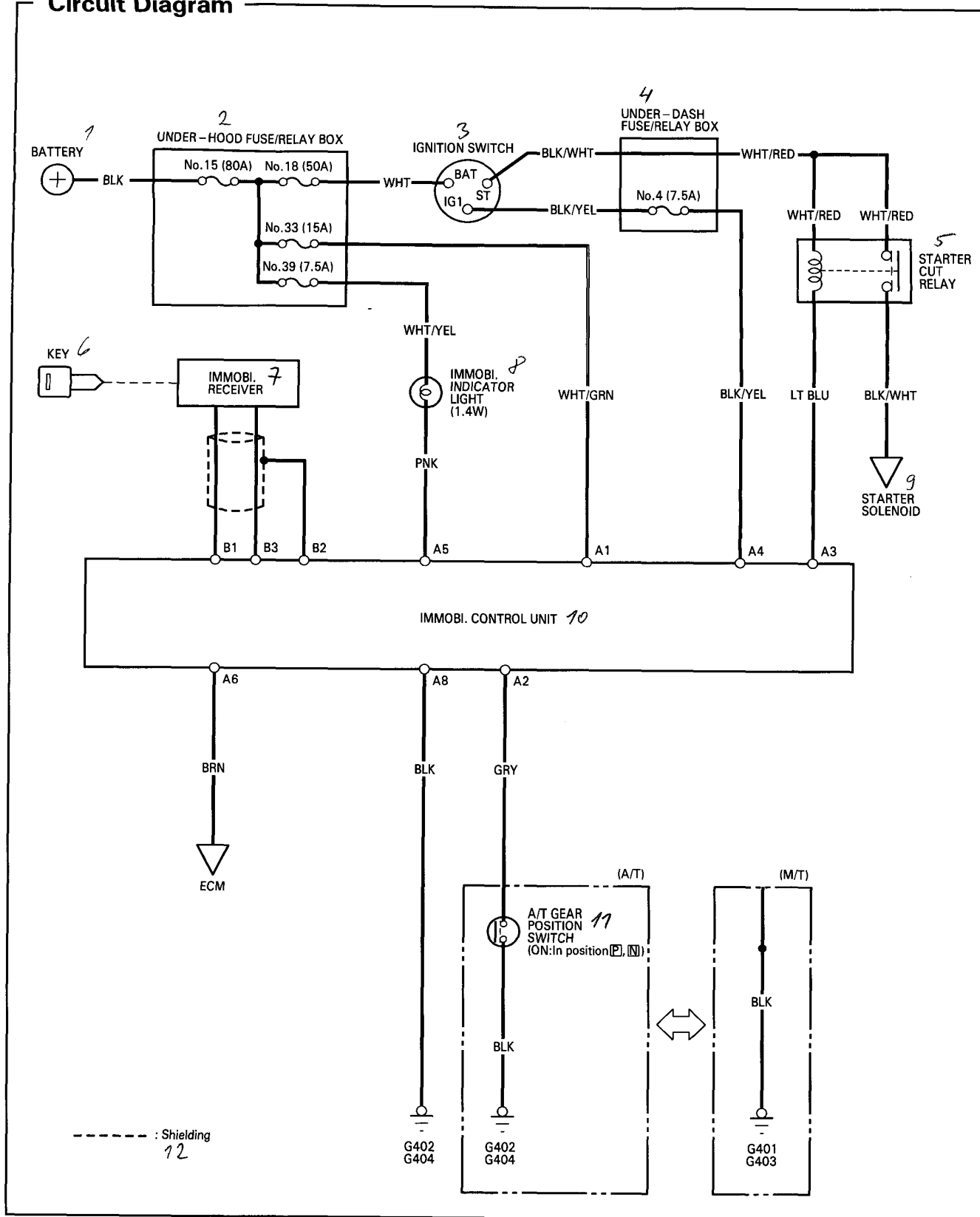
} Set D

Before Testing:

- Due to the action of the immobi. system, the engine takes more time to respond to starting than engines of cars without immobi. system.
- When the system is normal, and the proper key is inserted, the indicator light comes on for two seconds, then it will go off.
- If the indicator starts to blink after two seconds, or if the engine does not start, repeat the starting procedure.
 - If the engine still does not start, perform the immobi. control unit input test and transponder and immobi. receiver test.
- If all the input tests and the transponder and immobi. receiver test prove OK, check the ECM (see section 11).
 - If the ECM is OK, the immobi. control unit must be faulty; replace the immobi. control unit, master key and learning key together, and then rewrite the ECM with the Honda PGM Tester.
 - If the ECM is faulty, replace with a known-good ECM, and recheck. However, since the known-good ECM has a different code stored into it, it must be rewritten with the Honda PGM Tester. Otherwise, the engine will not start.

Immobilizer System (KE, KG and KS models)

Circuit Diagram



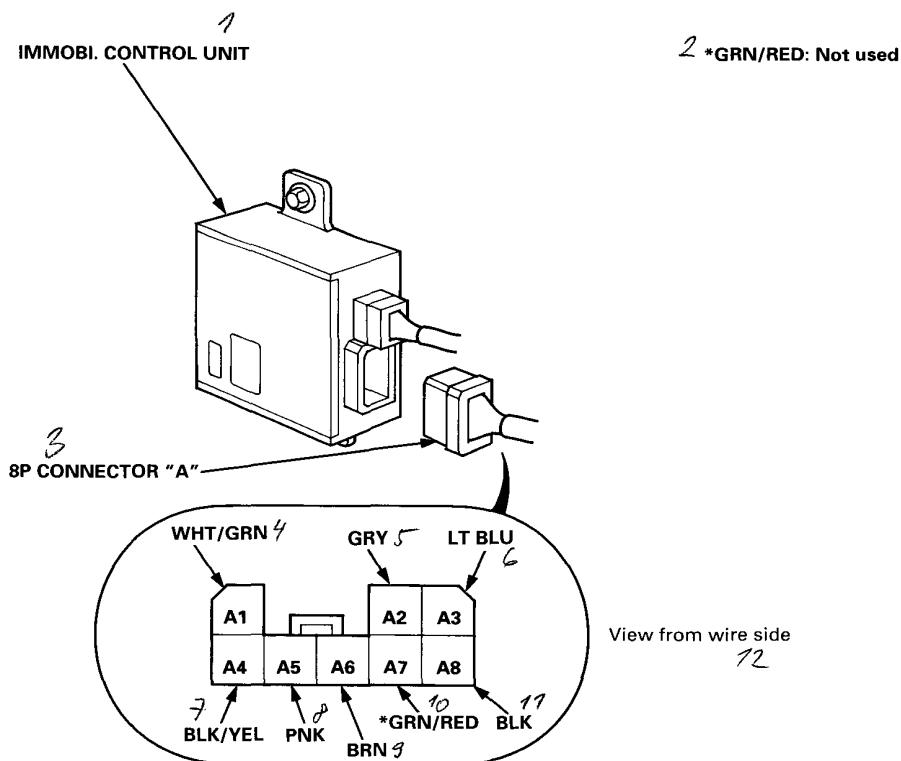


Control Unit Input Test

SRS components are located in this area. Review the SRS component locations, precautions, and procedures in the SRS sub-section (23B) before performing repairs or service.

1. Remove the front console.
2. Disconnect the 8P connector "A" from the immobi. 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 connectors.
 - If any test indicates a problem, find and correct the cause, then recheck the system.
 - If all the input tests prove OK, check the immobi. receiver and transponder (see page 23A-61).

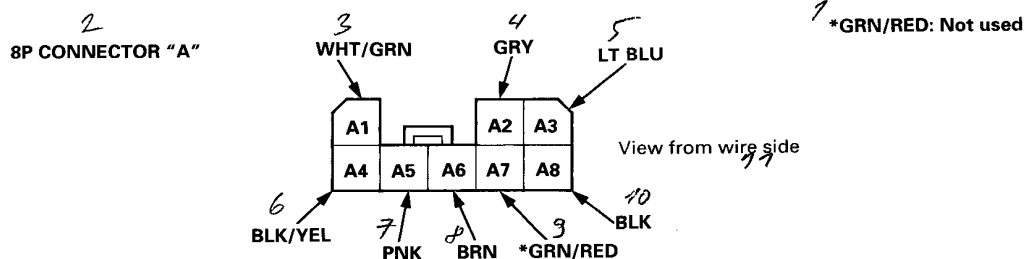
NOTE: The LHD type is shown, the RHD type is similar.



(cont'd)

Immobilizer System (KE, KG and KS models)

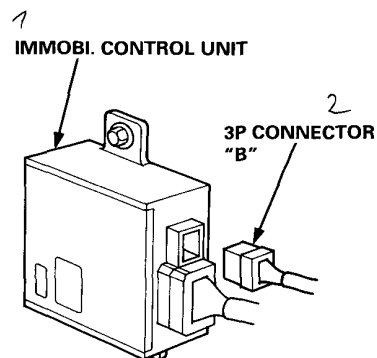
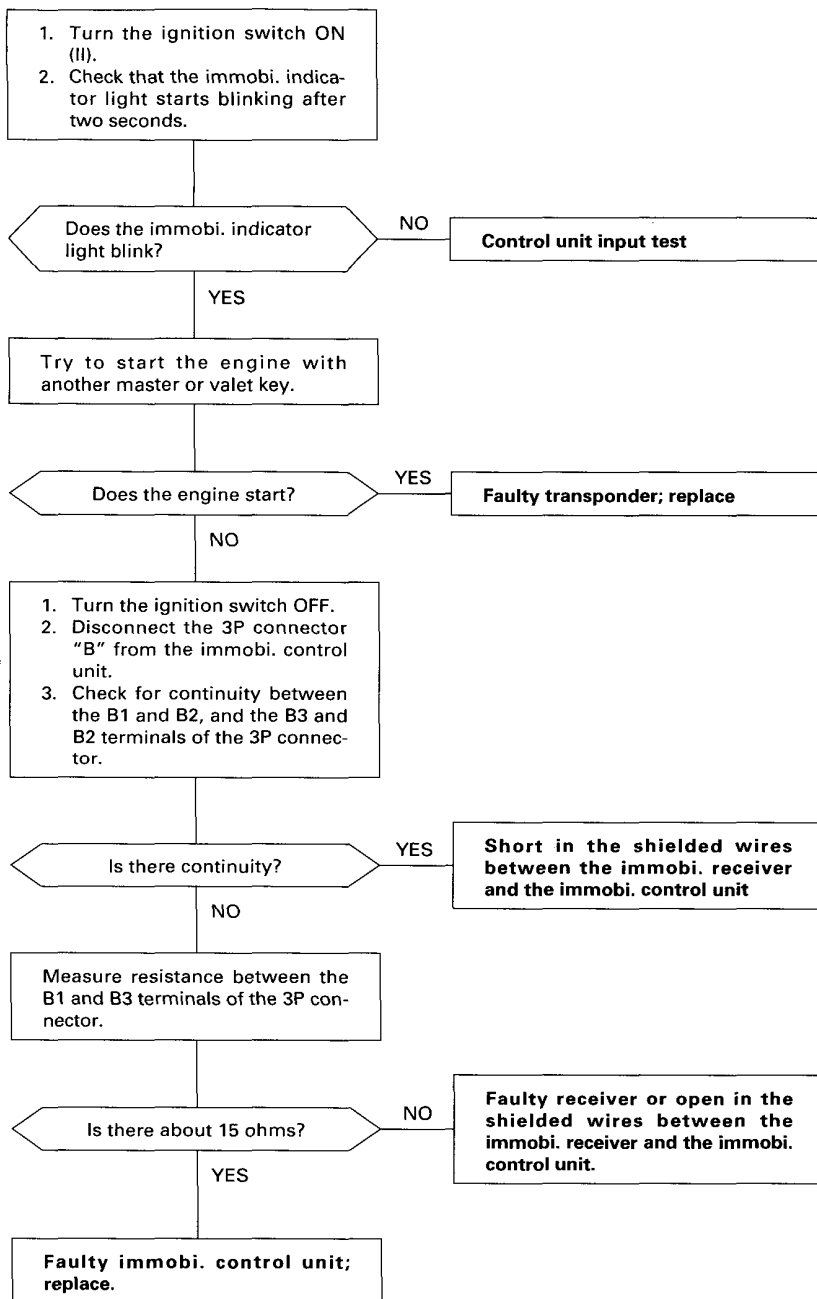
Control Unit Input Test (cont'd)



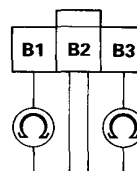
Terminal No.	Wire	Test condition	Test: Desired results	Possible cause if result is not obtained
A8	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> • Poor ground (G402, G404) • An open in the wire
A1	WHT/GRN	Under all conditions	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> • Blown No. 33 (15 A) fuse in the under-hood fuse/relay box • An open in the wire
A4	BLK/YEL	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage:	<ul style="list-style-type: none"> • Blown No. 4 (7.5 A) fuse in the under-dash fuse/relay box • An open in the wire
A3	LT BLU	Ignition switch START (III)	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> • Faulty starter cut relay • An open in the wire
A5	PNK	Under all conditions	Attach to ground: The immobi. Indicator light should come on.	<ul style="list-style-type: none"> • Blown No. 39 (7.5 A) fuse in the under-hood fuse/relay box • Faulty printed circuit film in the gauge assembly • Blown bulb • An open in the wire
A2	GRY	Shift position in P or N	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> • Poor ground (G401, G402, G403, G404) • Faulty A/T gear position switch • An open in the wire
A6	BRN	Under all conditions	Check for continuity between the A6 terminal and the No. 2 terminal of the ECM 22P connector. There should be continuity.	<ul style="list-style-type: none"> • An open in the wire



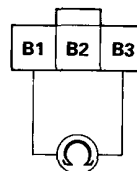
Immobi. Receiver and Transponder Test



3 View from wire side



4 View from wire side



Immobilizer System (KE, KG and KS models)

Steering Lock (Immobi. receiver) Replacement

NOTE: For the other replacement step not included, refer to the Accord Coupe Shop Manual, 62SV200.

1. After the steering lock replacement, then disconnect the 3P connector from the immobi. control unit.
2. Install in the reverse order of removal.

NOTE: For the car with immobi. system, carefully install the 3P connector harness, because this harness serves as communication link.

3. After installing, check the immobi. system.

Supplemental Restraint System (SRS-Type III)

Component/Wiring Locations

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Cable Reel

Replacement	23B-58
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SRS Unit

Replacement	23B-62
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Scrapping	23B-64
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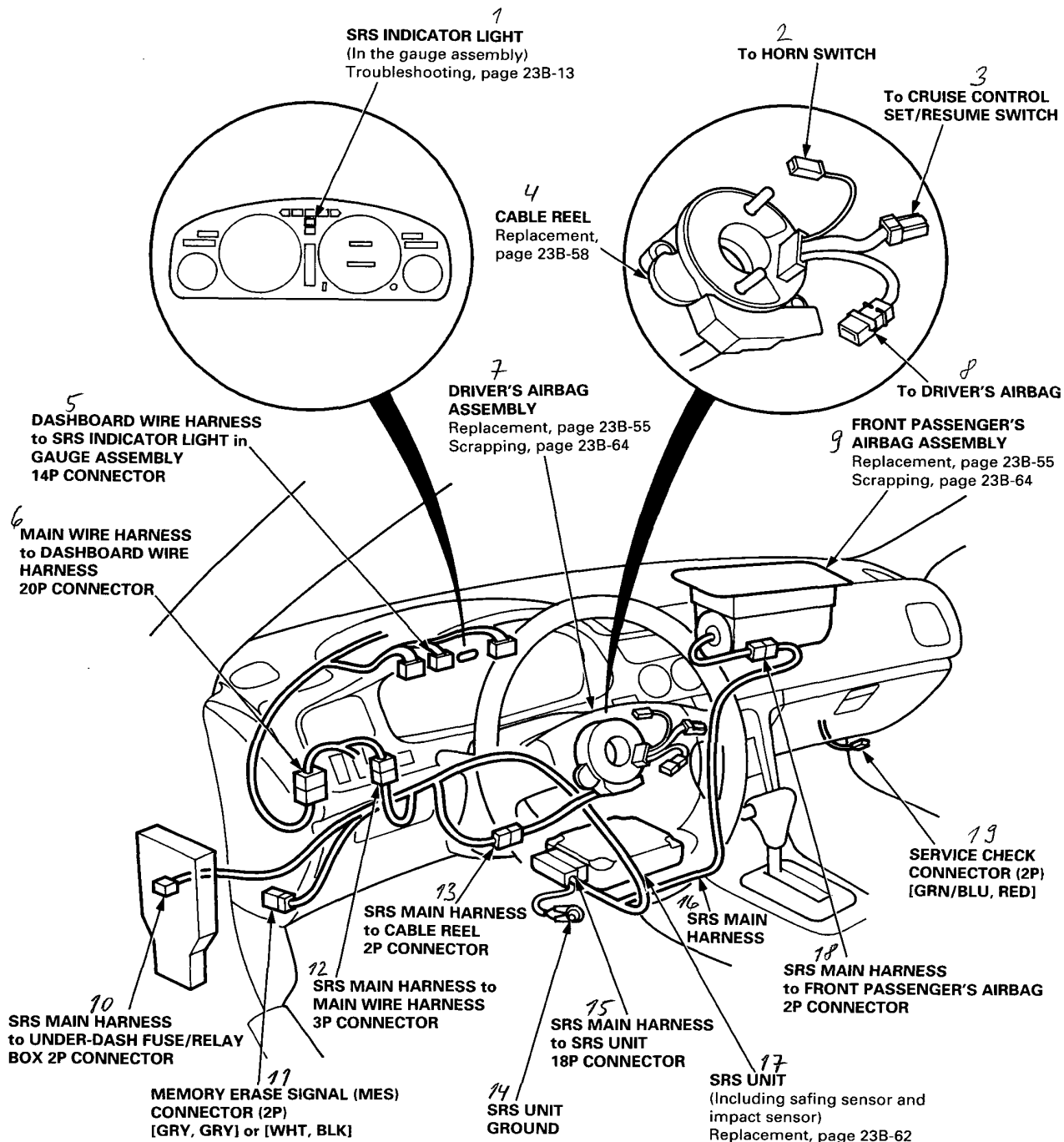
Component/Wiring Location Index

With 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 symmetrical to LHD type.

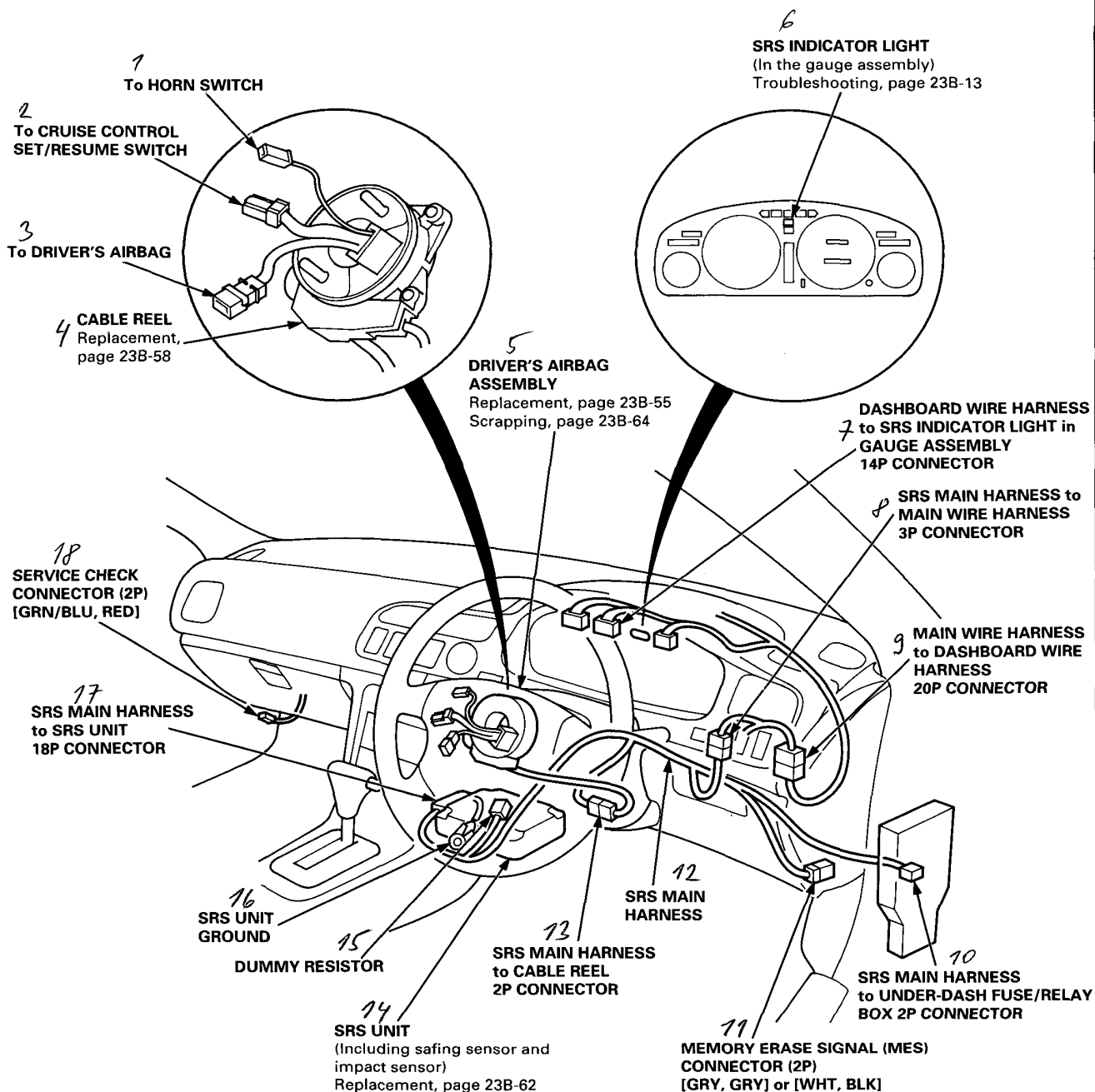


Without Front Passenger's Airbag

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

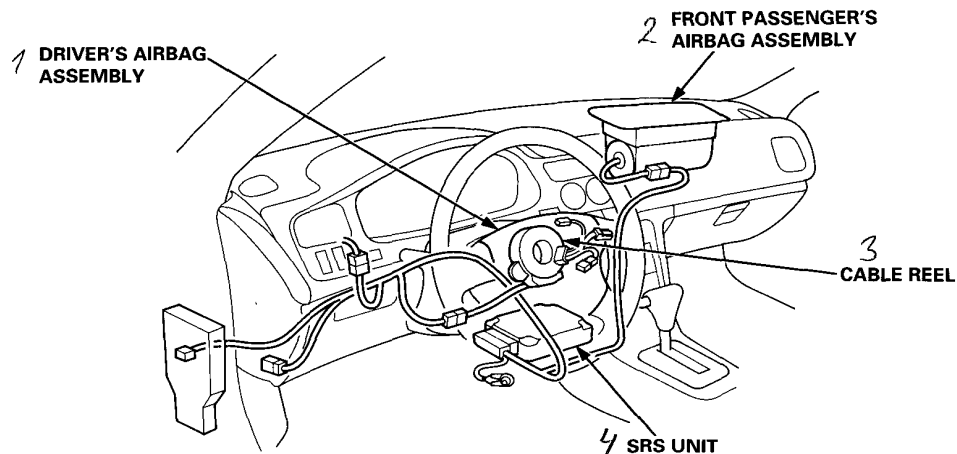
NOTE:

- 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.
- LHD type is symmetrical to RHD type.



Description (SRS-Type III)

The SRS is a safety device which, when used in conjunction with the seat belt, is designed to help protect the driver (and front passenger) in a frontal impact exceeding a certain set limit. The system consists of the SRS unit (including safing sensor and impact sensor), the cable reel, the driver's airbag (and front passenger's airbag).

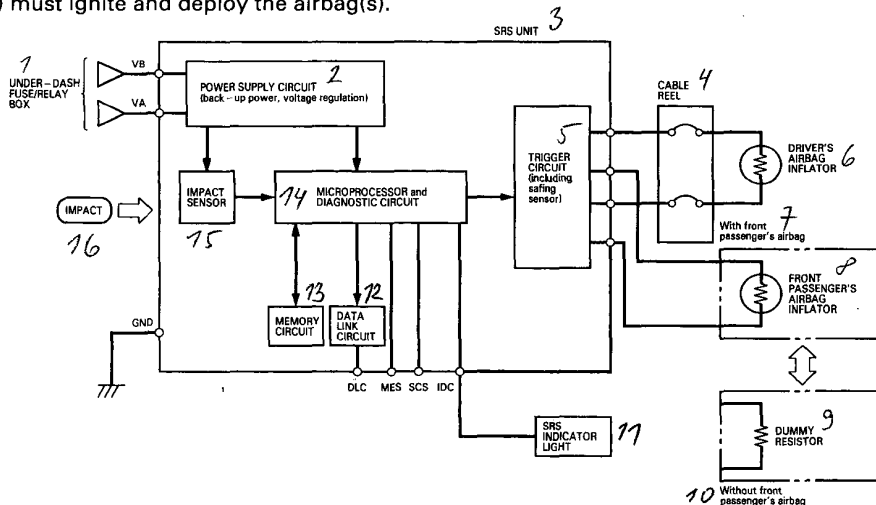


Operation

The main circuit in the SRS unit senses and judges the force of impact and, if necessary, ignites the inflator charge(s). If battery voltage is too low or power is disconnected due to the impact, the voltage regulator and the back-up power circuit respectively will keep voltage at a constant level.

For the SRS to operate:

- (1) The impact sensor must activate, and send electric signals to the microprocessor.
- (2) The microprocessor must compute the signals, and must send signals to the airbag inflator(s).
- (3) The inflator(s) must ignite and deploy the airbag(s).



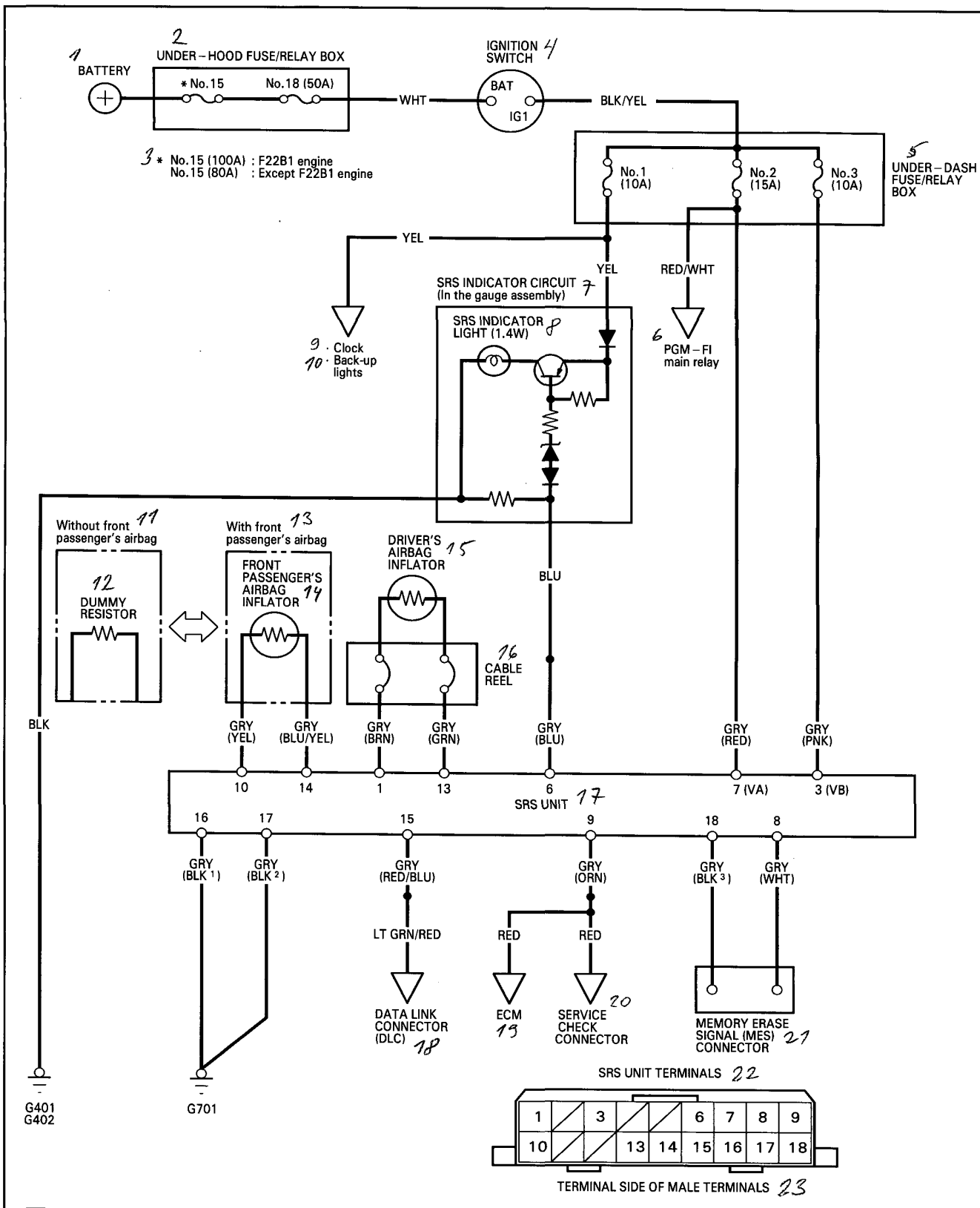
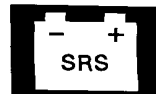
Self-diagnosis System

A self-diagnosis circuit is built into the SRS unit; when the ignition switch is turned ON (II), the SRS indicator light comes on and goes off after about six seconds if the system is operating normally.

If the light does not come on, or does not go off after six seconds, or if it comes on while driving, it indicates an abnormality in the system. The system must be inspected and repaired as soon as possible.

For better serviceability, the memory will store the cause of the malfunction, and the data link circuit passes on the information from the memory to the data link connector (DLC). This information can be read with the Honda PGM Tester connected to the DLC (3P).

Circuit Diagram (SRS-Type III)

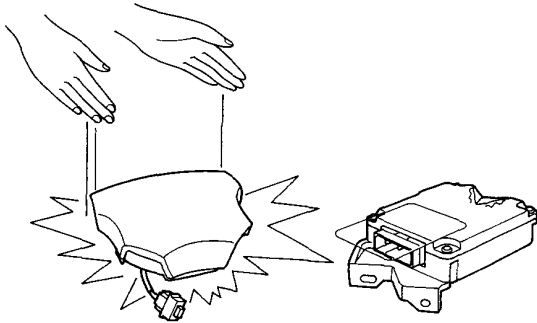


Precautions/Procedures (SRS-Type III)

General Precautions

- Carefully inspect any SRS part before you install it. Do not install any part that shows signs of being dropped or improperly handled, such as dents, cracks or deformation:

- Airbag assemblies
- Cable reel
- SRS unit



- Use only a digital multimeter to check the system. If it's not a Honda multimeter, make sure its output is 10 mA (0.01 A) 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 deployment and possible injury.
- Do not install used SRS parts from another car. When making SRS repairs, use only new parts.
- Except when performing electrical inspections, always disconnect both the negative cable and positive cable from the battery, and wait at least three minutes before beginning work.
- Replacement of the combination light and wiper/washer switches and cruise control switch can be done without removing the steering wheel:
 - Combination light and wiper/washer switch replacement.
 - Cruise control set/resume switch replacement.
- Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbags could accidentally deploy and cause damage or injuries.
- Whenever the airbag(s) has (have) been activated, replace the SRS unit.

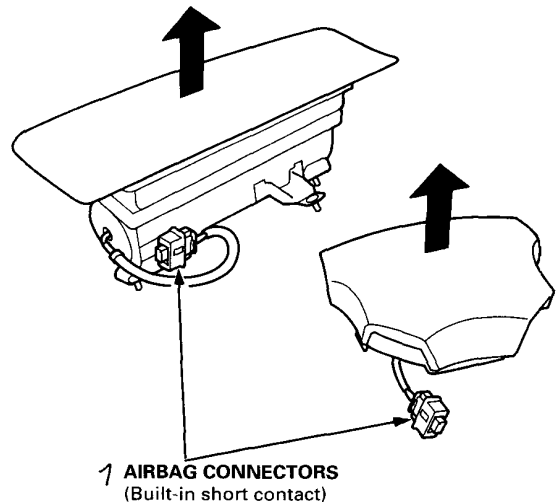
Airbag Handling and Storage

Do not try to disassemble the airbag assembly. It has no serviceable parts. Once an airbag has been operated (deployed), it cannot be repaired or reused.

For temporary storage of the airbag assembly during service, please observe the following precautions:

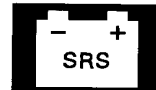
- Store the removed airbag assembly with the pad surface up. The driver's (and front passenger's) airbag connector(s) has (have) a built-in short contact (see page 23B-10).

▲ WARNING If the airbag is improperly stored face down, accidental deployment could propel the unit with enough force to cause serious injury.



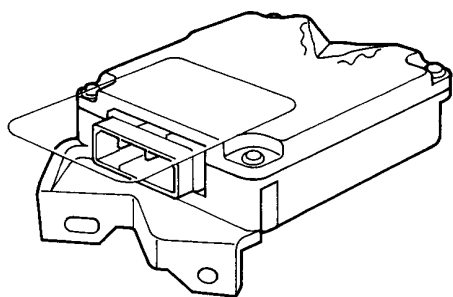
- Store the removed airbag assembly on a secure flat surface away from any high heat source (exceeding 100°C/212°F) and free of any oil, grease, detergent or water.

CAUTION: Improper handling or storage can internally damage the airbag assembly, making it inoperative. If you suspect the airbag assembly has been damaged, install a new unit and refer to the Deployment/Disposal Procedures for disposing of the damaged airbag.



SRS Unit Precautions

- Take extra care when painting or doing body work in the area below the dashboard. Avoid direct exposure of the SRS unit or wiring to heat guns, welding, or spraying equipment.
- Disconnect the driver's (and front passenger's) airbag connector(s) before working below the dashboard near the SRS unit.
- After any degree of frontal body damage, or after a collision without airbag deployment, inspect the SRS unit for physical damage. If it is dented, cracked, or deformed, replace it.



- Be sure the SRS unit is installed securely.
- Do not disassemble the SRS unit.
- Store the SRS unit in a cool (less than about 40°C/104°F) and dry (less than 80% humidity, no moisture) place. Do not spill water or oil on the SRS unit, and keep it away from dust.
- During installation or replacement, be careful not to bump (impact wrench, hammer, etc.) the area around the SRS unit. The airbags could accidentally deploy and cause damage or injuries.

Inspection After Deployment

After a collision in which the airbag(s) was (were) deployed, replace the SRS unit, and inspect the following:

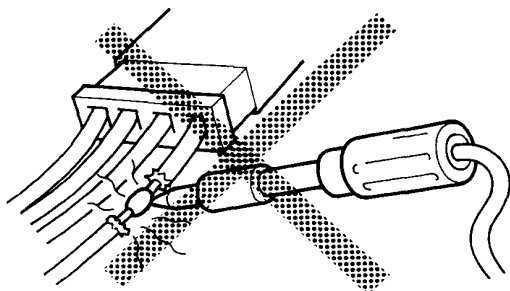
1. Inspect all the SRS wire harnesses. Replace, don't repair, any damaged harnesses.
2. Inspect the cable reel for heat damage. If there is any damage, replace the cable reel.
3. After the car is completely repaired, turn the ignition switch on. If the SRS indicator light comes on for about six seconds and then goes off, the SRS system is OK. If the indicator light does not function properly, go to SRS Troubleshooting.

Precautions/Procedures (SRS-Type III)

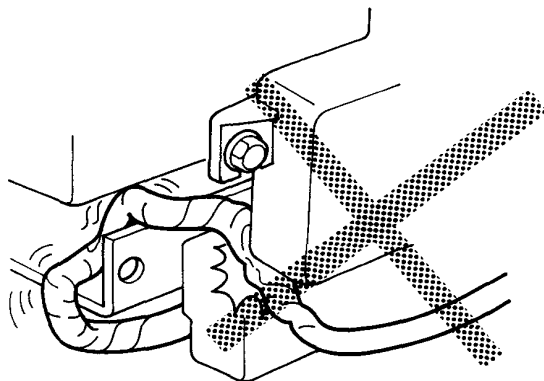
Wiring Precautions

- Never attempt to modify, splice or repair SRS wiring.

NOTE: SRS wiring can be identified by special yellow outer protective covering.



- Be sure to install the harness wires so that they are not pinched or interfering with other car parts.

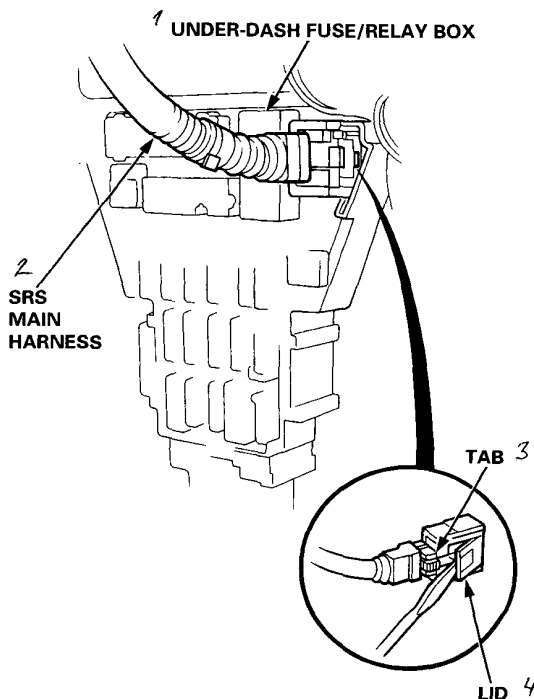


- Make sure all SRS ground locations are clean and grounds are securely fastened for optimum metal-to-metal contact. Poor grounding can cause intermittent problems that are difficult to diagnose.

Disconnecting the SRS Connector at the Under-dash Fuse/Relay Box:

CAUTION: Avoid breaking the connector; it's double-locked.

1. First lift the connector lid with a thin screwdriver, then press the connector tab down, and pull the connector out.



2. To reinstall the connector, push it into position until it clicks, then close its lid.

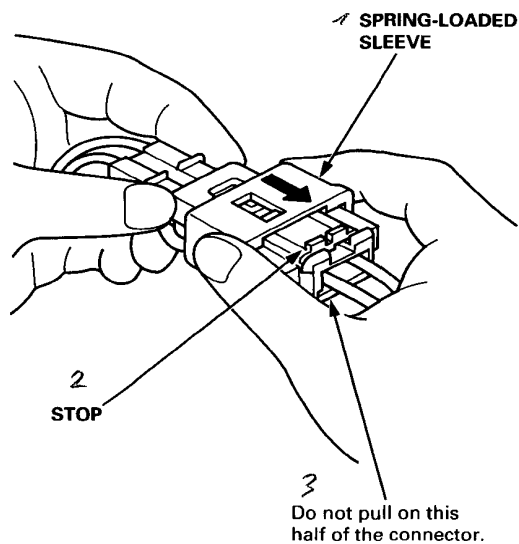
Spring-loaded Lock Connector

Some SRS system connectors have a spring-loaded lock.

Disconnecting

To release the lock, pull the spring-loaded sleeve toward the stop while holding the opposite half of the connector. Then pull the connector halves apart.

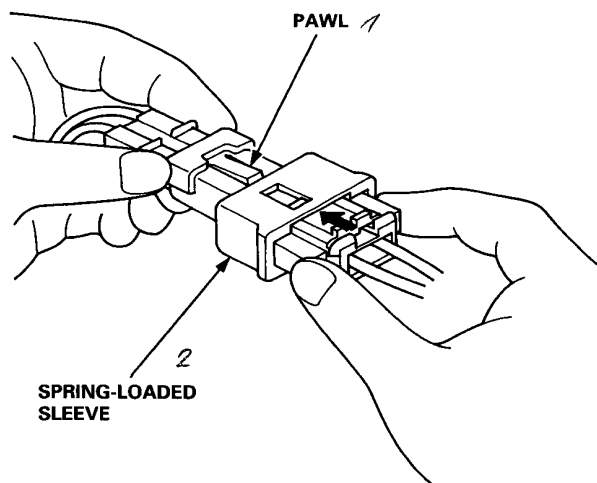
NOTE: Be sure to pull on the sleeve and not on the connector half itself.



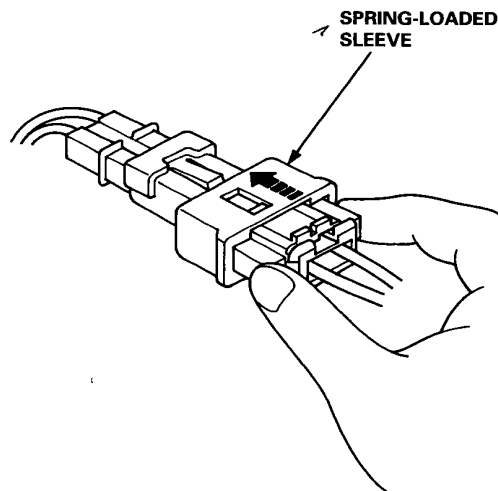
Connecting

1. Hold the pawl-side connector half, and press on the back of the sleeve-side connector half in the direction shown. As the two connector halves are pressed together, the sleeve is pushed back by the pawl.

NOTE: Do not touch the sleeve.



2. When the connector halves are completely connected, the pawl is released, and the spring-loaded sleeve locks the connector.

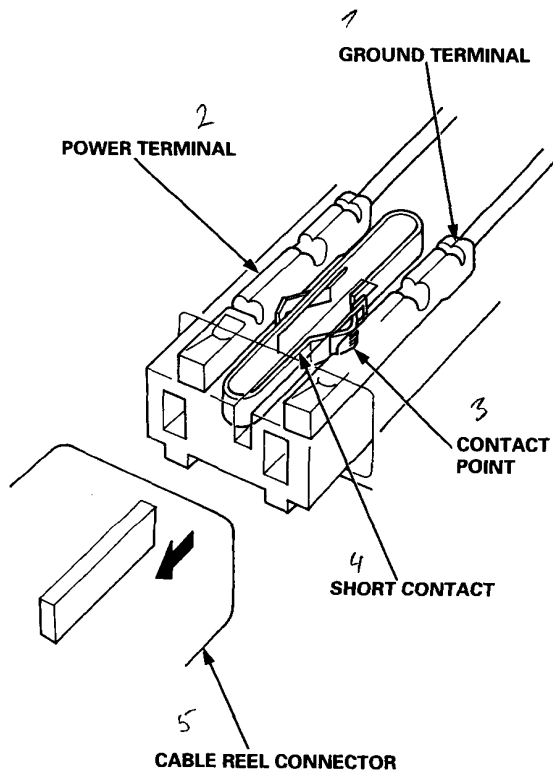


Precautions/Procedures (SRS-Type III)

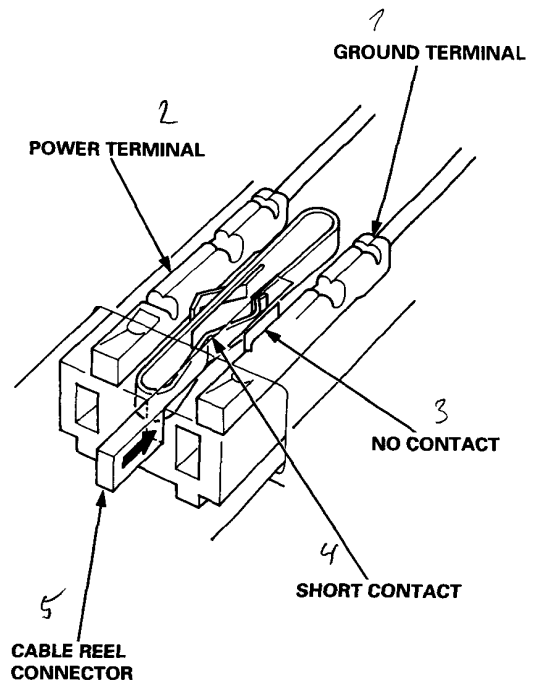
Spring-loaded Lock Connector with Built-in Short Contact

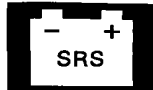
The driver's airbag and front passenger's airbag have a spring-loaded lock connector with a built-in short contact. When this connector is disconnected, the power terminal and the ground terminal in the airbag connector are automatically shorted.

Connector halves disconnected:



Connector halves connected:





Disconnecting the Airbag Connectors

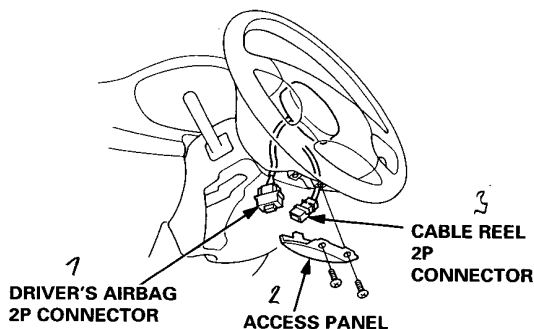
⚠ WARNING To avoid accidental deployment and possible injury, always disconnect the driver's airbag (and front passenger's airbag) connector(s) (automatically shorted) before working near any SRS wiring.

1. Disconnect the battery negative cable, then disconnect the positive cable from the battery, and wait at least three minutes.
2. Disconnect the driver's airbag (and front passenger's airbag) connector(s) (automatically shorted).

Driver's Side:

- Remove the access panel from the steering wheel, then disconnect the 2P connector between the driver's airbag and cable reel.

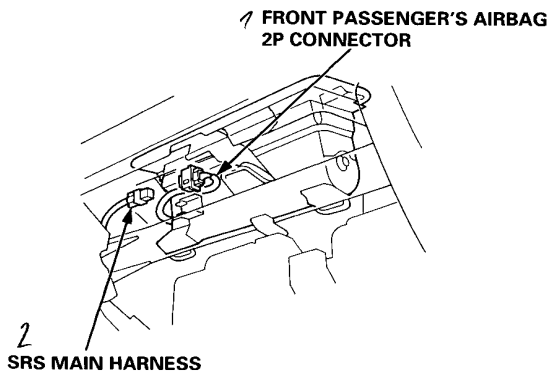
NOTE: When disconnected, the airbag connector is automatically shorted.



Front Passenger's Side:

- Remove the glove box.
- Disconnect the 2P connector between the front passenger's airbag and SRS main harness.

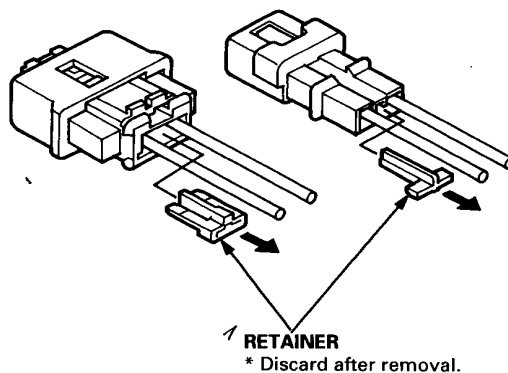
NOTE: When disconnected, the airbag connector is automatically shorted.



Backprobing Spring-loaded Lock Connectors

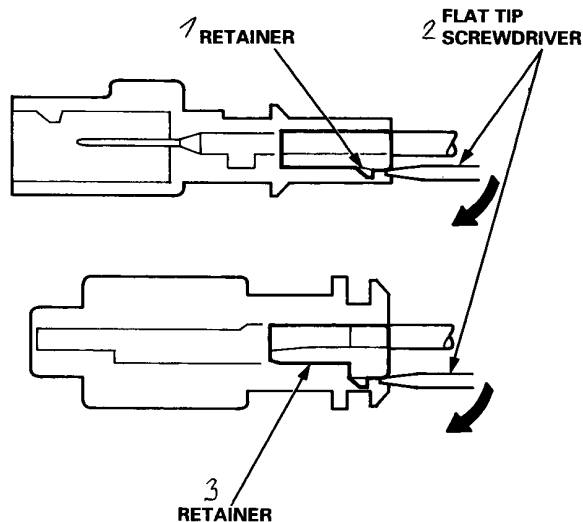
- When checking voltage or resistance on this type of connector the first time, it is necessary to remove the retainer to insert tester probes from the wire side.

NOTE: It is not necessary to reinstall the removed retainer; the terminals will stay locked in the connector housing.



- To remove the retainer, insert a flat tip screwdriver between connector body and retainer, and carefully pry out the retainer.

NOTE: Take care not to break the connector.

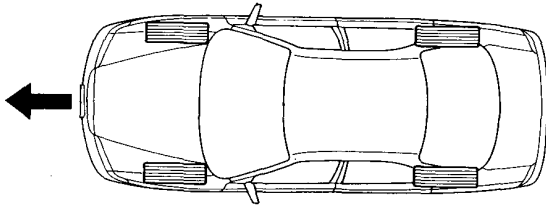


Precautions/Procedures (SRS-Type III)

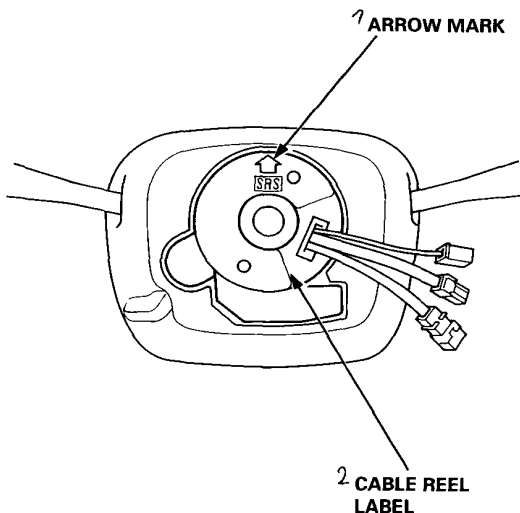
Steering-related Precautions

Steering Wheel and Cable Reel Alignment

NOTE: To avoid misalignment of the steering wheel or airbag on reassembly, make sure the wheels are turned straight ahead before removing the steering wheel.



Rotate the cable reel clockwise until it stops. Then rotate it counterclockwise (approximately two and a half turns) until the arrow mark on the cable reel label points straight up.



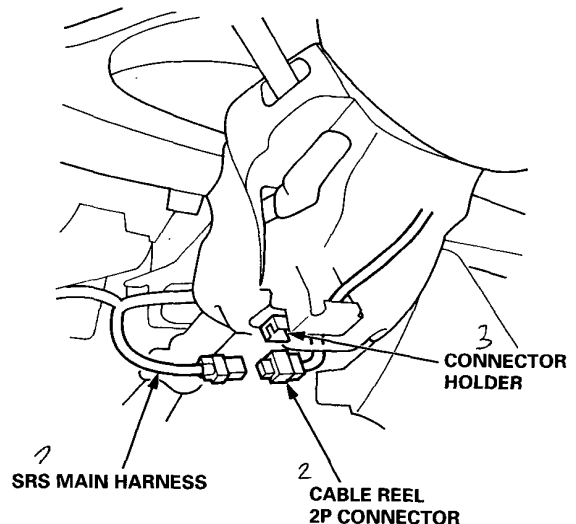
Steering Column Removal

CAUTION:

- Before removing the steering column, first disconnect the connector between the cable reel and the SRS main harness.
- If the steering column is going to be removed without dismounting the steering wheel, lock the steering by turning the ignition key to 0-LOCK position, or remove the key from the ignition so that the steering wheel will not turn.

NOTE:

- When the airbag assembly and cable reel are disconnected, and the battery is reconnected and the ignition switch is turned ON (II), the SRS unit will store this as an open in the driver's airbag inflator, and the SRS indicator light will come on. In such a case, make sure to confirm the DTC, then clear the SRS unit memory.
- For disconnecting the spring-loaded lock type connector, refer to page 23B-9.

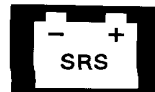


Do not replace the original steering wheel with any other design since it will make it impossible to properly install the airbag (only use genuine Honda replacement parts).

After reassembly, confirm that the wheels are still turned straight ahead and that the steering wheel spoke angle is correct. If minor spoke angle adjustment is necessary, do so only by adjusting the tie-rods, not by removing and repositioning the steering wheel.

Troubleshooting (SRS-Type III)

Self-diagnostic Procedures



The self-diagnostic function of the SRS system allows it to locate the causes of system problems and to store this information in memory. For easier troubleshooting, this data can be retrieved via a data link circuit.

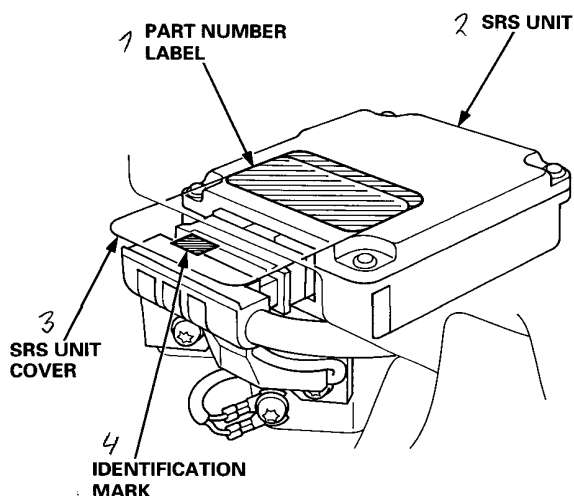
- When you turn the ignition switch ON (II), the SRS indicator will come on. If it goes off after six seconds, the system is normal.
- If there is an abnormality, the system locates and defines the problem, stores this information in memory, and turns the SRS indicator light on.

NOTE: The data will remain in the memory even when the ignition switch is turned off or if the battery is disconnected.

- When you connect the SCS short connector to the service check connector (2P), and turn the ignition switch ON (II), the SRS indicator light will indicate the diagnostic trouble code (DTC) by the number of blinks.
- After reading and recording the DTC, proceed with the troubleshooting for this code.

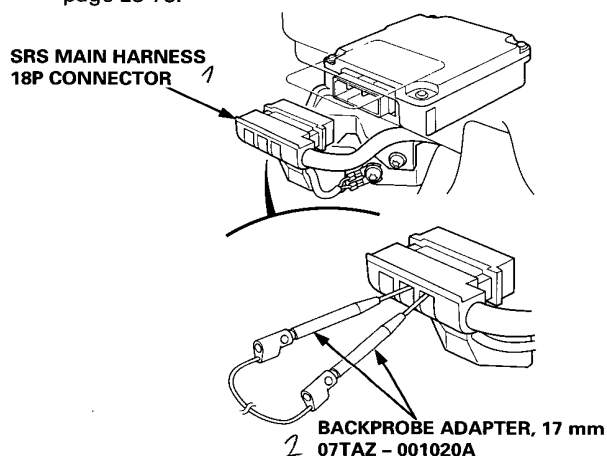
NOTE: SRS units from two different manufacturers (DE, NEC) are used for the Accord. Before troubleshooting, confirm the SRS unit type by its part number (see the label on top of the unit) or by its identification mark (on the SRS unit cover), because the DTC indications and troubleshooting procedures change with the type of the unit.

SRS UNIT	PART NUMBER	IDENTIFICATION MARK
DE	77960 - SV2 - G91 77960 - SV4 - A93	M1
NEC	77960 - SV2 - G92 77960 - SV4 - A94	M2
TAKATA	77960 - SV5 - A93	M3



Precautions

- Use only a digital multimeter to check the system. If it's not a Honda multimeter, make sure its output is 10 mA (0.01 A) 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.
- Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbag(s) could accidentally deploy and cause damage or injuries.
- Before you remove the SRS main harness, disconnect the driver's airbag connector (and front passenger's airbag connector).
- Make sure the battery is sufficiently charged. If the battery is dead or low, measuring values won't be correct.
- Do not touch a tester probe to the terminals in the SRS unit or harness connectors, and do not connect the terminals with a jumper wire. Use only the back-probe set and the SCS short connectors. For back-probing spring-loaded lock type connectors, refer to page 23-73.



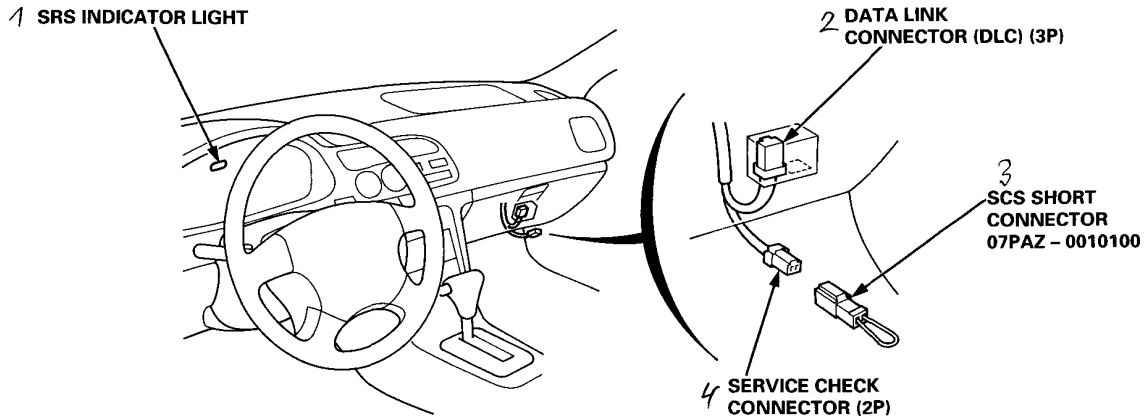
Troubleshooting (SRS-Type III)

Diagnostic Trouble Code (DTC)

The SRS indicator light indicates the DTC by the number of blinks when the SCS short connector is connected to the service check connector.

1. Turn the ignition switch OFF, and wait for ten seconds. Then connect the SCS short connector to the service check connector.

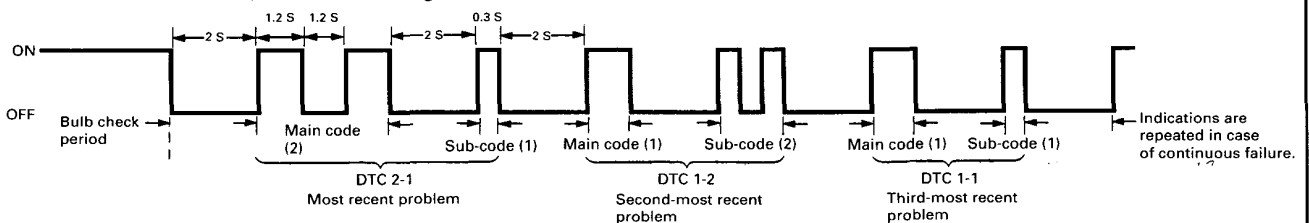
NOTE: If you do not wait ten seconds, the SRS unit will not be completely reset and will not output DTCs.



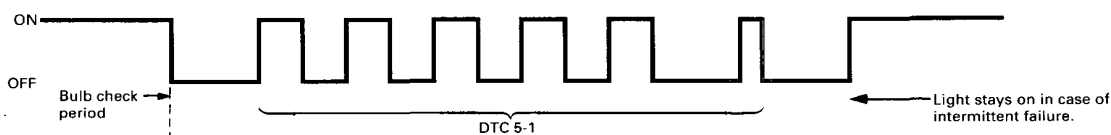
2. Turn the ignition switch ON (II). The SRS indicator light comes on for about six seconds and goes off. Then it will indicate the DTC:
 - The DTC consists of a main code and a sub-code.
 - Including the most recent problem, up to three different malfunctions can be indicated.
 - In case of a continuous failure, the DTC will be indicated repeatedly (see example 1 below).
 - In case of an intermittent failure, the SRS indicator light will indicate the DTC one time, then it will stay on (see example 2 below).
 - If both a continuous and an intermittent failure occur, only the DTC of the continuous failure will be indicated.
 - In case the system is normal (no DTC), the SRS indicator light will stay on (see example 3 below).

Examples of DTC Indications:

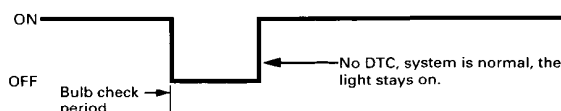
1. Continuous Failure, SRS indicator light is

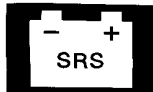


2. Intermittent Failure, SRS indicator light is



3. Normal (no failure), SRS indicator light is



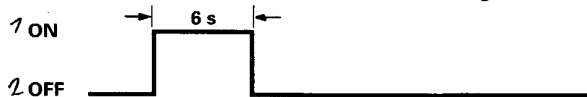


Troubleshooting of Intermittent Failures

If there was a malfunction, but it doesn't recur, it will be stored in the memory as an intermittent failure, and the SRS indicator light comes on.

After checking the DTC, troubleshoot as follows:

1. Record the DTC.
2. Remove the SCS short connector from the service check connector.
3. Erase the DTC memory (see "Erasing the DTC Memory").
4. With the shift lever in neutral, start the engine, and let it idle.
5. The SRS indicator light comes on for about six seconds and goes off.



6. Shake the wire harness and the connector, and/or take a test drive (quick acceleration, quick braking, cornering), and/or turn the steering wheel fully left and right, and hold it there for five to ten seconds to find the cause of the intermittent failure. If the problem recurs, the SRS indicator light will stay on.



7. If you can't duplicate the intermittent failure, the system is OK at this time.

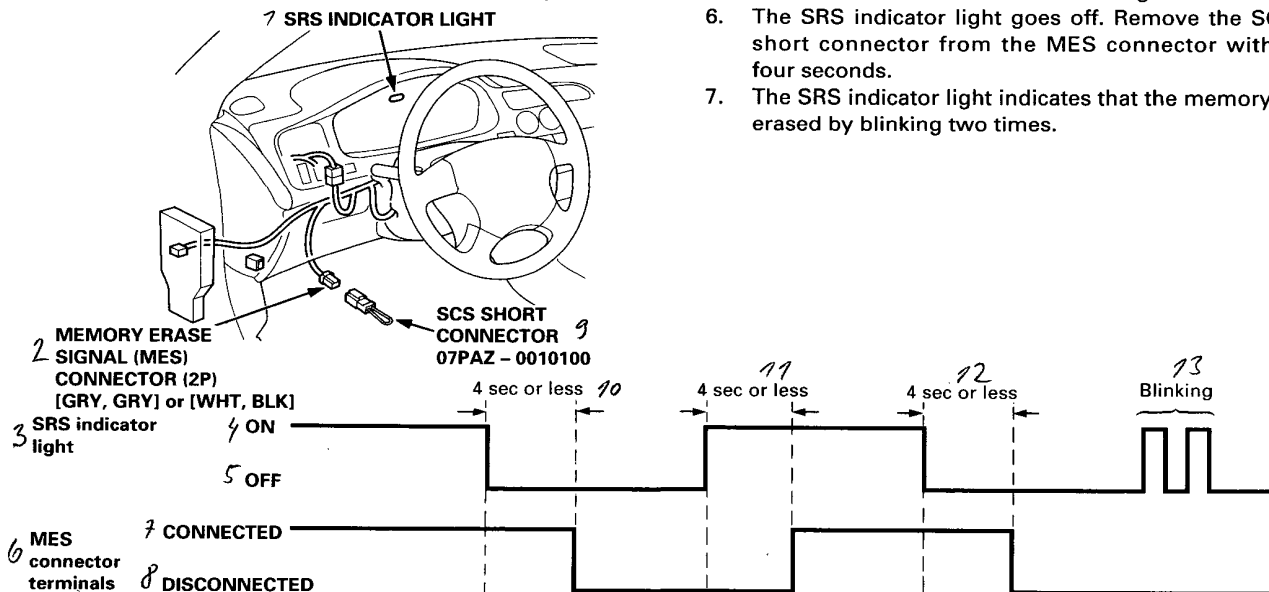
Erasing the DTC Memory

To erase the DTC(s) from the SRS unit, use a Honda PGM Tester (see the Honda PGM Tester SRS Vehicle System Supplement) or the following procedure.

NOTE:

- Use the SCS short connector instead of a jumper wire. Otherwise, you may not erase the memory, because it is awkward to connect and disconnect a jumper wire quickly enough.
- After turning the ignition switch OFF, wait for ten seconds. Only then connect the SCS short connector to the memory erase signal (MES) connector. If you do not wait ten seconds, the SRS unit will not be completely reset and will not erase the DTC memory.

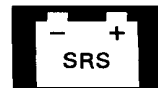
1. Turn the ignition switch OFF, and wait for ten seconds. Then disconnect the SCS short connector from the service check connector.
2. Connect the SCS short connector to the MES connector.
3. Turn the ignition switch ON (II).
4. The SRS indicator light comes on for about six seconds and goes off. Remove the SCS short connector from the MES connector within four seconds after the SRS indicator light went off.
5. The SRS indicator light comes on again. Reconnect the SCS short connector to the MES connector within four seconds after the SRS indicator light comes on.
6. The SRS indicator light goes off. Remove the SCS short connector from the MES connector within four seconds.
7. The SRS indicator light indicates that the memory is erased by blinking two times.



Troubleshooting (SRS-Type III)

Diagnostic Trouble Code (DTC) Chart

SRS indicator light	DTC	Possible cause	Corrective action	See page
doesn't come on	none	Faulty SRS indicator light circuit	Troubleshooting	23B-19
comes on	1-1	Open in the driver's airbag inflator	Troubleshooting	23B-22
	1-2	Increased resistance in the driver's airbag inflator		23B-24
	1-3	Short to another wire in the driver's airbag inflator or decreased resistance		23B-26
	1-4	Short to power in the driver's airbag inflator		23B-28
	1-5	Short to ground in the driver's airbag inflator		23B-30
	2-1	With front passenger's airbag: Open in the passenger's airbag inflator Without front passenger's airbag: Open in the dummy resistor	Troubleshooting	23B-32 23B-42
	2-2	With front passenger's airbag: Increased resistance in the passenger's airbag inflator Without front passenger's airbag: Increased resistance in the dummy resistor		23B-34 23B-43
	2-3	With front passenger's airbag: Short to another wire in the passenger's airbag inflator or decreased resistance Without front passenger's airbag: Short to another wire in the dummy resistor or decreased resistance		23B-36 23B-44
	2-4	With front passenger's airbag: Short to power in the passenger's airbag inflator Without front passenger's airbag: Short to power in the dummy resistor		23B-38 23B-45
	2-5	With front passenger's airbag: Short to ground in the passenger's airbag inflator Without front passenger's airbag: Short to ground in the dummy resistor		23B-40 23B-46



SRS indicator light	DTC	Possible cause	Corrective action	See page
comes on	5-1	Internal failure of the SRS unit	SRS unit replacement	23B-62
	5-2			
	5-3			
	5-4			
	5-5			
	6-1	Internal failure of the SRS unit	SRS unit replacement	23B-62
	6-2			
	6-3			
	6-4			
	7-1	Internal failure of the SRS unit	SRS unit replacement	23B-62
	7-2			
	7-3			
	8-1	Internal failure of the SRS unit	SRS unit replacement	23B-62
	8-2			
	8-3			
	8-4			
	8-5			
	*8-6		SRS unit replacement or troubleshooting	23B-54
	9-1 or no code	Faulty SRS indicator circuit or faulty SRS power supply (VA line)	Troubleshooting	23B-47
	9-2	Faulty SRS power supply (VB line)	Troubleshooting	23B-52
	10-1	SRS unit replacement code (SRS unit must not be used any longer)	SRS unit replacement	23B-62

*: Except TAKATA SRS unit

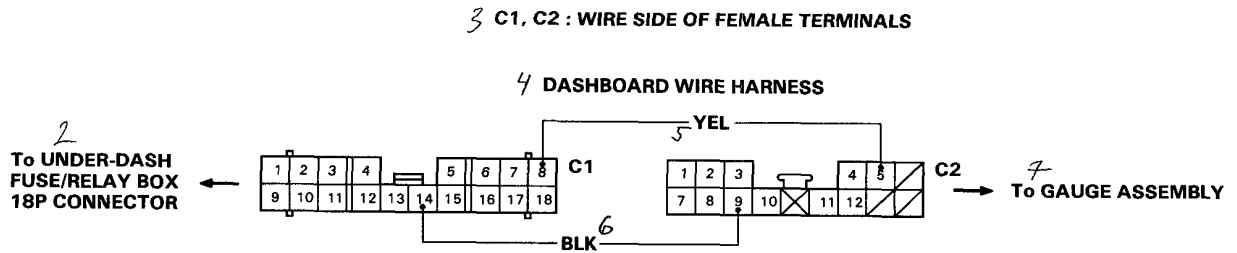
NOTE:

- NEC SRS unit: In case DTC 8-6 is indicated, first troubleshoot DTC 1-1, DTC 1-4, DTC 2-1, and DTC 2-4, then erase the memory, and recheck the DTC indication.
- TAKATA SRS unit: In case DTC 7-3 is indicated, first troubleshoot DTC 1-4 and DTC 2-4, then erase the memory, and recheck the DTC indication.

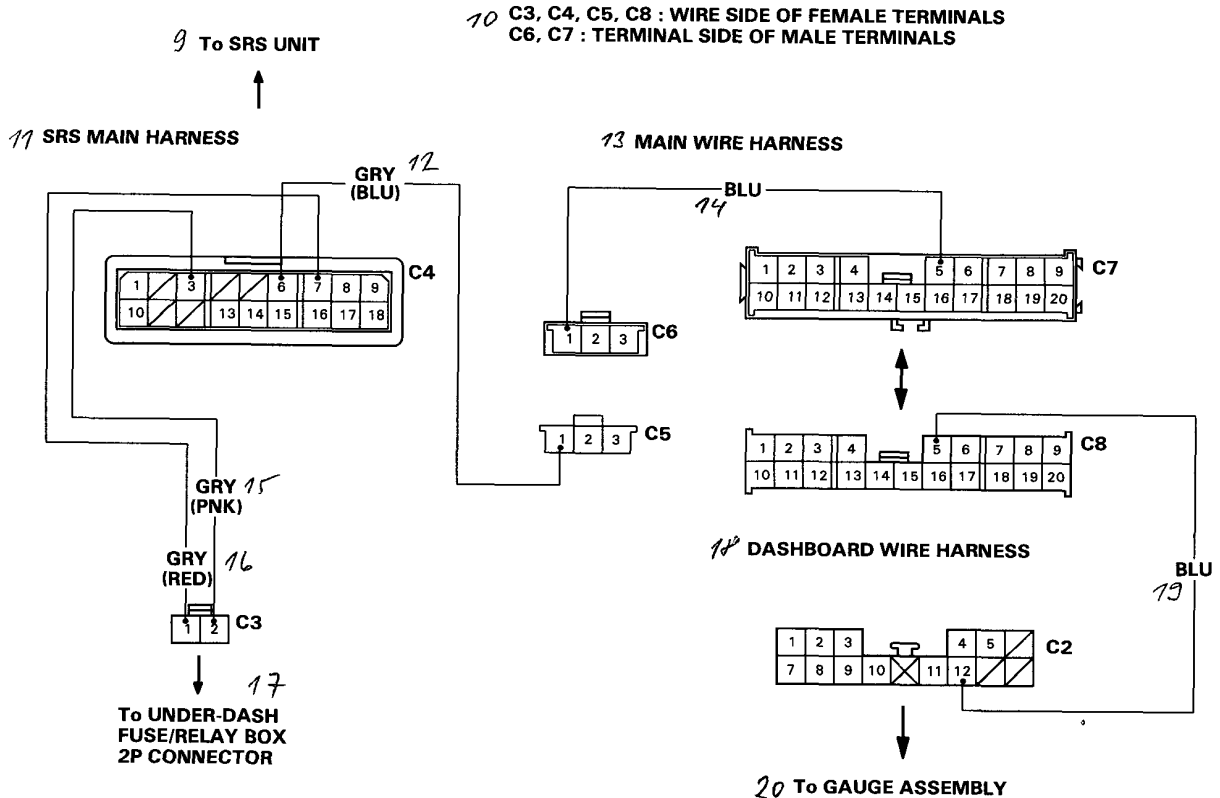
Troubleshooting (SRS-Type III)

SRS Indicator Light Wire Connections

1 SRS Indicator Light Power Circuit



8 SRS Indicator Light Control Circuit



C1 : DASHBOARD WIRE HARNESS 18P CONNECTOR
C2 : DASHBOARD WIRE HARNESS 14P CONNECTOR
C3 : SRS MAIN HARNESS 2P CONNECTOR
C4 : SRS MAIN HARNESS 18P CONNECTOR

C5 : SRS MAIN HARNESS 3P CONNECTOR
C6 : MAIN WIRE HARNESS 3P CONNECTOR
C7 : MAIN WIRE HARNESS 20P CONNECTOR
C8 : DASHBOARD WIRE HARNESS 20P CONNECTOR

The SRS Indicator Light Doesn't Come On

CAUTION: Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbag(s) could accidentally deploy and cause damage or injuries.

Check the power supply (fuse):

Turn the ignition switch ON (II), and check whether the other indicator lights come on or not (brake system, etc.).

Do the other indicator lights come on?

YES

NO

Check the fuse:

Check the No. 1 (10 A) fuse in the under-dash fuse/relay box.

Is the fuse OK?

YES

NO

Check the bulb:

Replace the No. 1 (10 A) fuse, and check that the SRS indicator light comes on.

Does the SRS indicator light come on?

YES

NO

END

Check the wire harness between fuse and gauge assembly:

Check for an open in the wire harness between fuse No. 1 (10 A) and the gauge assembly, and repair. Check that the SRS indicator light comes on.

Does the SRS indicator light come on?

YES

NO

END

Check the SRS indicator light bulb:

1. Turn the ignition switch OFF.
2. Remove the gauge assembly.
3. Check for blown SRS indicator light bulb.

Is the SRS indicator light bulb OK?

YES

NO

Check the SRS indicator light circuit:

Replace the bulb, and reconnect the gauge assembly connectors. Then turn the ignition switch ON (II).

Does the SRS indicator light come on?

YES

NO

END

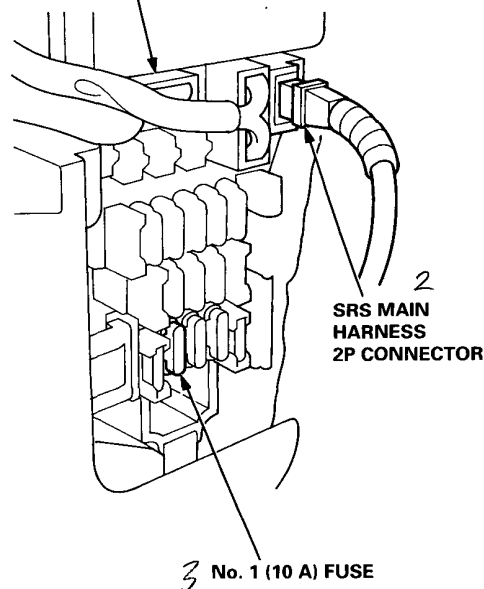
(A)

To page 23B-20

(B)

To page 23B-20

1 UNDER-DASH FUSE/RELAY BOX



3 No. 1 (10 A) FUSE

(cont'd)

Troubleshooting (SRS-Type III)

The SRS Indicator Light Doesn't Come On (cont'd)

From page 23B-19

(A)

From page 23B-19

(B)

Check the SRS indicator light circuit:

1. Disconnect the dashboard wire harness 14P connector from the gauge assembly.
2. Connect a voltmeter between the No. 12 terminal (+) of the 14P connector and ground.
3. Turn the ignition switch ON (II), and measure voltage.

Is there 8.5 V or less for six seconds after the ignition switch has been turned ON (II)?

YES

NO

Faulty SRS indicator light circuit in the gauge assembly; replace the SRS printed circuit board in the gauge assembly.

Check the wire harness of the SRS indicator light circuit (1):

1. Turn the ignition switch OFF.
2. Disconnect the main wire harness 20P connector from the dashboard wire harness.
3. Connect a voltmeter between the No. 5 terminal (+) of the main wire harness 20P connector and ground.
4. Turn the ignition ON (II), and measure voltage.

Is there 8.5 V or less for six seconds after the ignition switch has been turned ON (II)?

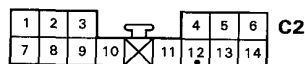
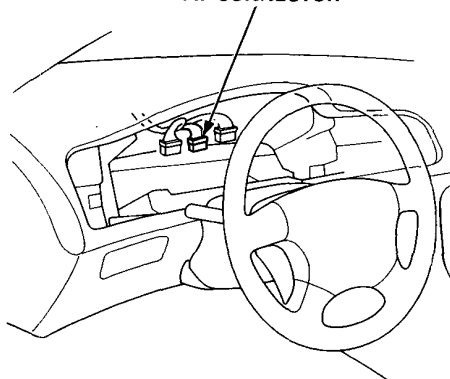
YES

NO

Short to power in the BLU wire of the dashboard wire harness; repair the harness.

To page 23B-21

1 DASHBOARD WIRE HARNESS 14P CONNECTOR

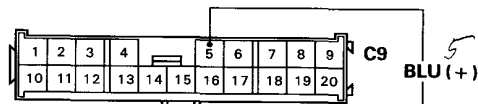
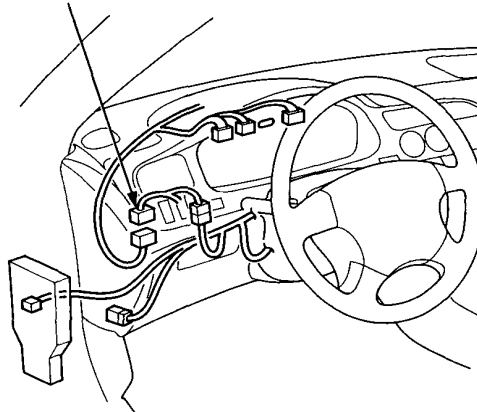


2 BLU (+)

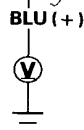
3 WIRE SIDE OF FEMALE TERMINALS



4 MAIN WIRE HARNESS 20P CONNECTOR



6 TERMINAL SIDE OF MALE TERMINALS



From page 23B-20

Check the wire harness of the SRS indicator light circuit (2):

1. Turn the ignition switch OFF.
2. Disconnect the SRS main harness 3P connector from the main wire harness.
3. Connect a voltmeter between the No. 1 terminal (+) of the SRS main harness 3P connector and ground.
4. Turn the ignition switch ON (II), and measure voltage.

Is there 8.5 V or less for six seconds after the ignition switch has been turned ON (II)?

YES

NO

Short to power in the BLU wire of the main wire harness; repair the harness.

Check the wire harness of the SRS indicator circuit (3):

1. Disconnect the battery negative cable, then the positive cable, and wait three minutes.
2. Disconnect the driver's airbag (and front passenger's airbag) connector(s) (see page 23B-12).
3. Disconnect the SRS main harness 18P connector from the SRS unit.
4. Connect a voltmeter between the No. 6 terminal (+) of the SRS main harness 18P connector and ground.
5. Turn the ignition switch ON (II), and measure voltage. There should be 0-0.5 V.

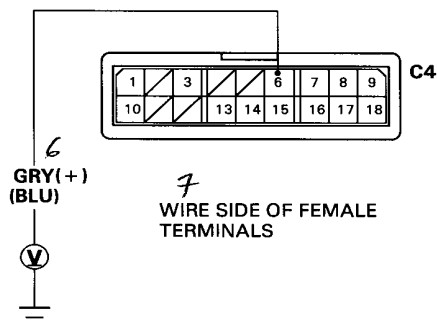
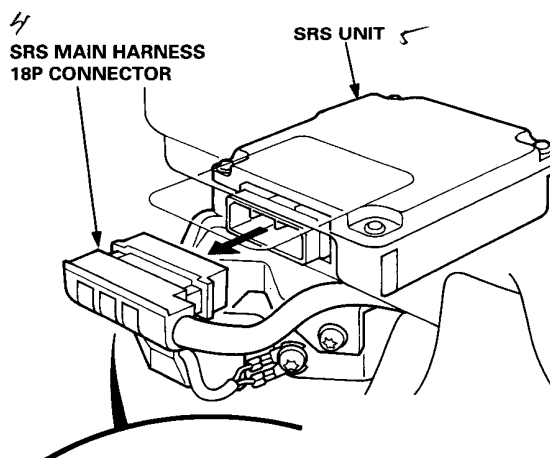
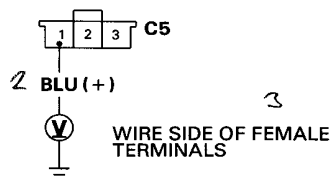
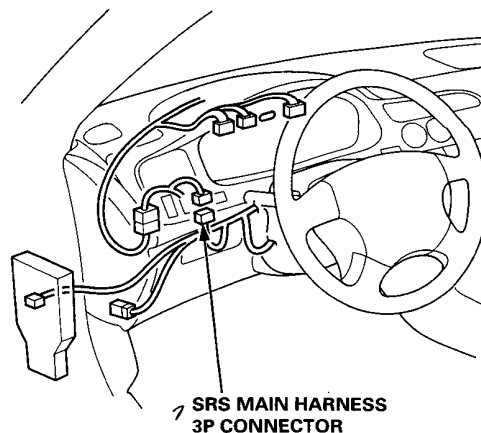
Is voltage as specified?

YES

NO

Faulty SRS unit; replace the unit (see page 23B-62).

Short to power in the BLU wire of the SRS main harness; replace the harness.



Troubleshooting (SRS-Type III)

DTC 1-1

CAUTION: Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbag(s) could accidentally deploy and cause damage or injuries.

Check for an open in the driver's airbag inflator:

1. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
2. Disconnect the driver's airbag 2P connector from the cable reel 2P connector.

CAUTION: Do not disconnect the passenger's airbag connector.

3. Connect the SRS service connector (2 Ω) to the cable reel 2P connector.
4. Reconnect the battery positive cable, then reconnect the negative cable.
5. Erase the DTC memory (see page 23B-15).
6. Turn the ignition switch OFF, then disconnect the SCS short connector from the MES connector.
7. Connect the SCS short connector to the service check connector.
8. Turn the ignition switch ON (II), and record the most recent DTC.

Is DTC 1-1 indicated?

YES

NO

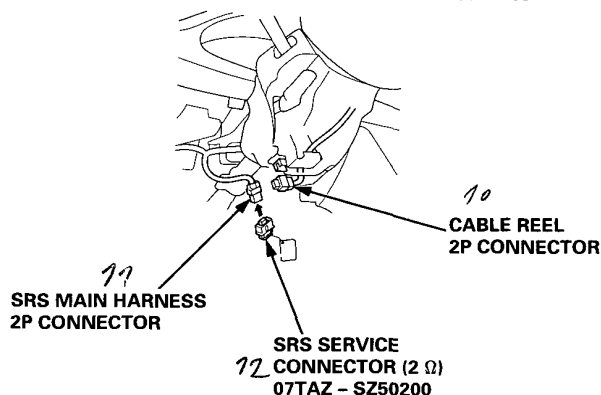
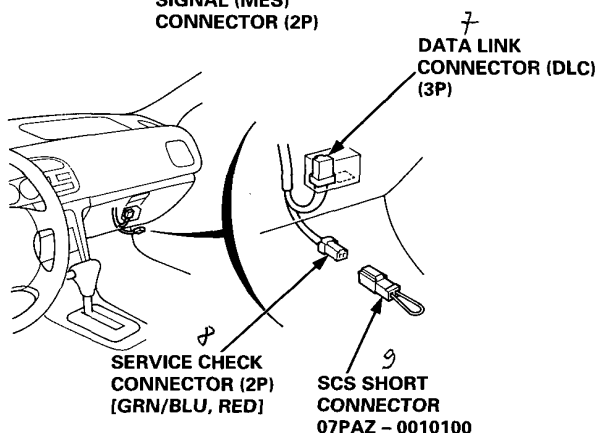
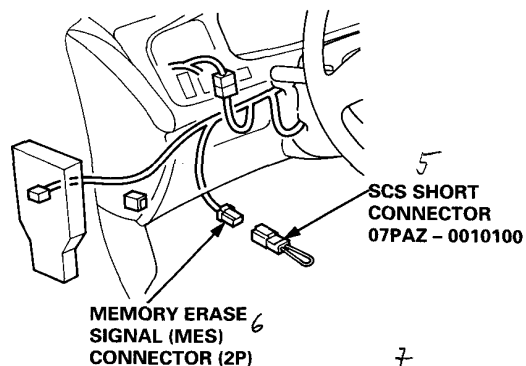
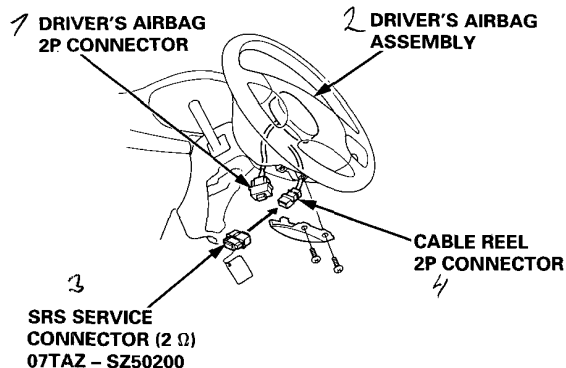
Open in the driver's airbag inflator; replace the driver's airbag assembly (see page 23B-55).

Check for an open in the cable reel:

1. Turn the ignition switch OFF, and remove the SCS short connector.
2. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
3. Disconnect the SRS service connector (2 Ω) from the cable reel 2P connector.
4. Remove the dashboard lower cover, and disconnect the cable reel 2P connector from the SRS main harness.
5. Connect the SRS service connector (2 Ω) to the SRS main harness 2P connector.

(cont'd)

To page 23B-23



From page 23B-22

Check for an open in the cable reel (cont'd)

6. Reconnect the battery positive cable, then reconnect the negative cable.
7. Erase the DTC memory (see page 23B-15).
8. Turn the ignition switch OFF, then disconnect the SCS short connector from the MES connector.
9. Connect the SCS short connector to the service check connector.
10. Turn the ignition switch ON (II), and record the most recent DTC.

Is DTC 1-1 indicated?

YES

NO

Open in the cable reel; replace the cable reel (see page 23B-58).

Check for an open in the SRS main harness:

1. Turn the ignition switch OFF, and remove the SCS short connector.
2. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
3. Disconnect the front passenger's airbag 2P connector (with front passenger's airbag).
4. Remove the SRS service connector (2 Ω) from the SRS main harness 2P connector, and connect the SRS service connector to the SRS main harness 2P connector.
5. Disconnect the SRS main harness 18P connector from the SRS unit.
6. Check resistance between terminals No. 1 and No. 13 of the SRS main harness 18P connector. There should be $0^{+1.0}_{-0} \Omega$.

Is the resistance as specified?

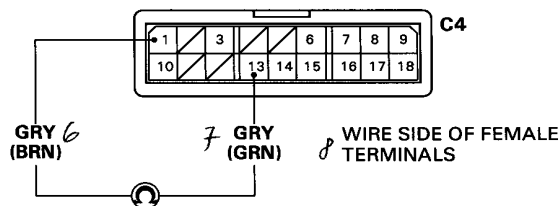
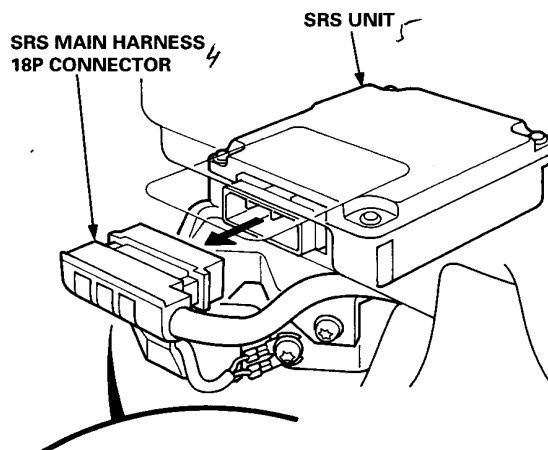
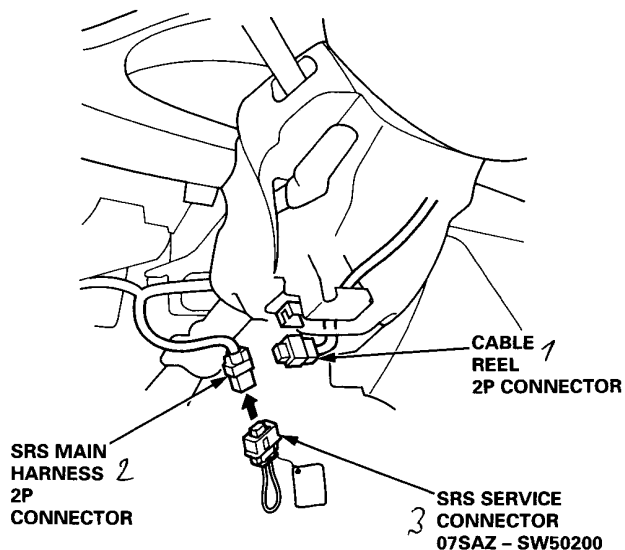
YES

NO

Poor contact at the SRS main harness 18P connector; check the connector.

- If the connector is OK, substitute a known-good SRS unit, and recheck.
- If the problem is still present replace the SRS main harness.

Open in the SRS main harness; replace the harness.



Troubleshooting (SRS-Type III)

DTC 1-2

CAUTION: Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbag(s) could accidentally deploy and cause damage or injuries.

Check for an open in the driver's airbag inflator:

1. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
2. Disconnect the driver's airbag 2P connector from the cable reel 2P connector.
3. Connect the SRS service connector (2 Ω) to the cable reel 2P connector.
CAUTION: Do not disconnect the passenger's airbag connector.
4. Reconnect the battery positive cable, then reconnect the negative cable.
5. Erase the DTC memory (see page 23B-15).
6. Turn the ignition switch OFF, then disconnect the SCS short connector from the MES connector.
7. Connect the SCS short connector to the service check connector.
8. Turn the ignition switch ON (II), and record the most recent DTC.

Is DTC 1-2 indicated?

YES

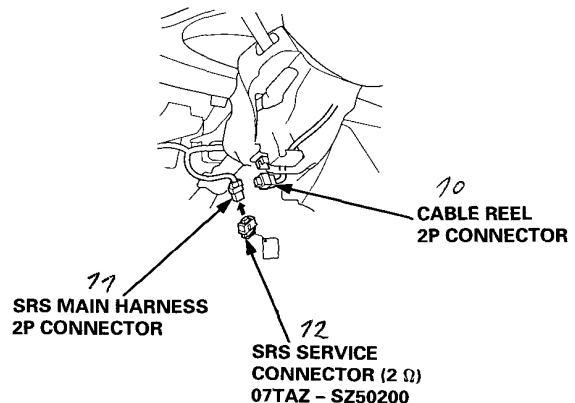
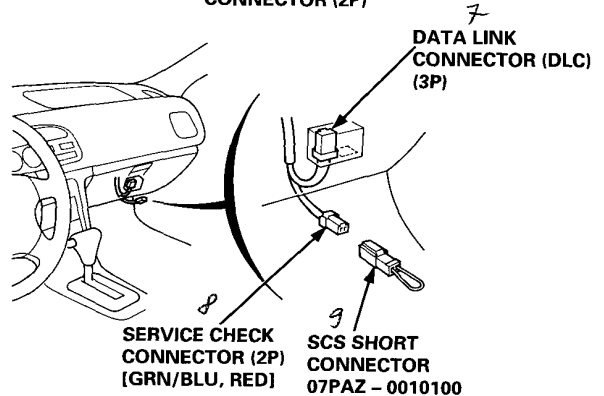
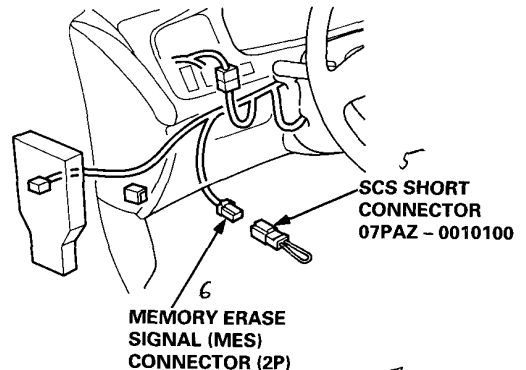
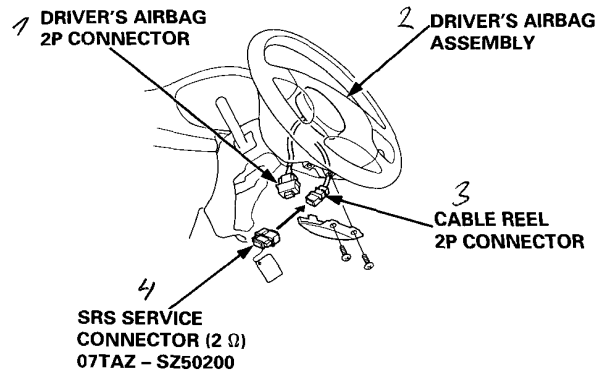
NO

Increased resistance in the driver's airbag inflator; replace the driver's airbag assembly (see page 23B-55).

Check for an open in the cable reel:

1. Turn the ignition switch OFF, and remove the SCS short connector.
2. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
3. Disconnect the SRS service connector (2 Ω) from the cable reel 2P connector.
4. Remove the dashboard lower cover, and disconnect the cable reel 2P connector from the SRS main harness.
5. Connect the SRS service connector (2 Ω) to the SRS main harness 2P connector. (cont'd)

To page 23B-25



From page 23B-24

Check for an open in the cable reel (cont'd)

6. Reconnect the battery positive cable, then reconnect the negative cable.
7. Erase the DTC memory (see page 23B-15).
8. Turn the ignition switch OFF, then disconnect the SCS short connector from the MES connector.
9. Connect the SCS short connector to the service check connector.
10. Turn the ignition switch ON (II), and record the most recent DTC.

Is DTC 1-2 indicated?

YES

NO

**Increased resistance in the cable reel;
replace the cable reel (see page 23B-58).**

Check for an open in the SRS main harness:

1. Turn the ignition switch OFF, and remove the SCS short connector.
2. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
3. Disconnect the front passenger's airbag 2P connector (with front passenger's airbag).
4. Remove the SRS service connector (2 Ω) from the SRS main harness 2P connector, and connect the SRS service connector to the SRS main harness 2P connector.
5. Disconnect the SRS main harness 18P connector from the SRS unit.
6. Check resistance between terminals No. 1 and No. 13 of the SRS main harness 18P connector. There should be 0 ± 1.0 Ω .

Is the resistance as specified?

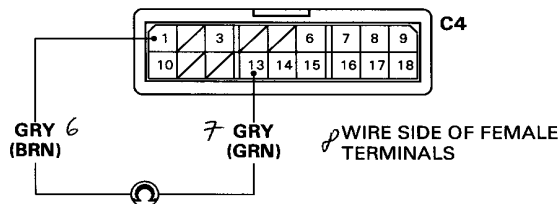
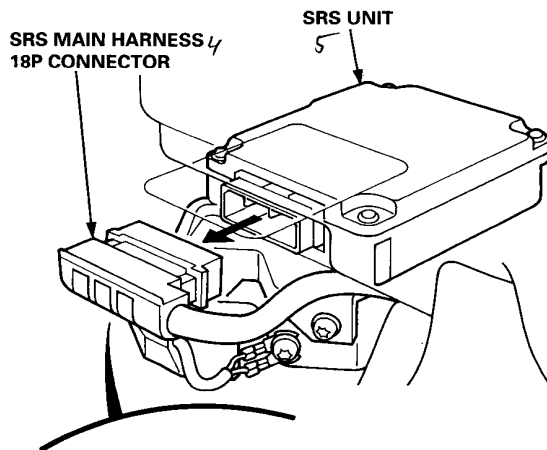
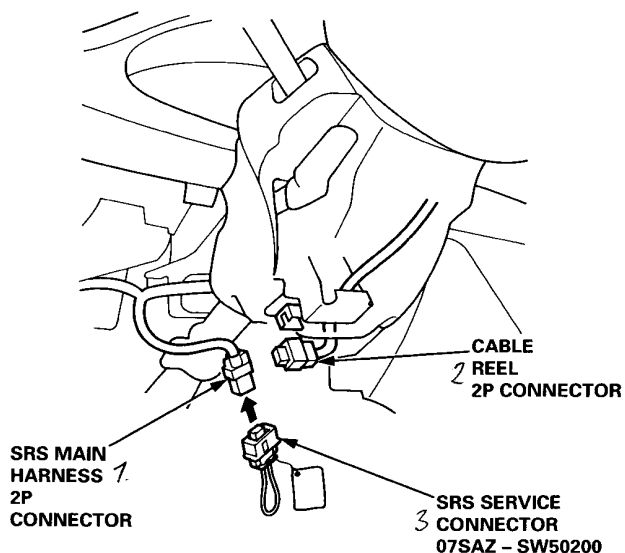
YES

NO

**Poor contact at the SRS main harness 18P connector;
check the connector.**

- If the connector is OK, substitute a known-good SRS unit, and recheck.
- If the problem is still present replace the SRS main harness.

Increased resistance in the SRS main harness; replace the harness.



Troubleshooting (SRS-Type III)

DTC 1-3

CAUTION: Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbag(s) could accidentally deploy and cause damage or injuries.

Check for a short to another wire in the driver's airbag inflator:

1. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
2. Disconnect the driver's airbag 2P connector from the cable reel 2P connector.
CAUTION: Do not disconnect the passenger's airbag connector.
3. Connect the SRS service connector (2 Ω) to the cable reel 2P connector.
4. Reconnect the battery positive cable, then reconnect the negative cable.
5. Erase the DTC memory (see page 23-B-15).
6. Turn the ignition switch OFF, then disconnect the SCS short connector from the MES connector.
7. Connect the SCS short connector to the service check connector.
8. Turn the ignition switch ON (II), and record the most recent DTC.

Is DTC 1-3 indicated?

YES

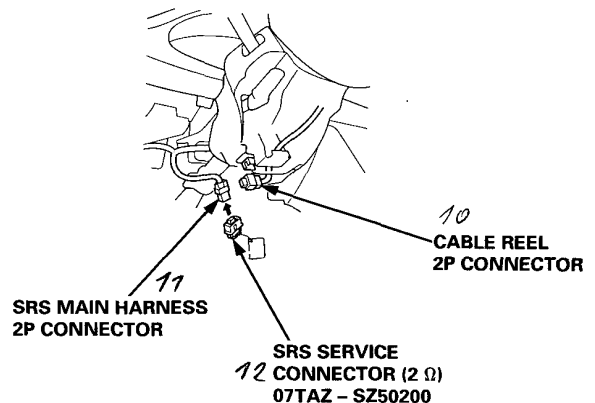
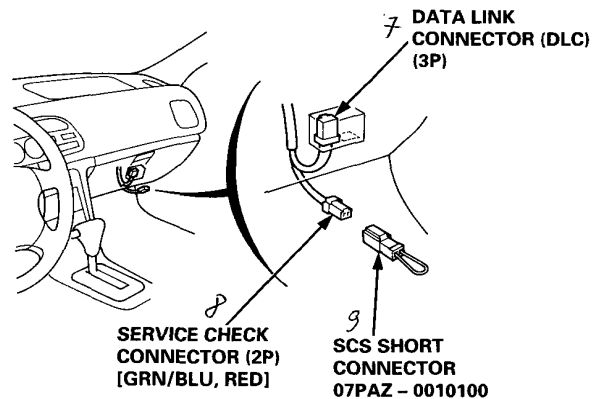
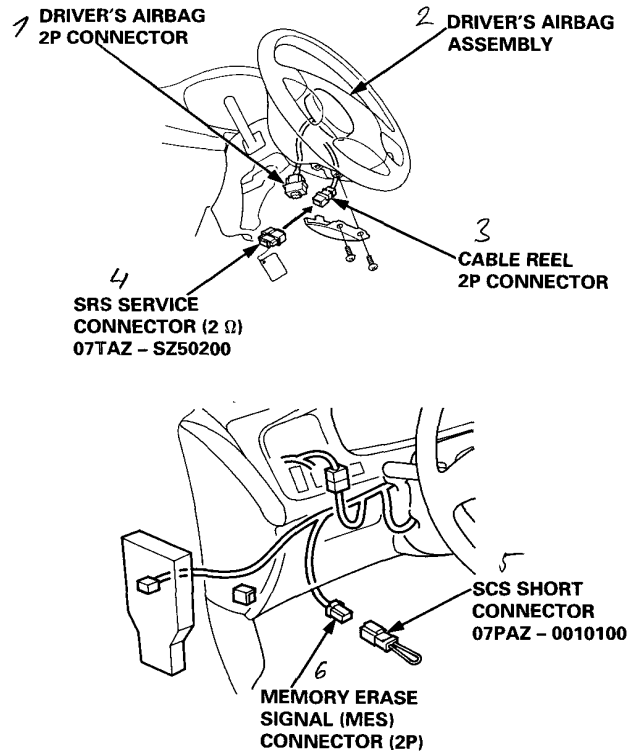
NO

Short in the driver's airbag inflator; replace the driver's airbag assembly (see page 23B-55).

Check for a short in the cable reel:

1. Turn the ignition switch OFF, and remove the SCS short connector.
2. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
3. Disconnect the SRS service connector (2 Ω) from the cable reel 2P connector.
4. Remove the dashboard lower cover, and disconnect the cable reel 2P connector from the SRS main harness.
5. Connect the SRS service connector (2 Ω) to the SRS main harness 2P connector.
(cont'd)

To page 23B-27



From page 23B-26

Check for a short in the cable reel (cont'd):

6. Reconnect the battery positive cable, then reconnect the negative cable.
7. Erase the DTC memory (see page 23B-15).
8. Turn the ignition switch OFF, then disconnect the SCS short connector from the MES connector.
9. Connect the SCS short connector to the service check connector.
10. Turn the ignition switch ON (II), and record the most recent DTC.

Is DTC 1-3 indicated?

YES

NO

Short in the cable reel; replace the cable reel (see page 23B-58).

Check for a short in the SRS main harness:

1. Turn the ignition switch OFF, and remove the SCS short connector.
2. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
3. Disconnect the front passenger's airbag 2P connector from the SRS main harness (with front passenger's airbag).
4. Disconnect the SRS main harness 18P connector from the SRS unit.
NOTE: Do not disconnect the SRS service connector (2 Ω).
5. Check resistance between terminals No. 1 and No. 13 of the SRS main harness 18P connector. There should be $2 \pm 1.0 \Omega$.

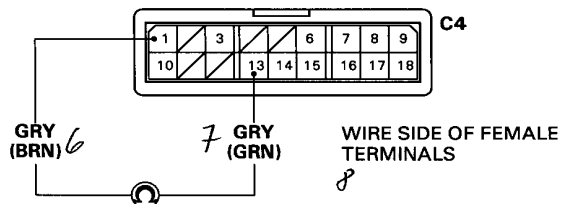
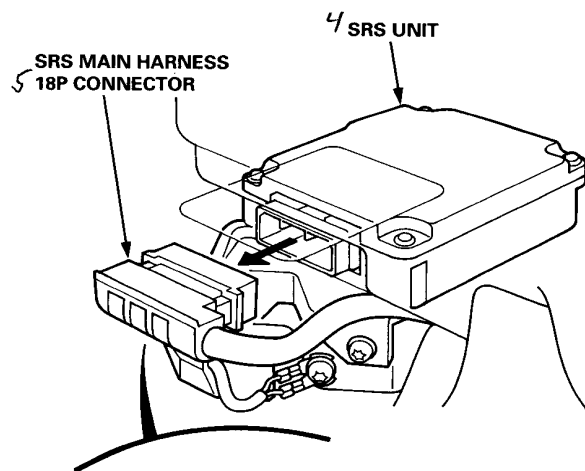
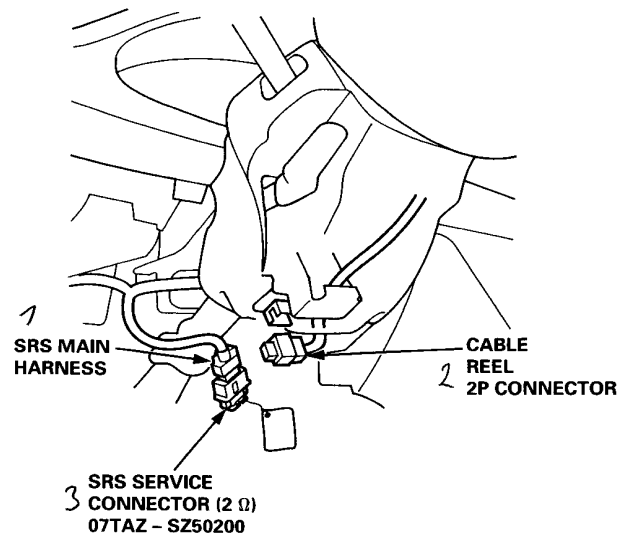
Is the resistance as specified?

YES

NO

Faulty SRS unit; replace the SRS unit (see page 23B-62).

Short in the SRS main harness; replace the SRS main harness.



Troubleshooting (SRS-Type III)

DTC 1-4

CAUTION: Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbag(s) could accidentally deploy and cause damage or injuries.

Check for a short to power in the driver's airbag inflator:

1. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
2. Disconnect the driver's airbag 2P connector from the cable reel 2P connector.

CAUTION: Do not disconnect the passenger's airbag connector.

3. Connect the SRS service connector (2 Ω) to the cable reel 2P connector.
4. Reconnect the battery positive cable, then reconnect the negative cable.
5. Erase the DTC memory (see page 23B-15).
6. Turn the ignition switch OFF, then disconnect the SCS short connector from the MES connector.
7. Connect the SCS short connector to the service check connector.
8. Turn the ignition switch ON (II), and record the most recent DTC.

Is DTC 1-4 indicated?

YES

NO

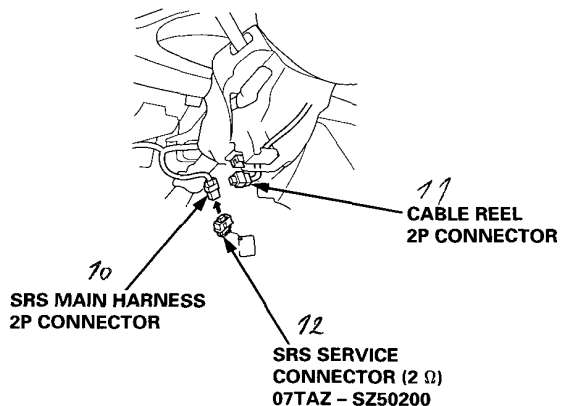
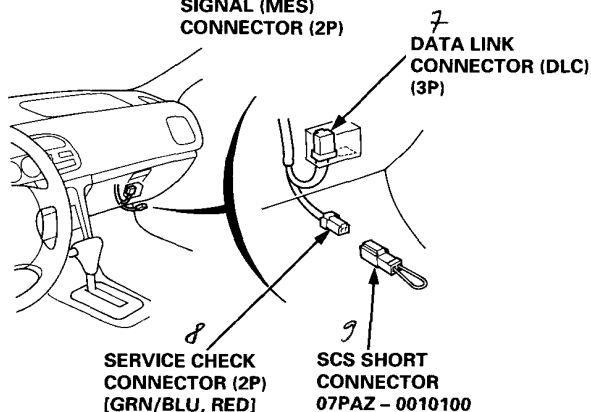
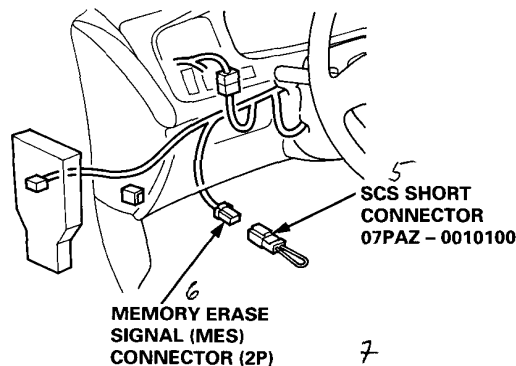
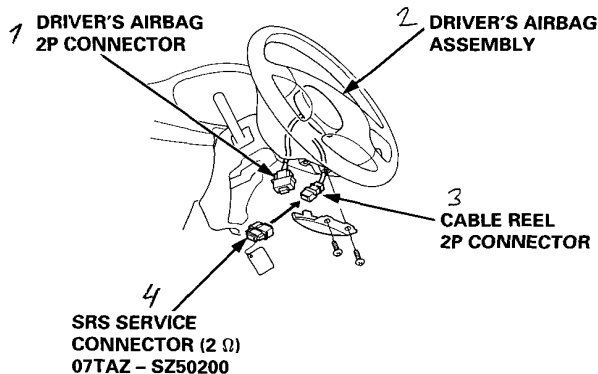
Short to power in the driver's airbag inflator; replace the driver's airbag assembly (see page 23B-55).

Check for a short to power in the cable reel:

1. Turn the ignition switch OFF, and remove the SCS short connector.
2. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
3. Disconnect the SRS service connector (2 Ω) from the cable reel 2P connector.
4. Remove the dashboard lower cover, and disconnect the cable reel 2P connector from the SRS main harness.
5. Connect the SRS service connector (2 Ω) to the SRS main harness 2P connector.

(cont'd)

To page 23B-29



From page 23B-28

Check for a short to power in the cable reel (cont'd):

6. Reconnect the battery positive cable, then reconnect the negative cable.
7. Erase the DTC memory (see page 23B-15).
8. Turn the ignition switch OFF, then disconnect the SCS short connector from the MES connector.
9. Connect the SCS short connector to the service check connector.
10. Turn the ignition switch ON (II), and record the most recent DTC.

Is DTC 1-4 indicated?

YES

NO

Short to power in the cable reel; replace the cable reel (see page 23B-58).

Check for a short to power in the SRS main harness:

1. Turn the ignition switch OFF, and remove the SCS short connector.
2. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
3. Disconnect the front passenger's airbag 2P connector from the SRS main harness (with front passenger's airbag).
4. Remove the SRS service connector (2 Ω) from the SRS main harness 2P connector.
5. Disconnect the SRS main harness 18P connector from the SRS unit.
6. Connect a voltmeter between the No. 1 (+) terminal of the SRS main harness 18P connector and body ground.
7. Turn the ignition switch ON (II), and measure voltage. There should be 0-0.5 V.
8. Turn the ignition switch OFF.
9. Connect a voltmeter between the No. 13 (+) terminal of the SRS main harness 18P connector and body ground.
10. Turn the ignition switch ON (II), and measure voltage. There should be 0-0.5 V.

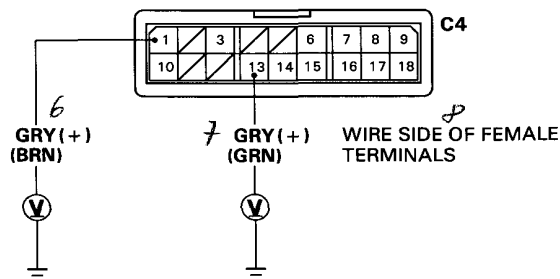
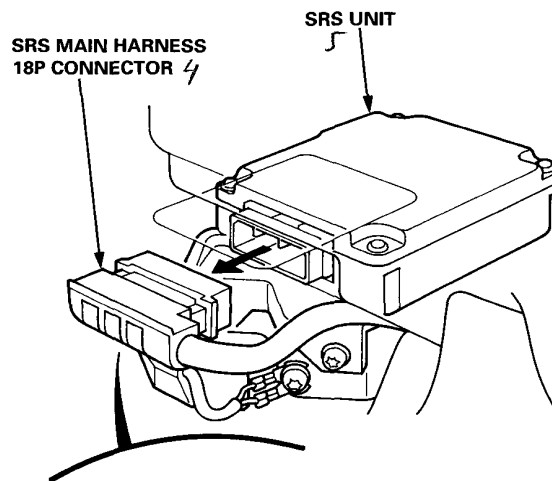
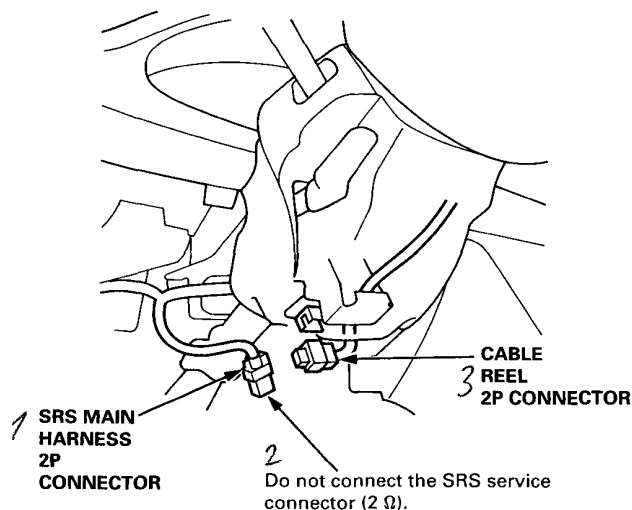
Are voltages as specified?

YES

NO

Faulty SRS unit; replace the SRS unit (see page 23B-62).

Short to power in the SRS main harness; replace the SRS main harness.



Troubleshooting (SRS-Type III)

DTC 1-5

CAUTION: Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbag(s) could accidentally deploy and cause damage or injuries.

Check for a short to ground in the driver's airbag inflator:

1. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
2. Disconnect the driver's airbag 2P connector from the cable reel 2P connector.

CAUTION: Do not disconnect the passenger's airbag connector.

3. Connect the SRS service connector (2 Ω) to the cable reel 2P connector.
4. Reconnect the battery positive cable, then reconnect the negative cable.
5. Erase the DTC memory (see page 23B-15).
6. Turn the ignition switch OFF, then disconnect the SCS short connector from the MES connector.
7. Connect the SCS short connector to the service check connector.
8. Turn the ignition switch ON (II), and record the most recent DTC.

Is DTC 1-5 indicated?

YES

NO

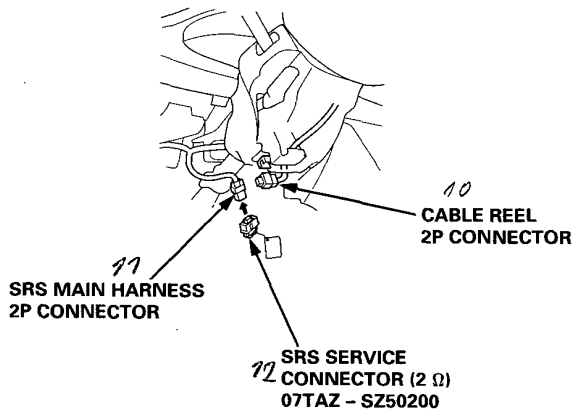
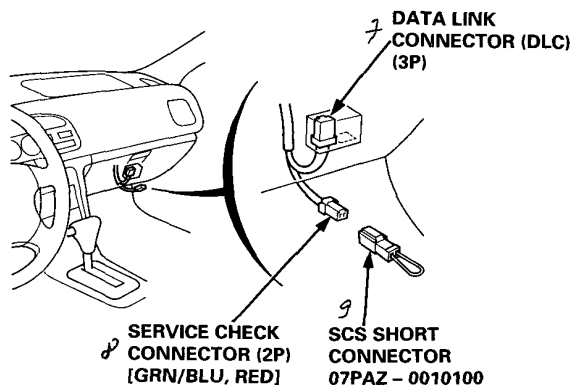
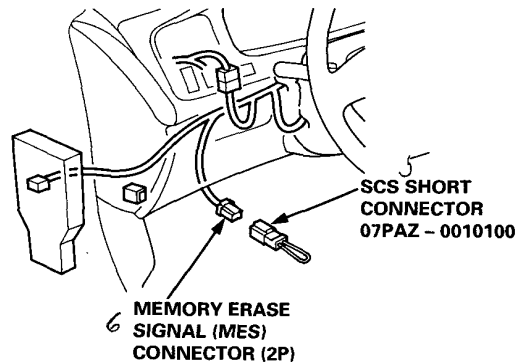
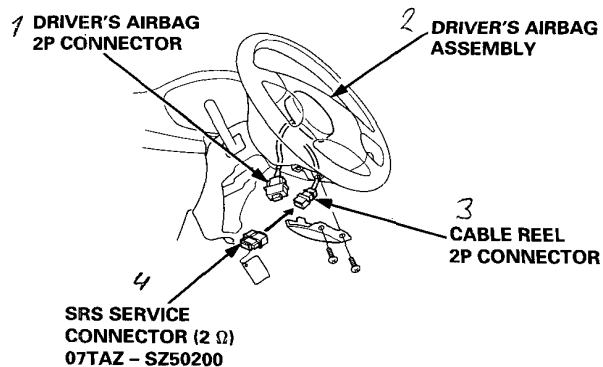
Short to ground in the driver's airbag inflator; replace the driver's airbag assembly (see page 23B-55).

Check for a short to ground in the cable reel:

1. Turn the ignition switch OFF, and remove the SCS short connector.
2. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
3. Disconnect the SRS service connector (2 Ω) from the cable reel 2P connector.
4. Remove the dashboard lower cover, and disconnect the cable reel 2P connector from the SRS main harness.
5. Connect the SRS service connector (2 Ω) to the SRS main harness 2P connector.

(cont'd)

To page 23B-31



From page 23B-30

Check for a short to ground in the cable reel (cont'd):

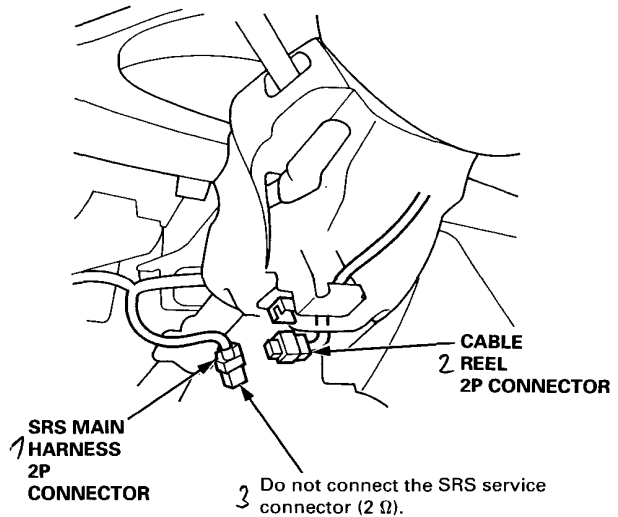
6. Reconnect the battery positive cable, then reconnect the negative cable.
7. Erase the DTC memory (see page 23B-15).
8. Turn the ignition switch OFF, then disconnect the SCS short connector from the MES connector.
9. Connect the SCS short connector to the service check connector.
10. Turn the ignition switch ON (II), and record the most recent DTC.

Is DTC 1-5 indicated?

YES

NO

Short to ground in the cable reel; replace the cable reel (see page 23B-57).



Check for a short to ground in the SRS main harness:

1. Turn the ignition switch OFF, and remove the SCS short connector.
2. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
3. Disconnect the front passenger's airbag 2P connector from the SRS main harness (with front passenger's airbag).
4. Remove the SRS service connector (2 Ω) from the SRS main harness 2P connector.
5. Check resistance between the No. 1 terminal of the SRS main harness 18P connector and ground, and between the No. 13 terminal of the SRS main harness 18P connector and ground. There should be 1 ∞ MΩ.

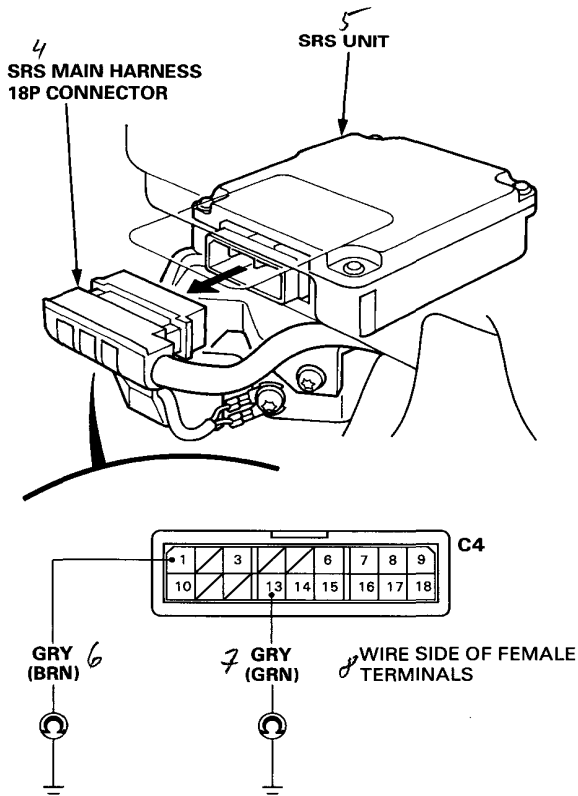
Is the resistance as specified?

YES

NO

Faulty SRS unit; replace the SRS unit (see page 23B-62).

Short to ground in the SRS main harness; replace the SRS main harness.



Troubleshooting (SRS Type III)

DTC 2-1 (With Front Passenger's Airbag)

CAUTION: Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbag(s) could accidentally deploy and cause damage or injuries.

Check for an open in the passenger's airbag inflator:

1. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
 2. Disconnect the front passenger's airbag connector from the SRS main harness.
 3. Connect the SRS service connector (2 Ω) to the SRS main harness 2P connector.
- CAUTION:** Do not disconnect the driver's airbag connector.
4. Reconnect the battery positive cable, then reconnect the negative cable.
 5. Erase the DTC memory (see page 23B-15).
 6. Turn the ignition switch OFF, then disconnect the SCS short connector from the MES connector.
 7. Connect the SCS short connector to the service check connector.
 8. Turn the ignition switch ON (II), and record the most recent DTC.

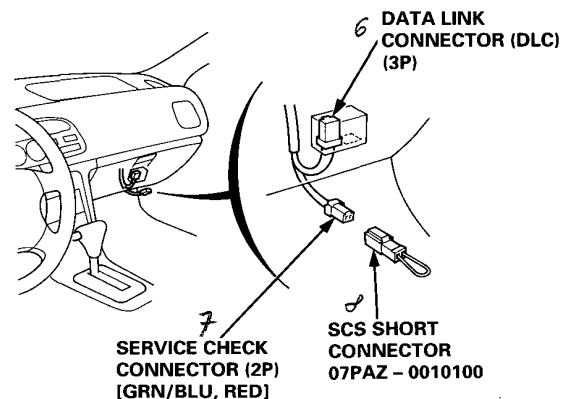
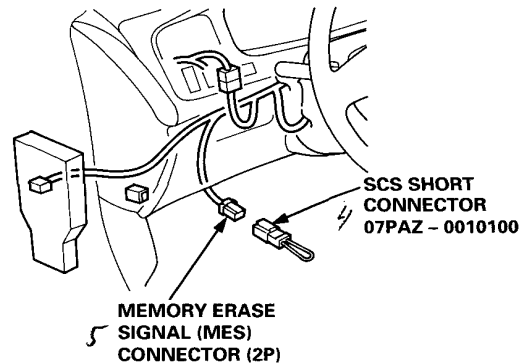
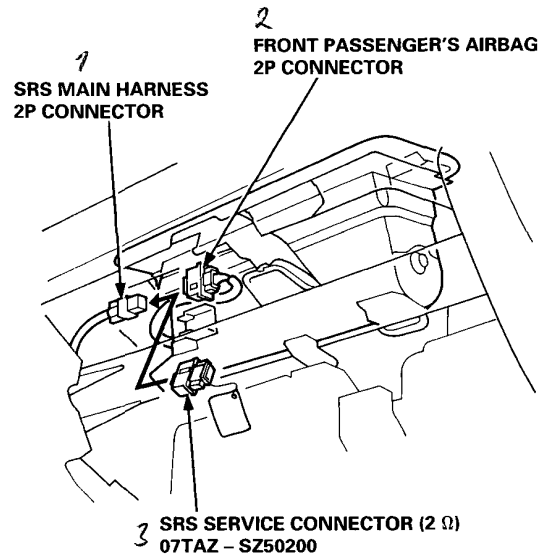
Is DTC 2-1 indicated?

YES

NO

Open in the passenger's airbag inflator; replace the passenger's airbag assembly (see page 23B-55).

To page 23-33



From page 23B-32

Check for an open in the SRS main harness:

1. Turn the ignition switch OFF, then remove the SCS short connector.
2. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
3. Disconnect the driver's airbag 2P connector from the cable reel 2P connector.
4. Remove the SRS service connector (2 Ω) from the SRS main harness 2P connector, then connect the SRS service connector to the SRS main harness 2P connector.
5. Disconnect the SRS main harness 18P connector from the SRS unit.
6. Check resistance between the No. 10 terminal and No. 14 terminal of the SRS main harness 18P connector. There should be 0 \pm 0.5 Ω .

Is the resistance as specified?

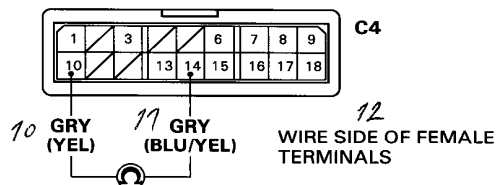
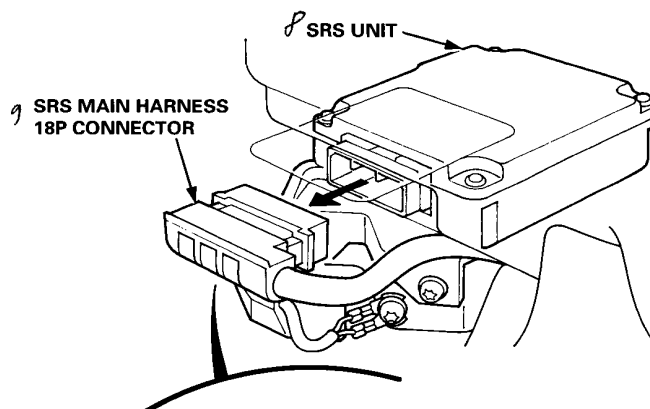
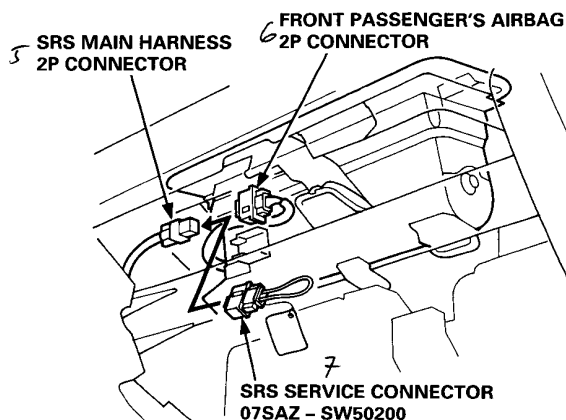
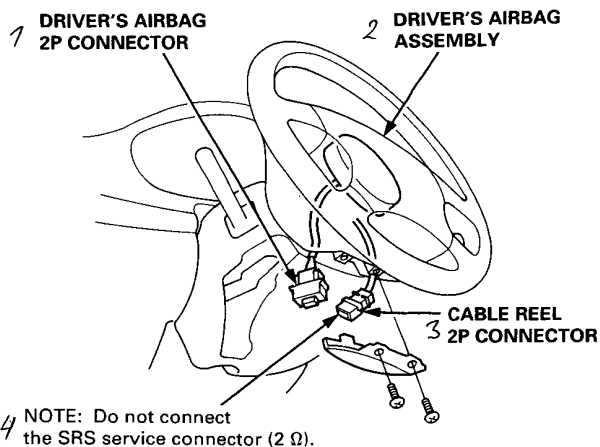
YES

NO

Poor contact at the SRS main harness 18P connector; check the connector.

- If the connector is OK, substitute a known-good SRS unit, and recheck.
- If the problem is still present, replace the SRS main harness.

Open in the SRS main harness; replace the harness.



Troubleshooting (SRS Type III)

DTC 2-2 (With Front Passenger's Airbag)

CAUTION: Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbag(s) could accidentally deploy and cause damage or injuries.

Check for an open in the passenger's airbag inflator:

1. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
2. Disconnect the front passenger's airbag connector from the SRS main harness.
3. Connect the SRS service connector (2 Ω) to the SRS main harness 2P connector.
CAUTION: Do not disconnect the driver's airbag connector.
4. Reconnect the battery positive cable, then reconnect the negative cable.
5. Erase the DTC memory (see page 23B-15).
6. Turn the ignition switch OFF, then disconnect the SCS short connector from the MES connector.
7. Connect the SCS short connector to the service check connector.
8. Turn the ignition switch ON (II), and record the most recent DTC.

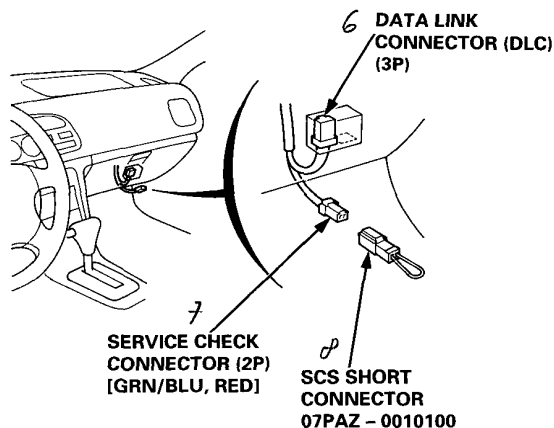
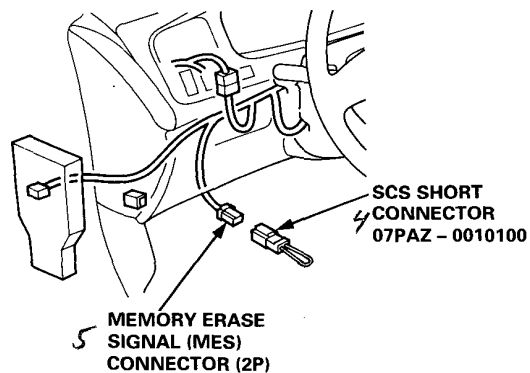
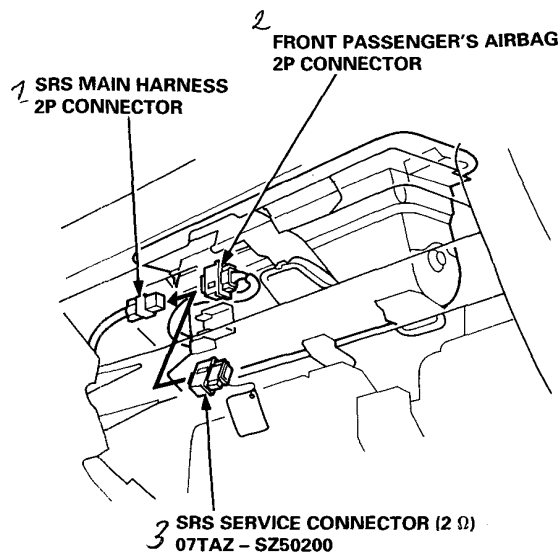
Is DTC 2-2 indicated?

YES

NO

Increased resistance in the passenger's airbag inflator; replace the passenger's airbag assembly (see page 23B-55).

To page 23B-35



From page 23B-34

Check for an open in the SRS main harness:

1. Turn the ignition switch OFF, then remove the SCS short connector.
2. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
3. Disconnect the driver's airbag 2P connector from the cable reel 2P connector.
4. Remove the SRS service connector (2 Ω) from the SRS main harness 2P connector, then connect the SRS service connector to the SRS main harness 2P connector.
5. Disconnect the SRS main harness 18P connector from the SRS unit.
6. Check resistance between the No. 10 terminal and No. 14 terminal of the SRS main harness 18P connector. There should be $0 \pm 1.0 \Omega$.

Is the resistance as specified?

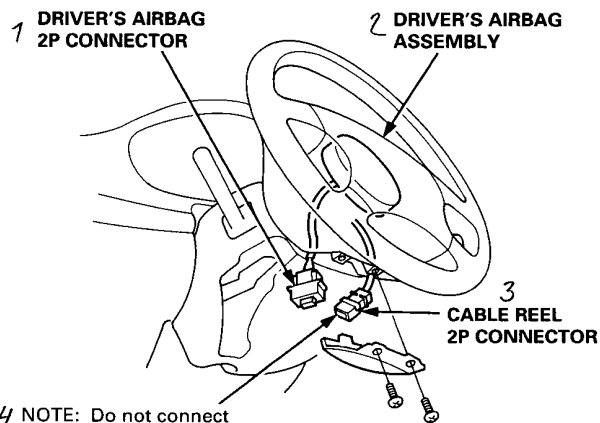
YES

NO

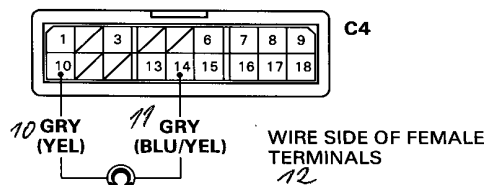
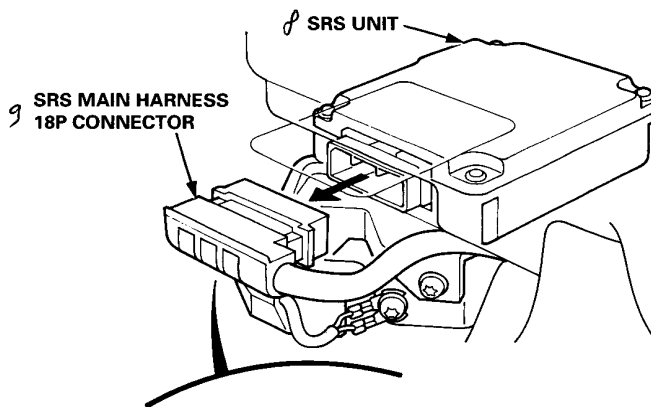
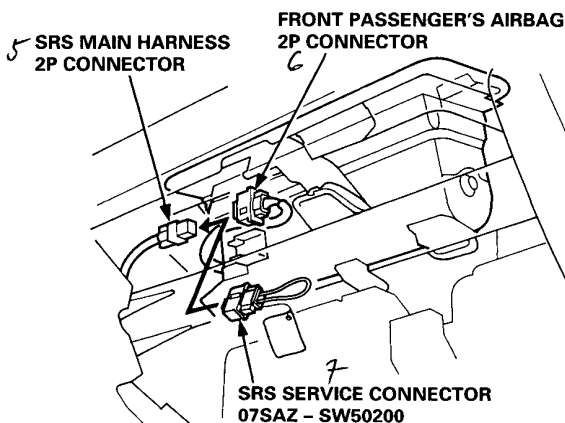
Poor contact at the SRS main harness 18P connector; check the connector.

- If the connector is OK, substitute a known-good SRS unit, and recheck.
- If the problem is still present, replace the SRS main harness.

Increased resistance in the SRS main harness; replace the harness.



4 NOTE: Do not connect the SRS service connector (2 Ω).



Troubleshooting (SRS Type III)

DTC 2-3 (With Front Passenger's Airbag)

CAUTION: Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbag(s) could accidentally deploy and cause damage or injuries.

Check for a short to another wire or decreased resistance in the passenger's airbag inflator:

1. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
2. Disconnect the front passenger's airbag 2P connector from the SRS main harness.
3. Connect the SRS service connector (2 Ω) to the SRS main harness 2P connector.

CAUTION: Do not disconnect the driver's airbag connector.

4. Reconnect the battery positive cable, then reconnect the negative cable.
5. Erase the DTC memory (see page 23B-15).
6. Turn the ignition switch OFF, then disconnect the SCS short connector from the MES connector.
7. Connect the SCS short connector to the service check connector.
8. Turn the ignition switch ON (II), and record the most recent DTC.

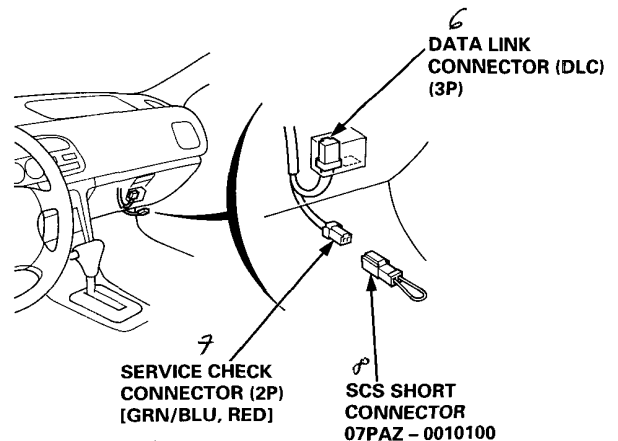
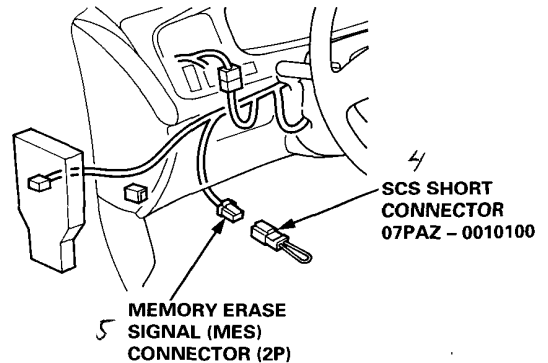
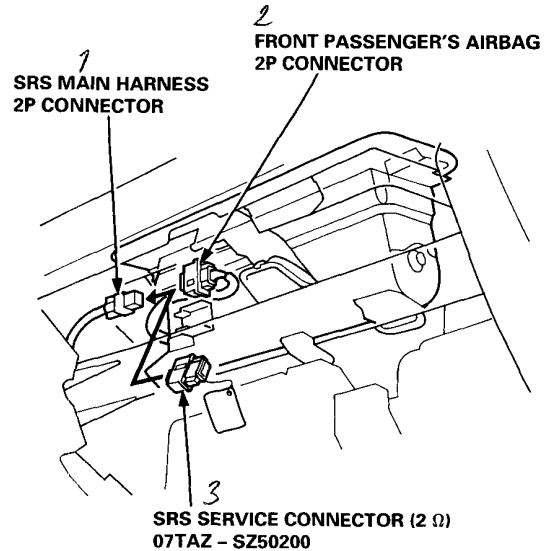
Is DTC 2-3 indicated?

YES

NO

Short to another wire or decreased resistance in the passenger's airbag inflator; replace the passenger's airbag assembly (see page 23B-55).

To page 23B-37



From page 23B-36

Check for a short to another wire or decreased resistance in the SRS main harness:

1. Turn the ignition switch OFF, then remove the SCS short connector.
2. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
3. Disconnect the driver's airbag 2P connector from the cable reel 2P connector.
4. Disconnect the SRS main harness 18P connector from the SRS unit.
 NOTE: Do not disconnect the SRS service connector (2 Ω).
5. Check resistance between the No. 10 terminal and No. 14 terminal of the SRS main harness 18P connector. There should be 2 $\begin{smallmatrix} +1.0 \\ -0 \end{smallmatrix} \Omega$.

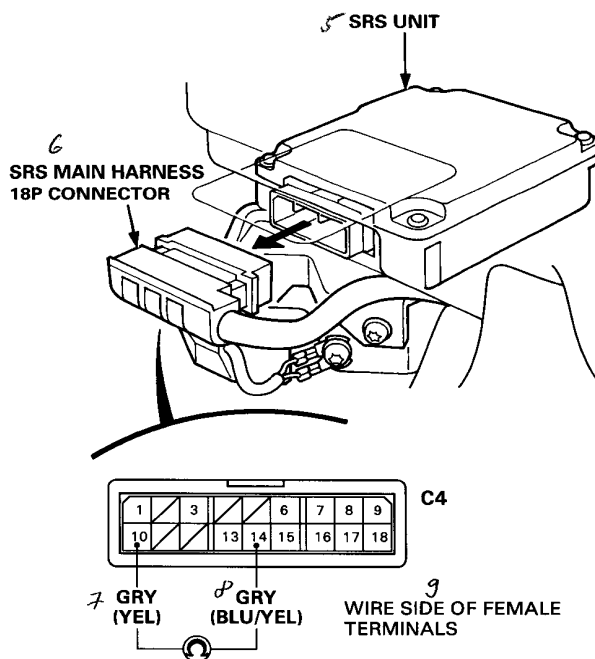
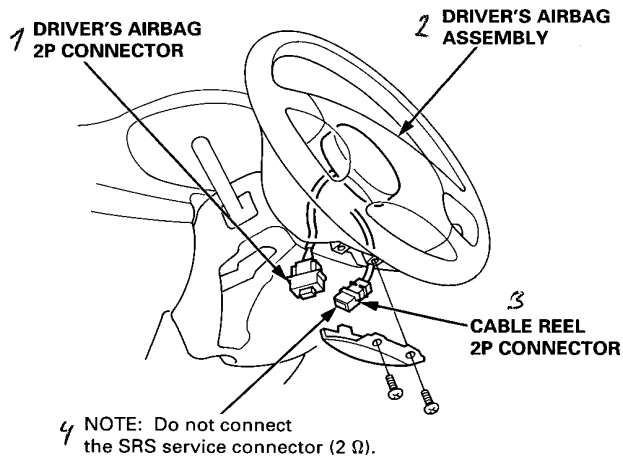
Is the resistance as specified?

YES

NO

Faulty SRS unit; replace the SRS unit (see page 23B-62).

Short to another wire or decreased resistance in the SRS main harness; replace the SRS main harness.



Troubleshooting (SRS Type III)

DTC 2-4 (With Front Passenger's Airbag)

CAUTION: Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbag(s) could accidentally deploy and cause damage or injuries.

Check for a short to power in the passenger's airbag inflator:

1. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
2. Disconnect the front passenger's airbag 2P connector from the SRS main harness.
3. Connect the SRS service connector (2 Ω) to the SRS main harness 2P connector.

CAUTION: Do not disconnect the driver's airbag connector.

4. Reconnect the battery positive cable, then reconnect the negative cable.
5. Erase the DTC memory (see page 23B-15).
6. Turn the ignition switch OFF, then disconnect the SCS short connector from the MES connector.
7. Connect the SCS short connector to the service check connector.
8. Turn the ignition switch ON (II), and record the most recent DTC.

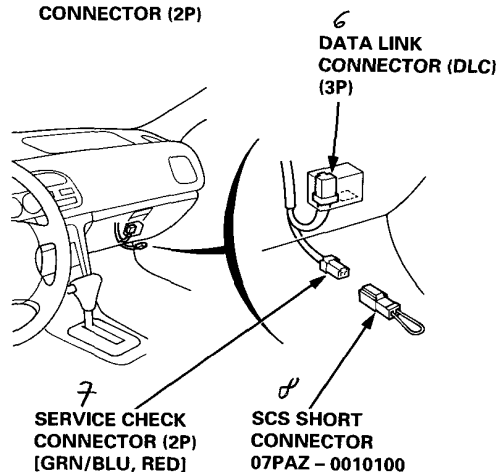
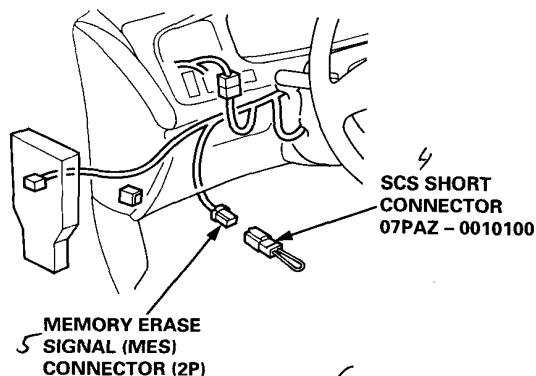
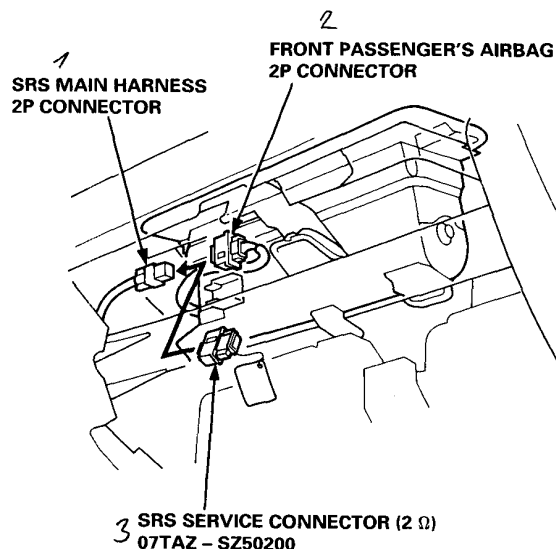
Is DTC 2-4 indicated?

YES

NO

Short to power in the passenger's airbag inflator; replace the passenger's airbag assembly (see page 23B-55).

To page 23B-39



From page 23B-38

Check for a short to power in the SRS main harness:

1. Turn the ignition switch OFF, then remove the SCS short connector.
2. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
3. Disconnect the driver's airbag 2P connector from the cable reel 2P connector.
4. Disconnect the SRS main harness 18P connector from the SRS unit.
5. Remove the SRS service connector (2 Ω) from the SRS main harness 2P connector.
6. Reconnect the battery positive cable, then reconnect the negative cable.
7. Connect a voltmeter between the No. 10 (+) terminal of the SRS main harness 18P connector and ground.
8. Turn the ignition switch ON (II), and measure voltage. There should be 0 ± 0.5 V.
9. Connect a voltmeter between the No. 14 (+) terminal of the SRS main harness 18P connector and ground, and measure voltage. There should be 0 ± 0.5 V.

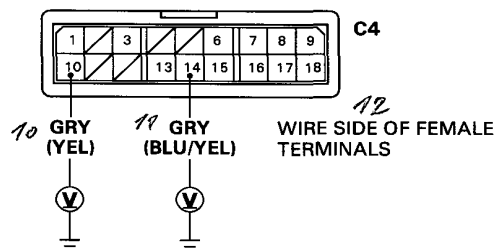
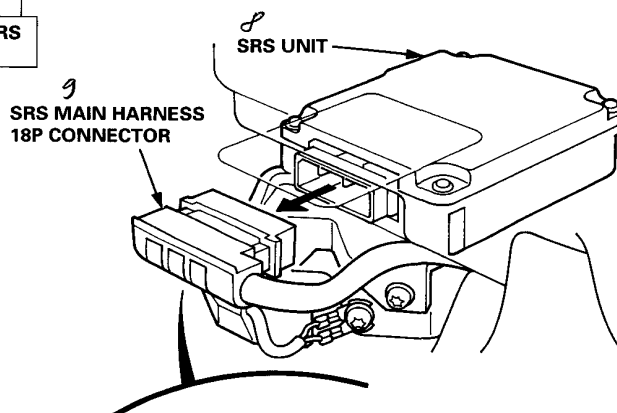
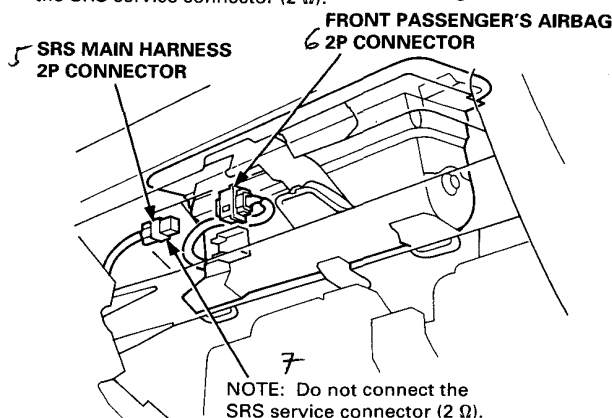
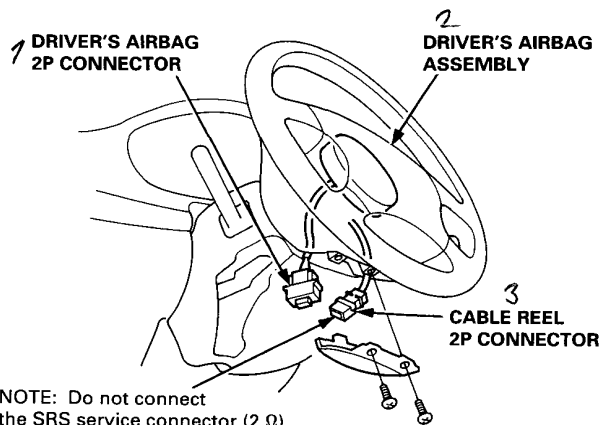
Are voltages as specified?

YES

NO

Faulty SRS unit; replace the SRS unit (see page 23B-62).

Short to power in the SRS main harness; replace the SRS main harness.



Troubleshooting (SRS Type III)

DTC 2-5 (With Front Passenger's Airbag)

CAUTION: Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbag(s) could accidentally deploy and cause damage or injuries.

Check for a short to ground in the passenger's airbag inflator:

1. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
2. Disconnect the front passenger's airbag 2P connector from the SRS main harness.
3. Connect the SRS service connector (2 Ω) to the SRS main harness 2P connector.

CAUTION: Do not disconnect the driver's airbag connector.

4. Reconnect the battery positive cable, then reconnect the negative cable.
5. Erase the DTC memory (see page 23B-15).
6. Turn the ignition switch OFF, then disconnect the SCS short connector from the MES connector.
7. Connect the SCS short connector to the service check connector.
8. Turn the ignition switch ON (II), and record the most recent DTC.

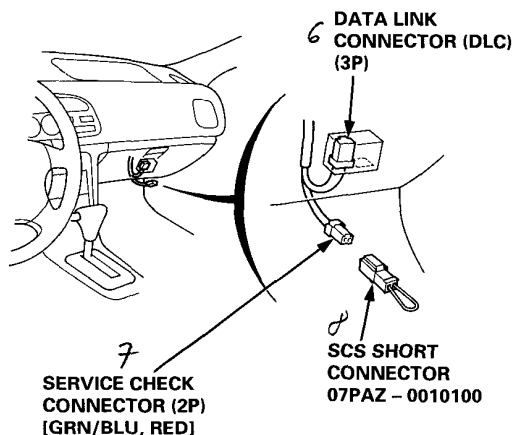
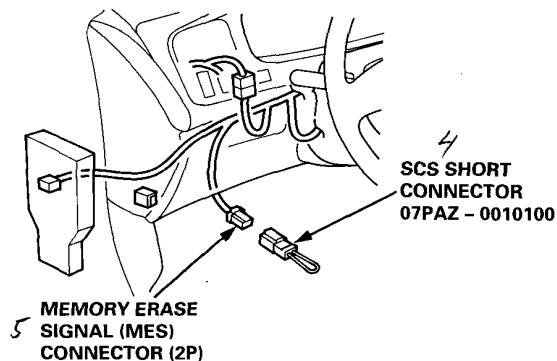
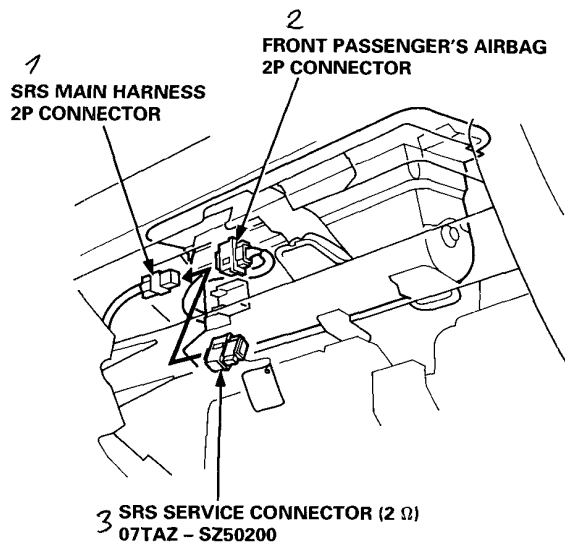
Is DTC 2-5 indicated?

YES

NO

Short to ground in the passenger's airbag inflator; replace the passenger's airbag assembly (see page 23B-55).

To page 23B-41



From page 23B-40

Check for a short to ground in the SRS main harness:

1. Turn the ignition switch OFF, then remove the SCS short connector.
2. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
3. Disconnect the driver's airbag 2P connector from the cable reel 2P connector.
4. Disconnect the SRS main harness 18P connector from the SRS unit.
5. Remove the SRS service connector (2 Ω) from the SRS main harness 2P connector.
6. Check resistance between the No. 10 terminal of the SRS main harness 18P connector and ground, and between the No. 14 terminal of the SRS main harness 18P connector and ground. There should be 1 $\text{M}\Omega$.

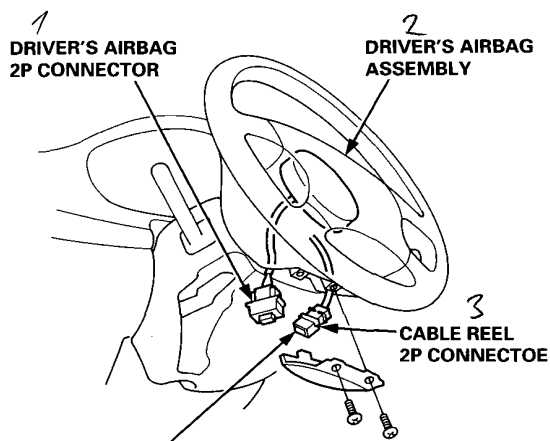
Is the resistance as specified?

YES

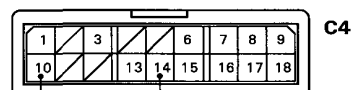
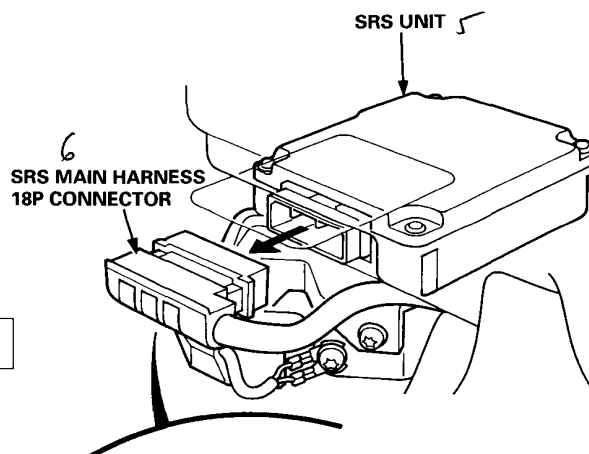
NO

Faulty SRS unit; replace the SRS unit (see page 23B-62).

Short to ground in the SRS main harness; replace the SRS main harness.



4 NOTE: Do not connect the SRS service connector (2 Ω).



7 GRY (YEL)

8 GRY (BLU/YEL)

WIRE SIDE OF FEMALE TERMINALS 3



Troubleshooting (SRS-Type III)

DTC 2-1 (Without Front Passenger's Airbag)

CAUTION: Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbag could accidentally deploy and cause damage or injuries.

Check for an open in the dummy resistor:

1. Turn the ignition switch OFF.
2. Remove the dummy resistor from the SRS main harness.
3. Check the resistance between the A and B terminals of the dummy resistor. There should be $2 \pm 0.5 \Omega$.

Is the resistance as specified?

YES

NO

Faulty dummy resistor; replace the dummy resistor.

Check for an open in the SRS main harness:

1. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
2. Disconnect the driver's airbag 2P connector from the cable reel 2P connector (see page 23B-11).
3. Disconnect the SRS main harness 18P connector from the SRS unit.
4. Connect the SRS short connector A to the SRS main harness 2P connector.
5. Check resistance between the No. 10 terminal and No. 14 terminal of the SRS main harness 18P connector. There should be $0 \pm 1.0 \Omega$.

Is the resistance as specified?

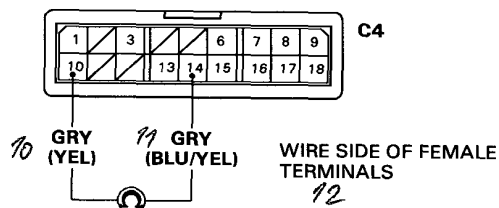
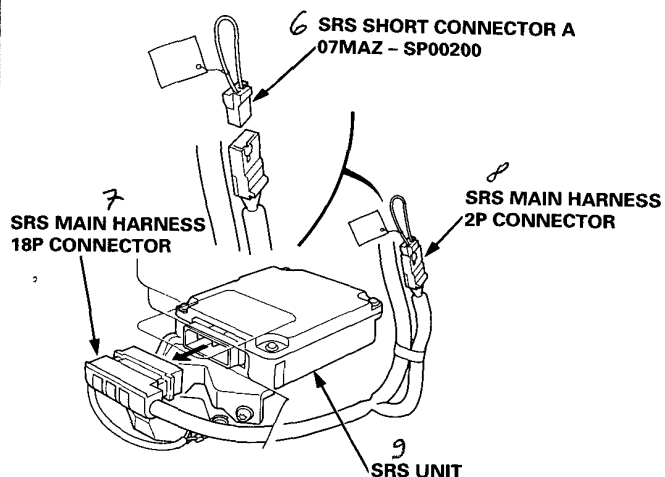
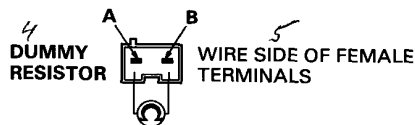
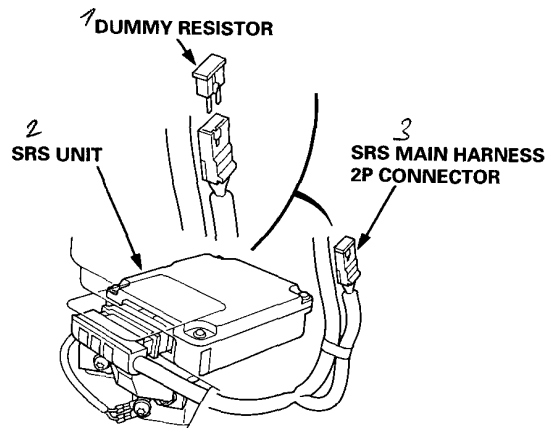
YES

NO

Poor contact at the SRS main harness 18P connector; check the connector.

- If the connector is OK, substitute a known-good SRS unit, and recheck.
- If the problem is still present, replace the SRS main harness.

Open in the SRS main harness; replace the harness.



DTC 2-2 (Without Front Passenger's Airbag)

CAUTION: Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbag could accidentally deploy and cause damage or injuries.

Check for increased resistance in the dummy resistor:

1. Turn the ignition switch OFF.
2. Remove the dummy resistor from the SRS main harness.
3. Check the resistance between the A and B terminals of the dummy resistor. There should be $2 \pm 0.5 \Omega$.

Is the resistance as specified?

YES

NO

Faulty dummy resistor; replace the dummy resistor.

Check for increased resistance in the SRS main harness:

1. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
2. Disconnect the driver's airbag 2P connector from the cable reel 2P connector (see page 23B-11).
3. Disconnect the SRS main harness 18P connector from the SRS unit.
4. Connect the SRS short connector A to the SRS main harness 2P connector.
5. Check resistance between the No. 10 terminal and No. 14 terminal of the SRS main harness 18P connector. There should be $0 \pm 0.0 \Omega$.

Is the resistance as specified?

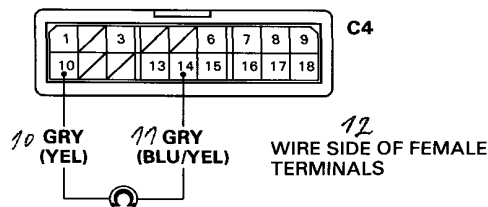
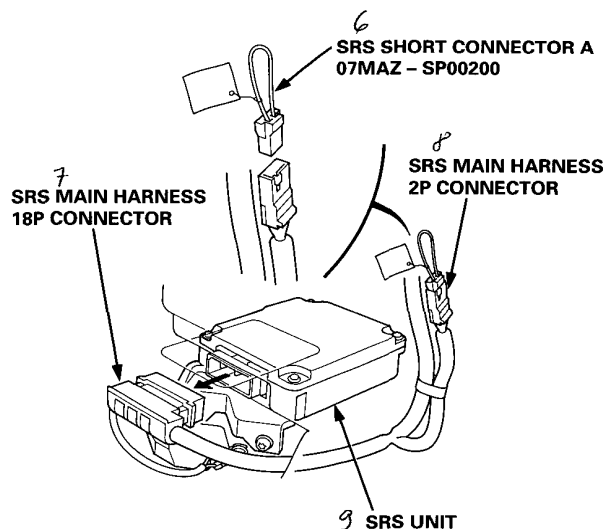
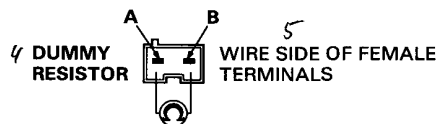
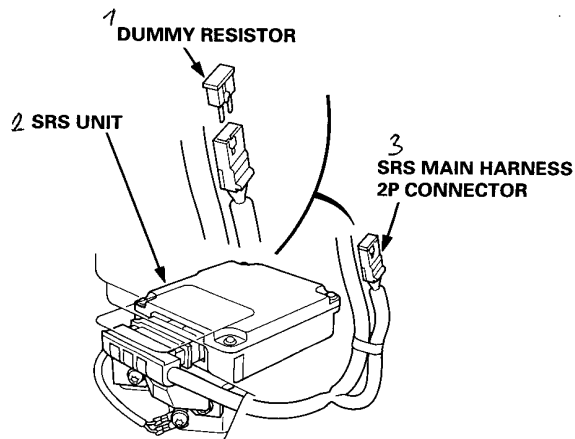
YES

NO

Poor contact at the SRS main harness 18P connector; check the connector.

- If the connector is OK, substitute a known-good SRS unit, and recheck.
- If the problem is still present, replace the SRS main harness.

Increased resistance in the SRS main harness; replace the harness.



Troubleshooting (SRS-Type III)

DTC 2-3 (Without Front Passenger's Airbag)

CAUTION: Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbag could accidentally deploy and cause damage or injuries.

Check for a short to another wire or decreased resistance in the dummy resistor:

1. Turn the ignition switch OFF.
2. Remove the dummy resistor from the SRS main harness.
3. Check the resistance between the A and B terminals of the dummy resistor. There should be $2 \pm 0.5 \Omega$.

Is the resistance as specified?

YES

NO

Faulty dummy resistor; replace the dummy resistor.

Check for a short to another wire or decreased resistance in the SRS main harness:

1. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
2. Disconnect the driver's airbag 2P connector from the cable reel 2P connector (see page 23B-11).
3. Disconnect the SRS main harness 18P connector from the SRS unit.
NOTE: Do not connect the SRS short connector A.
4. Check resistance between the No. 10 terminal and No. 14 terminal of the SRS main harness 18P connector. There should be $1 \pm 0 M\Omega$.

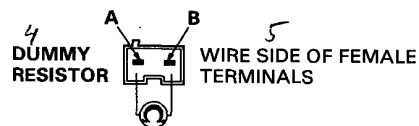
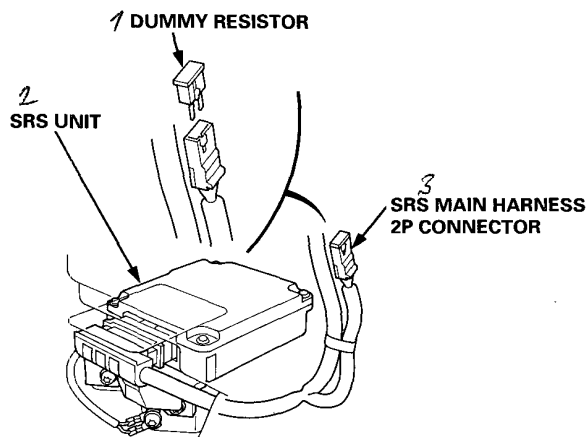
Is the resistance as specified?

YES

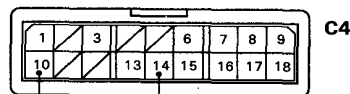
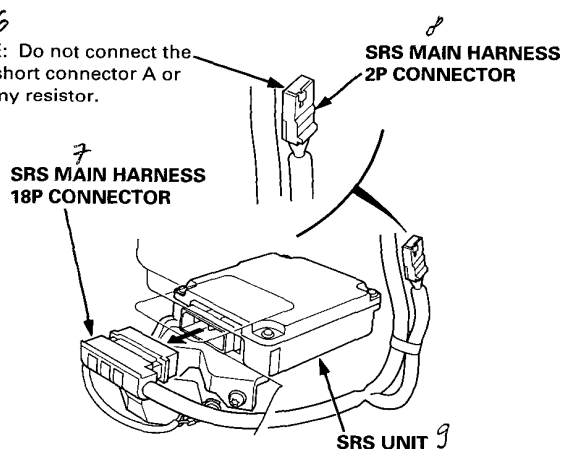
NO

Faulty SRS unit; replace the SRS unit (see page 23B-62).

Short to another wire or decreased resistance in the SRS main harness; replace the SRS main harness.



NOTE: Do not connect the SRS short connector A or dummy resistor.



10 GRY (YEL) 11 GRY (BLU/YEL) WIRE SIDE OF FEMALE TERMINALS 12

DTC 2-4 (Without Front Passenger's Airbag)

CAUTION: Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not bump the SRS unit; the airbag could accidentally deploy and cause damage or injuries.

Check for a short to power in the dummy resistor:

1. Turn the ignition switch OFF.
2. Remove the dummy resistor from the SRS main harness.
3. Check the resistance between the A and B terminals of the dummy resistor. There should be $2 \pm 0.5 \Omega$.

Is the resistance as specified?

YES

NO

Faulty dummy resistor; replace the dummy resistor.

Check for a short to power in the SRS main harness:

1. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
2. Disconnect the driver's airbag 2P connector from the cable reel 2P connector (see page 23B-11).
3. Disconnect the SRS main harness 18P connector from the SRS unit.
4. Connect the SRS short connector A to the SRS main harness 2P connector.
5. Reconnect the battery positive cable, then reconnect the negative cable.
6. Connect a voltmeter between the No. 10 (+) terminal of the SRS main harness 18P connector and ground.
7. Turn the ignition switch ON (II), and measure voltage. There should be 0 ± 0.5 V.
8. Connect a voltmeter between the No. 14 (+) terminal of the SRS main harness 18P connector and ground, and measure voltage. There should be 0 ± 0.5 V.

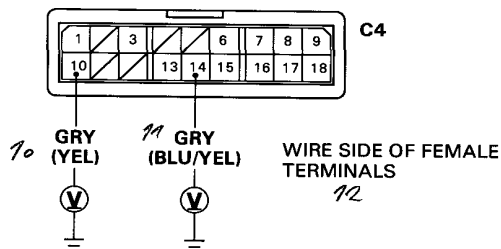
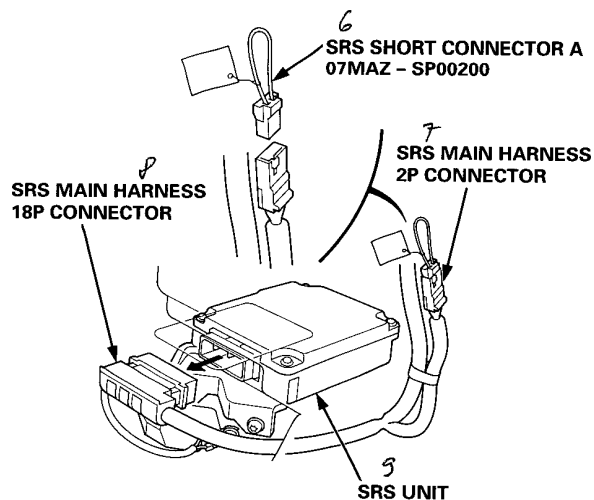
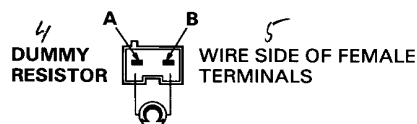
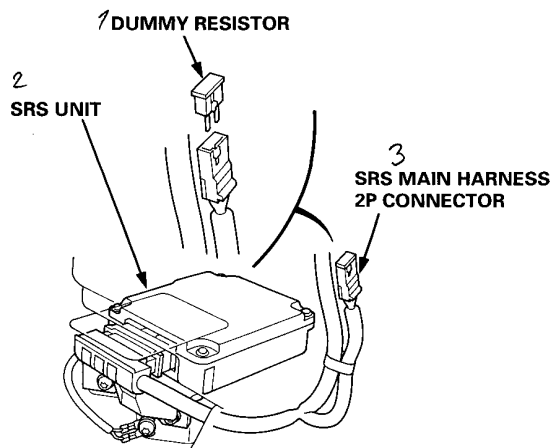
Are voltages as specified?

YES

NO

Faulty SRS unit; replace the SRS unit (see page 23B-62).

Short to power in the SRS main harness; replace the SRS main harness.



Troubleshooting (SRS-Type III)

DTC 2-5 (Without Front Passenger's Airbag)

CAUTION: Whenever the ignition switch is ON(II) , or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbag could accidentally deploy and cause damage or injuries.

Check for a short to ground in the dummy resistor:

1. Turn the ignition switch OFF.
2. Remove the dummy resistor from the SRS main harness.
3. Check the resistance between the A and B terminals of the dummy resistor. There should be $2 \pm 0.5 \Omega$.

Is the resistance as specified?

YES

NO

Faulty dummy resistor; replace the dummy resistor.

Check for a short to ground in the SRS main harness:

1. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
2. Disconnect the driver's airbag 2P connector from the cable reel 2P connector (see page 23B-11).
3. Disconnect the SRS main harness 18P connector from the SRS unit.
NOTE: Do not connect the SRS short connector A.
4. Check resistance between No. 10 terminal of the SRS main harness 18P connector and ground, and between the No. 14 terminal of the SRS main harness 18P connector and ground. There should be $1 \sim 2 \text{ M}\Omega$.

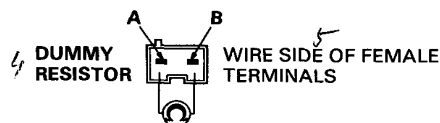
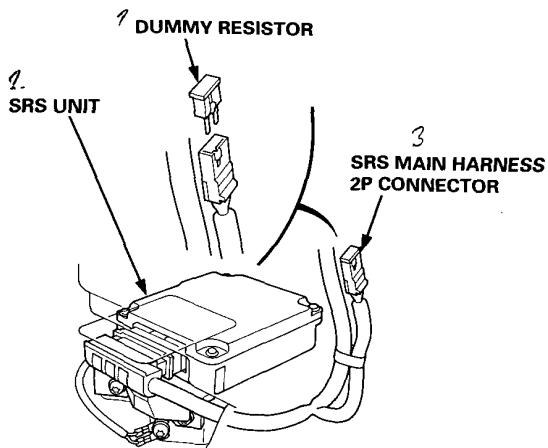
Is the resistance as specified?

YES

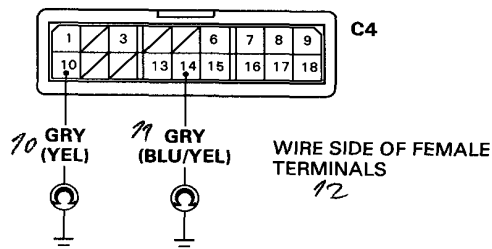
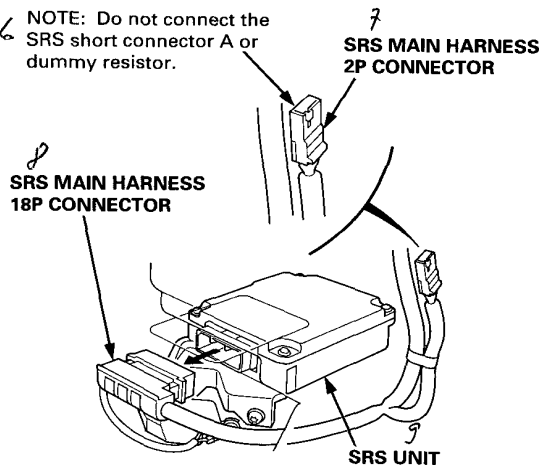
NO

Faulty SRS unit; replace the SRS unit (see page 23B-62).

Short to ground in the SRS main harness; replace the SRS main harness.



NOTE: Do not connect the SRS short connector A or dummy resistor.



DTC 9-1 or No Code

CAUTION: Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbag(s) could accidentally deploy and cause damage or injuries.

Check the SRS unit (1):

1. Turn the ignition switch OFF.
2. Connect the SCS short connector to the MES connector.
3. Erase the DTC memory (see page 23B-15).
4. Turn the ignition switch OFF, then disconnect the SCS short connector from the MES connector.
5. Connect the SCS short connector to the service check connector.
6. Turn the ignition switch ON (II), and record the most recent DTC.

Is DTC 9-1 indicated?

YES

NO

Except DE SRS unit: To page 23B-48 (A)

DE SRS unit: Faulty SRS unit, replace the SRS unit (see page 23B-62).

Check the SRS unit (2):

1. Turn the ignition switch OFF.
2. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
3. Disconnect the driver's airbag 2P connector from the cable reel 2P connector (see page 23B-11).
4. Disconnect the front passenger's airbag 2P connector (with front passenger's airbag).
5. Disconnect the SRS main harness 18P connector from the SRS unit.
6. Reconnect the battery positive cable, then reconnect the negative cable.
7. Turn the ignition switch ON (II), then connect the SRS main harness 18P connector terminals No. 6 and No. 7 with a jumper wire and backprobe adapters.

Does the SRS indicator light go off?

YES

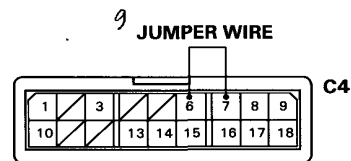
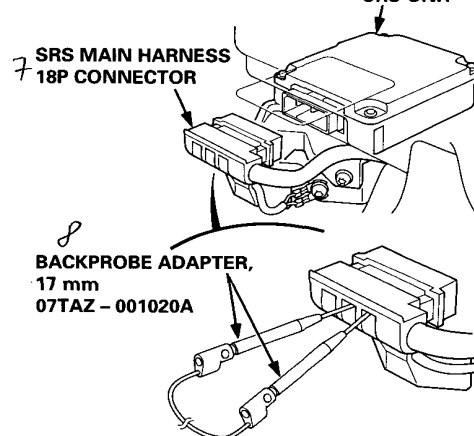
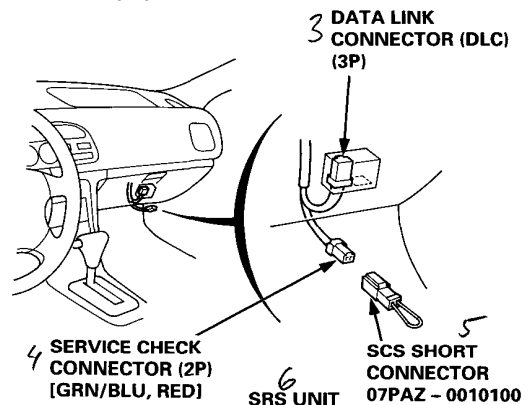
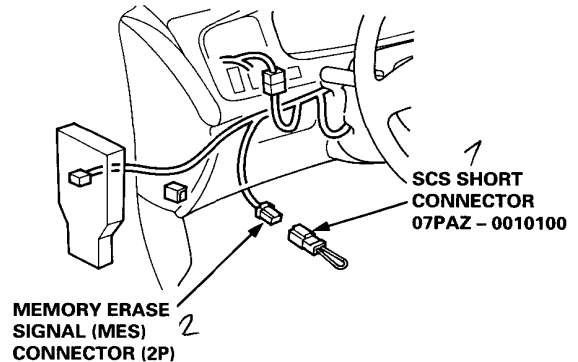
NO

Poor contact at the SRS main harness 18P connector; check the connector.

- If the connector is OK, substitute a known-good SRS unit, and recheck.
- If the problem is still present, replace the SRS main harness.

(B)

To page 23B-49



(cont'd)

Troubleshooting (SRS-Type III)

DTC 9-1 or No Code (cont'd)

From page 23B-47

(A)

Check the No. 2 (15 A) fuse:

1. Turn the ignition switch OFF.
2. Check for blown No. 2 (15 A) fuse in the under-dash fuse/relay box.

Is the fuse OK?

YES

NO

Replace the fuse, and erase the memory:

1. Replace the No. 2 (15 A) fuse.
2. Connect the SCS short connector to the MES connector.
3. Erase the DTC memory (see page 23B-15).
4. Turn the ignition switch OFF, then disconnect the SCS short connector from the MES connector.
5. Turn the ignition switch ON (II).

Does the SRS indicator light go off after six seconds?

YES

NO

END

Confirm the DTC, and continue troubleshooting.

Check for an open in the SRS main harness (VA line):

1. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
2. Disconnect the driver's airbag (and front passenger's airbag) connector(s) (see page 23B-11).
3. Disconnect the SRS main harness 18P connector from the SRS unit.
4. Reconnect the battery positive cable, then reconnect the negative cable.
5. Connect a voltmeter between the No. 7 terminal (+) of the SRS main harness 18P connector and ground.

Is there battery voltage?

YES

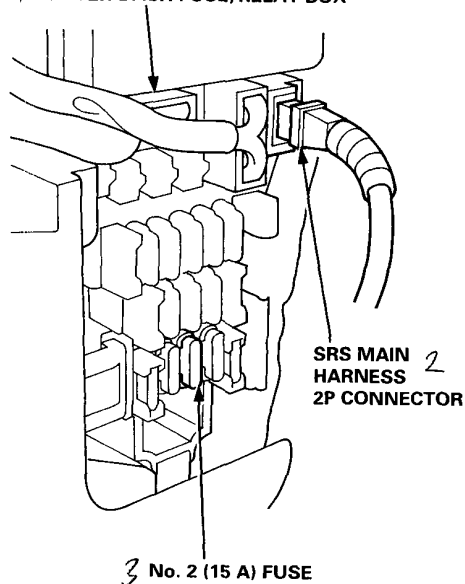
NO

Poor contact at the SRS main harness 18P connector; check the connector.

- If the connector is OK, substitute a known-good SRS unit, and recheck.
- If the problem is still present, replace the SRS main harness.

Open in the SRS main harness (VA line); replace the harness.

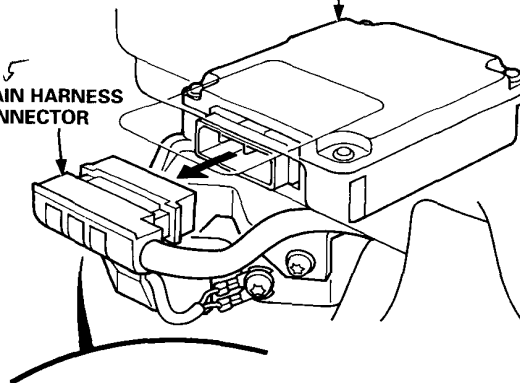
1 UNDER-DASH FUSE/RELAY BOX



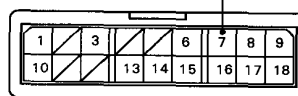
3 No. 2 (15 A) FUSE

4 SRS UNIT

SRS MAIN HARNESS 18P CONNECTOR



6 GRY (RED)



7 WIRE SIDE OF FEMALE TERMINALS

From page 23B-47

(B)

Check the SRS indicator circuit:

1. Turn the ignition switch OFF.
2. Remove the gauge assembly.
- NOTE: Do not disconnect the dashboard wire harness 14P connector from the gauge assembly.
3. Turn the ignition switch ON (II).
4. Connect the dashboard wire harness 14P connector terminals No. 5 and No. 12 with a jumper wire.

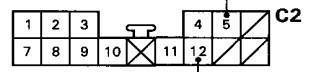
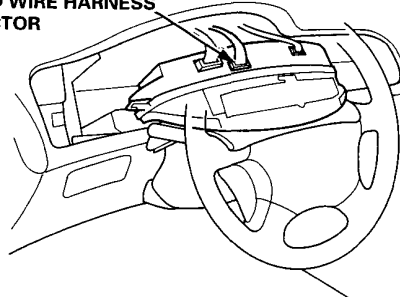
Does the SRS indicator light go off?

YES

NO

Faulty the SRS indicator light circuit in the gauge assembly; replace the SRS printed circuit board in the gauge assembly.

1
DASHBOARD WIRE HARNESS
14P CONNECTOR



2 WIRE SIDE OF FEMALE
TERMINALS

3 JUMPER WIRE

Check for a short to ground in the SRS indicator light circuit:

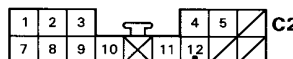
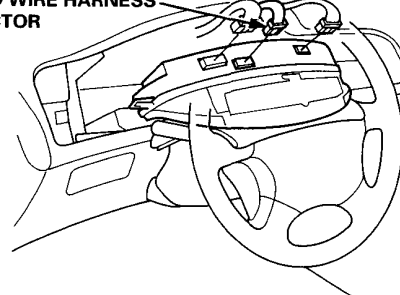
1. Turn the ignition switch OFF.
2. Disconnect the dashboard wire harness 14P connector from the gauge assembly.
3. Check resistance between the No. 12 terminal of the dashboard wire harness 14P connector and ground. There should be 1 ± 0.5 M Ω .

Is the resistance as specified?

YES

NO

4
DASHBOARD WIRE HARNESS
14P CONNECTOR

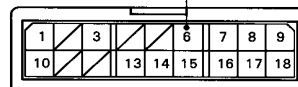


BLU 5



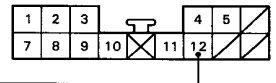
6 WIRE SIDE OF FEMALE
TERMINALS

7
SRS MAIN HARNESS 18P CONNECTOR



8 WIRE SIDE OF FEMALE
TERMINALS

9
DASHBOARD WIRE HARNESS
14P CONNECTOR



10 WIRE SIDE OF FEMALE
TERMINALS

(C)
To page 23B-50

Check for an open in the SRS indicator light circuit:

1. Check resistance between the No. 6 terminal of SRS main harness 18P connector and No. 12 terminal of the dashboard wire harness 14P connector; There should be 0 ± 0.5 Ω .

Is the resistance as specified?

YES

NO

(D)
To page 23B-51

(E)
To page 23B-51

(cont'd)

Troubleshooting (SRS-Type III)

DTC 9-1 or No Code (cont'd)

From page 23B-49

(C)

Check for a short to ground in the main wire harness:

1. Disconnect the dashboard wire harness 20P connector from the main wire harness.
2. Check for continuity between the No. 5 terminal of the main wire harness 20P connector and ground. There should be $1 \sim 5 \text{ M}\Omega$.

Is the resistance as specified?

YES

NO

Short to ground in the dashboard wire harness; repair the dashboard wire harness.

Check for a short to ground in the SRS main harness:

1. Disconnect the SRS main harness 3P connector from the main wire harness.
2. Check resistance between the No. 1 terminal of the SRS main harness 3P connector and ground. There should be $1 \sim 5 \text{ M}\Omega$.

Is the resistance as specified?

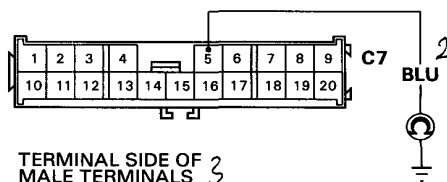
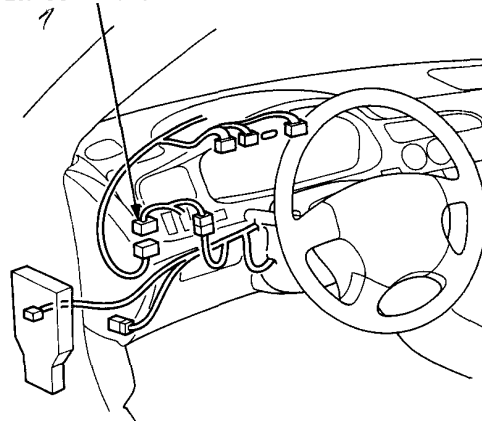
YES

NO

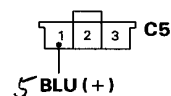
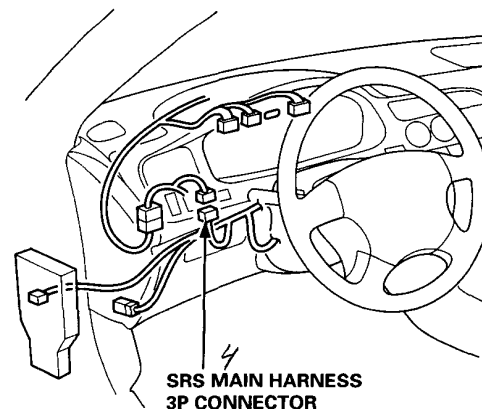
Short to ground in the main wire harness; repair the main wire harness.

Short to ground in the SRS main wire harness; replace the SRS main harness.

MAIN WIRE HARNESS
20P CONNECTOR



TERMINAL SIDE OF
MALE TERMINALS



WIRE SIDE OF FEMALE
TERMINALS

From page 23B-49

(D)

Check the SRS indicator circuit input voltage:

1. Reconnect the SRS main harness 18P connector to the SRS unit.
2. Connect a voltmeter between the No. 12 terminal (+) of the dashboard 14P connector and ground.
3. Turn the ignition switch ON (II), and measure voltage.

Is there 8.5 V or more six seconds after the ignition switch has been turned ON (II)?

YES

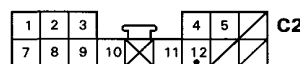
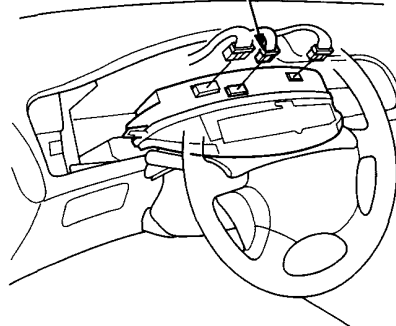
NO

The problem has disappeared due to disconnecting and connecting the connectors. Be sure all terminals make good contact, and recheck the system (see Troubleshooting of Intermittent Failures on page 23B-15).

Poor contact at the SRS main harness 18P connector; check the connector.

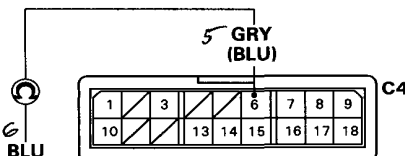
- If the connector is OK, substitute a known-good SRS unit, and recheck.
- If the problem is still present, replace the SRS main harness.

1 DASHBOARD WIRE HARNESS 14P CONNECTOR

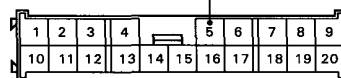


2
WIRE SIDE OF FEMALE
TERMINALS

4 SRS MAIN HARNESS 18P CONNECTOR



7 MAIN WIRE HARNESS 20P CONNECTOR



6 BLU
TERMINAL SIDE OF MALE
TERMINALS

WIRE SIDE OF FEMALE
TERMINALS

From page 23B-49

(E)

Check for an open in the dashboard wire harness:

1. Disconnect the dashboard wire harness 20P connector from the main wire harness.
2. Check resistance between the No. 6 terminal of the SRS main harness 18P connector and No. 5 terminal of the main wire harness 20P connector; resistance should be $0 \pm 0.0 \Omega$.

Is the resistance as specified?

YES

NO

Open in the BLU wire of the dashboard wire harness; repair the dashboard wire harness.

Check for an open in the main wire harness:

1. Disconnect the SRS main harness 3P connector from the main wire harness.
2. Check resistance between the No. 6 terminal of the SRS main harness 18P connector and No. 1 terminal of the SRS main harness 3P connector; resistance should be $0 \pm 0.0 \Omega$.

Is the resistance as specified?

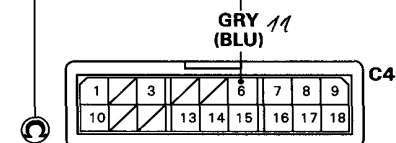
YES

NO

Open in the BLU wire of the main wire harness; repair the main wire harness.

Open in the SRS main harness; replace the SRS main harness.

10 SRS MAIN HARNESS 18P CONNECTOR



11 GRY (BLU)
12 WIRE SIDE OF FEMALE
TERMINALS

GRY 13
(BLU)



14
SRS MAIN HARNESS
3P CONNECTOR

Troubleshooting (SRS-Type III)

DTC 9-2

CAUTION: Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbag(s) could accidentally deploy and cause damage or injuries.

Check the fuse:

1. Turn the ignition switch OFF.
2. Check for blown No. 3 (10 A) fuse in the under-dash fuse/relay box.

Is the fuse OK?

YES

NO

(F) To page 23B-53

Replace the fuse. Turn the ignition switch ON (II), and check that the fuse doesn't blow.

Does the fuse blow?

YES

NO

The problem has disappeared. Test-drive the car and see Troubleshooting of Intermittent Failures on page 23B-15.

Check for short to ground between the under-dash fuse/relay box and the SRS unit.

1. Turn the ignition switch OFF.
2. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
3. Disconnect the driver's airbag (and front passenger's airbag) connector(s) (see page 23B-11).
4. Disconnect the SRS main harness 18P connector from the SRS unit.
5. Check resistance between the No. 3 terminal and ground. There should be $1 \sim 5 \text{ M}\Omega$.

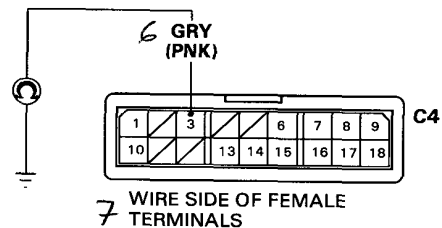
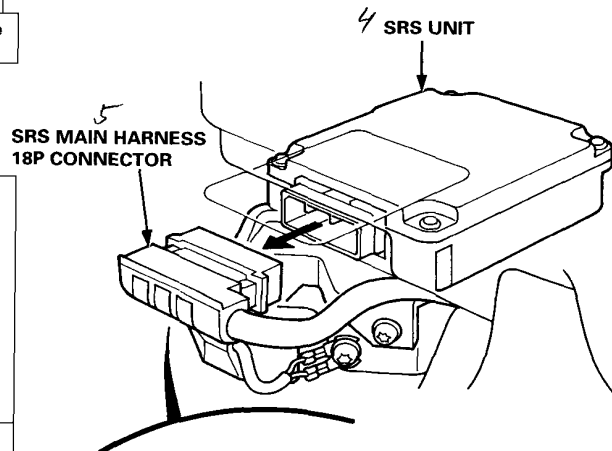
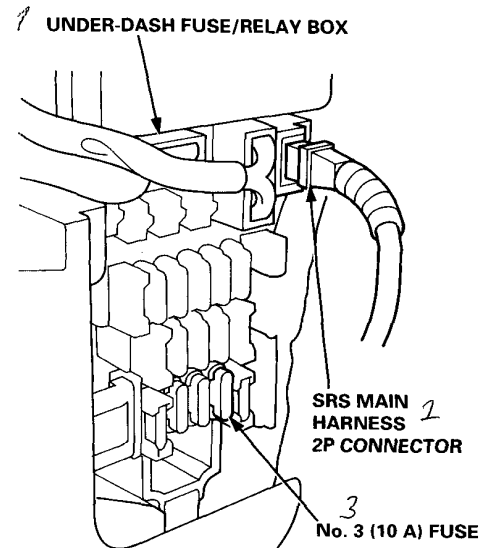
Is the resistance as specified?

YES

NO

Faulty SRS unit; replace the SRS unit (see page 23B-61).

(G) To page 23B-53



(G) From page 23B-52

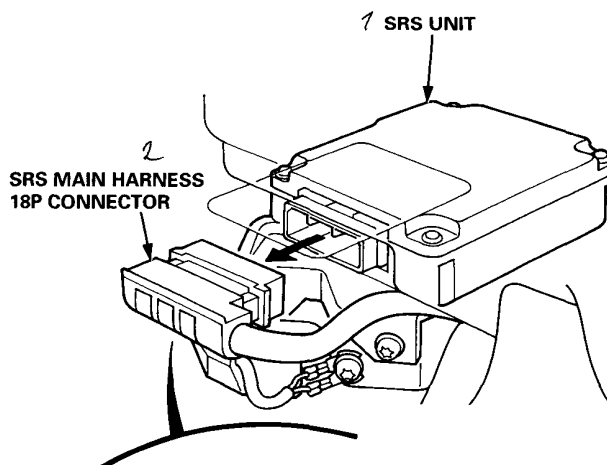
Check for short to ground in the SRS main harness:

1. Disconnect the SRS main harness 2P connector from the under-dash fuse/relay box.
2. Check resistance between the No. 3 terminal of the SRS main harness 18P connector and ground. There should be $1 \pm 0.5 \text{ M}\Omega$.

Is the resistance as specified?**YES****NO**

Short to ground in the under-dash fuse/relay box; replace the under-dash fuse/relay box.

Short to ground in the SRS main harness; replace the SRS main harness.



(F) From page 23B-52

Check for an open in the SRS main harness:

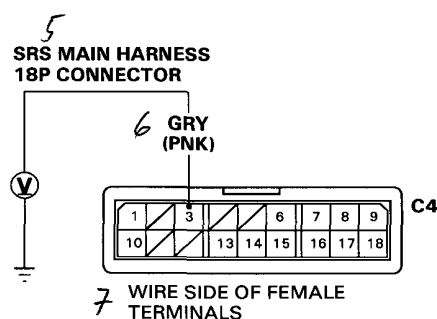
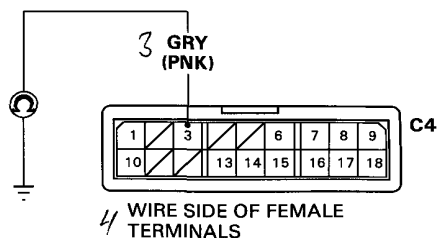
1. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
2. Disconnect the driver's airbag (and front passenger's airbag) connector(s) (see page 23B-11).
3. Disconnect the SRS main harness 18P connector from the SRS unit.
4. Reconnect the battery positive cable, then reconnect the negative cable.
5. Connect a voltmeter between the No. 3 terminal of the SRS main harness 18P connector and ground.
6. Turn the ignition switch ON (II), and measure voltage. There should be $0 \pm 0.5 \text{ V}$.

Is voltage as specified?**YES****NO**

Poor contact at the SRS main harness 18P connector; check the connector.

- If the connector is OK, substitute a known-good SRS unit, and recheck.
- If the problem is still present, replace the SRS main harness.

Open in the SRS main harness; replace the SRS main harness.



Troubleshooting (SRS-Type III)

DTC 8-6

CAUTION: Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbag(s) could accidentally deploy and cause damage or injuries.

Besides indicating an abnormality in the SRS unit, DTC 8-6 may also indicate that two problems equivalent to DTC 1-1 and 2-4, 1-4 and 2-1 or 1-4 and 2-4 occurred at the same time. Proceed in the order shown below.

DTC 1-4 troubleshooting

1. Connect a voltmeter between the No. 1 terminal of the SRS main harness 18P connector and ground.
NOTE:
 - Do not disconnect the SRS main harness 18P connector from the SRS unit.
 - Be careful not to connect a tester probe to the other terminals.
2. Turn the ignition switch ON (II), and measure voltage. There should be 8 V or less.

Is voltage as specified?

YES

NO

To (A)

Check for a short to power in the driver's airbag inflator:

1. Turn the ignition switch OFF.
2. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
3. Disconnect the driver's airbag 2P connector from the cable reel 2P connector.
4. Connect the SRS service connector (2 Ω) to the cable reel 2P connector.
5. Reconnect the battery positive cable, then reconnect the negative cable.
6. Connect a voltmeter between the No. 1 terminal of the SRS main harness 18P connector and ground.
7. Turn the ignition switch ON (II), and measure voltage. There should be 8 V or less.

Is voltage as specified?

YES

NO

Short to power in the driver's airbag inflator; replace the driver's airbag assembly (see page 23B-55).

To (B)

From (B)

Check for a short to power in the SRS main harness:

1. Turn the ignition switch OFF.
2. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
3. Disconnect the SRS service connector (2 Ω) from the cable reel 2P connector.
4. Remove the dashboard lower cover, and disconnect the cable reel 2P connector from the SRS main harness.
5. Connect a voltmeter between the No. 1 terminal of the SRS main harness 18P connector and ground.
6. Turn the ignition switch ON (II), and measure voltage. There should be 8 V or less.

Is voltage as specified?

YES

NO

Short to power in the cable reel; replace the cable reel (see page 23B-58).

Short to power in the SRS mainharness; replace the SRS main harness.

From (A)

DTC 2-4 troubleshooting

1. Turn the ignition switch OFF.
2. Connect a voltmeter between the No. 10 terminal of the SRS main harness 18P connector and ground.
NOTE:
 - Do not disconnect the SRS main harness 18P connector from the SRS unit.
 - Be careful not to connect a tester probe to the other terminals.
3. Turn the ignition switch ON (II), and measure voltage. There should be 8 V or less.

Is voltage as specified?

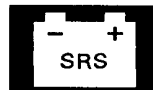
YES

NO

Faulty SRS unit; replace the SRS unit (see page 23B-62).

Short to power in the SRS main harness between the front passenger's airbag inflator and SRS unit; replace the SRS main harness.

Airbag Assembly (SRS-Type III)



Replacement

After a collision in which the airbags were deployed, the airbag assemblies and the SRS unit must be replaced.

⚠ WARNING Store a removed airbag assembly with the pad surface up. If the airbag is improperly stored face down, accidental deployment could propel the unit with enough force to cause serious injury.

CAUTION:

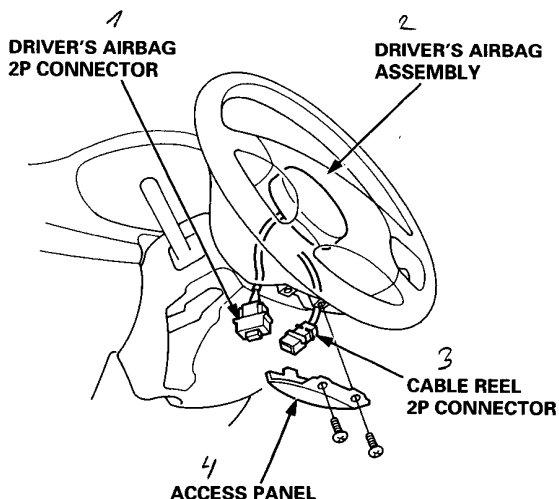
- Do not install used SRS parts from another car. When repairing, use only new SRS parts.
- Carefully inspect the airbag assembly before you install it. Do not install an airbag assembly that shows signs of being dropped or improperly handled, such as dents, cracks or deformation.
- Always disconnect the airbag connector(s) when the harness is disconnected.
- Do not disassemble or tamper with the airbag assembly.

1. Disconnect the battery negative cable, then disconnect the positive cable from the battery, and wait at least three minutes.
2. Disconnecting the airbag connector(s):

Driver's Side:

- Remove the access panel from the steering wheel, then disconnect the 2P connector between the driver's airbag and cable reel.

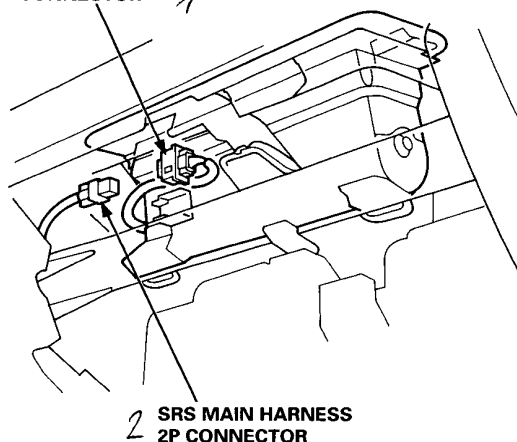
NOTE: When disconnected, the airbag connector is automatically shorted.



Front Passenger's Side:

- Remove the glove box.
 - Disconnect the 2P connector between the front passenger's airbag and SRS main harness.
- NOTE: When disconnected, the airbag connector is automatically shorted.

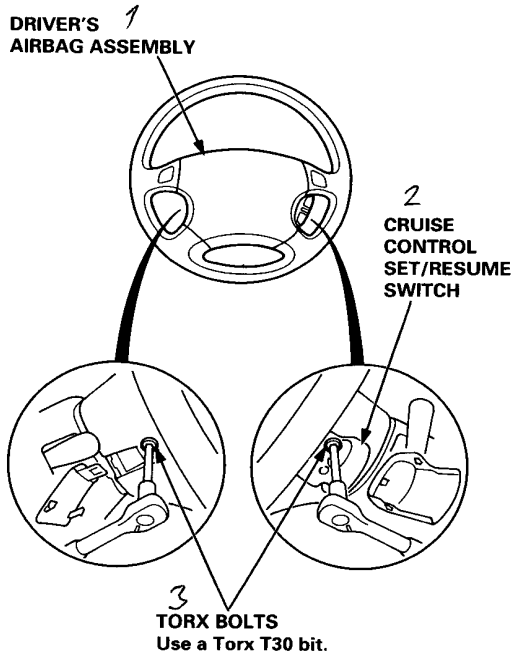
FRONT PASSENGER'S AIRBAG
2P CONNECTOR



4. Remove the airbag(s):

Driver's Side:

- Remove the two Torx bolts using a Torx T30 bit, then remove the driver's airbag assembly.



(cont'd)

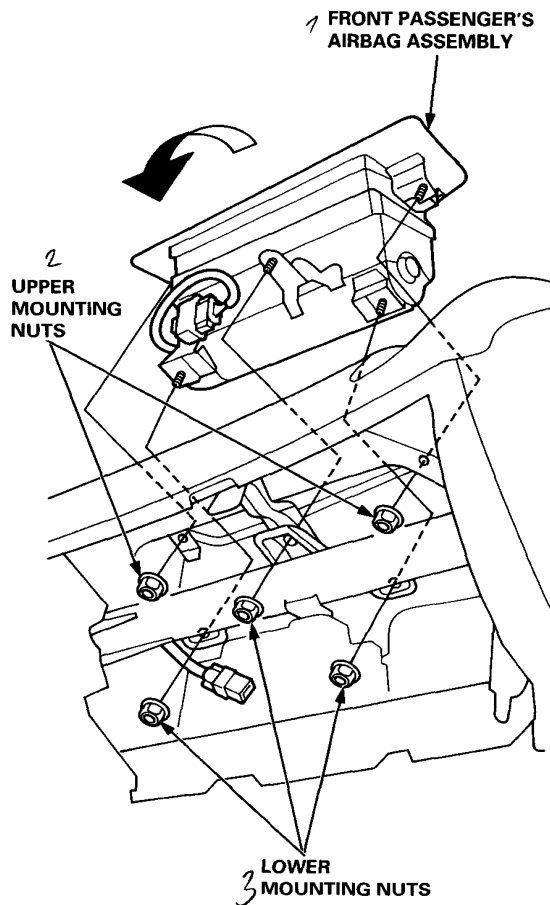
Airbag Assembly (SRS-Type III)

Replacement (cont'd)

Front Passenger's Side:

- Remove the five mounting nuts, then lift the front passenger's airbag out of the dashboard.

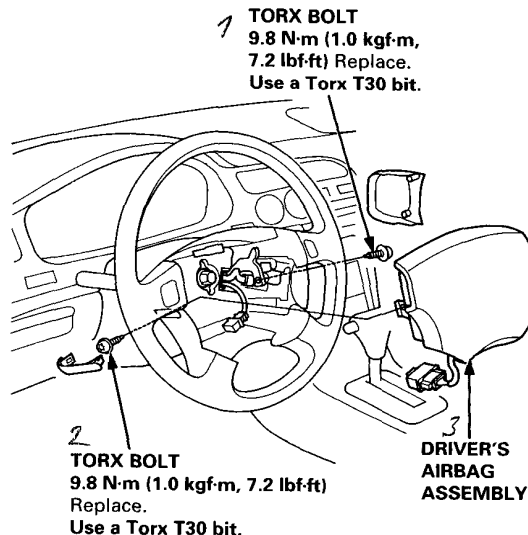
NOTE: Do not confuse the lower mounting nuts with the upper mounting nuts. The upper mounting nuts are not self-locking.



CAUTION: Be sure to install the SRS wiring so that it is not pinched or interfering with other car parts.

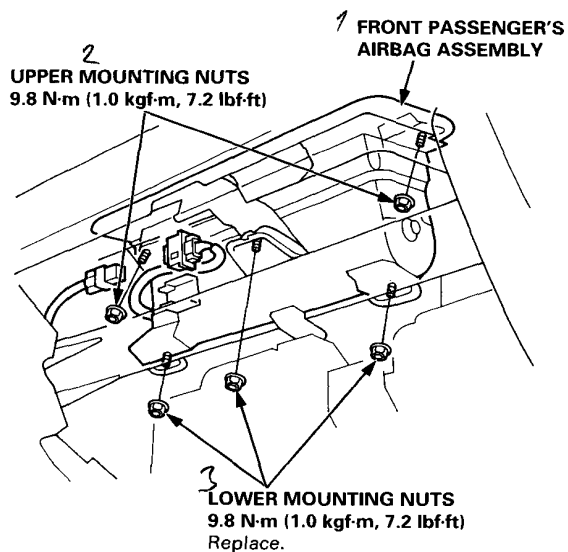
- Install the new airbag(s):

Driver's Side: Place the driver's airbag assembly into the steering wheel, and secure it with new Torx bolts.



Front Passenger's Side:

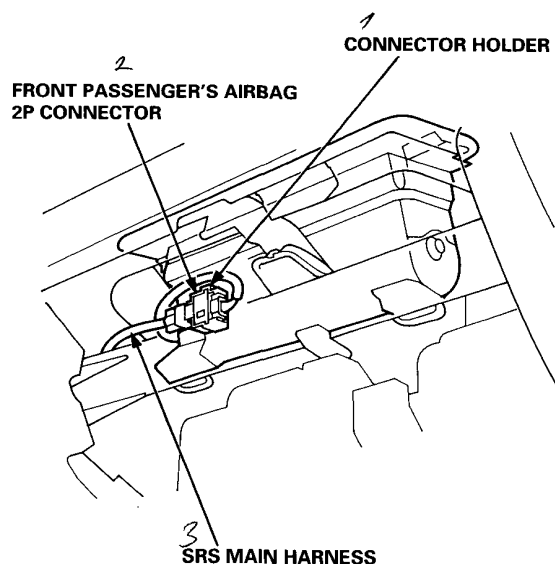
- Place the front passenger's airbag assembly into the dashboard.
- Loosely install all five mounting nuts.
- Tighten the upper two nuts first, then tighten the lower three nuts.



6. Reconnect the airbag connector(s).

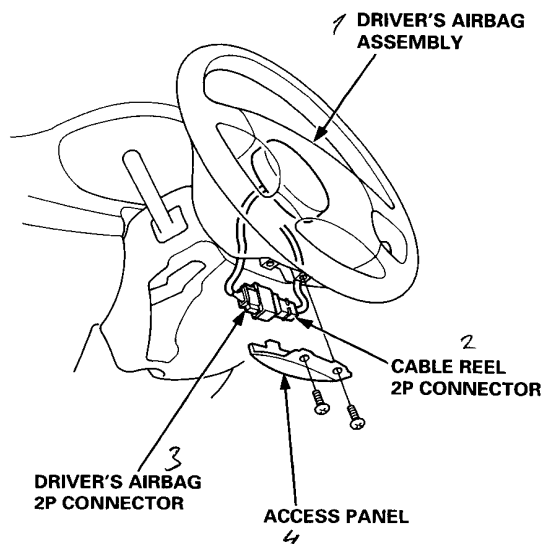
Front Passenger's Side:

- Attach the airbag connector to the connector holder, then reinstall the glove box.



Driver's Side:

- Connect the driver's airbag 2P connector to the cable reel 2P connector, then install the access panel on the steering wheel.



7. Connect the battery positive cable, then connect the negative cable.
8. After installing the airbag assembly, confirm proper system operation:
 - Turn the ignition switch ON (II): the instrument panel SRS indicator light should come on for about six seconds and then go off.
 - Make sure both horn buttons work.
 - Take a test drive, and make sure the cruise control switches work.

Cable Reel (SRS-Type III)

Replacement

⚠ WARNING Store a removed airbag assembly with the pad surface up. If the airbag is improperly stored face down, accidental deployment could propel the unit with enough force to cause serious injury.

CAUTION:

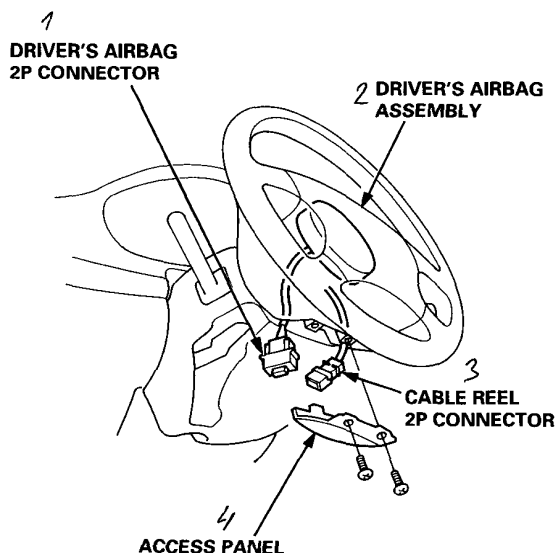
- Carefully inspect the airbag assembly before installing it. Do not install an airbag assembly that shows signs of being dropped or improperly handled, such as dents, cracks or deformation.
- Always disconnect the airbag connector(s) when the harness is disconnected.
- Do not disassemble or tamper with the airbag assembly.

1. Disconnect the battery negative cable, then disconnect the positive cable from the battery, and wait at least three minutes.
2. Disconnect the airbag connector(s):

Driver's Side:

- Remove the access panel from the steering wheel, then disconnect the 2P connector between the driver's airbag and cable reel.

NOTE: When disconnected, the airbag connector is automatically shorted.

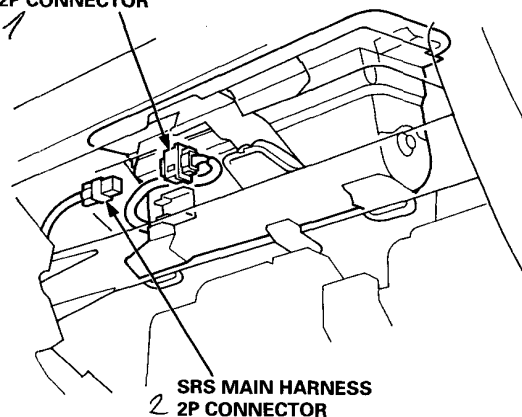


Front Passenger's Side:

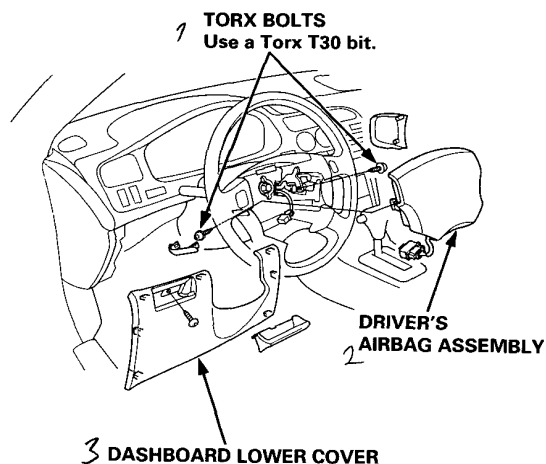
- Remove the glove box, then disconnect the 2P connector between the front passenger's airbag and SRS main harness.

NOTE: When disconnected, the airbag connector is automatically shorted.

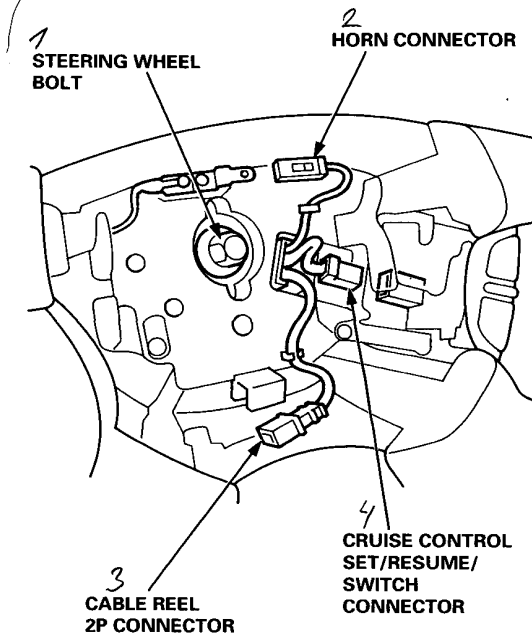
FRONT PASSENGER'S AIRBAG 2P CONNECTOR



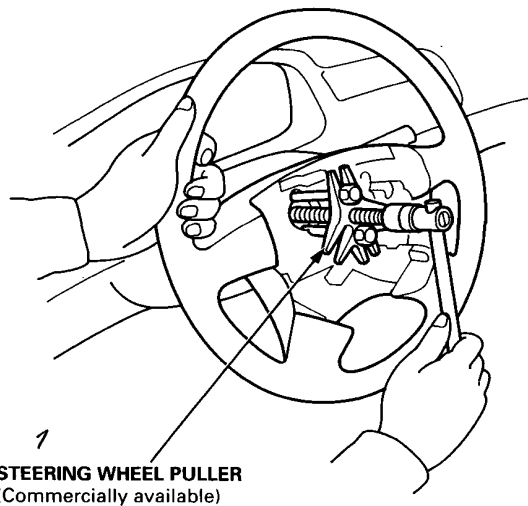
3. Make sure the wheels are aligned straight ahead.
4. Remove the dashboard lower cover.
5. Remove the two Torx bolts from the steering wheel, then remove the driver's airbag assembly.



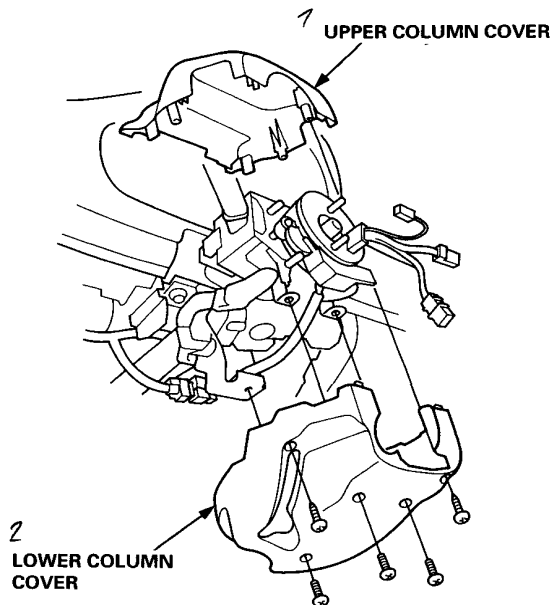
6. Disconnect the connectors from the horn and cruise control set/resume switches, then remove the steering wheel bolt.



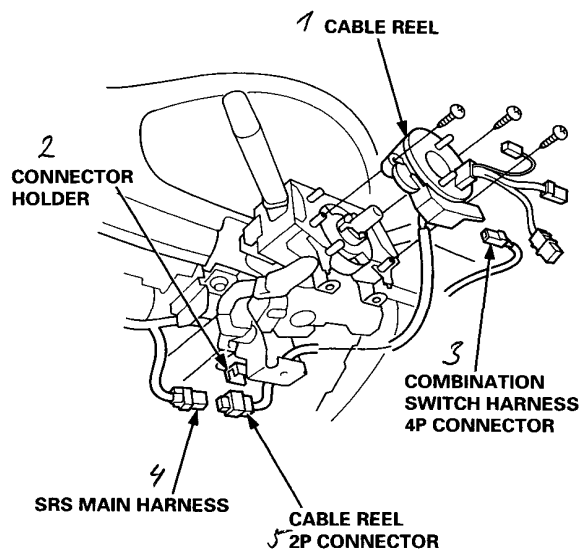
7. Remove the steering wheel using a commercially-available steering wheel puller.



8. Remove the steering column covers.



9. Disconnect the 4P connector between the cable reel and combination switch harness, and disconnect the 2P connector between the cable reel and SRS main harness.



10. Remove the cable reel from the column.

(cont'd)

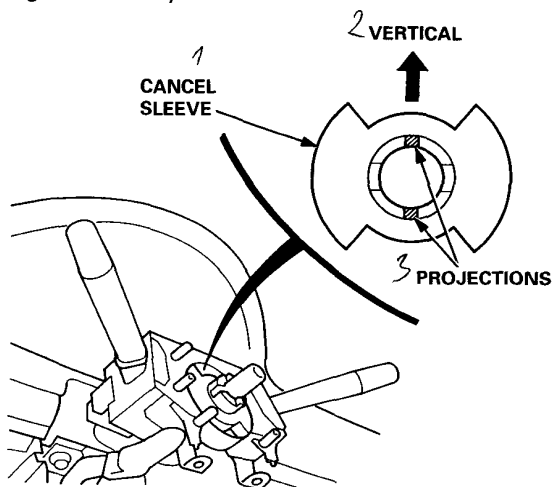
Cable Reel (SRS-Type III)

Replacement (cont'd)

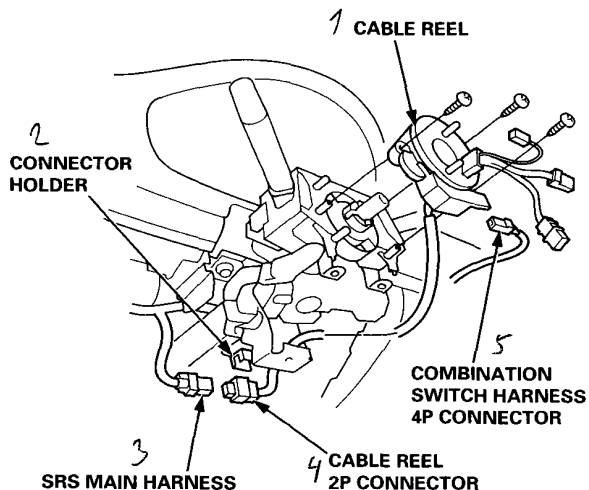
CAUTION:

- Before installing the steering wheel, the front wheels should be aligned straight ahead.
- Be sure to install the harness wires so that they are not pinched or interfering with other car parts.
- After reassembly, confirm that the wheels are still turned straight ahead and that the steering wheel spoke angle is correct (road test). If minor spoke angle adjustment is necessary, do so only by adjusting the tie-rods, not by removing and repositioning the steering wheel.

11. Set the cancel sleeve so that the projections are aligned vertically.

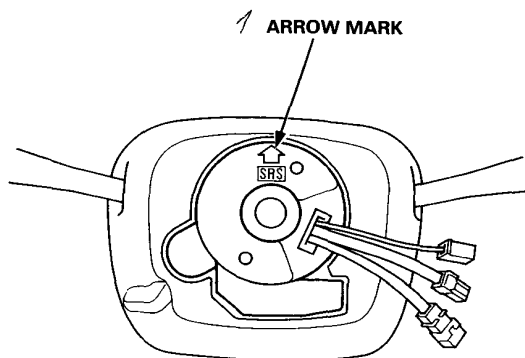


12. Carefully install the cable reel on the steering column shaft. Then connect the 4P connector to the cable reel, and connect the 2P connector to the SRS main harness.

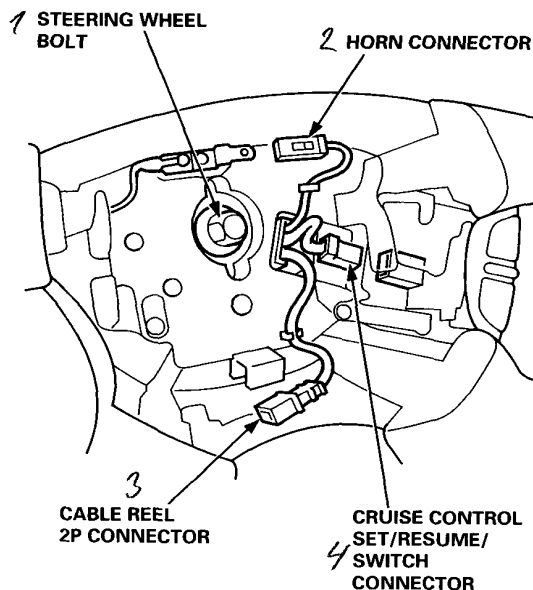


13. Install the steering column covers.

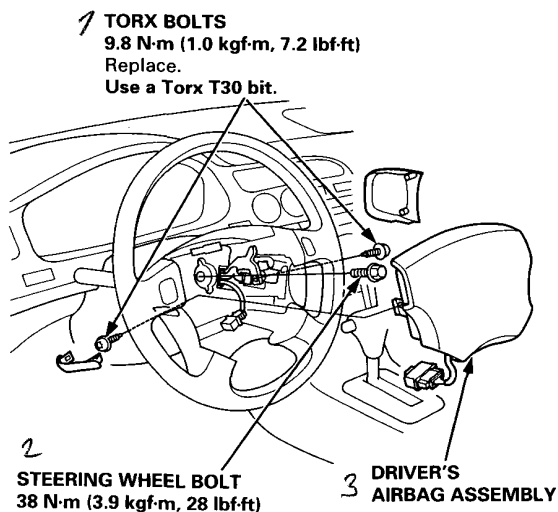
14. If necessary, center the cable reel. (New replacement cable reels come centered.) Do this by first rotating the cable reel clockwise until it stops. Then rotate it counterclockwise (approximately two and a half turns) until the arrow mark on the cable reel label points straight up.



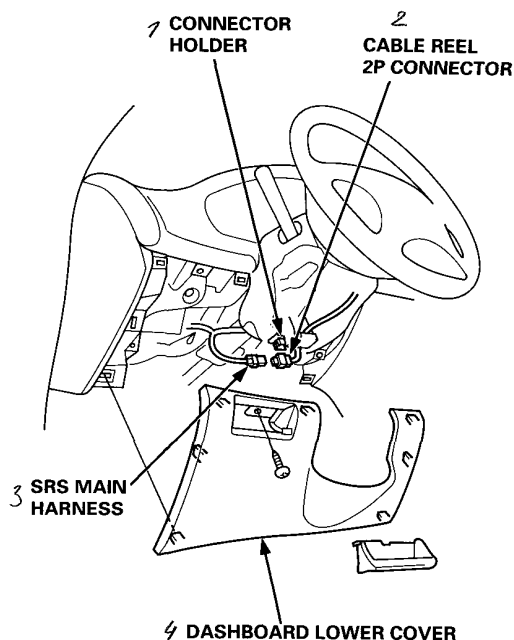
15. Install the steering wheel, then connect the horn connector and cruise control set/resume switch connector.



16. Install the steering wheel bolt, then install the driver's airbag assembly.



17. Connect the cable reel 2P connector to the SRS main harness, and attach the cable reel 2P connector to the connector holder. Then install the dashboard lower cover.



18. Reconnect the driver's airbag 2P connector to the cable reel 2P connector, and reinstall the access panel on the steering wheel.
19. Reconnect the front passenger's airbag 2P connector to the SRS main harness (with front passenger's airbag).
20. Reconnect the battery positive cable, then the negative cable.
21. After installing the cable reel, confirm proper system operation:
- Turn the ignition switch ON (II); the SRS indicator light should come on for about six seconds and then go off.
 - Make sure both horn buttons work.
 - Make sure the headlight and wiper switches work.
 - Go for a test drive, and make sure the cruise control switches work.

SRS Unit (SRS-Type III)

Replacement

CAUTION:

- Before disconnecting any part of the SRS wire harness, disconnect the airbag connector(s).
- During installation or replacement, do not bump (impact wrench, hammer etc.) the area near the SRS unit.
- Do not damage the SRS unit terminals or connectors.
- Do not disassemble the SRS unit; it has no serviceable parts.
- Store the SRS unit in a clean, dry area.
- Do not use any SRS unit which has been subjected to water or shows signs of being dropped or improperly handled, such as dents, cracks or deformation.

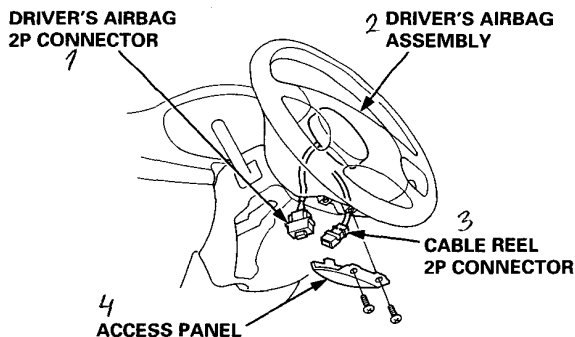
1. Disconnect the battery negative cable, then disconnect the positive cable from the battery, and wait at least three minutes.

2. Disconnect the airbag connector(s):

NOTE: When disconnected, the airbag connector is automatically shorted.

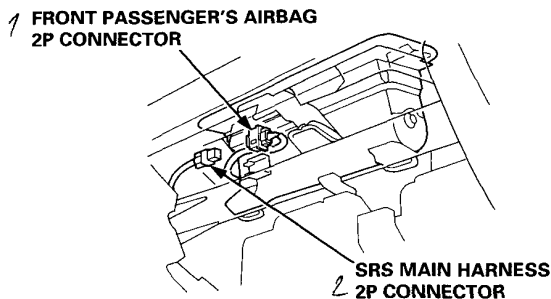
Driver's Side:

- Remove the access panel from the steering wheel, then disconnect the 2P connector between the driver's airbag and cable reel.

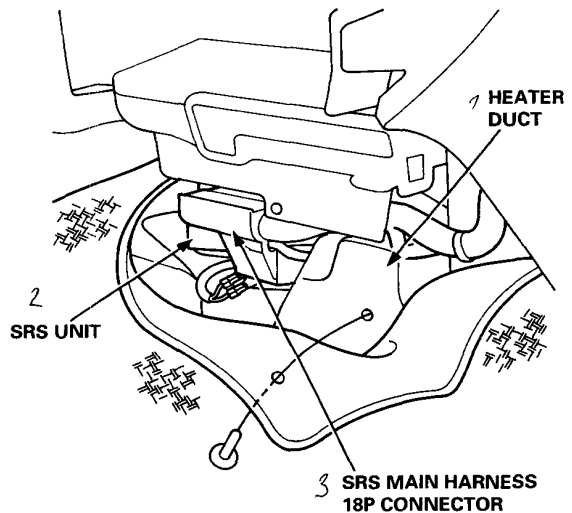


Front Passenger's Side:

- Disconnect the 2P connector between the front passenger's airbag and SRS main harness.

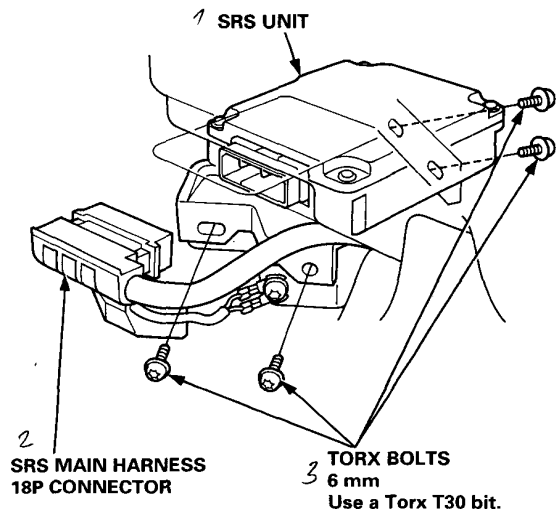


4. Pull down the carpeting from both sides of the heater ducts.



5. Disconnect the SRS main harness 18P connector from the SRS unit.

NOTE: For disconnecting the spring-loaded lock type connector, refer to page 23B-9.

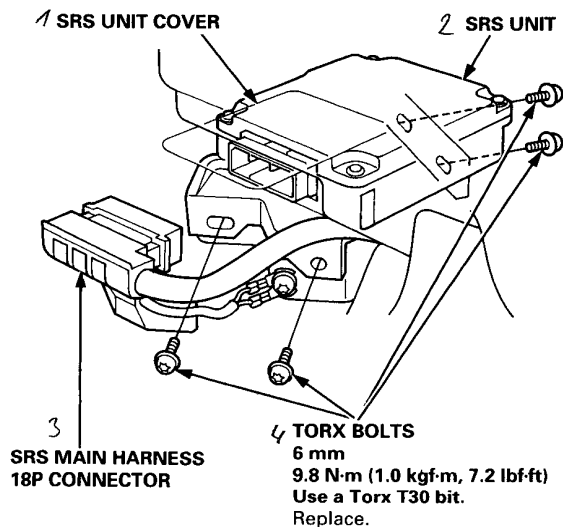


6. Remove the four Torx bolts from the SRS unit, then pull out the SRS unit from the passenger's side.

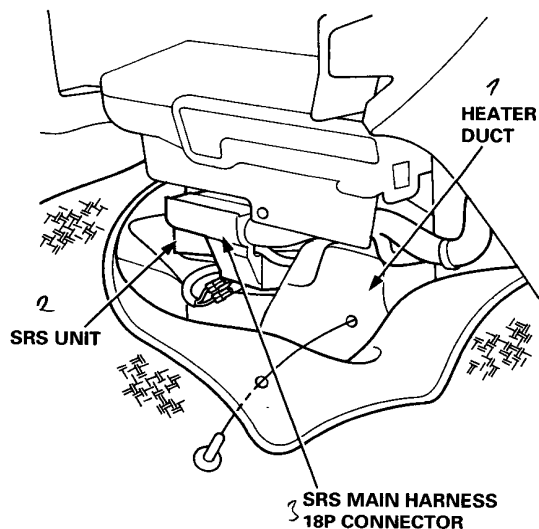
CAUTION:

- Be sure to install the SRS wiring so that it is not pinched or interfering with other car parts.
- When tightening the Torx bolts to the specified torque after replacement, be careful to turn them in so that their heads rest squarely on the brackets.

7. Stick the SRS unit cover onto the upper surface of the new SRS unit, and install the new SRS unit.



8. Connect the SRS main harness 18P connector to the SRS unit, then push it into position until it clicks.



9. Put the carpet back in place.

10. Reconnect the driver's airbag 2P connector to the cable reel 2P connector, then reinstall the access panel on the steering wheel.
11. Reconnect the front passenger's airbag 2P connector to the SRS main harness, then reinstall the glove box (with front passenger's airbag).
12. Reconnect the battery positive cable, then the negative cable.
13. After installing the SRS unit, confirm proper system operation: Turn the ignition switch ON (II); the SRS indicator light should come on for about six seconds and then go off.

Scrapping (SRS-Type III)

Procedure

Before scrapping any airbag(s) (including those in a whole car to be scrapped), the airbags must be deployed. If the car is still within the warranty period, before you deploy the airbag(s), the local Honda Service Manager must give approval and/or special instructions. Only after the airbag(s) has (have) been deployed (as the result of vehicle collision, for example), can they be scrapped. If the airbag(s) appear intact (not deployed) treat them with extreme caution.

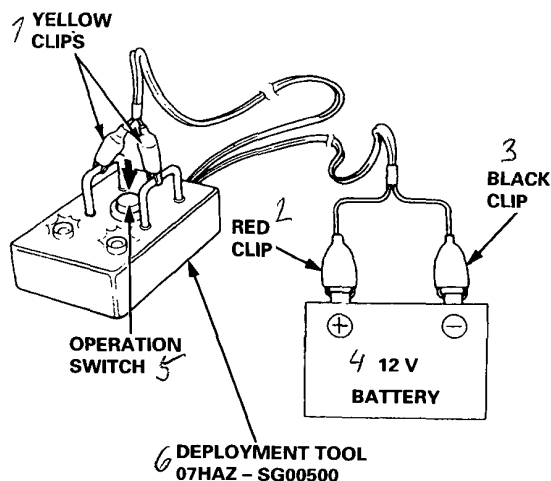
Follow this procedure:

1. Deployment Preparations (see pages 23B-65 through 70)
2. Deployment (see pages 23B-71 and 72)
3. Disposal (see page 23B-72)

⚠ WARNING If you scrap more than one airbag, first complete the deployment procedure for one airbag, and only then start with step 1 of Deployment Preparations for the next airbag. Otherwise, severe personal injury could result from deployment.

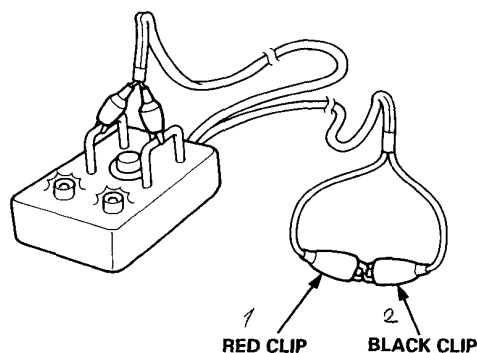
Deployment Tool Check

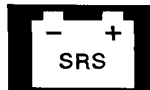
1. Connect the yellow clips to both switch protector handles on the tool, and connect the red (+) and black (-) clips to a 12 V battery.



2. Push the operation switch: green means the tool is OK; red means the tool is faulty.
3. After the check, disconnect the red and black clips from the battery, and connect them to each other.

⚠ WARNING Do not reconnect the red and black clips to the battery until all preparations for deployment are finished. Otherwise, severe personal injury could result from accidental deployment.





In-car Deployment Preparations (With Deployment Tool)

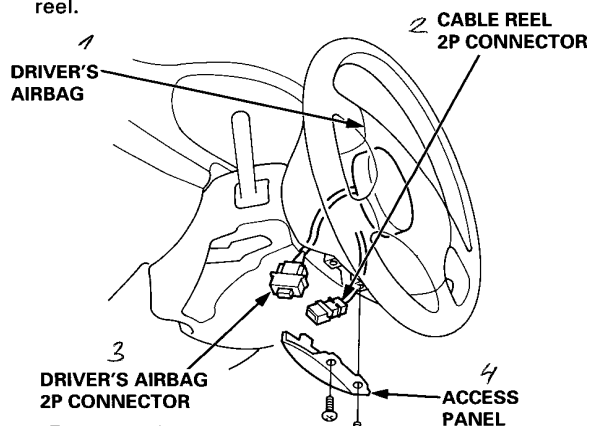
NOTE: If an SRS car is to be entirely scrapped, its airbags should be deployed while still in the car. The airbags should not be considered as salvageable parts and should never be installed in another car.

⚠ WARNING Confirm that the airbag assemblies are securely mounted; otherwise, severe personal injury could result from deployment.

1. Turn the ignition switch OFF, and disconnect the battery negative cable. Then disconnect the positive cable, and wait at least three minutes.
2. Confirm that the deployment tool is functioning properly by following the check procedure on the tool box label, or on page 23B-64.

Driver's Airbag:

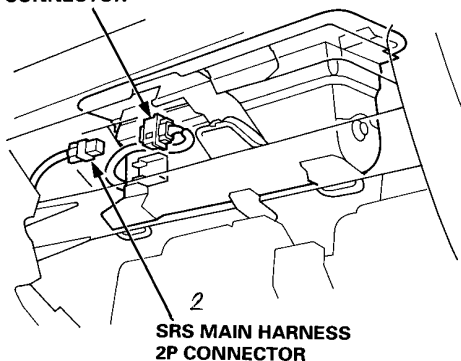
3. Remove the access panel, then disconnect the 2P connector between the driver's airbag and the cable reel.



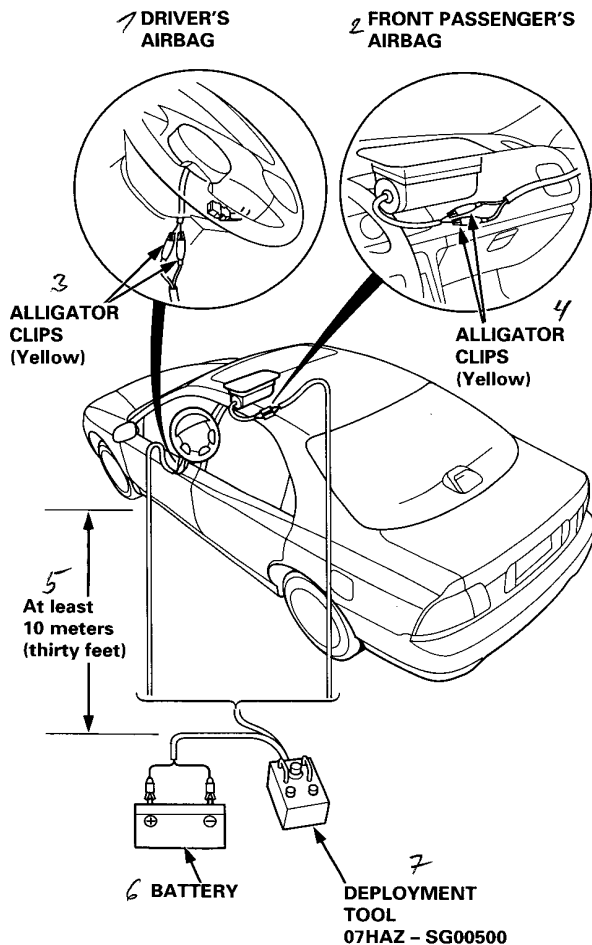
Front Passenger's Airbag:

4. Remove the glove box, then disconnect the 2P connector between the front passenger's airbag and SRS main harness.

1 FRONT PASSENGER'S AIRBAG
2P CONNECTOR



5. Cut off the airbag connector, strip the ends of the airbag wires, and connect the deployment tool alligator clips to the airbag. Place the deployment tool at least 10 meters (thirty feet) away from the airbag.



6. Go to Deployment (With Deployment Tool) on page 23B-71.

Scrapping (SRS-Type III)

Out-of-car Deployment Preparations (With Deployment Tool)

NOTE: If an intact airbag assembly has been removed from a scrapped car or has been found defective or damaged during transit, storage or service, it should be deployed as follows.

⚠ WARNING Position a removed airbag assembly always with the pad surface up. If the airbag is improperly positioned face down, accidental deployment could propel the unit with enough force to cause serious injury.

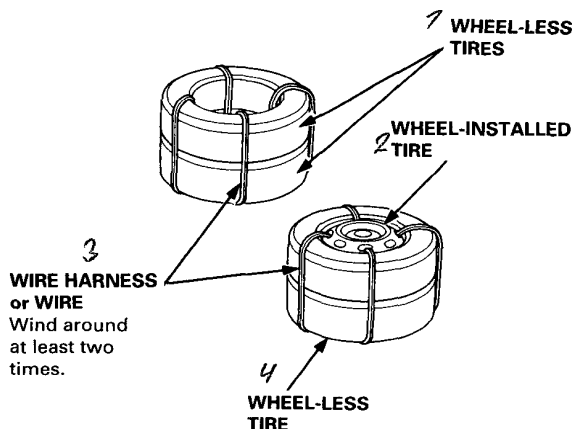
Necessary Equipment:

- Four tires for 15 inch wheels or bigger without wheel, and one tire of the same size with wheel

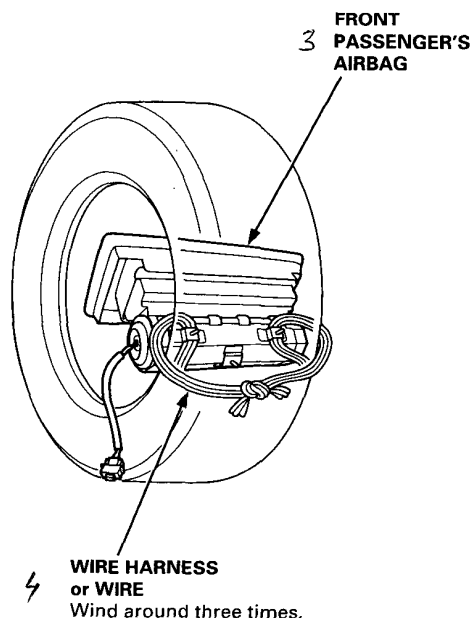
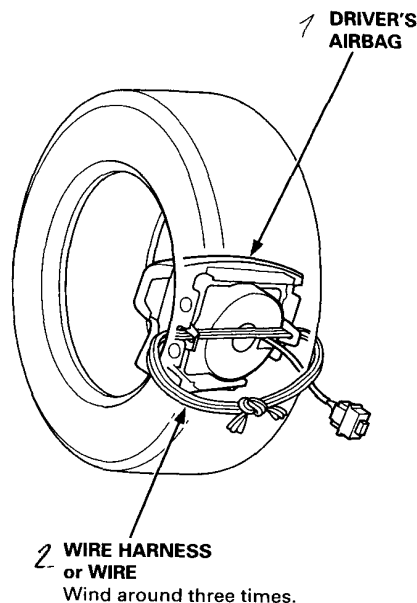
NOTE:

- Preferably take used tires.
 - Tires which were used for airbag deployment can be reused on cars after carefully cleaning their inner side with water.
- Car wire harness with a core wire cross sectional area of at least 1.25 mm² (0.002 in²) or iron wire with a diameter of more than 1.2 mm (0.05 in)
 - Deployment tool

1. Turn the ignition switch OFF, and disconnect the battery negative cable. Then disconnect the positive cable, and wait at least three minutes.
2. Confirm that the deployment tool is functioning properly by following the check procedure on the tool box label, or on page 23B-64.
3. Remove the access panel from the steering wheel, then disconnect the driver's airbag 2P connector from the cable reel.
4. Disconnect the front passenger's airbag 2P connector from the SRS main harness.
5. Remove the airbag assembly (see page 23B-55).
6. With car wire harness or wire, tie two of the wheel-less tires together, then tie one wheel-less tire and the wheel-installed tire together. (Wind around at least two times.)

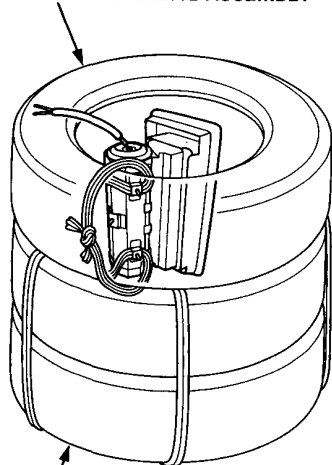


7. Tie the airbag assembly with car wire harness or wire to the remaining wheel-less tire as shown. (Wind around three times.)



8. Place the set of two wheel-less tires on flat ground, and place the tire with the airbag assembly on them.
9. Cut off the airbag connector, and strip the ends of the airbag wires. Go immediately to step 10.

1 TIRE with installed AIRBAG ASSEMBLY



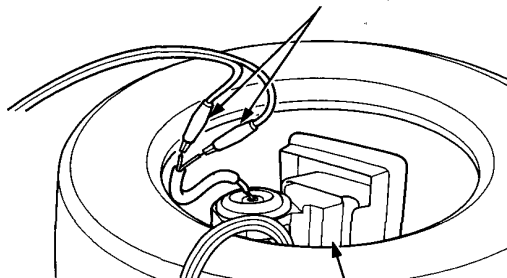
2 WHEEL-LESS TIRE SET

10. Connect the deployment tool alligator clips to the airbag wires.

CAUTION

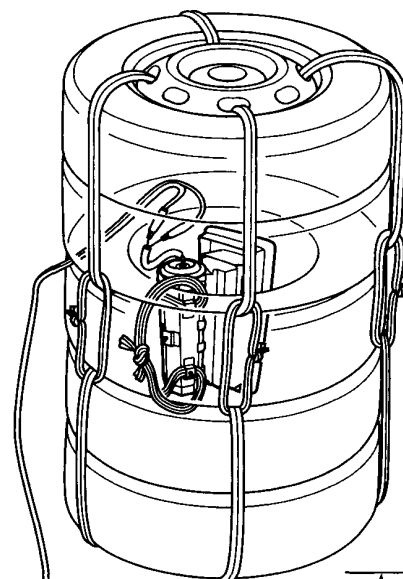
- Do not route the deployment tool wires nearby the pad surface of the airbag or the inflator body.
- Make sure the pad surface is turned to the center of the tire.

1 ALLIGATOR CLIPS (Yellow)

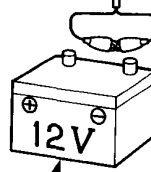


2 INFLATOR BODY

11. With the wheel-installed tire up, put the second pair of tires on top of the other three tires, and tie the upper and lower tire sets together. Place the deployment tool at least 10 meters (thirty feet) away from the tires.



1
At least
10 meters
(thirty feet)



2
BATTERY



3
DEPLOYMENT
TOOL
07HAZ - SG00500

12. Go to Deployment (With Deployment Tool) on page 23B-71.

Scrapping (SRS-Type III)

In-car Deployment Preparations (Without Deployment Tool)

NOTE: If an SRS car is to be entirely scrapped, its airbags should be deployed while still in the car. The airbags should not be considered as salvageable parts and should never be installed in another car.

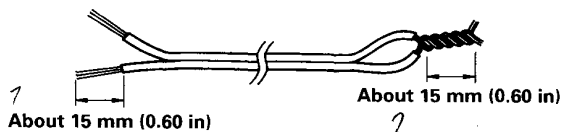
⚠ WARNING Confirm that the airbag assemblies are securely mounted; otherwise, severe personal injury could result from deployment.

Necessary Equipment:

- 12 to 15 m (40 to 50 ft) of vinyl double cable
- Fully charged 12 volt battery
- Insulation tape

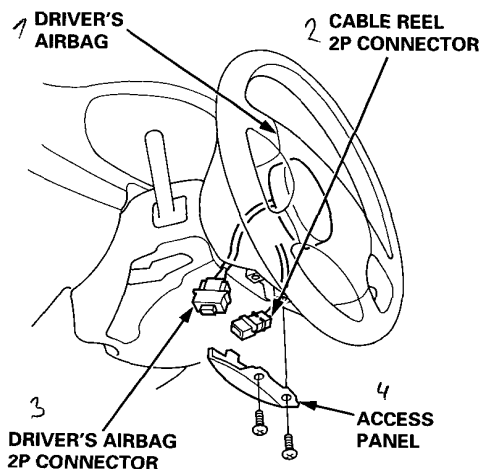
⚠ WARNING Follow the described procedure; otherwise, severe personal injury could result from deployment.

1. Turn the ignition switch OFF, and disconnect the battery negative cable. Then disconnect the positive cable, and wait at least three minutes.
2. Strip both ends of the vinyl double cable about 15 mm (0.60 in), and intertwine the wires on one end.



Driver's Airbag:

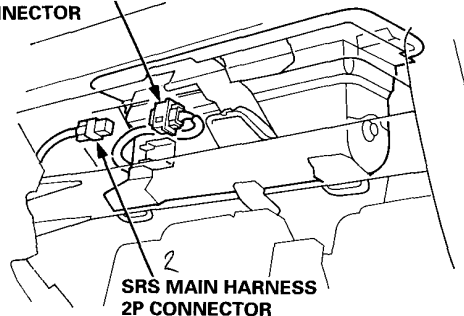
3. Remove the access panel, then disconnect the 2P connector between the driver's airbag and the cable reel.



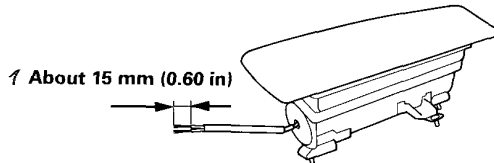
Front Passenger's Airbag:

4. Disconnect the 2P connector between the front passenger's airbag and the SRS main harness.

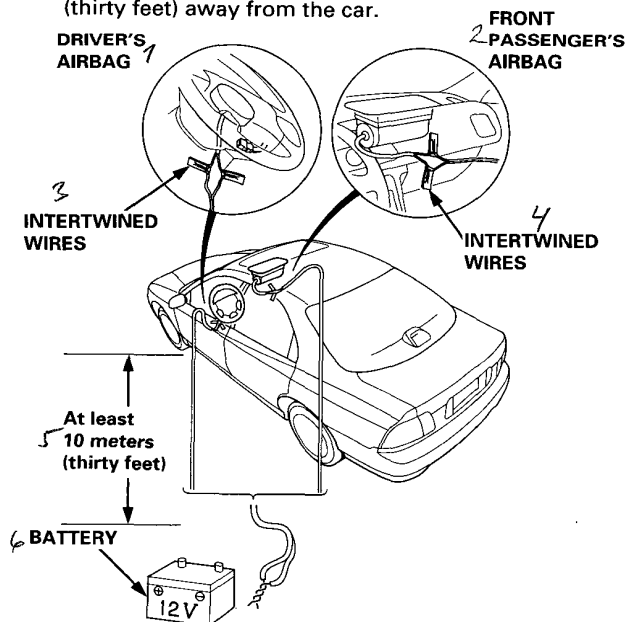
FRONT PASSENGER'S AIRBAG 2P CONNECTOR



5. Cut off the driver's or front passenger's airbag connector, and strip the ends of the airbag wires about 15 mm (0.60 in). Go immediately to step 6.



6. Connect the wires of the vinyl double cable which were not intertwined in step 2 to the airbag assembly wires as shown, and put insulation tape over the connections. Place the battery at least 10 meters (thirty feet) away from the car.



7. Go to In-car Deployment (Without Deployment Tool) on page 23B-71.

Out-of-car Deployment Preparations (Without Deployment Tool)

NOTE: If an intact airbag assembly has been removed from a scrapped car or has been found defective or damaged during transit, storage or service, it should be deployed as follows.

⚠ WARNING Position a removed airbag assembly always with the pad surface up. If the airbag is improperly positioned face down, accidental deployment could propel the unit with enough force to cause serious injury.

Necessary Equipment:

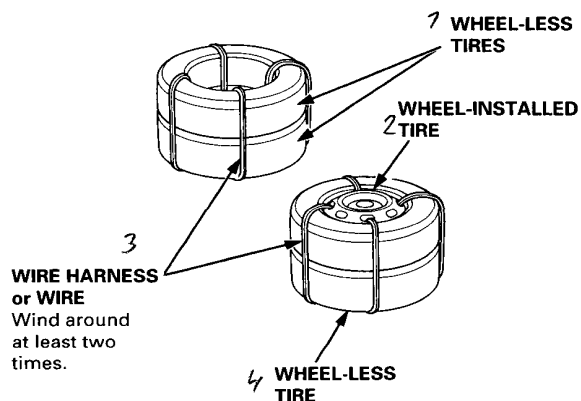
- 12 to 15 m (40 to 50 ft) of vinyl double cable
- Fully charged 12 volt battery
- Insulation tape
- Four tires for 15 inch wheels or bigger without wheel, and one tire of the same size with wheel

NOTE:

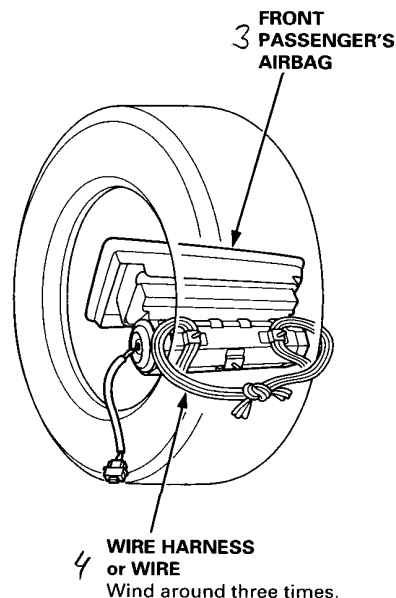
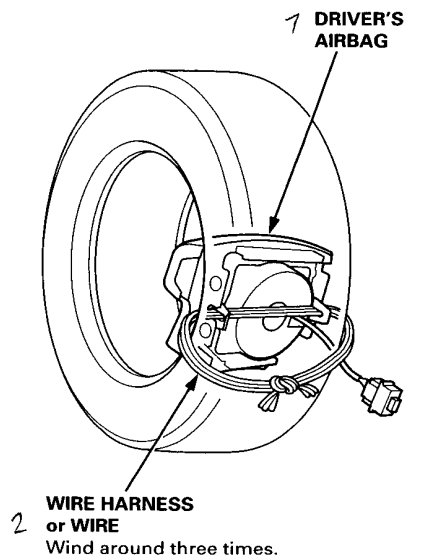
- Preferably take used tires.
- Tires which were used for airbag deployment can be reused on cars after carefully cleaning their inner side with water.
- Car wire harness with a core wire cross sectional area of at least 1.25 mm² (0.002 in²) or iron wire with a diameter of more than 1.2 mm (0.05 in).

⚠ WARNING Follow the described procedure; otherwise, severe personal injury could result from deployment.

1. Turn the ignition switch OFF, and disconnect the battery negative cable. Then disconnect the positive cable, and wait at least three minutes.
2. Remove the access panel from the steering wheel, then disconnect the driver's airbag 2P connector from the cable reel.
3. Disconnect the front passenger's airbag 2P connector from the SRS main harness.
4. Remove the airbag assembly (see page 23B-55).
5. With car wire harness or wire, tie two of the wheel-less tires together, then tie one wheel-less tire and the wheel-installed tire together. (Wind around at least two times.)



6. Tie the airbag assembly with car wire harness or wire to the remaining wheel-less tire as shown. (Wind around three times.)

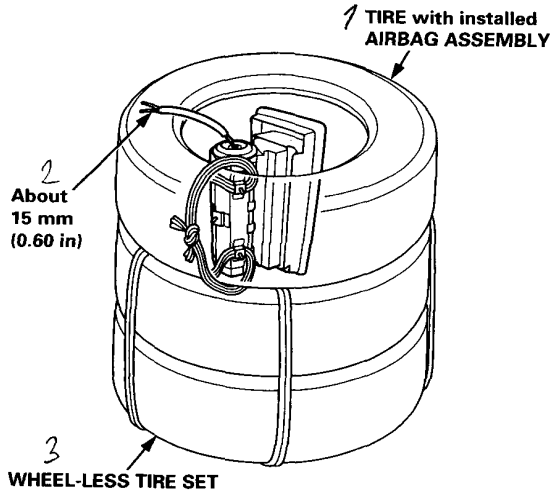


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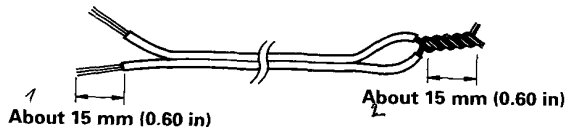
Scrapping (SRS-Type III)

Out-of car Deployment Preparations (Without Deployment Tool) (cont'd)

7. Place the set of two wheel-less tires on flat ground, and place the tire with the airbag assembly on them.
8. Cut off the airbag connector, strip the ends of the airbag wires about 15 mm (0.60 in), and twist them together.



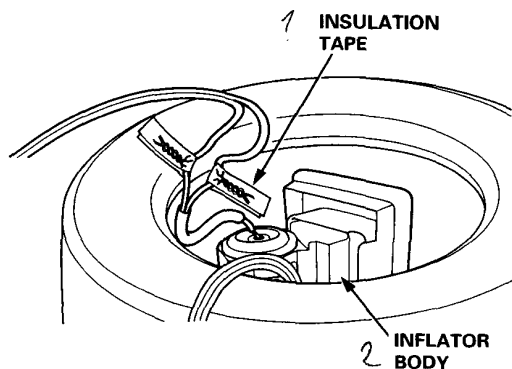
9. Strip both ends of the vinyl double cable about 15 mm (0.60 in), and intertwine the wires on one end.



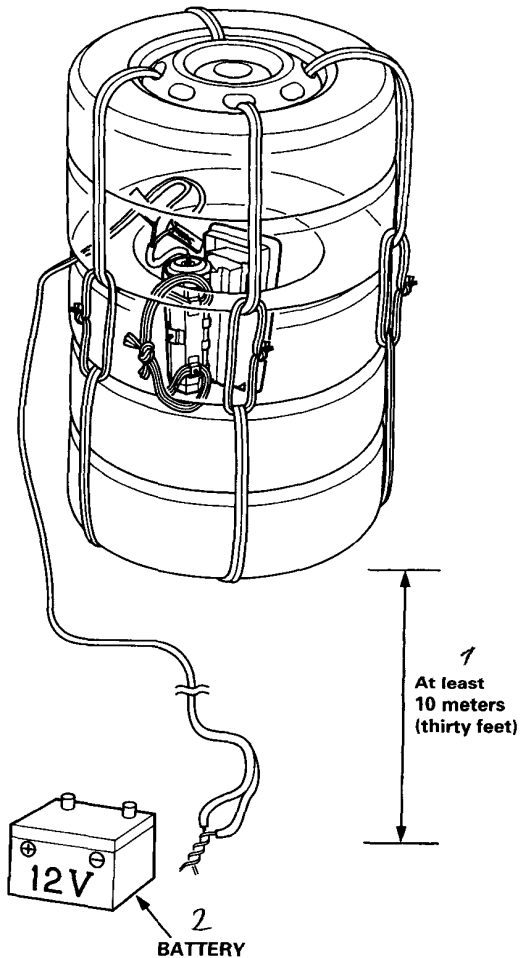
10. Connect the wires of the vinyl double cable which were not intertwined in step 9 to the airbag assembly wires as shown, and put insulation tape over the connections.

CAUTION

- Do not route the vinyl double cable nearby the pad surface of the airbag or the inflator body.
- Make sure the pad surface is turned to the center of the tire.



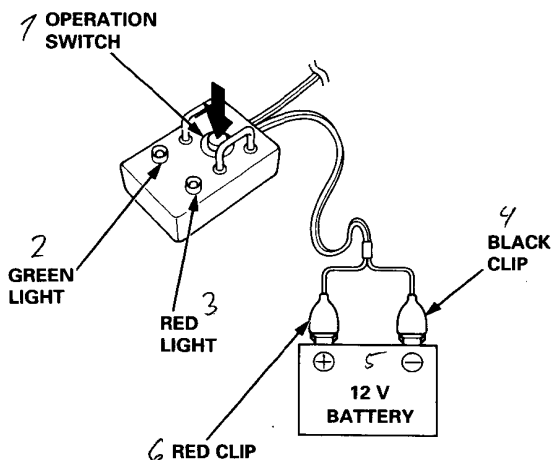
11. With the wheel-installed tire up, put the second pair of tires on top of the other three tires, and tie the upper and lower tire sets together. Place the battery at least 10 meters (thirty feet) away from the tires.



12. Go to Out-of-car Deployment (Without Deployment Tool) on page 23B-72.

Deployment (With Deployment Tool)

1. Connect the red (+) and black (-) clips of the deployment tool to the 12 volt battery:
 - If the green light on the tool comes on, the airbag igniter circuit is defective and cannot deploy the airbag. In this case, refer to Damaged Airbag Special Procedure under Disposal on page 23B-72.
 - If the red light on the tool comes on, the airbag is ready to be deployed.
2. Push the tool's operation switch. The airbag should deploy (deployment is both highly audible and visible; a loud noise and rapid inflation of the bag, followed by slow deflation).
 - If audible/visible deployment happens and the green light on the tool comes on, go to Disposal on page 23B-72.
 - If the airbag does not deploy, yet the green light comes on, the igniter is defective. Go to Damaged Airbag Special Procedure under Disposal on page 23B-72.

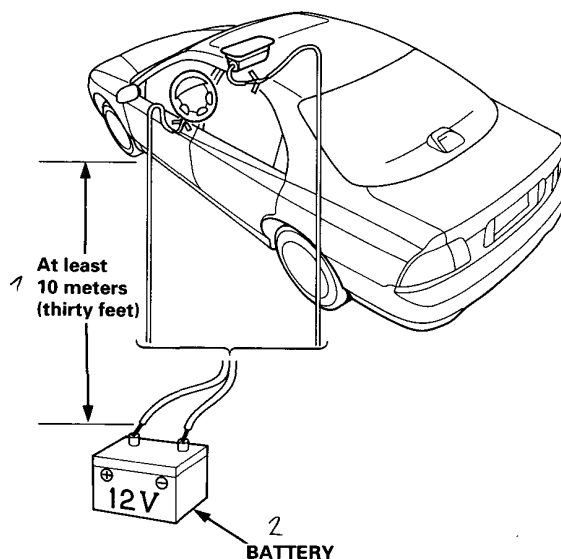


⚠ WARNING During deployment, the airbag assembly can become hot enough to burn you. Wait thirty minutes after deployment before touching the assembly.

In-car Deployment (Without Deployment Tool)

Untwist the stripped ends of the vinyl double cable and connect them to the 12 volt battery. The airbag should deploy (deployment is both highly audible and visible; a loud noise and rapid inflation of the bag, followed by slow deflation).

- If audible/visible deployment happens, go to Disposal on page 23B-72.
- If the airbag does not deploy, go to Damaged Airbag Special Procedure under Disposal on page 23B-72.



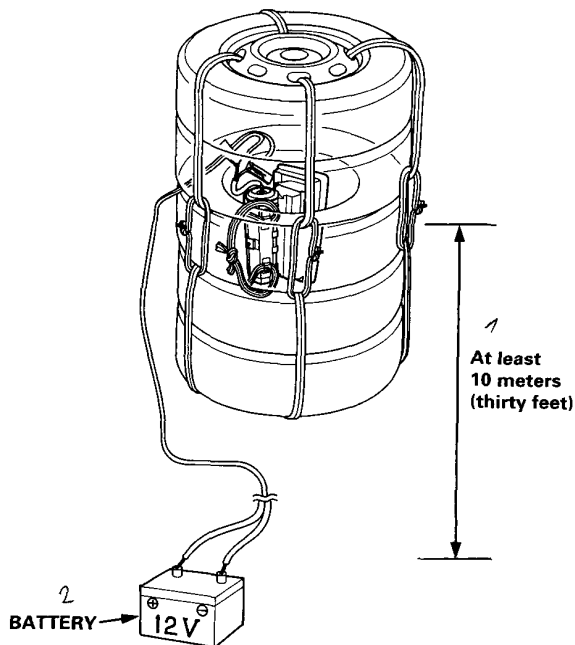
⚠ WARNING During deployment, the airbag assembly can become hot enough to burn you. Wait thirty minutes after deployment before touching the assembly.

Scrapping (SRS-Type III)

Out-of-car Deployment (Without Deployment Tool)

Untwist the stripped ends of the vinyl double cable and connect them to the 12 volt battery. The airbag should deploy (deployment is both highly audible and visible; a loud noise and rapid inflation of the bag, followed by slow deflation).

- If audible/visible deployment happens, go to Disposal.
- If the airbag does not deploy, go to Damaged Airbag Special Procedure.



⚠ WARNING During deployment, the airbag assembly can become hot enough to burn you. Wait thirty minutes after deployment before touching the assembly.

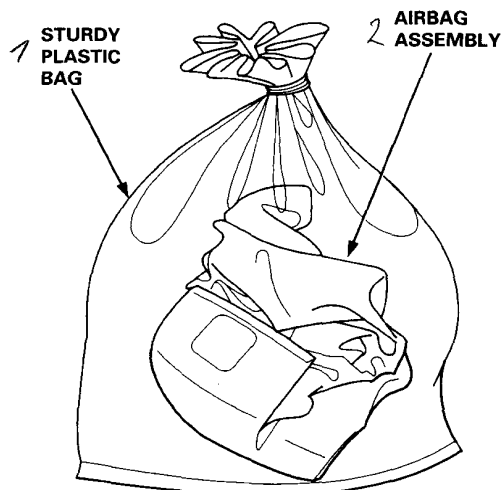
Disposal

⚠ WARNING During deployment, the airbag assembly can become hot enough to burn you. Wait thirty minutes after deployment before touching the assembly.

In accordance with local regulations, dispose of the complete airbag assembly. No part of it can be reused. Place it in a sturdy plastic bag, and seal it securely.

CAUTION:

- Wear a face shield and gloves when handling a deployed airbag.
- Wash your hands and rinse them well with water after handling a deployed airbag.



Damaged Airbag Special Procedure

⚠ WARNING If an airbag cannot be deployed, it should not be treated as normal scrap; it should still be considered a potentially explosive device that can cause serious injury.

1. If installed in a car, follow the removal procedure on page 23B-55.
2. Intertwine the stripped ends of the two airbag wires to make a short circuit.
3. Package the airbag in exactly the same packaging that the new replacement part came in.
4. Mark the outside of the box "DAMAGED AIRBAG NOT DEPLOYED" so it does not get confused with your parts stock.
5. Contact your local Honda Service Manager for how and where to return it for disposal.