

INTRODUCTION

How to Use This Manual

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

Description	Code No.
HONDA ACCORD MAINTENANCE, REPAIR AND CONSTRUCTION 93	62SN700
HONDA ACCORD SUPPLEMENT 93	62SN720
HONDA ACCORD SUPPLEMENT 94	62SN721
HONDA ACCORD SUPPLEMENT 95	62SN722
HONDA ACCORD SUPPLEMENT 96	62SN723

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

Special Information


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

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

NOTE: Gives helpful information.

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

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 marked sections are not included in this manual.

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HONDA MOTOR CO., LTD.
Service Publication Office

General Info



Special Tools



Specifications

specs

Maintenance



Engine



Cooling



Fuel and Emissions



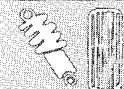
Transaxle



*Steering



Suspension



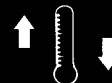
Brakes (Including ABS)



*Body



*Heater and Air Conditioning



*Electrical (Including SRS)



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

Outline of Model Changes

ITEM	DESCRIPTION	CODE NO.					REFERENCE SECTION
		62SN720	62SN721	62SN722	62SN723	62SN726	
General	2.3 ℓ model added	○					—
	2.0 ℓ KS model added	○					
	1.8 ℓ model added			○			—
	2.2 ℓ model added				○		—
	Maintenance schedule changed				○		
	2.3 ℓ model disused				○		
	1.8 ℓ KY model added					○	1, 3
Engine	H23A3 engine type added	○					—
	F20Z1, F20Z2 engines valve clearance modified						—
	Rear mount bracket Changed		○				
	Changed • Torque value of radiator fan self locking nut • Connecting pipe (H23A3 engine) • Water pump		○				
	F18A3 engine added			○			—
	F22Z2 (SOHC VTEC) engine added				○		—
	Cylinder head cover installation procedures changed				○		
PGM-FI	F18A4 engine added					○	6
	Changed for 2.3 ℓ model addition • Vacuum connections • Electrical connections • Heated oxygen sensor (HO2S) • TDC/CKP/CYP sensor • Starting air valve • Fast idle thermo valve • Throttle body • Intake air bypass (IAB) control system • Intake air control system	○					—
	Main wire harness changed		○				—
	F18A3 engine added			○			—
	F22Z2 engine added Adopted • Immobilizer system • Fuel tube/quick connect fittings Changed • Fuel filter • Vacuum connections • Maintenance schedule of air clear element				○		—
	F18A4 engine added for KY model Changed • Vacuum Connections • Electrical Connections • Self-diagnostic procedure • Engine Control Module Terminal Arrangement • IMA Troubleshooting Flowchart • Maintenance Schedule of Air Cleaner element • Tailpipe Emission Service bolt for fuel pressure measurement disused Torque value of fuel filter changed					○	11

ITEM	DESCRIPTION	CODE NO.					REFERENCE SECTION
		62SN720	62SN721	62SN722	62SN723	62SN726	
Manual Transmission	Countershaft 2nd gear synchro system changed		○				—
	Changed • Countershaft clearance inspection • Reverse idle gear shaft torque			○			—
	Manual transmission fluid designation changed				○		—
	Deleted • 28 mm sealing bolt • Select return pin <i>Stopper ring and taper ring unfied</i>					○	13
Automatic Transmission	Changed for 2.3 ℓ model addition • Road test shift schedule • Stall speed RPM • Pressure testing fluid pressure • 1st/2nd clutch assembly	○					—
	Circuit diagram modified Changed • Reverse idler gear shift and holder • Main valve body assembly • Secondary shaft assembly • Clutch discs and pistons • Throttle control cable inspection and adjustment Discontinued • Right side cover protector • Magnet on ATF strainer		○				—
	Changed • 1st-hold clutch plates • Secondary shaft axial clearance specification • Torque value of the transmission housing bolts Added • 1st clutch discs			○			—
	Changed • Hydraulic circuit • Electronic A/T control system • Self-diagnosis indicator light • Shift schedule • Automatic transmission fluid designation • Gear shift selector				○		—
Steering	Power steering system changed				○		—
Brake	Application of brake pads changed due to 2.3 ℓ model addition	○					—
	Changed • Torque value of rear brake caliper bracket mounting bolt for conventional brakes • Anti-lock Brake System (ABS)		○				—
	Possible to replace the reservoir and the accumulator of the modulator unit			○			—
	Changed • Replacement parts of front and rear brake caliper • Master cylinder • Brake booster inspection procedures • ABS system				○		—

Outline of Model Changes

ITEM	DESCRIPTION	CODE NO.					REFERENCE SECTION
		62SN720	62SN721	62SN722	62SN723	62SN726	
Brake (cont'd)	Added • Inspection procedures for the rubber parts and the brake booster • Inspection procedures for the master cylinder and the ABS modulator unit					○	19
Body	Added • Front spoiler for 2.3 ℓ model • Trunk spoiler for 2.3 ℓ model	○					—
	Some protectors of doors added		○				—
	Changed • Front bumper, front grille, sunroof and emblem Adopted • 8-way power adjustable driver's seat • High mount brake light				○		—
	Front seat lumbar support adopted					○	20
Air Conditioning	KY model added					○	22
Electrical	Changed • Ignition system (2.3 ℓ model) • Power supply circuit • Starter mounting bolt torque value changed (M/T) Keyless entry system added (KE)	○					—
	Added • Cruise control system (KE model) • Supplemental Restraint System (SRS) Type III Changed • Power supply circuit • AT gear position indicator circuit • Trunk light • Location of head light washer switch (KE model) • Horn system • Supplemental Restraint System (SRS) Type II		○				—
	Changed • Keyless entry and Security alarm system			○			—
	F22Z2 engine added Adopted • 8-way power adjustable driver's seat • Immobilizer system Changed • SRS-type III • Fuse amperage, wire colors and fuse No. and ground No.				○		—

General Information

Chassis and Engine Numbers	1-2
Identification Number Locations	1-4
SRS Warning/Caution Label	
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Caution/Information Label	
Locations	1-6
Abbreviations	1-7

Chassis and Engine Numbers

Vehicle Identification Number (VIN)

SHH CE7 5 1 0 0 U 0 00001

Manufacturer, Make and Type of Vehicle

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

Line, Body and Engine Type

CE7: ACCORD SEDAN/F18A3, F18A4

CE8: ACCORD SEDAN/F20Z1

CE9: ACCORD SEDAN/F22Z2

Body and Transmission Type

5: 4-door Sedan/5-speed Manual
6: 4-door Sedan/4-speed Automatic

Vehicle Grade (Series)

- 1: 1.8i
- 2: 1.8iS
- 3: 1.8iLS
- 4: 1.8i (CE7), 2.0i (CE8)
- 5: 1.8iS (CE7), 2.0iS (CE8)
- 6: 1.8iLS (CE7), 2.0iLS (CE8), VTEC (CE9)
- 7: 1.8iES (CE7), 2.0iES (CE8), VTEC (CE9)
- 8: 2.0iES (CE8), VTEC (CE9)

Fixed Code

Auxiliary Number

Factory Code

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

Model Year

0: 1996
0: 1997 (KY model)

Serial Number

Engine Number

F18A3 - E300001

Engine Type

- F18A3: 1.8 l SOHC 16-valves
Sequential Multiport
Fuel-injected 115 PS engine
Unleaded gasoline with CATA
- F18A4: 1.8 l SOHC 16-valves
Sequential Multiport
Fuel-injected 117 PS engine
Leaded gasoline without CATA
- F20Z1: 2.0 l SOHC 16-valves
Sequential Multiport
Fuel-injected 131 PS engine
Unleaded gasoline with CATA
- F22Z2: 2.2 l SOHC 16-valves VTEC
Sequential Multiport
Fuel-injected 150 PS engine
Unleaded gasoline with CATA

Serial Number

Transmission Number

M47A - 1000001

Transmission Type

- M47A: Automatic
- N2C4: Manual for F20Z1 engine
- N2D4: Manual for F22Z2 engine
- N2E5: Manual for F18A3 engine
- N2S4: Manual for F18A3, F18A4 engines

Serial Number

- Automatic: 1000001~
- Manual: Except N2E5: 3000001 ~
- N2E5: 1000001~

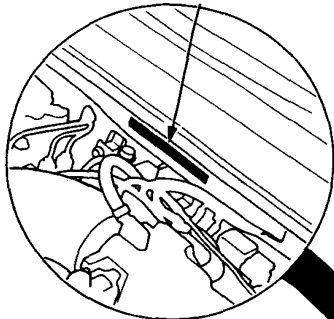


Applicable Area Code/VIN/Engine Number/Transmission Number

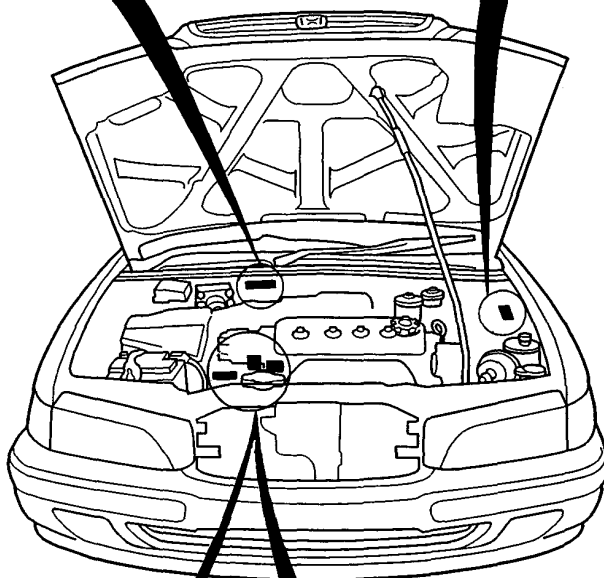
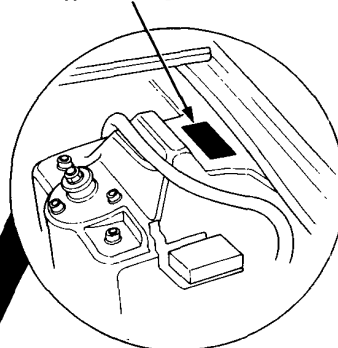
MODEL	APPLICABLE AREA CODE	GRADE NAME	TRANSMISSION TYPE	VEHICLE IDENTIFICATION NUMBER	ENGINE NUMBER	TRANSMISSION NUMBER
ACCORD	KG	1.8i	5MT	SHHCE75100U000001~	F18A3-E300001~	N2E5-1000001~
			5MT	SHHCE75400U000001~	F18A3-E300001~	N2S4-3000001~
		1.8iS	5MT	SHHCE75200U000001~	F18A3-E300001~	N2E5-1000001~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

Identification Number Locations

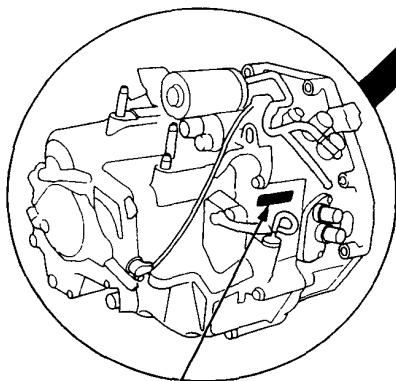
Vehicle Identification Number (VIN)



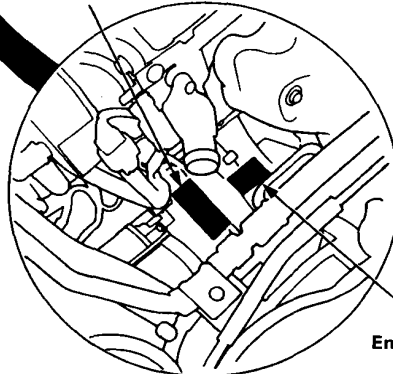
Vehicle Type and Engine Number



Transmission Number
(Automatic)



Transmission Number
(Manual)

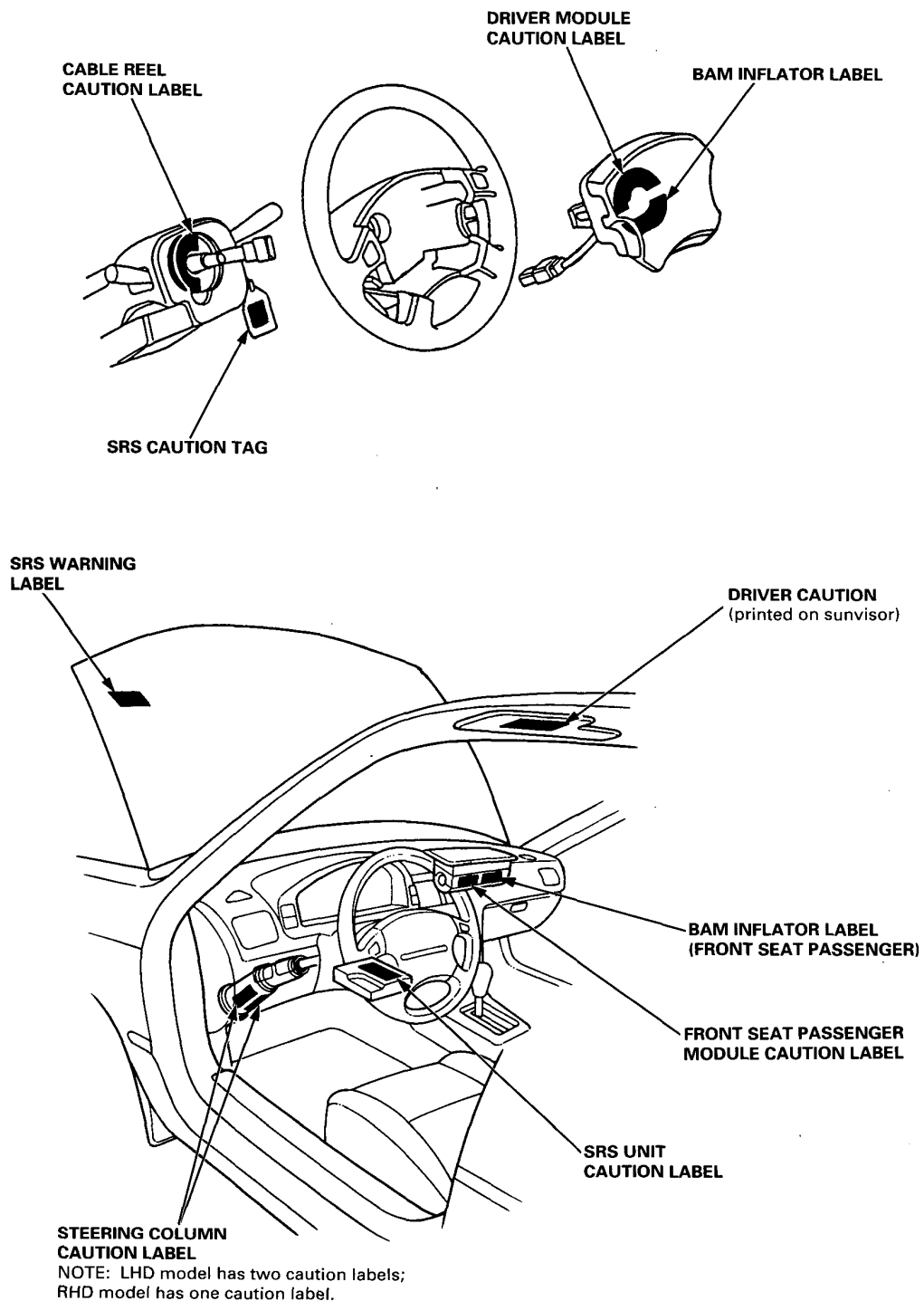


Engine Number

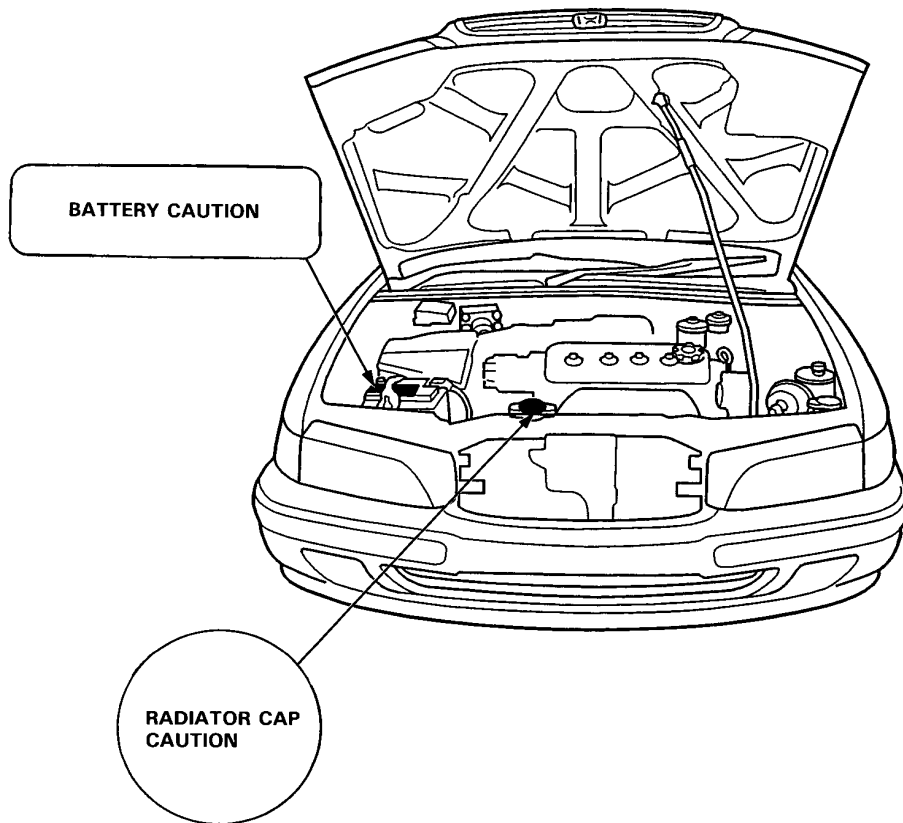
SRS Warning/Caution Label Locations



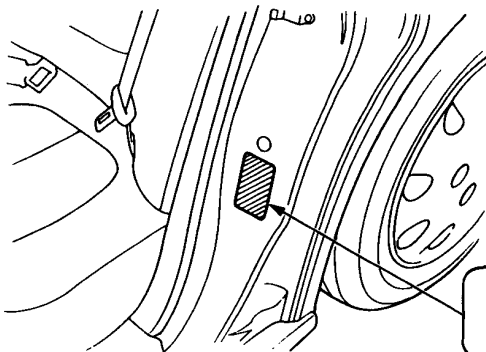
NOTE: LHD model is shown; RHD model is similar.



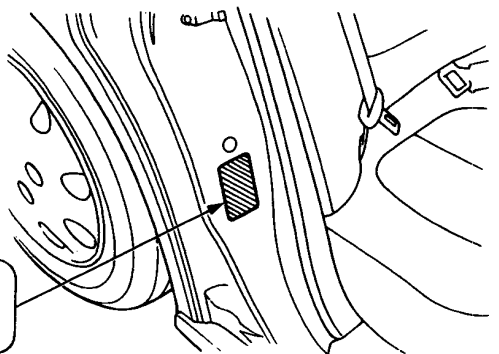
Caution/Information Label Locations



LHD



RHD



TYRE INFORMATION

Abbreviations



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

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

(cont'd)

Abbreviations

(cont'd)

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



Special Tools

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

Specifications

Standards and Service Limits	3-2
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Standards and Service Limits

Cylinder Head/Valve Train — Section 6

	MEASUREMENT			STANDARD (NEW)	SERVICE LIMIT
Compression	250 min ⁻¹ (rpm) and wide open throttle kPa (kgf/cm ² , psi)	Nominal Minimum Maximum variation		1,230 (12.5, 178) 930 (9.5, 135) 200 (2.0, 28)	
Cylinder head	Warpage Height			99.95 – 100.05 (3.935 – 3.939)	0.05 (0.002)
Camshaft	End play			0.05 – 0.15 (0.002 – 0.006)	0.5 (0.02)
	Camshaft-to-holder oil clearance			0.050 – 0.089 (0.0020 – 0.0035)	0.15 (0.006)
	Total runout			0.03 (0.001) max.	0.04 (0.002)
	Cam lobe height	F18A3, F18A4 engines	IN	38.095 (1.4998)	—
			EX	38.387 (1.5113)	—
		F20Z1 engine	IN	38.741 (1.5252)	—
			EX	38.972 (1.5343)	—
		F22Z2 engine	IN	37.775 (1.4872)	—
			Primary	39.725 (1.5640)	—
			Mid	34.481 (1.3575)	—
			Secondary	38.366 (1.5105)	—
Valve	Valve clearance		IN	0.24 – 0.28 (0.009 – 0.011)	—
			EX	0.28 – 0.32 (0.011 – 0.013)	—
	Valve stem O.D.		IN	5.485 – 5.495 (0.2159 – 0.2163)	5.455 (0.2148)
			EX	5.450 – 5.460 (0.2146 – 0.2150)	5.420 (0.2134)
	Stem-to-guide clearance		IN	0.020 – 0.045 (0.0008 – 0.0018)	0.08 (0.003)
			EX	0.055 – 0.080 (0.0022 – 0.0031)	0.12 (0.005)
Valve seat	Width		IN	1.25 – 1.55 (0.049 – 0.061)	2.0 (0.08)
			EX	1.25 – 1.55 (0.049 – 0.061)	2.0 (0.08)
	Stem installed height	F22Z2 engine	IN	46.75 – 47.55 (1.841 – 1.872)	47.80 (1.882)
			EX	46.68 – 47.48 (1.838 – 1.869)	47.73 (1.879)
		Except F22Z2 engine	IN	48.245 – 48.715 (1.8994 – 1.9179)	48.915 (1.9258)
			EX	50.315 – 50.785 (1.9809 – 1.9994)	51.035 (2.0092)
Valve spring	Free length	F22Z2 engine	IN	51.08 (2.011)	—
			EX	55.58 (2.188)	—
		Except F22Z2 engine	IN	53.42 (2.1031)	—
			EX	54.66 (2.1520)	—
Valve guide	I.D.		IN	5.515 – 5.530 (0.2171 – 0.2177)	5.53 (0.218)
			EX	5.515 – 5.530 (0.2171 – 0.2177)	5.53 (0.218)
	Installed height	F22Z2 engine	IN	21.20 – 22.20 (0.835 – 0.874)	—
			EX	20.63 – 21.63 (0.812 – 0.852)	—
		Except F22Z2 engine	IN	23.75 – 24.25 (0.935 – 0.955)	—
			EX	15.05 – 15.55 (0.593 – 0.612)	—
Rocker arm	Arm-to-shaft clearance	F22Z2 engine	IN	0.026 – 0.067 (0.0010 – 0.0026)	0.08 (0.003)
			EX	0.018 – 0.054 (0.0007 – 0.0021)	0.08 (0.003)
		Except F22Z2 engine	IN	0.017 – 0.050 (0.0007 – 0.0020)	0.08 (0.003)
			EX	0.018 – 0.054 (0.0007 – 0.0021)	0.08 (0.003)

Engine Block — Section 7

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Cylinder block	Warpage of deck surface		0.07 (0.003) max.	0.10 (0.004)
	Bore diameter	A or I B or II	85.010 – 85.020 (3.3468 – 3.3472) 85.000 – 85.010 (3.3465 – 3.3468)	85.070 (3.3492) 85.070 (3.3492)
	Bore taper		—	0.05 (0.002)
	Reboring limit		—	0.5 (0.02)
Piston	Skirt O.D.	(at 21 mm (0.8 in) from bottom of skirt)	84.980 – 84.990 (3.3457 – 3.3461) 84.970 – 84.980 (3.3453 – 3.3457)	84.970 (3.3453) 84.960 (3.3449)
	Clearance in cylinder		0.020 – 0.040 (0.0008 – 0.0016)	0.05 (0.002)
	Groove width (for ring)	Top	1.220 – 1.230 (0.0480 – 0.0484)	1.25 (0.049)
		Second	1.220 – 1.230 (0.0480 – 0.0484)	1.25 (0.049)
		Oil	2.805 – 2.825 (0.1104 – 0.1112)	2.85 (0.112)
Piston ring	Ring-to-groove clearance	Top	0.035 – 0.060 (0.0014 – 0.0024)	0.13 (0.005)
		Second	0.030 – 0.055 (0.0012 – 0.0022)	0.13 (0.005)
	Ring end gap	Top	0.20 – 0.35 (0.008 – 0.014)	0.60 (0.024)
		Second	0.40 – 0.55 (0.016 – 0.022)	0.70 (0.028)
		Oil	0.20 – 0.70 (0.008 – 0.028)	0.80 (0.031)
Piston Pin	O.D.		21.994 – 22.000 (0.8659 – 0.8661)	—
	Pin-to-piston clearance		0.010 – 0.022 (0.0004 – 0.0009)	—
Connecting rod	Pin-to-rod interference		0.013 – 0.032 (0.0005 – 0.0013)	—
	Small end bore diameter		21.968 – 21.981 (0.8649 – 0.8654)	—
	Large end bore diameter		—	—
	Nominal F22Z2 engine		51.0 (2.01)	—
	Except F22Z2 engine		48.0 (1.89)	—
	End play installed on crankshaft		0.15 – 0.30 (0.006 – 0.012)	0.40 (0.016)
Crankshaft	Main journal diameter	No. 2 journal	49.976 – 50.000 (1.9676 – 1.9685)	—
		No. 3 journal	49.972 – 49.996 (1.9674 – 1.9683)	—
		No. 1 and No. 4 journals	49.984 – 50.008 (1.9679 – 1.9688)	—
		No. 5 journal	49.988 – 50.012 (1.9680 – 1.9690)	—
		F22Z2 engine	47.976 – 48.000 (1.8888 – 1.8898)	—
	Rod journal diameter	Except F22Z2 engine	44.976 – 45.000 (1.7707 – 1.7717)	—
	Taper		0.005 (0.0002) max.	0.006 (0.0002)
	Out-of-round		0.005 (0.0002) max.	0.006 (0.0002)
	End play		0.10 – 0.35 (0.004 – 0.014)	0.45 (0.018)
	Total runout		0.03 (0.001)	0.04 (0.002)
Bearings	Main bearing-to-journal oil clearance	No. 2 journal	0.021 – 0.045 (0.0008 – 0.0018)	0.050 (0.0020)
		No. 3 journal	0.025 – 0.049 (0.0010 – 0.0019)	0.055 (0.0022)
		No. 1 and No. 4 journals	0.013 – 0.037 (0.0005 – 0.0015)	0.050 (0.0020)
		No. 5 journal	0.009 – 0.033 (0.0004 – 0.0013)	0.040 (0.0016)
		F22Z2 engine	0.021 – 0.049 (0.0008 – 0.0019)	0.055 (0.0022)
	Rod bearing-to-journal oil clearance	Except F22Z2 engine	0.015 – 0.043 (0.0006 – 0.0017)	0.050 (0.0020)
Balancer shaft	Journal diameter	No. 1 front journal	42.722 – 42.734 (1.6820 – 1.6824)	42.71 (1.681)
		No. 1 rear journal	20.938 – 20.950 (0.8243 – 0.8248)	20.92 (0.824)
		No. 2 front and rear journals	38.712 – 38.724 (1.5241 – 1.5246)	38.70 (1.524)
		No. 3 front and rear journals	34.722 – 34.734 (1.3670 – 1.3675)	34.71 (1.367)
			0.005 (0.0002)	—
	Journal taper		0.10 – 0.40 (0.004 – 0.016)	—
	End play	Front	0.04 – 0.15 (0.002 – 0.006)	—
		Rear	0.02 (0.001) max.	0.03 (0.001)
	Total runout		—	—
	Shaft-to-bearing oil clearance		—	—
Balancer shaft bearing	I.D.	No. 1 front journal	42.800 – 42.820 (1.6850 – 1.6858)	42.83 (1.686)
		No. 1 rear journal	21.000 – 21.013 (0.8268 – 0.8273)	21.02 (0.828)
		No. 2 front and rear journals	38.800 – 38.820 (1.5276 – 1.5283)	38.83 (1.529)
		No. 3 front and rear journals	34.800 – 34.820 (1.3701 – 1.3709)	34.83 (1.371)
			—	—

Standards and Service Limits

Engine Lubrication — Section 8

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Engine oil	Capacity ℓ (US qt, Imp qt) Except F22Z2 engine	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	
	F22Z2 engine	5.6 (5.9, 4.9) for engine overhaul 4.3 (4.5, 3.8) for oil change, including filter 4.0 (4.2, 3.5) for oil change, without filter	
Oil pump	Inner-to-outer rotor clearance	0.02 – 0.16 (0.001 – 0.006)	0.20 (0.008)
	Pump housing-to-outer rotor clearance	0.10 – 0.19 (0.004 – 0.007)	0.21 (0.008)
	Pump housing-to-rotor axial clearance	0.02 – 0.07 (0.001 – 0.003)	0.12 (0.005)
Relief valve	Pressure setting at engine oil temp. 80°C (176°F) at idle	70 (0.7, 10) min.	
	at 3,000 min ⁻¹ (rpm)	340 (3.5, 50) min.	

Cooling — Section 10

	MEASUREMENT	STANDARD (NEW)
Radiator	Coolant capacity ℓ (US qt, Imp qt) Except F22Z2 engine (including engine, heater, cooling line and reservoir)	M/T: 6.3 (6.7, 5.5) for overhaul 2.7 (2.9, 2.4) for coolant change A/T: 6.2 (6.6, 5.5) for overhaul 2.6 (2.7, 2.3) for coolant change
	F22Z2 engine	M/T: 7.4 (7.8, 6.5) for overhaul 5.9 (6.2, 5.2) for coolant change A/T: 7.3 (7.7, 6.4) for overhaul 5.8 (6.1, 5.1) for coolant change
	Reservoir capacity ℓ (US qt, Imp qt)	0.6 (0.63, 0.53)
Radiator cap	Opening pressure kPa (kgf/cm ² , psi)	93 – 123 (0.95 – 1.25, 14 – 18)
Thermostat	Start to open °C (°F)	76 – 80 (169 – 176)
	Fully open °C (°F)	90 (194)
	Valve lift at fully open	8.0 (0.31) min.
Cooling fan	Thermoswitch "ON" temperature °C (°F)	90 – 96 (194 – 205)
	Thermoswitch "OFF" temperature °C (°F)	Subtract 2 – 7 (4 – 13) from actual "ON" temperature
	Fan timer "ON" temperature °C (°F)	103 – 109 (217 – 228)
	Fan timer "OFF" temperature °C (°F)	Subtract 2 – 5 (4 – 9) from actual "ON" temperature

Fuel and Emissions — Section 11

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

Clutch — Section 12

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Clutch pedal	Clutch pedal height to the floor	210 (8 1/4)	—
	Stroke at pedal	142 (5.6)	—
	Total clutch pedal free play	9 – 15 (0.4 – 0.6)	—
	Disengagement height to the floor to the carpet	90 (3.5) min. 80 (3.1) min.	—
Flywheel	Clutch surface runout	0.05 (0.002) max.	0.15 (0.006)
Clutch disc	Rivet head depth	1.4 (0.06) min.	0.2 (0.01)
	Surface runout	0.6 (0.02) max.	1.0 (0.04)
	Thickness	8.5 – 9.2 (0.33 – 0.36)	6.5 (0.26)
Pressure plate	Diaphragm spring finger alignment	0.6 (0.02) max.	0.8 (0.03)
	Warpage	0.03 (0.001) max.	0.15 (0.006)

Manual Transmission — Section 13

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Transmission oil	Capacity ℓ (US qt, Imp qt)	1.9 (2.0, 1.7) for oil change 2.0 (2.1, 1.8) for overhaul	
Mainshaft	End play Diameter of ball bearing contact area C Diameter of needle bearing contact area B Diameter of ball bearing contact area A Runout	0.10 – 0.16 (0.004 – 0.006) 27.977 – 27.990 (1.1015 – 1.1020) 37.984 – 38.000 (1.4954 – 1.4961) 27.987 – 28.000 (1.1018 – 1.1024) 0.02 (0.001) max.	Adjust with a shim. 27.93 (1.100) 37.93 (1.493) 27.94 (1.100) 0.05 (0.002)
Mainshaft 3rd and 4th gears	I.D. End play Thickness 3rd gear 4th gear	43.009 – 43.025 (1.6933 – 1.6939) 0.06 – 0.21 (0.002 – 0.008) 32.42 – 32.47 (1.276 – 1.278) 30.92 – 30.97 (1.217 – 1.219)	43.080 (1.6961) 0.30 (0.012) 32.3 (1.27) 30.8 (1.21)
Mainshaft 5th gear	I.D. End play Thickness	43.009 – 43.025 (1.6933 – 1.6939) 0.06 – 0.21 (0.002 – 0.008) 30.92 – 30.97 (1.217 – 1.219)	43.080 (1.6961) 0.30 (0.012) 30.8 (1.21)
Countershaft	Diameter of needle bearing contact area A Diameter of ball bearing and needle bearing contact area C Diameter of 1st gear contact area B Runout	38.000 – 38.015 (1.4961 – 1.4967) 24.987 – 25.000 (0.9837 – 0.9843) 39.984 – 40.000 (1.5742 – 1.5748) 0.02 (0.001) max.	37.95 (1.494) 24.94 (0.982) 39.93 (1.572) 0.05 (0.002)
Countershaft 1st gear	I.D. End play	46.009 – 46.025 (1.8114 – 1.8120) 0.06 – 0.23 (0.002 – 0.009)	46.08 (1.814) 0.23 (0.009)
Countershaft 2nd gear	I.D. End play Thickness	47.009 – 47.025 (1.8507 – 1.8514) 0.10 – 0.15 (0.004 – 0.006) 28.94 – 28.97 (1.1394 – 1.1405)	47.08 (1.854) 0.18 (0.007) —
Spacer collar (Countershaft 2nd gear)	I.D. O.D. Length	36.48 – 36.49 (1.4362 – 1.4366) 41.989 – 42.000 (1.6531 – 1.6535) 29.07 – 29.09 (1.14 – 1.15)	36.50 (1.437) 41.94 (1.651) —
Spacer collar (Mainshaft 4th and 5th gears)	I.D. O.D. Length	31.002 – 31.012 (1.2205 – 1.2209) 37.989 – 38.000 (1.4956 – 1.4961) 56.45 – 56.55 (2.222 – 2.226) 26.03 – 26.08 (1.025 – 1.027)	31.06 (1.223) 37.94 (1.494) — 26.01 (1.024)
Reverse idler gear	I.D. Gear-to-reverse gear shaft clearance	20.016 – 20.043 (0.7880 – 0.7891) 0.036 – 0.084 (0.0014 – 0.0033)	20.09 (0.7909) 0.160 (0.0063)
Synchro ring	Ring-to-gear clearance (ring pushed against gear)	0.85 – 1.10 (0.033 – 0.043)	0.40 (0.016)
Double cone synchro	Clearance (ring pushed against gear) Outer synchro ring-to-synchro cone Synchro cone-to-gear Outer synchro ring-to-gear	0.5 (0.02) min. 0.5 (0.02) min. 0.95 – 1.68 (0.037 – 0.066)	0.3 (0.01) 0.3 (0.01) 0.6 (0.02)
Shift fork	Finger thickness Fork-to-synchro sleeve clearance	6.2 – 6.4 (0.24 – 0.25) 0.35 – 0.65 (0.014 – 0.026)	— 1.0 (0.039)

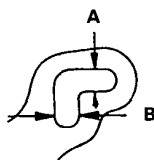
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Standards and Service Limits

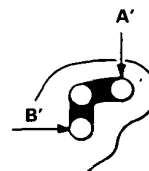
Manual Transmission — Section 13 (cont'd)

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

*1: Measuring points



*2: Measuring points



Automatic Transmission — Section 14

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

Automatic Transmission — Section 14

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Clutch	Clutch initial clearance 1st-hold 1st, 2nd 3rd, 4th Clutch return spring free length 1st, 2nd, 3rd, 4th Clutch disc thickness Clutch plate thickness 1st, 1st-hold 2nd, 3rd, 4th	0.80 – 1.00 (0.031 – 0.039) 0.65 – 0.85 (0.026 – 0.033) 0.4 – 0.6 (0.016 – 0.024) 33.5 (1.32) 1.88 – 2.00 (0.074 – 0.079) 1.95 – 2.05 (0.077 – 0.081) 2.55 – 2.65 (0.100 – 0.104) 2.25 – 2.35 (0.089 – 0.093)	_____ _____ _____ 31.5 (1.24) Until grooves worn out. Discoloration Discoloration Discoloration
	Clutch end plate thickness Mark 1 Mark 2 Mark 3 Mark 4 Mark 5 Mark 6 Mark 7 Mark 8 Mark 9	2.05 – 2.10 (0.081 – 0.083) 2.15 – 2.20 (0.085 – 0.087) 2.25 – 2.30 (0.089 – 0.091) 2.35 – 2.40 (0.093 – 0.094) 2.45 – 2.50 (0.096 – 0.098) 2.55 – 2.60 (0.100 – 0.102) 2.65 – 2.70 (0.104 – 0.106) 2.75 – 2.80 (0.108 – 0.110) 2.85 – 2.90 (0.112 – 0.114)	Discoloration ↑ ↓ Discoloration
Valve body	Stator shaft needle bearing contact I.D. Torque converter side Oil pump side Oil pump gear side clearance Oil pump gear-to-body clearance Oil pump driven gear I.D. Oil pump shaft O.D.	27.000 – 27.021 (1.0630 – 1.0638) 29.000 – 29.013 (1.1417 – 1.1422) 0.03 – 0.05 (0.001 – 0.002) 0.210 – 0.265 (0.0083 – 0.0104) 0.070 – 0.125 (0.0028 – 0.0049) 14.016 – 14.034 (0.5518 – 0.5525) 13.980 – 13.990 (0.5504 – 0.5508)	Wear of damage _____ 0.07 (0.003) _____ Wear or damage Wear or damage
	Reverse shift fork finger thickness Parking brake ratchet pawl Parking brake gear Throttle cam stopper height	5.90 – 6.00 (0.232 – 0.236) _____ _____ 17.0 – 17.1 (0.669 – 0.673)	5.40 (0.213) Wear or other defect Wear or other defect _____
Servo body	Shift fork shaft bore I.D.	14.000 – 14.005 (0.5512 – 0.5514) 14.006 – 14.010 (0.5514 – 0.5516) 14.011 – 14.015 (0.5516 – 0.5518) 37.000 – 37.039 (1.4567 – 1.4582)	_____ _____ _____ 37.045 (1.4585)
	Shift fork shaft valve bore I.D.		
Regulator valve body	Sealing ring contact I.D.	35.000 – 35.025 (1.3780 – 1.3789)	35.05 (1.3799)
Accumulator body	Sealing ring contact I.D.	32.000 – 32.013 (1.2598 – 1.2604)	32.050 (1.2618)
Stator shaft	Sealing ring contact I.D.	29.000 – 29.013 (1.1417 – 1.1422)	29.050 (1.1437)
Transmission	Diameter of needle bearing contact area On mainshaft of stator shaft On mainshaft of 3rd gear collar On mainshaft of 4th gear collar On countershaft of 1st gear collar On countershaft of 4th gear On countershaft of parking gear On countershaft of reverse gear On secondary shaft of 1st gear On secondary shaft of 2nd gear On reverse idler gear shaft Inside diameter Mainshaft 3rd gear Mainshaft 4th gear Countershaft 1st gear Countershaft 4th gear Countershaft reverse gear Countershaft idler gear Secondary shaft 1st gear Secondary shaft 2nd gear Reverse idler gear shaft holder	22.984 – 23.000 (0.9049 – 0.9055) 45.984 – 46.000 (1.8104 – 1.8110) 31.984 – 32.000 (1.2592 – 1.2598) 40.984 – 41.000 (1.6135 – 1.6142) 31.975 – 31.991 (1.2589 – 1.2595) 39.984 – 40.000 (1.5742 – 1.5748) 35.979 – 36.000 (1.4165 – 1.4173) 31.975 – 31.991 (1.2589 – 1.2595) 31.975 – 31.991 (1.2589 – 1.2595) 13.990 – 14.000 (0.5508 – 0.5512) 52.000 – 52.019 (2.0472 – 2.0480) 38.005 – 38.021 (1.4963 – 1.4969) 47.000 – 47.016 (1.8504 – 1.8510) 38.000 – 38.016 (1.4961 – 1.4967) 42.000 – 42.016 (1.6535 – 1.6542) 48.000 – 48.016 (1.8898 – 1.8904) 36.000 – 36.016 (1.4173 – 1.4179) 37.000 – 37.016 (1.4567 – 1.4573) 14.800 – 14.824 (0.5827 – 0.5836)	Wear or damage ↑ ↓ Wear or damage

(cont'd)

Standards and Service Limits

Automatic Transmission — Section 14 (cont'd)

	MEASUREMENT	STANDARD (NEW)				SERVICE LIMIT
		Wire Dia.	O.D.	Free Length	No. of Coils	
Transmission (cont'd)	Mainshaft 3rd gear collar length	19.50 – 19.55 (0.768 – 0.770)				Wear or damage
	Mainshaft 4th gear collar length	47.50 – 47.55 (1.870 – 1.872)				Wear or damage
	Countershaft 1st gear collar length	27.50 – 27.55 (1.083 – 1.085)				Wear or damage
	Thrust washer thickness					
	Countershaft 1st gear	1.45 – 1.50 (0.057 – 0.059)				Wear or damage
	Countershaft idler gear	3.45 – 3.55 (0.136 – 0.140)				Wear or damage
	Secondary shaft 2nd gear	4.35 – 4.45 (0.171 – 0.175)				Wear or damage
	Countershaft parking gear length	25.030 – 25.048 (0.9854 – 0.9861)				Wear or damage
	Secondary shaft 1st gear distance collar length	4.95 – 5.00 (0.195 – 0.197)				Wear or damage
	Secondary shaft 2nd gear spline washer thickness 35 x 53 mm	4.02 – 4.05 (0.158 – 0.159) 4.07 – 4.10 (0.160 – 0.161) 4.12 – 4.15 (0.162 – 0.163) 4.17 – 4.20 (0.164 – 0.165) 4.22 – 4.25 (0.166 – 0.167) 4.27 – 4.30 (0.168 – 0.169) 4.32 – 4.35 (0.170 – 0.171) 4.37 – 4.40 (0.172 – 0.173) 4.42 – 4.45 (0.174 – 0.175)				— — — — — — — — — —
	MEASUREMENT	STANDARD (NEW)				
		Wire Dia.	O.D.	Free Length	No. of Coils	
Spring	Regulator valve spring A					
	F18A3, F18A4 engines	1.8 (0.071)	14.7 (0.579)	85.4 (3.362)	16.5	
	F20Z1, F22Z2 engines	1.8 (0.071)	14.7 (0.579)	87.8 (3.457)	16.5	
	Regulator valve spring B					
	F18A3, F18A4 engines	1.8 (0.071)	9.6 (0.378)	44.0 (1.732)	7.5	
	F20Z1, F22Z2 engines	1.8 (0.071)	9.6 (0.378)	44.0 (1.732)	12.7	
	Stator reaction spring					
	F18A3, F18A4 engines	5.5 (0.217)	37.4 (1.472)	30.3 (1.193)	2.1	
	F20Z1, F22Z2 engines	4.5 (0.177)	35.4 (1.394)	30.3 (1.193)	1.92	
	Torque converter check valve spring	1.1 (0.043)	8.4 (0.331)	38.2 (1.504)	14.0	
	Relief valve spring	1.0 (0.039)	8.4 (0.331)	39.1 (1.539)	15.1	
	Cooler relief valve spring	1.0 (0.039)	8.4 (0.331)	46.8 (1.843)	12.8	
	2nd orifice control valve spring	0.6 (0.024)	6.6 (0.260)	66.4 (2.614)	25.0	
	Orifice control valve spring	0.7 (0.028)	6.6 (0.260)	52.5 (2.067)	18.4	
	4th exhaust valve spring	0.8 (0.031)	7.1 (0.280)	48.8 (1.921)	17.2	
	Throttle valve B adjusting spring	0.8 (0.031)	6.2 (0.244)	30.0 (1.181)	8.0	
	Throttle valve B spring	1.4 (0.055)	8.5 (0.335)	41.5 (1.634)	10.5	
		1.4 (0.055)	8.5 (0.335)	41.5 (1.634)	11.2	
		1.4 (0.055)	8.5 (0.335)	41.6 (1.638)	12.4	
	1-2 shift valve spring	0.9 (0.035)	8.6 (0.339)	40.4 (1.591)	14.5	
	2-3/3-4 shift valve spring	0.9 (0.035)	7.6 (0.299)	57.0 (2.244)	26.8	
	1st-hold accumulator spring	4.0 (0.157)	25.0 (0.984)	64.7 (2.547)	7.3	
	1st accumulator spring A	2.3 (0.091)	16.3 (0.642)	109.6 (4.315)	20.0	
	1st accumulator spring B	1.8 (0.071)	6.3 (0.248)	70.5 (2.776)	15.3	
	4th accumulator spring	2.9 (0.114)	22.0 (0.866)	90.1 (3.547)	10.9	
	2nd accumulator spring	3.5 (0.138)	22.0 (0.866)	91.0 (3.583)	10.8	
	3rd accumulator spring	2.9 (0.114)	17.5 (0.689)	99.6 (3.921)	16.1	
	Lock-up shift valve spring	0.9 (0.035)	7.6 (0.299)	73.7 (2.902)	32.0	
	Lock-up timing valve spring	0.8 (0.031)	6.6 (0.260)	51.1 (2.012)	14.7	
	Servo control valve spring	1.0 (0.039)	8.1 (0.319)	52.6 (2.071)	22.4	
	CPC valve spring	1.4 (0.055)	9.4 (0.370)	33.0 (1.299)	10.5	
	Modulator valve spring	1.4 (0.055)	9.4 (0.370)	33.0 (1.299)	10.5	
	Lock-up control valve spring	0.7 (0.028)	6.6 (0.260)	38.5 (1.516)	24.6	
		0.7 (0.028)	6.6 (0.260)	38.0 (1.496)	24.6	
		0.7 (0.028)	6.6 (0.260)	39.0 (1.535)	24.6	
	3rd kick-down valve spring	1.0 (0.039)	7.6 (0.299)	48.3 (1.902)	15.6	
	Main orifice control valve spring	1.1 (0.043)	7.1 (0.280)	49.1 (1.933)	22.7	

Differential (Manual transmission) — Section 15

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Differential carrier	Pinion shaft contact area I.D. Carrier-to-pinion shaft clearance Driveshaft contact area I.D. Carrier-to-driveshaft clearance R L	18.000 – 18.018 (0.7087 – 0.7094) 0.017 – 0.047 (0.0007 – 0.0019) 28.005 – 28.025 (1.1026 – 1.1033) 0.025 – 0.066 (0.0010 – 0.0026) 0.055 – 0.091 (0.0022 – 0.0036)	— 0.10 (0.004) — 0.12 (0.005) 0.15 (0.006)
Differential pinion gear	Backlash I.D. Pinion gear-to-pinion shaft clearance	0.05 – 0.15 (0.002 – 0.006) 18.042 – 18.066 (0.7103 – 0.7113) 0.055 – 0.095 (0.0022 – 0.0037)	Adjust with a shim — 0.15 (0.006)
Tapered roller bearing preload	Starting torque N·m (kgf·cm, lbf·in)	1.4 – 2.5 (14 – 26, 12 – 23)	Adjust with a shim

Differential (Automatic transmission) — Section 15

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Differential carrier	Pinion shaft contact area I.D. Carrier-to-pinion shaft clearance Driveshaft contact area I.D. Carrier-to-driveshaft clearance	18.000 – 18.018 (0.7087 – 0.7094) 0.017 – 0.047 (0.0007 – 0.0019) 28.005 – 28.025 (1.1026 – 1.1033) 0.025 – 0.066 (0.0010 – 0.0026)	— 0.10 (0.004) — 0.12 (0.005)
Differential pinion gear	Backlash I.D. Pinion gear-to-pinion shaft clearance	0.05 – 0.15 (0.002 – 0.006) 18.042 – 18.066 (0.7103 – 0.7113) 0.059 – 0.095 (0.0023 – 0.0037)	Adjust with a shim — 0.12 (0.005)
Tapered roller bearing preload	Starting torque N·m (kgf·cm, lbf·in) New bearing Reused bearing	2.7 – 3.9 (28 – 40, 24 – 35) 2.5 – 3.6 (25 – 37, 22 – 32)	Adjust with a shim

Steering — Section 17

	MEASUREMENT	STANDARD (NEW)
Steering wheel	Rotational play at steering wheel circumference	0 – 10 (0 – 0.4)
Gearbox	Angle of rack-guide-screw loosened from locked position	20° ^{+5°} / ₀
Pump	Pump pressure with shut-off valve closed kPa (kgf/cm ² , psi)	7,100 – 7,800 (72 – 80, 1,024 – 1,138)
Power steering fluid	Recommended fluid Fluid capacity ℓ (US qt, Imp qt) System Reservoir	Honda power steering fluid-V, II or S 1.1 (1.16, 0.97) 0.53 (0.56, 0.47)
Power steering belt*	Deflection with 98 N (10 kgf, 22 lbf) between pulleys Belt tension N (kgf, lbf) Measured with belt tension gauge	13.0 – 16.0 (0.51 – 0.63) with used belt 11.0 – 12.0 (0.43 – 0.47) with new belt 390 – 540 (40 – 55, 88 – 121) with used belt 740 – 880 (75 – 90, 165 – 198) with new belt

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

Standards and Service Limits

Suspension — Section 18

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Wheel alignment	Camber	Front	$0^{\circ}00' \pm 1^{\circ}$	
		Rear	$-0^{\circ}30' \pm 30'$	
	Caster	Front	$3^{\circ}00' \pm 1^{\circ}$	
	Total toe	Front	$0 \pm 3.0 (0 \pm 1/8)$	
		Rear	$IN 2.0 \pm 2.0 (1/16 \pm 1/16)$	
	Front wheel turning angle	Inward wheel	$39^{\circ}00' \pm 2^{\circ}$	
		Outward wheel	$30^{\circ}00'$	
Wheel	Rim runout (Aluminum wheel)	Axial	$0 - 0.7 (0 - 0.03)$	2.0 (0.08)
		Radial	$0 - 0.7 (0 - 0.03)$	1.5 (0.06)
	Rim runout (Steel wheel)	Axial	$0 - 1.0 (0 - 0.04)$	2.0 (0.08)
		Radial	$0 - 1.0 (0 - 0.04)$	1.5 (0.06)
Wheel bearing	End play	Front	$0 - 0.05 (0 - 0.002)$	—
		Rear	$0 - 0.05 (0 - 0.002)$	—

Brakes — Section 19

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Parking brake lever	Play in stroke 196 N (20 kgf, 44 lbf) lever force		To be locked when pulled 7 – 11 notches	—
Foot brake pedal	Pedal height (with floor mat removed)	M/T	190 (7 1/2)	—
		A/T	195 (7 11/16)	—
	Free play		1 – 5 (1/16 – 3/16)	—
Master cylinder	Piston-to-pushrod clearance		$0 - 0.4 (0 - 0.016)$	—
Disc brake	Disc thickness	Front	23.0 (0.91)	21.0 (0.83)
		Rear	10.0 (0.39)	8.0 (0.31)
	Disc runout	Front	—	0.10 (0.004)
		Rear	—	0.10 (0.004)
	Disc parallelism	Front and rear	—	0.015 (0.0006)
	Pad thickness	Front	F18A3, F18A4, F20Z1 (M/T)	1.6 (0.06)
			F20Z1 (A/T), F22Z2	
		Rear	11.0 (0.43)	1.6 (0.06)
			9.0 (0.35)	1.6 (0.06)
	Characteristics	Vacuum [mm (in) Hg]	Pedal Force kgf (lbf)	Line Pressure kPa (kg/cm ² , psi)
Without ABS		0 (0)	20 (44)	920 (9.4, 130) minimum
		300 (11.8)	20 (44)	5,500 (56, 800) minimum
		500 (19.7)	20 (44)	8,500 (87, 1,200) minimum
With ABS		0 (0)	20 (44)	810 (8.3, 120) minimum
		300 (11.8)	20 (44)	6,100 (62, 880) minimum
		500 (19.7)	20 (44)	8,200 (83.2, 1,200) minimum

Air Conditioning — Section 22

	MEASUREMENT	STANDARD (NEW)
Air conditioning system	Lubricant type: ND-OIL8 P/N 38899 – PR7 – A01 (For Refrigerant HFC-134a (R-134a))	
	Lubricant capacity mℓ (fl oz, Imp oz) Condenser Evaporator Line or hose Receiver	10 – 20 (1/3 – 2/3, 0.4 – 0.7) 20 – 30 (2/3 – 1, 0.7 – 1.1) 10 (1/3, 0.4) 10 (1/3, 0.4)
Compressor	Lubricant type: ND-OIL8 P/N 38899 – PR7 – A01 (For Refrigerant HFC-134a (R-134a))	
	Lubricant capacity mℓ (fl oz, Imp oz) Stator coil resistance at 20°C (68°F) Ω Pulley-to-pressure plate clearance	160 ⁺¹⁵ / ₀ (5-1/3 ^{+1/2} / ₀ , 5.6 ^{+0.5} / ₀) 3.6 ± 0.2 0.5 ± 0.15 (0.020 ± 0.006)
Compressor belt*	Deflection with 98 N (10 kgf, 22 lbf) between the pulleys	10.0 – 12.0 (0.39 – 0.47) with used belt 4.5 – 7.0 (0.18 – 0.28) with new belt
	Belt tension N (kgf, lbf) Measured with belt tension gauge	440 – 590 (45 – 60, 99 – 132) with used belt 930 – 1,130 (95 – 115, 209 – 254) with new belt

Electrical — Section 23

	MEASUREMENT	STANDARD (NEW)	
Ignition coil	Rated voltage V	12	
	Primary winding resistance Ω at 20°C (68°F) Secondary winding resistance kΩ at 20°C (68°F)	0.6 – 0.8 13 – 19	
Spark Plug	Type	See section 23	
	Gap	1.1 ⁰ / _{-0.1} (0.043 ⁰ / _{-0.004})	
Ignition timing	At idle ° BTDC	15 ± 2 (Red)	
Alternator belt*	Without A/C	Deflection with 98 N (10 kgf, 22 lbf) between pulleys	10 – 12 (0.39 – 0.47) with used belt 8.5 – 11 (0.33 – 0.43) with new belt
		Belt tension N (kgf, lbf) Measured with belt tension gauge	290 – 440 (30 – 45, 66 – 99) with used belt 440 – 640 (45 – 65, 99 – 143) with new belt
	With A/C	Deflection with 98 N (10 kgf, 22 lbf) between pulleys	10 – 12 (0.39 – 0.47) with used belt 4.5 – 7 (0.18 – 0.28) with new belt
		Belt tension N (kgf, lbf) Measured with belt tension gauge	440 – 590 (45 – 60, 99 – 132) with used belt 930 – 1,130 (95 – 115, 209 – 254) with new belt
	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Alternator	Output 13.5 V at hot A	70	—
	Coil resistance (rotor) Ω	2.8 – 3.0	—
	Slip ring O.D.	14.4 (0.57)	14.0 (0.55)
	Brush length	10.5 (0.41)	5.5 (0.22)
Starter motor	Brush spring tension g (oz)	300 – 360 (10.6 – 12.7)	—
	Type	Spur gear reduction, permanent magnet	
	Mica depth	0.4 – 0.5 (0.016 – 0.020)	0.15 (0.006)
	Commutator runout	0 – 0.02 (0 – 0.0008)	0.05 (0.002)
	Commutator O.D.	28.0 – 28.1 (1.102 – 1.106)	27.5 (1.08)
	Brush length	15.8 – 16.2 (0.62 – 0.64)	10.0 (0.39)
	Brush spring tension (new) N (kgf, lbf)	16 – 18 (1.6 – 1.8, 3.5 – 4.0)	—

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

Design Specifications

	ITEM	METRIC	ENGLISH	NOTES
DIMENSIONS	Overall Length	4,685 mm	184.4 in	Except KY model KY model
	Overall Width	1,720 mm	67.7 in	
	Overall Height	1,380 mm	54.3 in	
		1,395 mm	54.9 in	
	Wheelbase	2,720 mm	107.1 in	
	Track (Front/Rear)	1,475/1,480 mm	58.1/58.3 in	
	Ground Clearance	155 mm	6.1 in	
	Seating Capacity	Five		
WEIGHT	Curb Weight: KG model			DR SRS: Driver's Airbag DR/AS SRS: Driver's and Passenger's Airbags S/R: Sunroof A/C: Air Conditioner
	1.8i	5MT DR SRS	1,260 kg	
		5MT DR/AS SRS, ABS	1,280 kg	
		5MT DR/AS SRS, ABS, S/R	1,293 kg	
	1.8iS	5MT DR SRS, ABS	1,275 kg	
		5MT DR/AS SRS, ABS, S/R	1,293 kg	
		4AT DR SRS, ABS	1,320 kg	
		4AT DR/AS SRS, ABS, S/R	1,338 kg	
	1.8iLS	5MT DR/AS SRS, ABS, A/C	1,302 kg	
		5MT DR SRS, ABS	1,275 kg	
		5MT DR/AS SRS, ABS, S/R	1,293 kg	
		4AT DR/AS SRS, ABS, S/R	1,338 kg	
	1.8iES	5MT DR/AS SRS, ABS, A/C	1,302 kg	
	2.0iLS	5MT DR SRS, ABS	1,295 kg	
		5MT DR/AS SRS, ABS	1,300 kg	
		5MT DR/AS SRS, ABS, S/R	1,313 kg	
		4AT DR/AS SRS, ABS	1,330 kg	
		4AT DR/AS SRS, ABS, S/R	1,343 kg	
	2.0iES	5MT DR/AS SRS, ABS, S/R, A/C	1,337 kg	
		4AT DR/AS SRS, ABS, S/R, A/C	1,367 kg	
	2.2iVTEC	5MT DR/AS SRS, ABS	1,320 kg	
		5MT DR/AS SRS, ABS, S/R, A/C	1,355 kg	
		4AT DR/AS SRS, ABS, S/R, A/C	1,385 kg	
	Weight Distribution (Front/Rear): KG model			
	1.8i	5MT DR SRS	750/510 kg	
		5MT DR/AS SRS, ABS	768/512 kg	
		5MT DR/AS SRS, ABS, S/R	774/519 kg	
	1.8iS	5MT DR SRS, ABS	764/511 kg	
		5MT DR/AS SRS, ABS, S/R	774/519 kg	
		4AT DR SRS, ABS	805/515 kg	
		4AT DR/AS SRS, ABS, S/R	815/523 kg	
	1.8iLS	5MT DR/AS SRS, ABS, S/R, A/C	792/510 kg	
		5MT DR SRS, ABS	764/511 kg	
		5MT DR/AS SRS, ABS, S/R	774/519 kg	
		4AT DR/AS SRS, ABS, S/R	815/523 kg	
	1.8iES	5MT DR/AS SRS, ABS, A/C	792/510 kg	
	2.0iLS	5MT DR SRS, ABS	774/521 kg	
		5MT DR/AS SRS, ABS	778/522 kg	
		5MT DR/AS SRS, ABS, S/R	784/529 kg	
		4AT DR/AS SRS, ABS	810/520 kg	
		4AT DR/AS SRS, ABS, S/R	816/527 kg	
	2.0iES	5MT DR/AS SRS, ABS, S/R, A/C	810/527 kg	
		4AT DR/AS SRS, ABS, S/R, A/C	842/525 kg	
	2.2iVTEC	5MT DR/AS SRS, ABS	795/525 kg	
		5MT DR/AS SRS, ABS, S/R, A/C	825/530 kg	
		4AT DR/AS SRS, ABS, S/R, A/C	855/530 kg	

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

(cont'd)

Design Specifications

(cont'd)

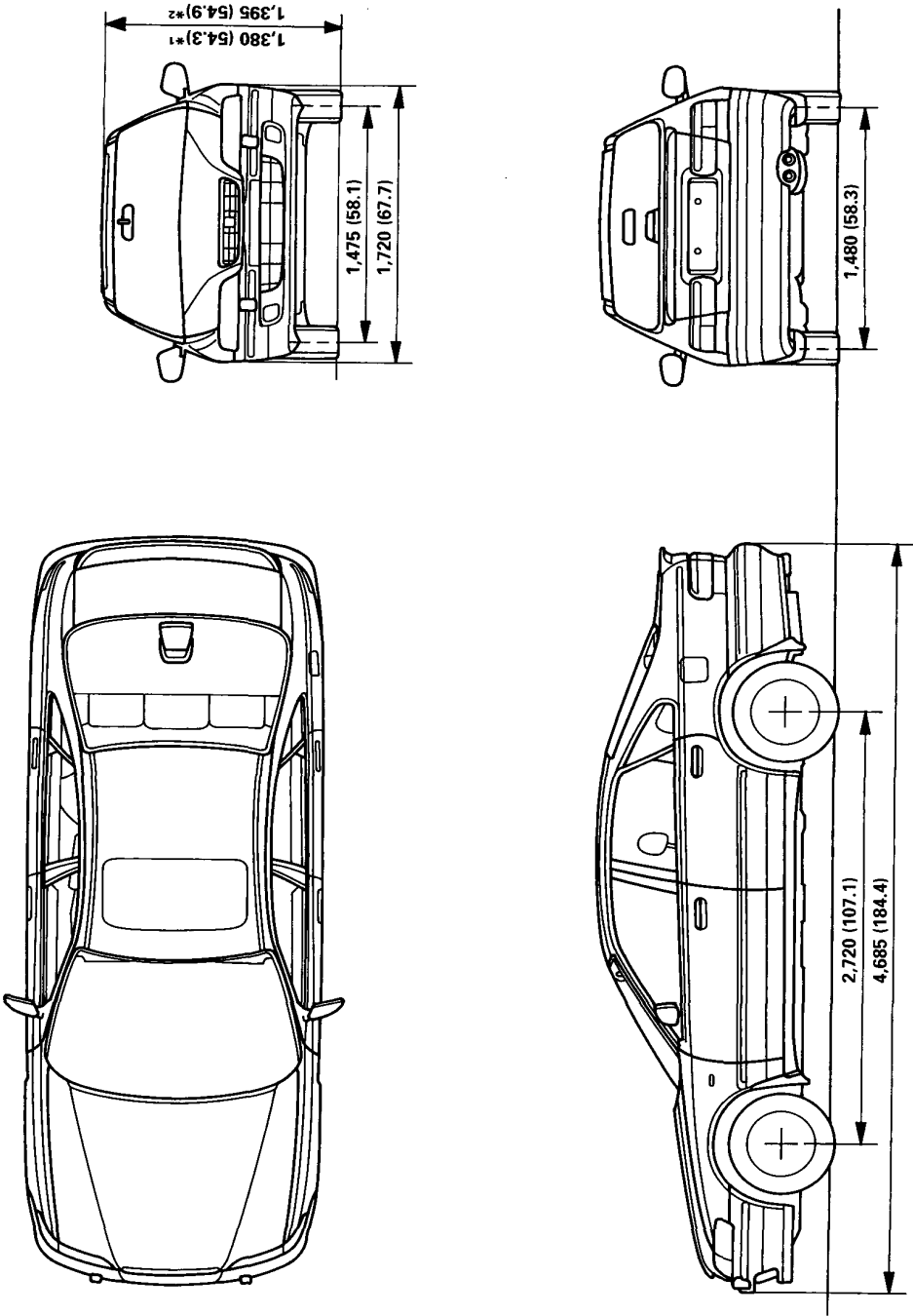
	ITEM		METRIC		ENGLISH		NOTES	
ENGINE (cont'd)	Lubrication System		Forced and wet sump, trochoid pump					
	Oil Pump Displacement [At oil temp. 36.5°C (98°F)]		73.5 ℓ/minute at 6,000 pump min ⁻¹ (rpm)					
	Fuel Required	F18A4 engine	LEADED grade gasoline with a Research Octane Number (RON) of 91 or higher*1					
		Except F18A4 engine	Premium UNLEADED grade gasoline with a Research Octane Number of 95 or higher					
	Water Pump Displacement [At coolant temp. 40°C (104°F)]		160 ℓ/minute at 6,000 pump min ⁻¹ (rpm)					
STARTER	Type		Spur gear reduction, permanent magnet					
	Normal Output		1.4 kW, 1.6 kW					
	Nominal Voltage		12 V					
	Hour Rating		30 seconds					
	Direction of Rotation		Counterclockwise as viewed from gear end					
	Weight		3.5 kg	7.7 lbs				
CLUTCH	Clutch Type	M/T	Single plate dry, diaphragm spring					
		A/T	Torque converter					
	Clutch Facing Area	M/T	217 cm ²	33.6 sq-in				
TRANSMISSION	Transmission	M/T	Synchronized 5-speed forward, 1 reverse					
		A/T	Electronically controlled					
	Primary Reduction		4-speed forward automatic, 1 reverse					
			Direct 1 : 1					
	Manual Transmission Type		N2E5	N2S4	N2C4	N2D4		
	Engine type		F18A3	F18A3, F18A4	F20Z1	F22Z2		
	Gear Ratio	1st	3.285	3.285	3.285	3.285		
		2nd	1.807	1.807	1.807	1.807		
		3rd	1.193	1.230	1.193	1.269		
		4th	0.870	0.933	0.903	0.966		
		5th	0.685	0.757	0.735	0.757		
		Reverse	3.000	3.000	3.000	3.000		
	Final Reduction		Gear type		Single helical gear			
		Gear ratio	4.062	4.266	4.266	4.266		
	Automatic Transmission		Engine type		F18A3, F18A4, F20Z1	F22Z2		
	Gear Ratio	1st	2.736		2.736			
		2nd	1.333		1.486			
		3rd	1.026		1.026			
		4th	0.731		0.731			
Reverse		2.047		2.047				
Final Reduction		Gear type		Single helical gear				
	Gear ratio	4.285		4.133				
AIR CONDITIONING	Cooling Capacity		4,100 Kcal/h		16,000 BTU/h		ND-OIL8	
	Compressor	Type/Make	Swash-plate/NIPPONDENSO					
		No. of Cylinder	10					
		Capacity	178 cm ³ /rev	10.9 cu-in/rev				
		Max. Speed	8,800 min ⁻¹ (rpm)					
	Lubricant Capacity		160 ml	5-1/3 fl oz,				
				5.6 Imp oz				
	Condenser	Type	Corrugated fin					
	Evaporator	Type	Corrugated fin					
	Blower	Type	Sirocco fan					
		Motor Input	209 W max./12 V					
		Speed Control	5-speed					
	Max. Capacity	420 m ³ /h	14,800 cu-ft/h					
Temp. Control		Air-mix type						
Compressor Clutch	Type	Dry, single plate, poly-V-belt drive						
	Power Consumption	40 W max./12 V						
Refrigerant	Type	HFC-134a (R-134a)						
	Quantity	750 ⁰ ₋₅₀ g		26.5 ⁰ _{-1.80} oz				

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

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

Body Specifications

Unit: mm (in)



*1: Except KY model
*2: KY model

Maintenance

Lubrication Points	4-2
Maintenance Schedule	4-4

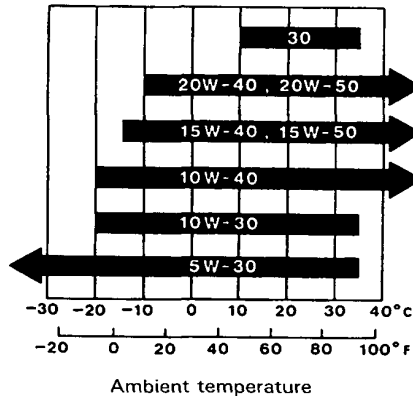


Lubrication Points

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

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

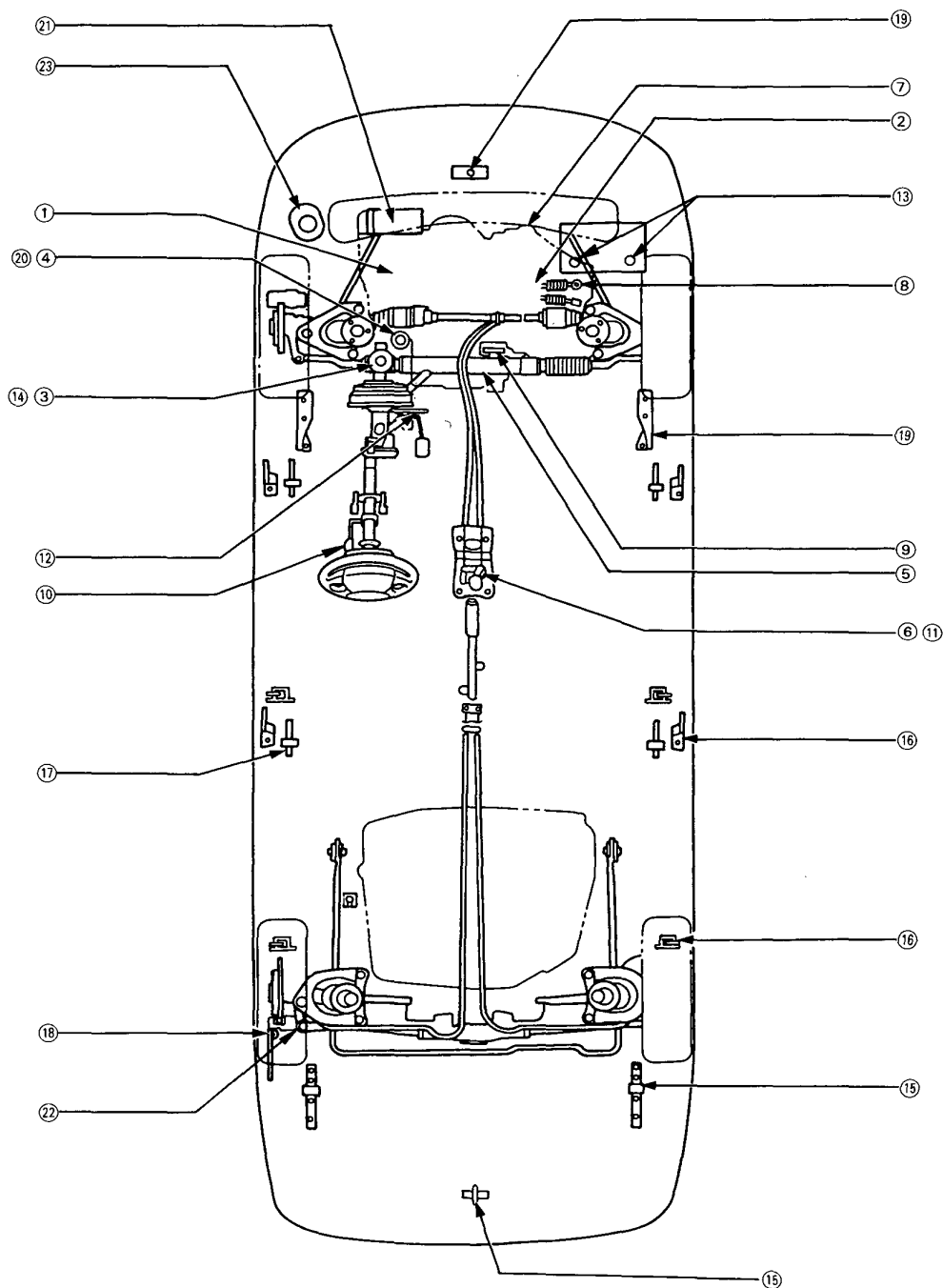
Select the oil for the car according to this chart:



CAUTION: Used engine oil may cause skin cancer if repeatedly left in contact with the skin for prolonged periods. Although this is unlikely unless you handle used oil on a daily basis, it is still advisable to thoroughly wash your hands with soap and water as soon as possible after handling used oil.

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

*2: We recommend Genuine Honda Super Duty DOT3.



Maintenance Schedule

European Model — Normal Conditions

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

Service at the indicated distance or time whichever comes first.		Every 10,000 km (6,000 miles) or 12 months												NOTES	SECTION and PAGE
		Every 45,000 km (28,000 miles)*1													
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	●	●	●	●	●	●	●	●	●	●					
Replace engine oil filter															
Replace air cleaner element	●	●	●	●	●	●	●	●	●	●					
Inspect valve clearance	●	●	●	●	●	●	●	●	●	●					
Replace fuel filter	●	●	●	●	●	●	●	●	●	●					
Replace spark plugs	●	●	●	●	●	●	●	●	●	●					
Replace timing belt, timing balancer belt and inspect water pump													Check water pump for signs of seal leakage.	6-15 to 6-19*5 10-4*4	
Inspect and adjust drive belts	●	●	●	●	●	●	●	●	●	●			• Check for cracks and damage. • Check deflection and tension.	17*5-12, 13 22-38*3 23A-37*5	
Inspect idle speed					●					●				11-71*3	
Replace engine coolant				●		●		●		●			Check specific gravity for freezing point.	10-5*3	
Replace transmission fluid (○: Inspect)	○			●		○		●		○			M/T: Honda Genuine MTF A/T: Genuine Honda ATF PREMIUM (Automatic Transmission Fluid-PREMIUM) or DEXRON® II or III ATF.	13-2*5 14-10*5	
Inspect front and rear brakes	●	●	●	●	●	●	●	●	●	●			• Check the brake pad and disc thickness. Check for damage or cracks. • Check the calipers for damage, leaks, and tightness.	19*3, 7, 9, 24, 26 19*5-3, 6	
Replace brake fluid (including ABS)		●				●			●				Use only DOT3 or DOT4*2 fluid. Check that brake fluid level is between the upper and lower marks on the reservoir.	19-2*5	
Check parking brake adjustment	●	●		●				●		●			Check the parking brake operation.	19-5*3	
Check lights alignment	●	●	●	●	●	●	●	●	●	●			Check the position of the headlights.	23-165*3	
Test drive (noise, stability, dashboard operations)	●	●	●	●	●	●	●	●	●	●			Check for road stability, noise, vibrations and dashboard operation.	——	

*1: KS model only

*2: We recommend Genuine Honda Super Duty DOT3.

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

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

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



Service at the indicated distance or time whichever comes first.	km x 1,000	20	40	60	80	100	120	140	160	180	200	NOTES	SECTION and PAGE
	miles x 1,000	12	24	36	48	60	72	84	96	108	120		
	months	12	24	36	48	60	72	84	96	108	120		
Visually inspect the following items:													
Tie rod ends, steering gearbox, and boots												• Check for correct installation and position, check for cracks, deterioration, rust, and leaks. • Check tightness of screws, nuts, and joints. If necessary, retighten. • Check rack grease and steering linkage. • Check the boot for damage and leaking grease. • Check the fluid line for damage and leaks.	17-16 ^{*2}
Suspension components												• Check the bolts for tightness. • Check the all dust cover for deterioration and damage.	18 ^{*1} -9, 10, 18, 19, 25, 26, 29, 30
Driveshaft boots												• Check boots and boot band for cracks. • Check rack grease.	16-3 ^{*1}
Brake hoses and lines (including ABS)		●	●	●	●	●	●	●	●	●	●	Check the master cylinder, proportioning control valve and ABS modulator for damage and leakage.	19-35 ^{*1}
Exhaust system												Check the catalytic converter heat shield, exhaust pipe and muffler for damage, leaks and tightness.	9 ^{*2} -3, 4
Fuel lines and connections												Check fuel lines for loose connections, cracks and deterioration. Retighten loose connections and replace any damaged parts.	11-46 ^{*2}
Tyre condition												Check for pressure, puncture or cuts and irregular thread wear.	—
Inspect supplemental restraint system		Inspect system 10 years after first registration										—	

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

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

Maintenance Schedule

European Model — Severe Conditions

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

*1: KS model only

*2: We recommend Genuine Honda Super Duty DOT3.

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

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

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



Service at the indicated distance or time whichever comes first.	km x 1,000	20	40	60	80	100	120	140	160	180	200	SECTION and PAGE		
	miles x 1,000	12	24	36	48	60	72	84	96	108	120			
	months	12	24	36	48	60	72	84	96	108	120			
Visually inspect the following items:														
Tie rod ends, steering gearbox, and boots	Every 10,000 km (6,000 miles) or 6 months												• Check rack grease and steering linkage. • Check the boot for damage and leaking grease. • Check the fluid line for damage and leaks. • Check the bolts for tightness. • Check the all dust cover for deterioration and damage. • Check boots and boot band for cracks. • Check rack grease.	17-16**
Suspension components														
Driveshaft boots														
Brake hoses and lines (including ABS)	• Check the master cylinder, proportioning control valve and ABS modulator for damage and leakage. Check the catalytic converter heat shield, exhaust pipe and muffler for damage, leaks and tightness.												19-35*1	
Exhaust system														
Fuel lines and connections														
Tyre condition	Check fuel lines for loose connections, cracks and deterioration. Retighten loose connections and replace any damaged parts. Check for pressure, puncture or cuts and irregular thread wear.												9**3, 4 11-46**	
Inspect supplemental restraint system														

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

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

Follow the Severe Maintenance Schedule if the customer's vehicle is driven 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's vehicle is driven OCCASIONALLY under severe condition, you should follow the Normal Conditions Maintenance Schedule on pages 4-4 and 4-5.

Maintenance Schedule

KY Model

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

Service at the indicated distance or time whichever comes first.		km x 1,000												SECTION and PAGE
		20	40	60	80	100	120	140	160	180	200			
miles x 1,000		12	24	36	48	60	72	84	96	108	120	NOTES		
months		12	24	36	48	60	72	84	96	108	120			
Replace engine oil		Every 5,000 km (3,000 miles) or 6 months												8-4*1
Replace engine oil filter		Every 5,000 km (3,000 miles) or 6 months												8-5*1
Replace air cleaner element		Clean every 10,000 km (6,000 miles) or 12 months. Replace every 20,000 km (12,000 miles) or 24 months.												11-55*3
Inspect valve clearance		●	●	●	●	●	●	●	●	●	●	●	Check for valve clearance.	6-9*3
Replace fuel filter		●	●	●	●	●	●	●	●	●	●	●		11-51*3
Replace spark plugs		●	●	●	●	●	●	●	●	●	●	●		23A-34*3
Inspect distributor cap, rotor and ignition wiring		●	●	●	●	●	●	●	●	●	●	●	Check for cracks, wear, damage and fouling	23*1-90, 91
Replace timing belt, timing balancer belt and inspect water pump		●	●	●	●	●	●	●	●	●	●	●	Check water pump for signs of seal leakage.	6-15 to 6-19*3 10-4*2
Inspect and adjust drive belts		●	●	●	●	●	●	●	●	●	●	●	● ●	17*1-12, 13 22-38*1 23A-37*3
Inspect idle speed (CO)		●	●	●	●	●	●	●	●	●	●	●		11-71*1
Replace engine coolant		●	●	●	●	●	●	●	●	●	●	●	Check specific gravity for freezing point.	10-5*1
Inspect PCV valve		●	●	●	●	●	●	●	●	●	●	●	Check the clicking sound of motion from the PCV valve of idling.	11-111*1
Inspect ignition timing		●	●	●	●	●	●	●	●	●	●	●	Check the ignition timing	23A-33*3
Inspect evaporative emission control system		●	●	●	●	●	●	●	●	●	●	●	● ●	11-114*1
Replace transmission fluid		●	●	●	●	●	●	●	●	●	●	●	M/T: Honda Genuine MTF A/T: Genuine Honda ATF PREMIUM (Automatic Transmission Fluid-PREMIUM) or DEXRON® II or III ATF.	13-2*3 14-10*3
Inspect front and rear brakes		Every 10,000 km (6,000 miles) or 6 months												19*1-7, 9, 24, 26 19*3-3, 6

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

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

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



Service at the indicated distance or time whichever comes first.		km x 1,000		20	40	60	80	100	120	140	160	180	200	NOTES	SECTION and PAGE		
		miles x 1,000		12	24	36	48	60	72	84	96	108	120				
Replace brake fluid				●			●		●		●		●	Use only DOT3 or DOT4** fluid. Check that brake fluid level is between the upper and lower marks on the reservoir.	19-2**		
Check parking brake adjustment				●	●		●		●		●		●	Check the parking brake operation.	19-5*1		
Rotate tyres (Check tyre inflation and condition at least once per month)				Rotate tyres every 10,000 km (6,000 miles)										The suggested rotation method is shown in the diagram of the Owner's Manual.	—		
Visually inspect the following items:																	
Tie rod ends, steering gearbox, and boots		Every 10,000 km (6,000 miles) or 6 months															17-16**
Suspension components																	
Driveshaft boots																	
Brake hoses and lines (including ABS)																	
Cooling system hoses and connection				●		●	●	●	●	●	●	●	●	Check the master cylinder, proportioning control valve and ABS modulator for damage and leakage.	19-35*1		
Exhaust system				●	●	●	●	●	●	●	●	●	●	Check all hoses for damage, leaks or deterioration. • Check all hose clamps. Retighten if necessary.	10**2, 3		
Fuel lines and connections														Check the catalytic converter heat shield, exhaust pipe and muffler for damage, leaks and tightness.	9**3, 4		
Inspect supplemental restraint system		Inspect system 10 years after first registration										Check fuel lines for loose connections, cracks and deterioration. Retighten loose connections and replace any damaged parts.		11-46**2			
—																	

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

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

*3: We recommend Genuine Honda Super Duty DOT3.

Engine

NOTE: The F18A4 engine has been adopted. For the service procedures, refer to the procedures for F20Z1 engine.

Refer to Shop Manual 62SN700 and 62SN721 for the items not shown in this section.

For the service data, refer to the specifications in section 3 of this manual.



Intake Manifold/Exhaust System 9-1

Outline of Model Change

- The F18A4 engine type has been added.

Intake Manifold/Exhaust System

Exhaust Manifold

Replacement 9-2

Exhaust Pipe and Muffler

Replacement 9-3



Outline of Model Change

- The F18A4 engine type has been added.

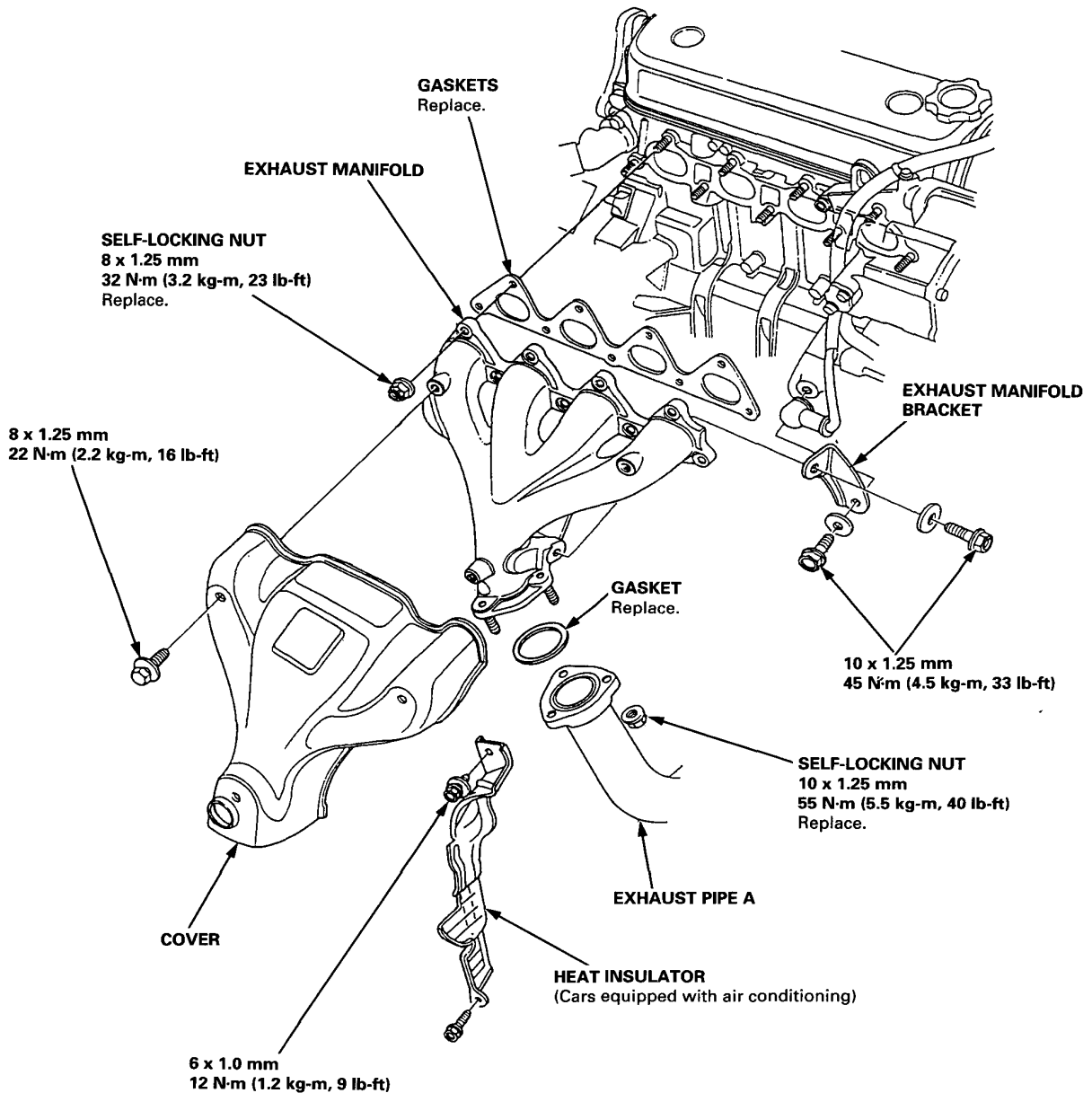
Exhaust Manifold

Replacement

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

CAUTION:

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

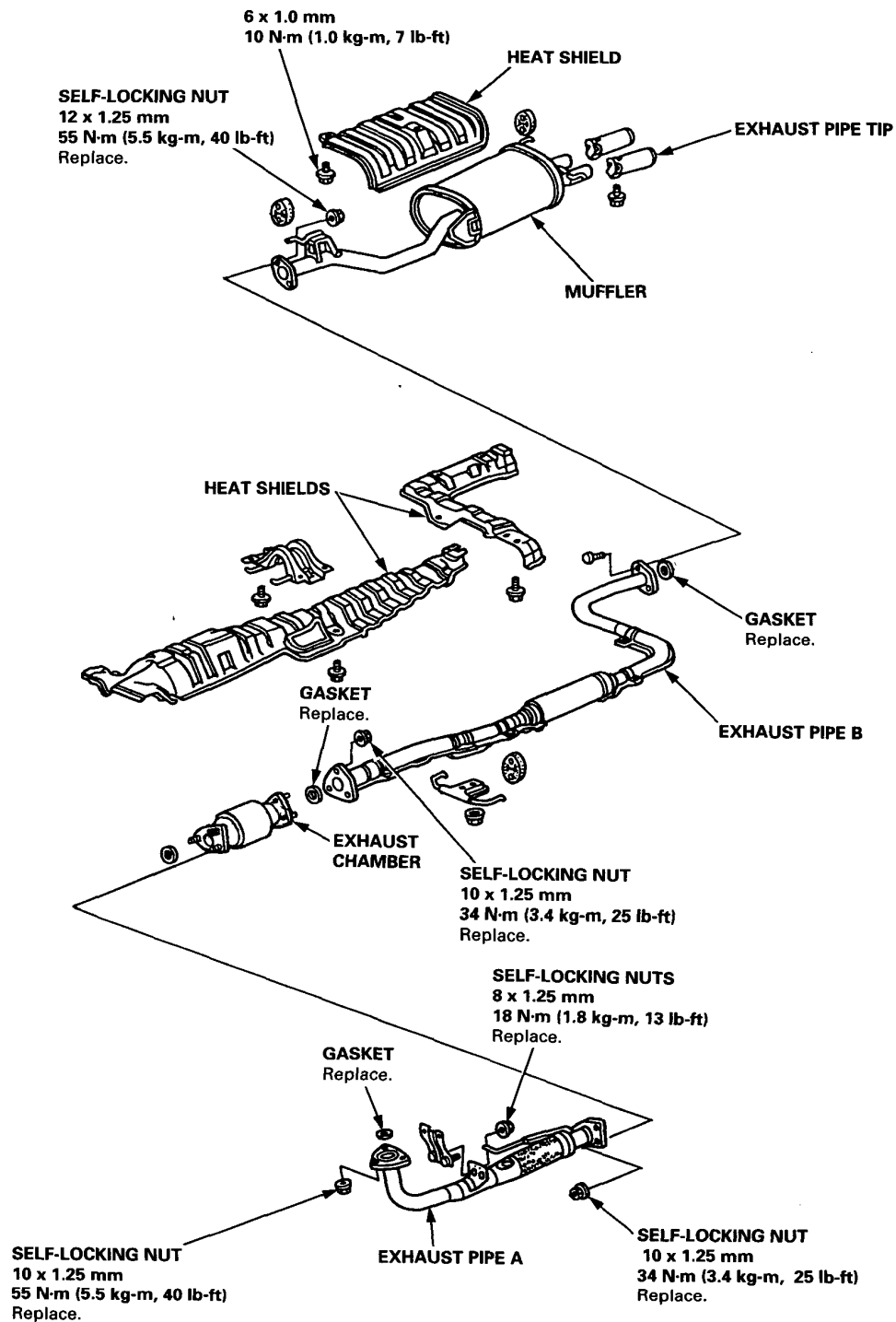


Exhaust Pipe and Muffler



Replacement

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



Fuel and Emissions

System Description

Vacuum Connections

(KY model) 11-2

Electrical Connections 11-4

Troubleshooting

Self-diagnostic Procedure 11-6

Engine Control Module

Terminal Arrangement 11-7

PGM-FI System

Troubleshooting Flowchart

IMA (KY model) 11-10

Fuel Supply System

Fuel Pressure 11-12

Fuel Filter 11-13

Intake Air System

Air Cleaner 11-14

Emission Control System

Evaporative Emission Controls

(KY model) 11-15

Tailpipe Emission (KY model) 11-17

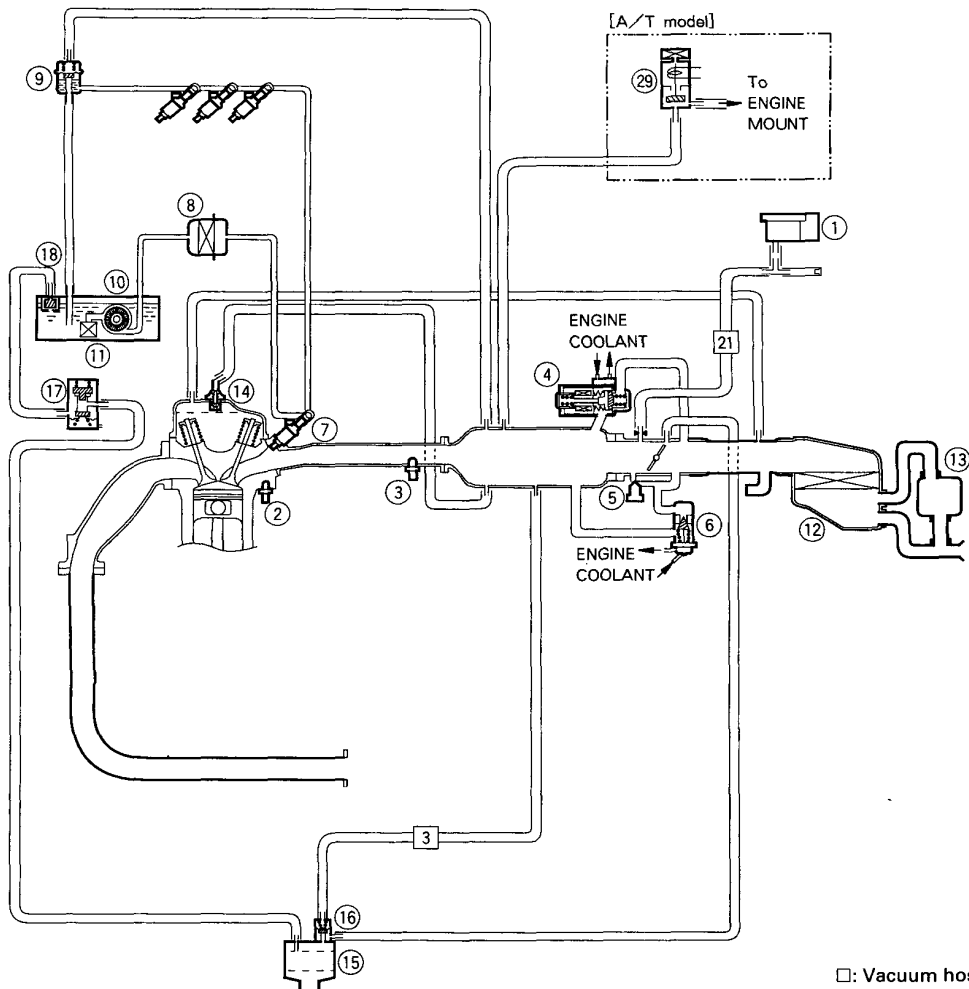


Outline of Model Changes

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

System Description

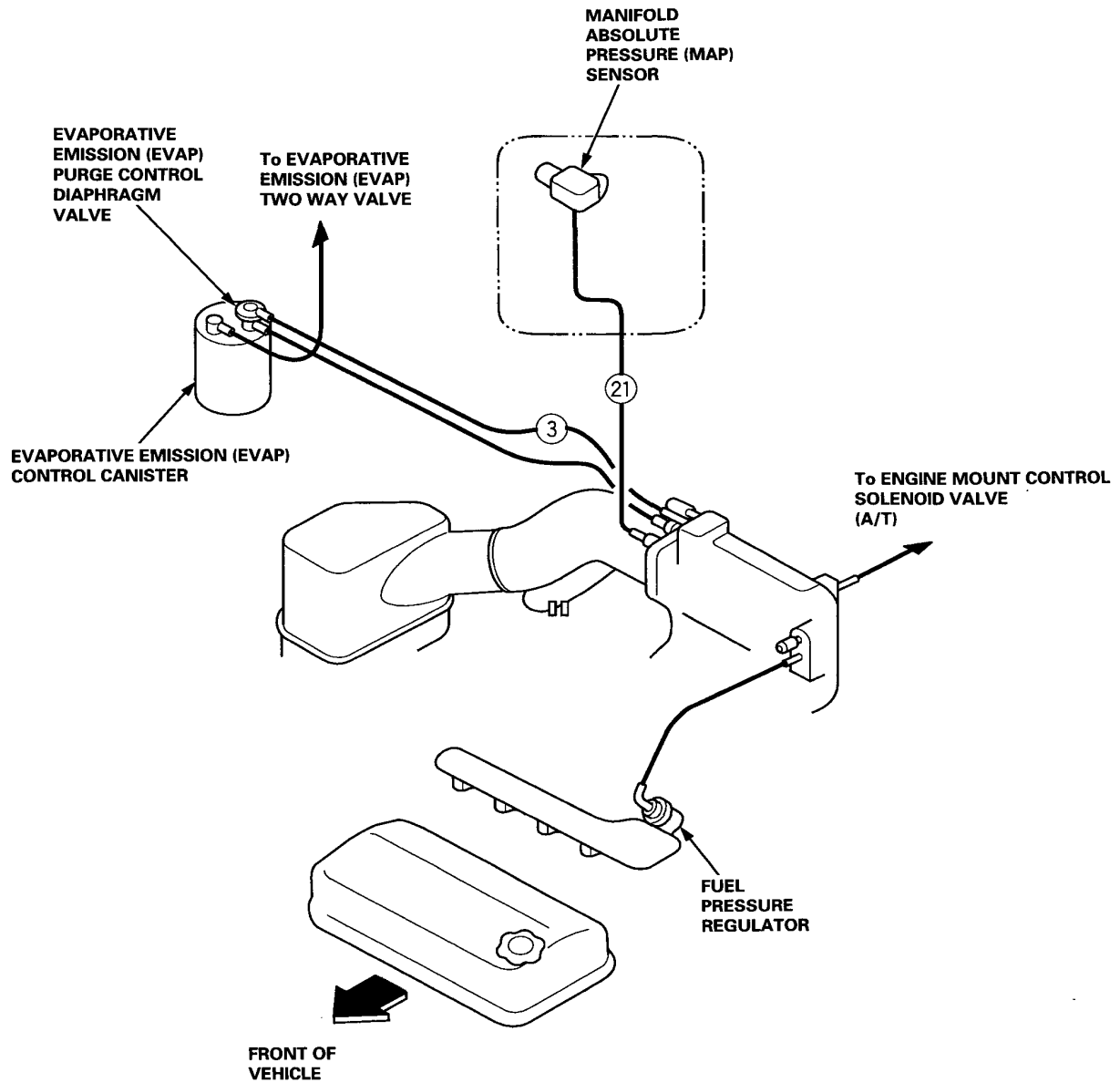
Vacuum Connections (KY model)



□: Vacuum hose No.

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

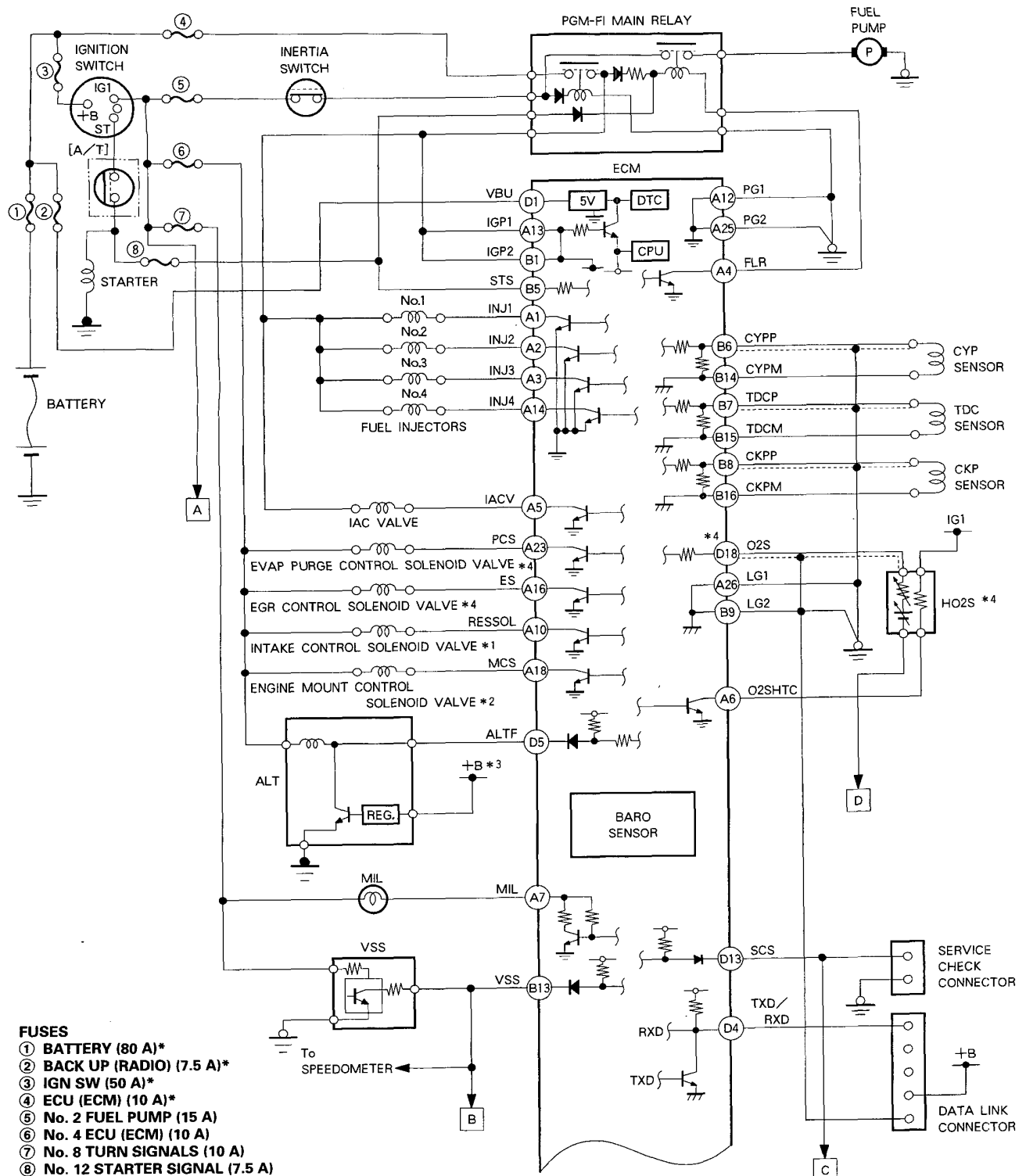
- ⑫ AIR CLEANER (ACL)
- ⑬ RESONATOR
- ⑭ POSITIVE CRANKCASE VENTILATION (PCV) VALVE
- ⑮ EVAPORATIVE EMISSION (EVAP) CONTROL CANISTER
- ⑯ EVAPORATIVE EMISSION (EVAP) PURGE CONTROL DIAPHRAGM VALVE
- ⑰ EVAPORATIVE EMISSION (EVAP) TWO WAY VALVE
- ⑱ FUEL TANK EVAPORATIVE EMISSION (EVAP) VALVE

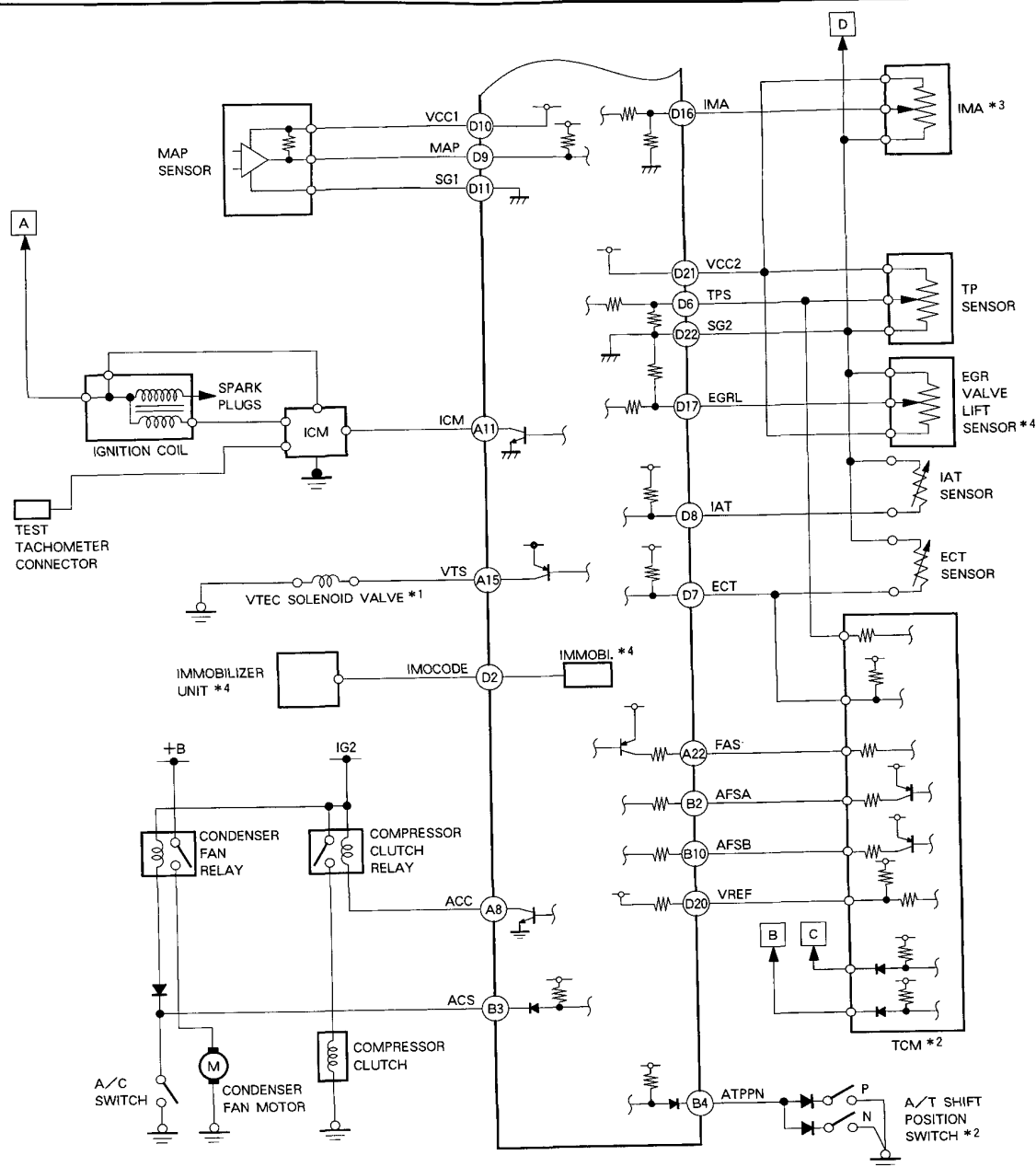


□: Vacuum hose No.

System Description

Electrical Connections





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

ECM CONNECTORS

A (26P)

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

B (16P)

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

D (22P)

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

TERMINAL LOCATIONS

Troubleshooting

Self-diagnostic Procedures

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

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

*1: F22Z2 engine

*2: A/T model

*3: KY model

*4: Except KY model

*5: Except F22Z2 engine

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

Troubleshooting

Engine Control Module Terminal Arrangement



ECM CONNECTOR A (26P)

1	2	3	4	5	6	7	8		10	11	12	13
INJ1	INJ2	INJ3	FLR	IACV	O2 SHTC	MIL	ACC		RES SOL	ICM	PG1	IGP1
14	15	16		18				22	23		25	26
INJ4	VTS	ESOL		MCS				FAS	PCS		PG2	LG1

TERMINAL SIDE OF MALE TERMINALS

ECM CONNECTOR A (26P)

NOTE: Standard voltage is 12 V.

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

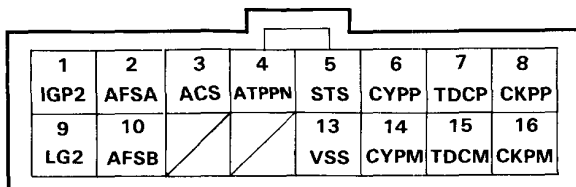
*1: F22Z2 engine
*2: A/T model
*3: KY model
*4: Except KY model

(cont'd)

Troubleshooting

Engine Control Module Terminal Arrangement (cont'd)

ECM CONNECTOR B (16P)



TERMINAL SIDE OF MALE TERMINALS

ECM CONNECTOR B (16P)

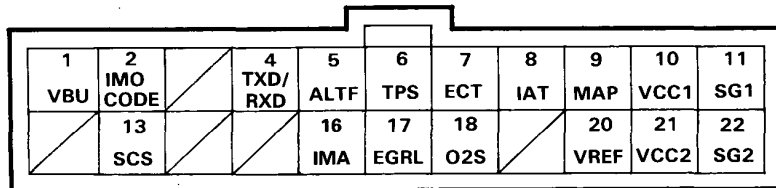
NOTE: Standard voltage is 12 V.

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

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



ECM CONNECTOR D (22P)



TERMINAL SIDE OF MALE TERMINALS

ECM CONNECTOR D (22P)

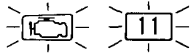
NOTE: Standard voltage is 12 V.

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

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

PGM-FI System

Idle Mixture Adjuster (IMA) (KY model)



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

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

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

Problem verification:

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

Is the MIL on and does it indicate code 11?

NO

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

YES

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

Is there 0.1 – 4.9 V?

YES

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

NO

Check the IMA circuit:

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

Is there approx. 5 V?

NO

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

Is there approx. 5 V?

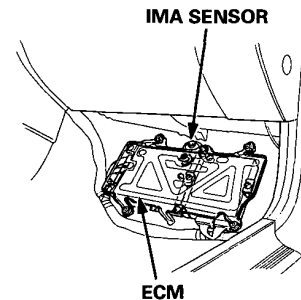
YES

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

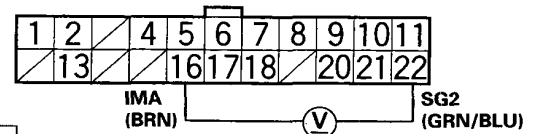
NO

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

(To page 11-11)

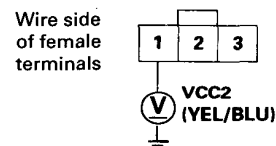


ECM CONNECTOR D (22P)

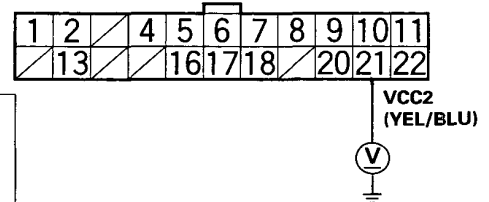


Wire side of female terminals

IMA 3P CONNECTOR



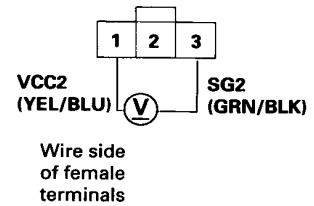
Wire side of female terminals



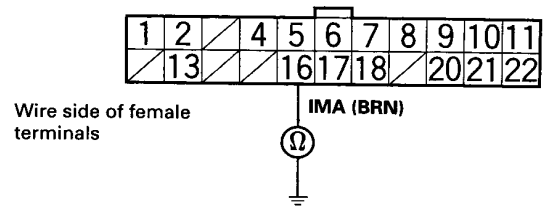


(From page 11-10)

IMA 3P CONNECTOR



ECM CONNECTOR D (22P)



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

Is there approx. 5 V?

NO

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

YES

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

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

Is there continuity?

YES

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

NO

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

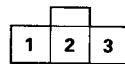
Is there continuity?

YES

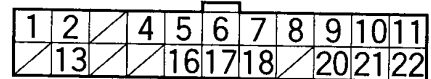
Replace the IMA.

NO

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



IMA (BRN)



IMA (BRN)

Fuel Supply System

Fuel Pressure

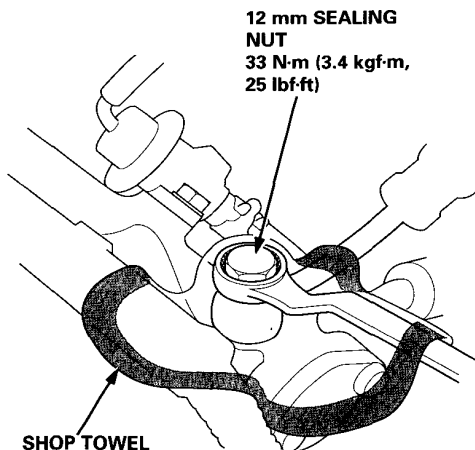
Relieving

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

⚠ WARNING

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

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

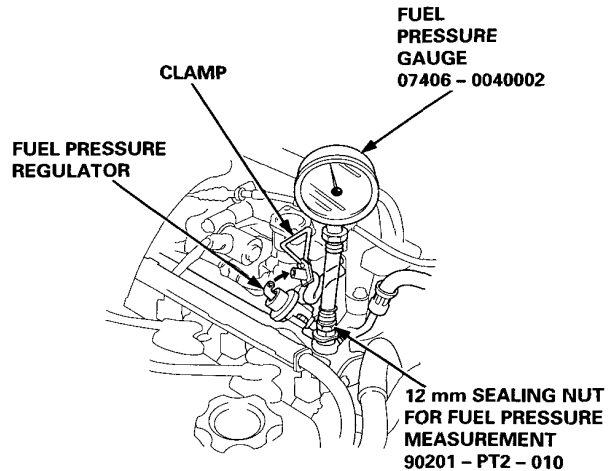


NOTE:

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

Inspection

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



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

Pressure should be:

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

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

4. Reconnect vacuum hose to the fuel pressure regulator.

Pressure should be:

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

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



Fuel Filter

Replacement

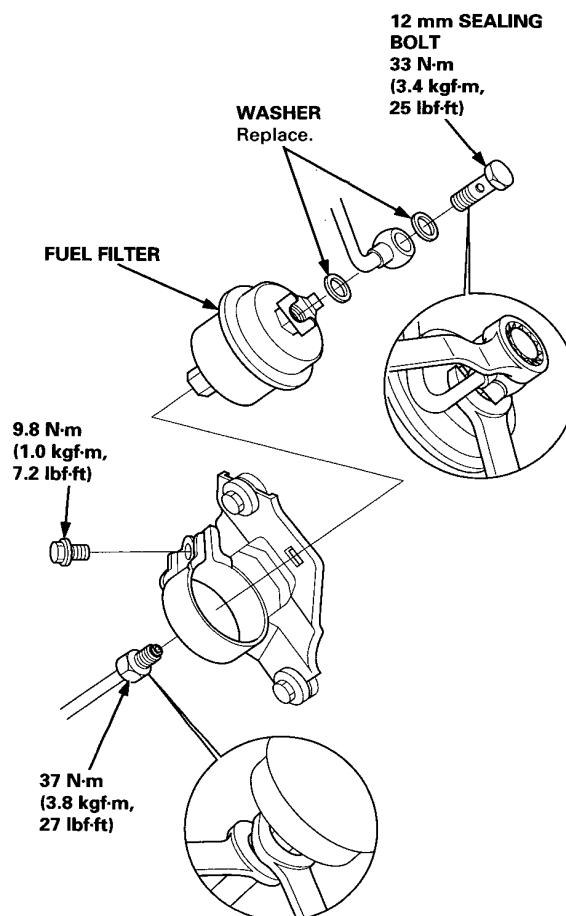
⚠ WARNING

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

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

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

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

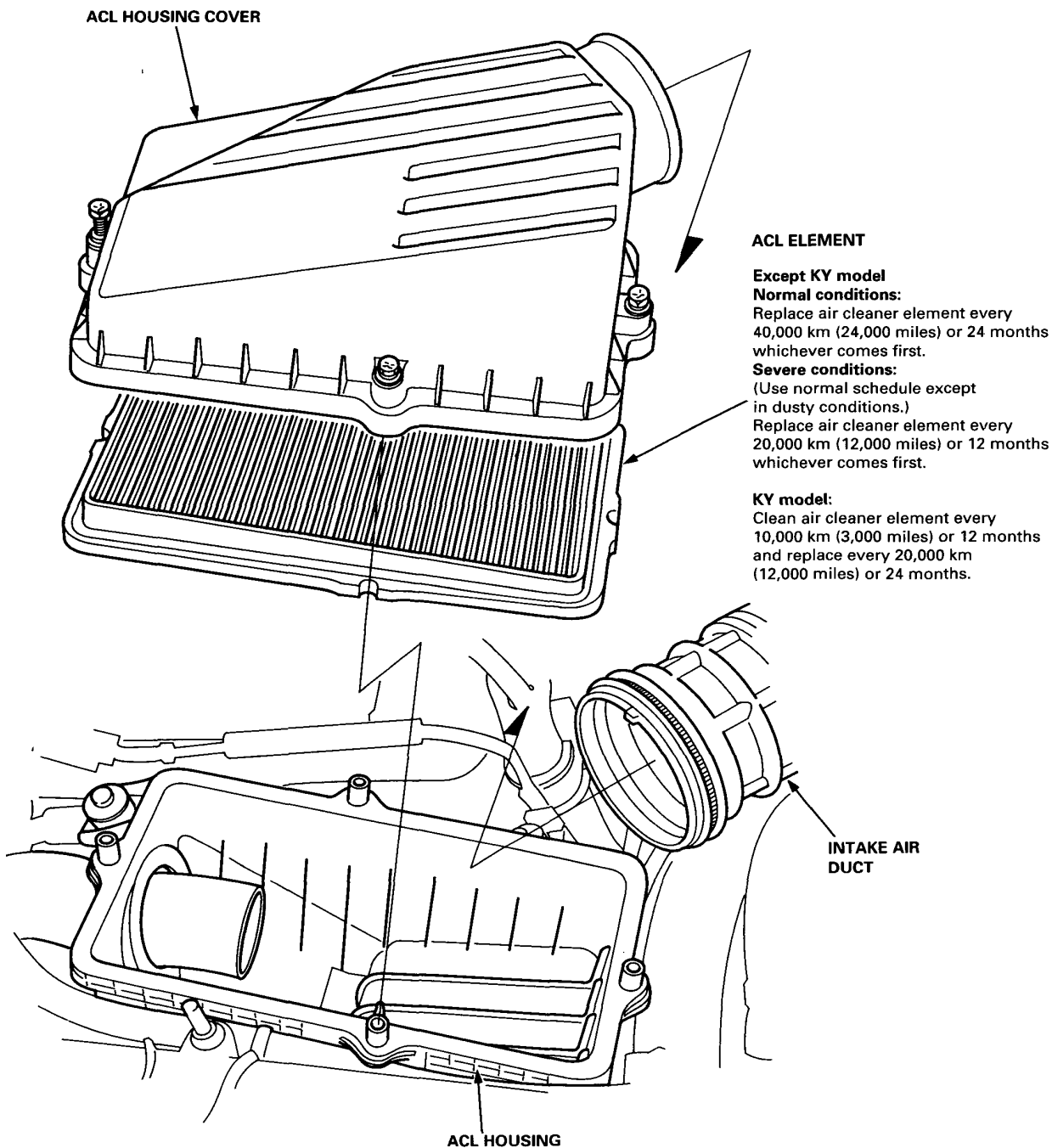


Intake Air System

Air Cleaner (ACL)

Air Cleaner (ACL) Element Replacement

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



Emission Control System



Evaporative Emission (EVAP) Controls (KY model)

Description

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

A. Evaporative Emission (EVAP) Control Canister

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

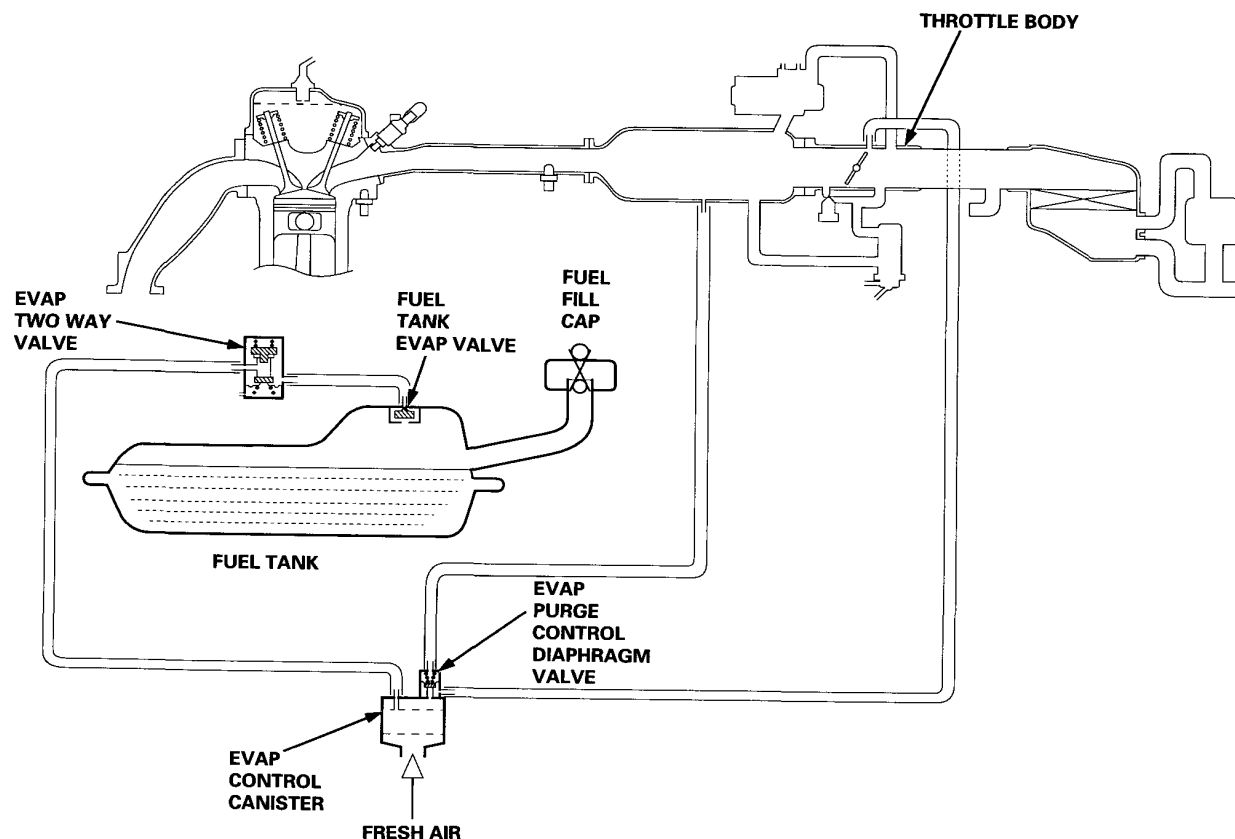
B. Vapor Purge Control System

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

C. Fuel Tank Vapor Control System

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

Illustrated: KY model

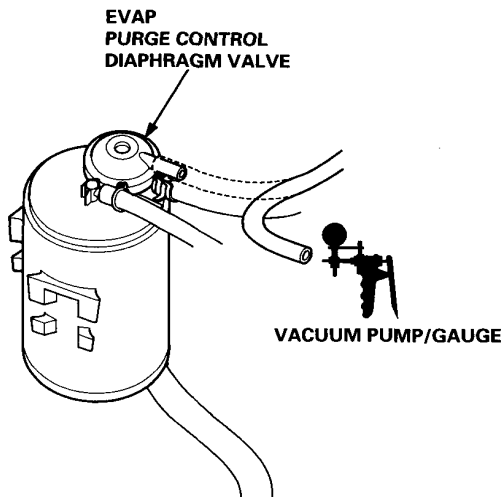


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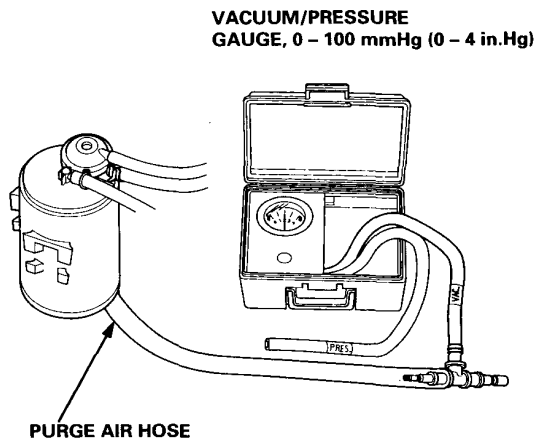
Emission Control System

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

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

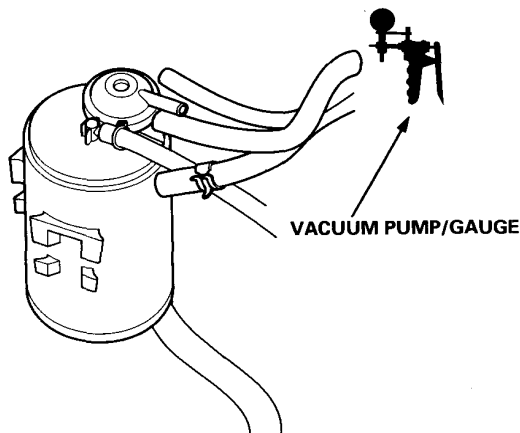


- If there is no vacuum, check vacuum hose for blockage, cracks or disconnected hose, as well as vacuum port for blockage.
4. Disconnect the vacuum gauge and reconnect the hose.
 5. Connect a vacuum gauge to EVAP control canister purge air hose.



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

Vacuum should remain steady.



- If vacuum drops, replace the EVAP control canister and retest.
9. Restart engine. Reconnect upper vacuum hose to EVAP purge control diaphragm valve.

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

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



Emission Control System

Tailpipe Emission (KY model)

Inspection

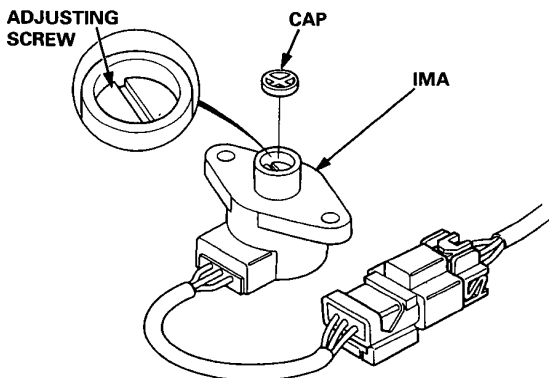
⚠ WARNING Do not smoke during this procedure. Keep any open flame away from your work area.

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

Specified CO%:

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

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



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

Manual Transmission

Transmission Housing

Index 13-2

Mainshaft Assembly

Index 13-3

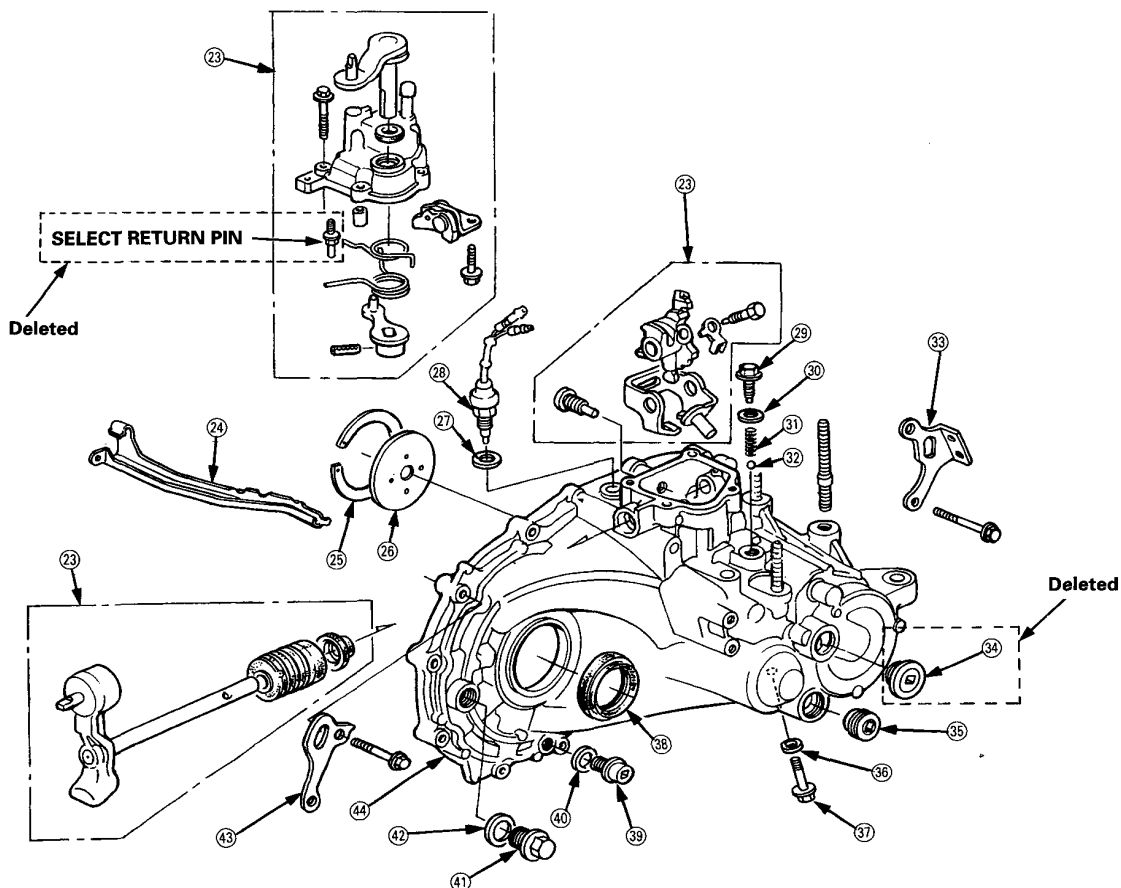


Outline of Model Changes

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

Transmission Housing

Index



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

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


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

Mainshaft Assembly

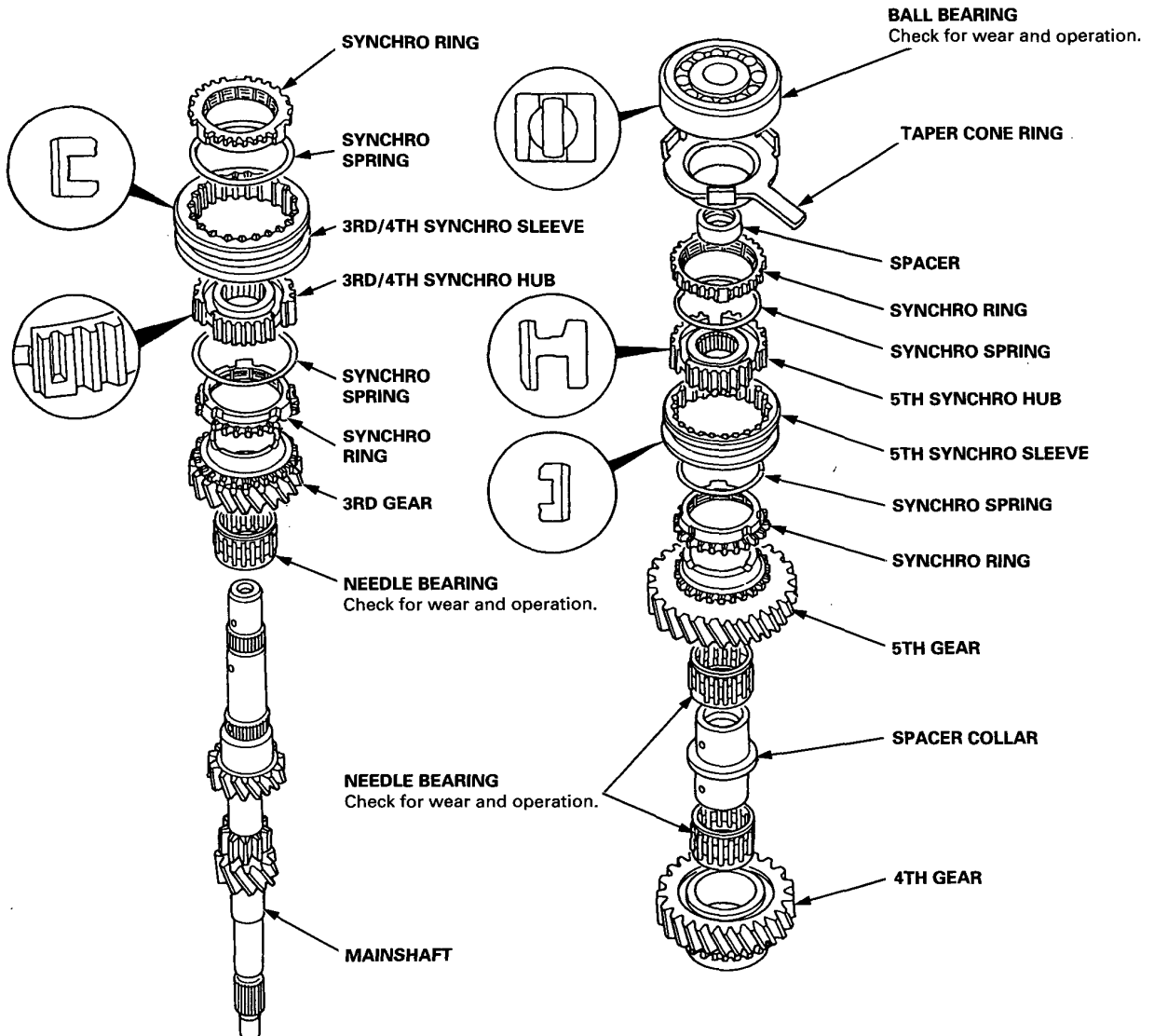


Index

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

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

N2A5, N2S4, N2C4 Transmissions:



Automatic Transmission

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

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



Brakes

Inspection

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



Outline of Model Changes

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

Inspection

Brake System Rubber Parts and Brake Booster

Ⓐ Brake Booster

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

Ⓑ Piston Cup and Pressure Cup Inspection

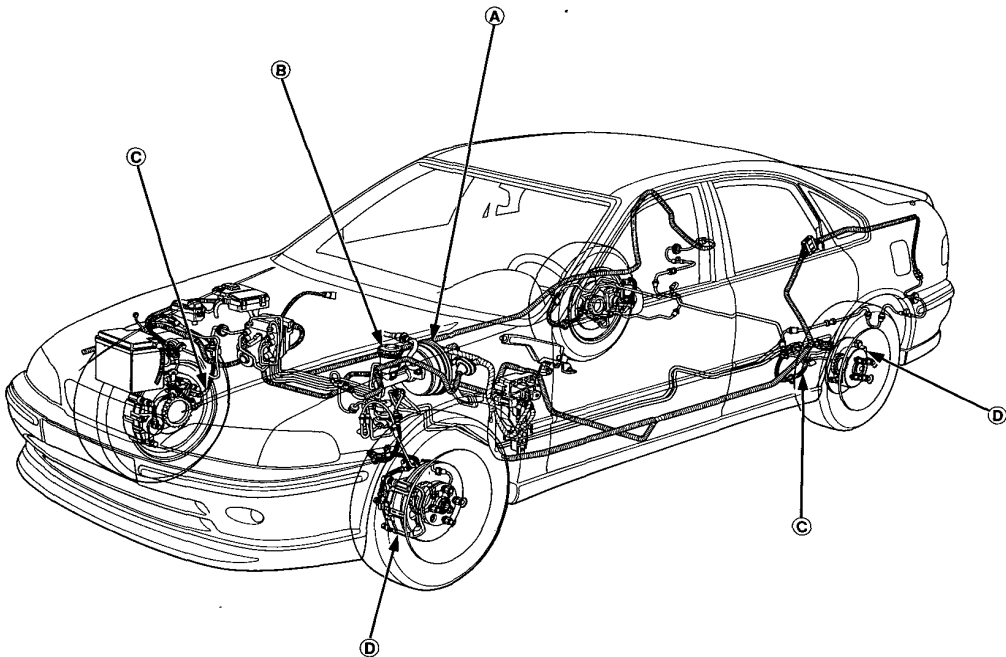
- Check brake operation by applying the brakes. Visually check for damage or signs of fluid leakage. Replace the master cylinder as an assembly if the pedal does not work properly or if there is damage or signs of fluid leakage.
- Check for a difference in brake pedal stroke between quick and slow brake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

Ⓒ Brake Hoses

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

Ⓓ Caliper Piston Seal and Piston Boots

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



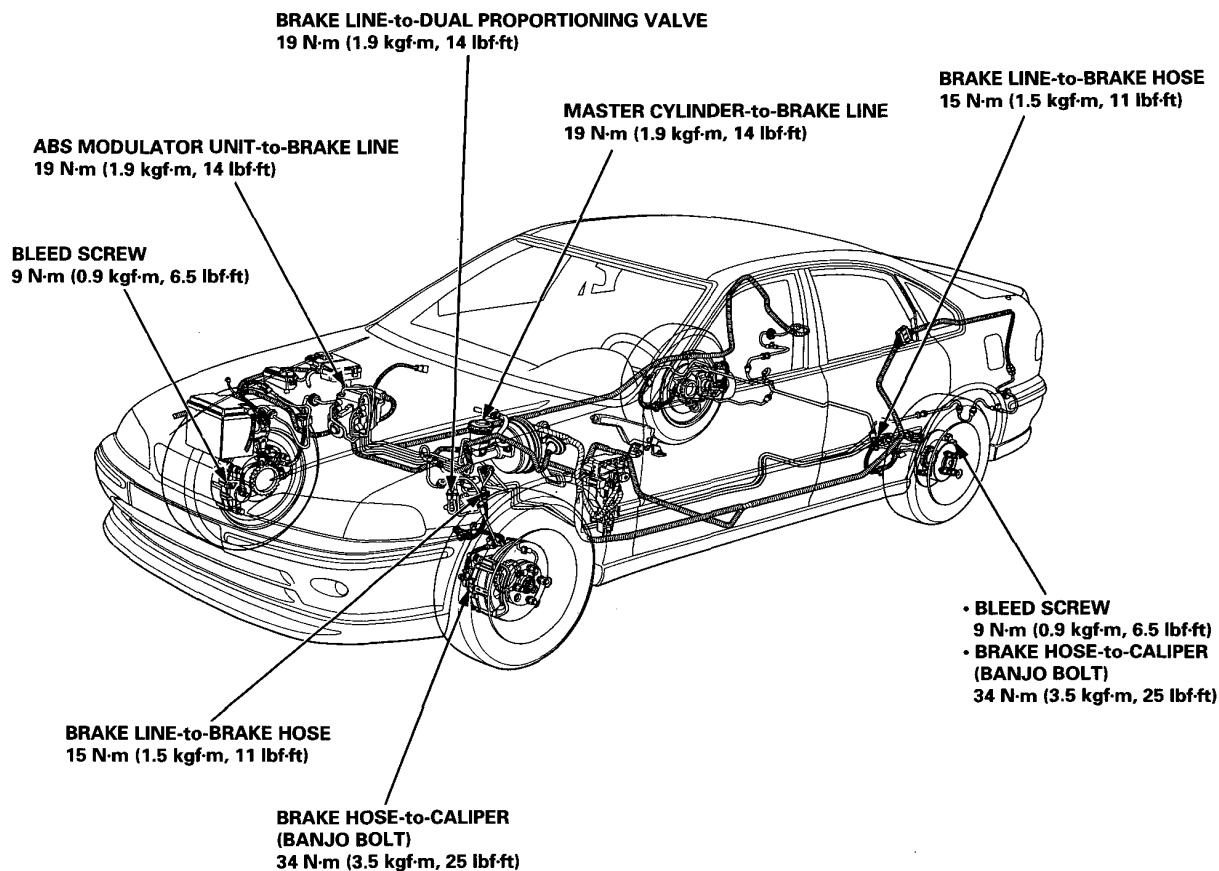


Inspection

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

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

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



Body

Front seat

Lumbar Support and Lumbar Actuator Removal/Installation 20-2



Outline of Model Change

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

Front Seat

Lumbar Support and Lumbar Actuator Removal/Installation

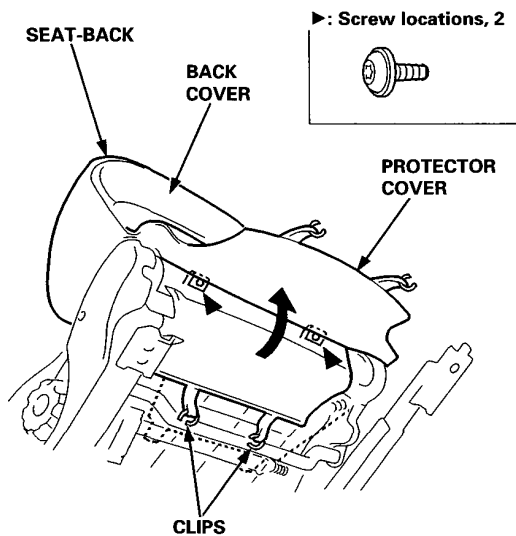
CAUTION:

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

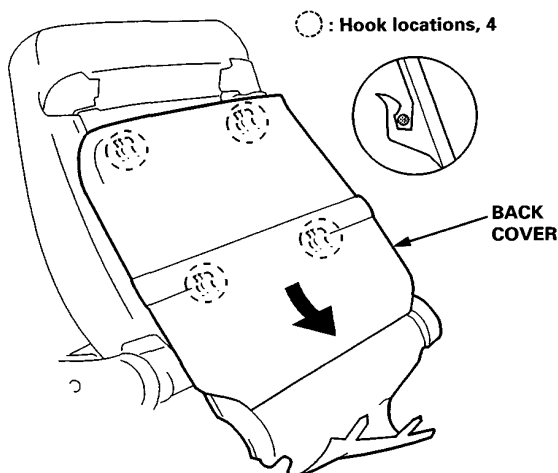
NOTE:

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

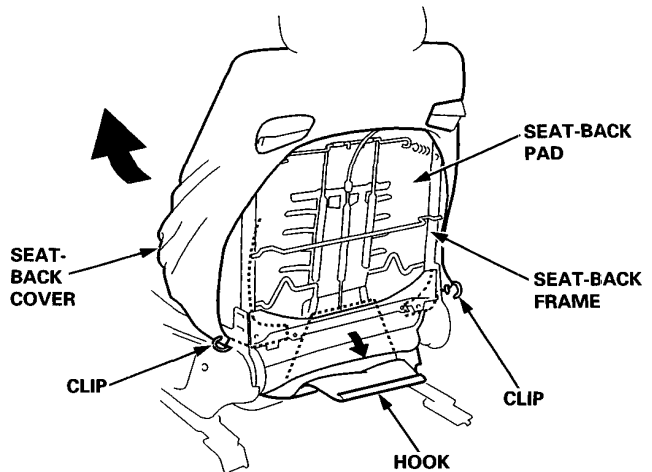
1. Remove the front seat.
2. Pull back the protector cover by releasing the clips, then remove the Torx screws from under the seat-back.



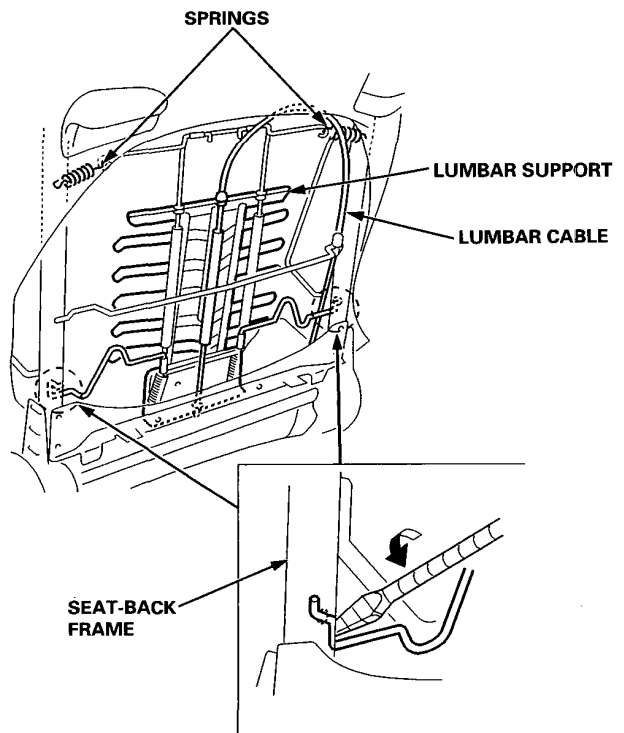
3. Remove the back cover by pulling down it.



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

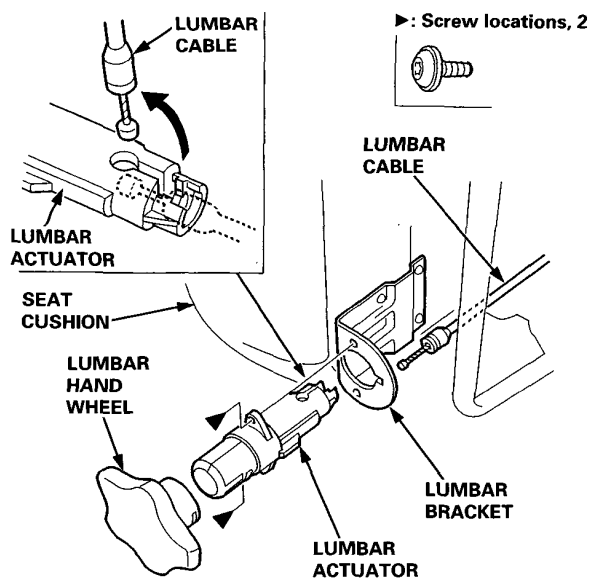


5. Remove the lumbar support from the seat-back frame.



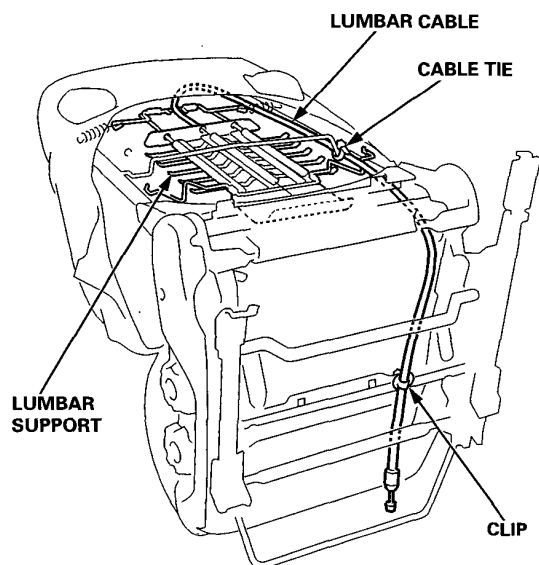


6. Remove the Torx screws, then remove the lumbar actuator.



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

NOTE: Take care not to bend the lumbar cable.



8. Installation is the reverse of the removal procedure.

NOTE:

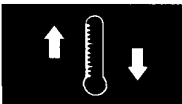
- Replace the released protector cover clips with new ones.
- Make sure the lumbar cable is connected securely at same place.

Air Conditioning

A/C System Service

Performance Test 22-2

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



Outline of Model Change

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

A/C System Service

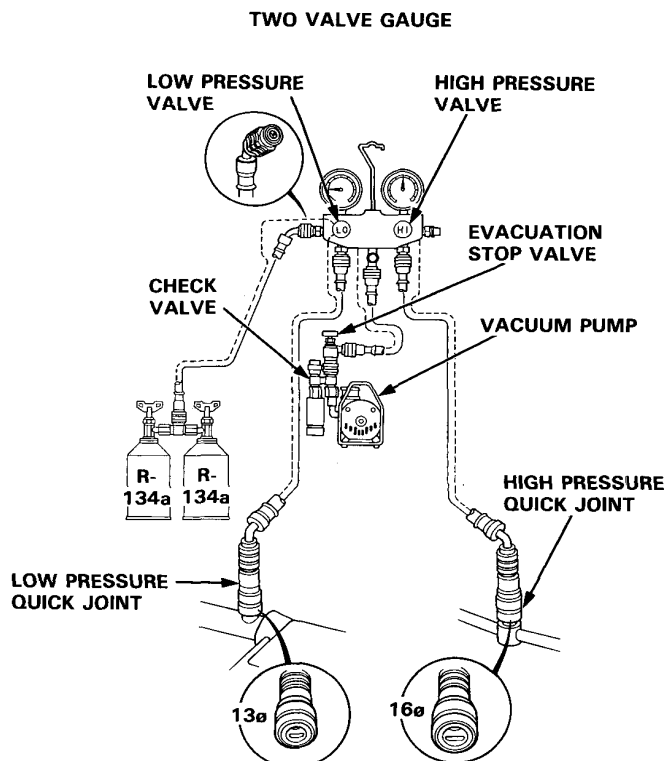
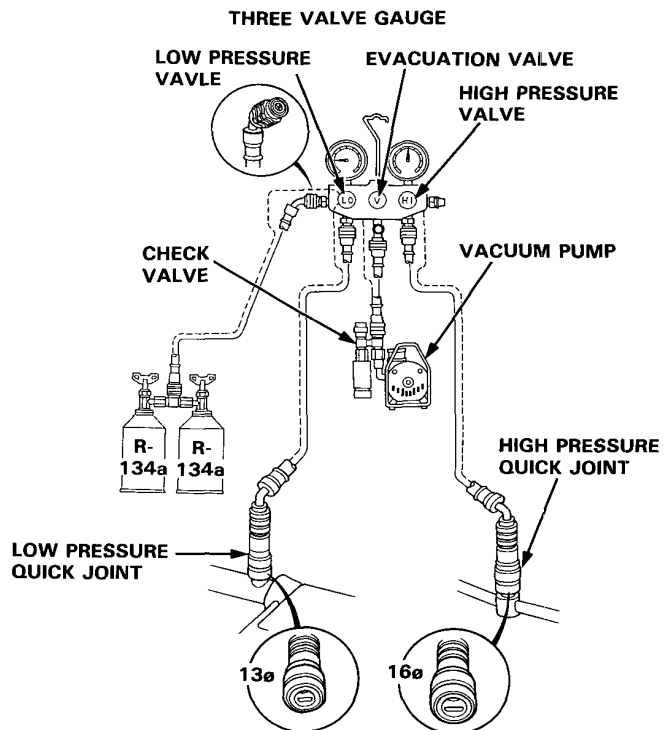
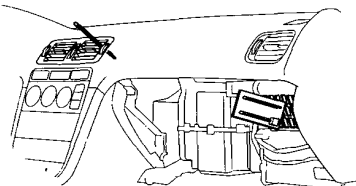
Performance Test

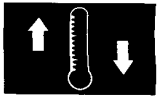
The performance test will help determine if the air conditioning system is operating within specifications.

NOTE:

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

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





KY model:

