PRELUDE

1996 Service Manual
First Edition

Global

INTRODUCTION

How to Use This Manual

This supplement contains information for the 1996 Prelude. Refer to following shop manuals for service procedures and data not included in this supplement.

Description	Code No.
PRELUDE MAINTENANCE, REPAIR and CONSTRUCTION 92	62SS000
PRELUDE SUPPLEMENT 93	62SS020
PRELUDE SUPPLEMENT 94	62SS021
PRELUDE SUPPLEMENT 95	62SS022

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.

marked sections are not included in this manual.
As sections with * include SRS components; special precautions are required, when servicing.

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HONDA MOTOR CO., LTD.
Service Publication Office

Outline of Model Changes

ITEM	DESCRIPTION	MODELS				REFERENCE SECTION
		93	94	95	96	
General	KU model added Maintenance schedule changed				○	1 4
Engine	Added · H22A2 engine	○				—
	Added · H22A1 engine (KQ model) · Recommended engine oil SH grade		○			—
	Added · H22A3 engine (KU model) Changed · Maintenance schedule for engine oil				○	8 9
PGM-FI	Added · H22A2 engine	○				—
	Added · H22A1 engine (KQ model) Changed · Main wire harness		○			—
	Added · H23A1 engine (KM model)			○		—
	Added · H22A3 engine (KU model) Changed · Maintenance schedule for air cleaner element (KQ model)				○	11
Manual Transmission	Added · M2F5 manual transmission for H22A2 engine	○				—
	Changed · Countershaft clearance inspection · Reverse idler gear shaft bolt torque			○		—
	Changed · Manual transmission fluid designation				○	13
Automatic Transmission	Modified · Circuit diagram Changed · Reverse idler gear shaft and holder · Main valve body assembly · Secondary shaft assembly · Clutch discs and pistons · Throttle control cable inspection and adjustment Discontinued · Right side cover protector		○			—
	Added · 1st clutch disc · Parking pin switch for KM model Changed · 1st-hold clutch plate · Transmission housing bolt torque			○		—
	Added · An equivalent DEXRON® III ATF application				○	14

ITEM	DESCRIPTION	MODELS				REFERENCE SECTION
		93	94	95	96	
Steering (4WS)	Changed · Blinking interval of problem code indication patterns Deleted · No. 70 (IG1) of problem code		○			—
Steering	Changed · Steering wheel (without SRS) Removal/Installation procedures · Steering gearbox (with SRS) Removal/Installation procedures				○	17
Body	Changed · Center console · Door construction Added · Rear emblem · Trunk spoiler with high mount brake light (KQ model VTEC)		○			—
	Changed · Front seat belt upper and lower anchor bolt construction · Sunroof seal holder mounting nuts Added · Knee bolster (KM model) · Door cylinder protector			○		—
	Changed · Windshield fastener Added · Reinstallation procedures of original quarter glass				○	20
Air Conditioning	Changed · Refrigerant: Refrigerant HFC-134a (R-134a)		○			—
	Changed · Circuit diagram · Relief valve cover of the Hadsys-mode spiral-type compressor · (HS-090L)			○		—
	Added · Automatic climate control for KU model				○	22
Electrical	Added · H22A2 engine · Interlock system (KQ model) · Power door lock actuator (KQ model) · SRS type I Changed · Power supply circuit · Dash lights brightness control unit (European model) · Integrated control unit (KY model)	○				—

Outline of Model Changes

ITEM	DESCRIPTION	MODELS				REFERENCE SECTION
		93	94	95	96	
Electrical	Added · H22A1 engine (KQ model) · New indicator light (some models) · Ceiling/Spot light (KQ, KY models) · SRS-type III Changed · Shift lever position indicator (luminescent gauges) · Interlock system connector (KQ model) · Brake/High mount brake light failure sensors · Turn signal/Hazard flasher system circuits · Dash lights brightness control controller locations (some models) · Power windows driver's switch assembly · Head light adjuster switch location · Seat heater switch location · Power mirror switch location · Headlight washer switch location Adopted · New main gauge (luminescent gauges)		○			–
	Added (KM model) · Clutch interlock switch for starting system · Parking pin switch for interlock system · Key-off timer for power windows · Key-off timer for sunroof Changed (KM model) · Shift lever position indicator circuit diagram · Integrated control unit circuit diagram Changed · Stereo sound system is now possible to replace the antenna tube · Power mirror is now possible to replace the power mirror · actuator			○		–
	Added · KU model · Seat belt reminder system (KQ model) · Horn circuit (models with SRS type III) Changed · Fuse amperage (No.23 (with SRS), No.19 (without SRS), No.14) · Trunk light				○	23

General Information

Chassis and Engine Numbers

European Model

Vehicle Identification Number

JHMBB1 1 8 0 0 C 3 00001

Manufacturer, Make and Type of Vehicle
- JHM: HONDA MOTOR CO., LTD. JAPAN HONDA Passenger car

Line, Body and Engine Type
- BB1: Prelude/H22A2
- BB2: Prelude/H23A2
- BB3: Prelude/F20A4

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

Vehicle Grade (Series)
- 4: 2.0i
- 5: 2.3i
- 6: 2.3i with driver's and a front passenger's SRS airbag system
- 8: 2.2i-VTEC with driver's and a front passenger's SRS airbag system

Fixed Code

Auxiliary Number

Factory Code
- C: Saitama Factory in Japan (Sayama)

Model Year
- 3: 1996 (BB1)
- 4: 1996 (BB2, BB3)

Serial Number

Engine Number

F20A4 – 9500001

Engine Type
- F20A4: 2.0 ℓ SOHC Sequential Multiport Fuel-injected engine with catalytic converter
- H22A2: 2.2 ℓ DOHC VTEC Sequential Multiport Fuel-injected engine with catalytic converter
- H23A2: 2.3 ℓ DOHC Sequential Multiport Fuel-injected engine with catalytic converter

Serial Number
- F20A4: 9500001~
- H22A2: 4000001~
- H23A2: 5000001~

Transmission Number

M2F5 – 4000001

Transmission Type
- M2F5: Manual with H22A2 engine
- M2J4: Manual with F20A4 engine
- M2K4: Manual with H23A2 engine
- MP1A: Automatic

Serial Number
- M2F5: 4000001
- Except M2F5: 5000001

Applicable Area Code/ VIN/ Engine Number/ Transmission Number

MODEL	APPLICABLE AREA CODE	GRADE NAME	TRANSMISSION TYPE	VEHICLE IDENTIFICATION NUMBER	ENGINE NUMBER	TRANSMISSION NUMBER
PRELUDE	KE	2.0i	5MT	JHMBB31400C400001–	F20A4-9500001–	M2J4-5000001–
			4AT	JHMBB32400C400001–	F20A4-9500001–	MP1A-5000001–
		2.3i	5MT	JHMBB21500C400001–	H23A2-5000001–	M2K4-5000001–
			4AT	JHMBB22500C400001–	H23A2-5000001–	MP1A-5000001–
			5MT	JHMBB21600C400001–	H23A2-5000001–	M2K4-5000001–
			4AT	JHMBB22600C400001–	H23A2-5000001–	MP1A-5000001–
		2.2i VTEC	5MT	JHMBB11800C300001–	H22A2-4000001–	M2F5-4000001–
	KF	2.0i	5MT	JHMBB31400C400001–	F20A4-9500001–	M2J4-5000001–
			4AT	JHMBB32400C400001–	F20A4-9500001–	MP1A-5000001–
		2.3i	5MT	JHMBB21500C400001–	H23A2-5000001–	M2K4-5000001–
			4AT	JHMBB22500C400001–	H23A2-5000001–	MP1A-5000001–
			5MT	JHMBB21600C400001–	H23A2-5000001–	M2K4-5000001–
			4AT	JHMBB22600C400001–	H23A2-5000001–	MP1A-5000001–
		2.2i VTEC	5MT	JHMBB11800C300001–	H22A2-4000001–	M2F5-4000001–
	KG	2.0i	5MT	JHMBB31400C400001–	F20A4-9500001–	M2J4-5000001–
			4AT	JHMBB32400C400001–	F20A4-9500001–	MP1A-5000001–
		2.3i	5MT	JHMBB21500C400001–	H23A2-5000001–	M2K4-5000001–
			4AT	JHMBB22500C400001–	H23A2-5000001–	MP1A-5000001–
			5MT	JHMBB21600C400001–	H23A2-5000001–	M2K4-5000001–
			4AT	JHMBB22600C400001–	H23A2-5000001–	MP1A-5000001–
		2.2i VTEC	5MT	JHMBB11800C300001–	H22A2-4000001–	M2F5-4000001–
	KS	2.0i	5MT	JHMBB31400C400001–	F20A4-9500001–	M2J4-5000001–
			4AT	JHMBB32400C400001–	F20A4-9500001–	MP1A-5000001–
		2.3i	5MT	JHMBB21500C400001–	H23A2-5000001–	M2K4-5000001–
			4AT	JHMBB22500C400001–	H23A2-5000001–	MP1A-5000001–
			5MT	JHMBB21600C400001–	H23A2-5000001–	M2K4-5000001–
			4AT	JHMBB22600C400001–	H23A2-5000001–	MP1A-5000001–
		2.2i VTEC	5MT	JHMBB11800C300001–	H22A2-4000001–	M2F5-4000001–

Chassis and Engine Numbers

Except European Model

Vehicle Identification Number

JHMBA8 1 4 0 0 C 3 00001

Manufacturer, Make and Type of Vehicle
- JHM: HONDA MOTOR CO., LTD. JAPAN HONDA, Passenger car

Line, Body and Engine Type
- BA8: Prelude/F22A1, F22A2
- BB1: Prelude/H22A1, H22A3
- BB2: Prelude/H23A1

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

Vehicle Grade (Series)
- 4: S (KQ), Si (KT, KY, KM)
- 5: Si (KQ)
- 6: Si (KQ: New Zealand)
- 7: VTi-R (KQ)
- 9: VTEC (KU)

Fixed Code

Auxiliary Number or Production Year
- Auxiliary Number (Except KM): 0
- Production Year (KM)
- S: 1995
- T: 1996

Factory Code
- C: Saitama Factory in Japan (Sayama)

Model Year
- 3: 1996 (BB1)
- 4: 1996 (BA8, BB2)

Serial Number

NOTE:
"KY" means GCC(Gulf Corporation Council)countries not conforming to GULF STANDARD.

Engine Number

F22A1 – 9590001

Engine Type
- F22A1: 2.2 ℓ SOHC Sequential Multiport Fuel-injected engine with catalytic converter (KQ)
- F22A2: 2.2 ℓ SOHC Sequential Multiport Fuel-injected engine without catalytic converter (KT/KY)
- H22A1: 2.2 ℓ DOHC VTEC Sequential Multiport Fuel-injected engine with catalytic converter (KQ)
- H22A3: 2.2 ℓ DOHC VTEC Sequential Multiport Fuel-injected engine with catalytic converter (KU)
- H23A1: 2.3 ℓ DOHC Sequential Multiport Fuel-injected engine with catalytic converter (KQ, KM)

Serial Number
- F22A1: 9590001
- F22A2: 9500001
- H22A1: 1920001
- H22A3: 1010001
- H23A1: 5800001

Transmission Number

M2C4 – 5000001

Transmission Type
- M2A4: Manual with H22A3 engine (KU)
- M2C4: Manual with F22A2 engine (KT/KY)
- M2F5: Manual with H22A1 engine (KQ)
- M2J4: Manual with F22A1 engine (KQ)
- M2K4: Manual with H23A1 engine (KQ, KM)
- MP1A: Automatic

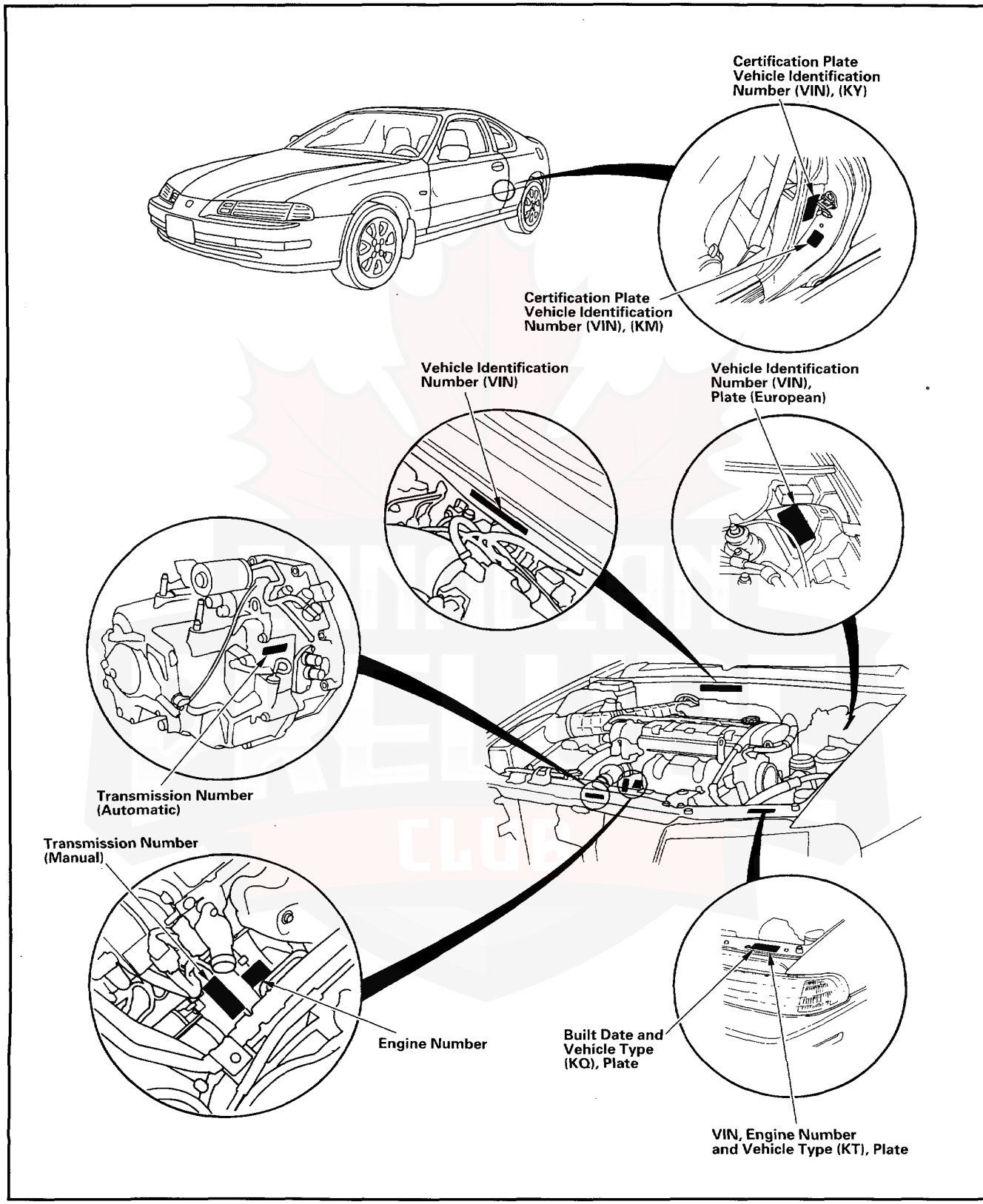
Serial Number
- M2A4: 5900001
- M2F5: 4000001
- Except M2F5 and M2A4: 5000001

Applicable Area Code/ VIN/ Engine Number/ Transmission Number

MODEL	APPLICABLE AREA CODE	GRADE NAME	TRANSMISSION TYPE	VEHICLE IDENTIFICATION NUMBER	ENGINE NUMBER	TRANSMISSION NUMBER
PRELUDE	KM	Si	5MT	JHMBB2140TC400001–	H23A1-5800001–	M2K4-5000001–
			4AT	JHMBB2240TC400001–	H23A1-5800001–	MP1A-5000001–
	KQ	S	5MT	JHMBA81400C400001–	F22A1-9590001–	M2J4-5000001–
			4AT	JHMBA82400C400001–	F22A1-9590001–	MP1A-5000001–
		Si	5MT	JHMBB21500C400001–	H23A1-5800001–	M2K4-5000001–
			4AT	JHMBB22500C400001–	H23A1-5800001–	MP1A-5000001–
		VTi-R	5MT	JHMBB11800C300001–	H22A1-1920001–	M2F5-4000001–
	KQ (NZ)	Si	5MT	JHMBB21600C400001–	H23A1-5800001–	M2K4-5000001–
			4AT	JHMBB22600C400001–	H23A1-5800001–	MP1A-5000001–
	KT	Si	5MT	JHMBA81400C400001–	F22A2-9500001–	M2C4-5000001–
			4AT	JHMBA82400C400001–	F22A2-9500001–	MP1A-5000001–
	KU	VTEC	5MT	JHMBB11900C300001–	H22A3-1010001–	M2A4-5900001–
			4AT	JHMBB12900C300001–	H22A3-1010001–	MP1A-5000001–
	KY	Si	5MT	JHMBA81400C400001–	F22A2-9500001–	M2C4-5000001–
			4AT	JHMBA82400C400001–	F22A2-9500001–	MP1A-5000001–

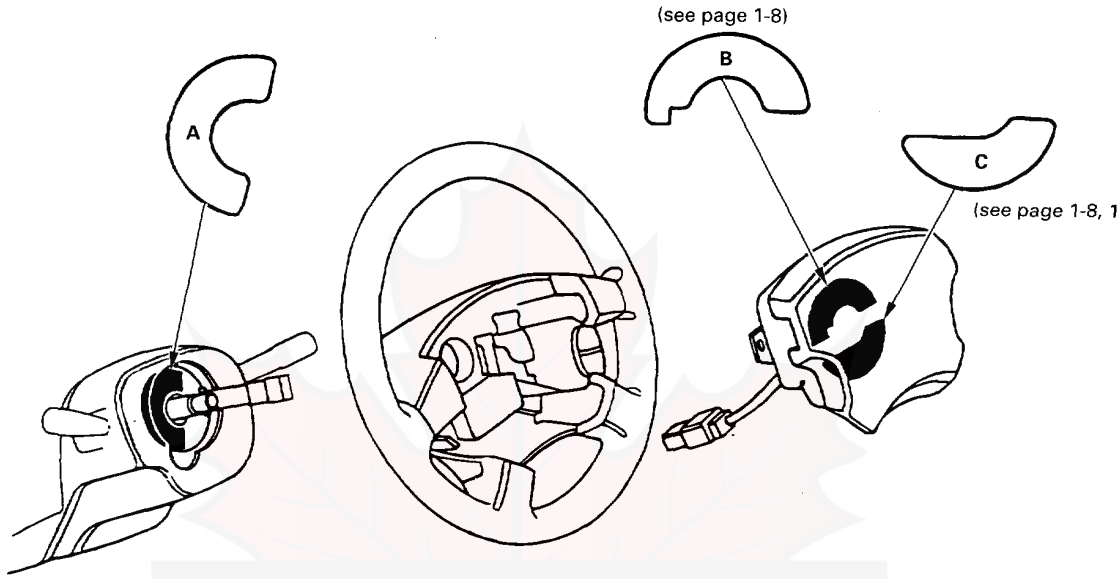
NOTE:
"KY" means GCC(Gulf Corporation Council)countries not conforming to GULF STANDARD.

Identification Number Locations



Warning/Caution Label Locations

SRS Airbag System Type III:



A: CABLE REEL CAUTION

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

HANVISNIG TILL SHOP MANUAL FOR DETALJERADE ANVISNINGAR.

KATSO KORJAAMOKASIKIRJASTA TARKAT OHJEET.

(cont'd)

Warning/Caution Label Locations

(cont'd)

C: BAM INFLATOR LABEL (Except KM Model)
Morton International, Inc. manufactured inflator:

AIR BAG GAS GENERATOR UT11600
MORTON INTERNATIONAL, INC.
OGDEN UT. USA
HERSTELLUNGSJAHR: 19XX
EINFÜHRER: HONDA DEUTSCHLAND
GMBH/OFFENBACH/(49) 6983091
BAM PT_1-0388

WARNUNG
Umgang nur durch geschultes Personal erlaubt. Verwendung nur als Insassen-Rückhaltesystem mit Luftsack für Kraftfahrzeuge erlaubt.
Bei Auslöstung kann die nicht montierte Airbag-Einheit zum gefölichen Werfstück werden.

NIPPON KOKI manufactured inflator

AIRBAG GAS GENERATOR NK8
NIPPON KOKI, SHIRAKAWA JAPAN
HERSTELLUNGSJAHR: 19XX
EINFÜHRER: HONDA DEUTSCHLAND
GMBH/OFFENBACH/(49) 6983091
BAM PT_1-0379

WARNUNG
Umgang nur durch geschultes Personal erlaubt. Verwendung nur als Insassen-Rückhaltesystem mit Luftsack für Kraftfahrzeuge erlaubt.
Bei Auslöstung kann die nicht montierte Airbag-Einheit zum gefölichen Werfstück werden.

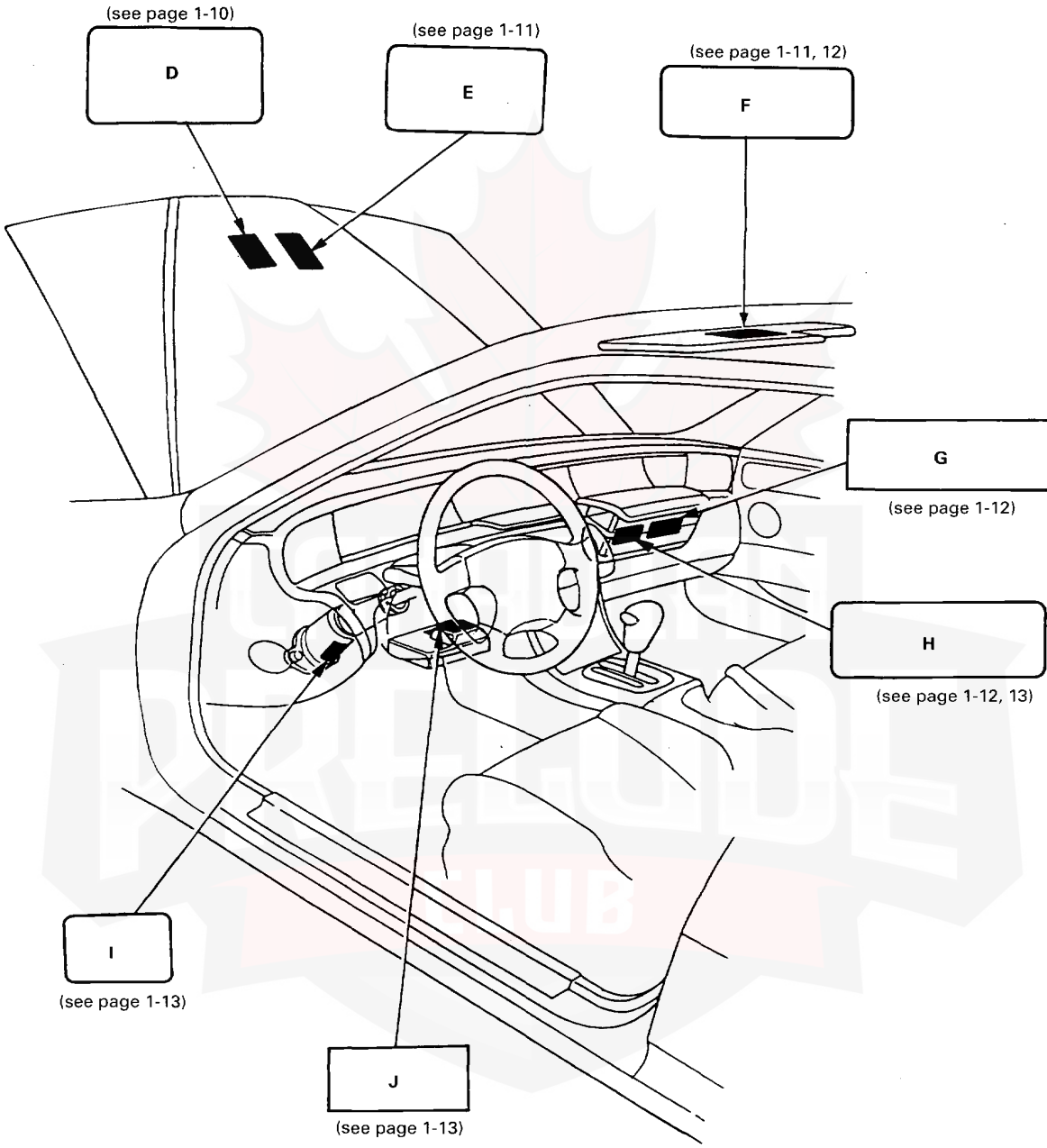
D: SRS WARNING/CAUTION
(KS model)

WARNING SRS
THIS VEHICLE IS EQUIPPED WITH AN AIRBAG SYSTEM AS A SUPPLEMENTAL RESTRAINT SYSTEM. (SRS)
ALL S.R.S. ELECTRICAL WIRING AND CONNECTORS ARE COLORED YELLOW.
DO NOT USE ELECTRICAL TEST EQUIPMENT ON THESE CIRCUITS.
TAMPERING WITH OR DISCONNECTING THE S.R.S. WIRING COULD RESULT IN ACCIDENTAL FIRING OF THE INFLATOR OR MAKE THE SYSTEM INOPERATIVE, WHICH MAY RESULT IN SERIOUS INJURY.
VARNING SRS
DETTA FORDON HAR EN LUFTKUDDE FÖR FÖRARSÄTET SOM ETT KOMPLETTERANDE SKYDDSSYSTEM (SRS). SAMTLIGA ELLEDNINGAR OCH KONTAKTER I SRS-SYSTEMET ÄR GULFÄRGADE. ANVÄND INTE ELEKTRISK PROVUTRUSTNING FÖR DESSA KRETSAR. OM DU ÄNDRAR ELLER LOSSAR EN SRS-LEDNING KAN DET RESULTERA I EN OAVSIKTLIG UTLÖSNING AV TRYCKPUMPEN ELLER GÖRA ATT SYSTEMET SLUTAR FUNGERA. DÅ KAN EN ALLVARLIG OLYCKA UPPSTÅ.
VAROITUS SRS
TÄSSÄ AUTOSSA ON YLIMÄÄRÄISENÄ TUKIJÄRJESTELMÄNÄ AJAJAN ILMATYYNY. (SRS) KAIKKI SRS-SÄHKÖJOHDOT JA-LIITTIMET OVAT KELTAISET.
ÄLÄ KÄYTÄ SÄHKÖKOELAITTEITA NÄISSÄ VIRTAPIIREISAÄ. SRS-JOHTOJEN TUKKEAMINEN TAI IRROTTAMINEN SAATTAA SYTYTTÄÄ VAHINGOSSA PUMPUN TAI TEHDÄ JÄRJESTELMÄN KÄYTTÖKELVOTTOMAKSI.
TÄSTÄ TAAS SAATTAA AIHEUTUA VAKAVIA VAURIOITA.

(KM model)

SUPPLEMENTAL RESTRAINT SYSTEM (SRS)
THIS VEHICLE IS EQUIPPED WITH DRIVER AND FRONT SEAT PASSENGER AIRBAGS.
ALL SRS ELECTRICAL WIRING AND CONNECTORS ARE COLORED YELLOW.
TAMPERING WITH, DISCONNECTING OR USING ELECTRICAL TEST EQUIPMENT ON THE SRS WIRING CAN MAKE THE SYSTEM INOPERATIVE OR CAUSE ACCIDENTAL FIRING OF THE INFLATOR.

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



(cont'd)

Warning/Caution Label Locations

(cont'd)

C: BAM INFLATOR LABEL (Except KM Model)
Morton International, Inc. manufactured inflator:

AIR BAG GAS GENERATOR UT11600
MORTON INTERNATIONAL, INC.
OGDEN UT. USA
HERSTELLUNGSJAHR: 19XX
EINFÜHRER: HONDA DEUTSCHLAND
GMBH/OFFENBACH/(49) 6983091
BAM PT$_1$-0388

WARNUNG
Umgang nur durch geschultes Personal erlaubt. Verwendung nur als Insassen-Rückhaltesystem mit Luftsack für Kraftfahrzeuge erlaubt.
Bei Auslöstung kann die nicht montierte Airbag-Einheit zum gefölichen Werfstück werden.

NIPPON KOKI manufactured inflator

AIRBAG GAS GENERATOR NK8
NIPPON KOKI, SHIRAKAWA JAPAN
HERSTELLUNGSJAHR: 19XX
EINFÜHRER: HONDA DEUTSCHLAND
GMBH/OFFENBACH/(49) 6983091
BAM PT$_1$-0379

WARNUNG
Umgang nur durch geschultes Personal erlaubt. Verwendung nur als Insassen-Rückhaltesystem mit Luftsack für Kraftfahrzeuge erlaubt.
Bei Auslöstung kann die nicht montierte Airbag-Einheit zum gefölichen Werfstück werden.

D: SRS WARNING/CAUTION
(KS model)

WARNING SRS
THIS VEHICLE IS EQUIPPED WITH AN AIRBAG SYSTEM AS A SUPPLEMENTAL RESTRAINT SYSTEM. (SRS)
ALL S.R.S. ELECTRICAL WIRING AND CONNECTORS ARE COLORED YELLOW.
DO NOT USE ELECTRICAL TEST EQUIPMENT ON THESE CIRCUITS.
TAMPERING WITH OR DISCONNECTING THE S.R.S. WIRING COULD RESULT IN ACCIDENTAL FIRING OF THE INFLATOR OR MAKE THE SYSTEM INOPERATIVE, WHICH MAY RESULT IN SERIOUS INJURY.
VARNING SRS
DETTA FORDON HAR EN LUFTKUDDE FÖR FÖRARSÄTET SOM ETT KOMPLETTERANDE SKYDDSSYSTEM (SRS). SAMTLIGA ELLEDNINGAR OCH KONTAKTER I SRS-SYSTEMET ÄR GULFÄRGADE. ANVÄND INTE ELEKTRISK PROVUTRUSTNING FÖR DESSA KRETSAR. OM DU ÄNDRAR ELLER LOSSAR EN SRS-LEDNING KAN DET RESULTERA I EN OAVSIKTLIG UTLÖSNING AV TRYCKPUMPEN ELLER GÖRA ATT SYSTEMET SLUTAR FUNGERA. DÅ KAN EN ALLVARLIG OLYCKA UPPSTÅ.
VAROITUS SRS
TÄSSÄ AUTOSSA ON YLIMÄÄRÄISENÄ TUKIJÄRJESTELMÄNÄ AJAJAN ILMATYYNY. (SRS) KAIKKI SRS-SÄHKÖJOHDOT JA-LIITTIMET OVAT KELTAISET.
ÄLÄ KÄYTÄ SÄHKÖKOELAITTEITA NÄISSÄ VIRTAPIIREISAÄ. SRS-JOHTOJEN TUKKEAMINEN TAI IRROTTAMINEN SAATTAA SYTYTTÄÄ VAHINGOSSA PUMPUN TAI TEHDÄ JÄRJESTELMÄN KÄYTTÖKELVOTTOMAKSI.
TÄSTÄ TAAS SAATTAA AIHEUTUA VAKAVIA VAURIOITA.

(KM model)

SUPPLEMENTAL RESTRAINT SYSTEM (SRS)
THIS VEHICLE IS EQUIPPED WITH DRIVER AND FRONT SEAT PASSENGER AIRBAGS.
ALL SRS ELECTRICAL WIRING AND CONNECTORS ARE COLORED YELLOW.
TAMPERING WITH, DISCONNECTING OR USING ELECTRICAL TEST EQUIPMENT ON THE SRS WIRING CAN MAKE THE SYSTEM INOPERATIVE OR CAUSE ACCIDENTAL FIRING OF THE INFLATOR.

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

E: SRS CAUTION
(Except KS, KM models)

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

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

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

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

F: DRIVER INFORMATION
(KG, KF models)

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

SRS AIRBAG *ATTACHEZ TOUJOURS VOTRE CEITURE*
- CE VEHICULE EST EQUIPE D'UN COUSSIN D'AIR POUR LE PASSAGER AVANT, QUI CONSTITUENT UN SYSTEME DE RETENUE COMPLEMENTAIRE (S.R.S.).
- CE COUSSIN D'AIR COMPLETE LA FONCTION DE LA CEINTURE DE CECURITE.
- SI LE TEMOIN SRS S'ALLUME PENDANT LA CONDUITE, ADRESSEZ-VOUS A VOTRE CONSSIONNARIE HONDA OFFICIEL.

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

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

(cont'd)

Warning/Caution Label Locations

(cont'd)

(KE, KU model)

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

(KS model)

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

SRS AIRBAG ANVÄND ALLTID BILBÄLTET
- DETTA FORDON ÄR FÖRSETT MED LUFTKUDDE BÄDE FÖRARSÄTET-OCH PASSAGERARSÄTET FRAM SOM ETT KOMPLETTERANDE SKYDDSSYSTEM (S.R.S.).
- DET ÄR ÄMNAT ATT KOMPLETTERA BILBÄLTET.
- OM SRS-INDIKATORN TÄNDS UNDER KÖRNING SKALL DU KONTAKTA EN AUKTORISERAD HONDA-ATERFÖRSÄLJARE.

SRS AIRBAG KÄYTÄ AINA TURVAVYÖTÄ
- TÄMÄ AUTO OM VARUSTETTU AJAJAN ILMATYYNYLLÄ JA ETUMATKUSTAJAN ILMATYYNYLLÄ JOTKA TOIMIVAT YLIMAARAISENÅ TUKIJÄRJESTELMÄNÄ. (S.R.S).
- SE ON SUUNNITELTU TÄYDENTÄMÄÄN TURVAVYÖTÄ.
- JOS SRS-MERKKIVALO SYTTYY AJON AIKANA, OTTAKAA YHTEYS VALTUUTETTUUN HONDA-HUOL TOON.

(KM model)

CAUTION
TO AVOID SERIOUS INJURY
- FOR MAXIMUM SAFETY PROTECTION IN ALL TYPES OF CRASHES, YOU MUST ALWAYS WEAR YOUR SAFETY BELT.
- DO NOT INSTALL REARWARD-FACING CHILD SEATS IN ANY FRONT PASSENGER SEAT POSITION.
- DO NOT SEAT OR LEAN UNNECESSARILY CLOSE TO THE AIR BAG.
- DO NOT PLACE ANY OBJECTS OVER THE AIR BAG OR BETWEEN THE AIR BAG AND YOURSELF.
- SEE THE OWNER'S MANUAL FOR FURTHER INFORMATION AND EXPLANATIONS.
- THE SRS MUST BE INSPECTED TEN YEARS AFTER IT IS INSTALLED.
- THE DATE OF INSTALLATION IS SHOWN ON THE DRIBER'S DOORJAMB.

G: BAM INFLATOR LABEL
(KF, KG, KS models)

AIRBAG GAS GENERATOR UT 11873
MORTON INTERNATIONAL, INC.
OGDEN UT, USA.
HERSTELLUNGS JAHR:19XX
EINFÜHRER: HONDA DEUTSCHLAND
GMBH/OFFENBACH/(49)6983091
BAM PT_1-0437

WARNUNG
Umgang nur durch geschultes Personal erlaubt. Verwendung nur als Insassen-Rückhaltesystem mit Luftsack für Kraftfahrzeuge erlaubt.
Bei Auslöstung kann die nicht montierte Airbag-Einheit zum gefölichen Werfstück werden.

H: FRONT SEAT PASSENGER AIRBAG MODULE DANGER (Except KM model)

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

(KM model)

⚠ DANGER
EXPLOSIVE/FLAMMABLE
CONTACT WITH ACID, WATER, OR HEAVY METALS SUCH AS COPPER, LEAD OR MERCURY MAY PRODUCE HARMFUL AND IRRITATING GASES OR EXPLOSIVE COMPOUNDS. STORAGE TEMPERATURES MUST NOT EXCEED 200°F (100°C). FOR PROPER HANDLING, STORAGE AND DISPOSAL PROCEDURES REFER TO SERVICE (SHOP) MANUAL, SRS SUPPLEMENT.
POISON
CONTAINS POISONOUS SODIUM AZIDE AND POTASSIUM NITRATE.
FIRST AID
IF CONTENTS ARE SWALLOWED, INDUCE VOMITING. FOR EYE CONTACT, FLUSH EYES WITH WATER FOR 15 MINUTES. IF GASES (FROM ACID OR WATER CONTACT) ARE INHALED, SEEK FRESH AIR, IN EVERY CASE, GET PROMPT MEDICAL ATTENTION.
KEEP OUT OF REACH OF CHILDREN.

⚠ WARNING
THE AIRBAG INFLATOR IS EXPLOSIVE AND, IF ACCIDENTALLY DEPLOYED, CAN SERIOUSLY HURT OR KILL YOU.
- DO NOT USE ELECTRICAL TEST EQUIPEMENT OR PROBING DEVICES.
  THEY CAN CAUSE ACCIDENTAL DEPLOYMENT.
- NO SERVICEABLE PARTS INSIDE. DO NOT DISASSEMBLE.
- PLACE AIRBAG UPRIGHT WHEN REMOVED.
- FOLLOW SERVICE (SHOP) MANUAL INSTRUCTIONS CAREFULLY.

⚠ DANGER
EXPLOSIBLE/INFLAMMABLE
TOUT CONTACT AVEC L'ACIDE, L'EAU OU DES METAUX LOURDS COMME LE CUIVRE, LE PLOMB OU LE MERCURE RISQUE DE PRODUIRE DES GAZ NOCIFS ET IRRITANTS OU DES COMPOSES EXPLOSIFTS. LES TEMPERATURES DE RANGEMENT NE DEVRONT PAS DEPASSER 200°F (100°C). POUR LES PROCEDURES DE MANIPULATION, DE RANGEMENT ET DE MISE AU REBUT, VOIR LE SUPPLEMENT SRS DU MANUEL D'ENTRIEN.
POISON
RENFERME DE L'ACIDE DE SOUDE ET DU NITRATE DE POTASSIUM TOXIQUES.
PREMIERS SECOURS
SI LE CONTENU EST ABSORBE, INDUIRE UN VOMISSEMENT. EN CAS DE CONTACT AVEC LES YEUX, LAVER A GRANDE EAU PENDANT UN QUART D'HEURE. EN CAS D'INHALATION DES GAZ (PAR CONTACT AVEC L'ACIDE OU L'EAU). ALLER A L'AIR FRAIS. DANS TOUS LE CAS, OBTENIR PROMPTEMENT DES SOINS MEDICAUX.
TENIR HORS DE PORTEE DES ENFANTS.

⚠ ATTENTION
LE GONFLEUR DE COUSSIN D'AIR EST EXPLOSIBLE ET S'IL SE DEPLOIE ACCIDENTELLEMENT, IL RISQUE DE PROVOQUER DES BLESSURES GRAVES OU DE TUER.
- NE PAS UTILISER DE MATERIEL D'ESSAI ELECTRIQUE NI DE SONDE.
  ILS POURRAIENT PROVOQUER UN DEPLOIEMENT ACCIDENTEL DU COUSSIN D'AIR.
- IL N'Y A PAS DE PIECES REPARABLES A L'INTERIEUR. NE PAS DEMONTER.
- QUAND ON RETIRE LE COUSSIN D'AIR, LE TENIR A LA VERTICALE.
- SUIVRE ATTENTIVEMENT LES INSTRUCTIONS DU MANUEL D'ENTRETIEN.

I: STEERING COLUMN NOTICE

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

REMARQUE
POUR ÉVITER TOUT DOMMAGE DU SRS, RETIRER LE VOLANT AVANT DE RETIRER LE BOULON DE RACCORDEMENT DE L'ARBRE DE DIRECTION.

J: SRS MONITOR NOTICE

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

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

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

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

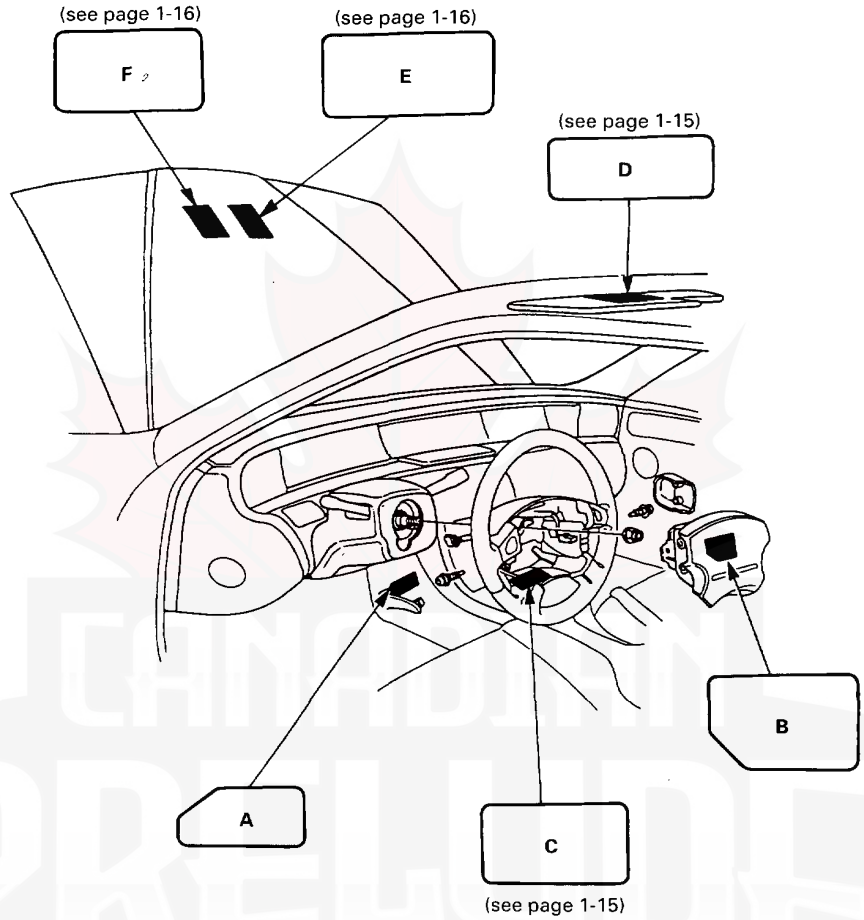
ACHTUNG
- DIE INNENTEILE BEDÜRFEN KEINER WARTUNG.
- AUSFÜHRLICHE ANWEISUNGEN SIND DEM WERKSTATTHANDBUCH ZU ENTNEHMEN.

(cont'd)

Warning/Caution Label Locations

(cont'd)

SRS Airbag System Type II:



A: MAINTENANCE LID CAUTION

注意 SRS
SRSメインテナンスは、イグニッション スイッチを切ってから行うこと。

CAUTION
BEFORE MAINTENANCE, SWITCH OFF THE IGNITION.

ATTENTION
AVANT TOUT ENTRETIEN, COUPER LE CONTACT.

ACHTUNG
VOR WARTUNG ZÜNDUNG AUSSCHALTEN.

LET OP
ZET HET KONTAKTSLOT AF ALVORENS MET HET ONDERHOUD TE BEGINNEN.

B: MONITOR NOTICE

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

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

LET OP !
- RAADPLEEG HET WERKPLAATSHANDBOEK VOOR NADERE AANWIJZINGEN.

ACHTUNG
- AUSFÜHRLICHE ANWEISUNGEN SIND DEM WERKSTATTHANDBUCH ZU ENTNEHMEN.

C: BODY COVER CAUTION

注意 CAUTION ACHTUNG SRS
- SRSメンテナンス時はサービス マニュアルを参照すること。

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

D: DRIVER INFORMATION
(KG, KF models)

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

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

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

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

(KE, KQ models)

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

(KS model)

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

SRS AIRBAG ANVÄND ALLTID BILBÄLTET
- DETTA FORDON HÄR EN LUFTKUDDE FÖR FÖRARSÄTET SOM ETT KOMPLEMENTERANDE SKYDDSSYSTEM (S.R.S.).
- DET ÄR ÄMNAT ATT KOMPLEMENTERA BILBÄLTET.
- OM SRS-INDIKATORN TÄNDS UNDER KÖRNING SKALL DU KONTAKTA EN AUKTORISERAD HONDA-ÅTERFÖRSÄLJARE.

SRS AIRBAG KÄYTÄ AINA TURVAVYÖTÄ
- TÄMÄ AUTO ON VARUSTETTU AJAJAN ILMATYYNYLLÄ JOKA ON YLIMÄÄRÄINEN TUKIJÄRJESTELMÄNÄ. (S.R.S).
- SE ON SUUNNITELTU TÄYDENTÄMÄÄN TURVAVYÖTÄ.
- JOS SRS-MERKKIVALO SYTTYY AJON AIKANA, OTTAKAA YHTEYS VALTUUTETTUUN HONDA-HUOL TOON.

(cont'd)

Warning/Caution Label Locations

(cont'd)

E: SRS CAUTION
(Except KS model)

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

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

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

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

F: SRS WARNING/CAUTION
(KS model)

WARNING SRS
THIS VEHICLE IS EQUIPPED WITH AN AIRBAG SYSTEM AS A SUPPLEMENTAL RESTRAINT SYSTEM. (SRS)
ALL S.R.S. ELECTRICAL WIRING AND CONNECTORS ARE COLORED YELLOW.
DO NOT USE ELECTRICAL TEST EQUIPMENT ON THESE CIRCUITS.
TAMPERING WITH OR DISCONNECTING THE S.R.S. WIRING COULD RESULT IN ACCIDENTAL FIRING OF THE INFLATOR OR MAKE THE SYSTEM INOPERATIVE, WHICH MAY RESULT IN SERIOUS INJURY.
VARNING SRS
DETTA FORDON HAR EN LUFTKUDDE FÖR FÖRARSÄTET SOM ETT KOMPLETTERANDE SKYDDSSYSTEM (SRS). SAMTLIGA ELLEDNINGAR OCH KONTAKTER I SRS-SYSTEMET ÄR GULFÄRGADE. ANVÄND INTE ELEKTRISK PROVUTRUSTNING FÖR DESSA KRETSAR. OM DU ÄNDRAR ELLER LOSSAR EN SRS-LEDNING KAN DET RESULTERA I EN OAVSIKTLIG UTLÖSNING AV TRYCKPUMPEN ELLER GÖRA ATT SYSTEMET SLUTAR FUNGERA. DÅ KAN EN ALLVARLIG OLYCKA UPPSTÅ.
VAROITUS SRS
TÄSSÄ AUTOSSA ON YLIMÄÄRÄISENÄ TUKIJÄRJESTELMÄNÄ AJAJAN ILMATYYNY. (SRS) KAIKKI SRS-SÄHKÖJOHDOT JA-LIITTIMET OVAT KELTAISET.
ÄLÄ KÄYTÄ SÄHKÖKOELAITTEITA NÄISSÄ VIRTAPIIREISAÄ. SRS-JOHTOJEN TUKKEAMINEN TAI IRROTTAMINEN SAATTAA SYTYTTÄÄ VAHINGOSSA PUMPUN TAI TEHDÄ JÄRJESTELMÄN KÄYTTÖKELVOTTOMAKSI.
TÄSTÄ TAAS SAATTAA AIHEUTUA VAKAVIA VAURIOITA.

Special Tools

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

Specifications

Standards and Service Limits

Cylinder Head/Valve Train — Section 6 (F20A4, F22A1, F22A2 engines)

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Compression	250 min^{-1} (rpm) and wide open throttle kPa (kg/cm^2, psi)	Nominal Minimum Maximum variation	1,250 (12.5, 178) 950 (9.5, 135) 200 (2.0, 28)	
Cylinder head	Warpage Height		— 99.95 — 100.05 (3.935 — 3.939)	0.05 (0.002) —
Camshaft	End play Camshaft-to-holder oil clearance Runout Cam lobe Height F20A4, F22A2 engines F22A1 engine	 IN EX IN EX	0.05 — 0.15 (0.002 — 0.006) 0.050 — 0.089 (0.0020 — 0.0035) 0.03 (0.001) max. 38.741 (1.5252) 38.972 (1.5343) 38.526 (1.5168) 38.778 (1.5267)	0.5 (0.02) 0.15 (0.006) 0.04 (0.002) — — — —
Valve	Valve clearance Valve stem O.D. Stem-to-guide clearance	IN EX IN EX IN EX	0.23 — 0.28 (0.009 — 0.011) 0.27 — 0.32 (0.011 — 0.013) 5.485 — 5.495 (0.2159 — 0.2163) 5.450 — 5.460 (0.2146 — 0.2150) 0.020 — 0.045 (0.0008 — 0.0018) 0.055 — 0.080 (0.0022 — 0.0031)	— — 5.455 (0.2148) 5.420 (0.2134) 0.08 (0.003) 0.12 (0.005)
Valve seat	Width Stem installed height	IN EX IN EX	1.25 — 1.55 (0.049 — 0.061) 1.25 — 1.55 (0.049 — 0.061) 48.245 — 48.715 (1.8994 — 1.9179) 50.315 — 50.785 (1.9809 — 1.9994)	2.0 (0.08) 2.0 (0.08) — —
Valve spring	Free length F20A4, F22A2 engines F22A1 engine 	IN EX IN EX	53.16 (2.093) *1 53.15 (2.093) *2 55.80 (2.197) *1 55.78 (2.196) *2 54.81 (2.158) *1 54.82 (2.158) *2 56.26 (2.215) *1 56.28 (2.216) *2	— — — — — — — —
Valve guide	I.D. Installed height	IN EX IN EX	5.515 — 5.530 (0.2171 — 0.2177) 5.515 — 5.530 (0.2171 — 0.2177) 23.75 — 24.25 (0.935 — 0.955) 15.05 — 15.55 (0.593 — 0.612)	5.55 (0.219) 5.55 (0.219) — —
Rocker arm	Arm-to-shaft clearance	IN EX	0.017 — 0.050 (0.0007 — 0.0020) 0.018 — 0.054 (0.0007 — 0.0021)	0.08 (0.003) 0.08 (0.003)

*1: CHUO HATSUJO manufactured valve spring
*2: NIHON HATSUJO manufactured valve spring

Unit of length:mm (in)

Cylinder Head/Valve Train — Section 6 (H23A1, H23A2 engines)

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Compression	250 min^{-1} (rpm) and wide open throttle kPa (kg/cm^2, psi)	Nominal Minimum Maximum variation	1,250 (12.5, 178) 950 (9.5, 135) 200 (2.0, 28)	
Cylinder head	Warpage Height		— 131.95 – 132.05 (5.195 – 5.199)	0.05 (0.002) —
Camshaft	End play Camshaft-to-holder oil clearance Runout Cam lobe height	 IN EX	0.05 – 0.15 (0.002 – 0.006) 0.050 – 0.089 (0.0020 – 0.0035) *1 0.100 – 0.139 (0.0039 – 0.0055) *2 0.03 (0.001) max. 33.661 (1.3252) 33.725 (1.3278)	0.5 (0.02) 0.15 (0.006) *1 0.20 (0.008) *2 0.04 (0.002) — —
Valve	Valve clearance Valve stem O. D. Stem-to-guide clearance	IN EX IN EX IN EX	0.07 – 0.11 (0.003 – 0.004) *3 0.15 – 0.19 (0.006 – 0.007) *3 6.580 – 6.590 (0.2591 – 0.2594) 6.550 – 6.560 (0.2579 – 0.2583) 0.02 – 0.05 (0.001 – 0.002) 0.05 – 0.08 (0.002 – 0.003)	— — 6.55 (0.258) 6.52 (0.257) 0.08 (0.003) 0.11 (0.004)
Valve seat	Width Stem installed height	IN EX IN EX	1.25 – 1.55 (0.049 – 0.061) 1.25 – 1.55 (0.049 – 0.061) 39.365 – 39.835 (1.5498 – 1.5683) 39.165 – 39.635 (1.5419 – 1.5604)	2.0 (0.08) 2.0 (0.08) 40.085 (1.5781) 39.885 (1.5703)
Valve spring	Free length	IN EX	47.14 (1.857) 47.14 (1.857)	— —
Valve guide	I. D. Installed height	IN EX IN EX	6.61 – 6.63 (0.260 – 0.261) 6.61 – 6.63 (0.260 – 0.261) 13.25 – 13.75 (0.522 – 0.541) 13.75 – 14.25 (0.541 – 0.561)	6.70 (0.264) 6.70 (0.264) — —

*1: Exhaust No. 5 journal
*2: Except exhaust No. 5 journal
*3: Measuring point between camshaft and rocker arm

Standards and Service Limits

Cylinder Head/Valve Train — Section 6 (H22A1, H22A2, H22A3 engines)

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Compression	250 min^{-1} (rpm) and wide open throttle kPa (kg/cm^2, psi)	Nominal Minimum Maximum variation	1,300 (13.0, 185) 950 (9.5, 135) 200 (2.0, 28)	
Cylinder head	Warpage Height		— 146.95 — 147.05 (5.785 — 5.789)	0.05 (0.002) —
Camshaft	End play Camshaft-to-holder oil clearance Runout Cam lobe height	IN Primary IN Mid IN Secondary EX Primary EX Mid EX Secondary	0.05 — 0.15 (0.002 — 0.006) 0.050 — 0.089 (0.0020 — 0.0035) 0.03 (0.001) max. 34.041 (1.3402) 36.856 (1.4510) 34.971 (1.3768) 33.745 (1.3285) 36.323 (1.4300) 34.683 (1.3655)	0.5 (0.02) 0.15 (0.006) 0.04 (0.002) — — — — — —
Valve	Valve clearance Valve stem O. D. Stem-to-guide clearance	IN EX IN EX IN EX	0.15 — 0.19 (0.006 — 0.007) *3 0.17 — 0.21 (0.007 — 0.008) *3 5.475 — 5.485 (0.2156 — 0.2159) 5.475 — 5.485 (0.2156 — 0.2159) 0.025 — 0.055 (0.0010 — 0.0022) 0.050 — 0.080 (0.0020 — 0.0031)	— — 5.445 (0.2144) 5.445 (0.2144) 0.08 (0.003) 0.11 (0.004)
Valve seat	Width Stem installed height	IN EX IN EX	1.30 — 1.50 (0.051 — 0.059) 1.25 — 1.55 (0.049 — 0.061) 37.465 — 37.935 (1.4750 — 1.4935) 37.165 — 37.635 (1.4632 — 1.4817)	2.0 (0.08) 2.0 (0.08) 38.185 (1.5033) 37.885 (1.4915)
Valve spring	Free length	IN Outer IN Inner EX Outer EX Inner	45.16 (1.778) *1 45.76 (1.802) *2 41.78 (1.645) *1 41.75 (1.644) *2 46.72 (1.839) *1 46.74 (1.840) *2 39.32 (1.548) *1 39.28 (1.546) *2	— — — — — — — —
Valve guide	I. D. Installed height	IN EX IN EX	5.510 — 5.530 (0.2169 — 0.2177) 5.535 — 5.555 (0.2179 — 0.2187) 14.55 — 15.05 (0.573 — 0.593) 14.95 — 15.45 (0.589 — 0.608)	5.55 (0.219) 5.60 (0.220) — —
Rocker arm	Arm-to-shaft clearance	IN EX	0.025 — 0.052 (0.0010 — 0.0020) 0.025 — 0.052 (0.0010 — 0.0020)	0.08 (0.003) 0.08 (0.003)

*1: CHUO HATSUJO manufactured valve spring
*2: NIHON NATSUJO manufactured valve spring
*3: Measuring point between camshaft and rocker arm

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 F20A4, F22A1, F22A2 engines A	85.010–85.020 (3.3468–3.3472)	85.07 (3.349)
	Bore diameter F20A4, F22A1, F22A2 engines B	85.000–85.010 (3.3465–3.3468)	
	Bore diameter H23A1, H23A2, H22A1, H22A2 engines A	87.010–87.020 (3.4256–3.4260)	87.07 (3.428)
	Bore diameter H23A1, H23A2, H22A1, H22A2 engines B	87.000–87.010 (3.4252–3.4256)	
	Bore Taper	—	0.05 (0.002)
	Rebording limit F20A4, F22A1, F22A2 engines	—	0.50 (0.020)
	Rebording limit H23A1, H23A2, H22A1, H22A2, H22A3 engines	—	0.25 (0.010)
Piston	Skirt O. D.*1 F20A4, F22A1, F22A2 engines		
	No Letter (A)	84.980–84.990 (3.3457–3.3461)	84.970 (3.3453)
	Letter (B)	84.970–84.980 (3.3453–3.3457)	84.960 (3.3449)
	H23A1, H23A2, H22A1, H22A2, H22A3 engines		
	No Letter (A)	86.990–87.003 (3.4248–3.4253)	86.980 (3.4244)
	Letter (B)	86.980–86.993 (3.4244–3.4249)	86.970 (3.4240)
	Clearance in cylinder F20A4, F22A1, F22A2 engines	0.020–0.040 (0.0008–0.0016)	0.05 (0.002)
	Clearance in cylinder H23A1, H23A2, H22A1, H22A2, H22A3 engines	0.007–0.030 (0.0003–0.0012)	0.04 (0.002)
	Groove width (for ring)		
	F20A4, F22A1, F22A2 engines		
	Top	1.220–1.230 (0.0480–0.0484)	1.25 (0.049)
	Second	1.220–1.230 (0.0480–0.0484)	1.25 (0.049)
	Oil	2.805–2.825 (0.1104–0.1112)	2.85 (0.112)
	H23A1, H23A2, H22A1, H22A2, H22A3 engines		
	Top	1.230–1.245 (0.0484–0.0490)	1.265 (0.0498)
	Second	1.230–1.245 (0.0484–0.0490)	1.265 (0.0498)
	Oil	2.805–2.820 (0.1104–0.1110)	2.85 (0.112)
Piston ring	Ring-to-groove clearance		
	Top	0.035–0.060 (0.0014–0.0024)	0.13 (0.005)
	Second	0.030–0.055 (0.0012–0.0022)	0.13 (0.005)
	Ring end gap F20A4, F22A1, F22A2 engines		
	Top	0.20–0.35 (0.008–0.014)	0.60 (0.024)
	Second	0.40–0.55 (0.016–0.022)	0.70 (0.028)
	Oil	0.20–0.70 (0.008–0.028)	0.80 (0.031)
	H23A1, H23A2, H22A1, H22A2, H22A3 engines		
	Top	0.25–0.35 (0.010–0.014)	0.60 (0.024)
	Second	0.60–0.75 (0.024–0.030)	0.90 (0.035)
	Oil	0.20–0.50 (0.008–0.020) *2	0.60 (0.024) *2
	Oil	0.20–0.70 (0.008–0.028) *3	0.80 (0.031) *3
Piston pin	O. D.	21.994–22.000 (0.8659–0.8661)	—
	Pin-to-piston clearance F20A4, F22A1, F22A2 engines	0.012–0.024 (0.0005–0.0009)	—
	Pin-to-piston clearance H23A1, H23A2, H22A1, H22A2, H22A3 engines	0.012–0.026 (0.0005–0.0010)	—
Connecting rod	Pin-to-rod interference	0.013–0.032 (0.0005–0.0013)	—
	Small end bore diameter	21.968–21.981 (0.8649–0.8654)	—
	Large end bore diameter		
	Nominal Except F20A4 engine	51.0 (2.01)	—
	F20A4 engine	48.0 (1.89)	—
	End play installed on crankshaft	0.15–0.30 (0.006–0.012)	0.40 (0.016)
Crankshaft	Main journal diameter		
	No. 1 journal Except H22A1, H22A2 engines	49.984–50.008 (1.9679–1.9688)	—
	No. 1 journal H22A1, H22A2, H22A3 engines	49.976–50.000 (1.9676–1.9685)	—
	No. 2 journal	49.976–50.000 (1.9676–1.9685)	—
	No. 3 journal	49.972–49.996 (1.9674–1.9683)	—
	No. 4 journal	49.984–50.008 (1.9679–1.9688)	—
	No. 5 journal	49.988–50.012 (1.9680–1.9690)	—

*1: Measured at 21.0 mm (0.83 in) on F20A4, F22A1, F22A2 engines and 15.0 mm (0.59 in) on H23A1, H23A2, H22A1, H22A2, H22A3 engines both from bottom of skirt.
*2: TEIKOKU PISTON RING manufactured piston ring.
*3: RIKEN manufactured piston ring.

(cont'd)

Standards and Service Limits

Engine Block — Section 7 (cont'd)

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Crankshaft (cont'd)	Rod journal diameter Except F20A4 engine	47.976 – 48.000 (1.8888 – 1.8898)	—
	F20A4 engine	44.976 – 45.000 (1.7707 – 1.7717)	—
	Taper	0.005 (0.0002) max.	0.006 (0.0002)
	Out-of-round Except H22A1, H22A2 engines	0.005 (0.0002) max.	0.006 (0.0002)
	H22A1, H22A2 engines	0.004 (0.0002) max.	0.006 (0.0002)
	End play	0.10 – 0.35 (0.004 – 0.014)	0.45 (0.018)
	Total runout	0.03 (0.001) max.	0.04 (0.002)
Bearings	Main bearing-to-journal oil clearance		
	No. 1 journal Except H22A1, H22A2 engines	0.013 – 0.037 (0.0005 – 0.0015)	0.050 (0.0020)
	H22A1, H22A2 engines	0.021 – 0.045 (0.0008 – 0.0018)	0.050 (0.0020)
	No. 2 journal	0.021 – 0.045 (0.0008 – 0.0018)	0.050 (0.0020)
	No. 3 journal	0.025 – 0.049 (0.0010 – 0.0019)	0.055 (0.0022)
	No. 4 journal	0.013 – 0.037 (0.0005 – 0.0015)	0.050 (0.0020)
	No. 5 journal	0.009 – 0.033 (0.0004 – 0.0013)	0.040 (0.0016)
	Rod bearing-to-journal oil clearance		
	F20A4 engine	0.015 – 0.049 (0.0006 – 0.0019)	0.050 (0.0020)
	H22A1, H22A2 engines	0.027 – 0.055 (0.0011 – 0.0022)	0.060 (0.0024)
	Except F20A4, H22A1, H22A2 engines	0.021 – 0.049 (0.0008 – 0.0019)	0.055 (0.0022)
Balancer shaft	Journal diameter No. 1 journal (front)	42.722 – 42.734 (1.6820 – 1.6824)	42.71 (1.681)
	No. 1 journal (rear)	20.938 – 20.950 (0.8243 – 0.8248)	20.92 (0.824)
	No. 2 journals (front, rear)	38.712 – 38.724 (1.5241 – 1.5246)	38.70 (1.524)
	No. 3 journals (front, rear)	34.722 – 34.734 (1.3670 – 1.3675)	34.71 (1.367)
	Jurnal taper	0.005 (0.0002)	—
	End play Front	0.10 – 0.35 (0.004 – 0.014)	—
	Rear	0.06 – 0.18 (0.002 – 0.007)	—
	Total runout	0.02 (0.001)	0.03 (0.001)
	Oil clearance No. 1 journal (rear)	0.050 – 0.075 (0.0020 – 0.0030)	0.09 (0.004)
	No. 1 journal (front) and No. 3 journals (front, rear)	0.066 – 0.098 (0.0026 – 0.0039)	0.12 (0.005)
	No. 2 journals (front, rear)	0.076 – 0.108 (0.0030 – 0.0043)	0.13 (0.005)
Balancer shaft bearing	I. D. No. 1 journal (front)	42.800 – 42.820 (1.6850 – 1.6858)	42.83 (1.686)
	No. 1 journal (rear)	21.000 – 21.013 (0.8268 – 0.8273)	21.02 (0.828)
	No. 2 journals (front and rear)	38.800 – 38.820 (1.5276 – 1.5283)	38.83 (1.529)
	No. 3 journals (front and rear)	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 F20A4, F22A1, F22A2 engines (US qt, Imp qt)	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	
	H23A1, H23A2 engines	5.4 (5.7, 4.8) 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	
	H22A1, H22A2, H22A3 engines	5.9 (6.2, 5.2) for engine overhaul	
		4.8 (5.1, 4.2) for oil change, including filter	
		4.5 (4.8, 4.0) for oil change without filter	
Oil pump	Inner-to-outer rotor radial clearance	0.02 – 0.16 (0.001 – 0.006)	0.20 (0.008)
	Pump housing-to-outer rotor radial 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 oil temperature 80 °C (176 °F) at idle	70 (0.7, 10) min.	
	kPa (kg/cm², psi) at 3,000 min⁻¹ (rpm)	350 (3.5, 50) min.	

Unit of length:mm (in)

Cooling — Section 10

	MEASUREMENT	STANDARD (NEW)
Radiator	Engine coolant capacity (including engine, heater, cooling line and reservoir) ℓ (US qt, Imp qt) F20A4, F22A1, F22A2 engines	M/T 7.1 (7.5, 6.2) for overhaul 3.5 (3.7, 3.1) for coolant change A/T 7.0 (7.4, 6.2) for overhaul 3.4 (3.6, 3.0) for coolant change
	H23A1, H23A2 engines	M/T 7.6 (8.0, 6.7) for overhaul 4.0 (4.2, 3.5) for coolant change A/T 7.3 (7.7, 6.4) for overhaul 3.7 (3.9, 3.3) for coolant change
	H22A1, H22A2, H22A3 engines	M/T 7.8 (8.2, 6.9) for overhaul 4.2 (4.4, 3.7) for coolant change
	Reservoir capacity ℓ (US qt, Imp qt)	0.6 (0.6, 0.5)
Radiator cap	Opening pressure kPa (kg/cm², psi)	95 — 125 (0.95 — 1.25, 14 — 18)
Thermostat	Start to open °C (°F) Fully open °C (°F) Valve lift at fully open	76 — 80 (169 — 176) 90 (194) 8.0 (0.31) min.
Radiator fan	Coolant temperature switch A "ON" / "OFF" °C (°F) Except H22A1, H22A2 engines H22A1, H22A2, H22A3 engines Coolant temperature switch B "ON" / "OFF" °C (°F)	 90 — 96 (194 — 205)/83 — 88 (181 — 190) 92 — 98 (198 — 208)/85 — 90 (185 — 194) 103 — 109 (217 — 228)/ 94 — 99 (201 — 210)

Fuel and Emissions — Section 11

	MEASUREMENT	STANDARD (NEW)	
Pressure regulator	Pressure with regulator vacuum hose disconnected kPa (kg/cm², psi)	F22A1, H23A1, H23A2 engines: 255 — 305 (2.55 — 3.05, 36 — 43) F20A4, F22A2, H22A1, H22A2, H22A3 engines: 245 — 285 (2.45 — 2.85, 35 — 41)	
Fuel tank	Capacity (US gal, Imp gal)	60 (15.9, 13.2)	
Engine	Fast idle min⁻¹ (rpm)	1,400 ± 200	
	Idle speed min⁻¹ (rpm) (with headlights and cooling fan off)	**M/T**	**A/T (N or P position)**
	F20A4, F22A2 engines	770 ± 50	770 ± 50
	F22A1, H23A1 engines	700 ± 50	700 ± 50
	H23A2 engine	780 ± 50	780 ± 50
	H22A1 engine	700 ± 50	—
	H22A2 engine	790 ± 50	—
	H22A3 engine	700 ± 50	700 ± 50
	Idle CO %	With TWC: 0.1 max. Without TWC: 1.0 ± 1.0	

Standards and Service Limits

Clutch — Section 12

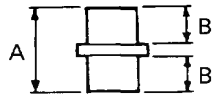
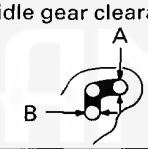
	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Clutch pedal	Pedal height to floor	LHD: 190 (7.48) RHD: 206 (8.11)	— —
	Stroke	135 — 145 (5.31 — 5.71)	—
	Free play	9 — 15 (0.35 — 0.59)	—
	Pedal play	1.0 — 7.0 (0.04 — 0.28)	—
	Disengagement height to floor	LHD: 93 (3.66) min. RHD: 109 (4.29) min.	— —
Flywheel	Clutch surface runout	0.05 (0.002) max.	0.15 (0.006)
Clutch disc	Rivet head depth	1.2 — 1.8 (0.05 — 0.07)	0.2 (0.01)
	Thickness	8.4 — 9.1 (0.33 — 0.36)	6.0 (0.24)
Pressure plate	Warpage	0.03 (0.001) max.	0.15 (0.006)
	Diaphragm spring fingers alignment	0.6 (0.02) max.	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	0.100 — 0.160 (0.0039 — 0.0063)	Adjust
	Diameter of ball bearing contact area	27.977 — 27.990 (1.1015 — 1.1020)	27.94 (1.100)
	Diameter of 3rd gear contact area	37.984 — 38.000 (1.4954 — 1.4961)	37.93 (1.493)
	Diameter of ball bearing contact area	27.987 — 28.000 (1.1018 — 1.1024)	27.94 (1.100)
	Runout	0.02 (0.0008) max.	0.05 (0.002)
Mainshaft 3rd and 4th gears	I. D.	43.009 — 43.025 (1.6933 — 1.6939)	43.080 (1.6961)
	End play	0.060 — 0.210 (0.0024 — 0.0083)	0.30 (0.012)
	Thickness 3rd gear M2J4, M2C4, M2K4	32.42 — 32.47 (1.276 — 1.278)	32.3 (1.27)
	M2F5, M2A4	34.92 — 34.97 (1.375 — 1.377)	34.8 (1.37)
	4th gear M2J4, M2C4, M2K4	30.92 — 30.97 (1.217 — 1.219)	30.8 (1.21)
	M2F5, M2A4	31.42 — 31.47 (1.237 — 1.239)	31.3 (1.23)
Mainshaft 5th gear	I. D.	43.009 — 43.025 (1.6933 — 1.6939)	43.080 (1.6961)
	End play	0.060 — 0.210 (0.0024 — 0.0083)	0.30 (0.012)
	Thickness	30.92 — 30.97 (1.217 — 1.219)	30.80 (1.213)
Countershaft	Diameter of needle bearing contact area	38.000 — 38.015 (1.4961 — 1.4967)	37.95 (1.494)
	Diameter of ball bearing and needle bearing contact area	24.987 — 25.000 (0.9837 — 0.9843)	24.94 (0.982)
	Diameter of 1st gear contact area	39.984 — 40.000 (1.5742 — 1.5748)	39.93 (1.572)
	Runout	0.020 (0.0008) max.	0.05 (0.002)
Countershaft 1st gear	I. D.	46.009 — 46.025 (1.8114 — 1.8120)	46.08 (1.814)
	End play	0.06 — 0.23 (0.002 — 0.009)	0.23 (0.009)
Countershaft 2nd gear	I. D.	47.009 — 47.025 (1.8507 — 1.8514)	47.08 (1.854)
	End play	0.10 — 0.15 (0.004 — 0.006)	0.18 (0.007)
	Thickness	28.92 — 28.97 (1.139 — 1.141)	—

Unit of length:mm (in)

Manual Transmission — Section 13

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Spacer collor (Countershaft 2nd gear	I. D. O. D. Length	36.480—36.490 (1.4362—1.4366) 41.989—42.000 (1.6531—1.6535) 29.07—29.09 (1.1445—1.1453)	36.50 (1.437) 41.94 (1.651) —
Spacer collor (Mainshaft 4th and 5th gear)	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) 26.030—26.080 (1.0248—1.0268)	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)	20.090 (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)
Dual cone Synchro	Clearance(ring pushed against gear) Outer synchro ring-to-synchro cone Synchro cone-to-gear Outer synchro ring-to-gear	 0.5—1.0 (0.02—0.04) 0.5—1.0 (0.02—0.04) 0.95—1.68 (0.037—0.066)	 0.3 (0.01) 0.3 (0.01) 0.60 (0.024)
Shift fork	Finger thickness 3rd/4th of the M2A4, M2F5 Except above Fork-to-synchro sleeve clearance	7.4—7.6 (0.291—0.299) 6.2—6.4 (0.244—0.252) 0.35—0.65 (0.014—0.026)	— — 1.00 (0.039)
Reverse shift fork	Pawl groove width Fork-to-reverse idle gear clearance Groove width A at A at B Fork-to-fifth/ reverse shift shaft clearance  at A at B	13.0—13.3 (0.51—0.52) 0.5—1.1 (0.02—0.04) 7.05—7.25 (0.278—0.285) 7.4—7.7 (0.29—0.30) 0.05—0.35 (0.002—0.014) 0.4—0.8 (0.02—0.03)	— 1.8 (0.07) — — 0.5 (0.02) 1.0 (0.04)
Shift arm	I. D. Shift arm-to-shaft clearance Shift fork diameter at contact area Shift arm-to-shift fork shaft clearance	15.973—16.000 (0.6289—0.6299) 0.005—0.059 (0.0002—0.0023) 12.90—13.00 (0.508—0.512) 0.2—0.5 (0.01—0.02)	— — — 0.6 (0.02)
Select lever	Pin size of contact area Select lever-to-shift peice clearance Shaft outer diameter Shift arm cover clearance	7.90—8.00 (0.311—0.315) 0.05—0.25 (0.002—0.010) 15.41—15.68 (0.607—0.617) 0.032—0.102 (0.0013—0.0040)	— 0.50 (0.020) — —
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 lever clearance	16.00—16.05 (0.630—0.632) 0.032—0.109 (0.0013—0.0043)	— —

Standards and Service Limits

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 (F20A4/F22A1/F22A2 engines) kPa (kg/cm², psi)	Line pressure at 2,000 min⁻¹ (rpm) (N or P position)	800 (8.0, 114) throttle fully-closed | 850 (8.5, 121) throttle more than 3/16 open	750 (7.5, 107) throttle more than 3/16 open
	4th clutch pressure at 2,000 min⁻¹ (rpm) (D4 position)	530 (5.3, 75) throttle fully-closed | 850 (8.5, 121) throttle more than 3/16 open	480 (4.8, 68) throttle fully-closed | 750 (7.5, 107) throttle more than 3/16 open
	3rd and 2nd clutch pressure at 2,000 min⁻¹ (rpm) (D4 position)	500 (5.0, 71) throttle fully-closed | 850 (8.5, 121) throttle more than 3/16 open	450 (4.5, 64) throttle fully-closed | 750 (7.5, 107) throttle more than 3/16 open
	2nd clutch pressure at 2,000 min⁻¹ (rpm) (2 position)	800 — 850 (8.0 — 8.5, 114 — 121)	750 (7.5, 107)
	1st and 1st-hold clutch pressure at 2,000 min⁻¹ (rpm) (1 position)	800 — 850 (8.0 — 8.5, 114 — 121)	750 (7.5, 107)
	Throttle B pressure Throttle fully-closed Throttle fully-open	0 (0, 0) 800 — 850 (8.0 — 8.5, 114 — 121)	— 750 (7.5, 107)
Hydraulic pressure (H23A1/H23A2/H22A3 engines) kPa (kg/cm², psi)	Line pressure at 2,000 min⁻¹ (rpm) (N or P position)	850 (8.5, 121) throttle fully-closed | 900 (9.0, 128) throttle more than 3/16 open	800 (8.0, 114) throttle more than 3/16 open
	4th clutch pressure at 2,000 min⁻¹ (rpm) (D4 position)	530 (5.3, 75) throttle fully-closed | 900 (9.0, 128) throttle more than 3/16 open	480 (4.8, 68) throttle fully-closed | 800 (8.0, 114) throttle more than 3/16 open
	3rd and 2nd clutch pressure at 2,000 min⁻¹(rpm) (D4 position)	500 (5.0, 71) throttle fully-closed | 900 (9.0, 128) throttle more than 3/16 open	450 (4.5, 64) throttle fully-closed | 800 (8.0, 114) throttle more than 3/16 open
	2nd clutch pressure at 2,000 min⁻¹ (rpm) (2 position)	850 — 900 (8.5 — 9.0, 121 — 128)	800 (8.0, 114)
	1st and 1st-hold clutch pressure at 2,000 min⁻¹ (rpm) (1 position)	850 — 900 (8.5 — 9.0, 121 — 128)	800 (8.0, 114)
	Throttle B pressure Throttle fully-closed Throttle fully-open	0 (0, 0) 850 — 900 (8.5 — 9.0, 121 — 128)	— 800 (8.0, 114)
Stall speed min⁻¹ (rpm) (Check with car on level ground)	F20A4/F22A1/F22A2 engines H23A1/H23A2/H22A3 engines	2,500 2,750	2,350 — 2,650 2,600 — 2,900

Automatic Transmission — Section 14

Unit of length:mm (in)

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Clutch	Clutch initial clearance 1st-hold	0.80 — 1.00 (0.031 — 0.039)	—
	1st, 2nd	0.65 — 0.85 (0.026 — 0.033)	—
	3rd, 4th	0.40 — 0.60 (0.016 — 0.024)	—
	Clutch return spring free length 1st, 2nd, 3rd, 4th	33.5 (1.32)	31.5 (1.24)
	Clutch disc thickness	1.88 — 2.00 (0.074 — 0.079)	Until grooves worn out.
	Clutch plate thickness		
	1st	1.95 — 2.05 (0.077 — 0.081)	Discoloration
	2nd F20A4/F22A1/F22A2 engines	2.55 — 2.65 (0.100 — 0.104)	↕
	H23A1/H23A2/H22A3 engines	1.95 — 2.05 (0.077 — 0.081)	
	3rd, 4th	2.25 — 2.35 (0.089 — 0.093)	
	1st-hold	1.55 — 1.65 (0.061 — 0.065)	Discoloration
	Clutch end plate thickness Mark 1	2.05 — 2.10 (0.081 — 0.083)	Discoloration
	Mark 2	2.15 — 2.20 (0.085 — 0.087)	↕
	Mark 3	2.25 — 2.30 (0.089 — 0.091)	
	Mark 4	2.35 — 2.40 (0.093 — 0.094)	
	Mark 5	2.45 — 2.50 (0.096 — 0.098)	
	Mark 6	2.55 — 2.60 (0.100 — 0.102)	
	Mark 7	2.65 — 2.70 (0.104 — 0.106)	
	Mark 8	2.75 — 2.80 (0.108 — 0.110)	
	Mark 9	2.85 — 2.90 (0.112 — 0.114)	Discoloration
Valve body	Stator shaft needle bearing contact I. D.		
	Torque converter side	27.000 — 27.021 (1.0630 — 1.0638)	Wear or damage
	Oil pump side	29.000 — 29.013 (1.1417 — 1.1422)	—
	Oil pump gear thrust clearance	0.03 — 0.05 (0.001 — 0.002)	0.07 (0.003)
	Oil pump gear-to-body clearance		
	Drive	0.210 — 0.265 (0.0083 — 0.0104)	—
	Driven	0.070 — 0.125 (0.0028 — 0.0049)	—
	Oil pump driven gear I. D.	14.016 — 14.034 (0.5518 — 0.5525)	Wear or damage
	Oil pump shaft O. D.	13.980 — 13.990 (0.5504 — 0.5508)	Wear or damage
Shifting device, parking brake and throttle control system	Reverse shift fork finger thickness	5.90 — 6.00 (0.232 — 0.236)	5.40 (0.213)
	Parking brake pawl	—	Wear or other defect
	Parking brake gear	—	Wear or other defect
	Throttle cam stopper height	17.00 — 17.10 (0.669 — 0.673)	—
Servo body	Shift fork shaft bore I. D.	14.000 — 14.010 (0.5512 — 0.5516)	—
	Shift fork shaft valve bore I. D.	37.000 — 37.039 (1.4567 — 1.4582)	37.045 (1.4585)
Regulator valve body	Sealing ring contact I. D.	35.000 — 35.025 (1.3780 — 1.3789)	35.050 (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	22.984 — 23.000 (0.9049 — 0.9055)	Wear or damage
	On mainshaft of 3rd gear collar	45.984 — 46.000 (1.8104 — 1.8110)	↕
	On mainshaft of 4th gear collar	31.984 — 32.000 (1.2592 — 1.2598)	
	On countershaft of 1st gear collar	40.984 — 41.000 (1.6135 — 1.6142)	
	On countershaft of 4th gear	31.975 — 31.991 (1.2589 — 1.2595)	
	On countershaft of parking gear	39.984 — 40.000 (1.5742 — 1.5748)	
	On countershaft of reverse gear	35.979 — 36.000 (1.4165 — 1.4173)	
	On secondary shaft of 1st gear	31.975 — 31.991 (1.2589 — 1.2595)	
	On secondary shaft of 2nd gear	31.975 — 31.991 (1.2589 — 1.2595)	
	On reverse idler gear shaft	14.990 — 15.000 (0.5902 — 0.5906)	
	Inside diameter		
	Mainshaft 3rd gear	52.000 — 52.019 (2.0472 — 2.0480)	
	Mainshaft 4th gear	38.005 — 38.021 (1.4963 — 1.4969)	Wear or damage

(cont'd)

Standards and Service Limits

Automatic Transmission — Section 14 (cont'd)

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Transmission (cont'd)	Inside diameter		
	Countershaft 1st gear	47.000 – 47.016 (1.8504 – 1.8510)	Wear or damage
	Countershaft 4th gear	38.000 – 38.016 (1.4961 – 1.4967)	↕
	Countershaft reverse gear	42.000 – 42.016 (1.6535 – 1.6542)	↕
	Countershaft idler gear	48.000 – 48.016 (1.8898 – 1.8904)	↕
	Secondary shaft 1st gear	36.000 – 36.016 (1.4173 – 1.4179)	↕
	Secondary shaft 2nd gear	37.000 – 37.016 (1.4567 – 1.4573)	↕
	Reverse idler gear shaft holder	14.800 – 14.824 (0.5827 – 0.5836)	Wear or damage
	Mainshaft 3rd gear collar length	19.50 – 19.55 (0.768 – 0.770)	—
	Mainshaft 4th gear collar length	47.50 – 47.55 (1.870 – 1.872)	Wear or damage
	Countershaft 1st gear collar length	27.50 – 27.55 (1.083 – 1.085)	Wear or damage
	Thrust washer thickness		
	Countershaft 1st gear	1.45 – 1.50 (0.057 – 0.059)	Wear or damage
	Countershaft idler gear	3.45 – 3.55 (0.136 – 0.140)	Wear or damage
	Countershaft parking gear length	25.030 – 25.048 (0.9854 – 0.9861)	Wear or damage
	Secondary shaft 1st gear distance collar length	4.95 – 5.00 (0.195 – 0.197)	Wear or damage
	Secondary shaft 2nd gear thrust washer thickness	4.350 – 4.450 (0.1713 – 0.1752)	Wear or damage
	Secondary shaft 2nd gear spline washer thickness 35 x 53 mm	4.02 – 4.05 (0.158 – 0.159)	—
		4.07 – 4.10 (0.160 – 0.161)	—
		4.12 – 4.15 (0.162 – 0.163)	—
		4.17 – 4.20 (0.164 – 0.165)	—
		4.22 – 4.25 (0.166 – 0.167)	—
		4.27 – 4.30 (0.168 – 0.169)	—
		4.32 – 4.35 (0.170 – 0.171)	—
		4.37 – 4.40 (0.172 – 0.173)	—
		4.42 – 4.45 (0.174 – 0.175)	—

	MEASUREMENT	STANDARD (NEW)			
		Wire Dia.	O. D.	Free Length	No. of Coils
Spring	Regulator valve spring A				
	F20A4/F22A1/F22A2 engines	1.80 (0.071)	14.70 (0.579)	85.40 (3.362)	16.50
	H23A1/H23A2/H22A3 engines	1.80 (0.071)	14.70 (0.579)	87.80 (3.457)	16.50
	Regulator valve spring B	1.80 (0.071)	9.60 (0.378)	44.00 (1.732)	12.70
	Stator reaction spring	4.50 (0.177)	26.40 (1.039)*	30.30 (1.193)	1.920
	Torque converter check valve spring	1.10 (0.043)	8.40 (0.331)	38.20 (1.504)	14.00
	Relief valve spring	1.00 (0.039)	8.40 (0.331)	39.10 (1.539)	15.10
	Cooler relief valve spring	1.00 (0.039)	8.40 (0.331)	46.80 (1.843)	10.80
	2nd orifice control valve spring	0.60 (0.024)	6.60 (0.260)	58.30 (2.295)	15.80
	Orifice control valve spring	0.70 (0.028)	6.60 (0.260)	52.50 (2.067)	18.40
	4th exhaust valve spring	0.90 (0.035)	7.10 (0.280)	60.80 (2.394)	28.90
	Throttle valve B adjusting spring	0.80 (0.031)	6.20 (0.244)	30.00 (1.181)	8.00
	Throttle valve B spring	1.40 (0.055)	8.50 (0.335)	41.50 (1.634)	10.50
		1.40 (0.055)	8.50 (0.335)	41.50 (1.634)	11.20
		1.40 (0.055)	8.50 (0.335)	41.60 (1.638)	12.40
	1-2 shift valve spring	1.00 (0.039)	8.60 (0.339)	41.30 (1.626)	16.90
	2-3/3-4 shift valve spring	0.90 (0.035)	7.60 (0.299)	57.00 (2.244)	26.80
	1st-hold accumulator spring	4.00 (0.157)	25.00 (0.984)	64.70 (2.547)	7.30
	1st accumulator spring	1.80 (0.071)	16.30 (0.642)	115.40 (4.543)	18.60
	4th accumulator spring	2.90 (0.114)	22.00 (0.866)	90.10 (3.547)	10.90
	2nd accumulator spring	3.50 (0.138)	22.00 (0.866)	77.10 (3.035)	10.00
	3rd accumulator spring	2.80 (0.110)	17.50 (0.689)	94.20 (3.709)	16.10
	Lock-up shift valve spring	0.90 (0.035)	7.60 (0.299)	73.70 (2.902)	32.00
	Lock-up timing valve spring	0.80 (0.031)	6.60 (0.260)	51.10 (2.012)	14.70
	Servo control valve spring	1.00 (0.039)	8.10 (0.319)	52.60 (2.071)	22.40
	CPC valve spring	1.40 (0.055)	9.40 (0.370)	33.00 (1.299)	10.50
	Modulator valve spring	1.40 (0.055)	9.40 (0.370)	33.00 (1.299)	10.50
	Lock-up control valve spring	0.70 (0.028)	6.60 (0.260)	38.00 (1.496)	14.10
	3rd kick-down spring	1.00 (0.039)	7.60 (0.299)	48.30 (1.902)	15.60
	3-2 kick-down spring	1.20 (0.047)	7.10 (0.280)	46.90 (1.846)	20.60

*: I. D.

Unit of length:mm (in)

Differential (Manual transmission) — Section 15

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

Differential (Automatic transmission) — Section 15

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

Steering — Section 17

	MEASUREMENT	STANDARD (NEW)
Steering wheel	Play at steering wheel circumference	0 – 10 (0 – 0.4)
	Starting load at steering wheel circumference N (kg, lbs)	
	Engine running	30 (3.0, 6.6)
	When the hydraulic system to the speed sensor is cut off	50 (5.0, 11.0)
Gear box	Angle of rack-guide-screw loosened from locked position	20° $^{+5°}_{0}$
Pump	Pump pressure with shut-off valve closed (speed: idle. Do not run for more than 5 seconds). kPa (kg/cm², psi)	7,000 – 8,000 (70 – 80, 995 – 1,138)
Power steering fluid	Recommended fluid	Honda power steering fluid-V
	Fluid capacity System	1.70 (1.80, 1.50)
	ℓ (US qt, Imp qt) Reservoir	0.50 (0.53, 0.44)
Power steering belt *	Deflection with 100 N (10 kg, 22 lbs) between pulleys	13.5 – 16.5 (0.53 – 0.65) with used belt 9.5 – 11.5 (0.37 – 0.45) with new belt
	Belt tension N (kg, lbs) Measured with belt tension gauge	350 – 500 (35 – 50, 77 – 110) with used belt 700 – 900 (70 – 90, 154 – 198) with new belt

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

Standards and Service Limits

Suspension — Section 18

	MEASUREMENT			STANDARD (NEW)
Wheel alignment (2WS)	Camber		Front	0°00′ ± 1°
			Rear	−0°45′ ± 1°
	Caster		Front	2°40′ ± 1°
	Total toe		Front	0 ± 2.0 (0 ± 0.08)
			Rear	IN 2.0 ± 2.0 (0.08 ± 0.08)
	Front wheel turning angle	Inward wheel		36°20′ ± 2°
		Outward wheel		29°40′ (reference)
Wheel alignment (4WS)	Camber		Front	0°00′ ± 1°
			Rear	−0°45′ ± 30′
	Caster		Front	2°40′ ± 1°
	Total toe		Front	0 ± 2.0 (0 ± 0.08)
			Rear	IN 2.0 ± 2.0 (0.08 ± 0.08)
	Wheel turning angle	Inward wheel	Front	36°20′ ± 2°
			Rear	6°00′ ± 1°
		Outward wheel	Front	29°40′ (reference)
			Rear	6°20′ (reference)
Wheel	Rim runout (Aluminum wheel)		Axial	0 − 0.7 (0 − 0.03)
			Radial	0 − 0.7 (0 − 0.03)
	Rim runout (Steel wheel)		Axial	0 − 1.0 (0 − 0.04)
			Radial	0 − 1.0 (0 − 0.04)
Wheel bearing	End play		Front	0 − 0.05 (0 − 0.002)
			Rear	0 − 0.05 (0 − 0.002)

Brake — Section 19

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Parking brake lever	Play in stroke 200 N (20 kg, 44 lbs) lever force		To be locked when pulled 6-10 notches	—
Foot brake pedal	Pedal height (with floor mat removed)	M/T	LHD: 165 (6.50) RHD: 180 (7.09)	— —
		A/T	186 (7.32)	—
	Free play		1 − 5 (1/16 − 13/64)	—
Master cylinder	Piston-to-pushrod clearance	Without ABS	0 − 0.4 (0 − 0.02)	—
		With ABS	0 − 0.2 (0 − 0.01)	—
Disc brake	Disc thickness	Front	23.0 (0.91)	21.0 (0.83)
		Rear	10.0 (0.39)	8.0 (0.31)
	Disc runout	Front	—	0.10 (0.004)
		Rear	—	0.10 (0.004)
	Disc parallelism	Front and rear	—	0.015 (0.0006)
	Pad thickness	Front	12.5 (0.49)	1.6 (0.06)
			11.0 (0.43) *	1.6 (0.06) *
		Rear	9.0 (0.35)	1.6 (0.06)

Characteristics	Vacuum mmHg	Pedal Pressure kg (lbs)	Line Pressure kPa (kg/cm², psi)
Without ABS	0	20 (44)	1,030 (10.3, 146) min.
	300	20 (44)	5,690 (56.9, 809) min.
	500	20 (44)	8,030 (80.3, 1,142) min.
With ABS	0	20 (44)	790 (7.9, 112) min.
	300	20 (44)	6,320 (63.2, 899) min.
	500	20 (44)	7,880 (78.8, 1,121) min.

*Cars with H23A2, H22A1, H22A2 and H22A3 engines

Unit of length:mm (in)

Air Conditioning — Section 22

	MEASUREMENT	STANDARD (NEW)
Air conditioning system	Lubricant type: SP-10 (P/N 38899-P13-003) (For refrigerant: HFC-134a (R-134a))	
	Lubricant capacity m ℓ (fl oz, Imp oz) Condenser	10 (1/3, 0.4)
	Evaporator	30 (1, 1.1)
	Line or hose	10 (1/3, 0.4)
	Receiver	10 (1/3, 0.4)
Compressor	Lubricant type: SP-10 (P/N 38899-P13-003) (For refrigerant: HFC-134a (R-134a))	
	Lubricant capacity m ℓ (fl oz, Imp oz)	120 – 140 (4 – 4-2/3, 4.2 – 4.9)
	Startor coil resistance at 20 °C (68°F) Ω	3.05 – 3.35
	Pulley-to-pressure plate clearance	0.5 ± 0.15 (0.02 ± 0.006)
Compressor belt *1	Deflection with 100 N (10 kg, 22 lbs) between the pulleys	10.0 – 12.0 (0.39 – 0.47) with used belt 4.5 – 7.0 (0.18 – 0.28) with new belt
	Belt tension N (kg, lbs) Measured with belt tension gauge	450 – 600 (45 – 60, 99 – 132) with used belt
	Except H22A1, H22A2 engines	950 – 1,150 (95 – 115, 209 – 254) with new belt
	H22A1, H22A2 engines	1,000 – 1,150 (100 – 115, 220 – 254) with new belt

*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.

Electrical — Section 23

	MEASUREMENT	STANDARD (NEW)
Ignition coil	Rated voltage V	12
	Primary winding resistance Ω at 25°C (77°F)	0.6 – 0.8
	Secondary winding resistance kΩ at 25°C (77°F)	12.9 – 19.2 *2, 14.4 – 21.6 *3
Spark plug	Type	See section 23 (Base manual code No. 62SS000)
	Gap	1.0 – 1.1 (0.039 – 0.043)
Ignition timing	At idle	15° ± 2° (Red) BTDC
Alternator belt *1	Deflection with 100 N (1.0 kg, 22 lbs) between pulleys Except H22A1, H22A2 engines:	10.0 – 12.0 (0.39 – 0.47) with used belt
	H22A1, H22A2 engines:	10.5 – 12.5 (0.41 – 0.49) with used belt
	Except H22A1, H22A2 engines:	8.5 – 11.0 (0.33 – 0.43) with new belt
	H22A1, H22A2 engines:	8.0 – 10.0 (0.31 – 0.39) with new belt
	Belt tension N (kg, lbs) measured with belt tension gauge	300 – 450 (30 – 45, 66 – 99) with used belt
	Except H22A1, H22A2 engines:	500 – 700 (50 – 70, 110 – 154) with new belt
	H22A1, H22A2 engines:	550 – 750 (55 – 75, 121 – 165) with new belt

*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: F20A4, F22A2, H23A2, H22A2 engines
*3: F22A1, H23A1, H22A1 engines

(cont'd)

Standards and Service Limits

Electrical — Section 23

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Alternator (NIPPONDENSO)	Output 13.5 V at hot A	80/85 *4, 90/98 *5, 95/102 *6	—
	Coil resistance (rotor) Ω	2.1—2.5	—
	Slip ring O.D.	14.4 (0.57)	12.8 (0.50)
	Brush length	10.5 (0.41)	5.5 (0.22)
	Brush spring tension g (oz)	300—360 (10.6—12.7)	—
Starter motor (MITSUBA 1.4 kW)	Type	Spur gear reduction, Permanent magnet	
	Mica depth	0.4—0.5 (0.016—0.020)	0.15 (0.006)
	Commutator runout	0—0.02 (0—0.001)	0.05 (0.002)
	Commutator O.D.	28.0—28.1 (1.102—1.106)	27.5 (1.083)
	Brush length	15.8—16.2 (0.62—0.64)	11.0 (0.43)
	Brush spring tension (new) N (kg, lb)	16—18 (1.6—1.8, 3.5—4.0)	—
Starter motor (MITSUBA 1.6 kW)	Type	Spur gear reduction, Permanent magnet	
	Mica depth	0.4—0.5 (0.016—0.020)	0.15 (0.006)
	Commutator runout	0—0.02 (0—0.001)	0.05 (0.002)
	Commutator O.D.	28.0—28.1 (1.102—1.106)	27.5 (1.083)
	Brush length	15.8—16.2 (0.62—0.64)	11.0 (0.43)
	Brush spring tension (new) N (kg, lb)	16—18 (1.6—1.8, 3.5—4.0)	—

*4: F20A4, F22A1, F22A2 engines
*5: H23A1, H23A2 engines
*6: H22A1, H22A2 engines

Design Specifications

	ITEM	METRIC (ENGLISH)	NOTES
TRANSMISSION	Overall Length Overall Width Overall Height Wheelbase Track Front/Rear Ground Clearance Seating Capacity	4,440 mm (174.8 in) 1,765 mm (69.5 in) 1,290 mm (50.8 in) 2,550 mm (100.4 in) 1,525/1,515 mm (60.0/59.6 in) 145 mm (5.7 in) Four	
WEIGHT	See page 3-20 to 3-21		
ENGINE	Type F20A4, F22A1, F22A2 engines H23A1, H23A2 engines H22A1, H22A2, H22A3 engines Cylinder Arrangement Bore and Stroke F20A4 engine F22A1, F22A2 engines H23A1, H23A2 engines H22A1, H22A2, H22A3 engines Displacement F20A4 engine F22A1, F22A2 engines H23A1, H23A2 engines H22A1, H22A2, H22A3 engines Compression Ratio F20A4 engine F22A1 engine F22A2 engine H23A1, H23A2 engines H22A1, H22A2, H22A3 engines Valve Train F20A4, F22A1, F22A2 engines H23A1, H23A2 engines H22A1, H22A2, H22A3 engines Lubrication System Oil Pump Displacement at 6,000 min^{-1} (rpm) F20A4, F22A1, F22A2 engines Except F20A4, F22A1, F22A2 engines Water Pump Displacement at 6,000 min^{-1} (rpm) F20A4, F22A1, F22A2 engines H23A1, H23A2 engines H22A1, H22A2 engines Recommended Gasoline F20A4, H23A1, H23A2, H22A1, H22A2, H22A3 engines F22A1 engine F22A2 engine *1	Water-cooled, 4-stroke SOHC gasoline engine Water-cooled, 4-stroke DOHC gasoline engine Water-cooled, 4-stroke DOHC VTEC gasoline engine Inline 4-cylinder, transverse 85.0 x 88.0 mm (3.35 x 3.46 in) 85.0 x 95.0 mm (3.35 x 3.74 in) 87.0 x 95.0 mm (3.43 x 3.74 in) 87.0 x 90.7 mm (3.43 x 3.57 in) 1,997 cm^3 (121.9 cu-in) 2,156 cm^3 (131.6 cu-in) 2,259 cm^3 (137.9 cu-in) 2,157 cm^3 (131.6 cu-in) 9.5:1 8.8:1 8.9:1 9.8:1 10.0:1 Belt driven, SOHC 4 valve per cylinder Belt driven, DOHC 4 valve per cylinder Belt driven, DOHC VTEC 4 valve per cylinder Forced and wet sump, trochoid pump 54.3 ℓ (57.4 US qt, 47.8 Imp qt)/minute 59.1 ℓ (62.5 US qt, 52.0 Imp qt)/minute 165 ℓ (174 US qt, 145 Imp qt)/minute 159 ℓ (168 US qt, 140 Imp qt)/minute 163 ℓ (172 US qt, 143 Imp qt)/minute Premium UNLEADED gasoline with Research Octane Number (RON) of 95 or higher UNLEADED gasoline with RON of 91 or higher LEADED gasoline with RON of 91 or higher	F22A2 engines *1: UNLEADED gasoline with RON of 91 or higher may also be used.
STARTER	Type Normal Output Normal Voltage Hour Rating Direction of Rotation Weight	Gear reduction 1.4 kW, 1.6 kW 12 V 30 seconds Clockwise as viewed from gear end 3.7 kg (8.2 lbs)	
CLUTCH	Clutch Type M/T A/T Clutch Facing Area M/T	Single plate dry, diaphragm spring Torque converter 203 cm^2 (31 sq-in)	

(cont'd)

(cont'd)

	ITEM		METRIC (ENGLISH)					NOTES
TRANSMISSION	Type	M/T A/T	Synchronized 5-speed forward, 1 reverse Electronically controlled 4-speed automatic, 1 reverse					
	Primary Reduction		Direct 1:1					
	Manual transmission		F20A4, F22A1 engines	F22A2 engine	H23A1, H23A2 engines	H22A1, H22A2 engines	H22A3 engine	
	Gear Ratio	1st 2nd 3rd 4th 5th Reverse	3.307 1.809 1.269 0.966 0.787 3.000	3.307 1.809 1.230 0.933 0.757 3.000	3.307 1.809 1.269 0.966 0.757 3.000	3.307 1.950 1.360 1.071 0.870 3.000	3.307 1.950 1.360 1.034 0.787 3.000	
	Final Reduction Gear	Type Ratio	Single helical gear 4.266			4.062	4.266	
	Automatic transmission		F20A4, F22A1, H23A1 H23A2, H22A3 engines			F22A2 engine		
	Gear Ratio	1st 2nd 3rd 4th Reverse	2.705 1.366 1.028 0.750 2.047			2.705 1.428 1.028 0.731 2.047		
	Final Reduction Gear	Type Ratio	Single helical gear 4.285					
AIR CONDITIONING	Cooling Capacity		3,700 Kcal/h (14,680 BTU/h)					
	Compressor	Type/Make No. of Cylinder Capacity Max. Speed Lubricant Capacity Lubricant Type	Scroll/HADSYS — 85.7 cm^3/rev (5.23 cu-in/rev) 10,000 min^{-1} (rpm) 120 m ℓ (4.1 fl oz, 4.2 Imp oz) SP-10 (P/N 38899-P13-003 or 38899-P13-A01)					
	Condenser	Type	Corrugated fin					
	Evaporator	Type	Corrugated fin					
	Blower	Type Motor Input Speed Control Max. Capacity	Sirocco fan 220 W/12 V 4-speed 460 m^3/h (16,247 cu-ft/h)					
	Temperature Control		Air-mix type					
	Compressor Clutch	Type Power Consumption	Dry, single plate, poly-V-belt drive 42 W max./12V at 20°C (68°F)					
	Refrigerant	Type Quantity LHD RHD	HFC-134a (R-134a) 650 $^{0}_{-50}$ g (22.9 $^{0}_{-1.8}$ oz) 700 $^{0}_{-50}$ g (24.7 $^{0}_{-1.8}$ oz)					

	ITEM		METRIC (ENGLISH)	NOTES
STEERING SYSTEM	Type		Power assisted, rack and pinion	
	Overall Ratio		2WS: 15.86 4WS: 15.1	
	Turns, Lock-to-Lock		2WS: 2.91 4WS: 2.77	
	Steering Wheel Diameter		380 mm (15.0 in)	
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°00′	
		Rear	−0°45′	
	Caster	Front	2°40′	
	Total Toe	Front	0 mm (0 in)	
		Rear	In 2.0 mm (0.08 in)	
BRAKE SYSTEM	Type	Front	Power-assisted self-adjusting ventilated disc	
		Rear	Power assisted self-adjusting solid disc	
	Pad Surface Area	Front	58.0 cm² x 2 (8.99 sq-in x 2)	
		Rear	49.4 cm² x 2 (7.66 sq-in x 2)	
	Parking Brake	Type	27.9 cm² x 2 (4.32 sq-in x 2) Mechanical actuating, rear two wheel brakes	
TIRE	Size and Pressure		See tire information label on the driver's door jamb.	
ELECTRICAL	Battery		12 V−55 AH/5HR *1, 12 V−52 AH/5HR *2 12 V−38 AH/5HR *3	
	Starter		12 V−1.6 kW *4, 12 V−1.4 kW *5	
	Alternator		12 V−95 A *6, 12 V−90 A *7, 12 V−80 A *8	
	Fuses In Under-dash Fuse/Relay Box		7.5 A, 10 A, 15 A, 20 A, 30 A	
	In Under-hood Fuse/Relay Box		7.5 A, 10 A, 15 A, 20 A, 30 A, 40 A, 50 A, 60 A, 100 A	
	Headlights	Inside	12 V−55 W *9, 12 V−65 W *10	
		Outside	12 V−60/55 W *9, 12 V−55 W *10	
	Front Turn Signal Lights		12 V−21 W	
	Front Position Lights		12 V−5 W	
	Side Turn Signal Lights		12 V−5 W	
	Rear Turn Signal Lights		12 V−21 W	
	Brake/Taillights		12 V−21/5 W	
	Back-up Lights		12 V−21 W	
	Rear Fog Light *11		12 V−21 W	
	License Plate Lights		12 V−5 W *12, 12 V−8 W *13	
	High Mount Brake Light *14		12 V−21 CP	
	Interior Light		12 V−8 W	
	Trunk Lights		12 V−3.4 W	
	Gauge Lights		12 V−1.4 W, 1.7 W, 3.0 W	
	Indicator Lights		12 V−1.12 W, 1.4 W, 1.7 W, 3.0 W, 3.2 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: H23A2 (KS model), H22A1, H22A2 engines
*2: H23A2 (except KS model), F20A4, H23A1 engines
*3: F22A1, F22A2 engines
*4: Except F20A4 (M/T), F22A1 (M/T), F22A2 engines
*5: F20A4 (M/T), F22A1 (M/T), F22A2 engines
*6: H22A1, H22A2 engines
*7: H23A1, H23A2 engines
*8: F20A4, F22A1, F22A2 engines
*9: Except KY model
*10: KY model
*11: Except KQ, KY, KT models
*12: Except KY, KT models
*13: KY, KT models
*14: KQ, KY models

Design Specifications

European Models

	ITEM	METRIC (ENGLISH)	NOTES
WEIGHT	Curb Weight		
	2.0 ℓ M/T	1,220 kg (2,690 lbs) 1,195 kg (2,634 lbs)	KF, KG *1, KS, KE KG *2
	2.0 ℓ A/T	1,245 kg (2,745 lbs) 1,220 kg (2,690 lbs)	KF, KG *1, KS, KE KG *2
	2.0 ℓ M/T with ABS	1,235 kg (2,723 lbs) 1,210 kg (2,668 lbs)	KF, KG *1, KS, KE KG *2
	2.0 ℓ A/T with ABS	1,260 kg (2,778 lbs) 1,235 kg (2,723 lbs)	KF, KG *1, KS, KE KG *2
	2.3 ℓ M/T with ABS	1,250 kg (2,756 lbs) 1,225 kg (2,701 lbs)	KF, KG *1, KS, KE KG *2
	2.3 ℓ A/T with ABS	1,275 kg (2,811 lbs) 1,250 kg (2,756 lbs)	KF, KG *1, KS, KE KG *2
	2.3 ℓ M/T with ABS, 4WS	1,270 kg (2,800 lbs) 1,245 kg (2,745 lbs)	KF, KG *1, KS, KE KG *2
	2.3 ℓ A/T with ABS, 4WS	1,295 kg (2,855 lbs) 1,270 kg (2,800 lbs)	KF, KG *1, KS, KE KG *2
	2.2 ℓ VTEC M/T	1,305 kg (2,877 lbs) 1,280 kg (2,822 lbs)	KF, KG *1, KS, KE KG *2
	Weight Distributions (Front/Rear) 2.0 ℓ M/T	760 kg (1,676 lbs) / 460 kg (1,014 lbs)	KF, KG *1, KS, KE KG *2
	2.0 ℓ A/T	785 kg (1,731 lbs) / 460 kg (1,014 lbs)	KF, KG *1, KS, KE KG *2
	2.0 ℓ M/T with ABS	773 kg (1,704 lbs) / 462 kg (1,019 lbs)	KF, KG *1, KS, KE KG *2
	2.0 ℓ A/T with ABS	798 kg (1,759 lbs) / 462 kg (1,019 lbs)	KF, KG *1, KS, KE KG *2
	2.3 ℓ M/T with ABS	785 kg (1,731 lbs) / 465 kg (1,025 lbs)	KF, KG *1, KS, KE KG *2
	2.3 ℓ A/T with ABS	810 kg (1,786 lbs) / 465 kg (1,025 lbs)	KF, KG *1, KS, KE KG *2
	2.3 ℓ M/T with ABS, 4WS	785 kg (1,731 lbs) / 485 kg (1,069 lbs)	KF, KG *1, KS, KE KG *2
	2.3 ℓ A/T with ABS, 4WS	810 kg (1,786 lbs) / 485 kg (1,069 lbs)	KF, KG *1, KS, KE KG *2
	2.2 ℓ VTEC M/T	808 kg (1,781 lbs) / 497 kg (1,096 lbs)	KF, KG *1, KS, KE KG *2
	Max. Permissible Weight (MPW)	1,720 kg (3,792 lbs)	

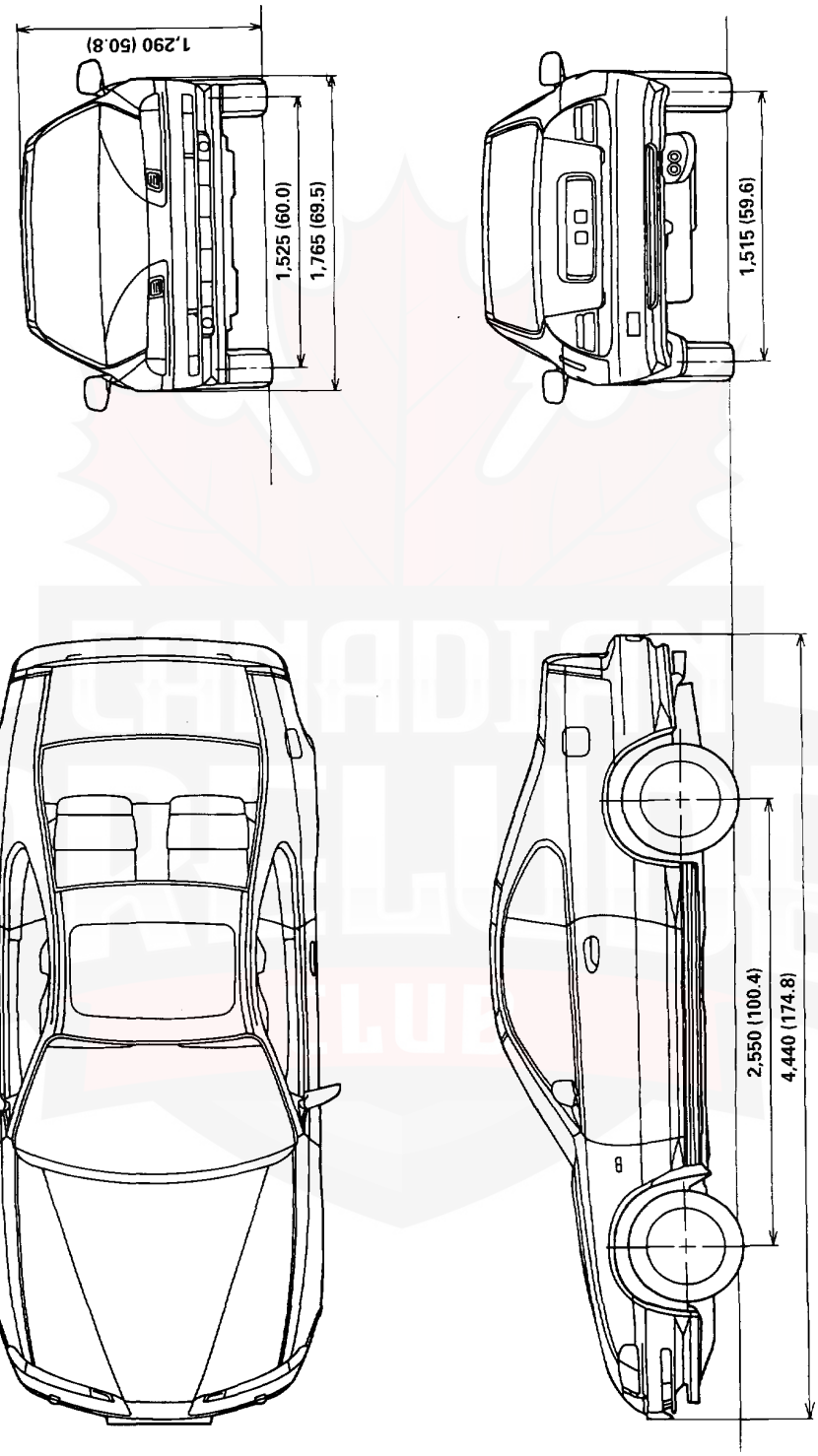
KG *1: KG type except Netherlands, KG *2: KG type for Netherlands (half tank of gasoline).

Except European Models

	ITEM	METRIC (ENGLISH)	NOTES
WEIGHT	Curb Weight 2.2 ℓ M/T	1,230 kg (2,712 lbs) 1,260 kg (2,778 lbs)	KQ KY
	2.2 ℓ A/T	1,255 kg (2,767 lbs) 1,285 kg (2,833 lbs)	KQ KY
	2.2 ℓ M/T with SRS 2.2 ℓ A/T with SRS	1,232 kg (2,716 lbs) 1,257 kg (2,771 lbs)	KQ KQ
	2.3 ℓ M/T with SRS, 4WS 2.3 ℓ A/T with SRS, 4WS	1,270 kg (2,800 lbs) 1,295 kg (2,855 lbs)	KQ KQ
	2.3 ℓ M/T with ABS, SRS 2.3 ℓ A/T with ABS, SRS	1,300 kg (2,866 lbs) 1,325 kg (2,921 lbs)	KM KM
	2.3 ℓ M/T with ABS, SRS, 4WS 2.3 ℓ A/T with ABS, SRS, 4WS	1,300 kg (2,866 lbs) 1,325 kg (2,921 lbs)	KQ KQ
	2.2 ℓ VTEC M/T	1,315 kg (2,899 lbs)	KQ
	2.2 ℓ VTEC M/T 2.2 ℓ VTEC A/T	1,305 kg (2,877 lbs) 1,330 kg (2,932 lbs)	KU KU
	Weight Distributions (Front/Rear) 2.2 ℓ M/T	755 kg (1,665 lbs) / 475 kg (1,047 lbs) 775 kg (1,709 lbs) / 485 kg (1,069 lbs)	KQ KY
	2.2 ℓ A/T	780 kg (1,720 lbs) / 475 kg (1,047 lbs) 800 kg (1,764 lbs) / 485 kg (1,069 lbs)	KQ KY
	2.2 ℓ M/T with SRS 2.2 ℓ A/T with SRS	757 kg (1,669 lbs) / 475 kg (1,047 lbs) 782 kg (1,724 lbs) / 475 kg (1,047 lbs)	KQ KQ
	2.3 ℓ M/T with SRS, 4WS 2.3 ℓ A/T with SRS, 4WS	775 kg (1,709 lbs) / 495 kg (1,091 lbs) 800 kg (1,764 lbs) / 495 kg (1,091 lbs)	KQ KQ
	2.3 ℓ M/T with ABS, SRS 2.3 ℓ A/T with ABS, SRS	820 kg (1,808 lbs) / 480 kg (1,058 lbs) 845 kg (1,863 lbs) / 480 kg (1,058 lbs)	KM KM
	2.3 ℓ M/T with ABS, SRS, 4WS 2.3 ℓ A/T with ABS, SRS, 4WS	805 kg (1,775 lbs) / 495 kg (1,091 lbs) 830 kg (1,830 lbs) / 495 kg (1,091 lbs)	KQ KQ
	2.2 ℓ VTEC M/T	810 kg (1,786 lbs) / 505 kg (1,113 lbs)	KQ
	2.2 ℓ VTEC M/T 2.2 ℓ VTEC A/T	840 kg (1,852 lbs) / 465 kg (1,025 lbs) 865 kg (1,907 lbs) / 465 kg (1,025 lbs)	KU KU
	Max. Loaded Vehicle Weight (ADR)	1,653 kg (3,644 lbs)	KQ
	Max. Vehicle Weight (MVW)	1,720 kg (3,792 lbs)	KY

Body Specifications

Unit: mm (in)



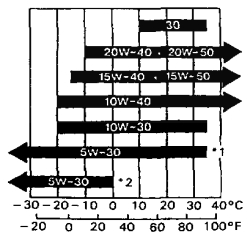
Maintenance

Lubrication Points

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

No.	LUBRICATION POINTS		LUBRICANT
1	Engine		Always use a fuel-efficient oil is that says "API Service SG or SH." SAE Viscosity: See chart below.
2	Transmission	Manual	Honda Genuine MTF*1
		Automatic	Genuine Honda ATF PREMIUM (Automatic Transmission Fluid-PREMIUM) or an equivalent DEXRON® II or III Automatic transmission fluid
3	Brake Line		Brake fluid DOT3 or DOT4
4	Clutch Line		Brake fluid DOT3 or DOT4
5	Power steering gearbox		Steering grease P/N 08733 – B070E
6	Shift lever pivots (Manual transmission)		Grease with molybdenum disulfide
7	Release fork (Manual transmission)		Urea Grease UM264 P/N 41211 – PY5 – 305
8 9 10 11 12 13 14 15 16 17 18 19 20 21	Steering boots Steering ball joints Select lever (Automatic transmission) Pedal linkage Intermediate shaft Brake master cylinder pushrod Trunk hinges and latches Door hinges upper/lower and latches Door opening detents Fuel filler lid Hood hinges and hood latch Clutch master cylinder pushrod Throttle cable end Steering wheel back side (Except supplemental restraint system model)		Multi-purpose grease
22 23	Caliper Piston seal, Dust seal, Caliper pin, Piston Shift and select cable ends		Silicone grease
24	Power steering system		Honda power steering fluid-V
25	Air conditioning compressor		Compressor oil: SP-10 (P/N 38899 – P13 – 003 or 38899 – P13 – A01) (For Refrigerant: HFC-134a (R-134a))

Select the oil for the car according to this chart:

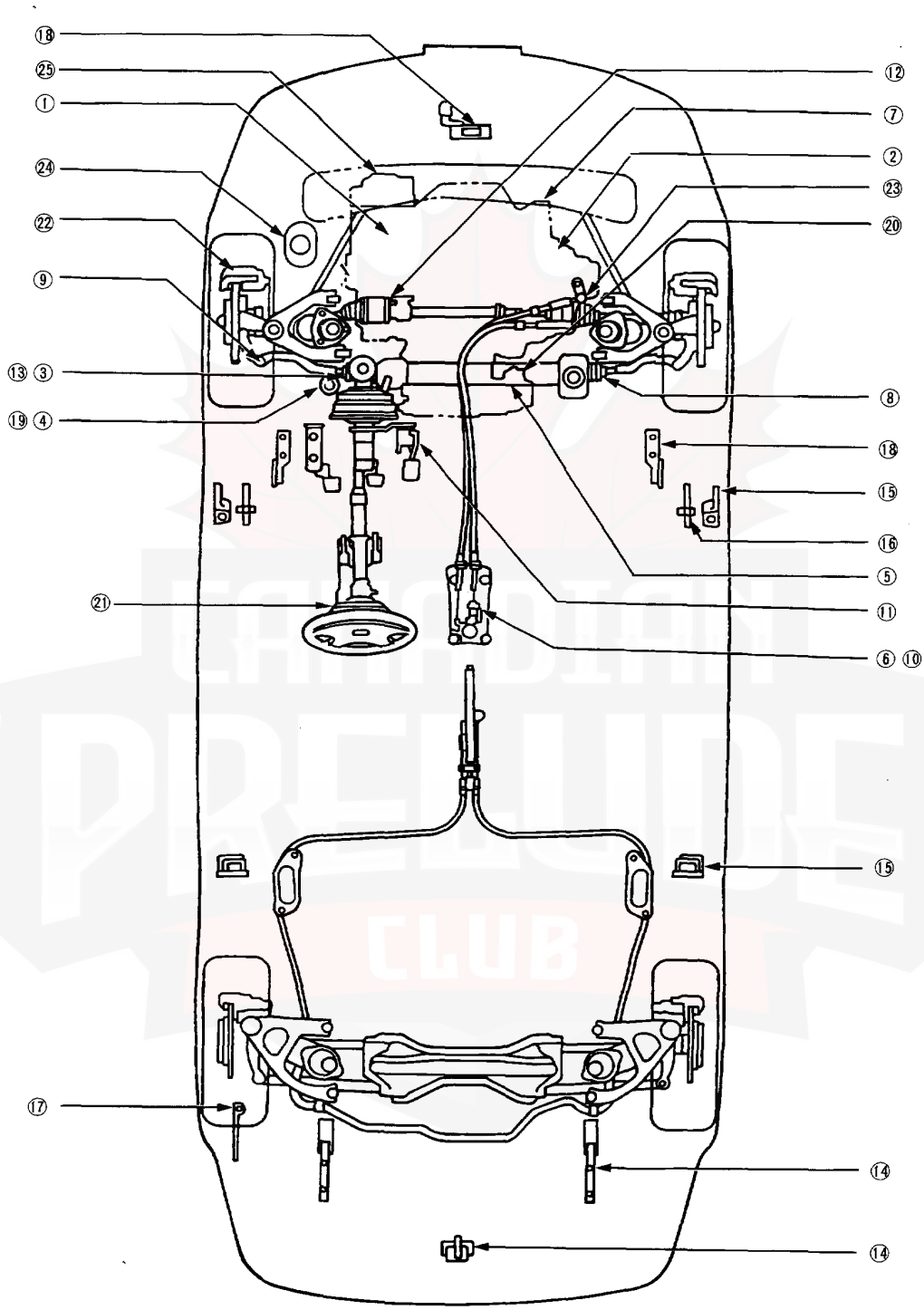


Ambient temperature ranges

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: Except H22A1, H22A2, and H22A3 engines
*2: H22A1, H22A2, and H22A3 engines

*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 New Zealander 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 platinum-tipped type			●		●		●		●		●
	For platinum-tipped type		Every 100,000 km (60,000 miles) or 72 months									
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)		MT		○		●		○		●		○
		AT		○		●		○		●		○
Inspect front and rear brakes			●	●	●	●	●	●	●	●	●	●
Replace brake fluid (including ABS)					●			●			●	
Check parking brake adjustment			●	●		●		●		●		●
Replace pollen filter			Every 30,000 km (18,000 miles) or 12 months									
Check lights alignment			●	●	●	●	●	●	●	●	●	●
Test drive (noise, stability, dashboard operations)			●	●	●	●	●	●	●	●	●	●
Visually inspect the following items:												
Tie rod ends, steering gearbox, and boots (including 4WS rear actuator) 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									
Inspect supplemental restraint system equipped with slip ring			Inspect system and replace slip ring 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 in 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.

NOTE:

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 platinum-tipped type			●		●		●		●		●
	For platinum-tipped type		Every 100,000 km (60,000 miles) or 72 months									
Replace timing belt, timing balancer belt and inspect water pump							●					●
Inspect and adjust drive belts				●		●		●		●		●
Inspect idle speed							●					●
Replace engine coolant						●		●		●		●
Replace transmission fluid	MT			●		●		●		●		●
	AT			●		●		●		●		●
Inspect front and rear brakes			Every 10,000 km (6,000 miles)or 6 months									
Replace brake fluid (including ABS)					●			●			●	
Check parking brake adjustment			●	●		●		●		●		●
Replace pollen filter			Every 30,000 km (18,000 miles) or 12 months									
Check lights alignment			●	●	●	●	●	●	●	●	●	●
Test drive (noise, stability, dashboard operations)			●	●	●	●	●	●	●	●	●	●
Visually inspect the following items:												
Tie rod ends, steering gearbox, and boots (including 4WS rear actuator) 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									
Inspect supplemental restraint system equipped with slip ring			Inspect system and replace slip ring 10 years after first registration									

Maintenance Schedule

Except European, Australian and New Zealander 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									
Clean or replace air cleaner element			Clean every 10,000 km (6,000 miles) or 6 months Replace every 20,000 km (12,000 miles) or 12 months									
Inspect valve clearance	For cars with catalytic converter			●		●		●		●		●
	For cars without catalytic converter		●	●	●	●	●	●	●	●	●	●
Replace fuel filter				●		●		●		●		●
Replace spark plugs	For platinum-tipped type		Every 100,000 km (60,000 miles) or 60 months									
	Except for platinum-tipped type: For cars with catalytic converter			●		●		●		●		●
	Except for platinum-tipped type: 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							●					●
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									

Engine Lubrication

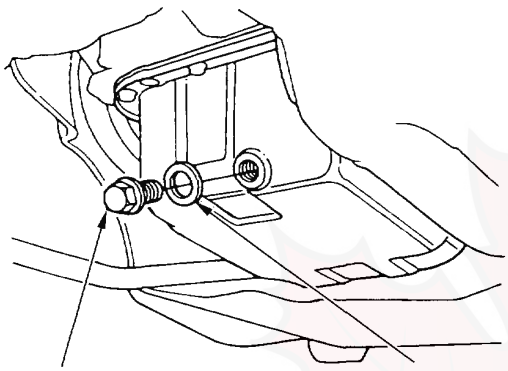
Outline of Model Change

- Engine oil change interval has been changed.

Engine Oil

Replacement

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



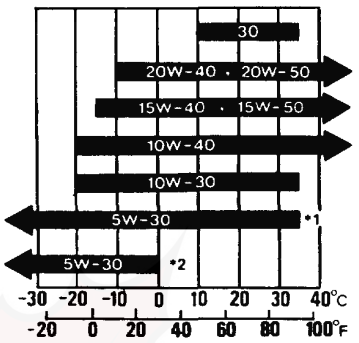
DRAIN BOLT
Do not overtighten.

WASHER
Replace.

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

Requirement	Always use a fuel-efficient oil is that says "API Service SG or SH". SAE Viscosity: See chart right column.
Capacity	F20A4, F22A1, F22A2 engines: 3.8ℓ (4.0 US qt, 3.3 Imp qt) at change, including filter. 4.9ℓ (5.2 US qt, 4.3 Imp qt) after engine overhaul. H23A1, H23A2 engines: 4.3ℓ (4.5 US qt, 3.8 Imp qt) at change, including filter. 5.4ℓ (5.7 US qt, 4.8 Imp qt) after engine overhaul. H22A1, H22A2, H22A3 engines: 4.8ℓ (5.1 US qt, 4.2 Imp qt) at change, including filter. 5.9ℓ (6.2 US qt, 5.2 Imp qt) after engine overhaul.
Change	European and KQ models: Every 10,000 km (6,000 miles) or 12 months (Normal conditions). Every 5,000 km (3,000 miles) or 6 months (Severe conditions). Except European and KQ models: Every 5,000 km (3,000 miles) or 6 months.

Engine Oil SAE Viscosity for outside Temperature Ranges.

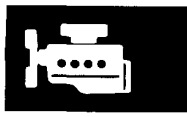


Ambient temperature ranges

*1: Except H22A1,H22A2 and H22A3 engines
*2: H22A1, H22A2 and H22A3 engines

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

Engine



NOTE:
H22A3 engine has been adopted for KU model.
Compare to H22A1 engine main differences is the exhaust system. For the service procedures excepting the exhaust system, refer to the procedures for H22A1 engine.

Intake Manifold/Exhaust System H22A3 engine

Exhaust Pipe and Muffler Replacement.....9-2

NOTE:
Refer to shop Manual P/N. 62SS000, 62SS020, 62SS021 and 62SS022 for the items not shown in this section.

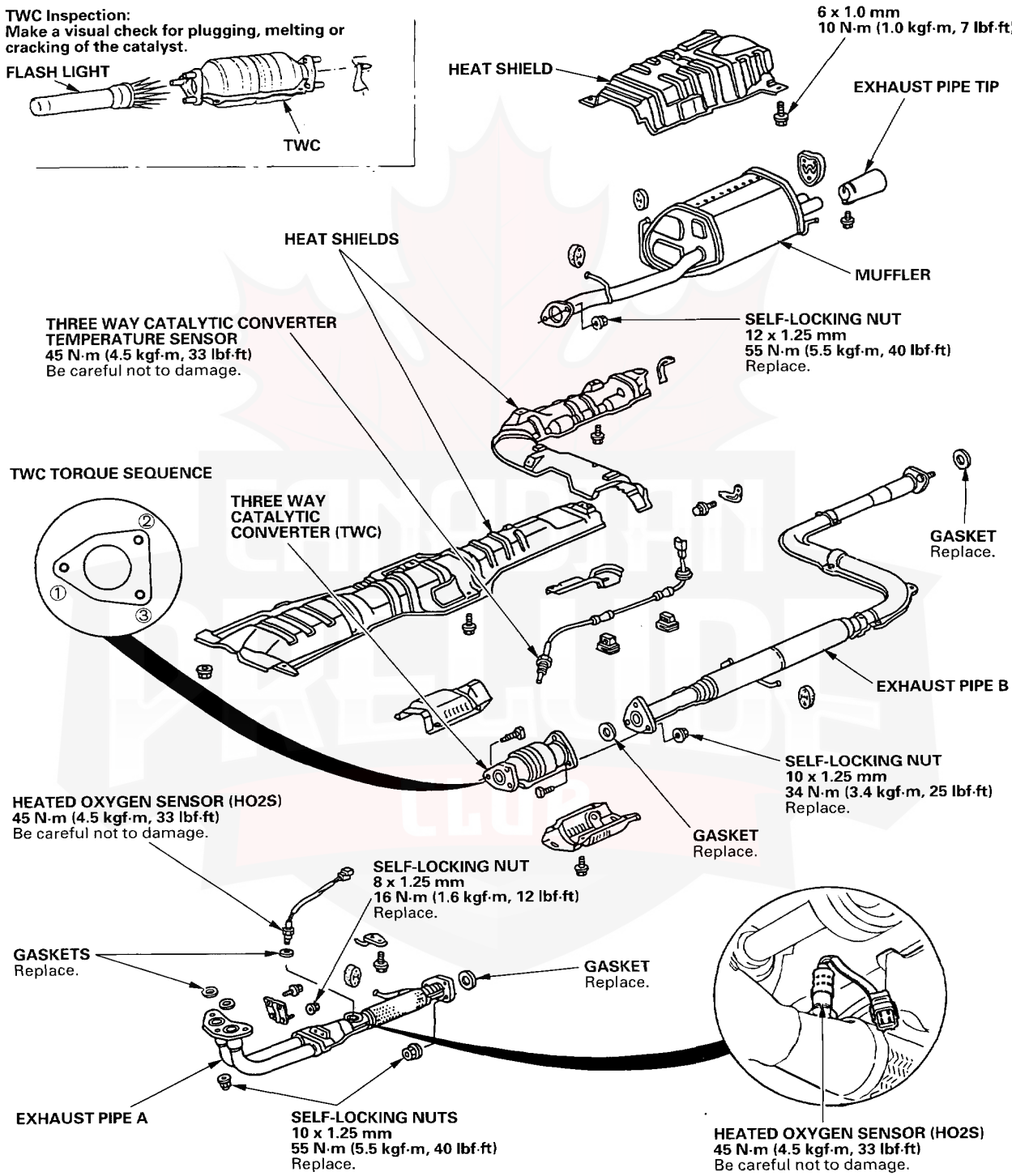
Outline of Model Change

- Three way catalytic converter temperature sensor has been adopted.

Exhaust Pipe and Muffler

Replacement

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



Fuel and Emissions

Outline of Model Changes

- H22A3 engine has been added for KU model, refer to base Shop Manuals H22A1 and/or H22A2 engine (P/N 62SS000, 62SS020, 62SS021, 62SS022) and Changed following:
  - Three Way Catalytic Converter Temperature Warning System
- The maintenance schedule of air cleaner element has been changed (KQ model); see section 4.

Three Way Catalytic Converter (TWC) Temperature Warning System (KU model)

Description

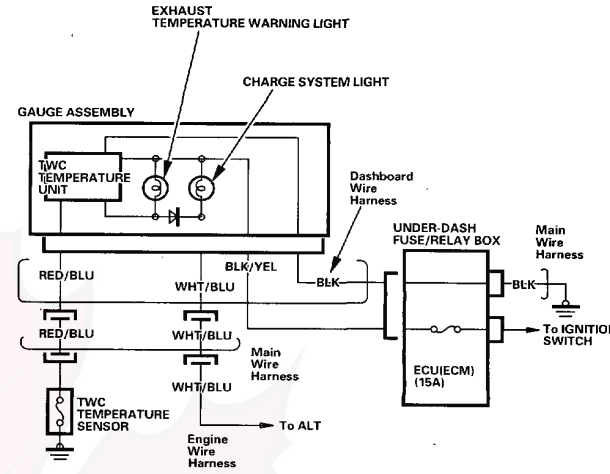
This light comes on to indicate the temperature of the Three Way Catalytic Converter (TWC) is abnormally high. It should also come on when the ignition is turned on and go out after the engine starts. Once this light turns on while driving, it will not go off until you have the system repaired even if the temperature of the Three Way Catalytic Converter (TWC) goes back to normal.

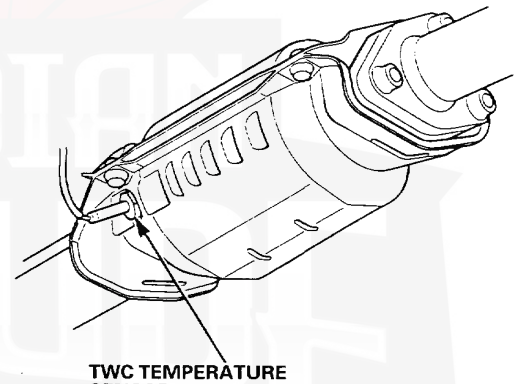
Testing

The exhaust temperature warning light comes on when there is a problem with the TWC temperature warning system or when the ignition switch is turned on with the engine not running. If not, check the following.

- Replace the light bulb.
- Faulty the TWC temperature sensor.
- Fautly the gauge assembly.
- Whether there is any short-circuiting, wire breakage or poor connection in RED/WHT wire between the sensor and the gauge assembly.
- Blown the ECU (ECM) (15A) fuse.

EXHAUST TEMPERATURE WARNING LIGHT

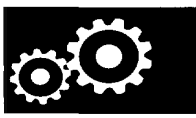




TWC TEMPERATURE SENSOR

26 N·m (2.7 kgf·m , 20 lbf·ft)

Transaxle



Manual Transmission

Maintenance

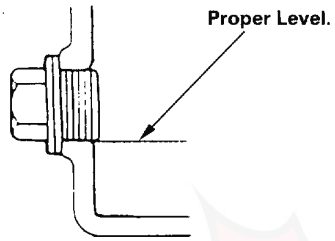
Outline of Model Change

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

Transmission Oil

NOTE:
Check the oil at operating temperature, engine OFF, and the car on level ground.

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



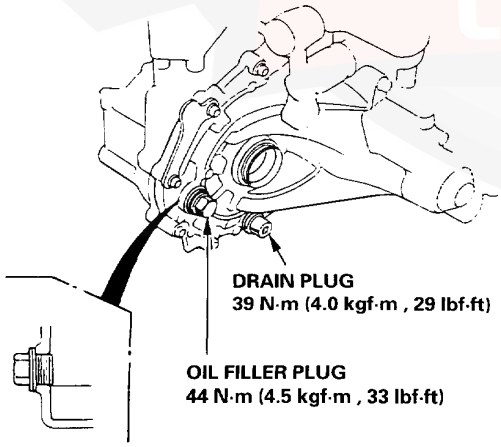
2. The oil level must be up to the fill hole. If it is below the hole, add oil until it runs out, then reinstall the oil filler plug.
3. If the oil is dirty, remove drain plug and drain transmission.
4. Reinstall the drain plug with a new washer, and refill to proper level.

   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) after drain.
2.0 ℓ (2.1 US qt , 1.8 Imp qt) after 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.



Automatic Transmission

Outline of Model Change

- The equivalent DEXRON® III Automatic Transmission Fluid (ATF) has been added to the fluid application.

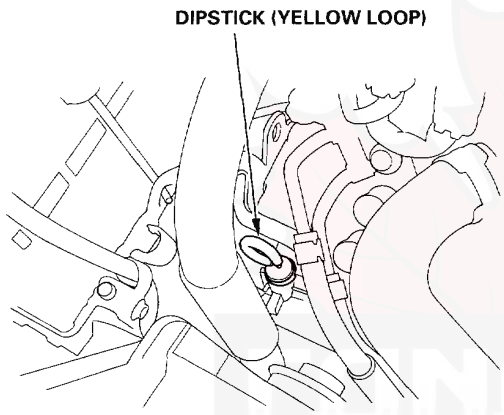
Fluid Level

Checking/Changing

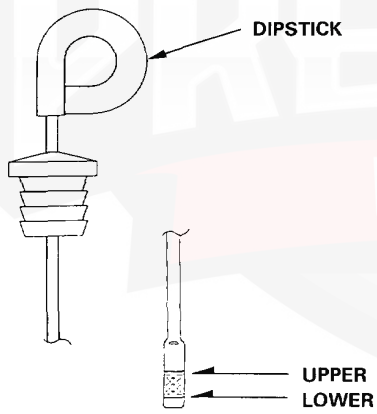
Checking

NOTE:
Check the fluid level with the engine at normal operating temperature.

1. Park the car on level ground. Shut off the engine.
2. Remove the dipstick (yellow loop) from the transmission, and wipe it with a clean cloth.
3. Insert the dipstick into the transmission.



4. Remove the dipstick and check the fluid level. It should be between the upper and lower marks.



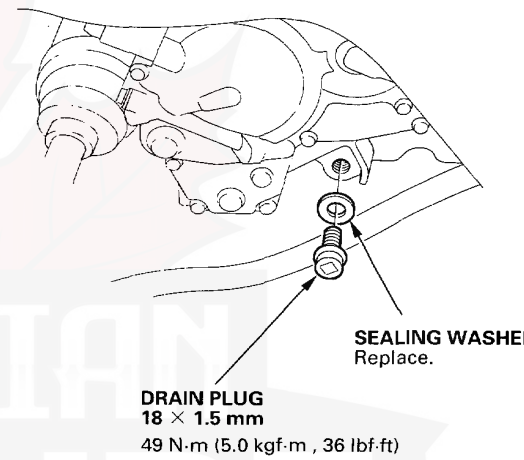
5. If the level is below the lower mark, add fluid into the tube to bring it to the upper mark. Use genuine Honda ATF PREMIUM (Automatic Transmission Fluid-PREMIUM). In an emergency, you may use a quality DEXRON® II or III ATF as a temporary replacement. However, continued use can affect shift quality.
6. Insert the dipstick back in the transmission.

Changing

1. Bring the transmission up to operating temperature by driving the car. Park the car on level ground, turn the engine off, and then remove the drain plug.
2. Reinstall the drain plug with a new washer; then refill the transmission to the upper mark on the dipstick.

Automatic Transmission Capacity:

2.4 ℓ (2.5 US qt , 2.1 Imp qt)	at changing
6.0 ℓ (6.3 US qt , 5.3 Imp qt)	after overhaul



SUPPLEMENTAL RESTRAINT SYSTEM (SRS) (If steering maintenance is required)

Some versions of the KE, KG, KF, KS, KQ Prelude models and the KM model include a driver's airbag. Located in the steering wheel hub, and a front passenger's airbag, located in the dashboard above the glove box. The SRS unit of these model versions is not part of the airbag assembly and has built-in sensors (SRS-Type III). Some other KE, KG, KF, KS model versions and the KU model include only a driver's airbag, located in the steering wheel hub. The SRS unit of these model versions is part of the airbag assembly (SRS-Type II). Information necessary to safely service the SRS is included in the Shop Manual Supplement 62SS020 (SRS-Type II) and in the Shop Manual Supplement 62SS021 (SRS-Type III). Items marked with an asterisk (*) on the contents page include, or are located near, SRS components.
Servicing, disassembling or replacing these items will require special precautions and tools, and should therefore be done by an authorized Honda dealer.

⚠WARNING

- **To avoid rendering the SRS inoperative, which could lead to personal injury or death in the event of a severe frontal collision, all SRS service work must be performed by an authorized Honda dealer.**
- **Improper service procedures, including incorrect removal and installation of the SRS, could lead to personal injury caused by unintentional activation of the airbag(s).**
- **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 ON (II) (SRS-Type III).**
- **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 case of some models, in the dashboard above the glove box. Do not use electrical test equipment on these circuits.**
- **Service work nearby and in the areas listed below may affect the SRS and must therefore be performed by an authorized Honda dealer.**

SRS-Type II:
- Steering wheel (Be careful not to bump the steering wheel as the SRS unit (sensors), inflator, etc. are located in it.)
- Behind the dashboard
- Under-dash fuse/relay box

SRS-Type III:
- Steering wheel
- Behind the dashboard
- Under-dash fuse/relay box
- Front console
- Car stereo unit and other accessories
- A/C heater

Steering

Outline of Model Changes

- The steering wheel removal/installation procedure of cars without SRS has changed.
- Cars with SRS steering gearbox removal/installation procedures have been changed.

Steering Wheel (Without SRS)

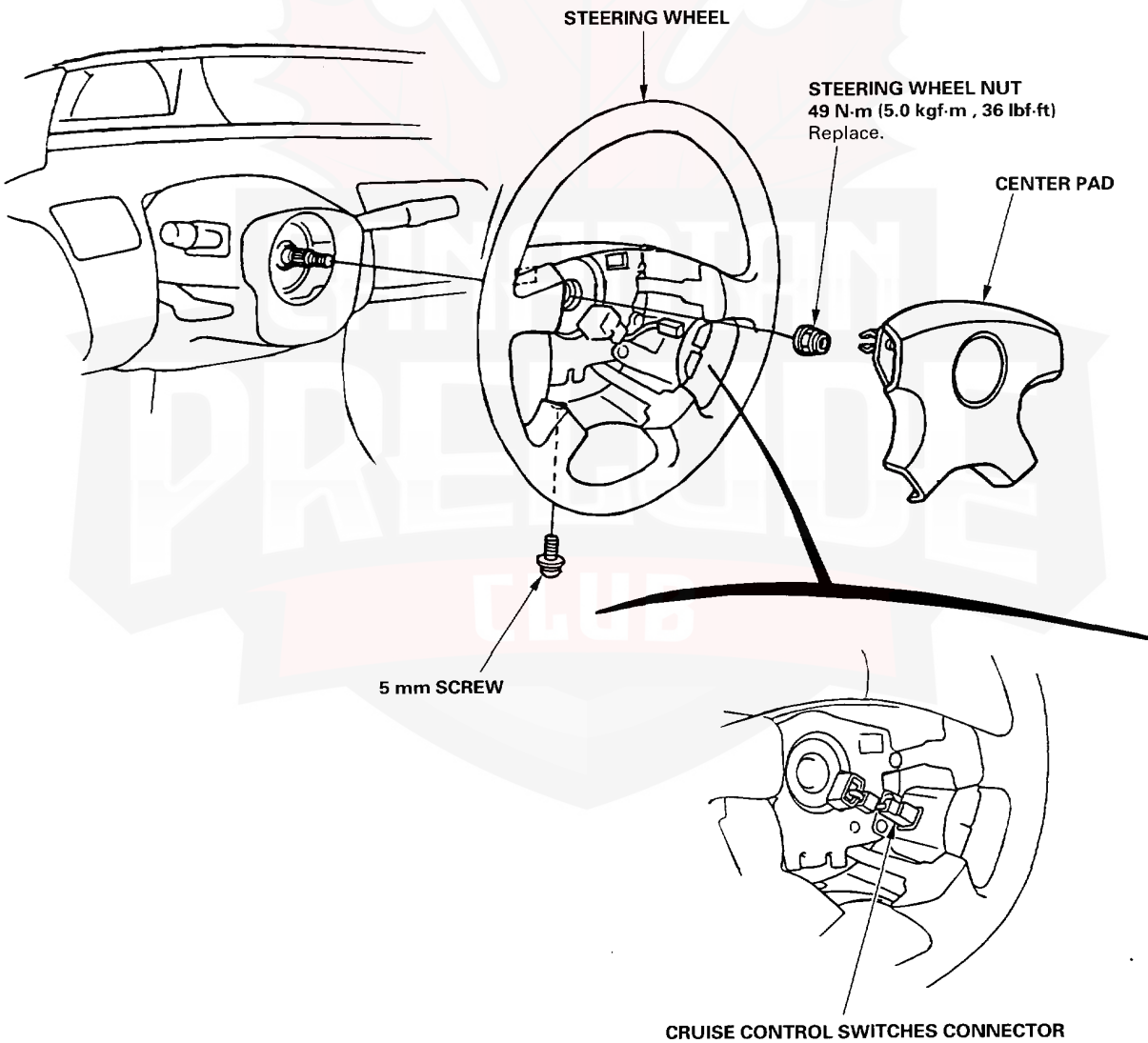
Replacement

1. Remove the center pad mounting screw from the rear of the steering wheel.
2. Remove the center pad from the steering wheel.

⚠WARNING

Do not use a flat tip screwdriver; remove by hand by lifting off the lower edge of the pad.

3. Disconnect the horn and cruise control (models equipped with cruise control) connectors.
4. Remove the steering wheel nut.
5. Align the front wheels straight ahead, and remove the steering wheel.
6. Installation is in the reverse order of removal.

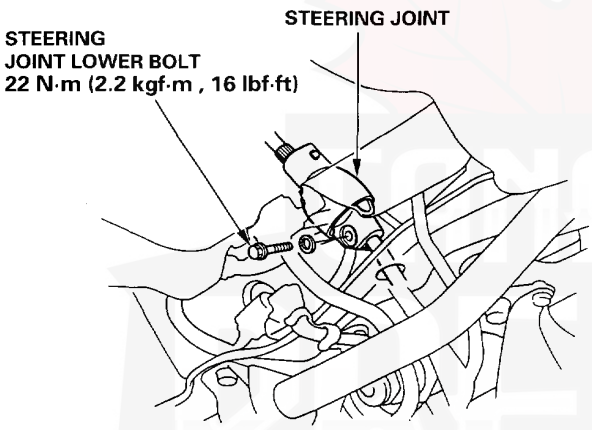


Steering Gearbox

Replacement

NOTE:
- Before removing the steering gearbox, align the front wheels straight ahead.
- Disconnect the battery negative terminal and then disconnect the positive terminal.

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. Cars with SRS: Before disconnecting the steering joint, remove the steering wheel and coupler of SRS airbag assembly.
5. Remove the steering joint lower bolt, and move the joint toward the column.



6. Remove the gearbox.
7. Install in the reverse order of removal, and before connecting the steering joint, perform the following operations.

For cars with SRS:
- Center the cable reel by first rotating it clockwise (approximately two turns) until the arrow mark on the label points straight up.

For cars without SRS (Conventional Steering Wheel)
- Reposition the steering wheel in the straight ahead position by turning the steering wheel from lock-to-lock.

Body

Windshield/Quarter Glass

NOTE:

Refer to the 1992 Prelude Shop Manual, P/N 62SS000, 1993 Prelude Shop Manual Supplement, P/N 62SS020, and the 1994 Prelude Shop Manual Supplement, P/N 62SS021, for the items not shown in this section.

Outline of Model Changes

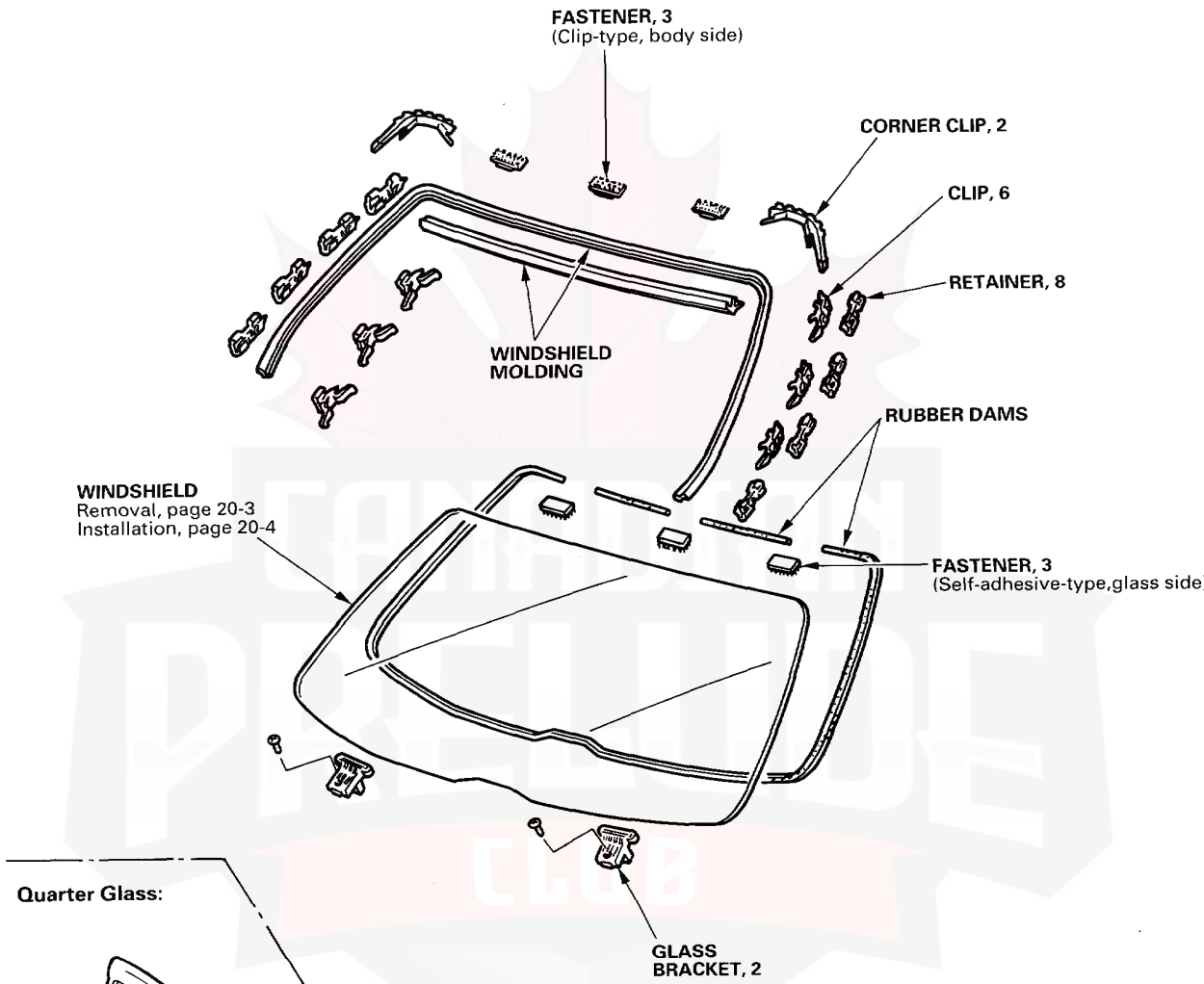
- The windshield fastener has been changed.
- A new procedure has been added for the reinstallation of the original quarter glass.

Windshield, Quarter Glass

Index

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

Windshield:



Windshield

Removal

CAUTION:
- **Wear gloves to remove and install the windshield.**
- **Use seat covers to avoid damaging any surfaces.**

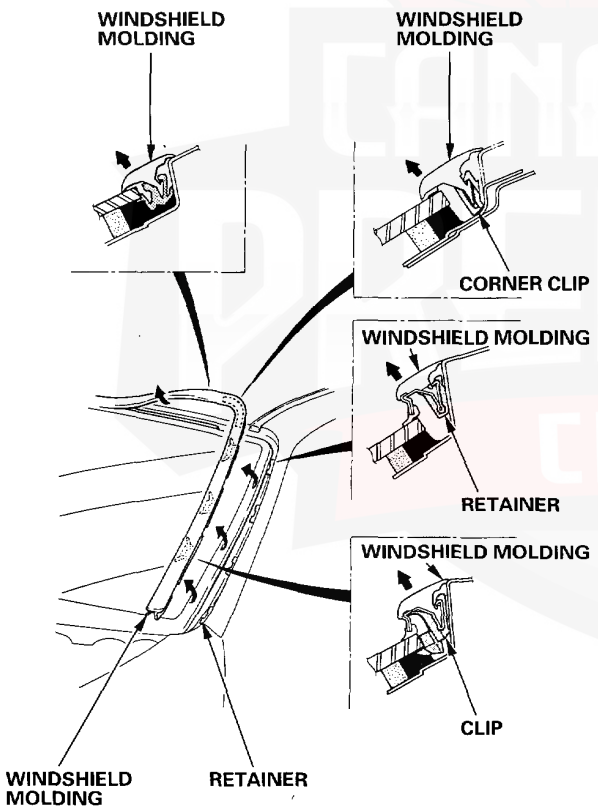
1. To remove the windshield, first remove the:
   - Rearview mirror
   - Sunvisors
   - Front pillar trim
   - Windshield wiper arms and air scoop

2. Detach the clips from the retainers, then remove the side section of the windshield molding as shown.

   NOTE:
   If necessary, replace any damaged clips.

3. Peel off the upper section of the windshield molding.

   NOTE:
   If the upper section of the windshield molding is difficult to remove, cut off the windshield molding.

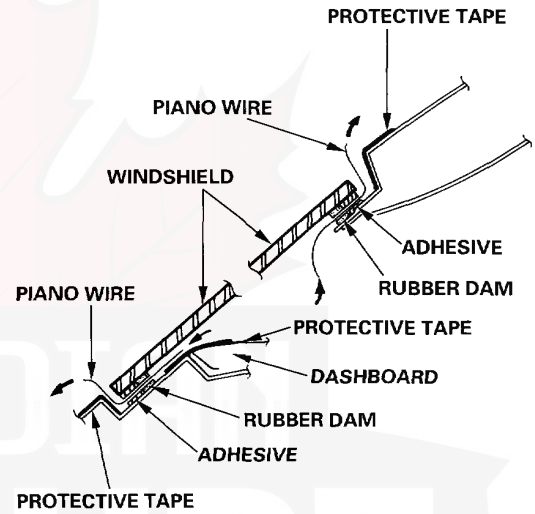


4. Pull down the front of the front headliner.

   CAUTION:
   Take care not to bend the headliner excessively.

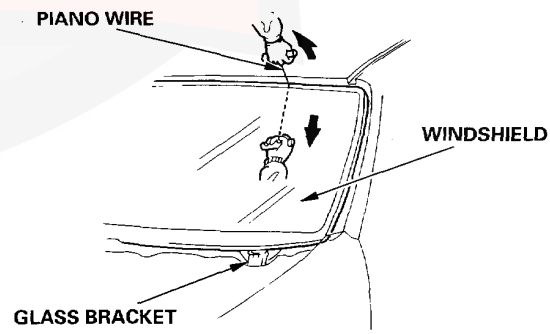
5. Remove the other retainers and fasteners from the body.

6. Apply protective tape to along the edge of the dashboard and body as shown. Using an awl, make a hole through the rubber dam and adhesive from inside the car. Push the piano wire through the hole, and wrap each end around a piece of wood.



7. With a helper on the outside, pull the piano wire back and forth in a sawing motion, and carefully cut through the rubber dam and adhesive around the entire windshield, then carefully remove the windshield.

   CAUTION:
   Hold the piano wire as close to the windshield as possible to prevent damage to the body and dashboard.



   NOTE:
   If necessary, remove the screw, then replace the glass bracket.

Windshield

Installation

1. Using a knife, scrape the old adhesive smooth to a thickness of about 2 mm (0.08 in) on the bonding surface around the entire windshield opening flange.

   NOTE:
   - Do not scrape down to the painted surface of the body; damaged paint will interfere with proper bonding.
   - Remove the rubber dam and fasteners from the body.
   - Mask off surrounding surfaces before painting.

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

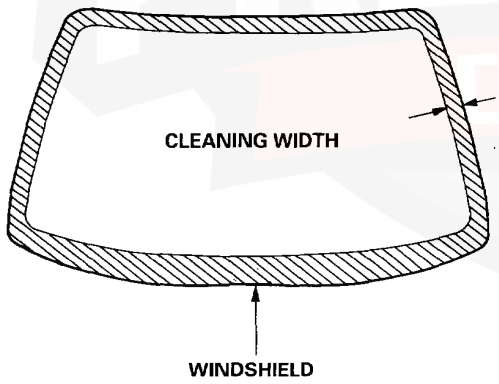
   NOTE:
   After cleaning, keep oil, grease or water from getting on the surface.

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

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

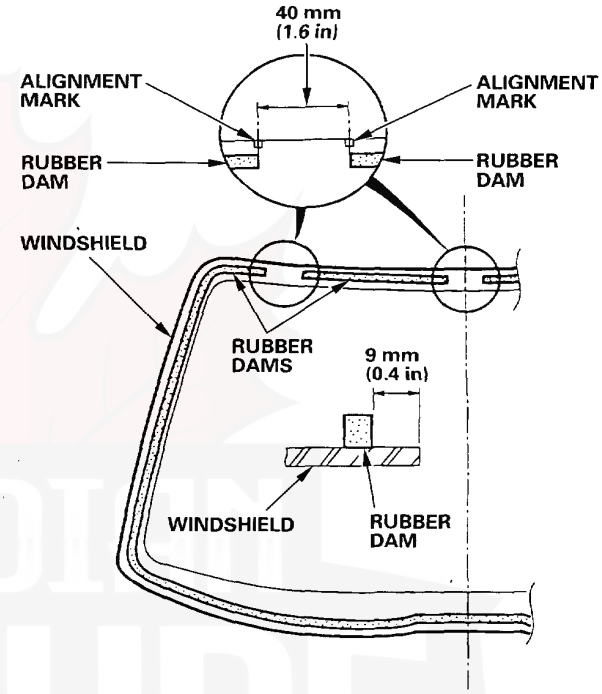
   CAUTION:
   Avoid setting the windshield on its edges; small chips may later develop into cracks.

   NOTE:
   Clean the shadowed area.

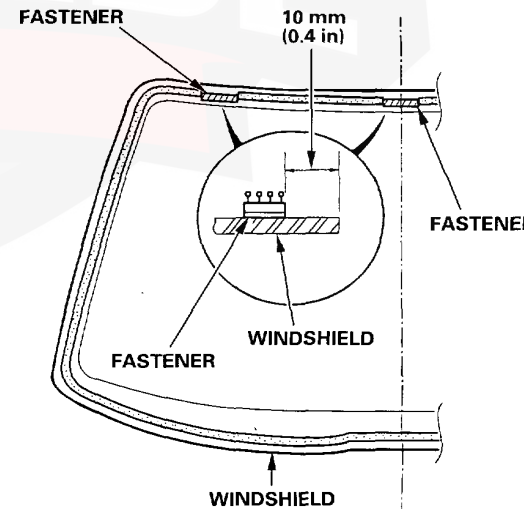


4. Glue the rubber dams to the inside face of the windshield, as shown, to contain the adhesive during installation.

   NOTE:
   Be careful not to touch the windshield where adhesive will be applied.

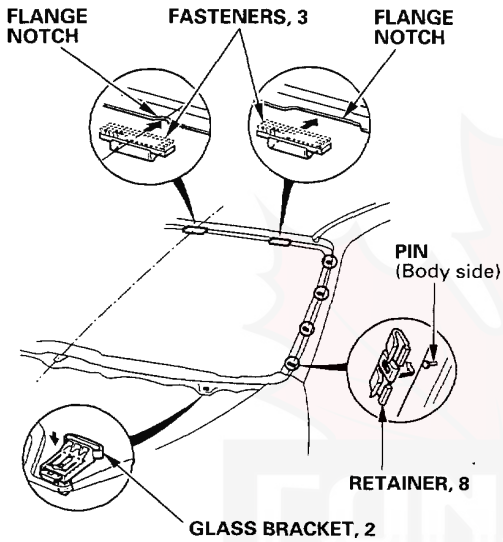


5. Glue the fasteners to the inside face of the windshield as shown.

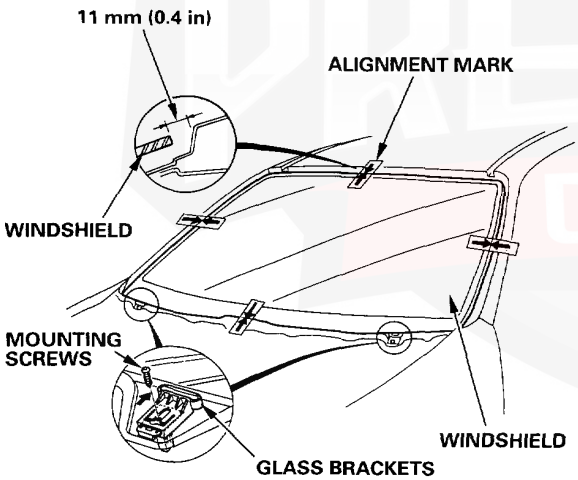


6. Install the glass brackets, retainers and fasteners to the body as shown.

NOTE:
- Do not tighten the glass bracket mounting screws.
- The numbers after the part names show the quartities of the parts used.



7. Set the windshield on the glass brackets, then center it in the opening. Make alignment marks *across the windshield and body with a grease* pencil at the four points shown.



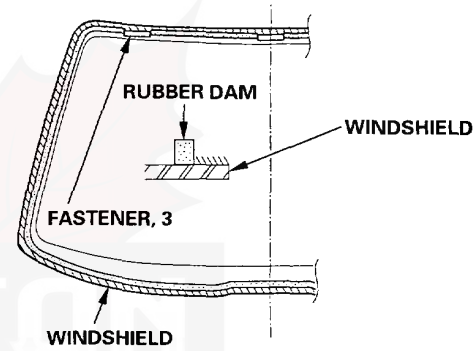
NOTE:
Adjust the glass brackets until there is a gap of 11 mm (0.4 in) between the upper edge of the windshield and the leading edge of the roof, then tighten the mounting screws.

8. Remove the windshield.

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

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

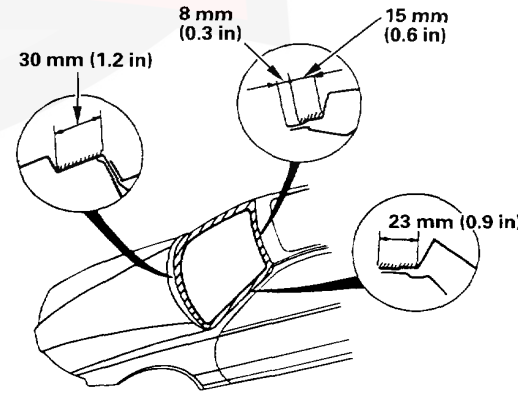
: **Apply glass primer here.**



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

NOTE:
- Do not apply glass primer to the body, and be careful not to mix up glass and body primer sponges.
- Never touch the primed surfaces with your hands.
- Mask off the dashboard before painting the flange.

: **Apply body primer here.**



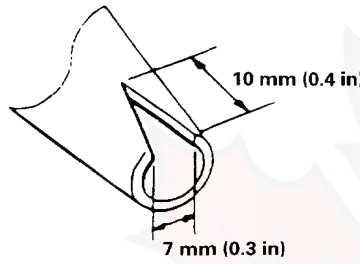
(cont'd)

Installation (cont'd)

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

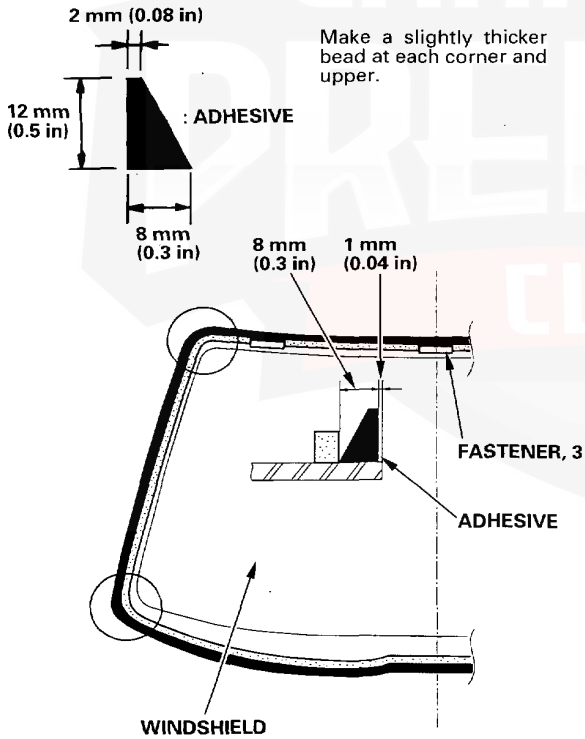
    NOTE:
    - Clean the plate with a sponge and alcohol before mixing.
    - Follow the instructions that come with the adhesive.

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



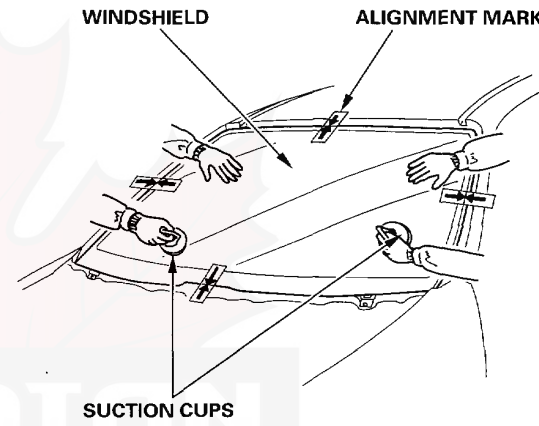
13. Pack adhesive into the cartridge without air pockets to ensure continuous delivery. Put the cartridge in a caulking gun, and run a bead of adhesive around the edge of windshield as shown.

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

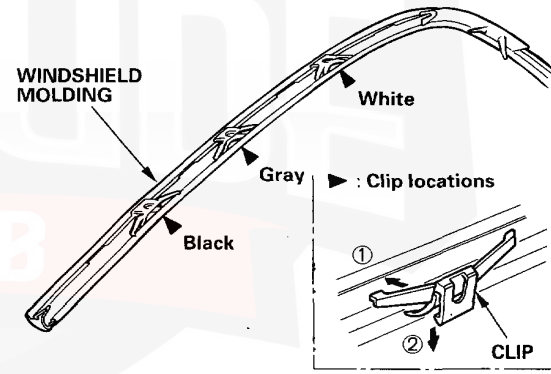


14. Use suction cups to hold the windshield over the opening, align it with the alignment marks made in step 7, and set it down on the adhesive. Lightly push on the windshield until its edge is fully seated on the adhesive all the way around.

    NOTE:
    - Do not open or close the doors until adhesive is dry.
    - Make sure the fasteners are fastened correctly.



15. Install the clips on the windshield molding.

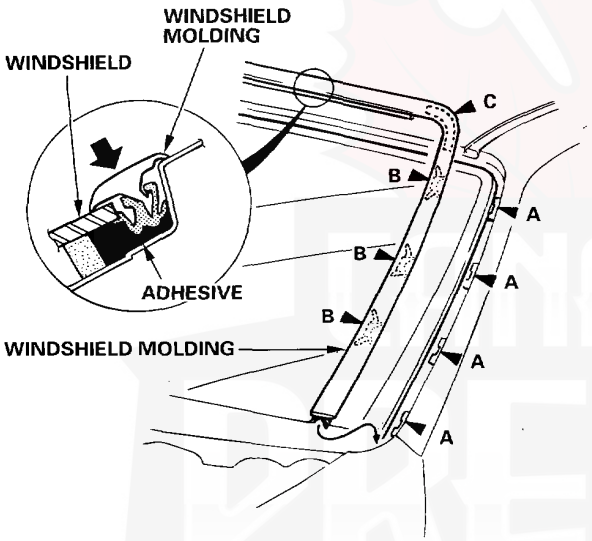


16. Scrape or wipe the excess adhesive off with a putty knife or towel.

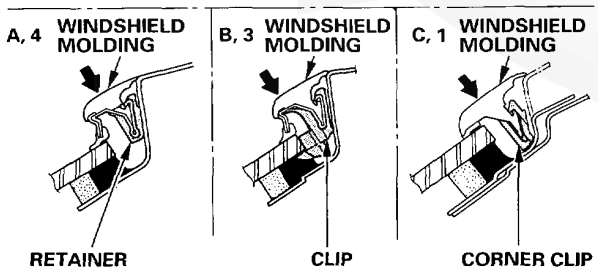
NOTE:
To remove adhesive from a painted surface or the windshield, wipe with a soft shop towel dampened with alcohol.

17. Install the windshield molding.

NOTE:
- When installing, make sure there are no twists in the molding.
- Install the windshield molding by starting at the upper corner.
- Glue the upper section with the adhesive.



►: Clip, retainer locations



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

NOTE:
- Let the car stand for at least four hours after windshield installation. If the car has to be used within the first four hours, it must be driven slowly.
- Keep the windshield dry for the first hour after installation.
- Check that the ends of the windshield molding are set under the cowl cover.

19. Reinstall all remaining removed parts.

NOTE:
- Install the rearview mirror after the adhesive has dried thoroughly.
- Advice the customer not to do the following things for two to three days:
  - Slam the doors with all the windows rolled up.
  - Twist the body excessively (such as when going in and out of driveways at an angle or driving over rough, uneven roads).

Quarter Glass

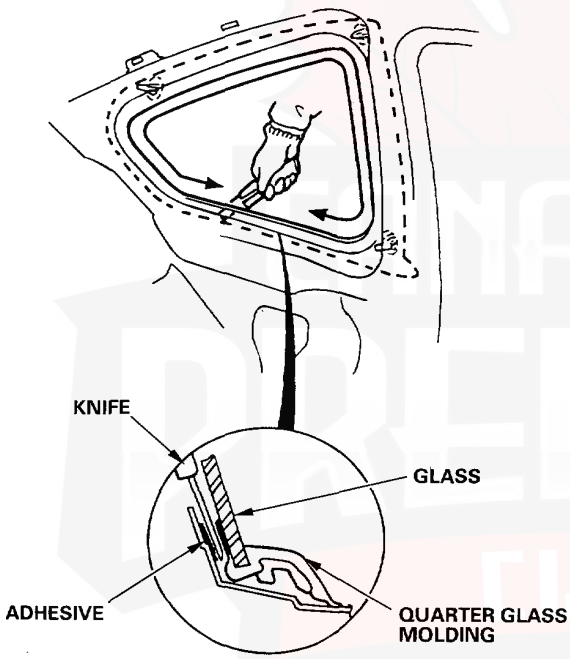
Removal

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

1. To remove the quarter glass, first remove the:
   - Rear pillar trim panel
   - Quarter trim
   - Quarter trim panel

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

   NOTE:
   - Take care not to damage the molding.
   - If the molding is damaged, replace the quarter glass, molding and clips as assembly.
   - If any of the clips are broken, the quarter glass can be reinstalled using butyl tape.



3. Carefully remove the quarter glass.

   NOTE:
   - Check the molding for damage, and replace the quarter glass if necessary.
   - Remove any broken clips from the body.

Installation

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

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

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

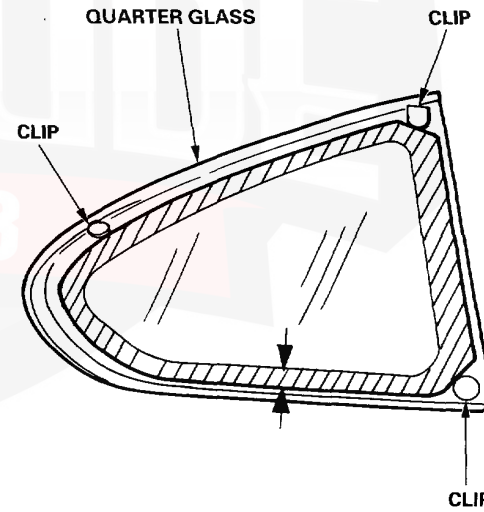
   NOTE:
   After cleaning, keep oil, grease or water from getting on the surface.

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

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

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

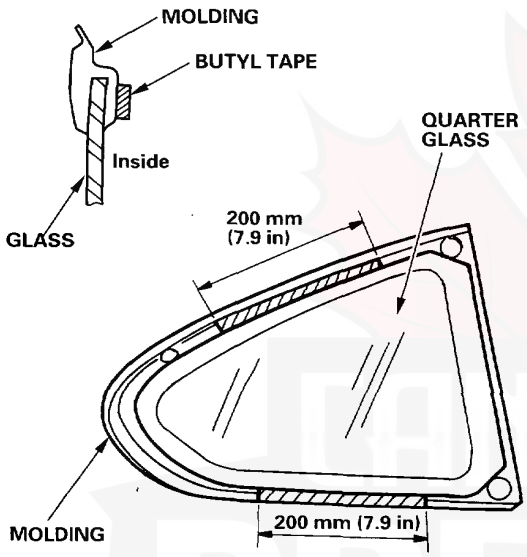
   NOTE:
   Clean the shadowed area.



4. Apply a light coat of primer (C-100, or equivalent), then apply the butyl tape to the molding as shown.

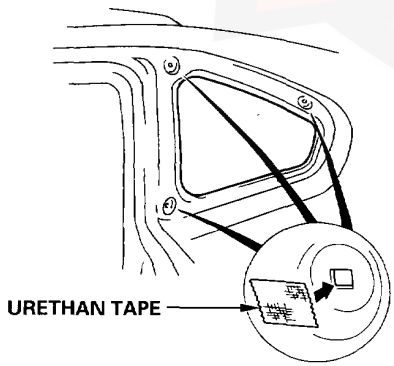
NOTE:
- Be careful not to touch the quarter glass where adhesive will be applied.
- Do not peel the separator off the butyl tape.

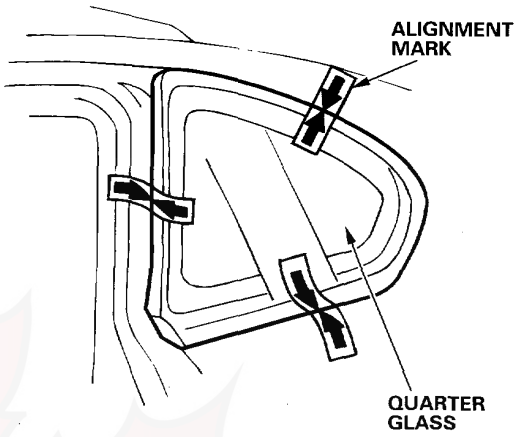
▨ : **Butyl tape locations (8628, or equivalent)**
Thickness: 3.2 mm (0.13 in)
Width: 6.4 mm (0.25 in)



5. Seal the body holes with pieces of urethane tape. Then set the quarter glass upright in the opening, and make alignment marks across the quarter glass and body with a grease pencil at the three points shown. Remove the quarter glass.

NOTE:
Be careful not to touch the quarter glass where adhesive will be applied.

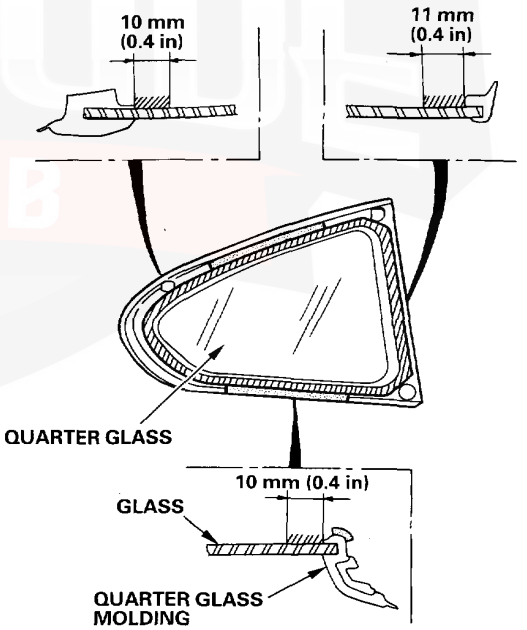




6. With a sponge, apply a light coat of glass primer to the inside face of the quarter glass as shown, then lightly wipe it off with gauze or cheesecloth.

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

▨ : **Apply glass primer here.**



(cont'd)

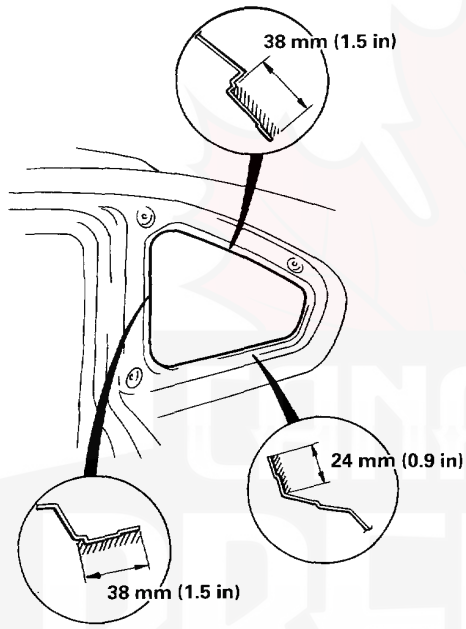
Quarter Glass

Installation (cont'd)

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

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

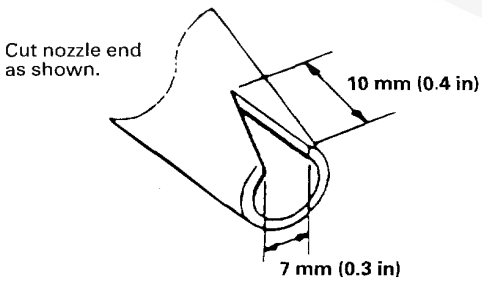
   : **Apply body primer here.**



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

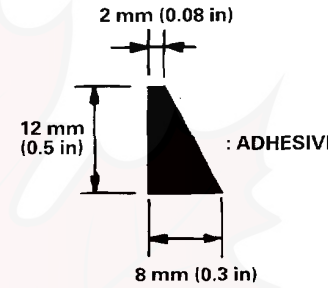
   NOTE:
   - Clean the plate with a sponge and alcohol before mixing.
   - Follow the instructions that come with the adhesive.

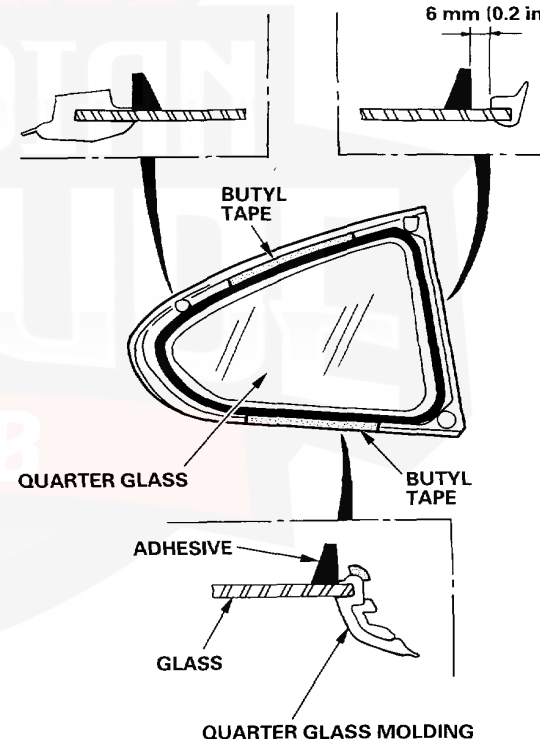
9. Before filling cartridge, cut the end of the nozzle as shown.



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

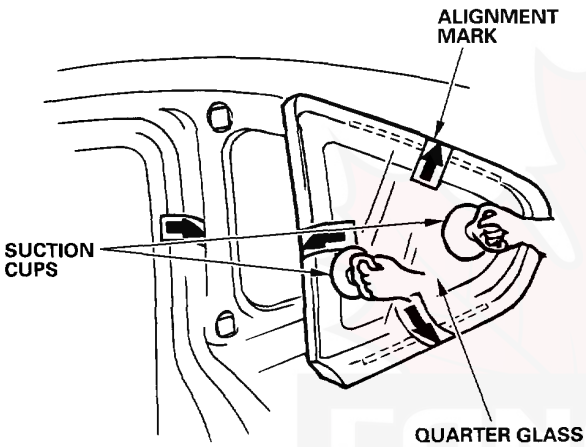
    NOTE:
    - Peel the separator off the butyl tape after applying the adhesive.
    - Apply the adhesive within 30 minutes after applying the glass primer.





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

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



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

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

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

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

14. Reinstall all remaning removed parts.

    NOTE:
    Advise the customer not to do the following things for two to three days:

    - Slam the doors with all the windows rolled up.
    - Twist the body excessively (such as when going in and out of driveways at an angle or driving over rough, uneven roads).

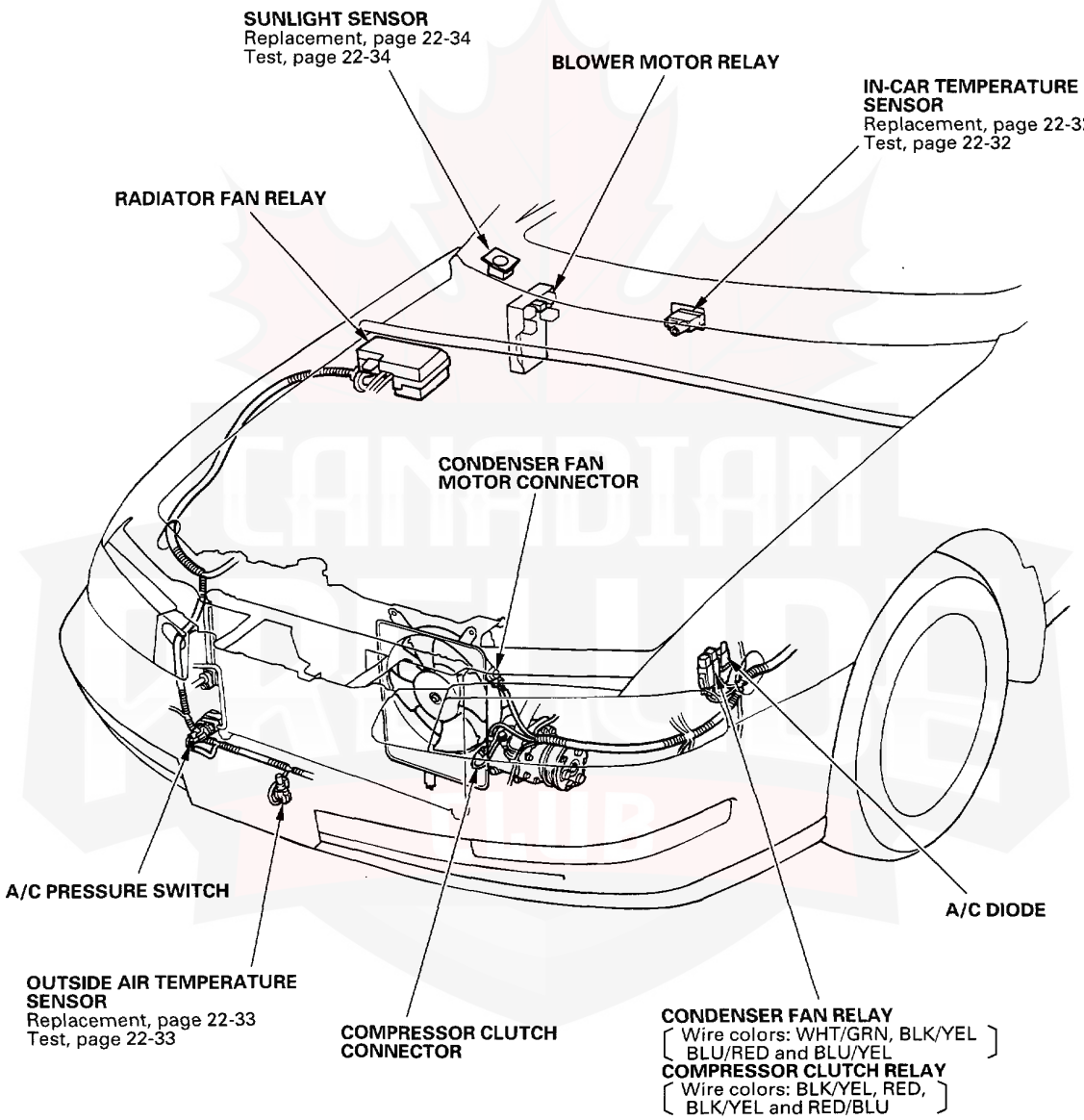
Automatic Climate Control

Outline of Model Change

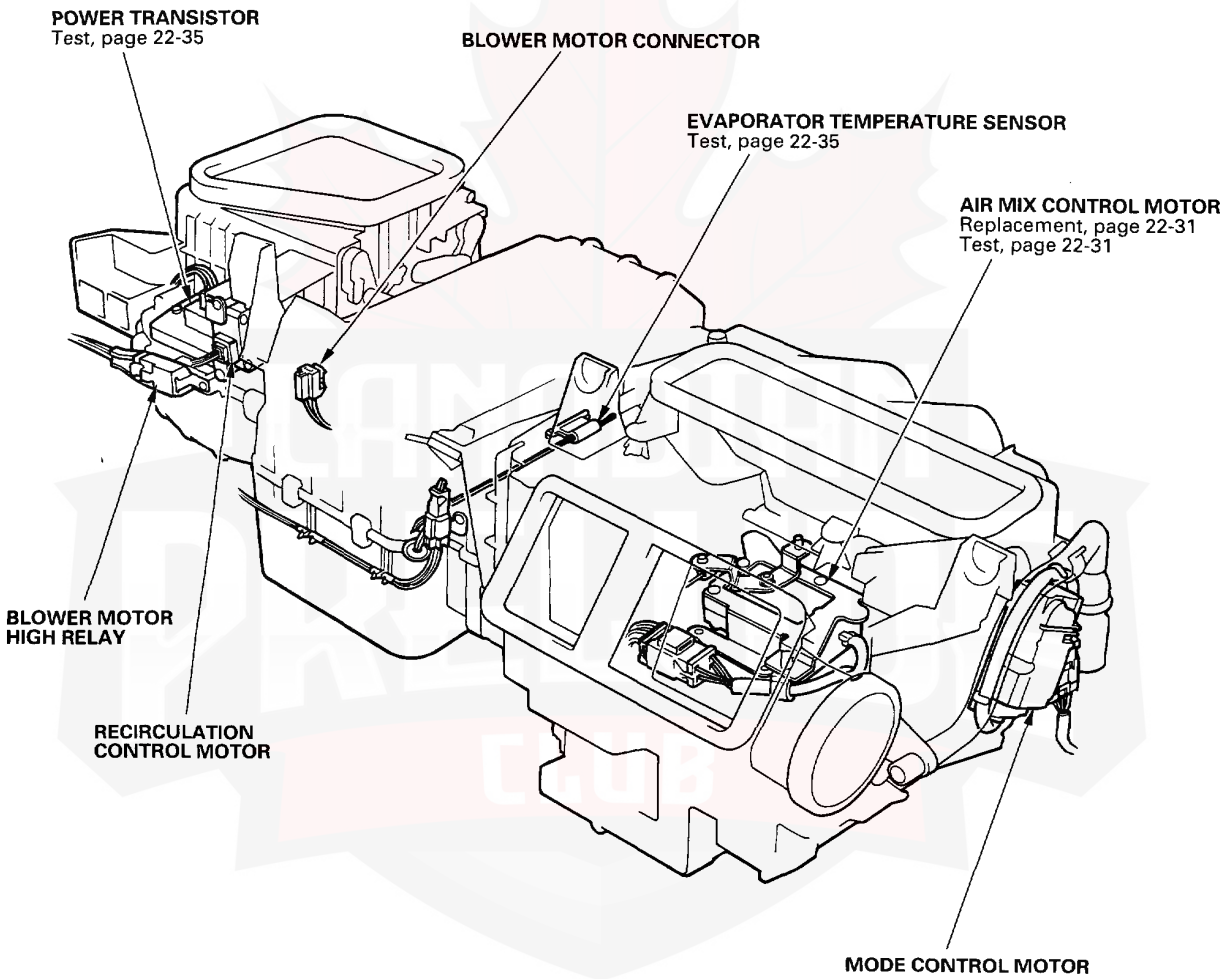
- KU model with automatic climate control has been added; related service information was entered.

Illustrated Index

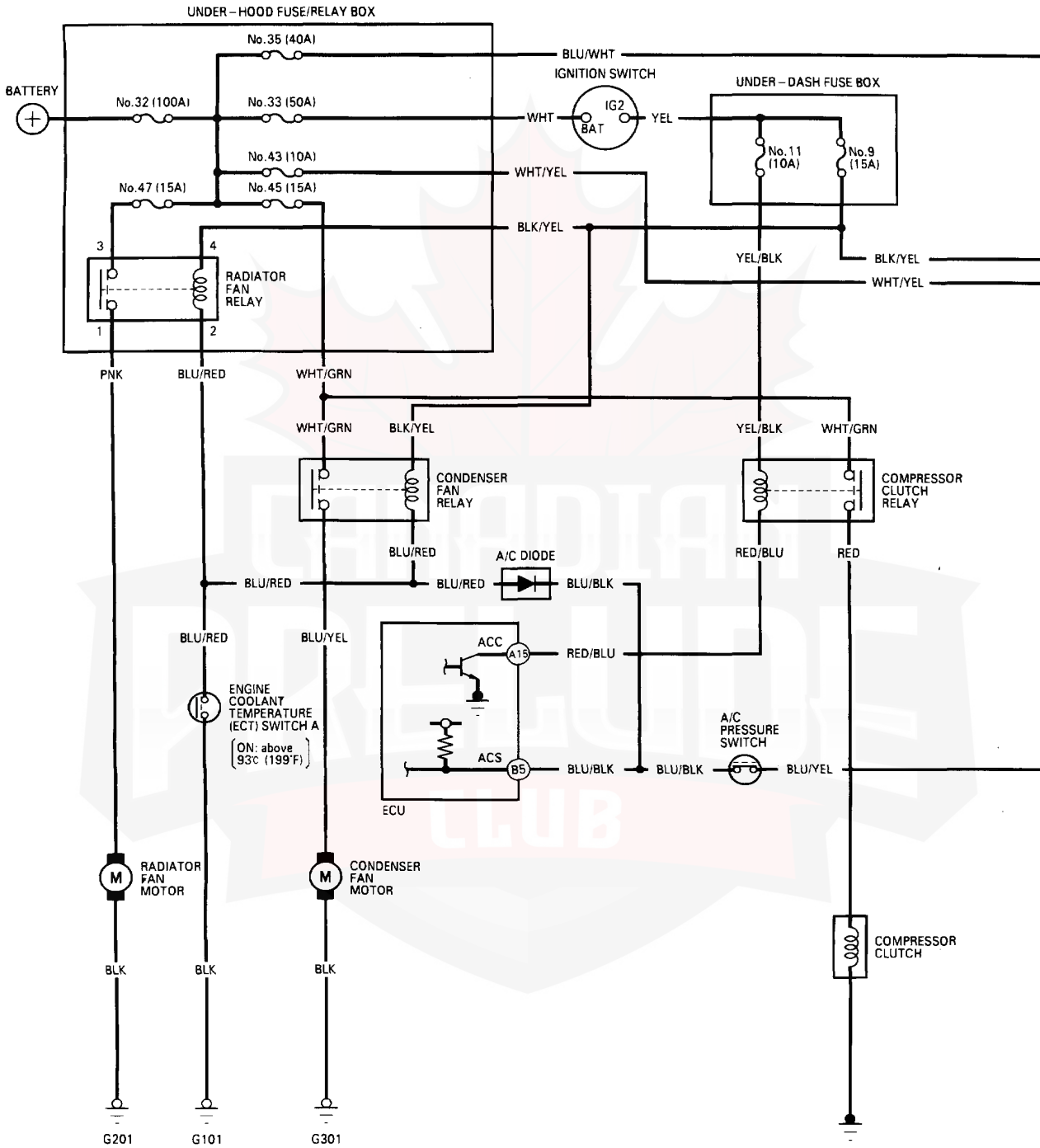
Engine Compartment

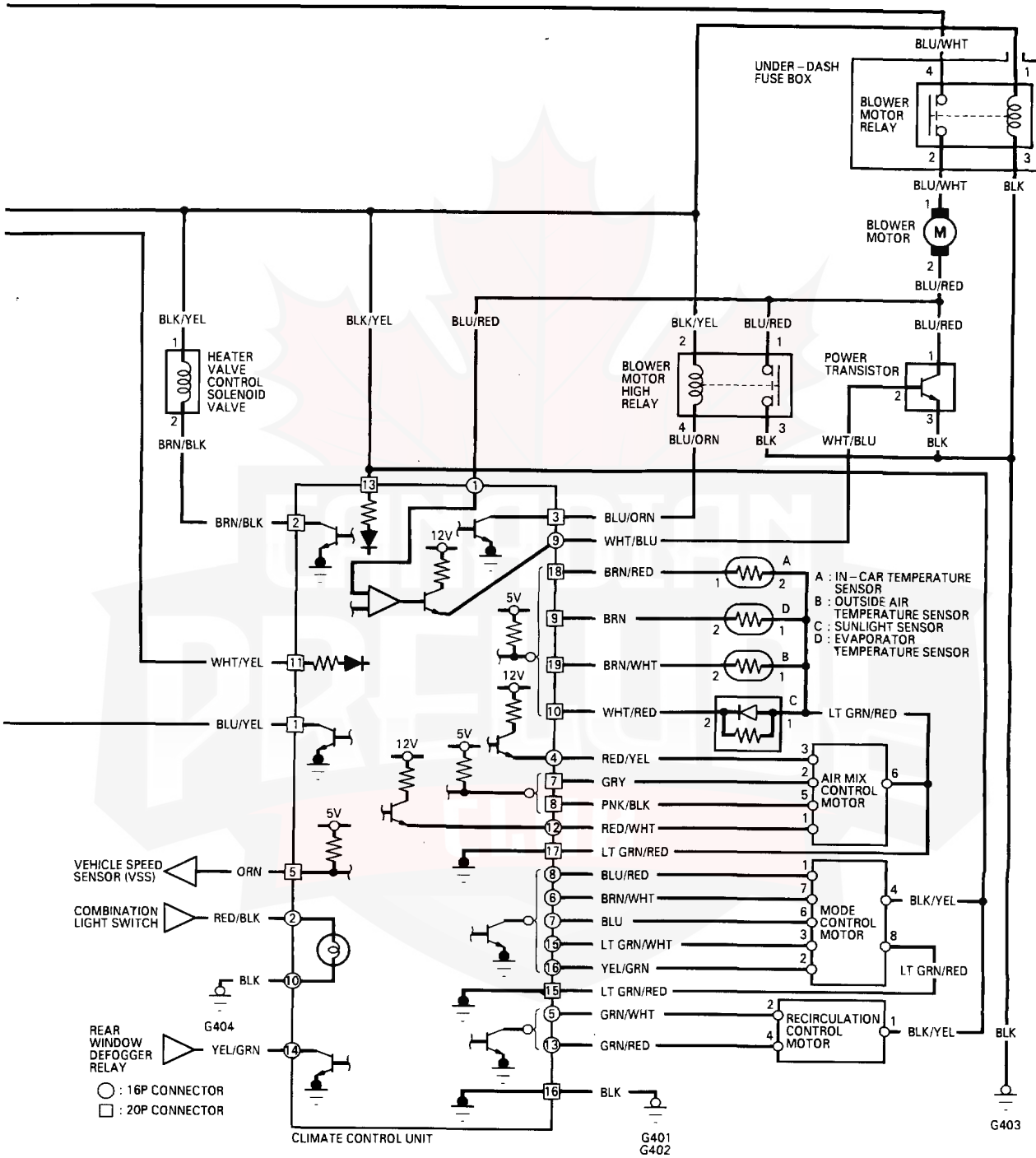


Heater-Evaporator Unit



Circuit Diagram



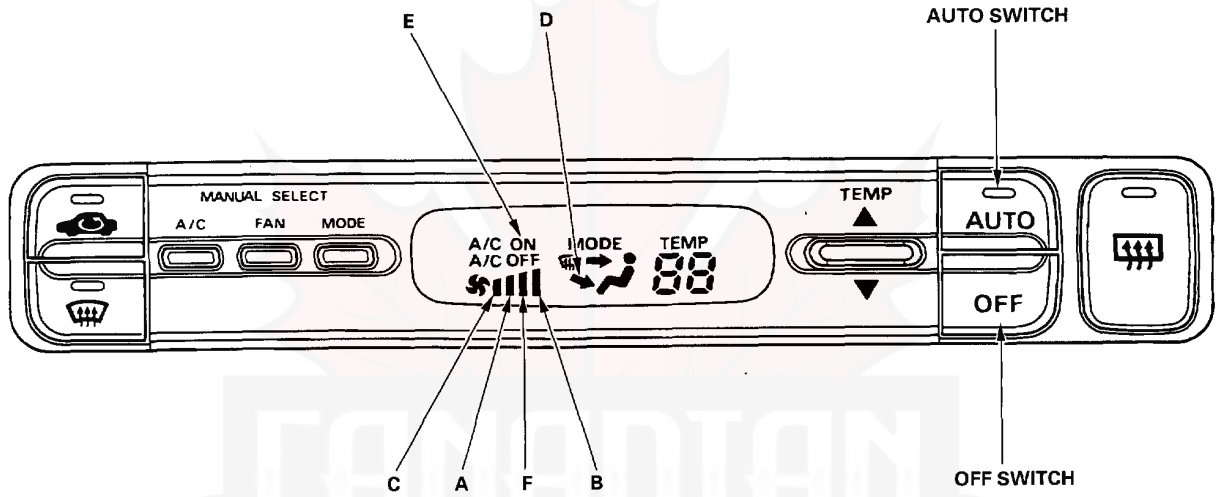


Troubleshooting

Self-diagnosis Function

The automatic climate control unit has a self-diagnosis function.

Running the Self-diagnosis Function
Turn the ignition switch ON, then press both the AUTO and OFF switches at the same time. While the buttons are pressed, indicator lights A, B, C, D, E and F respectively will come on to indicate a faulty component.



Indicator light	Component with problem	Possible cause	Indicator	See page
A	In-car temperature sensor	Faulty sensor, open or short circuit		22-8
B	Outside air temperature sensor	Faulty sensor, open or short circuit		22-10
C	Sunlight sensor	Faulty sensor, open or short circuit		22-12
D	Evaporator temperature sensor	Faulty sensor, open or short circuit		22-14
E	Air mix control motor	Open or short circuit, obstructed door, faulty motor	ON	22-16
F	Blower motor	Open or short circuit, faulty motor		22-18

NOTE:
- In case of multiple problems, the respective indicator lights will come on. If indicator lights A, B, C, D, *and E* come on at the same time, there may be an open in the common ground wire of the sensors.

Resetting the Self-diagnosis Function
Turning the ignition switch OFF will cancel the self-diagnosis function. After service work, run the self-diagnosis function once again to check that there is no other problem.

Reference Chart

For electrical malfunctions which are not indicated by the self-diagnostic system, refer to following chart.

Symptom	See page
No heater and A/C in either manual or AUTO modes.	22-23
Recirculation control door does not change between FRESH and RECIRCULATE.	22-24
Mode control motor does not run, or one or more mode are inoperative.	22-26
A/C system does not come on (compressor and both fans).	22-28

In-car Temperature Sensor

Self-diagnosis indicator light A come on: A problem in the in-car temperature sensor circuit.

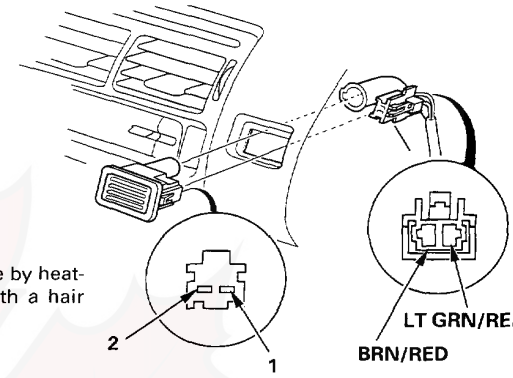
The in-car temperature sensor is a temperature dependent resistor (thermistor). The resistance of the thermistor decreases as the temperature inside the car increases.

Self-diagnosis circuit check indicates a problem in the in-car temperature sensor circuit.

Remove the in-car temperature sensor (see page 22-32).

Measure the resistance between the No. 1 and No. 2 terminals of the in-car temperature sensor.

*Check for change in resistance by heating or cooling the sensor with a hair drier, etc.

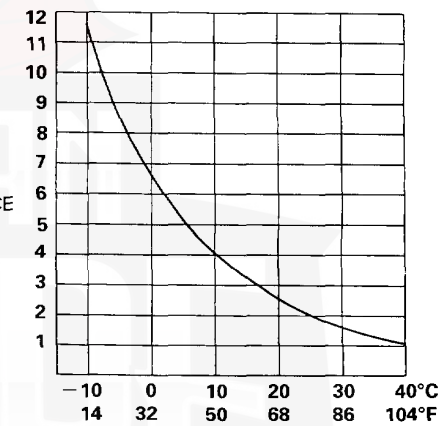


View from wire side

*Is the resistance within the specifications shown on the graph. NO → **Replace the in-car temperature sensor.**

YES

Remove the stereo radio/cassette player, and disconnect the climate comtrol unit 20P connector.



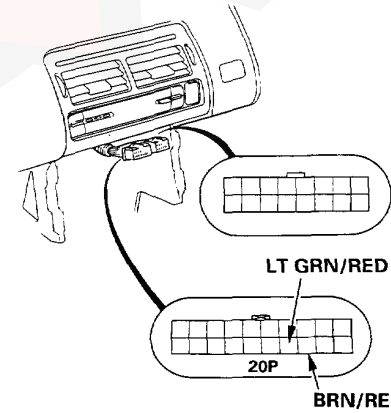
Check for continuity in the BRN/RED wire between the climate control unit and body ground.

CAUTION:
The sensor uses a thermistor which can be damaged if high current is applied during testing. Therefore, use a circuit tester with an output of 1 mA or less at the 20 kΩ range.

Is there continuity? YES → **Repair short in the BRN/RED wire between the climate control unit and the in-car temperature sensor.**

NO

To page 22-9



View from wire side

From page 22-8

Check for continuity in the BRN/RED wire between the climate control unit and the in-car temperature sensor.

Is there continuity?

NO → **Repair open in the BRN/RED wire between the climate control unit and the in-car temperature sensor.**

YES

Check for continuity in the LT GRN/RED wire between the climate control unit and body ground.

Is there continuity?

YES → **Repair short in the LT GRN/RED wire between the climate control unit and the in-car temperature sensor.**

NO

Check for continuity in the LT GRN/RED wire between the climate control unit and the in-car temperature sensor.

Is there continuity?

NO → **Repair open in the LT GRN/RED wire between the climate control unit and the in-car temperature sensor.**

YES

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

Outside Air Temperature Sensor

Self-diagnosis indicator light B come on: A problem in the outside air temperature sensor circuit.

The outside air temperature sensor is a temperature dependent resistor (thermistor). The resistance of the thermistor decreases as the temperature outside the car increases.

Self-diagnosis circuit check indicates a problem in the outside air temperature sensor circuit.

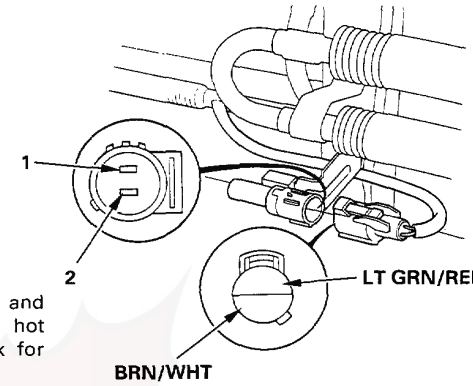
↓

Remove the outside air temperature sensor (see page 22-33).

↓

Measure the resistance between the No. 1 and No. 2 terminals of the outside air temperature sensor.

*Dip the sensor in ice water, and measure resistance. Then pour hot water on the sensor, and check for change in resistance.



↓

*Is the resistance within the specifications shown on the graph.

NO → **Replace the outside air temperature sensor.**

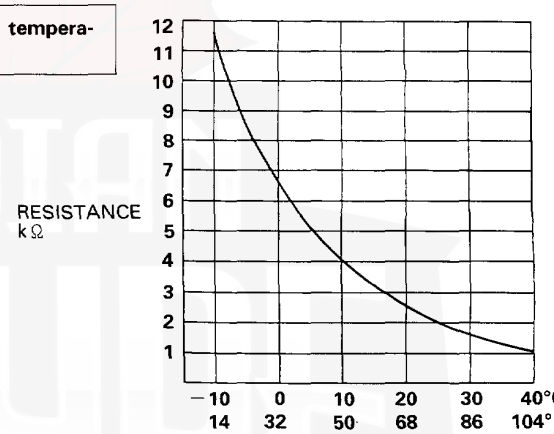
YES

↓

Remove the stereo radio/cassette player, and disconnect the climate control unit 20P connector.

↓

Check for continuity in the BRN/WHT wire between the climate control unit and body ground.



CAUTION:
The sensor uses a thermistor which can be damaged if high current is applied during testing. Therefore, use a circuit tester with an output of 1 mA or less at the 20 kΩ range.

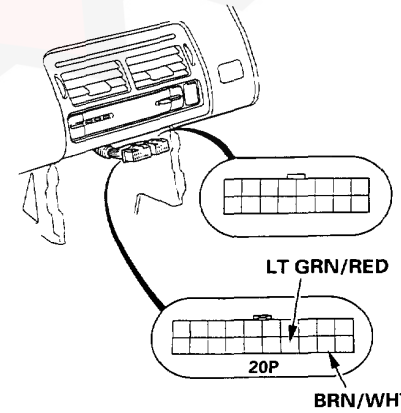
↓

Is there continuity?

YES → **Repair short in the BRN/WHT wire between the climate control unit and the outside air temperature sensor.**

NO

To page 22-11



View from wire side

From page 22-10

Check for continuity in the BRN/WHT wire between the climate control unit and the outside air *temperature sensor.*

Is there continuity?

NO → **Repair open in the BRN/WHT wire between the climate control unit and the outside air temperature sensor.**

YES

Check for continuity in the LT GRN/RED wire between the climate control unit and body ground.

Is there continuity?

YES → **Repair short in the LT GRN/RED wire between the climate control unit and the outside air temperature sensor.**

NO

Check for continuity in the LT GRN/RED wire between the climate control unit and the outside air temperature sensor.

Is there continuity?

NO → **Repair open in the LT GRN/RED wire between the climate control unit and the outside air temperature sensor.**

YES

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

Sunlight Sensor

Self-diagnosis indicator light C come on: A problem in the sunlight sensor circuit.

The sunlight sensor is a light sensitive, variable resistance diode. The resistance of the diode increases as the intensity of the light increases.

Self-diagnosis circuit check indicates a problem in the sunlight sensor circuit.

Remove the sunlight sensor (see page 22-34).

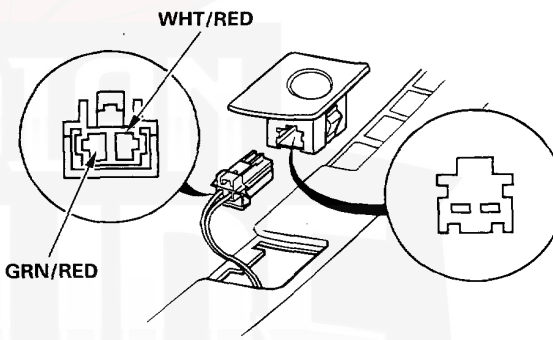
Test the sunlight sensor (see page 22-34).

Is the sensor OK?

NO → **Replace the sunlight sensor.**

YES

View from wire side



Remove the stereo radio/cassette player and disconnect the climate control unit 20P connector.

Check for continuity in the WHT/RED wire between the sunlight sensor and body ground.

Is there continuity?

YES → **Repair short in the WHT/RED wire between the climate control unit and the sunlight sensor.**

NO

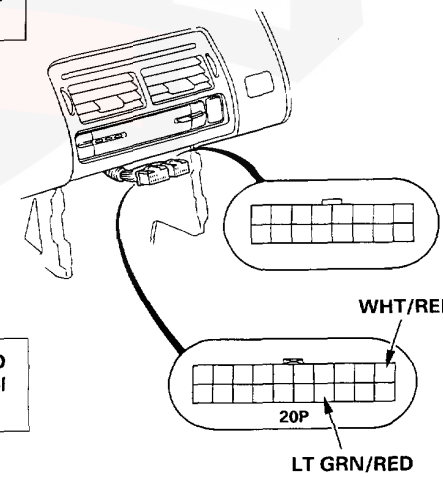
Check for continuity in the WHT/RED wire between the climate control unit and the sunlight sensor.

Is there continuity?

NO → **Repair open in the WHT/RED wire between the climate control unit and the sunlight sensor.**

YES

To page 22-13



View from wire side

From page 22-12

Check for continuity in the LT GRN/RED wire between the climate control unit and body ground.

Is there continuity?

YES → **Repair short in the LT GRN/RED wire between the climate control unit and the sunlight sensor.**

NO

Check for continuity in the LT GRN/RED wire between the climate control unit and the sunlight sensor.

Is there continuity?

NO → **Repair open in the LT GRN/RED wire between the climate control unit and the sunlight sensor.**

YES

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

Evaporator Temperature Sensor

Self-diagnosis indicator light D come on: A problem in the evaporator temperature sensor circuit.

The evaporator temperature sensor is a temperature dependent resistor (thermistor). The resistance of the thermistor decreases as the evaporator outlet air temperature increases.

Self-diagnosis circuit check indicates a problem in the evaporator temperature sensor circuit.

Disconnect the evaporator temperature sensor 2P connector.

Measure the resistance between the No. 1 and No. 2 terminals of the evaporator temperature sensor.

Is the resistance within the specifications shown on the graph.

NO → **Replace the evaporator temperature sensor.**

YES

Remove the stereo radio/cassette player, and disconnect the climate control unit 20P connector.

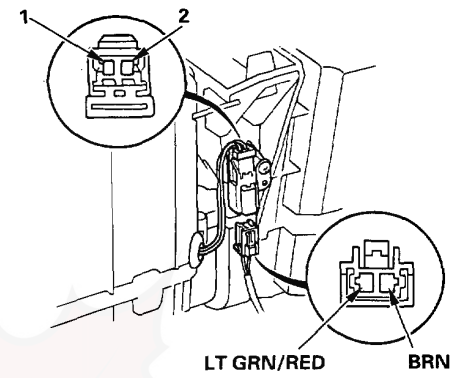
Check for continuity in the BRN wire between the climate control unit and body ground.

Is there continuity?

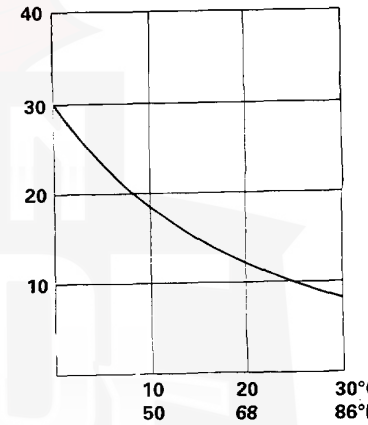
YES → **Repair short in the BRN wire between the climate control unit and the evaporator temperature sensor.**

NO

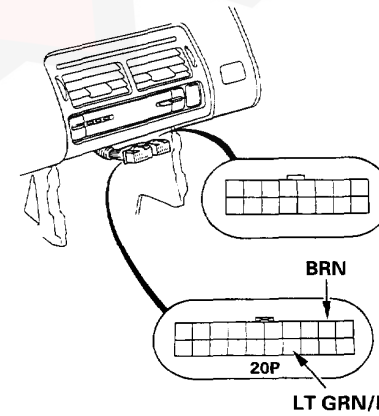
To page 22-15



View from wire side



CAUTION:
The sensor uses a thermistor which can be damaged if high current is applied during testing. Therefore, use a circuit tester with an output of 1 mA or less at the 20 kΩ range.



View from wire side

From page 22-14

Check for continuity in the BRN wire between the climate control unit and the evaporator temperature sensor.

Is there continuity?

NO → **Repair open in the BRN wire between the climate control unit and the evaporator temperature sensor.**

YES

Check for continuity in the LT GRN/RED wire between the climate control unit and body ground.

Is there continuity?

YES → **Repair short in the LT GRN/RED wire between the climate control unit and the evaporator temperature sensor.**

NO

Check for continuity in the LT GRN/RED wire between the climate control unit and the evaporator temperature sensor.

Is there continuity?

NO → **Repair open in the LT GRN/RED wire between the climate control unit and the evaporator temperature sensor.**

YES

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

Air Mix Control Motor

Self-diagnosis indicator light E come on: A problem in the air mix control motor circuit.

The air mix control motor regulates the mixture of cool/hot air according to output from the climate control unit.

Self-diagnosis circuit check indicates a problem in the air mix control motor circuit.

Disconnect the air mix control motor 6P connector.

Test the air mix control motor (see page 22-31).

Is the motor OK?

NO → Remove the air mix control motor (see page 22-31).

YES

Check the air mix control linkage and doors for smooth movement.

Do the air mix control linkage and doors move smoothly?

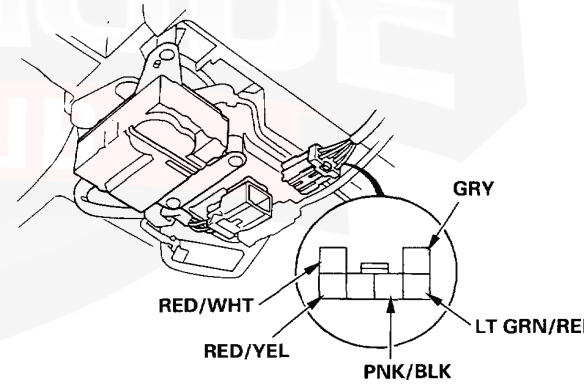
NO → **Repair the air mix control linkage or doors.**

YES

Replace the air mix control motor.

Remove the stereo radio/cassette player, and disconnect the climate control unit 16P and 20P connector.

Check each wire for continuity between the air mix control motor and body ground.
- RED/YEL wire
- PNK/BLK wire
- RED/WHT wire
- GRY wire
- LT GRN/RED wire



View from wire side

Is there continuity?

YES → **Repair any short in the wire (s) between the air mix control motor and the climate control unit.**

NO

To page 22-17

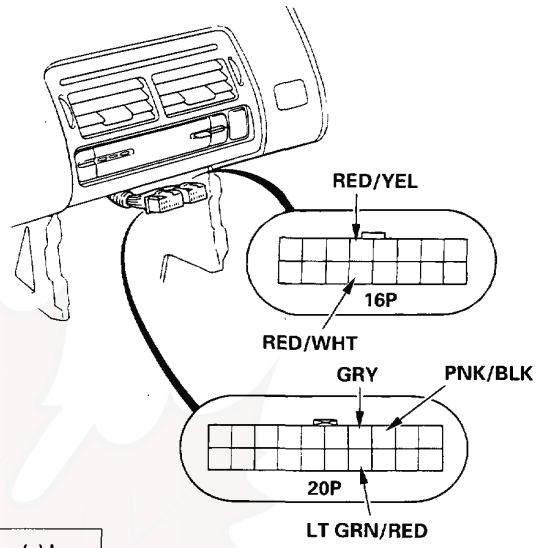
From page 22-16

Check each wire for continuity between the air mix control motor and the climate control unit.
- RED/YEL wire
- PNK/BLK wire
- RED/WHT wire
- GRY wire
- LT GRN/RED wire

Is there continuity?

NO → **Repair any open in the wire (s) between the air mix control motor and the climate control unit.**

YES → **Substitute a known-good climate control unit and recheck. If symptom/indicator goes away, replace the original climate control unit.**



View from wire side.

Blower Motor Speed

Self-diagnosis indicator light F come on: A problem in the blower motor circuit.

The speed of the blower motor is controlled by signals sent from the climate control unit.

Blower motor only runs on high speed position; does not run in any other speed positions.

Self-diagnosis circuit check indicates a problem in the blower motor circuit.

Disconnect the power transistor 3P connector.

Check for continuity in the BLK wire between the power transistor and body ground.

Is there continuity?

NO — **Check for an open in the BLK wire between the power transistor and body ground. If the wire is OK, check for poor ground at G402.**

YES

Connect a jumper wire between the BLU/RED and BLK wire terminals.

Turn the ignition switch ON.

Does the blower motor run at high speed?

NO — **Repair open in the BLU/RED wire between the power transistor and the blower motor.**

YES

Turn the ignition switch OFF.

Remove the stereo radio/cassette player, and disconnect the climate control unit 16P connector.

Check for continuity in the WHT/BLU wire between the power transistor and the climate control unit.

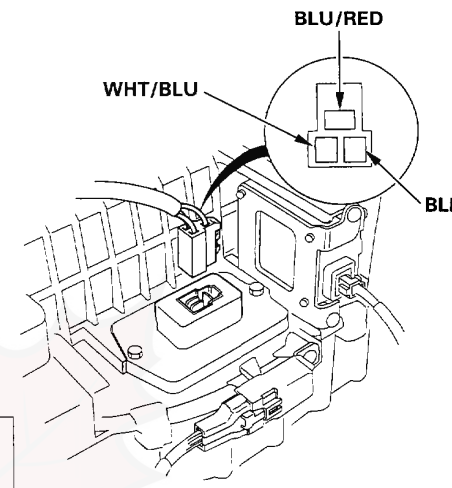
Is there continuity?

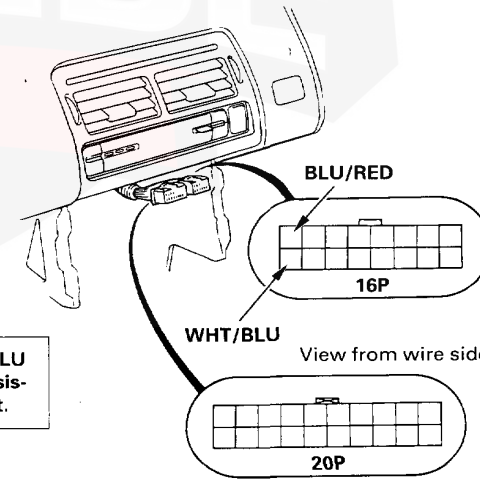
NO — **Repair open in the WHT/BLU wire between the power transistor and the climate control unit.**

YES

To page 22-19

View from wire side





From page 22-18

Check for continuity in the WHT/BLU wire between the power transistor and body ground.

Is there continuity? NO → **Repair short in the WHT/BLU wire between the power transistor and the climate control unit.**

NO

Turn the ignition switch ON.

Measure the voltage between the BLU/RED wire terminal (+) and body groung (−).

Is there battery voltage? NO → **Repair open in the BLU/RED wire between the blower motor and the climate control unit.**

YES

Reconnect the climate control unit 16P connector.

Test the power transistor (see page 22-35).

Is the transistor OK? NO → **Replace the power transistor.**

YES

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

Blower Motor

Self-diagnosis indicator light F come on: A problem in the blower motor circuit.

The speed of the blower motor is controlled by signals sent from the climate control unit.

Blower motor does not run at all.

Self-diagnosis circuit check indicates a problem in the blower motor circuit.

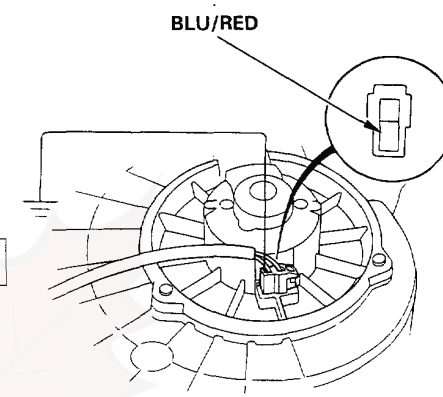
Check the heater blower (40A) fuse in the under-hood fuse/relay box and the No. 9 (15A) fuse in the under-dash fuse/relay box.

Are the fuses OK?

NO — **Replace the fuse (s).**

YES

At the blower motor 2P connector, connect the BLU/RED wire terminal to body ground with a jumper wire.



Turn the ignition switch ON.

Does the blower motor run?

NO — To page 22-22

YES

Disconnect the blower motor high relay 4P connector.

Connect the BLU/RED wire terminal to body ground with a jumper wire.

Does the blower motor run?

NO — **Repair open in the BLU/RED wire between the blower motor and the blower motor high relay.**

YES

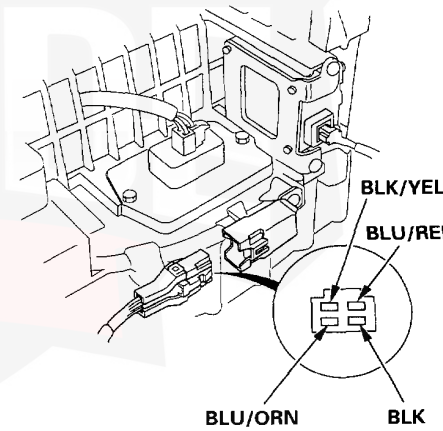
Measure the voltage between the BLK/YEL wire terminal (+) and body ground (−).

Is there battery voltage?

NO — **Repair open in the BLK/YEL wire between the under-dash fuse/relay box and the blower motor high relay.**

YES

To page 22-21



View from wire side

From page 22-20

Turn the ignition switch OFF.

Check for continuity in the BLK wire between the blower motor high relay and body ground.

Is there continuity?

NO — **Check for an open in the BLK wire between the blower motor high relay and body ground. If the wire is OK, check for poor ground at G402.**

YES

Test the blower motor high relay.

Is the relay OK?

NO — **Replace the blower motor high relay.**

YES

Remove the stereo radio/cassette player, and disconnect the climate control unit 16P and 20P connector.

Check for continuity in the BLU/RED wire between the climate control unit and the blower motor high relay.

Is there continuity?

NO — **Repair open in the BLU/RED wire between the climate control unit and the blower motor high relay.**

YES

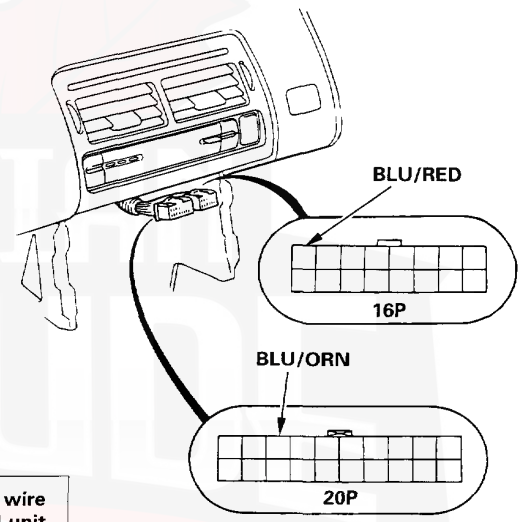
Check for continuity in the BLU/ORN wire between the climate control unit and the blower motor high relay.

Is there continuity?

NO — **Repair open in the BLU/ORN wire between the climate control unit and the blower motor high relay.**

YES

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



View from wire side

(cont'd)

Blower Motor (cont'd)

From page 22-20

Disconnect the blower motor 2P connector, and measure the voltage between the BLU/WHT wire terminal (+) and body ground (−).

Is there battery voltage?

YES → **Replace the blower motor.**

NO

Turn the ignition switch OFF.

Remove the blower motor relay from the under-dash fuse/relay box, and test it.

Is the relay OK?

NO → **Replace the blower motor relay.**

YES

Turn the ignition switch ON.

Measure the voltage between the No. 1 terminal (+) and body ground (−).

Is there battery voltage?

NO → **Replace the under-dash fuse/relay box.**

YES

Check for continuity in the BLK wire between the No. 3 terminal and body ground.

Is there continuity?

NO → **Check for an open in the BLK wire between the under-hood fuse/relay box and body ground. If the wire is OK, check for poor ground at G401.**

YES

Measure the voltage between the No. 4 terminal (+) and body ground (−).

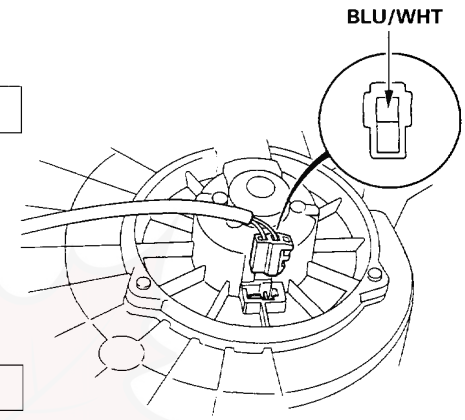
Is there battery voltage?

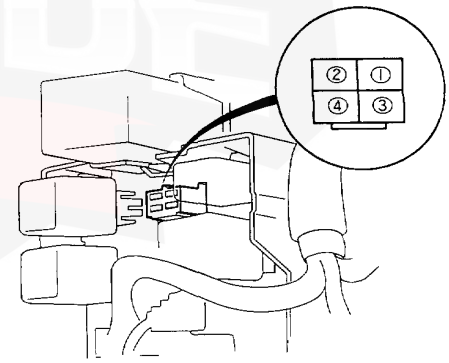
NO → **Repair open in the BLU/WHT wire between the under-hood fuse/relay box and the under-dash fuse/relay box.**

YES

Repair open in the BLU/WHT wire between the under-hood fuse/relay box and the blower motor.

View from wire side





Climate Control Unit

No heater and A/C in either manual or AUTO modes.

Check the No. 9 (15 A) fuse in the under-dash fuse/relay box.

Is the fuse OK? NO → **Replace the fuse.**

YES

Remove the stereo radio/cassette player, and disconnect the climate control unit 20P connector.

Turn the ignition switch ON.

Measure the voltage between the BLK/YEL wire terminal (+) and body ground (−).

Is there battery voltage? NO → **Repair open in the BLK/YEL wire between the under-dash fuse/relay box and the climate control unit.**

YES

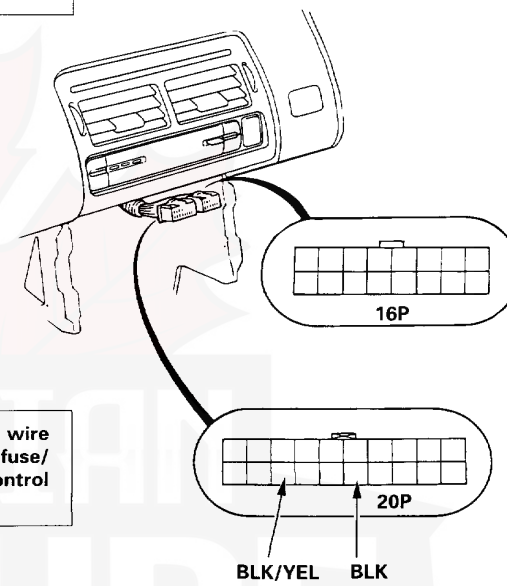
Turn the ignition switch OFF.

Check for continuity in the BLK wire between the climate control unit and body ground.

Is there continuity? NO → **Check for an open in the BLK wire between the climate control unit and body ground. If the wire is OK, check for poor ground at G402.**

YES

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



View from wire side

Recirculation Control Motor

Recirculation control door does not change between FRESH and RECIRCULATE.

Disconnect the recirculation control motor 4P connector.

Turn the ignition switch ON.

Measure the voltage between the BLK/YEL wire terminal (+) and body ground (−).

Is there battery voltage?

NO — **Repair open in the BLK/YEL wire between the under-dash fuse/relay box and the recirculation control motor.**

YES

Turn the ignition switch OFF.

Test the recirculation control motor.

Is the recirculation control motor OK?

NO — Remove the recirculation control motor.

YES

To page 22-25

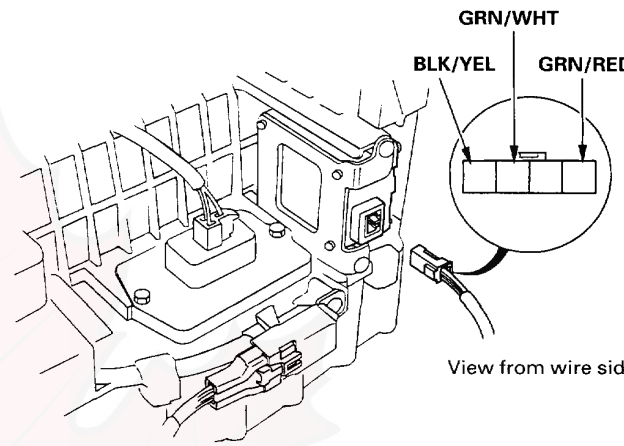
Check the recirculation control linkage and door for smooth movement.

Do the recirculation control linkage and door move smoothly?

NO — **Repair the recirculation control linkage or door.**

YES

Replace the recirculation control motor.



View from wire side

From page 22-24

Remove the stereo radio/cassette player, and disconnect the climate control unit 16P connector.

Check for continuity in the GRN/WHT and GRN/RED wires between the recirculation control motor and body ground.

Is there continuity?

YES — **Repair short in the GRN/WHT and/or GRN/RED wire (s) between the recirculation control motor and the climate control unit.**

NO

Check the same wires for voltage.

Is there any voltage?

YES — **Repair short to power in the BLK/YEL wire between the recirculation control motor and the climate control unit. (This damages the climate control unit.)**

NO

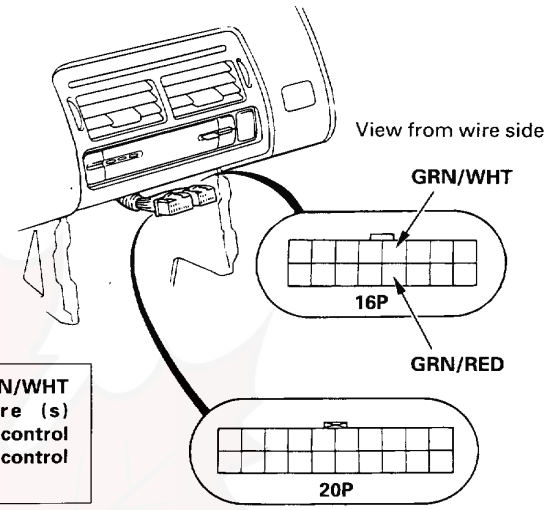
Check for continuity in the GRN/WHT and GRN/RED wires between the recirculation control motor and the climate control unit.

Is there continuity?

NO — **Repair open in the GRN/WHT and /or GRN/RED wire (s) between the recirculation control motor and the climate control unit.**

YES

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



Mode Control Motor

Mode control motor does not run, or one or more mode are inoperative.

Disconnect the mode control motor 8P connector.

Turn the ignition switch ON.

Measure the voltage between the BLK/YEL wire terminal (+) and body ground (−).

Is there battery voltage?

NO → **Repair open in the BLK/YEL wire between the under-dash fuse/relay box and the mode control motor.**

YES

Turn the ignition switch OFF.

Test the mode control motor.

Is the mode control motor OK?

NO → Remove the mode control motor.

YES

To page 22-27

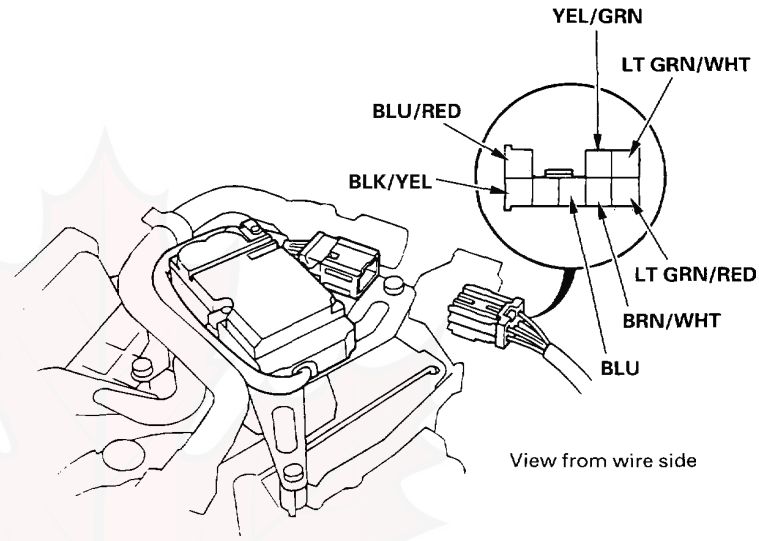
Check the mode control linkage and doors for smooth movement.

Do the mode control linkage and doors move smoothly?

NO → **Repair the mode control linkage or doors.**

YES

Replace the mode control motor.



View from wire side

From page 22-26

Remove the stereo radio/cassette player, and disconnect the climate control unit 16P and 20P connector.

Check each wire for continuity between the mode control motor and body ground.
- LT GRN/WHT wire
- BRN/WHT wire
- YEL/GRN wire
- BLU/RED wire
- BLU wire
- LT GRN/RED wire

Is there continuity?

YES — **Repair any short in the wire (s) between the mode control motor and the climate control unit.**

NO

Check the same wires for voltage.

Is there any voltage?

YES — **Repair short to power in the BLK/YEL wire between the mode control motor and the climate control unit. (This damages the climate control unit.)**

NO

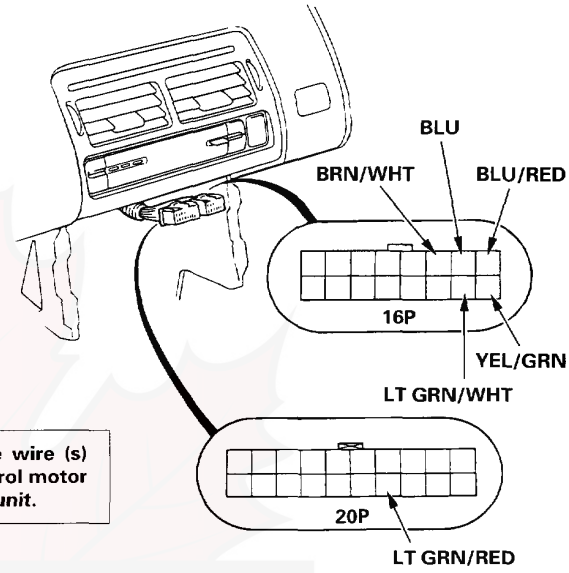
Check each wire for continuity between the mode control motor and the climate control unit.
- LT GRN/WHT wire
- BRN/WHT wire
- YEL/GRN wire
- BLU/RED wire
- BLU wire
- LT GRN/RED wire

Is there continuity?

NO — **Repair any open in the wire (s) between the mode control motor and the climate control unit.**

YES

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



View from wire side

A/C System

A/C system does not come on (compressor and both fans).

Check for self-diagnosis function.

Is there indicator light D come on. — To page 22-14

Disconnect the A/C pressure switch 2P connector.

Turn the ignition switch ON.

Measure the voltage between the BLU/BLK wire terminal (+) and body ground (−).

Is there battery voltage? — NO — **Repair open in the BLU/BLK wire between the A/C pressure switch and the A/C diode.**

Turn the ignition switch OFF.

YES

Check for continuity between the No. 1 and No. 2 terminals of the A/C pressure switch.

Is there continuity? — NO — Check for A/C system pressure.

YES

Reconnect the A/C pressure switch 2P connector.

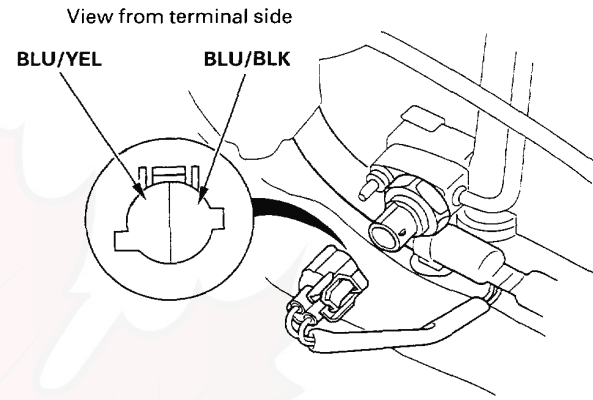
To page 22-29

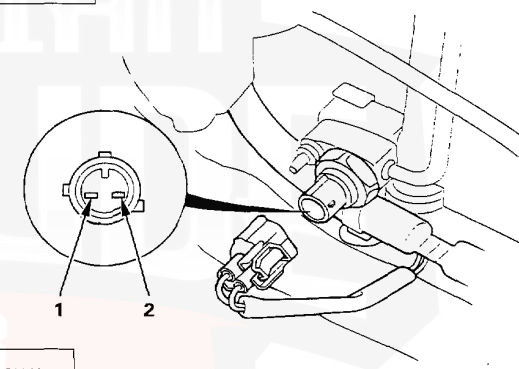
Is the pressure within specifications? — NO — **Repair the A/C pressure problem.**

YES

Replace the A/C pressure switch.

View from terminal side





From page 22-28

Remove the stereo radio/cassette player, and disconnect the climate control unit 20P connector.

Turn the ignition switch ON.

Measure the voltage between the BLU/YEL wire terminal (+) and body ground (−).

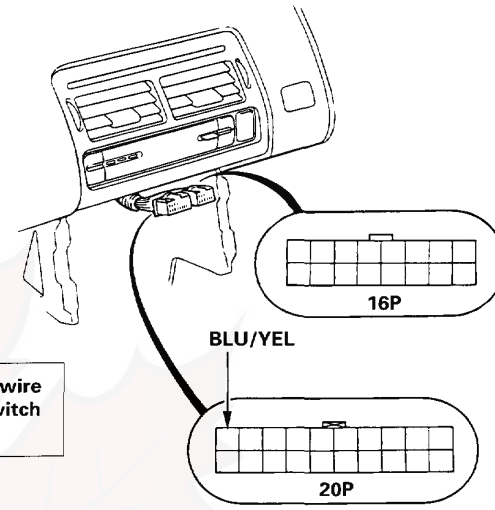
Is there battery voltage?

NO

Repair open in the BLU/YEL wire between the A/C pressure switch and the climate control unit.

YES

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

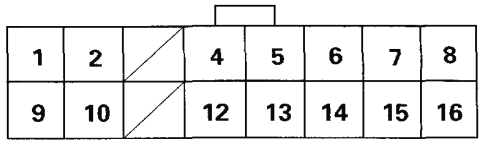


View from wire side

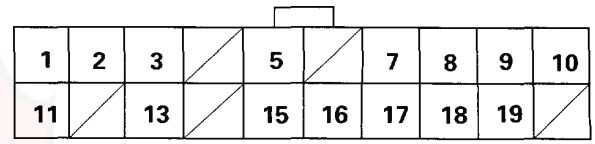
Climate Control Unit Input/Output Signals

CLIMATE CONTROL UNIT CONNECTORS

16P CONNECTOR



20P CONNECTOR



WIRE SIDE OF FEMAL TERMINALS

16P CONNECTOR

Terminal No.	Wire Color	Signal		Terminal No.	Wire Color	Signal	
1	BLU/RED	BLOWER FEEDBACK	INPUT	9	WHT/BLU	POWER TRANSISTOR BASE	OUTPUT
2	RED/BLK	COMBINATION LIGHT	INPUT	10	BLK	COMBINATION LIGHT GND	OUTPUT
3				11			
4	RED/YEL	AIR MIX HOT	OUTPUT	12	RED/WHT	AIR MIX COOL	OUTPUT
5	GRN/WHT	FRESH	INPUT	13	GRN/RED	RECIRCULATE	INPUT
6	BRN/WHT	MODE DEF	INPUT	14	YEL/GRN	REAR WINDOW DEFOGGER RELAY	INPUT
7	BLU	MODE HEAT/DEF	INPUT	15	LT GRN/WHT	MODE VENT	INPUT
8	BLU/RED	MODE HEAT	INPUT	16	YEL/GRN	MODE HEAT/VENT	INPUT

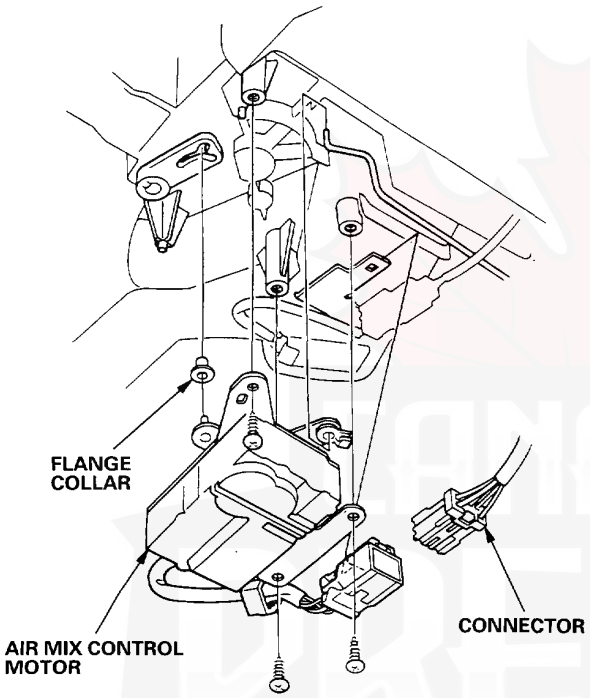
20P CONNECTOR

Terminal No.	Wire Color	Signal		Terminal No.	Wire Color	Signal	
1	BLU/YEL	A/C PRESSORE SWITCH	INPUT	11	WHT/YEL	BACK UP	INPUT
2	BRN/BLK	HEATER VALVE CONTROL SOLENOID VALVE	INPUT	12			
3	BLU/ORN	BLOWER MOTOR HIGH RELAY	INPUT	13	BLK/YEL	IG2	INPUT
4				14			
5	ORN	VEHICLE SPEED SENSOR (VSS)	OUTPUT	15	LT GRN/RED	MODE MOTOR GND	INPUT
6				16	BLK	POWER GND	OUTPUT
7	GRY	AIR MIX POTENTAL +5V	OUTPUT	17	LT GRN/RED	SENSOR GND	INPUT
8	PNK/BLK	AIR MIX POTENTAL	INPUT	18	BRN/RED	IN-CAR TEMPERATURE SENSOR	OUTPUT
9	BRN	EVAPORATOR TEMPERATURE SENSOR	OUTPUT	19	BRN/WHT	OUTSIDE TEMPERATURE SENSOR	OUTPUT
10	WHT/RED	SUNLIGHT SENSOR	OUTPUT	20			

Air Mix Control Motor

Replacement

1. Disconnect the 6P connector from the air mix control motor.
2. Remove the three self-tapping screws, then remove the air mix control motor and the flange collar.



3. Install in the reverse order of removal.

   NOTE:
   Apply grease to the air mix control linkage.

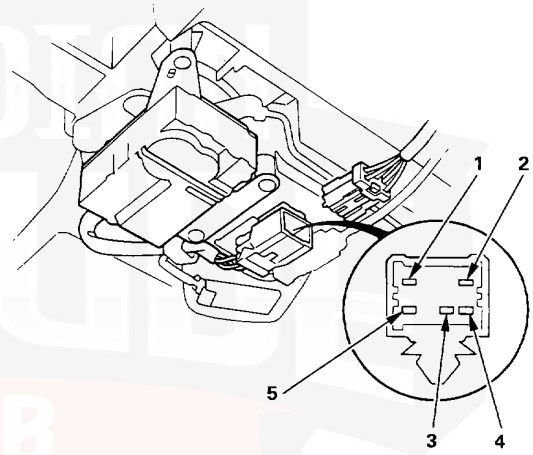
4. After installation, make sure the air mix control motor operates smoothly.

Test

1. Turn the ignition switch ON, set the temperature to 18°C, and turn the ignition switch OFF.
2. Connect battery power to the No. 5 terminal of the air mix control motor and ground the No. 1 terminal; the air mix doors should move towards HOT. (When you connect reversely, the doors should move towards COOL.)

   NOTE:
   If the air mix control motor does not run, remove it, and check the air mix control linkage and doors for smooth movement. If they move smoothly, replace the air mix control motor.

3. Measure resistance between the No. 2 and No. 3 terminals. It should be about 6 kΩ ± 20%.
4. Measure resistance between the No. 3 and No. 4 terminals. It should be about 1.2 kΩ ± 20% at MAX HOT and about 5.0 kΩ ± 20% at MAX COOL.



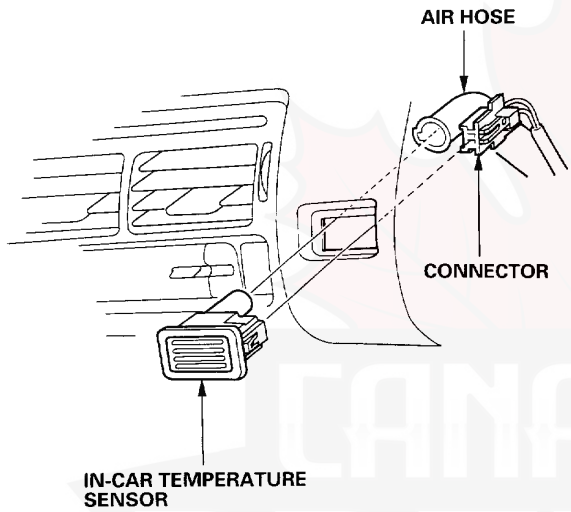
In-car Temperature Sensor

Replacement

1. Remove the in-car temperature sensor from the dashboard.

   NOTE:
   Be careful not to damage the dashboard.

2. Disconnect the air hose and the connector.



3. Install in the reverse order of removal.

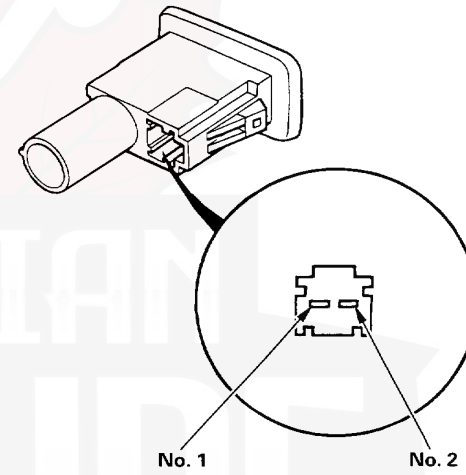
   NOTE:
   Be careful to connect the air hose securely.

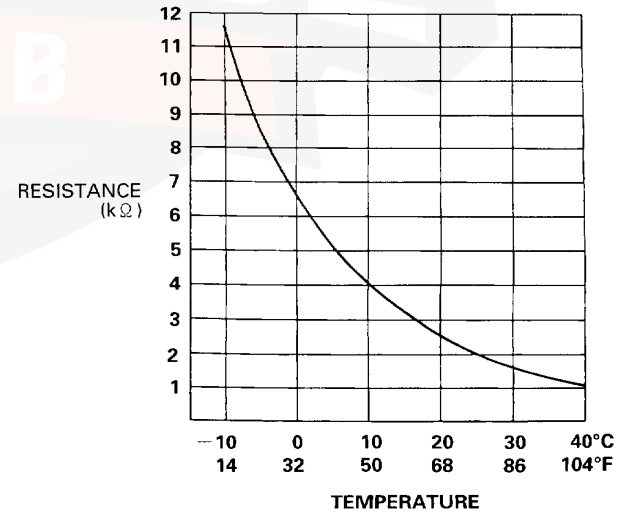
Test

Compare the resistance reading between the No. 1 and No. 2 terminals of the in-car temperature sensor with the specifications shown in following graph; resistance should be within specifications.

NOTE:
- Measure at a place with constant ambient temperature.
- Check for change in resistance by heating or cooling the sensor with a hair drier, etc.

CAUTION:
The sensor uses a thermistor which can be damaged if high current is applied during testing. Therefore, use a circuit tester with an output of 1 mA or less at the 20 kΩ range.

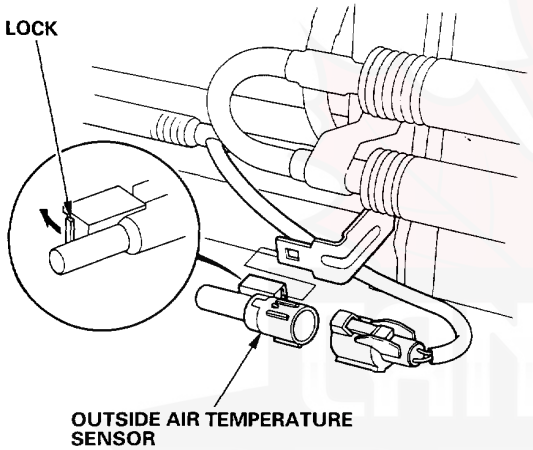




Outside Air Temperature Sensor

Replacement

1. Release the lock, and remove the outside air temperature sensor.



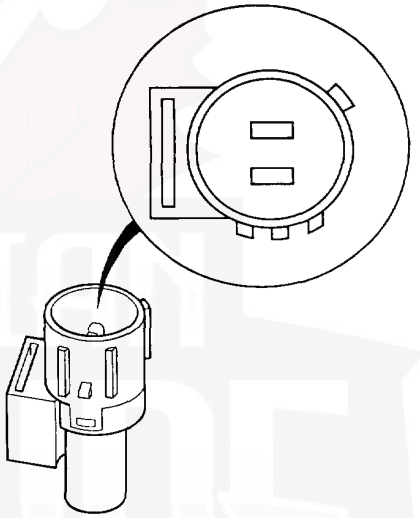
2. Install in the reverse order of removal.

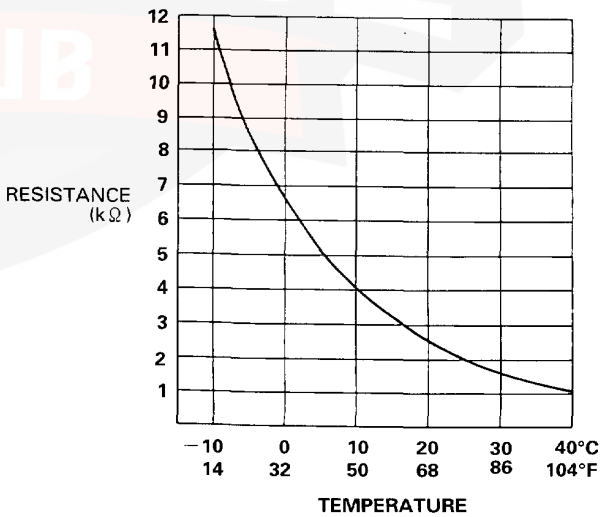
Test

Compare the resistance reading between the terminals of the outside air temperature sensor with the specifications shown in following graph; resistance should be within specifications.

NOTE:
- Measure at a place with constant ambient temperature.
- Dip the sensor in ice water, and measure resistance. Then pour hot water on the sensor, and check for change in resistance.

CAUTION:
The sensor uses a thermistor which can be damaged if high current is applied during testing. Therefore, use a circuit tester with an output of 1 mA or less at the 20 kΩ range.



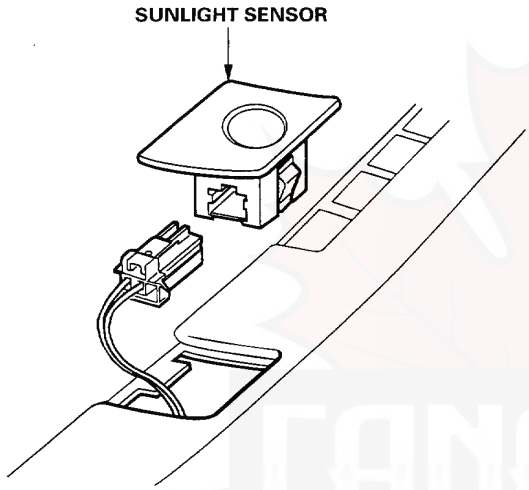


Sunlight Sensor

Replacement

1. Remove the sunlight sensor from the dashboard, and disconnect the connector.

   NOTE:
   Be careful not to damage the dashboard.



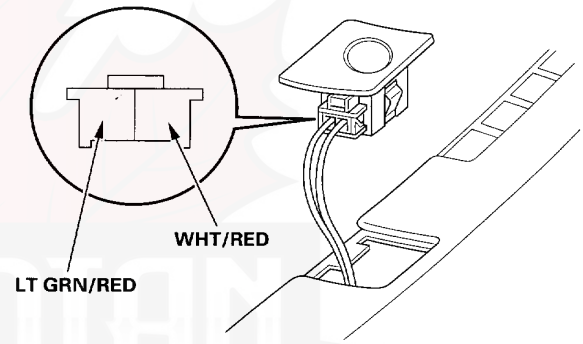
2. Install in the reverse order of removal.

Test

Connect the 2P connector, and turn the ignition switch ON. Measure voltage between the sensor terminals with the (+) probe on the WHT/RED terminal and the (−) probe on the LT GRN/RED terminal. Voltage should be;

- 3.7 ± 0.2 V with the sensor out of direct sunlight.
- Less than 3.7 ± 0.2 V with the sensor in direct sunlight.

NOTE:
The voltage will not change under the light of a pocket lamp or a fluoroscent lamp.



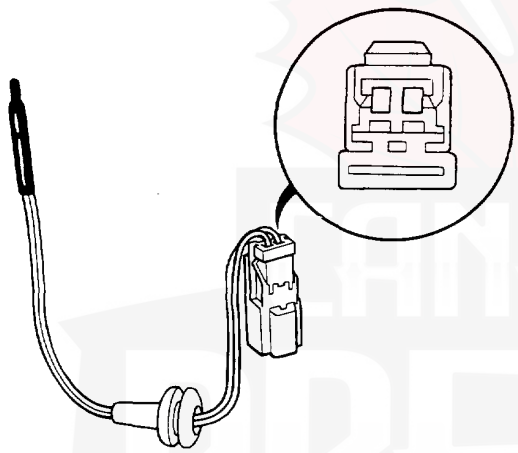
Evaporator Temperature Sensor

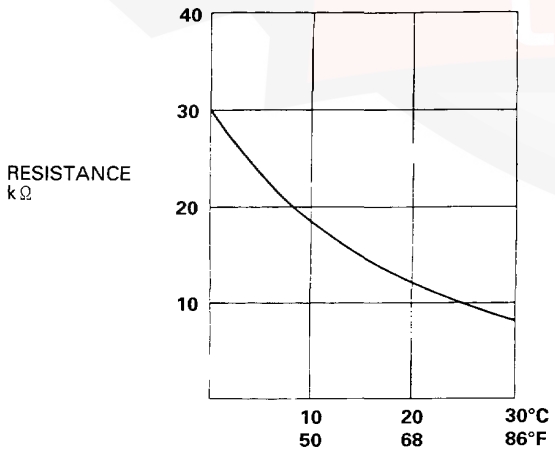
Test

Compare the resistance reading between the terminals of the evaporator temperature sensor with the specifications shown in following graph; resistance should be within specifications.

NOTE:
- Measure at a place with constant ambient temperature.
- Dip the sensor in ice water, and measure resistance. Then pour hot water on the sensor, and check for change in resistance.

CAUTION:
The sensor uses a thermistor which can be damaged if high current is applied during testing. Therefore, use a *circuit tester with an output of 1 mA or less* at the 20 kΩ range.



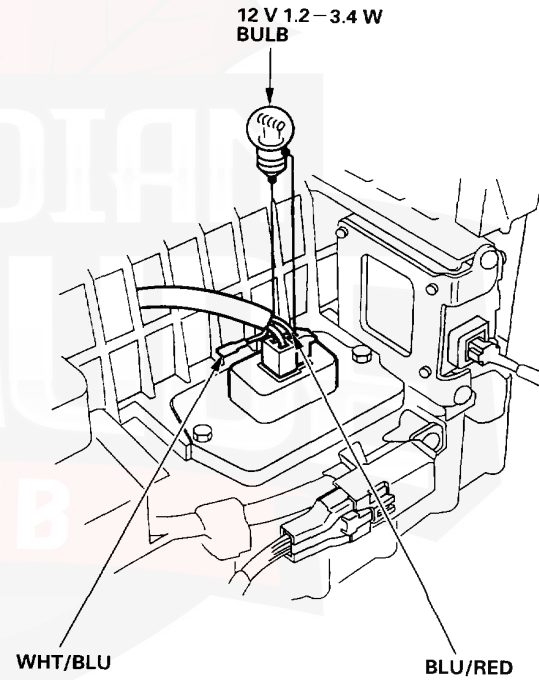


Power Transistor

Test

1. Disconnect the 3P connector from the power transistor.
2. Pull out the WHT/BLU wire from the connector.
3. Connect a 1.2−3.4 watt bulb as shown, then reconnect the 3P connector to the power transistor.
4. Turn the ignition switch ON, and check that the blower motor runs.

CAUTION:
- **To avoid a loose or disconnected terminal, be careful not to damage the locking tab when disconnecting and connecting the terminal.**
- **Insulate the WHT/BLU wire terminal from the body until the testing is completed.**



Electrical

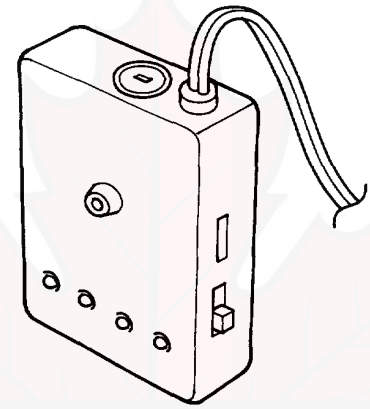
*Read the SRS precautions in the Shop Manual Supplements 62SS020 (SRS-Type II) and 62SS021 (SRS-Type III), then install the short connectors on the airbags before working in these areas (SRS-Type III).

Outline of Model Changes

- The new amperages of fuses No. 23 (with SRS), No.19 (without SRS), and No.14 have been reflected in the respective Power Distribution page.
- The new horn circuit of models with SRS-Type III was entered.
- The trunk light has been changed; a test description is included.
- The seat belt reminder system has been added to the KQ model; related information was entered.
- For information on the KU model not contained in this supplement, refer to the KE model information in the 92 Prelude Shop Manual (62SS000), 93, 94, 95 Prelude Shop Manual Supplements (62SS020), (62SS021) and (62SS022).

Special Tool

Ref. No.	Tool Number	Description	Qty	Remark
①	07MAJ – SP00200	Keyless Entry Checker	1	

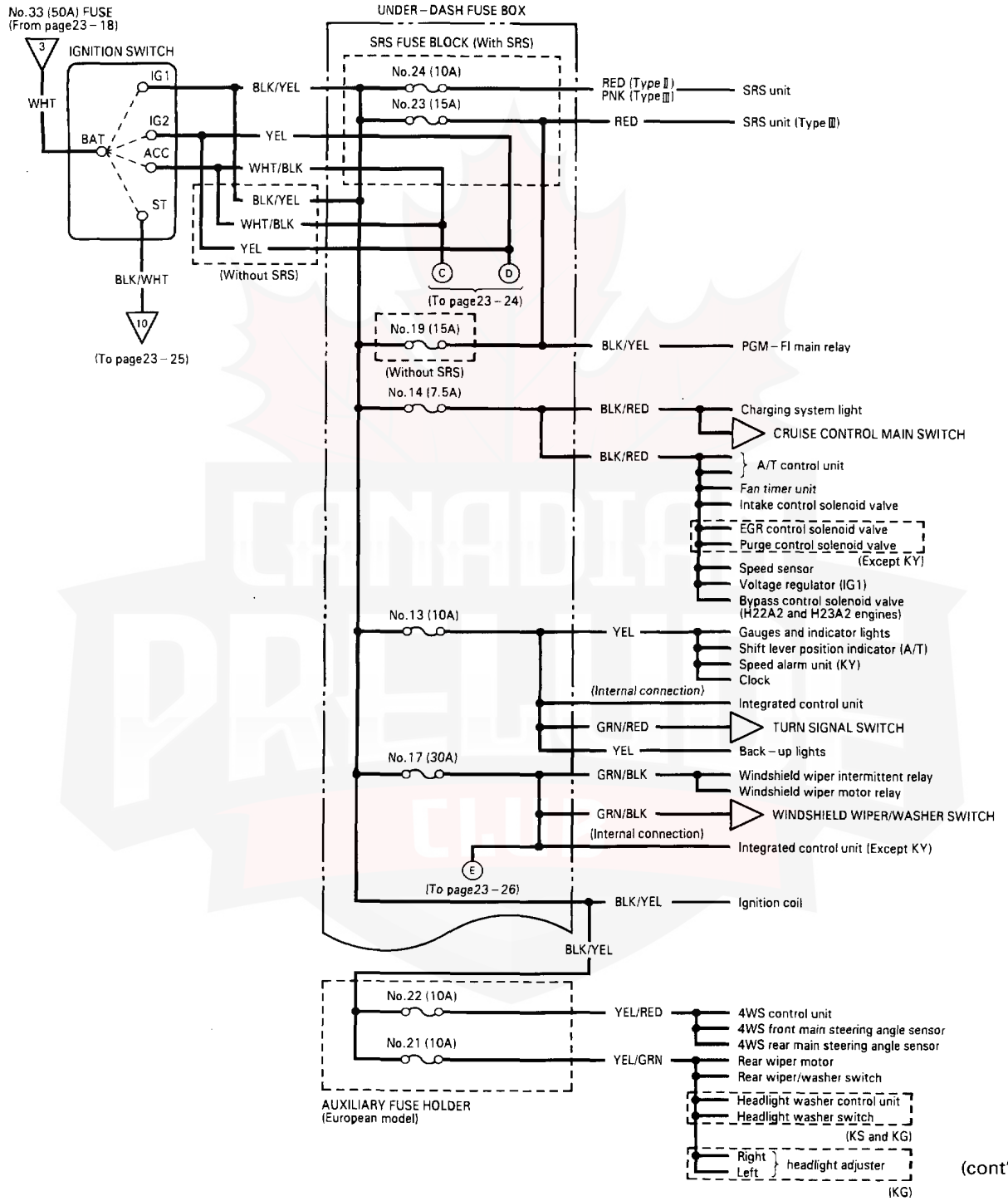


①

Power Distribution

Circuit Identification

NOTE:
This page corresponds to page 23-23 of the Shop Manual 62SS020 and reflects the model changes.

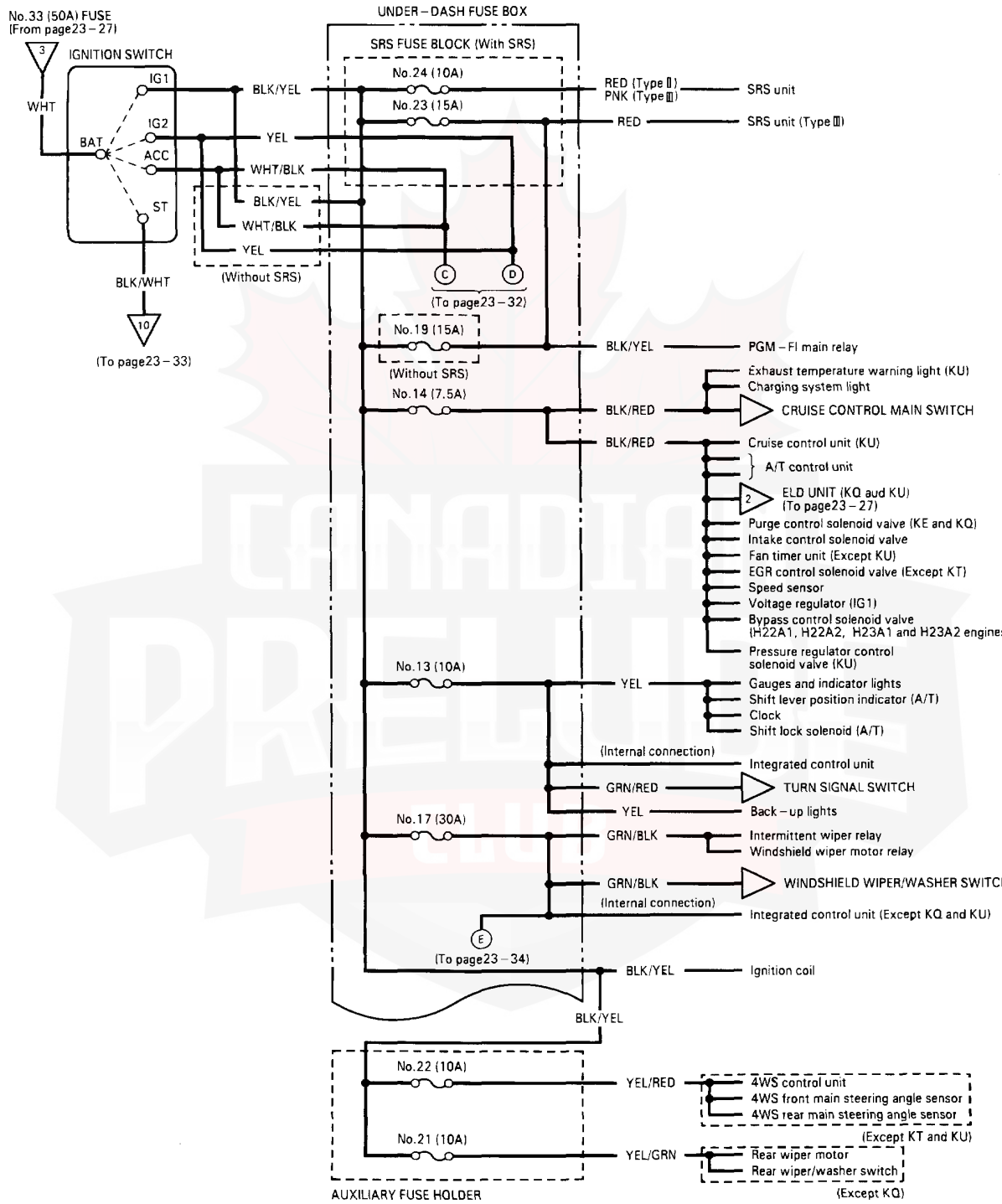


(cont'd)

Power Distribution

Circuit Identification (cont'd)

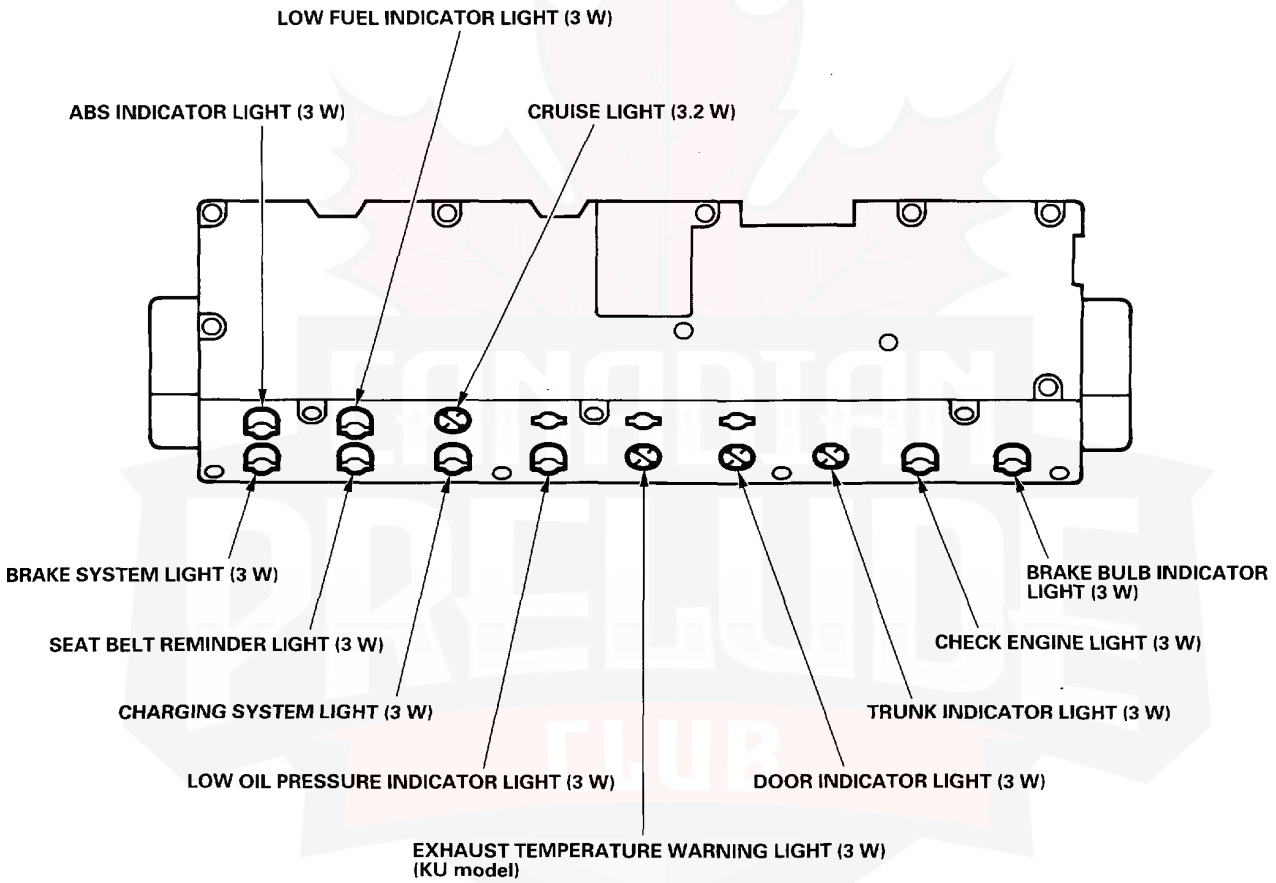
NOTE:
This page corresponds to page 23-31 of the Shop Manual 62SS020 and reflects the model changes.



Gauge Assembly

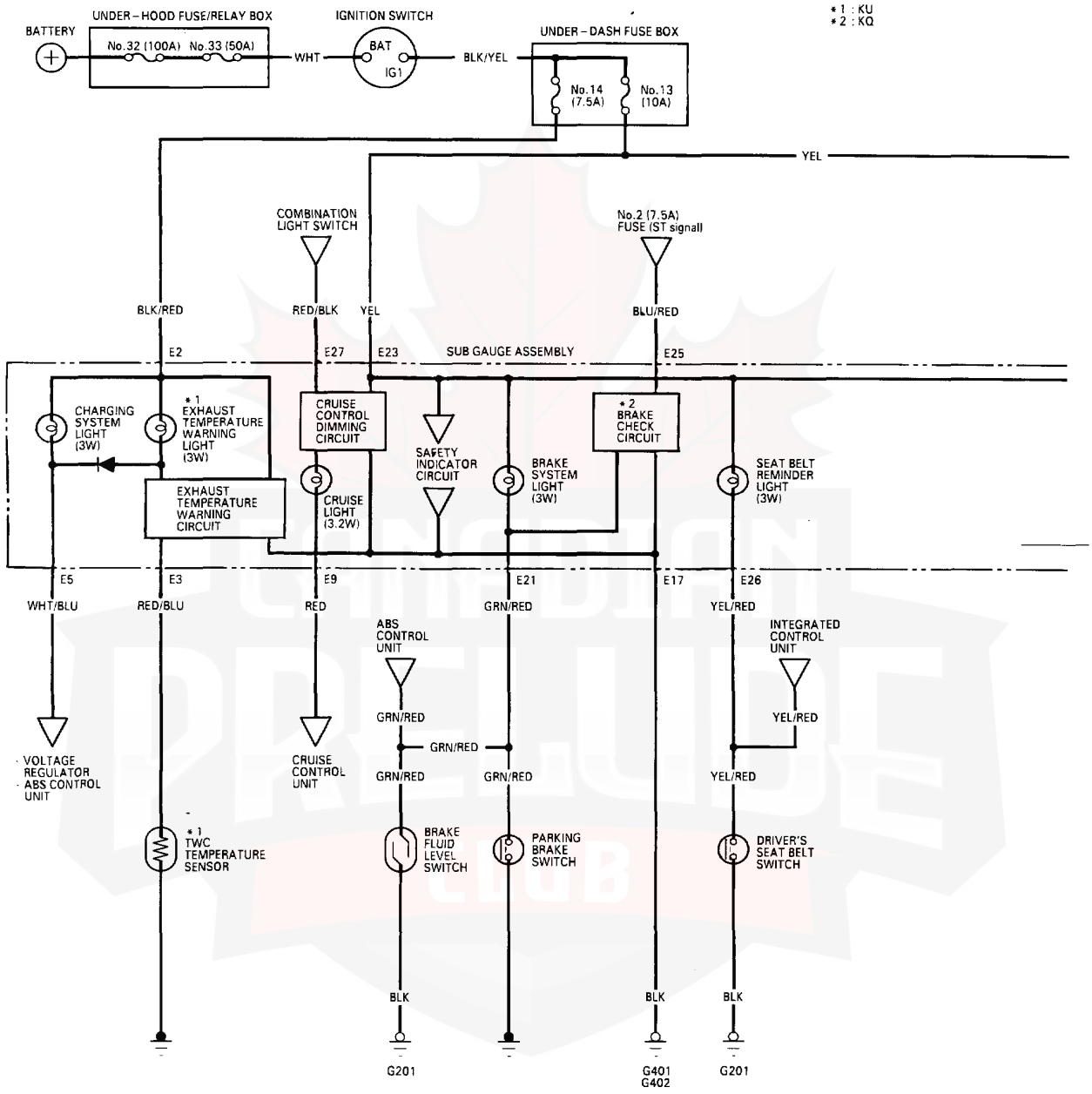
Bulb Locations (KQ and KU models)

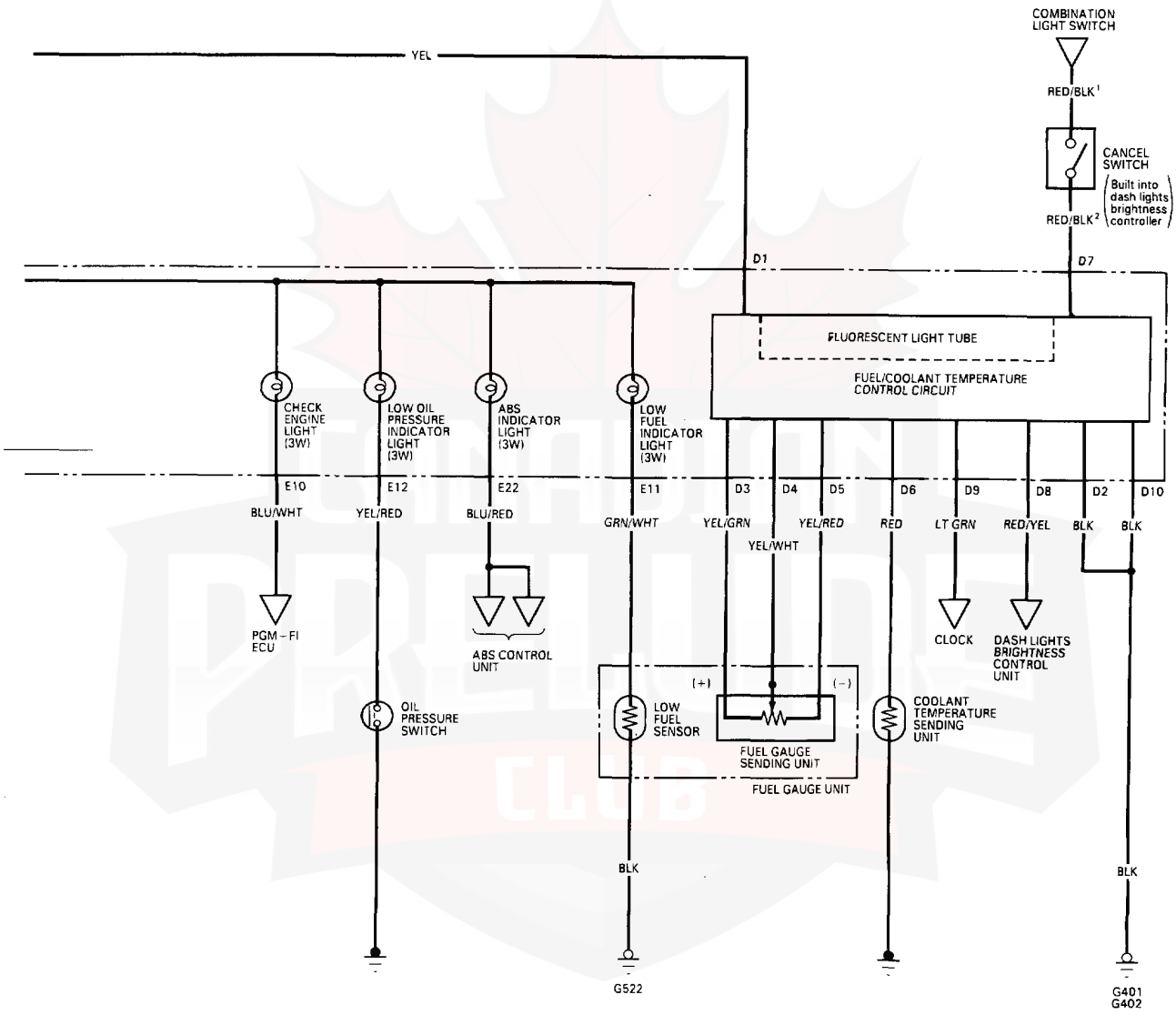
Sub Gauge Assembly:



Gauge Assembly

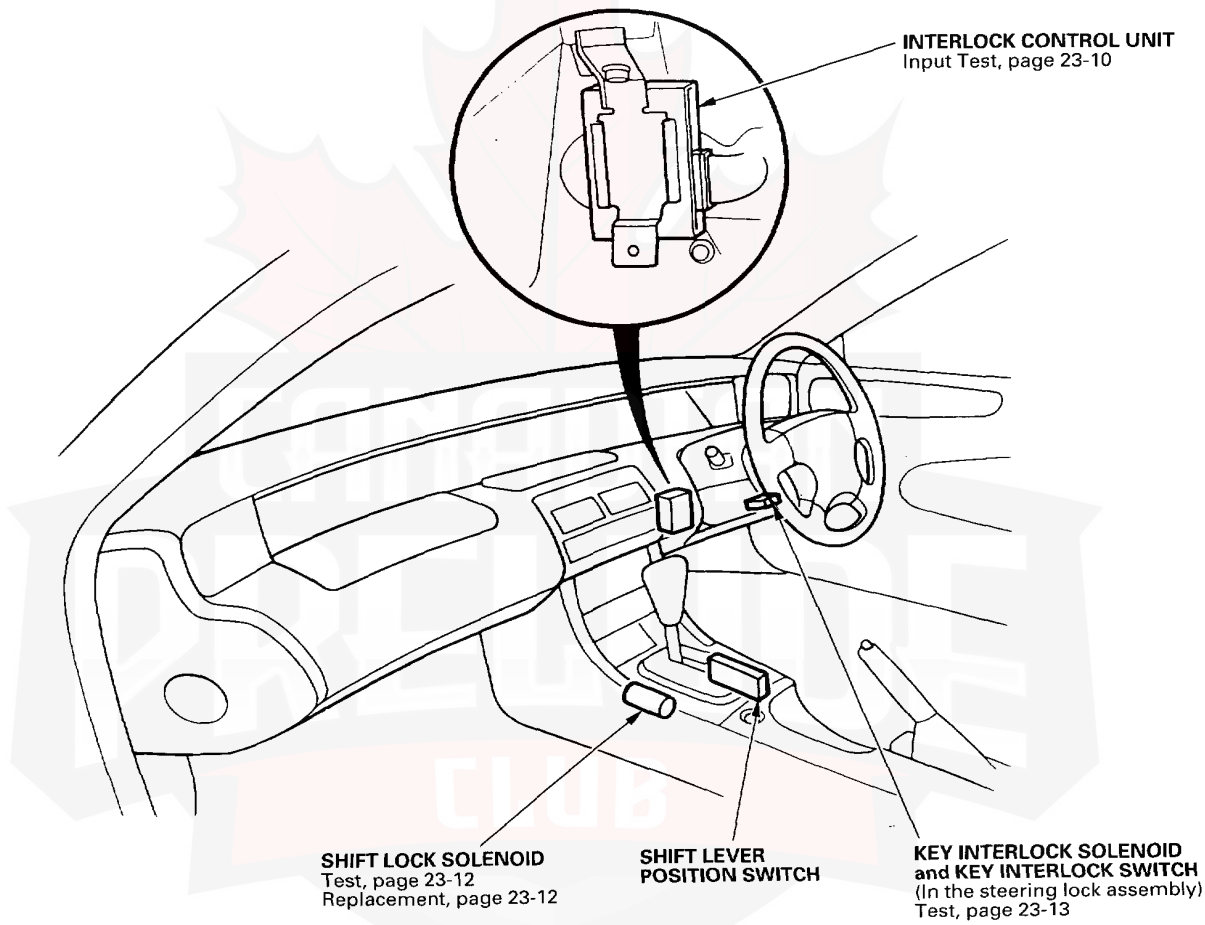
Circuit Diagram (KQ and KU models)



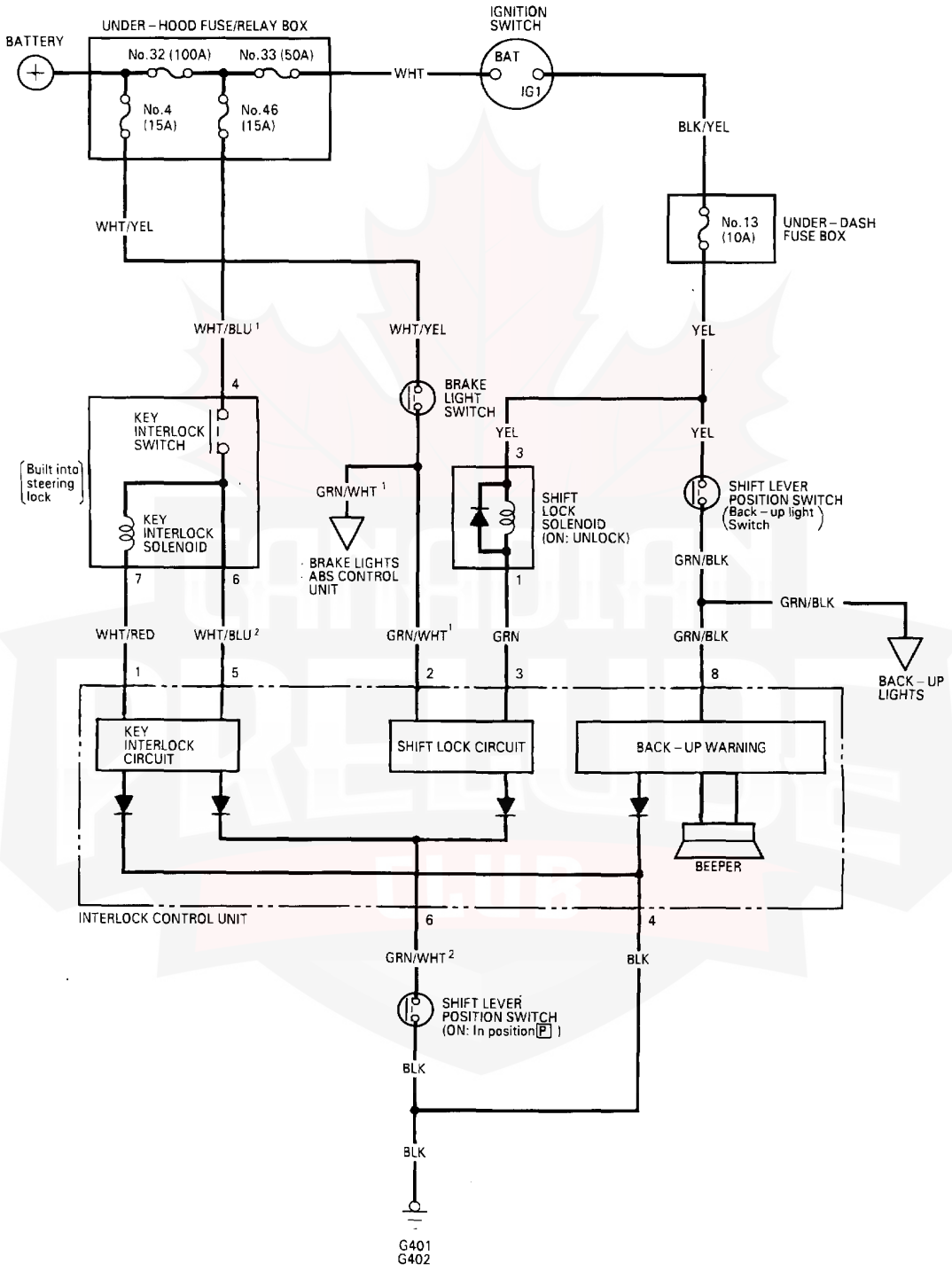


Interlock System (KU model)

Component Location Index



Circuit Diagram

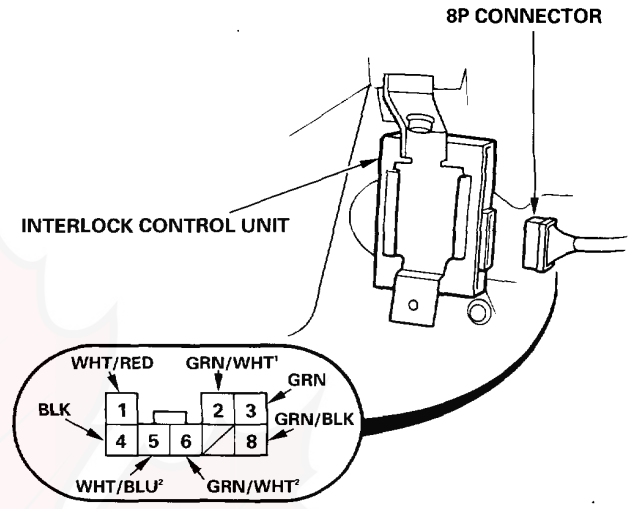


Interlock System (KU model)

Control Unit Input Test

1. Disconnect the 8P connector from the interlock 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.

NOTE:
If the shift lock solenoid clicks when the ignition switch is turned ON and you step on the brake pedal (with the shift lever in [P]), the shift lock system is electronically normal; if the shift lever cannot be shifted from [P], test the shift lever position switch.



View from wire side

Shift Lock System:

Terminal No.	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
2	GRN/WHT¹	Ignition switch ON Brake pedal pushed	Check for voltage to ground: There should be battery voltage.	· Blown No.41 (15 A) fuse in the under-hood fuse/relay box · Faulty brake switch · An open in the wire
6	GRN/WHT²	Shift lever in [P]	Check for continuity to ground: There should be continuity.	· Faulty shift lever position switch · Poor ground (G401, G402) · An open in the wire
3	GRN	Ignition switch ON	Check for voltage to ground: There should be battery voltage.	· Blown No.13 (10 A) fuse in the under-dash fuse box · Faulty shift lock solenoid · An open in the wire

Key Interlock System:

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.	· Poor ground (G401, G402) · An open in the wire
6	GRN/WHT[2]	Shift lever in P	Check for continuity to ground: There should be continuity.	· Faulty shift lever position switch · Poor ground (G401, G402) · An open in the wire
1	WHT/RED	Ignition switch turned to ACC and the key pushed all the way in.	Check for voltage to ground: There should be battery voltage.	· Blown No.46 (10 A) fuse in the under-hood fuse/relay box · Faulty steering lock assembly (key interlock solenoid) · An open in the wire
5	WHT/BLU[2]			

Back-up Warning System:

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.	· Poor ground (G401, G402) · An open in the wire
8	GRN/BLK	Ignition switch ON Shift lever in R	Check for voltage to ground: There should be battery voltage.	· Blown No.13 (10 A) fuse in the under-dash fuse box · Faulty back-up light switch · An open in the wire

Interlock System (KU model)

Shift Lock Solenoid Test/Replacement

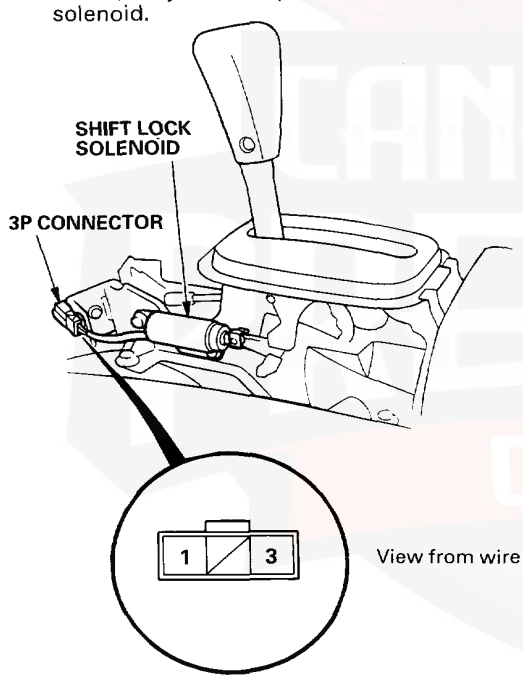
Test:

1. Remove the console, then disconnect the 3P connector of the shift lock solenoid from the main wire harness.

   NOTE:
   This solenoid has a diode in it. To get an accurate reading, either test it with a volt-ohmmeter that compensates for diodes, or make sure you connect your test leads to match the polarity shown.

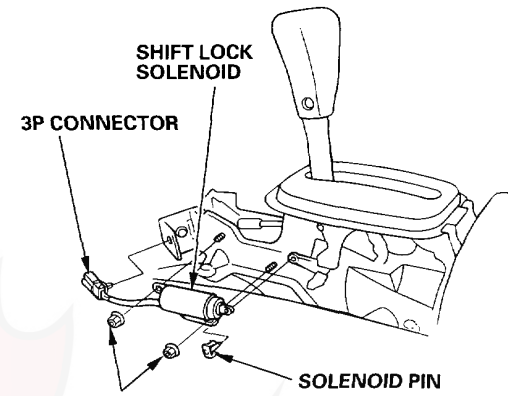
2. Connect battery power to the No.3 terminal and ground to the No.1 terminal momentarily. Check the solenoid operation. If it does not operate, replace it.

   NOTE:
   - When the shift lock solenoid is ON, check that there is a clearance of 2.5 ± 0.5 mm (0.098 ± 0.020 in) between the top of the shift lock lever and the lock pin groove (see clearance check on this page).
     When the shift lock solenoid is OFF, make sure that the lock pin is blocked by the shift lock lever.
   - If not, adjust the position of the shift lock solenoid.



Replacement:

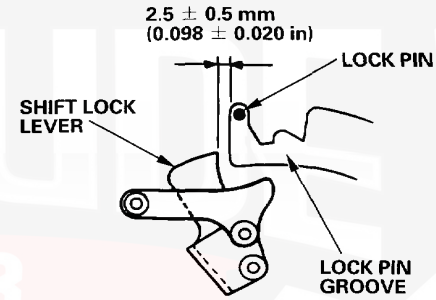
1. Remove the solenoid pin.
2. Remove the self-locking nuts and shift lock solenoid.



3. Install the shift lock solenoid in the reverse order of removal and adjust its position.

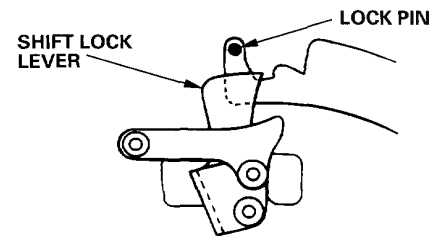
   - When the shift lock solenoid is OK, check that there is a clearance of 2.5 ± 0.5 mm (0.098 ± 0.020 in) between the top of the shift lock lever and the lock pin groove, and tighten the self-locking nuts.

   NOTE:
   Use brand-new self-locking nuts.



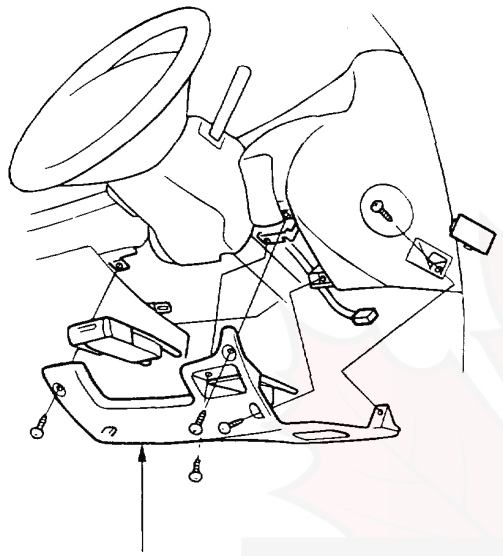
   - When the shift lock solenoid is OFF, make sure that the lock pin is blocked by the shift lock lever.

   NOTE:
   Test the solenoid after you assemble it.



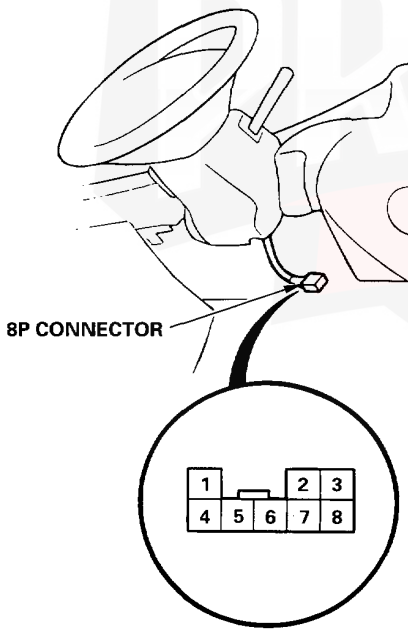
Key Interlock Solenoid Test

1. Remove the dashboard lower cover.



DASHBOARD LOWER COVER

2. Disconnect the 8P connector from the main wire harness.



View from wire side

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

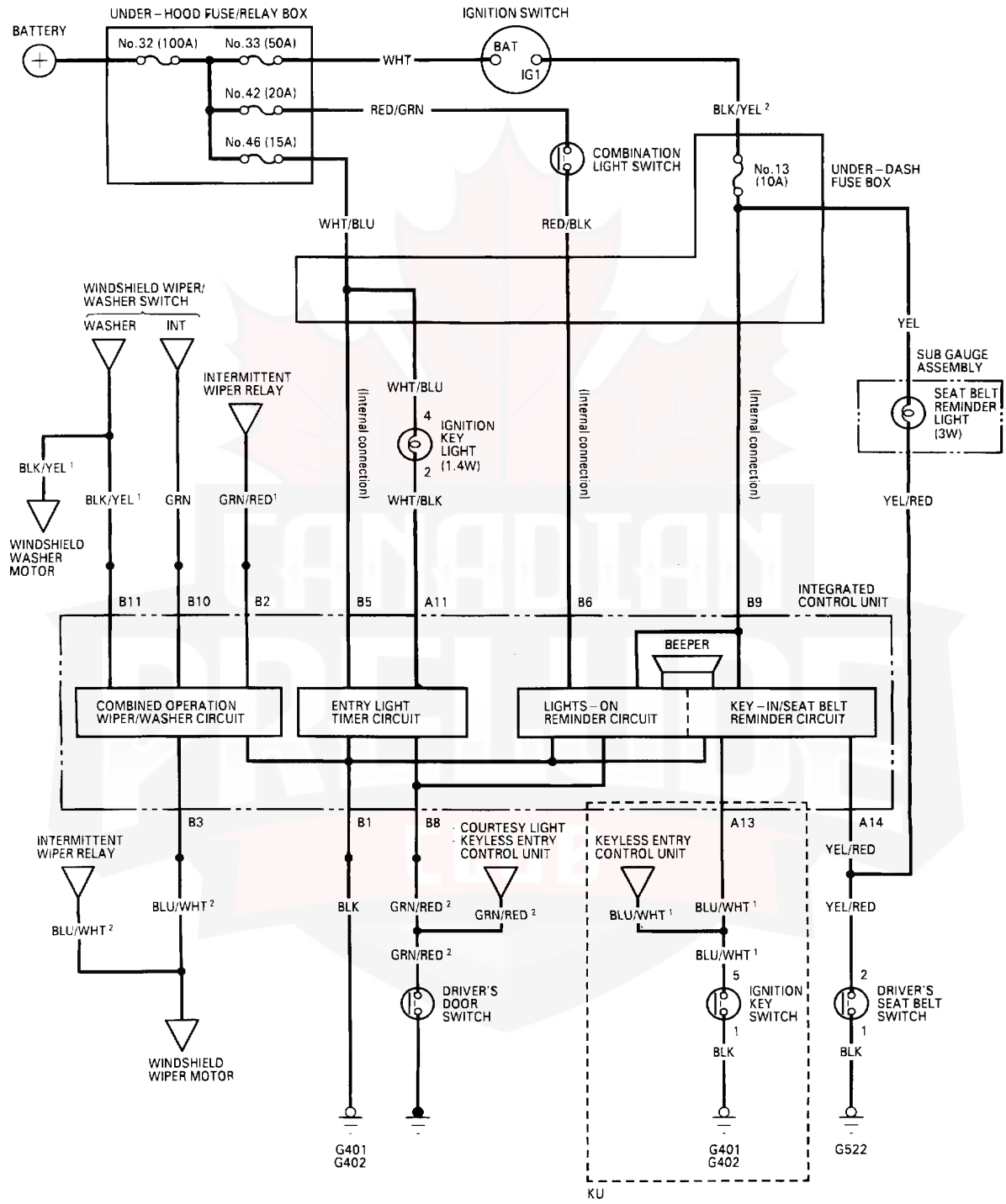
Position		Terminal 4	6	7
Ignition switch ACC	Key pushed in.	○	○	○
	Key released.		○	○

4. Check that the key cannot be removed with power and ground connected to the No.4 and No.7 terminals.

- If the key cannot be removed, the key interlock solenoid is OK.
- If the key can be removed, replace the steering lock assembly (the key interlock solenoid is not available separately).

Integrated Control Unit (KQ and KU models)

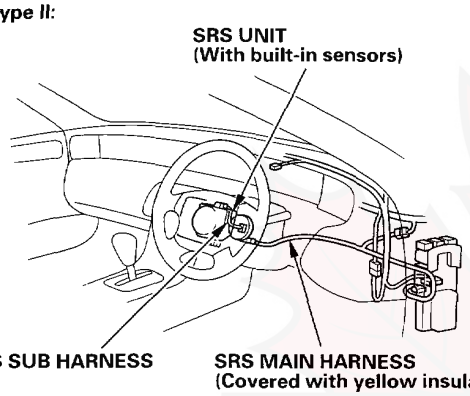
Circuit Diagram



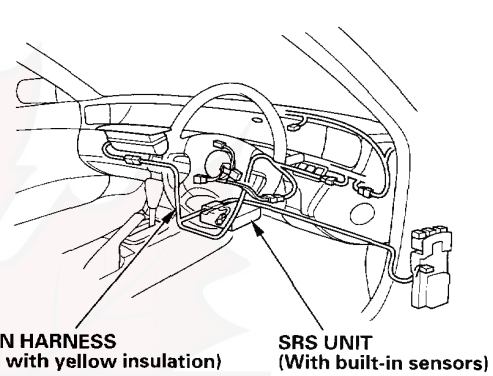
Input Test

CAUTION:
- **All SRS wire harnesses are covered with yellow insulation.**
- **Replace the entire affected SRS harness assembly if it has an open circuit or damaged wiring.**
- **Before disconnecting the SRS wire harness, turn the ignition switch OFF, disconnect the battery negative cable, then disconnect the positive cable, and wait at least three minutes.**
- **Whenever the ignition switch is ON, 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 of injuries.**
- **Before you disconnect any part of an SRS wire harness, connect the short connectors (RED) to the airbags (SRS-Type III).**

SRS-Type II:

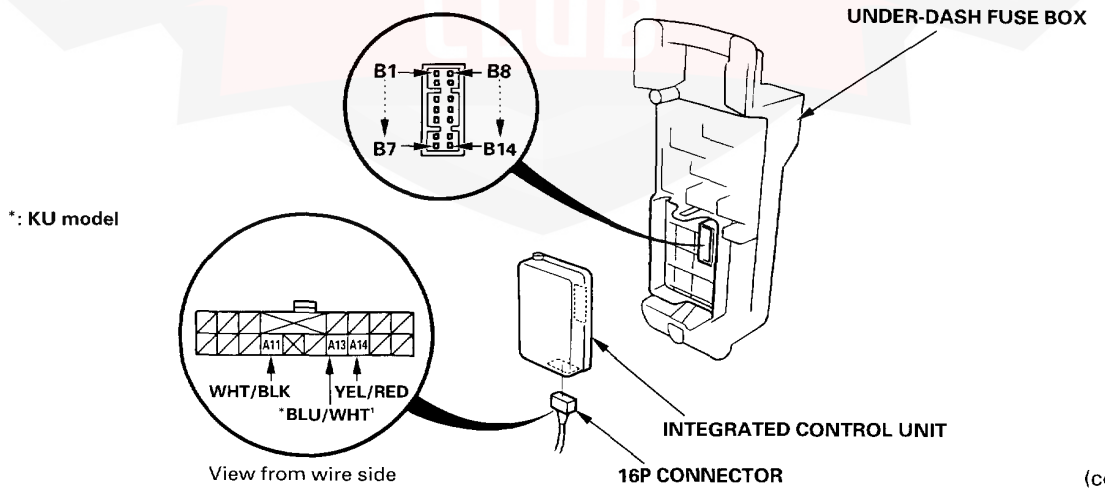


SRS-Type III:



1. Remove the right kick panel, then disconnect the 16P connector from the integrated control unit.
2. Remove the under-dash fuse box, then remove the integrated control unit.

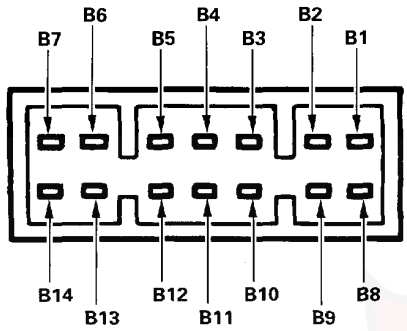
   NOTE:
   Do not disconnect any connectors from the under-dash fuse box except the one on the integrated control unit.
3. Inspect the connector and the socket terminals to be sure they are all making good contact.
   - If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
   - If the terminals look OK, make the following input tests at the connector and the socket.
     - If a test indicates a problem, find and correct the cause, then recheck the system.
     - If all the input tests prove OK, the control unit must be faulty; replace it.



(cont'd)

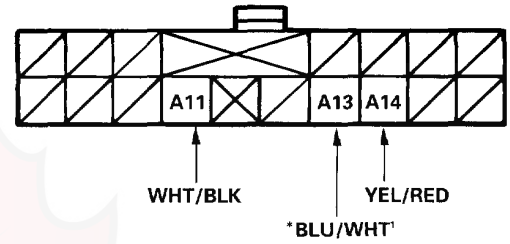
Integrated Control Unit (KQ and KU models)

Input Test (cont'd)



View from terminal side of the under-dash fuse box socket

*: KU model



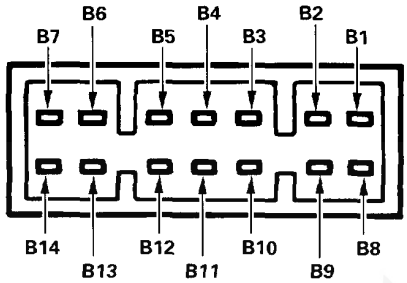
View from wire side of the harness connector

Entry Light Timer System:

Terminal No.	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
B1	—	Under all conditions	Check for continuity to ground: There should be continuity.	· Poor ground (G401, G402) · An open in the wire
B5	—	Under all conditions	Check for voltage to ground: There should be battery voltage.	· Blown No.46 (15 A) fuse · An open in the wire
A11	WHT/BLK	Under all conditions	Attach to ground: Ignition key light should come on.	· Blown bulb · An open in the wire
B8	—	Driver's door open	Check for voltage to ground: There should be 1 V or less.	· Faulty driver's door switch · An open in the wire

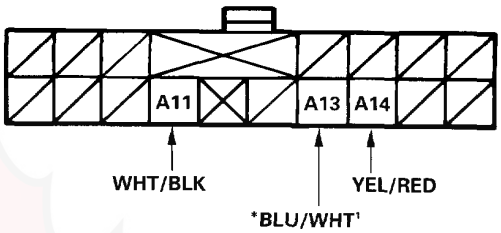
Lights-on Reminder System:

Terminal No.	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
B1	—	Under all conditions	Check for continuity to ground: There should be continuity.	· Poor ground (G401, G402) · An open in the wire
B6	—	Headlight switch ON (Second position)	Check for voltage to ground: There should be battery voltage.	· Blown No.42 (20 A) fuse · Faulty combination light switch · An open in the wire
B9	—	Ignition switch ON	Check for voltage to ground: There should be battery voltage.	· Blown No.13 (10 A) fuse · An open in the wire
B8	—	Driver's door open	Check for voltage to ground: There should be 1 V or less.	· Faulty driver's door switch · An open in the wire



View from terminal side of the under-dash fuse box socket

*: KU model



View from wire side of the harness connector

Wiper System:

Terminal No.	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
B1	—	Under all conditions	Check for continuity to ground: There should be continuity.	· Poor ground (G401, G402) · An open in the wire
B2	—	Ignition switch ON	Check for voltage to ground: There should be battery voltage.	· Blown No.17 (30 A) fuse · Faulty intermittent wiper relay · An open in the wire
B10	—	Ignition switch ON and wiper switch in INT position	Check for voltage to ground: There should be battery voltage.	· Blown No.17 (30 A) fuse · Faulty windshield wiper switch · An open in the wire
B11	—	Ignition switch ON and washer switch ON	Check for voltage to ground: There should be battery voltage.	· Blown No.17 (30 A) fuse · Faulty windshield washer switch · An open in the wire
B3	—	Ignition switch ON	Check for voltage to ground: There should be battery voltage.	· Blown No.17 (30 A) fuse · Faulty intermittent wiper relay · Faulty windshield wiper motor · An open in the wire

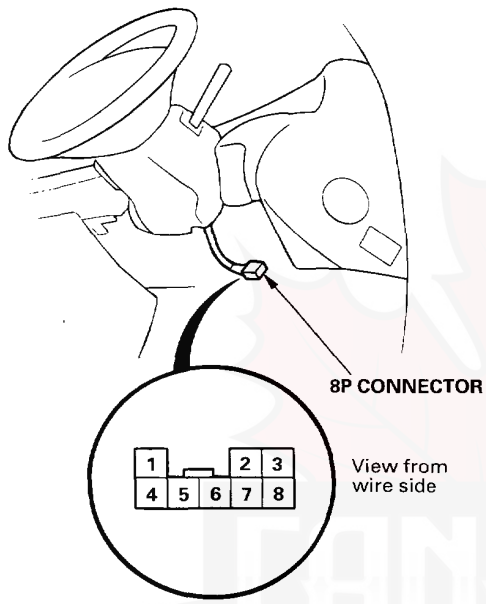
Key-in/Seat Belt Reminder System:

Terminal No.	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
B1	—	Under all conditions	Check for continuity to ground: There should be continuity.	· Poor ground (G401, G402) · An open in the wire
B9	—	Ignition switch ON	Check for voltage to ground: There should be battery voltage.	· Blown No.13 (10 A) fuse
A13	*BLU/WHT¹	Ignition key is inserted into the ignition switch.	Check for voltage to ground: It should be 1 V or less.	· Poor ground (G401, G402) · Faulty ignition key switch · An open in the wire
A14	YEL/RED	Ignition switch ON and driver's seat belt is not buckled.	Check for voltage to ground: It should be 1 V or less.	· Poor ground (G522) · Faulty driver's seat belt switch · An open in the wire
		Ignition switch ON and driver's seat belt is buckled.	Check for voltage to ground: There should be battery voltage.	· Blown No.13 (10 A) fuse · Faulty driver's seat belt switch · Blown bulb · An open in the wire

Entry Light Timer System (KQ and KU models)

Ignition Key Light Test

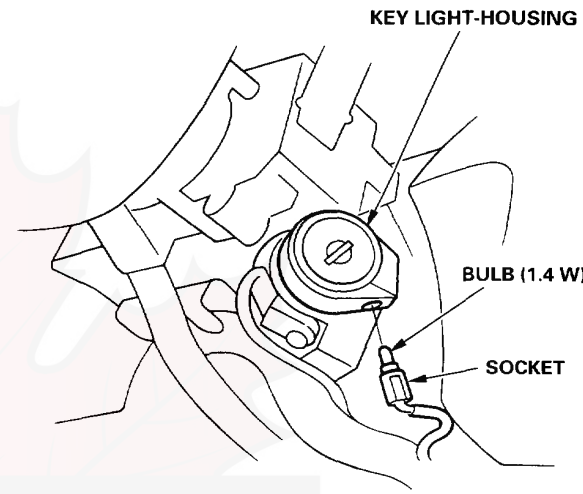
1. Remove the dashboard lower cover.
2. Disconnect the 8P connector from the main wire harness.



3. There should be continuity between No.2 and No.4 terminals. If there is no continuity, replace the light.

Ignition Key Light Replacement

1. Remove the steering column covers.
2. Remove the bulb/socket from the key light housing by turning the socket 90°.



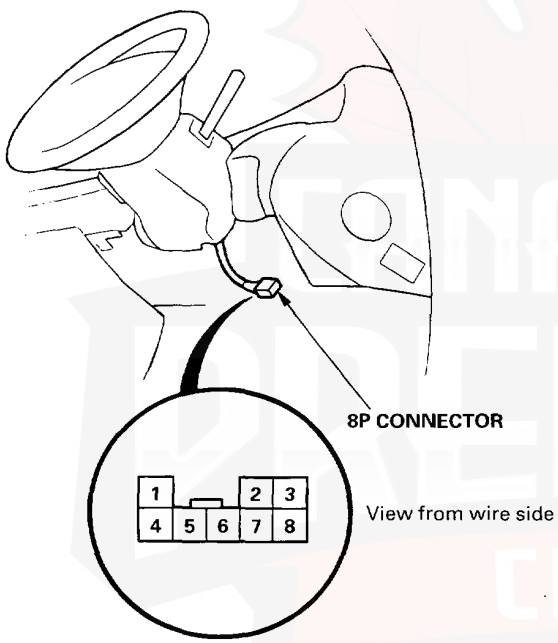
Key-in Reminder System (KU model)

Ignition Key Switch Test

NOTE:
Refer to page 23-14 for the diagram of the key-in beeper circuit, and page 23-17 for the input test of the beeper circuit.

When the ignition key is not removed, the key-in beeper in the integrated control unit senses ground through the closed ignition key switch. When you open the driver's door, the beeper circuit senses ground through the closed door switch. With ground at the "BLU/WHT" and "B8" terminals, the beeper sounds.

1. Remove the dashboard lower cover.
2. Disconnect the 8P connector from the main wire harness.



3. Check for continuity between the No.1 and No.5 terminals.
   - There should be continuity with the key in the ignition switch.
   - There should be no continuity with the key removed.

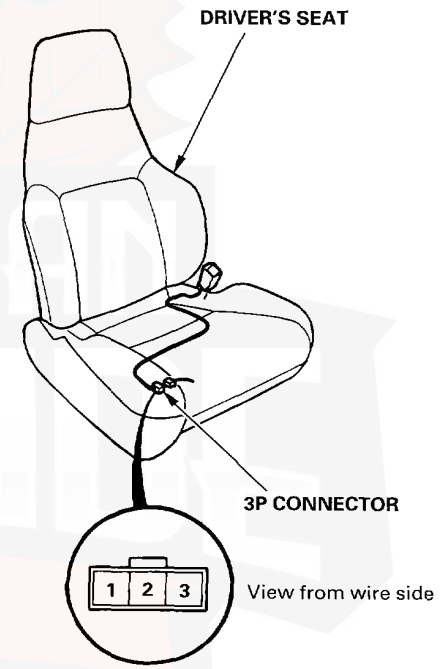
Seat Belt Reminder System (KQ and KU models)

Seat Belt Switch Test

1. Slide the driver's seat to the middle position, then disconnect the 3P connector from the back of the seat.
2. Check for continuity between the terminals in each condition according to the table.

Terminal / Condition	1	2	3
UNBUCKLED	○	○	
*BUCKLED	○		○

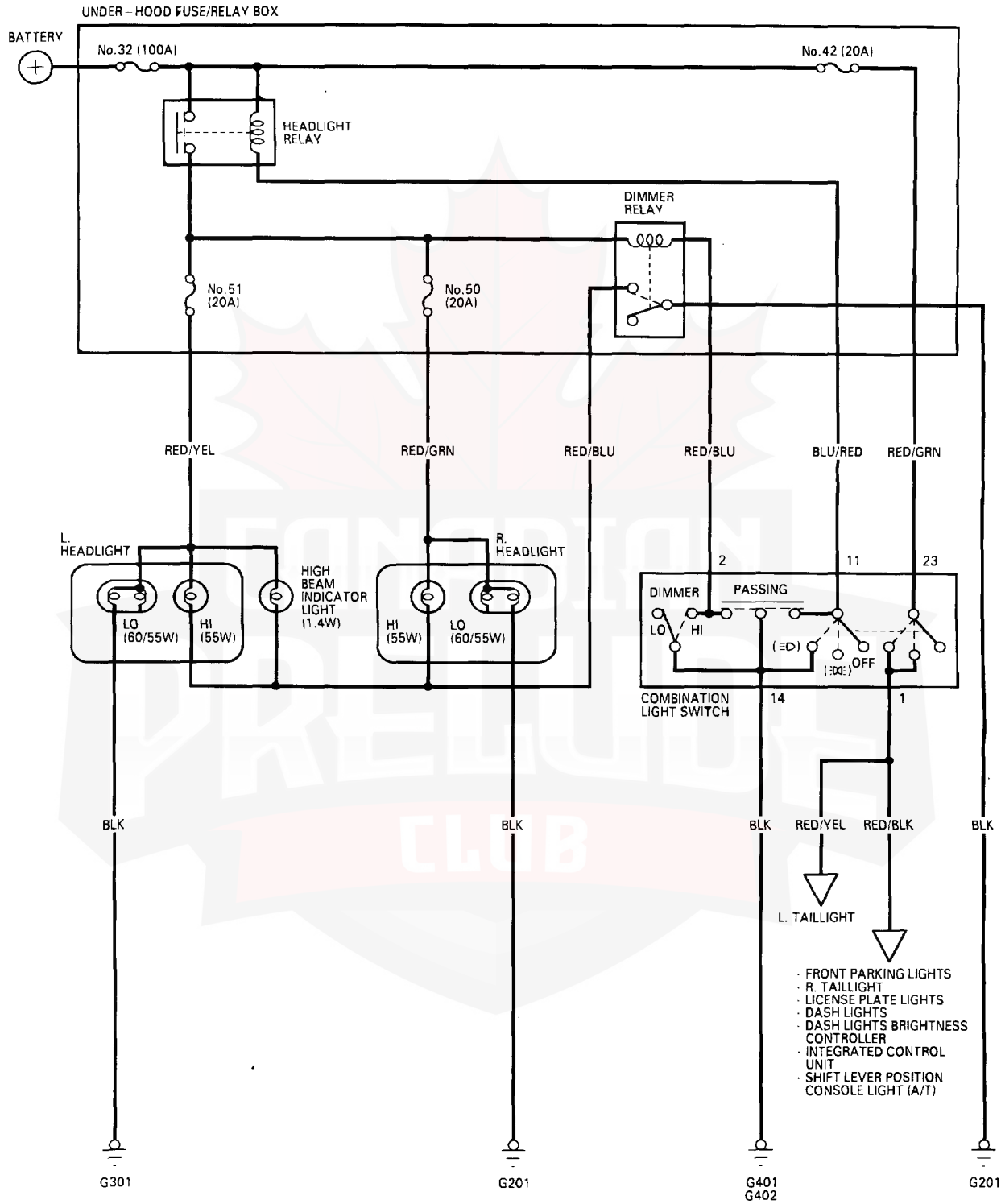
*: Switch test for seat belt tention reducer (KU model)



3. If necessary, replace the seat belt switch.

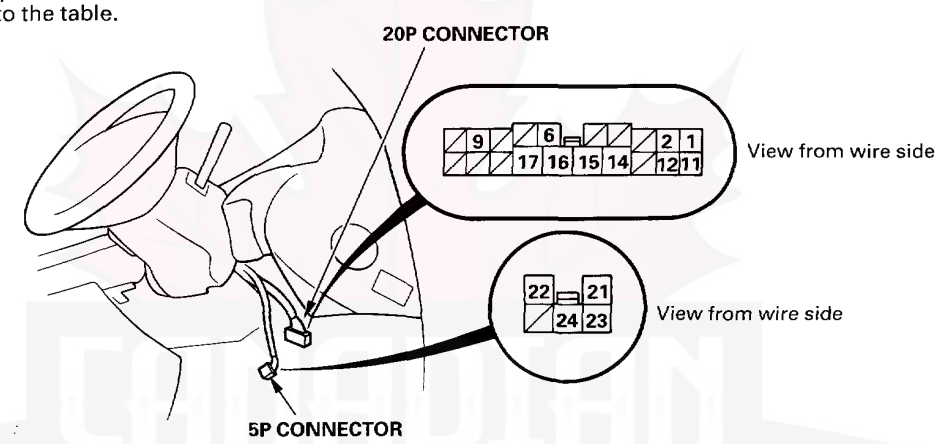
Lighting System

Circuit Diagram (KU model)



Combination Light Switch Test (KU model)

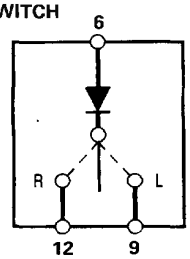
1. Remove the dashboard lower cover.
2. Disconnect the 5P connector from the main wire harness, and 20P connector from the under-dash fuse box.
3. Inspect the connector terminals to be sure they are all making good contact.
   - If the terminals are bent, loose, or corroded, repair them as necessary, and recheck the system.
4. Check for continuity between them in each switch position according to the table.



Headlight/Dimmer/Passing Switch

Position \ Terminal		1	2	11	14	23
Headlight switch	OFF					
	≡D○≡	○				○
	≡D	○		○	○	○
Dimmer switch	LOW					
	HIGH		○		○	
Passing switch	OFF					
	ON		○	○	○	

TURN SIGNAL SWITCH



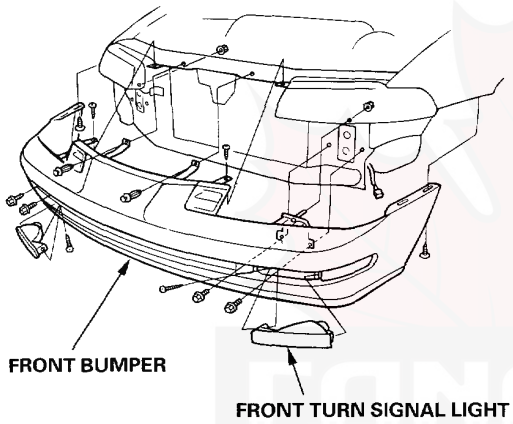
Position \ Terminal	6		9	12
R	○	▶		○
NEUTRAL				
L	○	▶	○	

Headlights (KU model)

Replacement

CAUTION:
- **Halogen headlights can become very hot in use; do not touch them or the attaching hardware immediately after they have been turned off.**
- **Do not try to replace or clean the headlights with the lights on.**

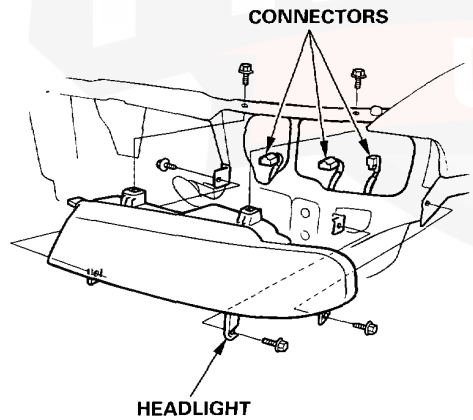
1. Remove the screws, and then remove the front turn signal lights.
2. Disconnect the connectors from the turn signal lights, and then remove the front bumper.



3. Disconnect the connectors from the each bulb.

NOTE:
- Before disconnecting the left side connectors, remove the washer filler neck by removing a bolt.
- Before disconnecting the right side connectors, remove the coolant reservoir.

4. Remove the volts, and then remove the headlight assembly.



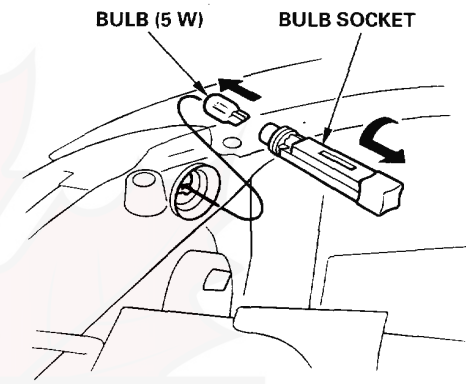
5. After installing the headlights, adjust the headlights to local requirements.

Front Parking Lights (KU model)

Bulb Replacement

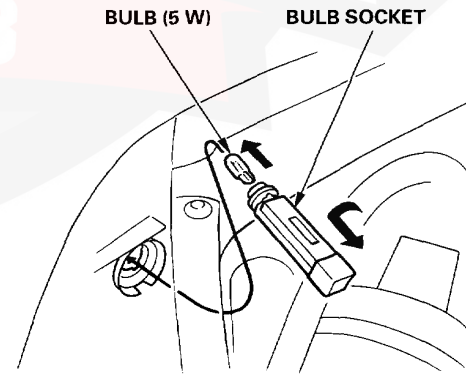
Right Front Parking Light:

1. Disconnect the 2P connector from the right front parking light.
2. Turn the bulb socket 45° counterclockwise, remove it from the light housing, then replace the bulb.



Left Front Parking Light:

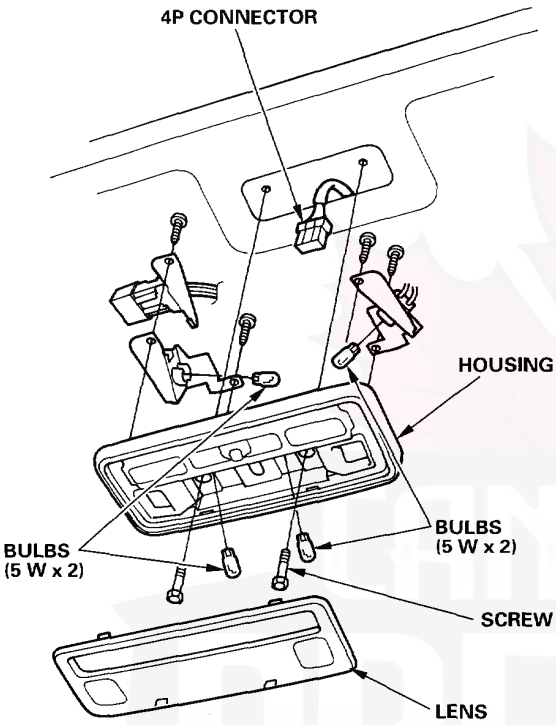
1. Remove the washer filler neck by removing a bolt.
2. Disconnect the 2P connector from the left front parking light.
3. Turn the bulb socket 45° counterclockwise, remove it from the light housing, then replace the bulb.



Ceiling/Spotlights (KU model)

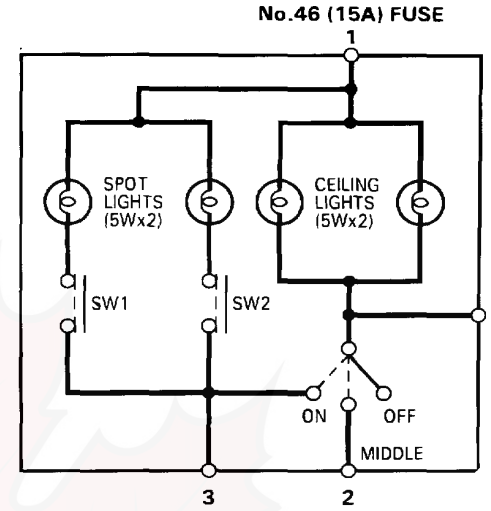
Test/Replacement

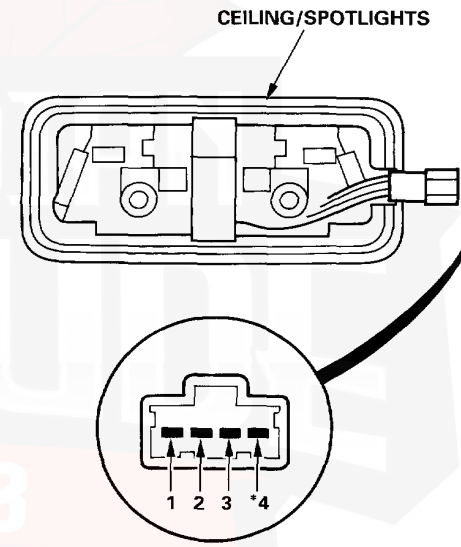
1. Turn the ceiling and spotlight switches off.
2. Remove the lens.
3. Remove the two screws, and disconnect the 4P connector from the housing.



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

Position			Terminal 1		2	3	4
CEILING LIGHTS	OFF						
	DOOR		○	○	○		
	ON		○	○		○	
SPOTLIGHTS	SW1	ON	○	○		○	
		OFF					
	SW2	ON	○	○		○	
		OFF					





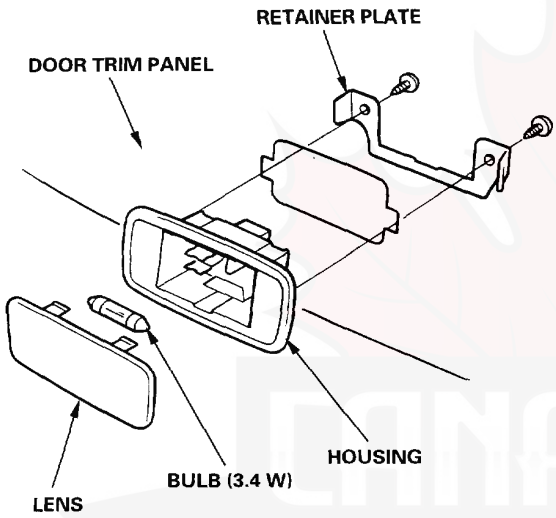
*: Not used

Courtesy Lights (KU model)

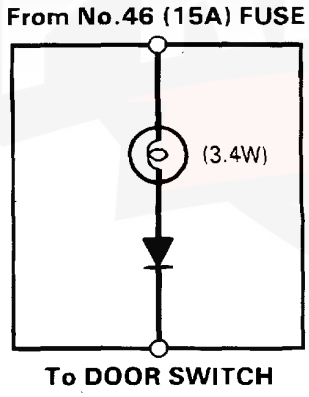
Replacement

NOTE:
The bulb or lens alone can be replaced without removing the door trim panel.

1. Remove the door trim panel, and disconnect the 2P connector from housing.
2. Remove the two screws and the retainer plate to remove the light from the door trim panel.



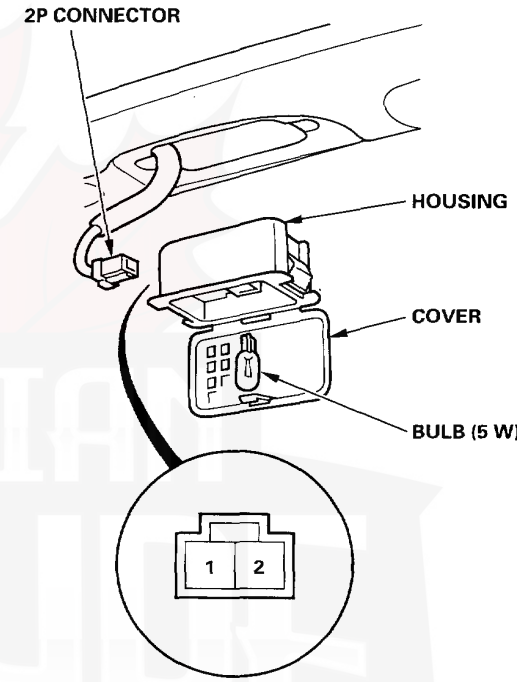
3. Install in the reverse order of removal.

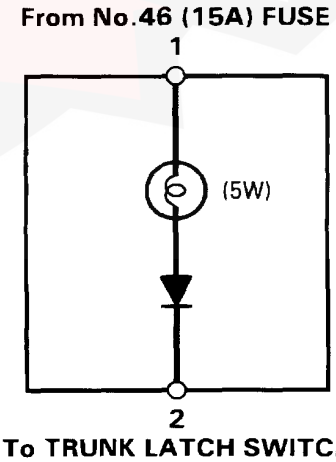


Trunk Light

Test/Replacement

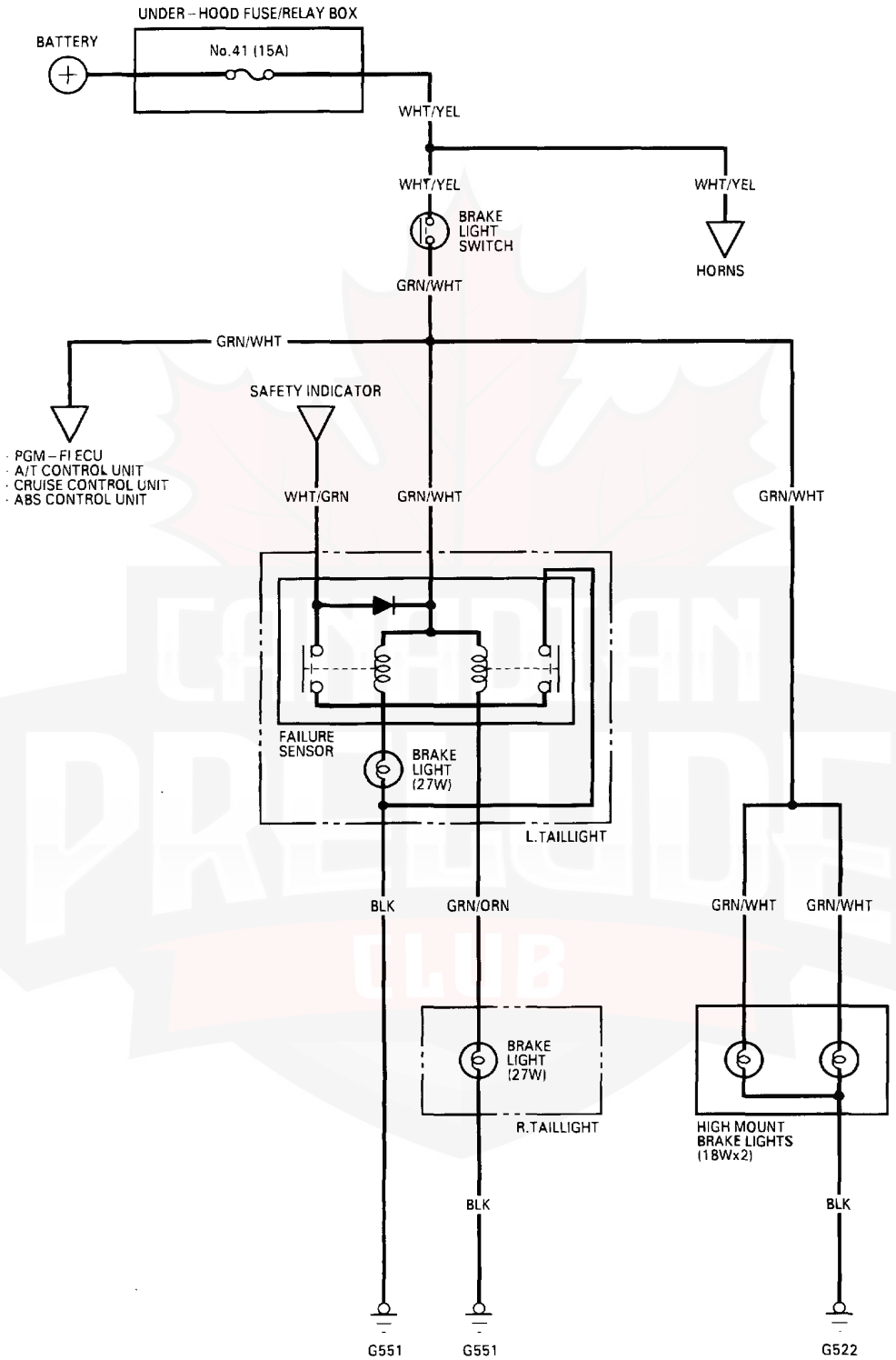
1. Open the trunk lid.
2. Open the trunk light cover.
3. Pry out the light assembly.
4. Disconnect the 2P connector form the housing.
5. Make sure that the bulb is OK. Check for continuity between the No.1 and No.2 terminals.





Brake/High Mount Brake Lights

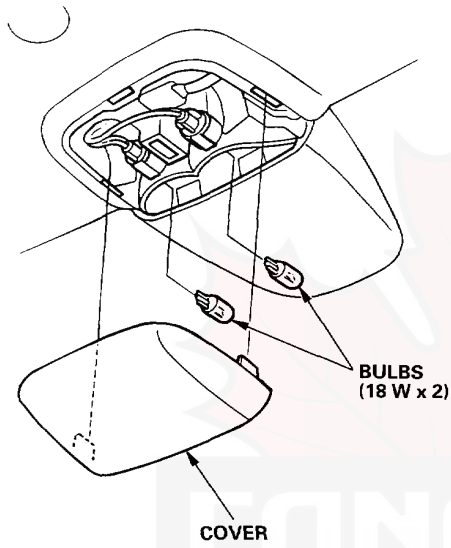
Circuit Diagram



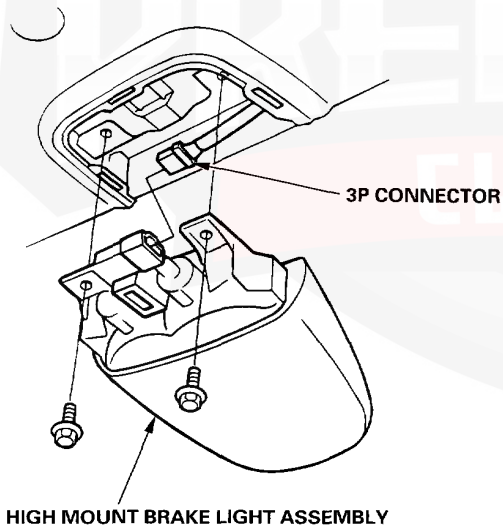
High Mount Brake Light Replacement (KU model)

1. Remove the cover.

NOTE:
The bulb alone can be replaced without removing the high mount brake light assembly.



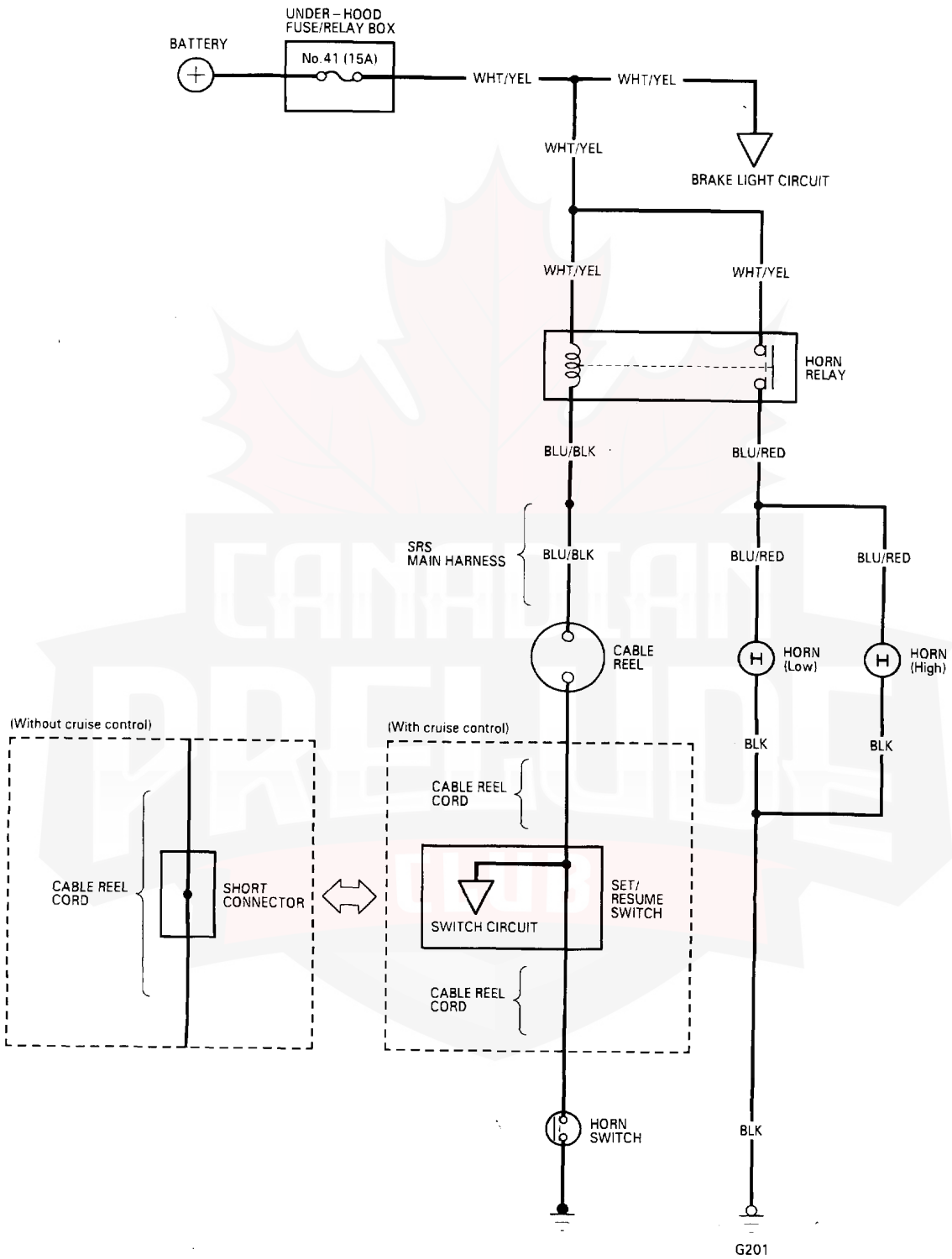
2. Remove the two mounting bolts.
3. Remove the high mount brake light assembly, then disconnect the 3P connector.



4. Install the high mount brake light in the reverse order of removal. Clean the rear window glass first. Make sure the rubber seal on the light is touching the glass all the way around.

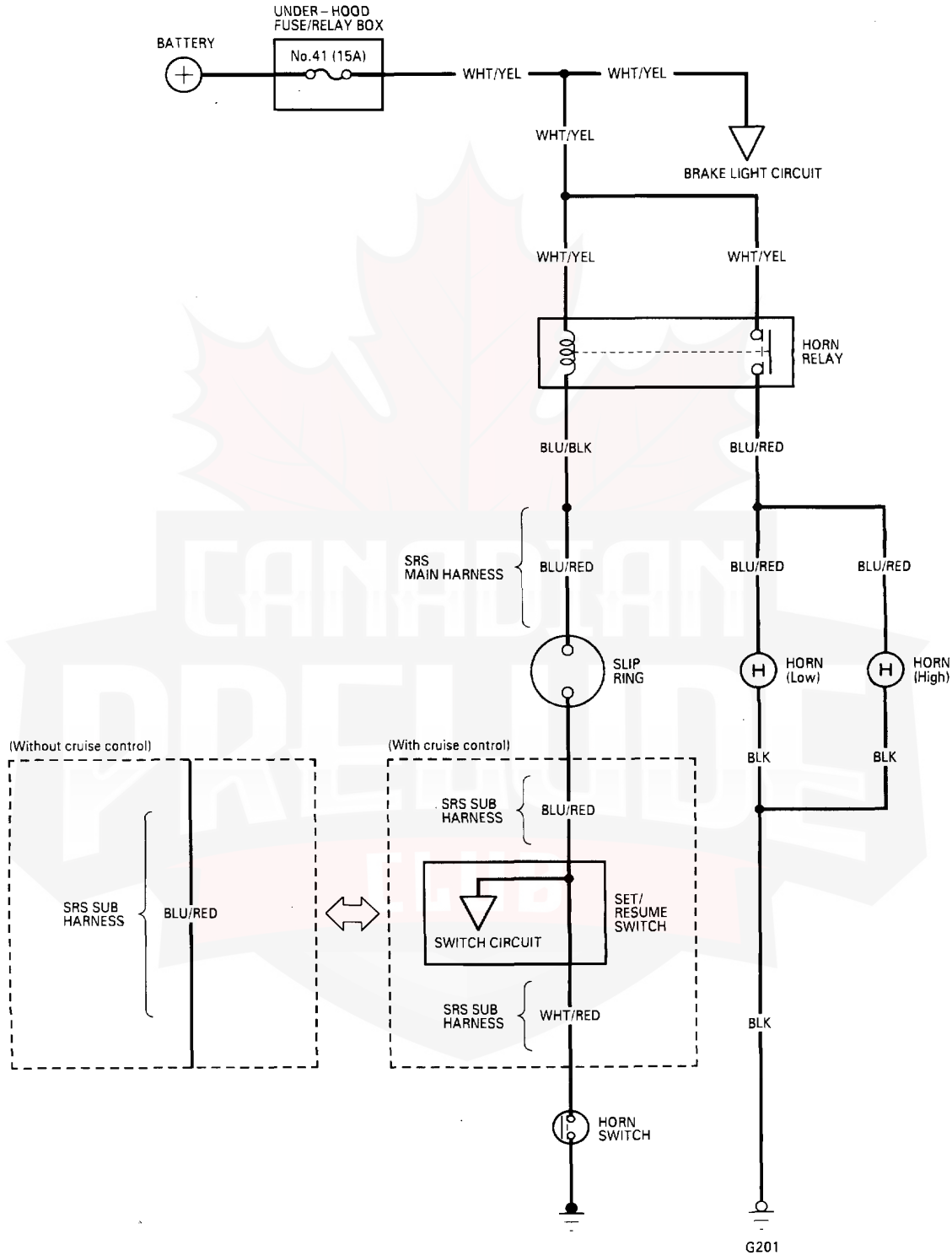
Horns

Circuit Diagram (With SRS-Type III)



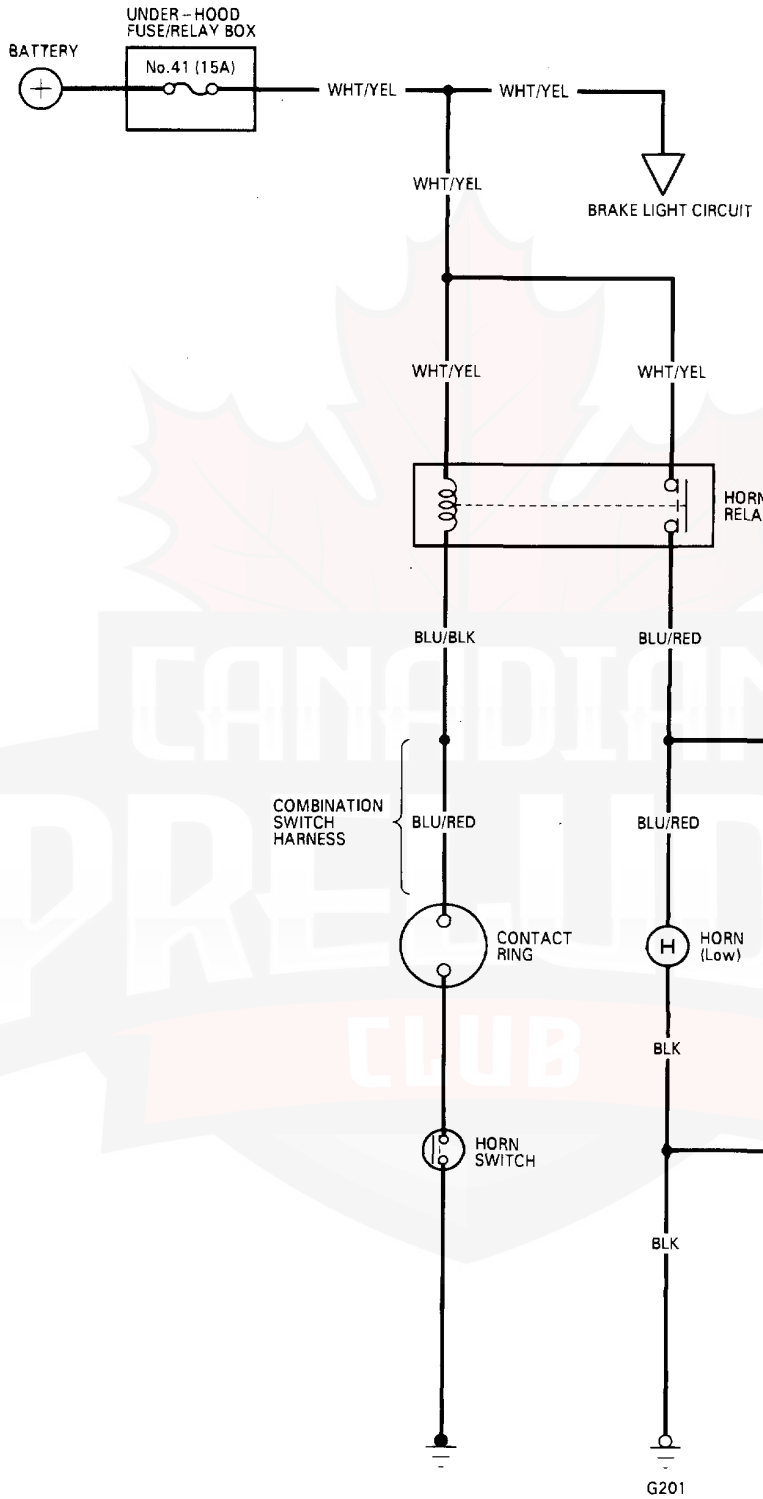
Horns

Circuit Diagram (With SRS-Type II)



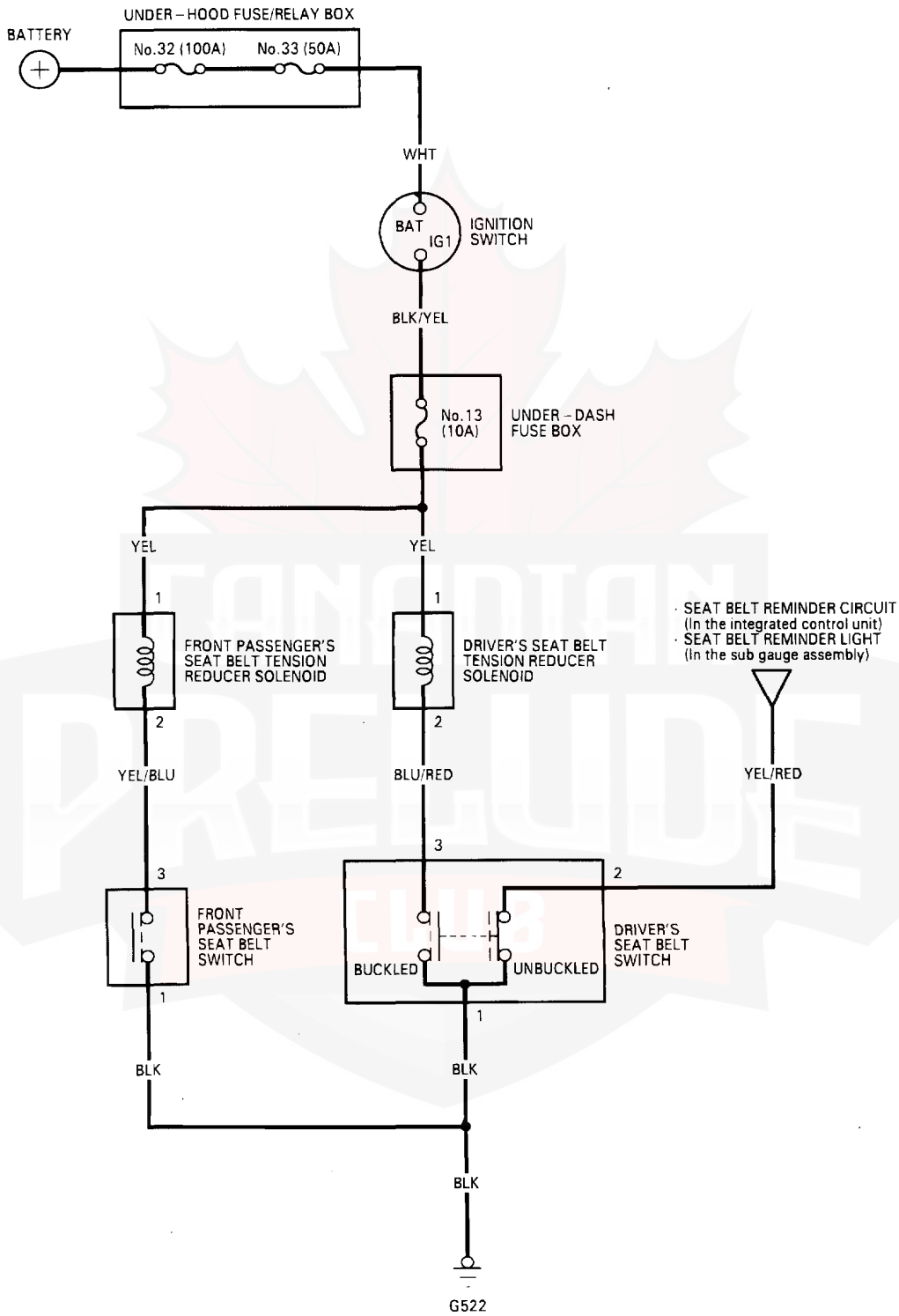
Horns

Circuit Diagram (Without SRS of KG, KF and KS models)



Seat Belt Tension Reducer (KU model)

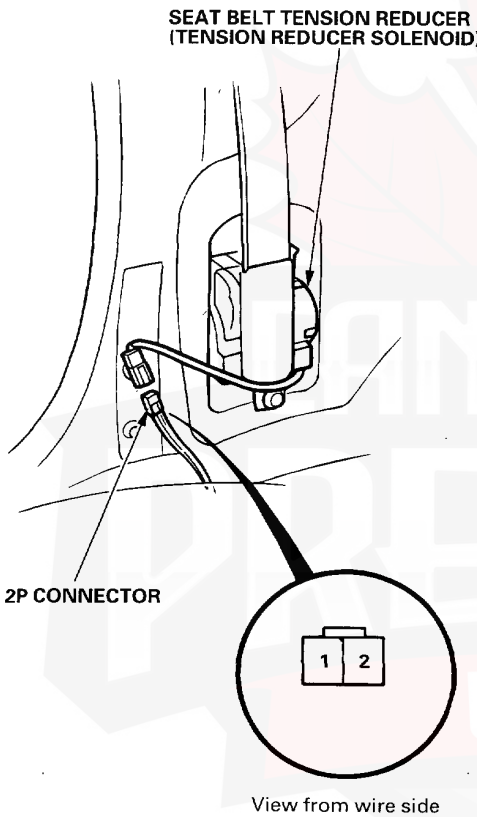
Circuit Diagram



Test

1. Remove the quarter trim panel.
2. Disconnect the 2P connector from the seat belt tension reducer.
3. Turn the ignition switch ON.
4. Check for voltage between the No.1(+) and No.2 (−) terminals with the seat belt buckled. There should be battery voltage.

   NOTE:
   The driver's seat belt tension reducer is shown; the passenger's seat belt tension reducer is similar.



View from wire side

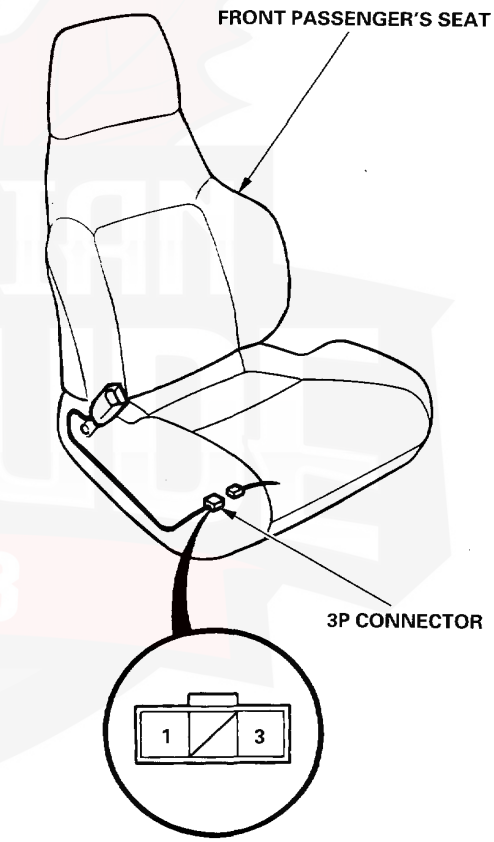
- If there is battery voltage, replace the seat belt tension reducer.
- If there is no battery voltage, check for;
  − blown No.13 (10 A) fuse in the under-dash fuse box.
  − faulty seat belt switch.
  − poor ground (G522).
  − an open in the wire.

Seat Belt Switch Test

NOTE:
Refer to page 23-19 for the driver's seat belt switch test.

1. Slide the front passenger's seat to the middle position, then disconnect the 3P connector from the back of the seat.
2. Check for continuity between the No.1 and No.3 terminals in each conditon according to the table.

Terminal / Condition	1	3
UNBUCKLED		
BUCKLED	○	○

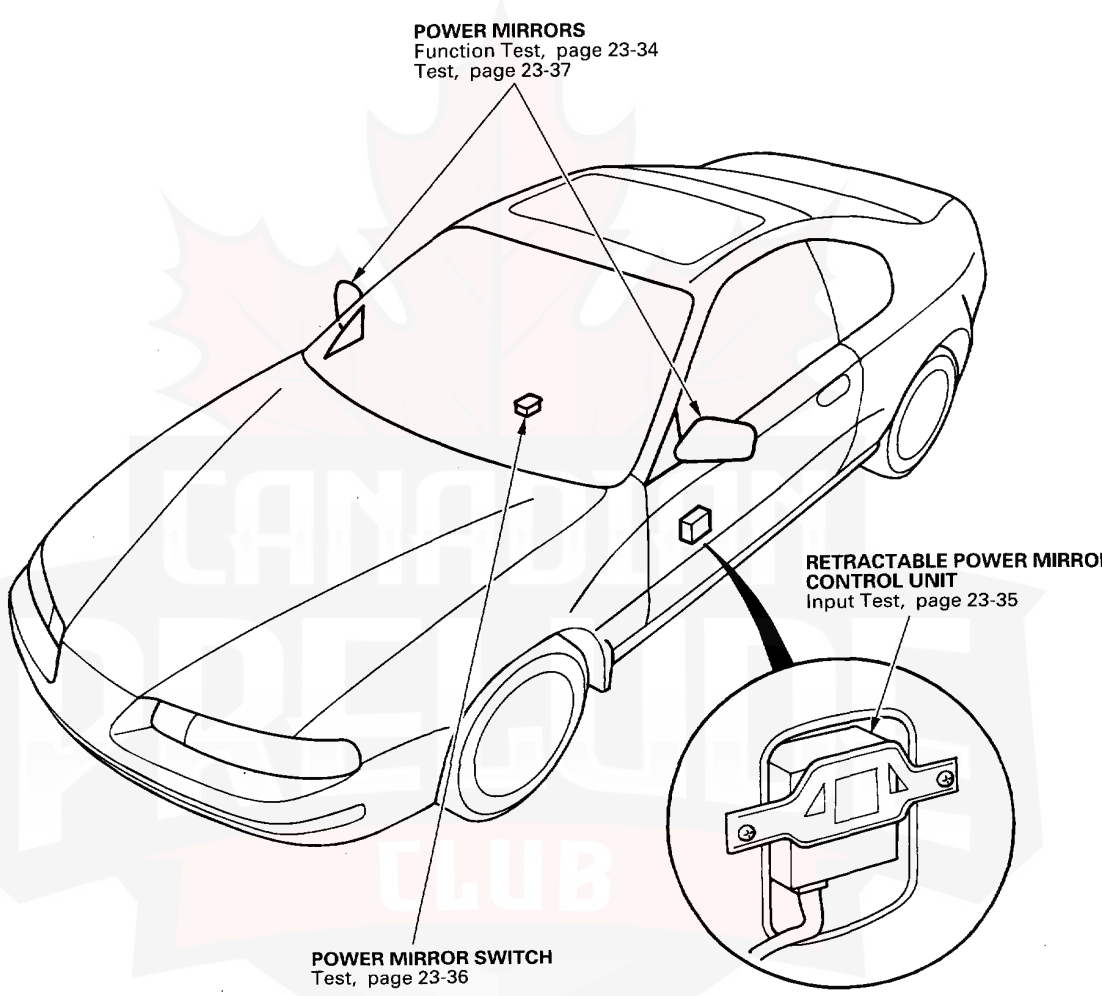


View from wire side

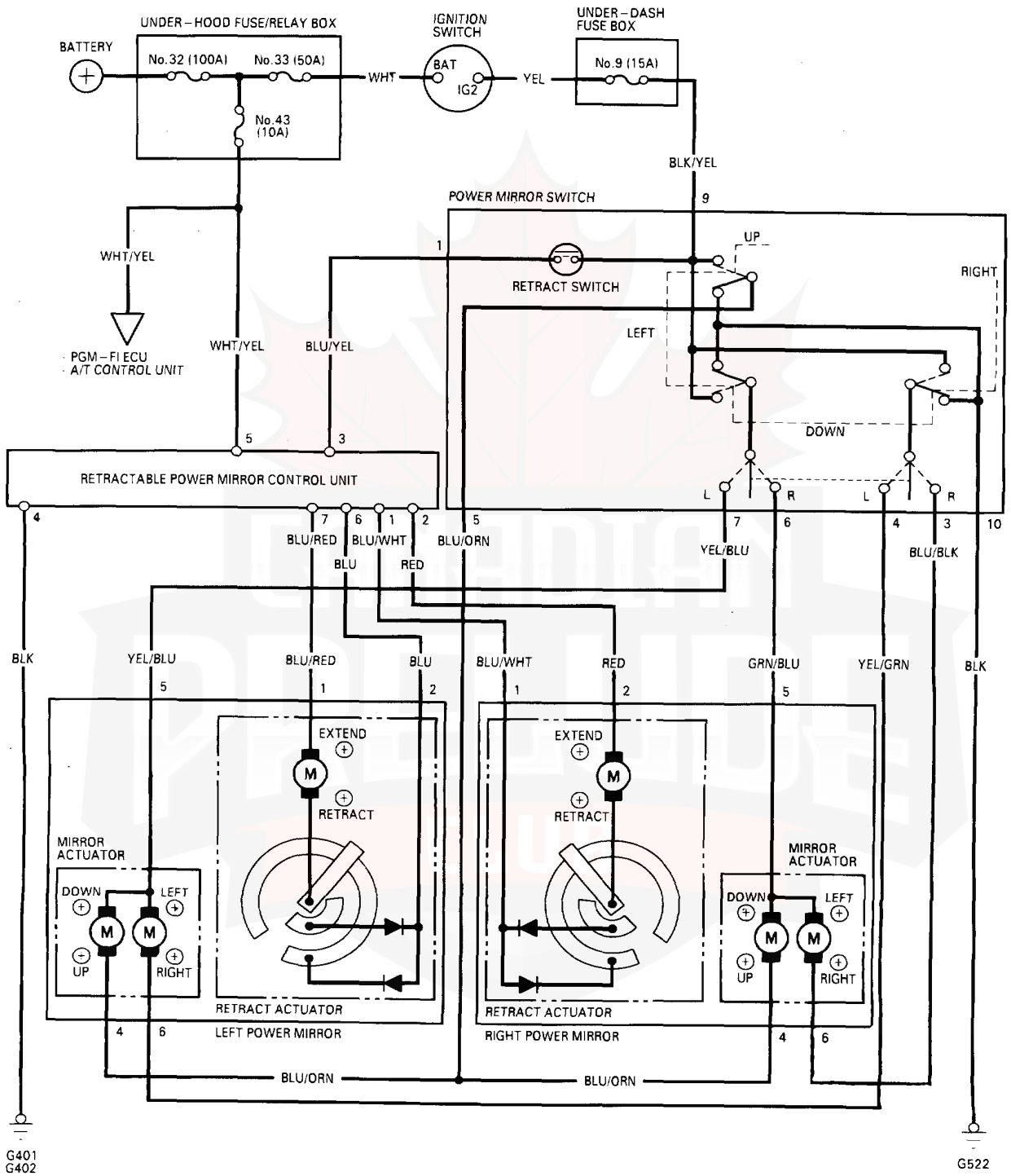
3. If necessary, replace the seat belt switch.

Power Mirrors

Component Location Index (KU model)



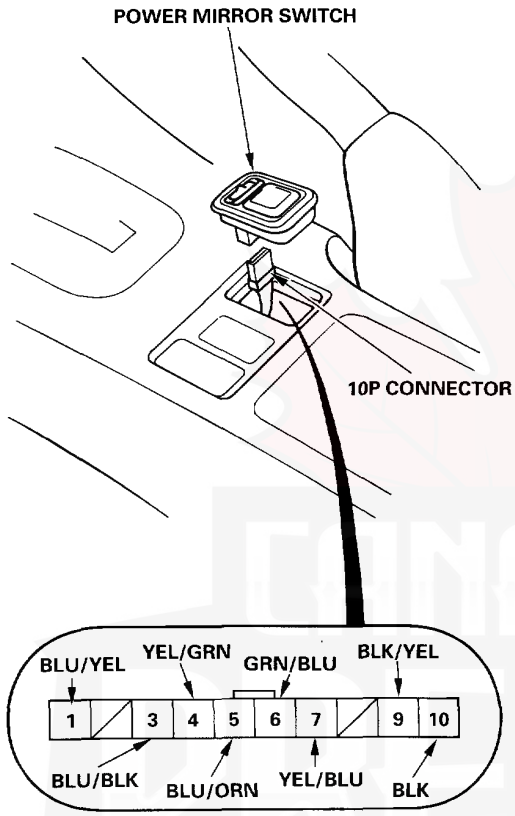
Circuit Diagram (KU model)



Power Mirrors

Function Test (KU model)

1. Carefully pry out the switch from the center console.
2. Disconnect the 10P connector from the switch.



View from wire side

Mirror Test

One or both inoperative:

1. Check for voltage between the No.9 terminal and body ground with the ignition switch ON.
   There should be battery voltage.
   - If there is no voltage, check for:
     - —blown No.9 (15 A) fuse in the under-dash fuse box.
     - —an open in the BLK/YEL wire.
   - If there is battery voltage, go to step 2.
2. Check for continuity between the No.10 terminal and body ground.
   There should be continuity.
   - If there is no continuity, check for:
     - —an open in the BLK wire.
     - —poor ground (G522)

Left mirror inoperative:

Connect the No.9 terminal of the 10P connector to the No.7 terminal and the No.5 (or No.4) terminal to body ground with jumper wires. The left mirror should tilt down (or swing left) when the ignition switch is turned ON.

- If the mirror does not tilt down (or does not swing left), remove the passenger's door panel, and check for an open in the BLU/ORN (or YEL/GRN) wire between the left power mirror and the power mirror switch.
  - —If the wire is OK, check the left mirror actuator.
- If the mirror neither tilts down nor swings left, repair the YEL/BLU wire.
- If the mirror operates properly, check the power mirror switch.

Right mirror inoperative:

Connect the No.9 terminal of the 10P connector to the No.6 terminal and the No.5 (or No.3) terminal to body ground with jumper wires. The right mirror should tilt down (or swing left) when the ignition switch is turned ON.

- If the mirror does not tilt down (or does not swing left), remove the driver's door panel, and check for an open in the BLU/ORN (or BLU/BLK) wire between the right power mirror and the power mirror switch.
  - —If the wire is OK, check the right mirror actuator.
- If the mirror neither tilts down nor swings left, repair the GRN/BLU wire.
- If the mirror operates properly, check the power mirror switch.

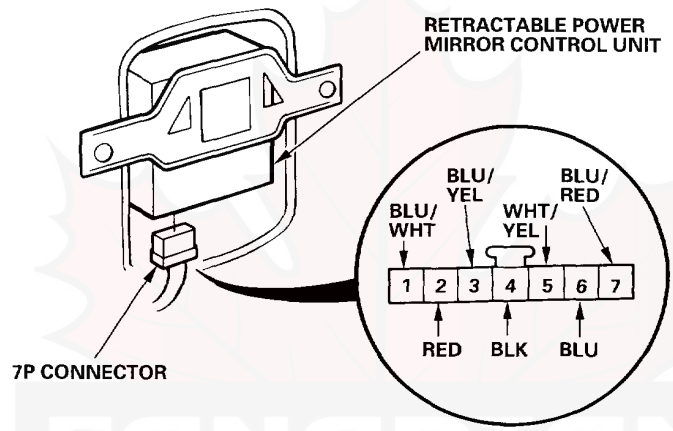
Retractable mirror inoperative:

Connect the No.9 terminal of the 10P connector to the No.1 terminal with a jumper wire. The mirrors should retract/extend when the ignition switch is turned back and forth between ON and OFF.

- If the mirrors neither retract nor extend, perform the input test for the retractable power mirror control unit.
- If one of the mirrors does not retract or extend, check the retract actuator.
- If the mirrors operate properly, replace the power mirror switch.

Retractable Power Mirror Control Unit Input Test (KU model)

1. Remove the passenger's door panel.
2. Disconnect the 7P connector from the control unit.
3. Inspect the connector and socket terminals to be sure they are all making good contact.
   - If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
   - If the terminals look OK, make the following input tests at the connector.
     - —If any test indicates a problem, find and correct the cause, then recheck the system.
     - —If all the input tests prove OK, the control unit must be faulty; replace it.



View from wire side

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.	· Poor ground (G401, G402) · An open in the wire
5	WHT/YEL	Under all conditions.	Check for voltage to ground: There should be battery voltage.	· Blown No.43 (10 A) fuse in the under-hood fuse/relay box · An open in the wire
3	BLU/YEL	Ignition switch ON retract switch ON (hold).	Check for voltage to ground: There should be battery voltage.	· Blown No.9 (15 A) fuse in the under-dash fuse box · Faulty retracy switch in the power mirror switch · An open in the wire
6	BLU	Connect the BLU to the WHT/YEL, and the BLU/ RED to the BLK terminal with jumper wires.	Left mirror should retract.	· Faulty retract actuator · An open in the wire
7	BLU/RED	Connect the BLU/RED to the WHT/YEL, and the BLU to the BLK terminal with jumper wires.	Left mirror should extend from the retract position.	· Faulty retract actuator · An open in the wire
1	BLU/WHT	Connect the BLU/WHT to the WHT/YEL, and the RED to the BLK terminal with jumper wires.	Right mirror should retract.	· Faulty retract actuator · An open in the wire
2	RED	Connect the RED to the WHT/YEL, and the BLU/ WHT to the BLK terminal with jumper wires.	Right mirror should extend from the retract position.	· Faulty retract actuator · An open in the wire

Switch Test (KU model)

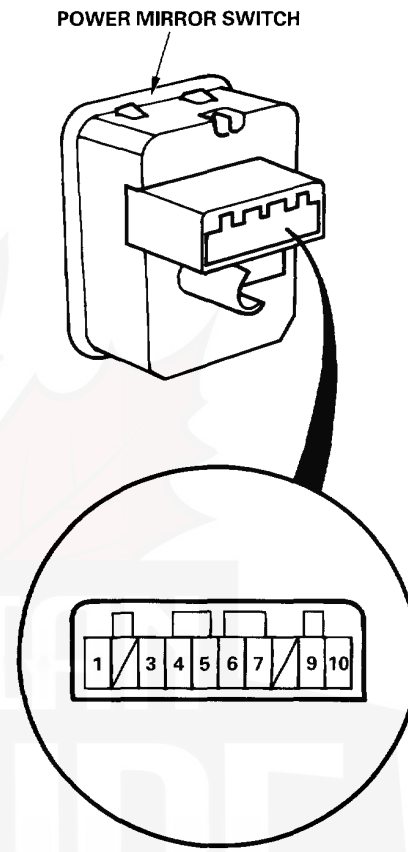
1. Carefully pry out the switch from the center console, then disconnect the 10P connector from the switch.
2. Check for continuity between the terminals in each switch position according to the table.

Mirror Switch

Position		3	4	5	6	7	9	10
R	OFF	○		○	○			○
	UP	○		○			○	○
	DOWN	○			○		○	○
	LEFT	○		○	○		○	○
	RIGHT	○		○	○		○	○
L	OFF		○	○		○		○
	UP		○	○		○	○	○
	DOWN		○	○		○	○	○
	LEFT		○	○		○	○	○
	RIGHT		○	○		○	○	○

Retract Switch

Position	1	9
Push and hold	○	○



Power Mirror Test (KU model)

1. Remove the door panel.
2. Disconnect the 6P connector from the power mirror.
3. Check actuator operation by connecting power and ground according to the table.

Mirror Actuator

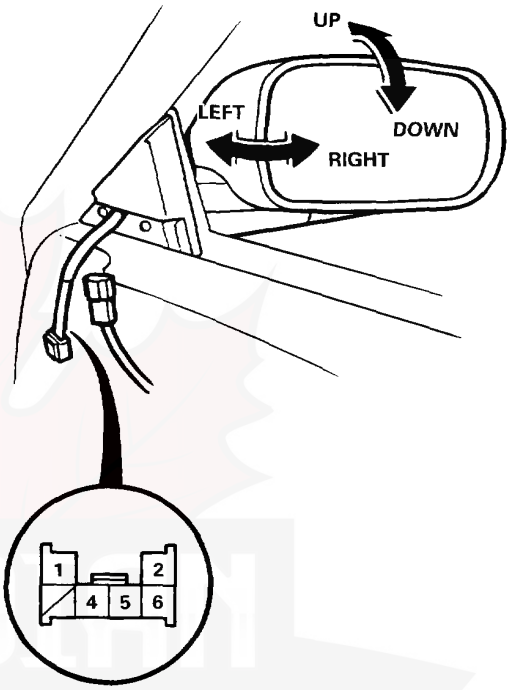
Terminal / Position	4	5	6
TILT UP	⊕	⊖	
TILT DOWN	⊖	⊕	
SWING LEFT		⊕	⊖
SWING RIGHT		⊖	⊕

Retract Actuator

Terminal / Position	1 [2]	2 [1]
Mirrors retracts from extend position.	⊕	⊖
Mirrors extends from retract position.	⊖	⊕

[ ]: Left power mirror

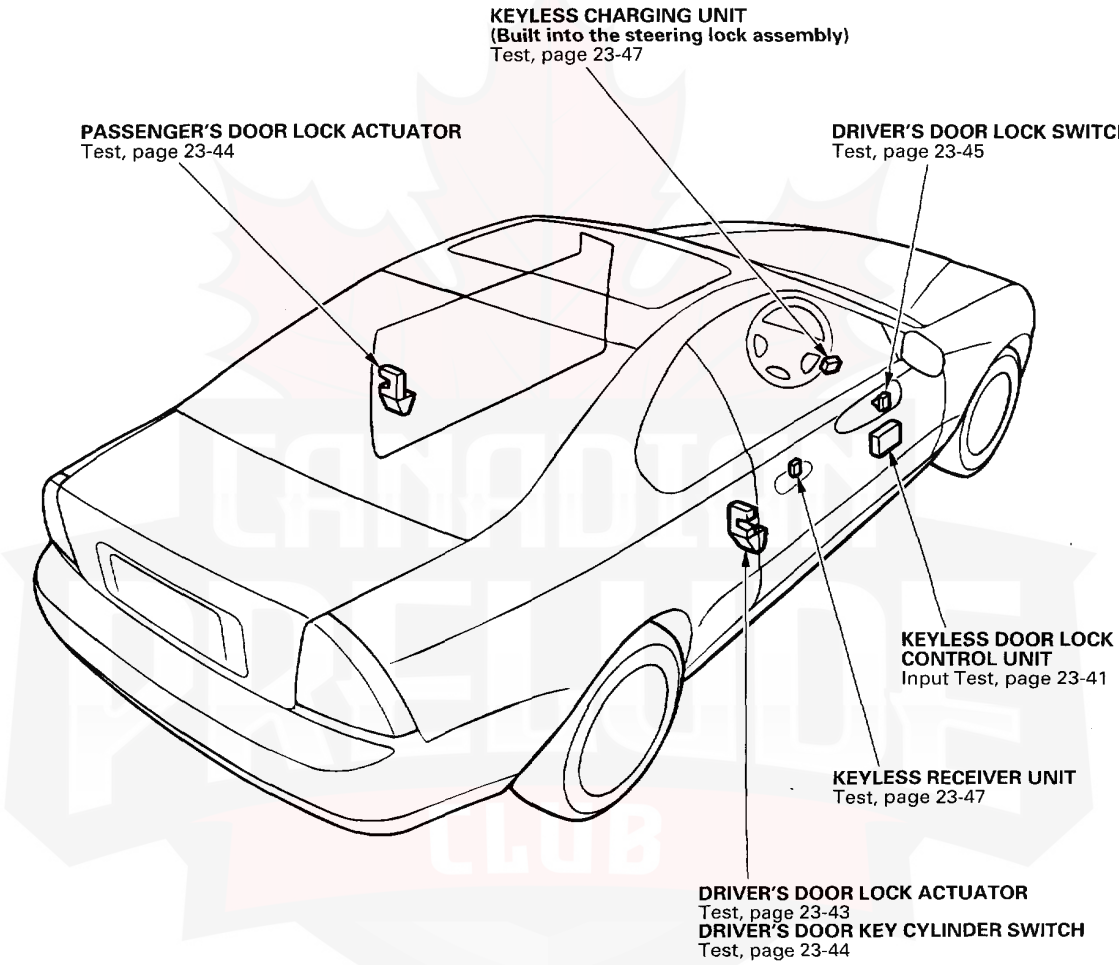
NOTE:
The right power mirror is shown; the left power mirror is similar.



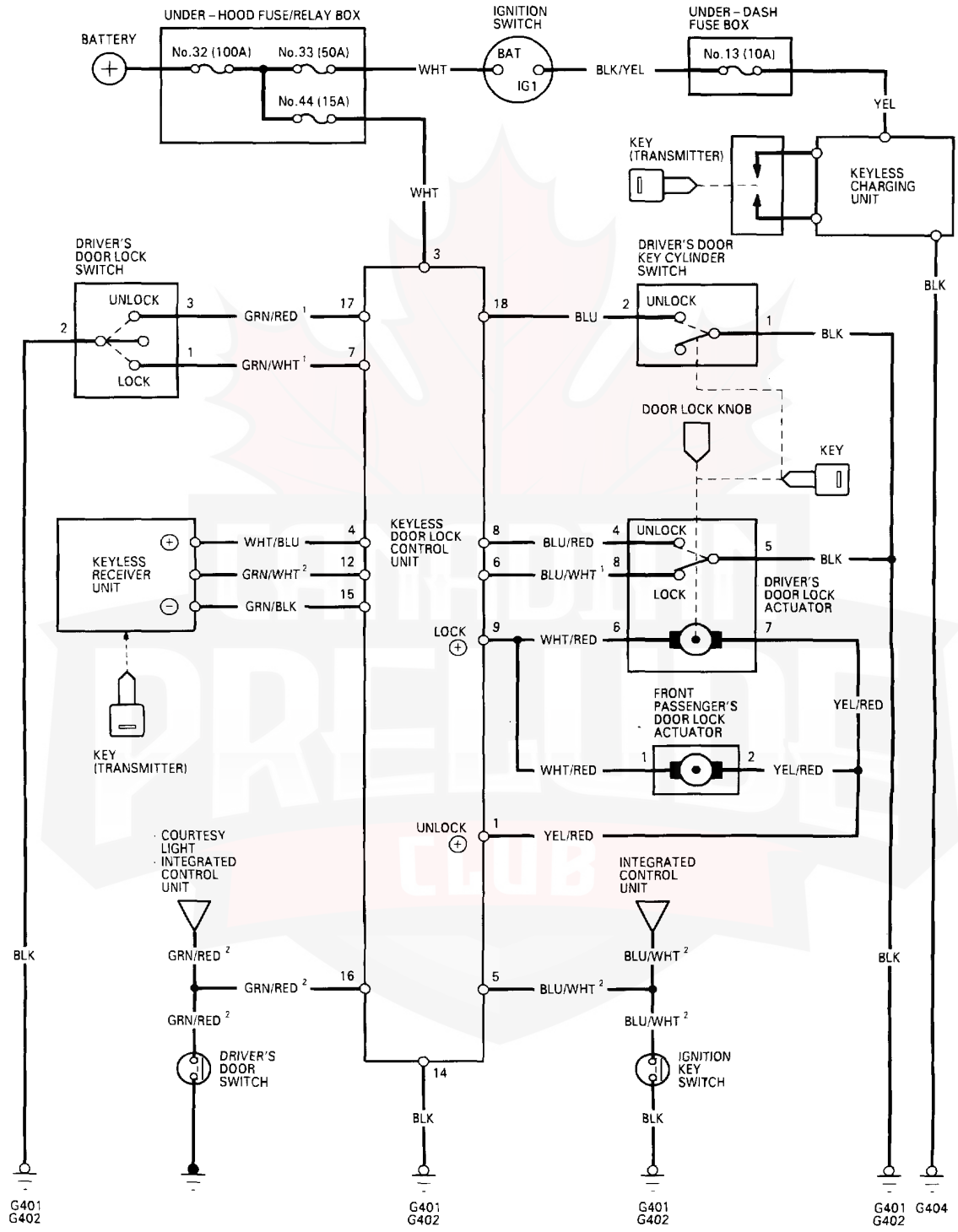
View from wire side

Power Door Locks (KU model)

Component Location Index



Circuit Diagram



Power Door Locks (KU model)

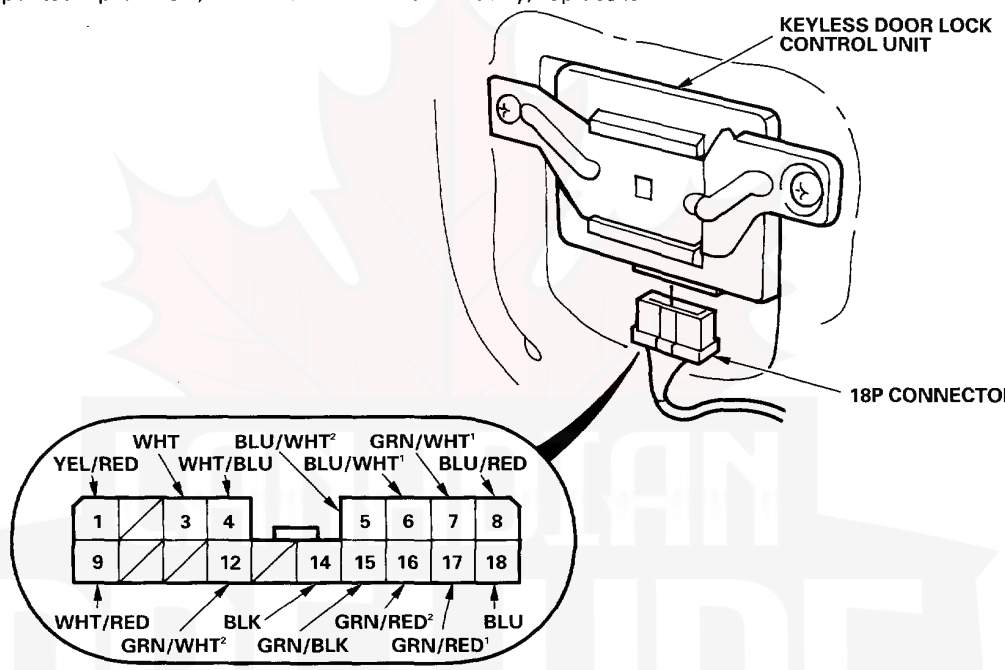
Troubleshooting

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

Symptom \ Item to be inspected		Blown No.44 (15 A) fuse (In the under-hood fuse/relay box)	Disconnected or obstructed door lock rod/linkage	Driver's door lock knob switch (In the driver's door lock actuator)	Driver's door key cylinder switch	Driver's door lock actuator	Passenger's door lock actuator	Driver's door lock switch	Control unit input	Receiver unit/transmitter	Ignition key switch	Driver's door switch	Poor ground	Open circuit, loose or disconnected terminals
Power door lock system does not operate at all.		1							2				G401 G402	WHT
Doors do not unlock with driver's door key.	Driver's door		1			2								WHT/RED, YEL/RED
	Passenger's door		1				2							WHT/RED, YEL/RED
	All doors				1				2				G401 G402	WHT/RED, YEL/RED, BLU
Doors do not lock or unlock with driver's door lock knob.	Driver's door		1			2								WHT/RED, YEL/RED
	Passenger's door		1				2							WHT/RED, YEL/RED
	All doors			1					2				G401 G402	WHT/RED, YEL/RED, BLU/RED, BLU/WHT[1]
Doors do not lock or unlock with driver's door lock switch.	Driver's door		1			2								WHT/RED, YEL/RED
	Passenger's door		1				2							WHT/RED, YEL/RED
	All doors							1	2				G401 G402	WHT/RED, YEL/RED, GRN/RED[1], GRN/WHT[1]
The power door lock system operates properly, but the keyless entry system does not operate.									2	1				WHT/BLU, GRN/WHT[2], GRN/BLK
The power door lock system operates properly, but the lockout prevention system does not operate.									3		1	2	G401 G402	BLU/WHT[2], GRN/RED[2]

Control Unit Input Test

1. Remove the driver's door panel.
2. Disconnect the 18P connector from the control unit.
3. Inspect the connector and socket terminals to be sure they are all making good contact.
   - If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
   - If the terminals look OK, make the following input tests at the connector.
     - If any test indicates a problem, find and correct the cause, then recheck the system.
     - If all the input tests prove OK, the control unit must be faulty; replace it.



View from wire side

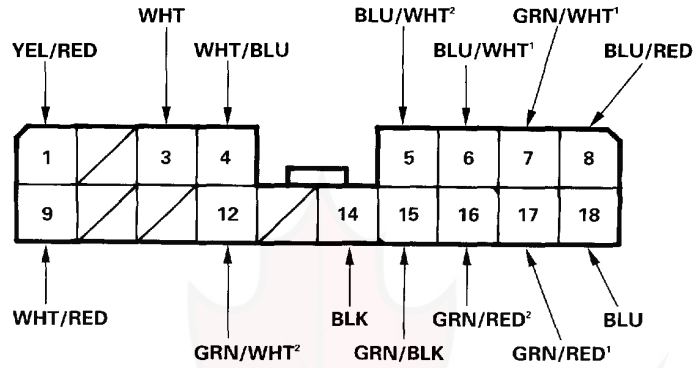
Terminal No.	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
14	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	· Poor ground (G401, G402) · An open in the wire
1	YEL/RED	Connect the YEL/RED terminal to the WHT terminal, and the WHT/RED terminal to the BLK terminal momentarily.	Check door lock operation: All doors should unlock.	· Faulty actuator · An open in the wire
9	WHT/RED	Connect the WHT/RED terminal to the WHT terminal, and the YEL/RED terminal to the BLK terminal momentarily.	Check door lock operation: All doors should lock.	

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

(cont'd)

Power Door Locks (KU model)

Control Unit Input Test (cont'd)

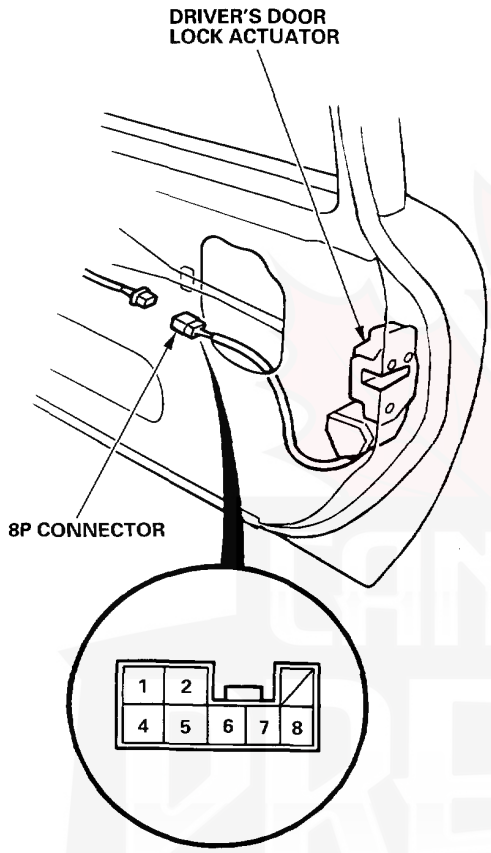


View from wire side

Terminal No.	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
3	WHT	Under all conditions	Check for voltage to ground: There should be battery voltage.	· Blown No.44 (15 A) fuse in the under-hood fuse/relay box · An open in the wire
7	GRN/WHT¹	Driver's door lock switch in LOCK	Check for voltage to ground: There should be 1 V or less.	· Faulty driver's door lock switch · Poor ground (G401, G402) · An open in the wire
17	GRN/RED¹	Driver's door lock switch in UNLOCK		
6	BLU/WHT¹	Driver's door lock knob in LOCK	Check for voltage to ground: There should be 1 V or less.	· Faulty driver's door lock actuator · Poor ground (G401, G402) · An open in the wire
8	BLU/RED	Driver's door lock knob in UNLOCK		
18	BLU	Driver's door key cylinder switch in UNLOCK	Check for voltage to ground: There should be 1 V or less as the switch is turned.	· Faulty driver's door key cylinder switch · Poor ground (G401, G402) · An open in the wire
5	BLU/WHT²	Ignition key is inserted into the ignition switch.	Check for voltage to ground: There should be 1 V or less.	· Poor ground (G401, G402) · Faulty ignition key switch · An open in the wire
16	GRN/RED²	Driver's door is open (driver's door switch is ON).	Check for voltage to ground: There should be 1 V or less.	· Faulty driver's door switch · An open in the wire

Driver's Door Lock Actuator Test

1. Remove the driver's door panel.
2. Disconnect the 8P connector from the actuator.



View from wire side

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

Terminal / Position	7	6
LOCK	⊖	⊕
UNLOCK	⊕	⊖

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

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

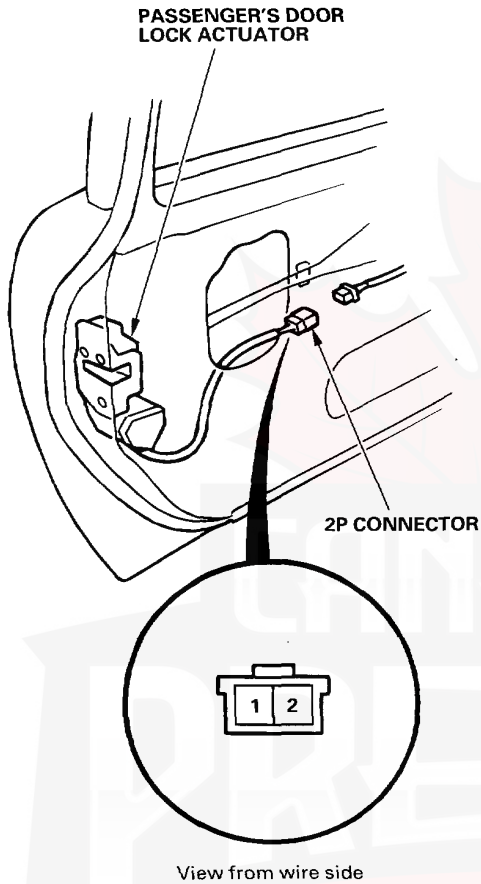
4. Check for continuity between the terminals in each switch position according to the table.

Terminal / Position	5	8	4
LOCK	○	○	
UNLOCK	○		○

Power Door Locks (KU model)

Passenger's Door Lock Actuator Test

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



View from wire side

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

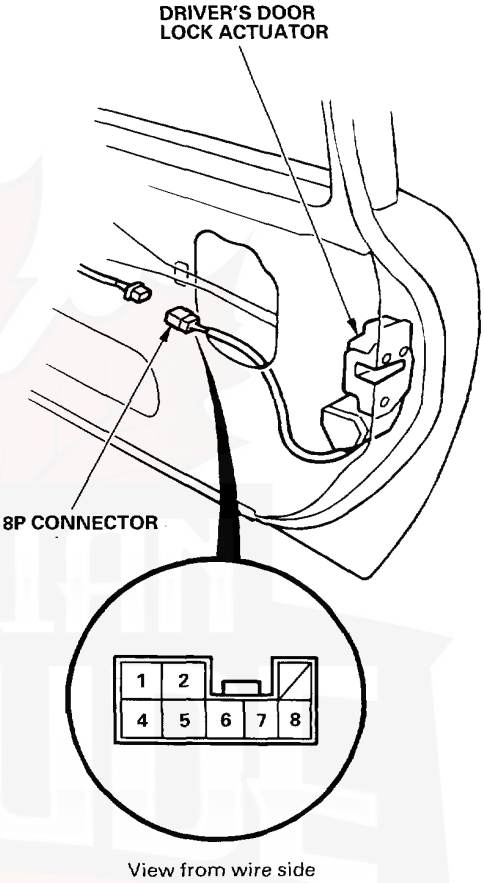
Terminal / Position	1	2
LOCK	⊕	⊖
UNLOCK	⊖	⊕

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

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

Driver's Door Key Cylinder Switch Test

1. Remove the driver's door panel.
2. Disconnect the connector from the actuator.



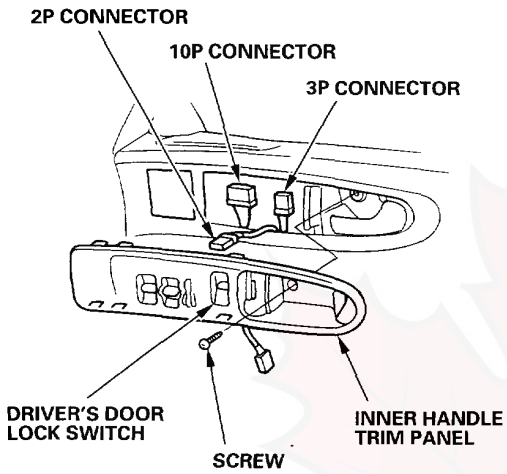
View from wire side

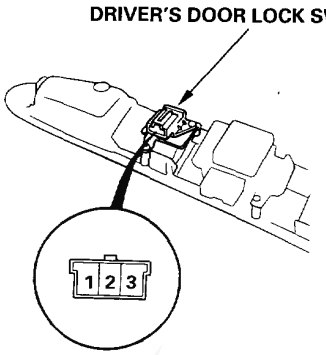
3. Check for continuity between the terminals in each switch position according to the table.

Terminal / Position	1	2
LOCK		
UNLOCK	○	○

Driver's Door Lock Switch Test

1. Remove the screw, then pay the inner handle trim panel out of the driver's door panel.
2. Disconnect the connectors from the switches.





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

Position \ Terminal	1	2	3
LOCK	○	○	
OFF			
UNLOCK		○	○

Power Door Locks (KU model)

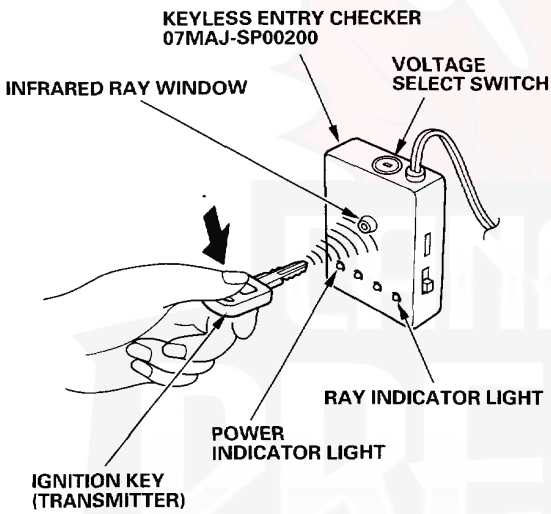
Keyless Entry System Test

NOTE:
Before proceeding to testing, make sure that the door lock system is functioning properly.

1. Adjust the voltage select swich according to local requirements, then connect the Keyless Entry Checker to an AC power outlet, and check that the power indicator light goes on.

2. Place the ignition key (transmitter) within 500 mm (19.7 in) from the front of the infrared ray window, and press the transmit button on the ignition key (transmitter). Check that the ray indicator light goes on.

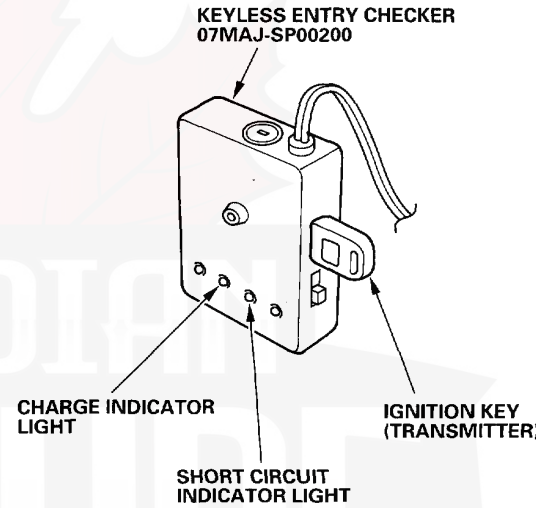
   • If the ray indicator light goes on, go to step 3.



• If the ray indicator light does not go on, insert the ignition key into the Keyless Entry Checker to charge it (the charge indicator light goes on), then check again.

NOTE:
If the short circuit indicator light goes on, pull out the ignition key once and reinsert.

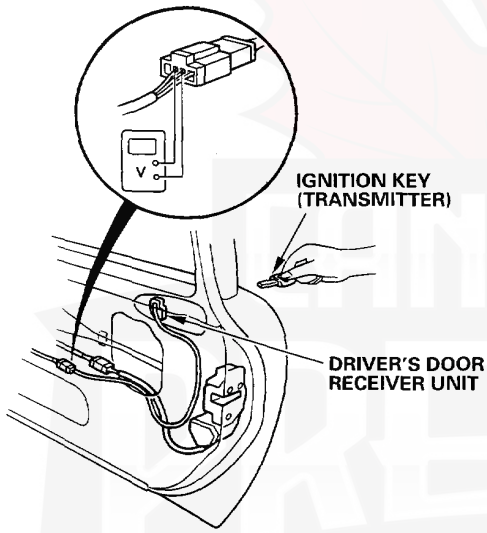
—If the ray indicator light goes on, go to step 4.
—If it does not go on, check for contaminated or deformed ignition key tip.
If the key tip is not contaminated or deformed, the ignition key (transmitter) itself is faulty.



3. Remove the driver's door panel, and check that the receiver output levels change when the transmit button on the transmitter is pressed.

NOTE:
- Keep the 4P connector connected.
- Use a digital multimeter (DC range).
- Connect the positive (+) probe of the digital multimeter to the GRN/WHT² terminal and the negative (−) probe to the GRN/BLK terminal.

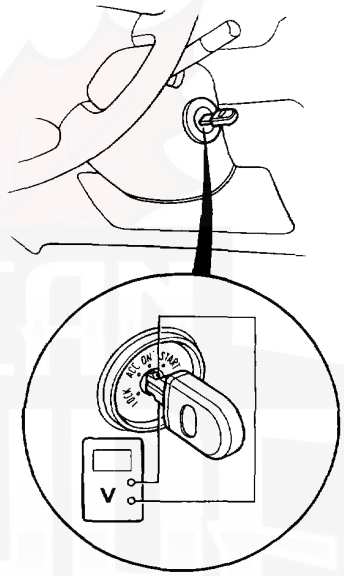
  −If the output voltage momentarily changes to the range of approx 3.5 mV−1 V, go to step 4.
  −If there is no voltage, check for contaminated sensor on the receiver and external damage. If the sensor is not contaminated and there is no external damage, the receiver is faulty.



4. Insert the ignition key (transmitter) into the ignition switch, and turn to ON. Then check whether there is charged voltage of 8−10 V between the key terminals.

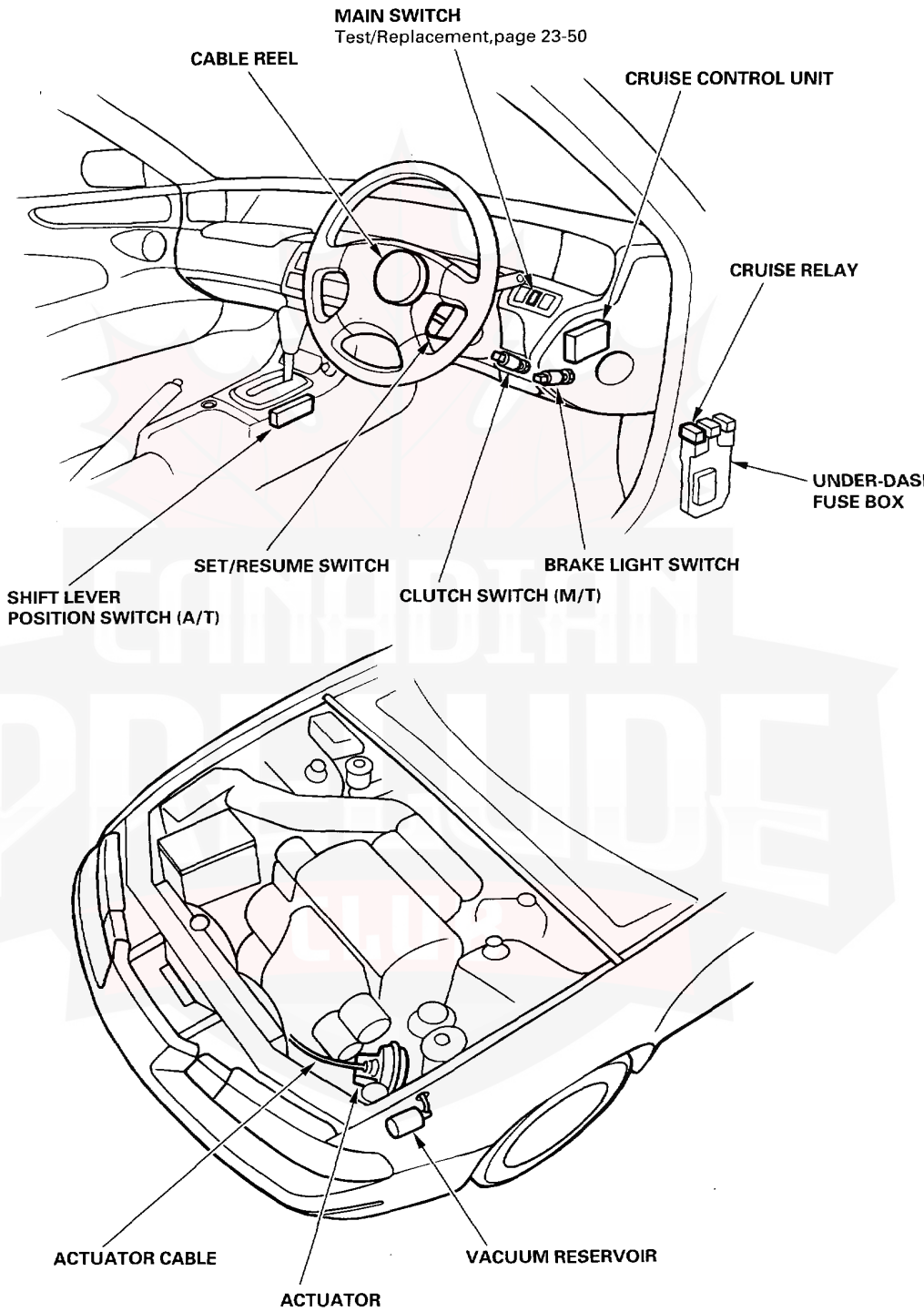
NOTE:
Take care not to short-circuit between the key terminals or between the terminals and vehicle body during voltage measurement.

- If there is proper voltage, check for contaminated sensor on the receiver and external damage.
- If the voltage level is out of the proper range, the charging unit is faulty.

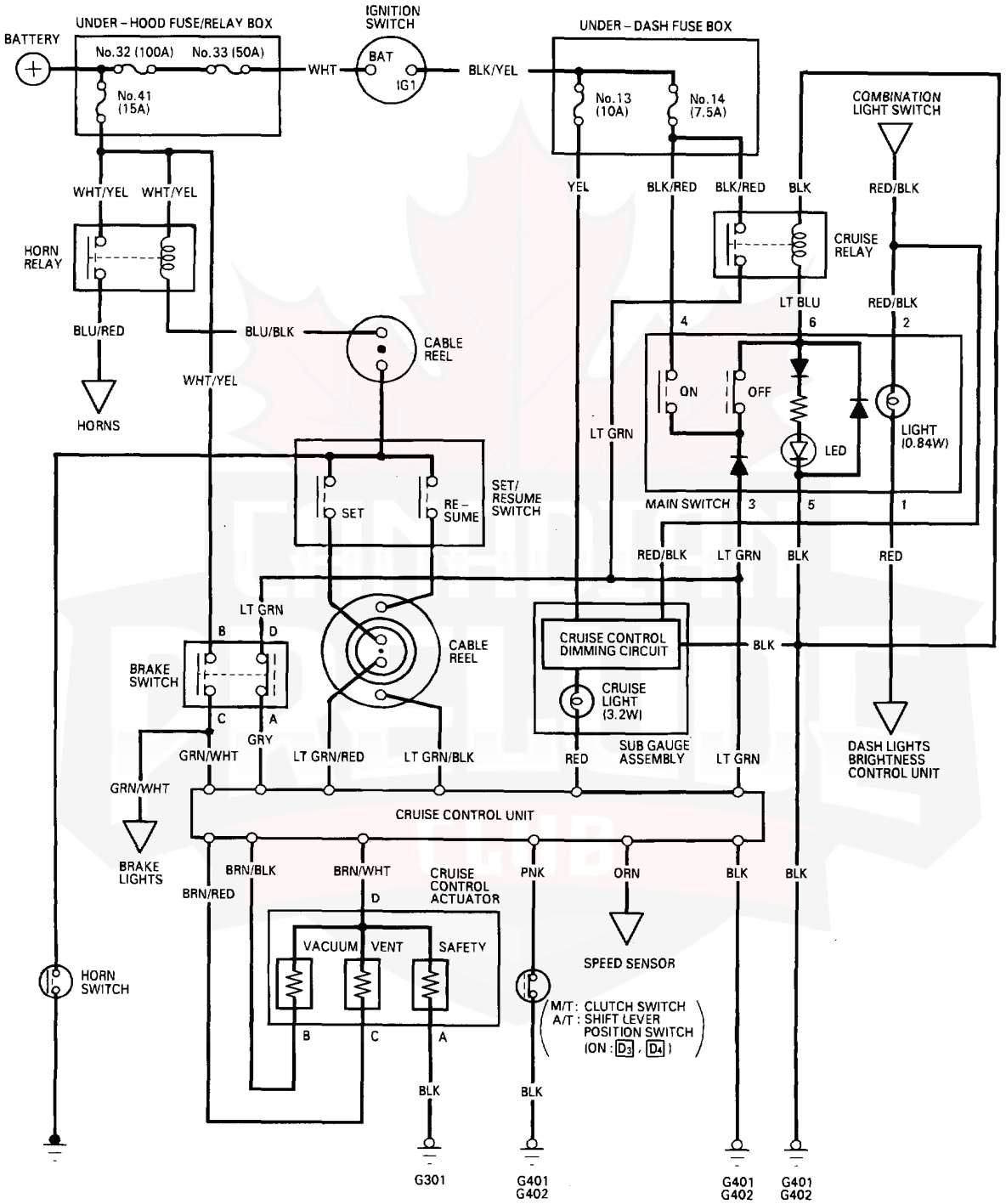


Cruise Control

Component Location Index (KU model)



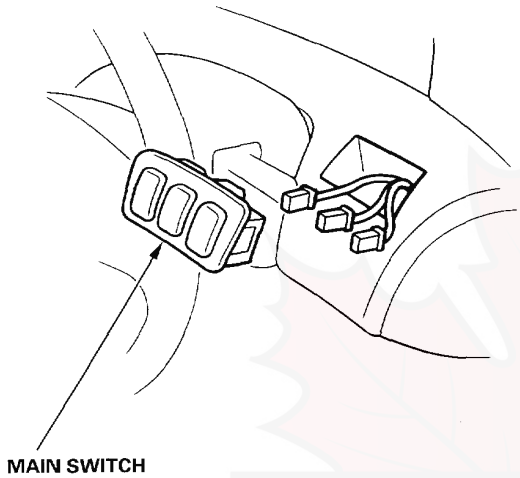
Circuit Diagram (KU model)



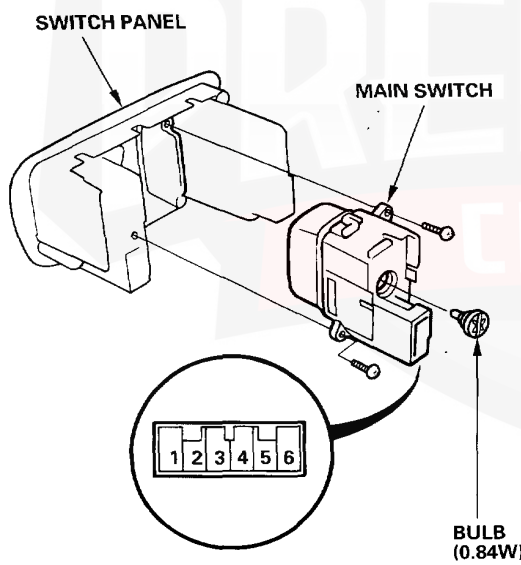
Cruise Control

Main Switch Test/Replacement (KU model)

1. Carefully pry the switches out of the dashboard.
2. Disconnect the connectors from the switches.



3. Remove the screws and the main switch from the switch panel.



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

Terminal / Position	1		2	3		4	6			5
NEUTRAL (Released)	○	⊸	○	○	▷		○	▷	▷	○
ON (Pushed)	○	⊸	○	○	▷	○	○	▷	▷	○
OFF (Pushed)	○	⊸	○				○	▷	▷	○

- If there is no continuity, replace the switch.