

## SUPPLEMENTAL RESTRAINT SYSTEM (SRS)

The \*1Civic Coupe SRS includes a driver's airbag, located in the steering wheel hub, and a front passenger's airbag located in the dashboard above the glove box.

Information necessary to safely service the SRS is included in this Shop Manual, P/N 62SR321. Items marked with an asterisk (\*) on the contents page include, or are located near, SRS components. Servicing, disassembling or replacing these items will require special precautions and tools, and should therefore be done by an authorized Honda dealer.

\*1: SRS of Civic Coupe KG, KP, KZ, KF, KS, KM, and KH model versions

### WARNING

- To avoid rendering the SRS inoperative, which could lead to personal injury or death in the event of severe frontal collision, all SRS service work must be performed by an authorized Honda dealer.
- Improper service procedures, including incorrect removal and installation of the SRS, could lead to personal injury caused by unintentional activation of the airbags.
- Do not bump the SRS unit. Otherwise, the system may fail in case of a collision, or the airbags may deploy when the ignition switch position is ON (II).
- All SRS electrical wiring harnesses are covered with yellow insulation. Related components are located in the steering column, front console, dashboard, dashboard lower panel, and in the dashboard above the glove box. Do not use electrical test equipment on these circuits.
- Service work nearby and in the areas listed below may affect the SRS and must therefore be performed by an authorized Honda dealer.
  - Steering wheel
  - Behind the dashboard
  - Under-dash fuse/relay box
  - Front console
  - Car stereo units and other accessories
  - A/C heater

# INTRODUCTION

## How to Use This Manual

This supplement contains information for the 95 CIVIC COUPE. Refer to following shop manuals for service procedures and data not included in this supplement.

Description	Code No.
CIVIC MAINTENANCE, REPAIR and CONSTRUCTION 92 VOL.1 and VOL.2	62SR300A 62SR300B
CIVIC SUPPLEMENT 93	62SR320
CIVIC SUPPLEMENT 94	62SR321
CIVIC COUPE SUPPLEMENT 94	62SR322

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

## Special Information

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

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

**NOTE:** Gives helpful information.

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

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

 marked sections are not included in this manual.

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

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HONDA MOTOR CO.,LTD.  
Service Publication Office

General Info



Special Tools



Specifications

specs

Maintenance



Engine



Cooling



Fuel and Emissions



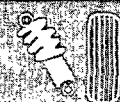
\* Transaxle



\* Steering



Suspension



Brakes  
(Including ABS)



\* Body



\* Heater and  
Air Conditioning



\* Electrical  
(Including SRS)



# Outline of Model Changes

ITEM	DESCRIPTION	93 CIVIC 3/4 DOOR	94 CIVIC 3/4 DOOR	94 CIVIC COUPE	95 CIVIC 3/4 DOOR	95 CIVIC COUPE	REFERENCE SECTION
General	Added • CIVIC COUPE for KG, KS, KE models			○			—
	Added • CIVIC COUPE for KF, KM, KP, KZ, KH models					○	1
Engine	Modified • Rocker shaft collar for D15Z1 engine	○					—
	Adopted • D15Z2, D15B7 and D16Y1 engines for KQ model • D15B7 and D16Z9 engines for KB model Changed • Torque value of mount and bracket bolts and nuts • Recommended engine oil		○				—
	Added • B16A3 engine for KM model				○		—
	Adopted • D16Z6 and D16Z8 engines for KM, KP, KZ models					○	5
PGM-CARB.	Changed • Wire harness color • Fuel feed pipe, fuel return pipe and fuel vapor pipe materials for 4WD (Except Europe) model	○					—
	Adopted • D15Z2 engine for KQ model		○				—
	Changed • Idle speed for D13B2 engine				○		—
PGM-FI	Changed • Wire harness color • Fuel feed pipe, fuel return pipe and fuel vapor pipe materials for 4WD (Except Europe) model Out of use • Fuel-sub pump for 4WD model Added • Jet pump for 4WD model	○					—
	Added • D15B7 and D16Y1 engines for KQ model • D15B7 and D16Z9 engines for KB model Modified • Electronic Control Unit (ECU) • Throttle body for B16A2 engine Changed • Main wire harness • Main wire harness for B16A2 engine • Fuel pressure for D15B2 engine • Throttle body		○				—
	Added • D15B7 engine for KG, KS, KE models • D16Z9 engine for KG model			○			—
	Added • B16A3 engine for KM model • Fuel tube/quick-connect fittings Changed • Fuel filter configuration				○		—
	Added • D15B7 engine for KP model • D16Z6 engine for KP model • D16Z8 engine for KZ model					○	11
Clutch	Changed • Torque value of clutch pipe for LHD model • Recommended grease	○					—
	Added • Clutch interlock switch for some models				○		—
Manual Transmission	Changed • Recommended grease • Method of shift fork spring pin installing	○					—

ITEM	DESCRIPTION	93 CIVIC 3/4 DOOR	94 CIVIC 3/4 DOOR	94 CIVIC COUPE	95 CIVIC 3/4 DOOR	95 CIVIC COUPE	REFERENCE SECTION
Manual Transmission	Modified <ul style="list-style-type: none"> <li>• Transmission mount, right front mount/bracket and rear mount/bracket</li> </ul> Changed <ul style="list-style-type: none"> <li>• Torque value of transmission mounting bolts</li> <li>• Torque value of transmission mount bolt for S20 and Y21 manual transmissions</li> <li>• Transmission breather cap for S20 manual transmission</li> <li>• Shift fork for Y21 manual transmission</li> <li>• Super-low shaft, 2-4 select lever and transfer shaft for S22 manual transmission</li> </ul>		○				—
	Added <ul style="list-style-type: none"> <li>• S21 manual transmission (Specifications of the S21 manual transmission is same as that of the Y21 manual transmission.)</li> </ul> Changed <ul style="list-style-type: none"> <li>• Countershaft inspection for Y21 (S21) manual transmission</li> <li>• Reverse idler shaft bolt torque for Y21 (S21) and S22 manual transmissions</li> </ul>				○		—
Automatic Transmission	Modified <ul style="list-style-type: none"> <li>• Hydraulic circuit</li> <li>• Secondary valve body</li> <li>• Reverse idler gear</li> </ul> Changed <ul style="list-style-type: none"> <li>• Drain plug</li> <li>• Throttle pressure and governor pressure</li> <li>• Reverse selector hub on the countershaft</li> </ul>	○					—
	Modified <ul style="list-style-type: none"> <li>• Hydraulic circuit</li> </ul> Changed <ul style="list-style-type: none"> <li>• Parking gear</li> <li>• Reverse idler gear shaft and holder</li> <li>• Oil guide cap of the sub-shaft</li> <li>• Secondary valve body</li> <li>• Servo body</li> <li>• Countershaft</li> <li>• Clutch assemblies</li> </ul> Abolished <ul style="list-style-type: none"> <li>• 4WD disengagement mechanism</li> </ul>		○				—
	Added <ul style="list-style-type: none"> <li>• Road test for CIVIC COUPE</li> </ul>			○			—
	Modified (for S24A automatic transmission) <ul style="list-style-type: none"> <li>• Installation procedure of sub-shaft oil guide cap</li> <li>• 1st-hold clutch piston</li> <li>• Gearshift selector for KB and KM models</li> </ul> Changed <ul style="list-style-type: none"> <li>• Shift schedule for S24A automatic transmission</li> </ul> Discontinued <ul style="list-style-type: none"> <li>• ATF magent for S24A automatic transmission</li> </ul>				○		—
Rear Differential	Changed <ul style="list-style-type: none"> <li>• Rear differential assembly</li> </ul>		○				—
Driveshafts	Changed <ul style="list-style-type: none"> <li>• Rear driveshaft and propeller shaft for 4WD model</li> </ul>		○				—
Steering	Added <ul style="list-style-type: none"> <li>• Rotary-valve-type power steering gearbox for LHD model</li> </ul>			○			—
Brake	Modified <ul style="list-style-type: none"> <li>• Wire colors between solenoids and ABS control unit</li> </ul>	○					—
	Modified <ul style="list-style-type: none"> <li>• ABS for 4WD model</li> </ul>		○				—

## Outline of Model Changes

ITEM	DESCRIPTION	93 CIVIC 3/4 DOOR	94 CIVIC 3/4 DOOR	94 CIVIC COUPE	95 CIVIC 3/4 DOOR	95 CIVIC COUPE	REFERENCE SECTION
Body	Changed • Fastener and spacer for rear window • Limit switch position of sunroof motor unit Added • Some version emblems • Rear seat access cable Abolished • Shim for sunroof panel/glass height adjustment		○				—
	Added • CIVIC COUPE model			○			—
	Changed • Outer handle and latch replacement procedure (front door) • License plate trim replacement procedure (4D) • Frame repair chart • Seat belt anchor bolt construction • Quantities of side sill panel clips Added • Door channel tape replacement procedure • Emblems for KM model				○		—
Air Conditioning	Adopted • Refrigerant HFC-134a (R-134a)		○				—
Electrical	Changed • Wire color of ignition switch • Data link connector • Alternator brushes (Mitsuba type) • Terminal number of shift lock solenoid Modified • Power supply circuit	○					—
	Changed • Ignition system for KQ model • Integrated Control Unit for KQ and KB models • Seat heater for some KS model Added • SRS Airbag System TYPE III		○				—
	Added • CIVIC COUPE model			○			—
	Changed • Wire colors for interlock system, integrated control unit and ceiling/trunk/cargo area lights • Cruise control system • Spark plug and service check connector specifications Added • Clutch interlock switch				○		—
	Added • SRS Airbag System TYPE III					○	23



## **General Information**

<b>Chassis and Engine Numbers .....</b>	<b>1-2</b>
<b>Identification Number Locations .....</b>	<b>1-4</b>
<b>Warning/Caution Label Locations .....</b>	<b>1-5</b>

# Chassis and Engine Numbers

## European Model (KG, KP, KZ, KF, KS, KE Models)

**Vehicle Identification Number** 1HGEJ11200L100001

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

**Line, Body and Engine Type**  
 EJ1: CIVIC Coupe/D16Z6, D16Z8, D16Z9  
 EJ2: CIVIC Coupe/D15B7

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

**Vehicle Grade (Series)**  
 2: BASIC (EJ2)  
 3: LSi (EJ2)  
 ESi (EJ1)  
 4: LSi with SRS (EJ2)  
 ESi with SRS (EJ1)

**Fixed Code**  
**Auxiliary Number**  
**Factory Code**  
 L: Ohio Factory in U.S.A. (East Liverty)

**Model Year**  
 1: 1995

**Serial Number**

**Engine Number** D15B7-4850001

**Engine Type**  
 D15B7: 1500 SOHC 16-valves Sequential Multiport Fuel-injected engine with CATA  
 D16Z6, D16Z8, D16Z9: 1600 SOHC VTEC 16-valves Sequential Multiport Fuel-injected engine with CATA

**Serial Number**  
 D15B7: 4850001 ~  
 D16Z6: (KM) 4600001 ~  
 (KP, KH) 4850001 ~  
 D16Z8: (KZ) 2100001 ~  
 D16Z9: (KG, KF) 1100001 ~

**Transmission Number** A24A-8000001

**Transmission Type**  
 A24A: 4-speed Automatic  
 S20: 5-speed Manual

**Serial Number**  
 A24A: 8000001 ~  
 S20: 2000001 ~

## KH, KM Models

**Vehicle Identification Number**  
 KH: 1HGEJ113\*SL000001  
 KM: 1HGEJ112\*SL650001

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

**Line, Body and Engine Type**  
 EJ1: CIVIC Coupe/D16Z6  
 EJ2: CIVIC Coupe/D15B7

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

**Vehicle Grade (Series)**  
 2: DX (EJ2: KH)  
 EX (EJ1: KH)  
 3: EX with ABS (EJ1: KH)  
 EX (EJ1: KM)

**Check Digit**  
**Model Year (KH) or Production Year (KM)**  
 R: 1994  
 S: 1995

**Factory Code**  
 L: Ohio Factory in U.S.A. (East Liverty)

**Destination**  
**Model Year**  
**Serial Number**  
 KH: 000001 ~  
 KM: 0001 ~

**Engine Number** D15B7-4850001

**Engine Type**  
 D15B7: 1500 SOHC 16-valves Sequential Multiport Fuel-injected engine with CATA  
 D16Z6: 1600 SOHC VTEC 16-valves Sequential Multiport Fuel-injected engine with CATA

**Serial Number**  
 D15B7: 4850001 ~  
 D16Z6: 4850001 ~ (KH)  
 4600001 ~ (KM)

**Transmission Number** A24A-8000001

**Transmission Type**  
 A24A: 4-speed Automatic  
 S20: 5-speed Manual

**Serial Number**  
 A24A: 8000001 ~  
 S20: 2000001 ~



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

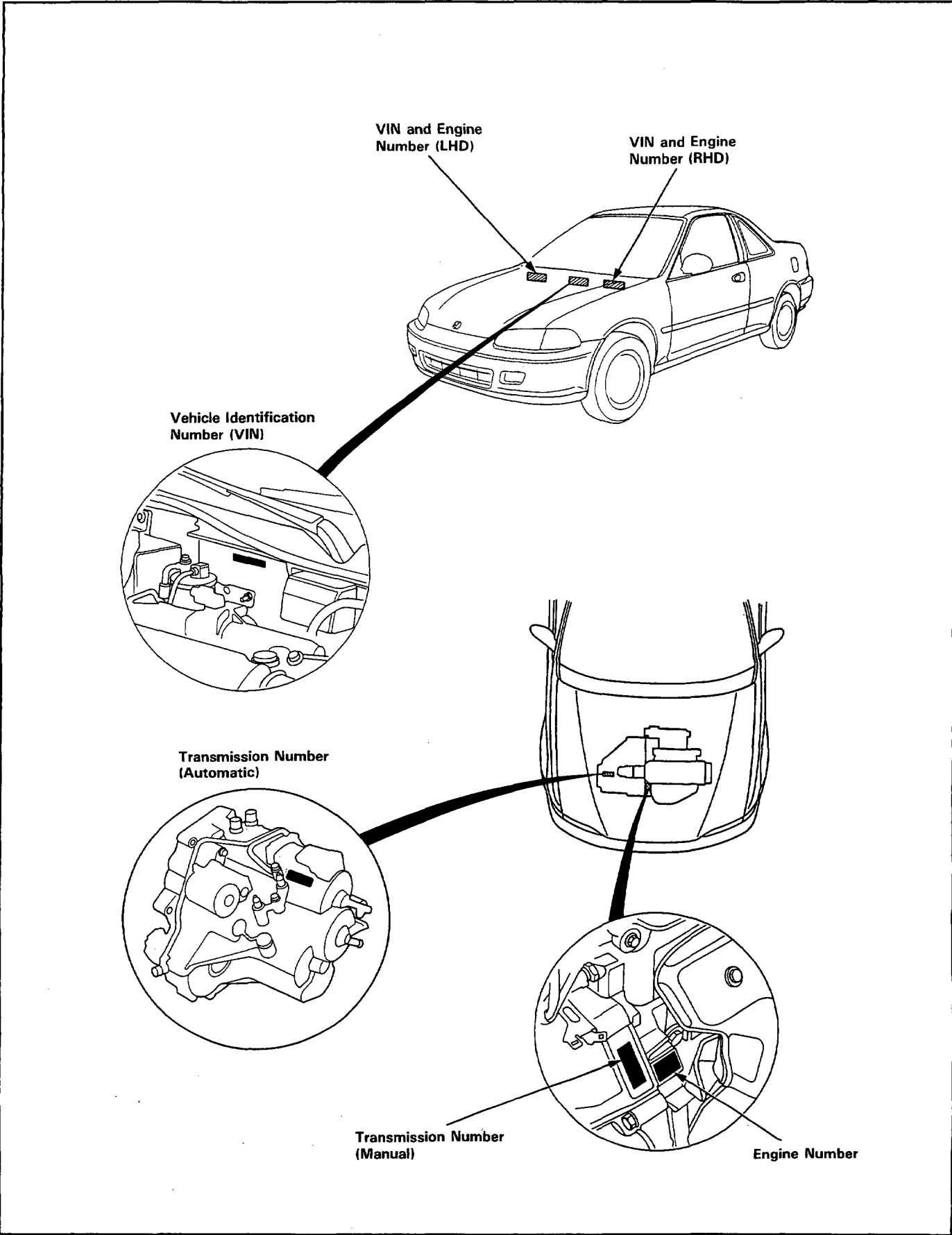
GRADE NAME	APPLICABLE AREA CODE	TRANSMISSION TYPE	VEHICLE IDENTIFICATION NUMBER	ENGINE NUMBER	TRANSMISSION NUMBER
BASIC	KG	5MT	1HGEJ21200L100001 ~	D15B7-4850001 ~	S20-2000001 ~
	KF	5MT	1HGEJ21200L100001 ~	D15B7-4850001 ~	S20-2000001 ~
	KE	5MT	1HGEJ21200L100001 ~	D15B7-4850001 ~	S20-2000001 ~
		4AT	1HGEJ22200L100001 ~	D15B7-4850001 ~	A24A-8000001 ~
LSi	KG	5MT	1HGEJ21300L100001 ~	D15B7-4850001 ~	S20-2000001 ~
			1HGEJ21400L100001 ~ *1	D15B7-4850001 ~	S20-2000001 ~
		4AT	1HGEJ22300L100001 ~	D15B7-4850001 ~	A24A-8000001 ~
			1HGEJ22400L100001 ~ *1	D15B7-4850001 ~	A24A-8000001 ~
	KP	5MT	1HGEJ21300L100001 ~	D15B7-4850001 ~	S20-2000001 ~
			1HGEJ21400L100001 ~ *1	D15B7-4850001 ~	S20-2000001 ~
		4AT	1HGEJ22300L100001 ~	D15B7-4850001 ~	A24A-8000001 ~
			1HGEJ22400L100001 ~ *1	D15B7-4850001 ~	A24A-8000001 ~
	KF	5MT	1HGEJ21300L100001 ~	D15B7-4850001 ~	S20-2000001 ~
			1HGEJ21400L100001 ~ *1	D15B7-4850001 ~	S20-2000001 ~
		4AT	1HGEJ22300L100001 ~	D15B7-4850001 ~	A24A-8000001 ~
			1HGEJ22400L100001 ~ *1	D15B7-4850001 ~	A24A-8000001 ~
	KS	5MT	1HGEJ21300L100001 ~	D15B7-4850001 ~	S20-2000001 ~
			1HGEJ21400L100001 ~ *1	D15B7-4850001 ~	S20-2000001 ~
		4AT	1HGEJ22300L100001 ~	D15B7-4850001 ~	A24A-8000001 ~
			1HGEJ22400L100001 ~ *1	D15B7-4850001 ~	A24A-8000001 ~
	KE	5MT	1HGEJ21300L100001 ~	D15B7-4850001 ~	S20-2000001 ~
		4AT	1HGEJ22300L100001 ~	D15B7-4850001 ~	A24A-8000001 ~
ESi	KG	5MT	1HGEJ11300L100001 ~	D16Z9-1100001 ~	S20-2000001 ~
			1HGEJ11400L100001 ~ *1	D16Z9-1100001 ~	S20-2000001 ~
		4AT	1HGEJ12300L100001 ~	D16Z9-1100001 ~	A24A-8000001 ~
			1HGEJ12400L100001 ~ *1	D16Z9-1100001 ~	A24A-8000001 ~
	KP	5MT	1HGEJ11300L100001 ~	D16Z6-4850001 ~	S20-2000001 ~
			1HGEJ11400L100001 ~ *1	D16Z6-4850001 ~	S20-2000001 ~
		4AT	1HGEJ12300L100001 ~	D16Z6-4850001 ~	A24A-8000001 ~
			1HGEJ12400L100001 ~ *1	D16Z6-4850001 ~	A24A-8000001 ~
	KZ	5MT	1HGEJ11300L100001 ~	D16Z8-2100001 ~	S20-2000001 ~
			1HGEJ11400L100001 ~ *1	D16Z8-2100001 ~	S20-2000001 ~
		4AT	1HGEJ12300L100001 ~	D16Z8-2100001 ~	A24A-8000001 ~
			1HGEJ12400L100001 ~ *1	D16Z8-2100001 ~	A24A-8000001 ~
	KF	5MT	1HGEJ11300L100001 ~	D16Z9-1100001 ~	S20-2000001 ~
			1HGEJ11400L100001 ~ *1	D16Z9-1100001 ~	S20-2000001 ~
		4AT	1HGEJ12300L100001 ~	D16Z9-1100001 ~	A24A-8000001 ~
			1HGEJ12400L100001 ~ *1	D16Z9-1100001 ~	A24A-8000001 ~
DX	KH	5MT	1HGEJ212*SL000001 ~	D15B7-4850001 ~	S20-2000001 ~
		4AT	1HGEJ222*SL000001 ~	D15B7-4850001 ~	A24A-8000001 ~
EX	KH	5MT	1HGEJ112*SL000001 ~	D16Z6-4850001 ~	S20-2000001 ~
			1HGEJ113*SL000001 ~ *2	D16Z6-4850001 ~	S20-2000001 ~
		4AT	1HGEJ122*SL000001 ~	D16Z6-4850001 ~	A24A-8000001 ~
			1HGEJ123*SL000001 ~ *2	D16Z6-4850001 ~	A24A-8000001 ~
	KM	5MT	1HGEJ113*RL650001 ~	D16Z6-4600001 ~	S20-2000001 ~
			1HGEJ113*SL650001 ~	D16Z6-4600001 ~	S20-2000001 ~
		4AT	1HGEJ123*RL650001 ~	D16Z6-4600001 ~	A24A-8000001 ~
			1HGEJ123*SL650001 ~	D16Z6-4600001 ~	A24A-8000001 ~

\*1: with SRS

\*2: with ABS



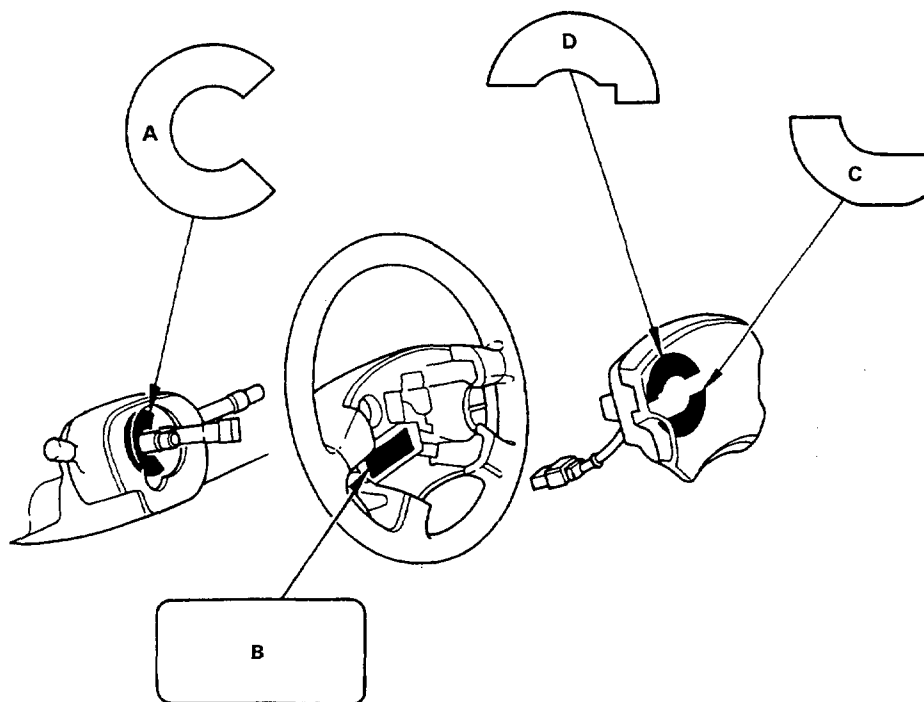
# Identification Number Locations



# Warning/Caution Label Locations



## SRS AIRBAG SYSTEM TYPE-III



### A: CABLE REEL CAUTION A

#### **SRS**

REFER TO SERVICE (SHOP) MANUAL FOR DETAILED INSTRUCTION.

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

取扱い、保管はサービスマニュアルを参照してください。

AUSFÜHRLICHE ANWEISUNGEN SIND DEM ZU ENTINEMEN.

RAAD PLEEG HET WERKPLAATSHANDBOEK VOOR NADERE AANWIJZINGEN.

### B: STEERING WHEEL NOTICE KH, KM models

#### **NOTICE**

IMPROPER STEERING WHEEL REMOVAL OR INSTALLATION CAN DAMAGE SRS COMPONENTS. FOLLOW SERVICE MANUAL INSTRUCTIONS CAREFULLY.

#### **REMARQUE**

UN RETRAIT OU UNE REPOSE INCORRECTS DU VOLANT RISQUENT D'ENDOMMAGER LES PIÉCES CONSTITUTIVES DU SRS. SUIVRE ATTENTIVEMENT LE MANUEL D'ENTRETIEN.

### KS model

#### **WARNING**

#### **SRS**

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

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

### Except KH, KM, KS models

#### **WARNING**

#### **SRS**

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

(cont'd)

# Warning/Caution Label Locations

(cont'd)

## C: DRIVER MODULE WARNING

KH, KM models

### ⚠ WARNING

THE AIRBAG INFLATOR IS EXPLOSIVE AND, IF ACCIDENTALLY DEPLOYED, CAN SERIOUSLY HURT OR KILL YOU.

- DO NOT USE ELECTRICAL TEST EQUIPMENT OR PROBING DEVICES. THEY CAN CAUSE ACCIDENTAL DEPLOYMENT.
- NO SERVICEABLE PARTS INSIDE. DO NOT DISASSEMBLE.
- PLACE AIRBAG UPRIGHT WHEN REMOVED.
- FOLLOW SERVICE MANUAL INSTRUCTIONS CAREFULLY.

### ⚠ ATTENTION

LE GONFLEUR DE COUSSIN D'AIR EST EXPLOSIBLE ET S'IL SE DEPLOIE ACCIDENTELLEMENT, IL RISQUE DE PROVOQUER DES BLESSURES GRAVES OU DE TUER.

- NE PAS UTILISER DE MATERIEL D'ASSAI ELECTRIQUE NI DE SONDE. ILS POURRAIENT PROVOQUER UN DEPLOIEMENT ACCIDENTEL DU COUSSIN D'AIR.
- IL N'Y A PAS DE PIECES REPARABLES A L'INTERIEUR. NE PAS DEMONTER.
- QUAND ON RETIRE LE COUSSIN D'AIR, LE TENIR A LA VERTICALE.
- SUIVRE ATTENTIVEMENT LES INSTRUCTIONS DU MANUEL D'ENTRETIEN.

KS model

### WARNING SRS

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

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

Except KH, KM, KS models

### WARNING SRS

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

## D: DRIVER MODULE DANGER\*

KS model:

### ● DANGER

EXPLOSIVE/FLAMMABLE POISON  
REFER TO THE SHOP MANUAL.

### ● FARLIGT

EXPLOIVT/LÄTTANTÄNDLIGT GIFTIGT SE VERKSTADSHANDBOKEN.

### ● VAARA

HELPOSTI RÄJÄHTÄVÄ/SYTTYVÄ MYRKKY GIFT KATSO TYÖKÄSIKIRJAA.

● مادة خطيرة

● مادة متفجرة/قابلة للاشتعال

● مادة سامة

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

KH, KM models

### ⚠ DANGER

EXPLOSIVE/FLAMMABLE

CONTACT WITH ACID, WATER OR HEAVY METALS SUCH AS COPPER, LEAD OR MERCURY MAY PRODUCE HARMFUL AND IRRITATING GASES OR EXPLOSIVE COMPOUNDS. STORAGE TEMPERATURES MUST NOT EXCEED 200°F (100°C). FOR PROPER HANDLING, STORAGE AND DISPOSAL PROCEDURES REFER TO THE SERVICE MANUAL, SRS SUPPLEMENT.

POISON

CONTAINS POISONOUS SODIUM AZIDE AND POTASSIUM NITRATE.

FIRST AID

IF CONTENTS ARE SWALLOWED, INDUCE VOMITING. FOR EYE CONTACT, FLUSH EYES WITH WATER FOR 15 MINUTES. IF GASES (FROM ACID OR WATER CONTACT) ARE INHALED, SEEK FRESH AIR. IN EVERY CASE, GET PROMPT MEDICAL ATTENTION. KEEP OUT OF REACH OF CHILDREN

### ⚠ DANGER

EXPLOSIBLE/INFLAMMABLE

TOUT CONTACT AVEC L'ACIDE, L'EAU OU DES METAUX LOURDS COMME LE CUIVRE, LE PLOMB OU LE MERCURE RISQUE DE PRODUIRE DES GAZ NOCIFS ET IRRITANTS OU DES COMPOSES EXPLOSIFS. LES TEMPERATURES DE RANGEMENT NE DEVRONT PAS DEPASSER 200°F (100°C). POUR LES PROCEDURES DE MANIPULATION, DE RANGEMENT ET DE MISE AU REBUT, VOIR LE SUPPLEMENT SRS DU MANUEL D'ENTRETIEN.

POISON

RENFERME DE L'ACIDE DE SOUDE ET DU NITRATE DE POTASSIUM TOXIQUES.

PREMIERS SECOURS

SI LE CONTENU EST ABSORBE, INDUIRE UN VOMISSEMENT. EN CAS DE CONTACT AVEC LES YEUX, LAYER A GRANDE EAU PENDANT UN QUART D'HEURE. EN CAS D'INHALATION DES GAZ (PAR CONTACT AVEC L'ACIDE OU L'EAU), ALLER A L'AIR FRAIS. DANS TOUS LES CAS, OBETENIR PROMPTEMENT DES SOINS MEDICAUX. TENIR HORS DE PORTEE DES ENFANTS.

Except KH, KM, KS models

### ● DANGER

EXPLOSIVE/FLAMMABLE  
POISON

REFER TO SHOP MANUAL.

### ● DANGER

EXPLOSIF ET INFLAMMABLE  
POISON

SE REPORTER AU MANUEL D'ATELIER.

### ● GEFAHR

EXPLOSIV/ENTZUNDBAR  
GIFT

WERKSTATTHANDBUCH LESEN.

### ● GEVAAR

EXPLOSIEGEVAAR/BRANDBAAR  
GIFTIG

LEES HET WERKPLAATSHANDBOEK.

SRS

Label C and D locations: Refer to page 1-5



**E: SRS WARNING (HOOD)**  
KS model:

**WARNING [SRS]**

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

**VARNING [SRS]**

- DETTA FORDON HAR EN LUFTKUDDE FÖR FÖRARSÄTET SOM ETT KOMPLETTERANDE SKYDDSSYSTEM (SRS). SAMTLIGA ELLEDNINGAR OCH KONTAKTER I SRS-SYSTEMET ÄR GULFÄRGADE. ANVÄND INTE ELEKTRISK PROVUTRUSTNING FÖR DESA KRETSAR. OM DU ÄNDRAR ELLER LOSSAR EN SRS-LEDNING KAN DET RESULTERAIEN OAVSIKTIG UT-LÖSNING AV TRYCKPUMPEN ELLER GÖRA ATT SYS-TEMET SLUTAR FUNGERA. DÅ KAN EN ALLVARLIG OLYCKA UPPSTÄ.

**VAROITUS [SRS]**

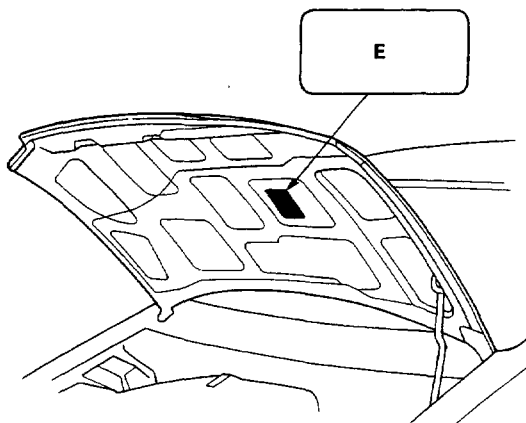
- TÄSSÄ AUTOSSA ON YLIMÄÄRÄISENÄ TUKIJÄRJESTELMÄNÄ AJAJAN ILMATYNNY. (SRS) KAIKKI SRS-SÄHKÖJOHDOT JA-LIITTIMET OVAT KEL-TAISET. ÄLÄ KÄYTÄ SÄHKÖKOELAITTEITA NÄISSÄ VIRTAPI-REISAA. SRS-JOHTOJEN TUKKEAMINEN TAI IRROT-TAMINEN SAATTAA SYTYTTÄÄ VAHINGOSSA PUMPUN TAI TEHDÄ JÄRJESTELMÄN KÄYTTÖKEL-VOTTOMAKSI. TÄSTÄ-TAAS SAATTAA AIHEUTUA VAKAVIA VAURIOITA.

تنبيه: (S.R.S.)

تم تجهيز هذه السيارة بكيس هوائي لوقاية السائق كنظام كبح اضافي (S.R.S.).

جميع الأسلاك الكهربية الخاصة بنظام الكبح الإضافي (S.R.S.) والموصلات ملونة باللون الأصفر.

لا تستعمل معدات اختبار كهرباء على هذه الدوائر. إن العبث أو فصل أسلاك نظام الكبح الإضافي (S.R.S.) يمكن أن يؤدي للحريق العرضي للنافخ أو يتسبب في تعطيل النظام عن العمل مما يؤدي إلى حدوث أضرار خطيرة.



Except KH, KM, KS models

**WARNING [SRS]**

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

**ATTENTION [SRS]**

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

**WARNUNG [SRS]**

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

**WAARSCHUWING [SRS]**

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

KH, KM models

**SUPPLEMENTAL RESTRAINT SYSTEM (SRS)**

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

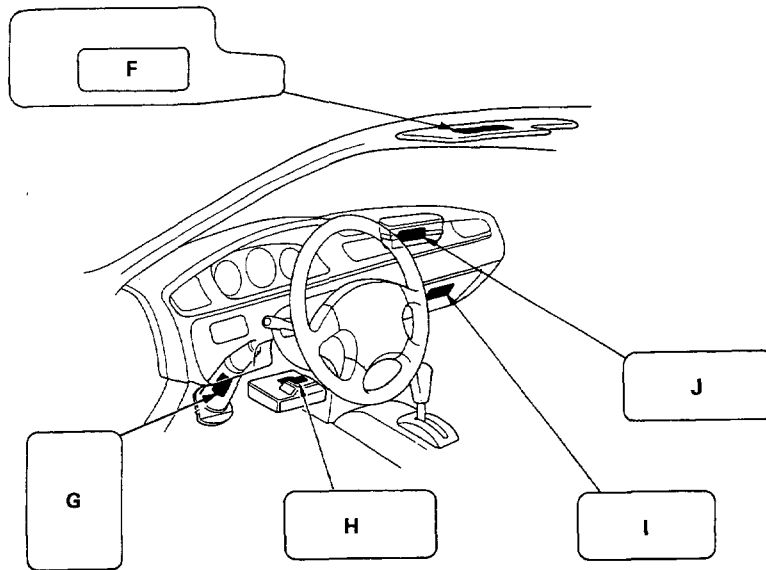
**⚠ WARNING**

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

(cont'd)

# Warning/Caution Label Locations

(cont'd)



**F: DRIVER INFORMATION**  
KH, KM models

**[SRS] ALWAYS WEAR YOUR SEAT BELT**

- THIS CAR IS EQUIPPED WITH A DRIVER AIRBAG AND A FRONT SEAT PASSENGER AIRBAG AS A SUPPLEMENTAL RESTRAINT SYSTEM (SRS).
- IT IS DESIGNED TO SUPPLEMENT THE SEAT BELT.
- BEFORE DRIVING READ LABEL INSIDE THE GLOVE BOX.

Except KH, KM models

**[SRS] ALWAYS WEAR YOUR SEAT BELT**

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

**[SRS] ATTACHEZ TOUJOURS VOTRE CEINTURE**

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

**[SRS] SICHERHEITSGURTE**

BEI JEDER FAHRT ANLEGEN

- DIESES FAHRZEUG BESITZT JE EINEN AIRBAG FÜR FAHRER UND BEIFAHRENDEN ALS ZUSÄTZLICHES RÜCKHALTESYSTEM (S.R.S.).
- DAS RÜCKHALTESYSTEM IST EINE ERGÄNZUNG ZUM SICHERHEITSGURT.
- SOLLTE WÄHREND DER FAHRT DIE SRS-KONTROLLEUCHTE AUFLEUCHTEN, SÜCHEN SIE BITTE UMGEBEND FINEN HONDA HÄNDLER SUF.

**[SRS] DRAAG ALTIJD UW VEILIGHEIDSGORDEL**

- DIT VOERTUIG IS UITGERUST MET AIRBAG (S.R.S.) AAN BESTUURDERSZIJDE EN PASSAGIERSZIJDE VOOR EXTRA VEILIGHEID.
- ONTWORPEN ALS EXTRA BESCHERMING BIJ DE NAAST DE VEILIGHEIDSGORDELS.
- ALS HET SRS-WAARSCHUWINGSLAMP JE GAAT BRANDEN ONDER HET RIJDEN. NEEM DAN KONTAKT OP MET EEN HONDA DEALER.

**G: STEERING COLUMN CAUTION LABEL**  
KS model

**OBSERVERA [SRS]**

FÖR ATT UNDVİKA SKADOR PÅ SRS-SYSTEMETS KABEL ELLER TRUMMA, NAGOT SOM KAN GÖRA ATT SYSTEMET INTE FUNGERAR, SKALL RATTEN TAS BORT INNAN RATTAXELNS BULT TAS BORT.

**VAROITUS [SRS]**

SRS-KAAPELIN JA RULLAN VAHINGOITTUMISEN ESTÄMISEKSI, JOTTS JÄRJESTELMÄ EI MENISI KÄYTTÖKELVOTTOMAKSI, IRROTETAAN OHJAUSPYÖRÄ ENNE KUIN IRROTETAAN OHJAUSVARREN LIITTIMEN PULTTI.

Except KS model

**CAUTION [SRS]**

TO AVOID DAMAGING THE S.R.S. CABLE OR REEL, WHICH COULD MAKE THE SYSTEM INOPERATIVE, REMOVE THE STEERING WHEEL BEFORE REMOVING THE STEERING SHAFT CONNECTOR BOLT.

**ATTENTION [SRS]**

POUR NE PAS RISQUER D'ENDOMMAGER LE CABLE OU L'ENROULEUR DU S.R.S. ET DE RENDRE AINST LE SYSTEME INOPERANT, RETIREZ LE VOLANT AVANT DE DEVINSSER LE BOULON D'ACCOUPLEMENT D'ARBRE DE DIRECTION.

**ACHTUNG [SRS]**

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

**WAARSCHUWING [SRS]**

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

#### H: MONITOR NOTICE KS model

<b>NOTICE</b> ● NO SERVICEABLE PARTS INSIDE. ● REFER TO SERVICE (SHOP) MANUAL FOR DETAILED INSTRUCTIONS.
お願い ・分解しないでください。 ・取扱い、保管はサービスマニュアルを参照してください。
<b>OBERVERA</b> ● INGA REPARERBARA DELAR INVÄNDIGT. ● HANVISNING TILL SERVICE (SHOP) MANUAL FÖR DETALJERADE ANVISNINGAR.
<b>HUOM!</b> ● SISÄLLÄ EI OLE HUOLLETTAVISSA OLEVIA OSIA. ● KATSO KORJAAMOKÄSIKIRJASTA TARKAT OHJEET.
ملاحظة ● لا توجد أجزاء يمكن صيانتها بالداخل. ● ارجع الى دليل الخدمة لمزيد من التوصيات.

Except KS model

<b>NOTICE</b> ● NO SERVICEABLE PARTS INSIDE ● REFER TO SERVICE (SHOP) MANUAL FOR DETAILED INSTRUCTIONS.	<b>SRS</b>
お願い ・分解しないでください。 ・取扱い、保管はサービスマニュアルを参照してください。	
<b>REMARQUE</b> ● AUCUNE PIECE REPARABLE A L'INTERIEUR. ● POUR LES INSTRUCTIONS DETAILLEES, SE REPORTER AU MANUEL DE REPARATIONS.	
<b>LET UP!</b> ● GEEN ONDERDELEN BINNEN DEZE UNIT WAARAAN WERKZAAMHEDEN KUNNEN WORDEN VERRICHT. ● RAADPLEEG HET WERKPLAATSHANDBOEK VOOR NADERE AANWIJZINGEN.	
<b>ACHTUNG</b> ● DIE INNENTILE BEDÜRFEN KEINER WARTUNG. ● AUSFÜHRICHE ANWEISUNGEN SIND DEM WERKSTATTHANDBUCH ZU ENTNEHMEN.	

#### I: GLOVE BOX INFORMATION KH, KM models

<b>AIRBAG INFORMATION</b> <b>SUPPLEMENTAL RESTRAINT SYSTEM (SRS)</b> ● THE SRS MUST BE INSPECTED TEN YEARS AFTER IT IS INSTALLED. THE DATE OF INSTALLATION IS SHOWN ON THE CERTIFICATION PLATE, LOCATED ON THE DRIVER'S DOOR JAMB. ● DIAGNOSTIC CHECKS AND REPLACEMENT OF SRS COMPONENTS MUST BE DONE BY AN AUTHORIZED DEALER. ● SEE YOUR OWNER'S MANUAL FOR ADDITIONAL SRS INFORMATION.
--

#### J: FRONT SEAT PASSENGER AIRBAG MODULE DANGER KH, KM models

<b>△ DANGER</b> <b>EXPLOSIVE/FLAMMABLE</b> CONTACT WITH ACID, WATER OR HEAVY METALS SUCH AS COPPER, LEAD OR MERCURY MAY PRODUCE HARMFUL AND IRRITATING GASES OR EXPLOSIVE COMPOUNDS. STORAGE TEMPERATURE MUST NOT EXCEED 200°F (100°C). FOR PROPER HANDLING, STORAGE AND DISPOSAL PROCEDURES REFER TO SERVICE MANUAL, SRS SUPPLEMENT. <b>POISON</b> CONTAINS POISONOUS SODIUM AZIDE AND POTASSIUM NITRATE. <b>FIRST AID</b> IF CONTENTS ARE SWALLOWED, INDUCE VOMITING. FOR EYE CONTACT, FLUSH EYES WITH WATER FOR 15 MINUTES. IF GASES (FROM ACID OR WATER CONTACT) ARE INHALED, SEEK FRESH AIR. IN EVERY CASE, GET PROMPT MEDICAL ATTENTION. KEEP OUT OF REACH OF CHILDREN.
<b>△ WARNING</b> THE AIRBAG INFLATOR IS EXPLOSIVE AND, IF ACCIDENTALLY DEPLOYED, CAN SERIOUSLY HURT OR KILL YOU. ● DO NOT USE ELECTRICAL TEST EQUIPMENT OR PROBING DEVICES. THEY CAN CAUSE ACCIDENTAL DEPLOYMENT. ● NO SERVICEABLE PARTS INSIDE. DO NOT DISASSEMBLE. ● PLACE AIRBAG UPRIGHT WHEN REMOVED. ● FOLLOW SERVICE MANUAL INSTRUCTIONS CAREFULLY.
<b>△ DANGER</b> <b>EXPLOSIBLE/INFLAMMABLE</b> TOUT CONTACT AVEC L'ACIDE, L'EAU OU DES METAUX LOURDS COMME LE CUIVRE, LE PLOMB OU LE MERCURE RISQUE DE PRODUIRE DES GAZ NOCIFS ET IRRITANTS OU DES COMPOSES EXPOSIFS. LES TEMPERATURES DE RANGEMENT NE DEVRONT PAS DEPASSER 200°F (100°C). POUR LES PROCEDURES DE MANIPULATION, DE RANGEMENT ET DE MISE AU REBUT, VOIR LE SUPPLEMENT SRS DU MANUEL D'ENTRETIEN. <b>POISON</b> RENFERME DE L'ACIDE DE SOUDE ET DU NITRATE DE POTASSIUM TOXIQUES. <b>PREMIERS SECOURS</b> SI LE CONTENU EST ABSORBE, INDUIRE UN VOMISSEMENT. EN CAS DE CONTACT AVEC LES YEUX, LAVER A GRANDE EAU PENDANT UN QUART D'HEURE. EN CAS D'INHALATION DES GAZ (PAR CONTACT AVEC L'ACIDE OU L'EAU), ALLER A L'AIR FRAIS. DANS TOUS LES CAS, OBETENIR PROMPTEMENT DES SOINS MEDICAUX. TENIR HORS DE PORTEE DES ENFANTS.
<b>△ ATTENTION</b> LE GONFLEUR DE COUSSIN D'AIR EST EXPLOSIBLE ET S'IL SE DEPLOIE ACCIDENTELLEMENT, IL RISQUE DE PROVOQUER DES BLESSURES GRAVES OU DE TUER. ● NE PAS UTILISER DE MATERIEL D'ASSAI ELECTRIQUE NI DE SONDE. ILS POURRAIENT PROVOQUER UN DEPLOIEMENT ACCIDENTEL DU COUSSIN D'AIR. ● IL N'Y A PAS DE PIECES REPARABLES A L'INTERIEUR. NE PAS DEMONTER. ● QUAND ON RETIRE LE COUSSIN D'AIR, LE TENIR A LA VERTICALE. ● SUIVRE ATTENTIVEMENT LES INSTRUCTIONS DU MANUEL D'ENTRETIEN.

Label H, I and J locations: Refer to page 1-8.

(cont'd)

# Warning/Caution Label Locations

(cont'd)

KS model

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

SRS: خطر ●

سريع الانفجار/سريع الالتهاب

سام

ارجع الى دليل التسويق

J: INFLATOR BAM LABEL  
KF, KG, KP, KZ only

AIRBAG GAS GENERATOR UT 11873  
MORTON INTERNATIONAL, OGDEN, USA  
HERSTELLUNG: (JAHR)  
EINFÜHRER: HONDA DEUTSCHLAND  
GMBH 6050 OFFENBACH  
BAM PT<sub>1</sub>-0437

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

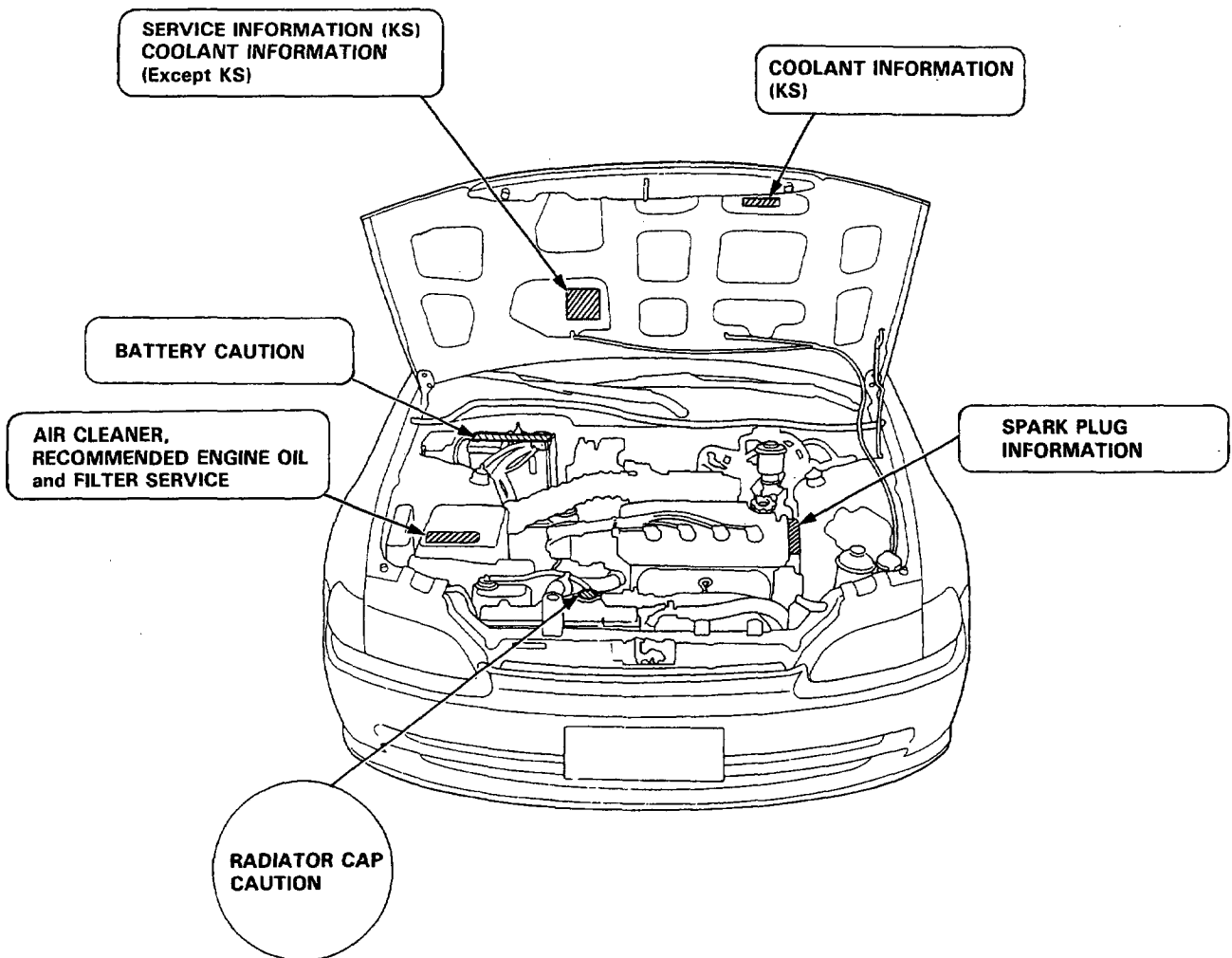
CAUTION CONTAINS FLAMMABLE SOLIDS	THE GAS GENERATOR SHOULD ONLY BE INSTALLED IN VEHICLES EQUIPPED WITH THE AIRBAG SYSTEM. THE GAS GENERA- TOR IS TO BE INSTALLED AND/OR DISAS- SEMBLED ONLY BY TRAINED PERSONEL.
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ATTENTION CONTENT DE SOLIDES FLAMMABLES	LE GENERATEUR DE GAZ NE PEUT ETRE IN- STALLE QUE SUR DES VEHICULES EQUIPES D'UN SYSTEME AIRBAG LE MONTAGE ET LE DEMONTAGE DU GENERATEUR DE GAZ NE PEUT ETRE EFFECTUE QUE PAR UN PER- SONNEL QUALIFIE.
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Except KH, KM, KS models

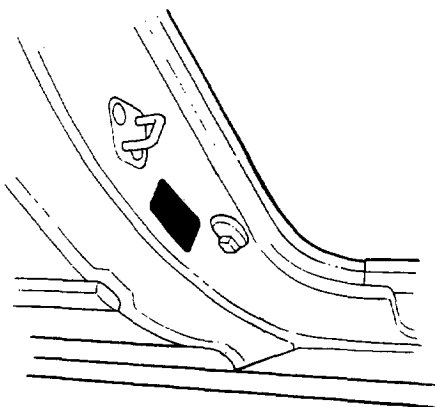
- DANGER SRS  
EXPLOSIVE/FLAMMABLE  
POISON  
REFER TO THE SHOP MANUAL
- WARNING  
REFER TO THE SHOP MANUAL.
- DANGER  
EXPLOSIF ET INFLAMMABLE  
POISON  
SE REPORTER AU MANUEL D'ATELIER
- ATTENTION  
SE REPORTER AU MANUEL D'ATELIER.
- GEFAHR  
EXPLOSIV/ENTZÜNDBAR  
GIFT  
WERKSTATTHANDBUCH LESEN
- WARNUNG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

# Warning/Caution Label Locations

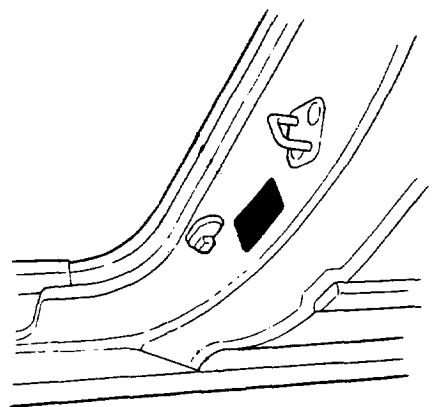


## TIRE INFORMATION

RHD:



LHD:







## Special Tools

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

## **Specifications**

<b>Standards and Service Limits .....</b>	<b>3-2</b>
<b>Design Specifications .....</b>	<b>3-14</b>
<b>Body Specifications .....</b>	<b>3-17</b>

# Standards and Service Limits

## Cylinder Head/Valve Train — Section 6

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Compression	250 min <sup>-1</sup> (rpm) and wide open throttle kPa (kg/cm <sup>2</sup> , psi)	Nominal Minimum Maximum variation	1,300 (13.0, 184) 950 (9.5, 135) 200 (2.0, 28)	
Cylinder head	Warpage Height	D15B7 engine D16Z6, D16Z8, D16Z9 engines	94.95 – 95.05 (3.738 – 3.742) 92.95 – 93.05 (3.659 – 3.663)	0.05 (0.002) — —
Camshaft	End play Camshaft-to-holder oil clearance Total runout Cam lobe height		0.05 – 0.15 (0.002 – 0.006) 0.050 – 0.089 (0.0020 – 0.0035) 0.03 (0.001) max.	0.5 (0.02) 0.15 (0.006) 0.04 (0.002)
	D15B7 engine	IN EX	36.057 (1.4196) 36.198 (1.4251)	— —
	D16Z6, D16Z8, D16Z9 engines	IN Primary Mid Secondary EX	35.900 (1.4134) 38.107 (1.5003) 36.195 (1.4250) 38.008 (1.4964)	— — — —
Valve	Valve clearance	IN EX	0.18 – 0.22 (0.007 – 0.009) 0.23 – 0.27 (0.009 – 0.011)	— —
	Valve stem O.D.	IN EX	5.48 – 5.49 (0.2157 – 0.2161) 5.45 – 5.46 (0.2146 – 0.2150)	5.45 (0.2146) 5.42 (0.2134)
	Stem-to-guide clearance	IN EX	0.02 – 0.05 (0.001 – 0.002) 0.05 – 0.08 (0.002 – 0.003)	0.08 (0.003) 0.12 (0.005)
Valve seat	Width	IN EX	0.85 – 1.15 (0.033 – 0.045) 1.25 – 1.55 (0.049 – 0.061)	1.6 (0.06) 2.0 (0.08)
	Stem installed height			
	D15B7 engine	IN EX	46.985 – 47.455 (1.8498 – 1.8683) 48.965 – 49.435 (1.9278 – 1.9463)	47.705 (1.8781) 49.685 (1.9561)
	D16Z6, D16Z8, D16Z9 engines	IN EX	53.165 – 53.635 (2.0931 – 2.1116) 53.165 – 53.635 (2.0931 – 2.1116)	53.885 (2.1215) 53.885 (2.1215)
Valve spring	Free length	D15B7 engine IN EX D16Z6, D16Z8, D16Z9 engines IN EX	51.90 (2.043)*1 51.88 (2.043)*2 55.28 (2.176)*1 55.31 (2.178)*2 57.97 (2.282) 58.41 (2.300)	— — — — — —
Valve guide	I.D.	IN EX	5.51 – 5.53 (0.217 – 0.218) 5.51 – 5.53 (0.217 – 0.218)	5.55 (0.219) 5.55 (0.219)
	Installed height			
	D15B7 engine	IN EX	15.95 – 16.45 (0.628 – 0.648) 15.95 – 16.45 (0.628 – 0.648)	— —
	D16Z6, D16Z8, D16Z9 engines	IN EX	17.85 – 18.35 (0.703 – 0.722) 18.65 – 19.15 (0.734 – 0.754)	— —
Rocker arm	Arm-to-shaft clearance	IN EX	0.017 – 0.050 (0.0007 – 0.0020) 0.018 – 0.054 (0.0007 – 0.0021)	0.08 (0.003) 0.08 (0.003)

\*1: NIHON HATSUJO manufactured valve spring.

\*2: CHUO HATSUJO manufactured valve spring.

**Engine Block — Section 7**

Unit of length: mm (in)

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Cylinder block	Warpage of deck surface	0.07 (0.003) max.	0.10 (0.004)
	Bore diameter	75.000 – 75.020 (2.9528 – 2.9535)	75.070 (2.9555)
	Bore taper	—	0.05 (0.002)
	Reboring limit	—	0.5 (0.02)
Piston	Skirt O.D. at D15B7 engine: 16.0 mm (0.63 in), D16Z6, D16Z8, D16Z9 engines: 15.0 mm (0.59 in) from bottom of skirt	74.980 – 74.990 (2.9520 – 2.9524)	74.970 (2.9516)
	Clearance in cylinder	0.010 – 0.040 (0.0004 – 0.0016)	0.05 (0.002)
	Groove width (for ring) Top	1.220 – 1.230 (0.0480 – 0.0484)	1.25 (0.049)
	Second	1.52 – 1.53 (0.0598 – 0.0602)	1.55 (0.061)
	Oil	2.805 – 2.820 (0.1104 – 0.1110)	2.85 (0.112)
Piston ring	Ring-to-groove clearance Top	0.030 – 0.060 (0.0012 – 0.0024)	0.13 (0.005)
	Second	0.030 – 0.055 (0.012 – 0.0022)	0.13 (0.005)
	Ring end gap Top	0.15 – 0.30 (0.006 – 0.012)	0.60 (0.024)
	Second D16Z6, D16Z8, D16Z9 engines D15B7 engine	0.20 – 0.70 (0.008 – 0.028) 0.20 – 0.80 (0.008 – 0.031)	0.80 (0.031) 0.80 (0.031)
Piston Pin	O.D.	18.994 – 19.000 (0.7478 – 0.7480)	—
	Pin-to-piston clearance	0.010 – 0.022 (0.0004 – 0.0009)	—
Connecting rod	Pin-to-rod interference	0.014 – 0.040 (0.0006 – 0.0016)	—
	Small end bore diameter	18.96 – 18.98 (0.746 – 0.747)	—
	Large end bore diameter	—	—
	Nominal D16Z6, D16Z8, D16Z9 engines D15B7 engine	48.0 (1.89) 45.0 (1.77)	— —
	End play installed on crankshaft	0.15 – 0.30 (0.006 – 0.012)	0.40 (0.016)
Crankshaft	Main journal diameter D16Z6, D16Z8, D16Z9 engines D15B7 engine	54.976 – 55.000 (2.1644 – 2.1654) 44.976 – 45.000 (1.7707 – 1.7717)	— —
	Rod journal diameter D16Z6, D16Z8, D16Z9 engines D15B7 engine	44.976 – 45.000 (1.7707 – 1.7717) 41.976 – 42.000 (1.6526 – 1.6535)	— —
	Taper	0.0025 (0.0001) max.	0.005 (0.0002)
	Out-of-round	0.0025 (0.0001) max.	0.005 (0.0002)
	End play	0.10 – 0.35 (0.004 – 0.014)	0.45 (0.018)
	Total runout	0.03 (0.001) max.	0.04 (0.002)
Bearings	Main bearing-to-journal oil clearance No. 1 and 5 journals	0.018 – 0.036 (0.0007 – 0.0014)	0.05 (0.002)
	No. 2, 3 and 4 journals	0.024 – 0.042 (0.0009 – 0.0017)	0.05 (0.002)
	Rod bearing-to-journal oil clearance	0.020 – 0.038 (0.0008 – 0.0015)	0.05 (0.002)

# Standards and Service Limits

## Engine Lubrication — Section 8

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Engine oil	Capacity ℓ (US qt, Imp qt)	4.0 (4.2, 3.5) for engine overhaul 3.3 (3.5, 2.9) for oil change, including filter 3.0 (3.2, 2.6) for oil change, without filter	
Oil pump	Inner-to-outer rotor radial clearance Pump housing-to-outer rotor radial clearance Pump housing-to rotor axial clearance	0.02 – 0.14 (0.001 – 0.006) 0.10 – 0.18 (0.004 – 0.007) 0.03 – 0.08 (0.001 – 0.003)	0.20 (0.008) 0.20 (0.008) 0.15 (0.006)
Relief valve	Pressure setting with oil temperature 80°C (176°F) kPa (kg/cm², psi) at idle at 3,000 min⁻¹ (rpm)	70 (0.7, 10) min. 350 (3.5, 50) min.	

## Cooling — Section 10

	MEASUREMENT		STANDARD (NEW)
Radiator	Coolant capacity ℓ (US qt, Imp qt) (including engine, heater, cooling line and reservoir) Reservoir capacity: 0.4 ℓ (0.42 US qt, 0.35 Imp qt)	M/T A/T	4.5 (4.8, 4.0) for overhaul 3.6 (3.8, 3.2) for coolant change D15B7 engine 4.4 (4.6, 3.9) for overhaul 3.5 (3.7, 3.1) for coolant change D16Z6, D16Z7, D16Z9 engines 4.7 (5.0, 4.1) for overhaul 3.8 (4.0, 3.3) for coolant change
Radiator cap	Opening pressure kPa (kg/cm², psi)		95 – 125 (0.95 – 1.25, 14 – 18)
Thermostat	Start to opening °C (°F) Fully open °C (°F) Valve lift at fully open		76 – 80 (169 – 176) 90 (194) 8.0 (0.31) min.
Cooling fan	Coolant temperature switch "ON" temperature °C (°F) Coolant temperature switch "OFF" temperature °C (°F)		91.0 — 95.0 (196 – 203) Subtract 3 – 8 (5 – 15) from actual "ON" temperature.

## Fuel and Emissions — Section 11

	MEASUREMENT	STANDARD (NEW)
Fuel pump	Displacement/10 seconds cm³ (fl oz, Imp oz)	120 (4.0, 4.2) min.
Pressure regulator	Pressure with regulator vacuum hose disconnected kPa (kg/cm², psi)	280 – 330 (2.8 – 3.3, 40 – 47)
Fuel tank	Capacity ℓ (US gal, Imp gal)	45 (11.9, 9.9)
Engine	Idle speed with headlight and cooling fan off min⁻¹ (rpm)	M/T: Neutral 750 ± 50
	Idle CO	A/T: <b>N</b> or <b>P</b> position 750 ± 50 0.1 % max.

## Clutch — Section 12

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Clutch pedal	Pedal height to floor Stroke Total free play Pedal play Disengagement height to floor to carpet	164 (6.46) 130 – 140 (5.12 – 5.51) 12 – 21 (0.47 – 0.83) 1.0 – 10.0 (0.04 – 0.37) 83 (3.27) min. 55 (2.2) min. Reference	_____ _____ _____ _____ _____
Flywheel	Clutch surface runout	0.05 (0.002) max.	0.15 (0.006)
Clutch disc	Rivet depth Thickness	1.3 (0.051) min. 8.4 – 9.1 (0.33 – 0.36)	0.2 (0.008) 6.0 (0.24)
Pressure plate	Warpage Diaphragm spring finger alignment	0.03 (0.001) max. 0.8 (0.03) max.	0.15 (0.006) 1.0 (0.04)

**Manual Transmission — Section 13**

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Transmission oil	Capacity	ℓ (US qt, Imp qt)	1.9 (2.0, 1.7) for overhaul 1.8 (1.9, 1.6) for oil change	
Mainshaft	End play		0.11 – 0.18 (0.004 – 0.007)	Adjust
	Diameter of ball bearing contact area A (Transmission housing side)		21.987 – 22.000 (0.8656 – 0.8661)	21.930 (0.8634)
	Diameter of 4th, 5th gear contact area B		26.980 – 26.993 (1.0622 – 1.0627)	26.930 (1.0602)
	Diameter of 3rd gear contact area C		33.984 – 34.000 (1.3380 – 1.3386)	33.930 (1.3358)
	Diameter of ball bearing contact area D (Clutch housing side)		25.977 – 25.990 (1.0227 – 1.0232)	25.920 (1.0205)
	Runout		0.02 (0.001) max.	0.05 (0.002)
Mainshaft 3rd and 4th gears	I.D.		39.009 – 39.025 (1.5358 – 1.5364)	39.07 (1.538)
	End play	3rd	0.06 – 0.21 (0.002 – 0.008)	0.33 (0.013)
		4th	0.06 – 0.19 (0.002 – 0.007)	0.31 (0.012)
	Thickness	3rd	30.22 – 30.27 (1.190 – 1.192)	30.15 (1.187)
		4th	30.12 – 30.17 (1.186 – 1.188)	30.05 (1.183)
Mainshaft 5th gear	I.D.		37.009 – 37.025 (1.4570 – 1.4577)	37.07 (1.459)
	End play		0.06 – 0.19 (0.002 – 0.007)	0.31 (0.012)
	Thickness		28.42 – 28.47 (1.119 – 1.121)	28.35 (1.116)
Countershaft	Diameter of needle bearing contact area A		30.000 – 30.015 (1.1811 – 1.1817)	29.950 (1.1791)
	Diameter of 1st gear contact area B		35.989 – 36.000 (1.4169 – 1.4173)	35.930 (1.4146)
	Diameter of ball bearing contact area C		24.980 – 24.993 (0.9835 – 0.9840)	24.930 (0.9815)
	Runout		0.02 (0.0008) max.	0.05 (0.002)
Countershaft 1st gear	I.D.		41.009 – 41.025 (1.6145 – 1.6152)	41.07 (1.617)
	End play (When tightened by the specified torque)		0.03 – 0.10 (0.001 – 0.004)	0.22 (0.009)
	Thickness		30.41 – 30.44 (1.197 – 1.198)	30.36 (1.195)
Countershaft 2nd gear	I.D.		44.009 – 44.025 (1.7326 – 1.7333)	44.07 (1.735)
	End play (When tightened by the specified torque)		0.03 – 0.11 (0.001 – 0.004)	0.23 (0.009)
	Thickness		31.92 – 31.97 (1.257 – 1.259)	31.85 (1.254)
Spacer collar (Countershaft 2nd gear)	I.D.		33.000 – 33.010 (1.2992 – 1.2996)	33.05 (1.301)
	O.D.		38.989 – 39.000 (1.5350 – 1.5354)	38.93 (1.533)
	Length		32.03 – 32.06 (1.261 – 1.262)	32.01 (1.260)
Spacer collar (Mainshaft 4th and 5th gear)	I.D.		27.002 – 27.012 (1.0631 – 1.0635)	27.06 (1.065)
	O.D.	4th	33.989 – 34.000 (1.3381 – 1.3386)	33.93 (1.336)
		5th	31.989 – 32.000 (1.2594 – 1.2598)	31.93 (1.257)
	Length	4th	22.83 – 22.86 (0.899 – 0.900)	22.81 (0.898)
		5th	23.53 – 23.56 (0.926 – 0.928)	23.51 (0.926)
Reverse idler gear	I.D.		15.016 – 15.043 (0.5912 – 0.5922)	15.08 (0.594)
	Gear-to-reverse gear shaft clearance		0.032 – 0.077 (0.0013 – 0.0030)	0.14 (0.006)
Synchro ring	Ring-to-gear clearance (Ring pushed against gear)		0.73 – 1.18 (0.029 – 0.046)	0.4 (0.016)
Shift fork	Fork finger thickness		6.4 – 6.5 (0.252 – 0.255)	—
	Fork-to-synchro sleeve clearance		0.25 – 0.45 (0.010 – 0.018)	0.8 (0.032)
Reverse shift fork	Fork pawl groove width		12.7 – 13.0 (0.50 – 0.51)	—
	Fork-to-reverse idler gear clearance		0.5 – 1.1 (0.020 – 0.043)	1.8 (0.071)
	L-groove width		7.05 – 7.25 (0.278 – 0.285)	—
	Fork-to-5th/reverse shift piece pin clearance		0.05 – 0.35 (0.002 – 0.014)	0.5 (0.02)
Shift arm A	Inner diameter of shift arm C contact point		13.05 – 13.13 (0.514 – 0.517)	—
	Shift arm A-to-shift arm C clearance		0.05 – 0.23 (0.002 – 0.009)	0.35 (0.014)
Shift arm B	Inner diameter of shift arm B shaft contact point		13.973 – 14.000 (0.5501 – 0.5512)	—
	Shift arm B-to-shaft clearance		0.013 – 0.070 (0.0005 – 0.0028)	0.16 (0.006)
	Shift arm B-to-shift piece clearance		0.2 – 0.5 (0.008 – 0.020)	0.62 (0.0244)
	Diameter of shift piece contact point		12.9 – 13.0 (0.508 – 0.512)	12.78 (0.5031)

# Standards and Service Limits

## Automatic Transmission — Section 14

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Transmission fluid	Capacity ℓ (US qt, Imp qt)	5.9 (6.2, 5.2) for overhaul 2.7 (2.8, 2.4) for fluid change	
Hydraulic pressure kPa (kg/cm <sup>2</sup> , psi) D16Z6, D16Z8, D16Z9 engines	Line pressure at 2,000 min <sup>-1</sup> (rpm) <b>N</b> or <b>P</b> position	850 – 900 (8.5 – 9.0, 121 – 128)	800 (8.0, 114)
	2nd clutch pressure at 2,000 min <sup>-1</sup> (rpm) <b>D<sub>2</sub></b> position	400 (4.0, 57) throttle fully closed	350 (3.5, 50) throttle fully closed
	3rd clutch pressure at 2,000 min <sup>-1</sup> (rpm) <b>D<sub>3</sub></b> position	850 – 900 (8.5 – 9.0, 121 – 128) throttle more than 1/8 opened	800 (8.0, 114) throttle more than 1/8 opened
	4th clutch pressure at 2,000 min <sup>-1</sup> (rpm) <b>D<sub>4</sub></b> position		
	2nd clutch pressure at 2,000 min <sup>-1</sup> (rpm) <b>2</b> position	850 – 900 (8.5 – 9.0, 121 – 128)	800 (8.0, 114)
	1st clutch pressure at 2,000 min <sup>-1</sup> (rpm) <b>D<sub>1</sub></b> or <b>1</b> position	850 – 900 (8.5 – 9.0, 121 – 128)	800 (8.0, 114)
	Governor pressure at 60 km/h (38 mph)	182 – 192 (1.82 – 1.92, 26 – 27)	177 (1.77, 25)
	Throttle B pressure	Throttle fully closed Throttle fully open	— 800 (8.0, 114)
	Throttle A pressure	Throttle fully closed Throttle fully open	— 480 (4.8, 68)
Hydraulic pressure kPa (kg/cm <sup>2</sup> , psi) D15B7 engine	Line pressure at 2,000 min <sup>-1</sup> (rpm) <b>N</b> or <b>P</b> position	800 – 850 (8.0 – 8.5, 114 – 121)	750 (7.5, 107)
	2nd clutch pressure at 2,000 min <sup>-1</sup> (rpm) <b>D<sub>2</sub></b> position	400 (4.0, 57) throttle fully closed	350 (3.5, 50) throttle fully closed
	3rd clutch pressure at 2,000 min <sup>-1</sup> (rpm) <b>D<sub>3</sub></b> position	800 – 850 (8.0 – 8.5, 114 – 121) throttle more than 1/8 opened	750 (7.5, 107) throttle more than 1/8 opened
	4th clutch pressure at 2,000 min <sup>-1</sup> (rpm) <b>D<sub>4</sub></b> position		
	2nd clutch pressure at 2,000 min <sup>-1</sup> (rpm) <b>2</b> position	800 – 850 (8.0 – 8.5, 114 – 121)	750 (7.5, 107)
	1st clutch pressure at 2,000 min <sup>-1</sup> (rpm) <b>D<sub>1</sub></b> or <b>1</b> position	800 – 850 (8.0 – 8.5, 114 – 121)	750 (7.5, 107)
	Governor pressure at 60 km/h (38 mph)	182 – 192 (1.82 – 1.92, 26 – 27)	177 (1.77, 25)
	Throttle B pressure	Throttle fully closed Throttle fully open	— 750 (7.5, 107)
	Throttle A pressure	Throttle fully closed Throttle fully open	— 480 (4.8, 68)
Stall speed min <sup>-1</sup> (rpm) (check with car on level ground)		2,600	2,400 – 2,800

Unit of length: mm (in)

**Automatic Transmission — Section 14**

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Clutch	Clutch initial clearance	1st, 2nd	0.65 – 0.85 (0.026 – 0.033)	_____
		3rd, 4th	0.40 – 0.60 (0.016 – 0.024)	_____
	Clutch return spring free length	1st-hold	0.5 – 0.8 (0.02 – 0.03)	_____
		1st	31.0 (1.22)	29.0 (1.14)
		2nd, 3rd, 4th	30.5 (1.20)	28.5 (1.12)
	Clutch disc thickness	1st-hold	34.6 (1.36)	32.6 (1.28)
		1st	1.88 – 2.00 (0.074 – 0.079)	Until grooves worn out
	Clutch plate thickness	1st	1.55 – 1.65 (0.061 – 0.065)	Discoloration
		Except 1st	1.95 – 2.05 (0.077 – 0.081)	Discoloration
	Clutch end plate thickness (except 1st-hold)	MARK 1	2.3 – 2.4 (0.091 – 0.094)	Discoloration ↑ ↓ Discoloration
		MARK 2	2.4 – 2.5 (0.094 – 0.098)	
		MARK 3	2.5 – 2.6 (0.098 – 0.102)	
		MARK 4	2.6 – 2.7 (0.102 – 0.106)	
		MARK 5	2.7 – 2.8 (0.106 – 0.110)	
		MARK 6	2.8 – 2.9 (0.110 – 0.114)	
		MARK 7	2.9 – 3.0 (0.114 – 0.118)	
		MARK 8	3.0 – 3.1 (0.118 – 0.122)	
		MARK 9	3.1 – 3.2 (0.122 – 0.126)	
		MARK 10	3.2 – 3.3 (0.126 – 0.130)	
		MARK 11	2.0 – 2.1 (0.079 – 0.083)	
		MARK 12	2.1 – 2.2 (0.083 – 0.087)	
		MARK 13	2.2 – 2.3 (0.087 – 0.091)	
	Clutch end plate thickness (1st-hold)	MARK 1	2.05 – 2.10 (0.081 – 0.083)	Discoloration ↑ ↓ Discoloration
		MARK 2	2.15 – 2.20 (0.085 – 0.087)	
		MARK 3	2.25 – 2.30 (0.089 – 0.091)	
		MARK 4	2.35 – 2.40 (0.093 – 0.094)	
		NO MARK	2.45 – 2.50 (0.096 – 0.098)	
		MARK 6	2.55 – 2.60 (0.100 – 0.102)	
		MARK 7	2.65 – 2.70 (0.104 – 0.106)	

(cont'd)



# Standards and Service Limits

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

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Transmission	Diameter of needle bearing contact area		
	On mainshaft and stator shaft	22.980 – 22.993 (0.9047 – 0.9052)	Wear or damage ↑
	On mainshaft 2nd gear	35.975 – 35.991 (1.4163 – 1.4169)	
	On mainshaft 4th gear collar	31.975 – 31.991 (1.2589 – 1.2595)	
	On mainshaft 1st gear collar	30.975 – 30.991 (1.2195 – 1.2201)	
	On countershaft (L. side)	36.004 – 36.017 (1.4175 – 1.4180)	
	On countershaft 3rd gear	31.980 – 31.996 (1.2590 – 1.2600)	
	On countershaft 4th gear	27.980 – 27.993 (1.1016 – 1.1021)	
	On countershaft reverse gear collar	31.975 – 31.991 (1.2589 – 1.2595)	
	On countershaft 1st gear collar	31.975 – 31.991 (1.2589 – 1.2595)	
	On subshaft (L. side)	25.991 – 26.000 (1.0233 – 1.0236)	
	On subshaft 4th gear collar	27.980 – 27.993 (1.1016 – 1.1021)	Wear or damage ↓
	On reverse idler gear shaft	13.990 – 14.000 (0.5508 – 0.5512)	
	On mainshaft 1st gear	35.000 – 35.016 (1.3780 – 1.3786)	Wear or damage ↑
	On mainshaft 2nd gear	41.000 – 41.016 (1.6142 – 1.6148)	
	On mainshaft 4th gear	38.000 – 38.016 (1.4961 – 1.4967)	
	On countershaft 1st gear	38.000 – 38.016 (1.4961 – 1.4967)	
	Inside diameter of needle bearing contact area		
	On countershaft 3rd gear	38.000 – 38.016 (1.4961 – 1.4967)	
	On countershaft 4th gear	33.000 – 33.016 (1.2992 – 1.2998)	
	On countershaft reverse gear	38.000 – 38.016 (1.4961 – 1.4967)	
	On subshaft 4th gear	32.000 – 32.016 (1.2598 – 1.2605)	
	On reverse idler gear	18.007 – 18.020 (0.7089 – 0.7094)	
	On stator shaft (R. side)	29.000 – 29.013 (1.1417 – 1.1422)	Wear or damage ↓
	On stator shaft (stator side)	27.000 – 27.021 (1.0630 – 1.0638)	
	On reverse idler gear shaft holder	14.416 – 14.434 (0.5676 – 0.5683)	Wear or damage
	End play		
	Mainshaft 1st gear	0.08 – 0.24 (0.003 – 0.009)	—
	Mainshaft 2nd gear	0.05 – 0.13 (0.002 – 0.0051)	—
	Mainshaft 4th gear	0.05 – 0.135 (0.002 – 0.0053)	—
	Countershaft 1st gear	0.1 – 0.5 (0.004 – 0.020)	—
	Countershaft 3rd gear	0.05 – 0.13 (0.002 – 0.0051)	—
	Countershaft 4th gear	0.05 – 0.13 (0.002 – 0.0051)	—
	Subshaft 4th gear	0.05 – 0.17 (0.002 – 0.007)	—
	Reverse idler gear	0.05 – 0.18 (0.002 – 0.007)	—
	Countershaft reverse gear	0.10 – 0.25 (0.004 – 0.010)	—
	Selector hub O.D.	51.87 – 51.90 (2.042 – 2.043)	Wear or damage
	Mainshaft 4th gear collar length	45.00 – 45.03 (1.772 – 1.773)	—
	Mainshaft 1st gear collar length	27.00 – 27.15 (1.063 – 1.069)	—
	Mainshaft 1st gear collar flange thickness	2.5 – 2.6 (2.098 – 2.102)	Wear or damage
	Countershaft distance collar length (28 mm)	38.97 – 39.00 (1.534 – 1.535) 39.02 – 39.05 (1.536 – 1.537) 39.07 – 39.10 (1.538 – 1.539) 39.12 – 39.15 (1.540 – 1.541) 39.17 – 39.20 (1.542 – 1.543) 39.22 – 39.25 (1.544 – 1.545) 39.27 – 39.30 (1.546 – 1.547) 38.87 – 38.90 (1.530 – 1.531) 38.92 – 38.95 (1.532 – 1.533)	— — — — — — — — —
	Countershaft reverse gear collar length	14.5 – 14.6 (0.571 – 0.575)	—
	Countershaft reverse gear collar flange thickness	2.4 – 2.6 (0.094 – 0.102)	Wear or damage
	Countershaft 1st gear collar length	14.5 – 14.6 (0.571 – 0.575)	—
	Countershaft 1st gear collar flange thickness	2.4 – 2.6 (0.094 – 0.102)	Wear or damage
	Subshaft 4th gear collar length	24.0 – 24.1 (0.945 – 0.949)	Wear or damage
	Subshaft 4th gear collar flange thickness	3.00 – 3.15 (0.118 – 0.124)	Wear or damage



Unit of length: mm (in)

## Automatic Transmission — Section 14

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Transmission (cont'd)	Mainshaft 2nd gear thrust washer thickness	3.47 – 3.50 (0.137 – 0.138) 3.52 – 3.55 (0.139 – 0.140) 3.57 – 3.60 (0.141 – 0.142) 3.62 – 3.65 (0.143 – 0.144) 3.67 – 3.70 (0.145 – 0.146) 3.72 – 3.75 (0.147 – 0.148) 3.77 – 3.80 (0.148 – 0.150) 3.82 – 3.85 (0.151 – 0.152) 3.87 – 3.90 (0.153 – 0.154)	Wear or damage ↑ ↓ Wear or damage
	Thrust washer thickness Mainshaft 4th gear Mainshaft ball bearing L. side Mainshaft 1st gear L. side Mainshaft 1st gear R. side	4.45 – 4.55 (0.175 – 0.179) 3.45 – 3.55 (0.136 – 0.140) 1.45 – 1.50 (0.057 – 0.059) 3.43 – 3.50 (0.135 – 0.138)	Wear or damage ↑ ↓ Wear or damage
	Countershaft 3rd gear thrust washer thickness (35 x 52 mm)	2.97 – 3.00 (0.117 – 0.118) 3.02 – 3.05 (0.119 – 0.120) 3.07 – 3.10 (0.121 – 0.122) 3.12 – 3.15 (0.123 – 0.124) 3.17 – 3.20 (0.125 – 0.126) 3.22 – 3.25 (0.127 – 0.128) 3.27 – 3.30 (0.129 – 0.130) 3.32 – 3.35 (0.131 – 0.132) 3.37 – 3.40 (0.133 – 0.134) 3.42 – 3.45 (0.135 – 0.136) 3.47 – 3.50 (0.137 – 0.138) 3.52 – 3.55 (0.139 – 0.140) 3.57 – 3.60 (0.141 – 0.142)	Wear or damage ↑ ↓ Wear or damage
	Subshaft 4th gear thrust washer thickness One-way clutch contact area I.D. Countershaft 1st gear Parking gear Mainshaft feed pipe A, O.D. Mainshaft feed pipe B, O.D. Countershaft feed pipe O.D. Subshaft feed pipe O.D. Mainshaft sealing ring thickness (29 mm and 35 mm) Mainshaft bushing I.D. Mainshaft bushing I.D. Countershaft bushing I.D. Subshaft bushing I.D. Mainshaft sealing ring groove width	2.93 – 3.00 (0.115 – 0.118) 83.339 – 83.365 (3.2810 – 3.2821) 66.685 – 66.698 (2.6254 – 2.6259) 8.97 – 8.98 (0.353 – 0.354) 5.97 – 5.98 (0.2350 – 0.2354) 7.97 – 7.98 (0.3138 – 0.3142) 7.97 – 7.98 (0.3138 – 0.3142) 1.980 – 1.995 (0.0780 – 0.0785) 6.018 – 6.030 (0.2369 – 0.2374) 9.000 – 9.015 (0.3543 – 0.3549) 8.000 – 8.015 (0.3150 – 0.3156) 8.000 – 8.015 (0.3150 – 0.3156) 2.025 – 2.060 (0.080 – 0.081)	Wear or damage ↑ ↓ Wear or damage 8.95 (0.352) 5.95 (0.234) 7.95 (0.313) 7.95 (0.313) 1.80 (0.071) 6.045 (0.2380) 9.030 (0.355) 8.030 (0.3161) 8.030 (0.3161) 2.080 (0.082)
Regulator valve body	Sealing ring contact I.D.	35.000 – 35.025 (1.3780 – 1.3782)	35.050 (1.3799)
Shifting device and parking brake control	Reverse shift fork finger thickness Parking brake ratchet pawl Parking brake gear Throttle cam stopper height	5.90 – 6.00 (0.232 – 0.236) _____ _____ 27.0 – 27.1 (1.063 – 1.067)	5.40 (0.213) Wear or other defect _____
Servo body	Shift fork shaft bore I.D. Shift fork shaft valve bore I.D.	14.000 – 14.010 (0.5512 – 0.5516) 37.000 – 37.039 (1.4567 – 1.4582)	_____ 37.045 (1.4585)
Oil pump	Oil pump gear side clearance	Drive 0.03 – 0.05 (0.001 – 0.002)	0.07 (0.003)
	Oil pump gear side clearance	Driven 0.04 – 0.06 (0.0016 – 0.0024)	0.07 (0.003)
	Oil pump gear-to-body clearance	Drive 0.210 – 0.265 (0.0083 – 0.0104)	_____
	Oil pump gear-to-body clearance	Driven 0.070 – 0.125 (0.0028 – 0.0049)	_____
	Oil pump driven gear I.D.	14.016 – 14.034 (0.5518 – 0.5525)	Wear or damage
	Oil pump shaft O.D.	13.980 – 13.990 (0.5504 – 0.5508)	Wear or damage

(cont'd)

# Standards and Service Limits

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

	MEASUREMENT	STANDARD (NEW)			
		Wire Dia.	O.D.	Free Length	No. of Coils
Springs	Regulator valve spring A				
	D16Z9 engine	1.8 (0.07)	14.7 (0.58)	87.8 (3.468)	16.5
	D15B7 engine	1.8 (0.07)	14.7 (0.58)	85.4 (3.406)	16.5
	Regulator valve spring B	1.8 (0.07)	9.6 (0.38)	44.0 (1.73)	7.5
	Stator reaction spring	5.5 (0.22)	*26.4 (1.04)	30.3 (1.19)	2.1
	Torque converter check valve spring	1.0 (0.04)	8.4 (0.33)	33.8 (1.33)	8.2
	Modulator valve spring	1.2 (0.047)	*7.0 (0.276)	27.2 (1.071)	8.0
		1.2 (0.047)	*7.0 (0.276)	26.30 (1.035)	8.0
	Relief valve spring	1.1 (0.04)	8.6 (0.34)	37.1 (1.46)	13.4
	Cooler check valve spring	1.0 (0.04)	8.4 (0.33)	33.8 (1.33)	8.2
	Governor spring A	1.0 (0.04)	18.8 (0.74)	32.9 (1.30)	4.1
	Governor spring B	0.9 (0.04)	11.8 (0.47)	27.8 (1.09)	6.0
		0.9 (0.04)	11.8 (0.47)	29.1 (1.15)	6.0
	2 – 3 orifice control valve spring	0.9 (0.04)	6.6 (0.26)	33.2 (1.31)	14.9
	1 – 3 kick down valve spring	1.0 (0.04)	6.6 (0.26)	29.9 (1.18)	14.7
	2/3 – 4 orifice control valve spring	1.0 (0.04)	8.6 (0.34)	51.9 (2.04)	19.8
	2nd ON orifice control valve spring	0.9 (0.04)	8.0 (0.31)	24.1 (0.95)	9.6
	Throttle valve A spring	1.0 (0.04)	8.5 (0.33)	22.2 (0.87)	6.0
	Throttle valve A spring	1.0 (0.04)	8.5 (0.33)	22.1 (0.87)	5.5
	Throttle valve A spring	1.1 (0.04)	8.5 (0.33)	22.3 (0.87)	8.1
	Throttle valve A spring	1.1 (0.04)	8.5 (0.33)	22.3 (0.87)	7.6
	Throttle valve B adjusting spring	0.8 (0.03)	6.2 (0.24)	30 (1.18)	8
	Throttle valve A adjusting spring	0.8 (0.03)	6.2 (0.24)	27 (1.06)	8.5
	Throttle valve B spring	1.4 (0.06)	8.5 (0.33)	41.5 (1.63)	10.5
	Throttle valve B spring	1.4 (0.06)	8.5 (0.33)	41.5 (1.63)	11.2
	Throttle valve B spring	1.4 (0.06)	8.5 (0.33)	41.6 (1.64)	12.4
	1 – 2 shift valve spring	0.45 (0.018)	5.1 (0.20)	52.8 (2.08)	29
	1 – 2 shift valve ball spring	0.45 (0.018)	4.5 (0.18)	10.7 (0.42)	12.7
	2 – 3 shift valve spring	0.9 (0.04)	7.1 (0.28)	65.3 (2.57)	32.1
	2 – 3 shift valve ball spring	0.45 (0.018)	4.5 (0.18)	13.3 (0.52)	8.0
	3 – 4 shift valve spring	0.9 (0.04)	9.6 (0.38)	32.5 (1.28)	10.3
	3 – 4 shift valve ball spring	0.5 (0.02)	4.5 (0.18)	11.3 (0.44)	7.4
	1st-hold accumulator spring	4.0 (0.16)	21.5 (0.85)	71.7 (2.82)	8.3
	1st accumulator spring A	2.6 (0.10)	24.3 (0.96)	101.9 (4.01)	11.6
	1st accumulator spring B	2.3 (0.09)	*9.9 (0.39)	49.0 (1.93)	4.6
	2nd accumulator spring	3.5 (0.14)	22 (0.87)	77.0 (3.03)	9.5
	3rd accumulator spring	2.6 (0.10)	17.5 (0.69)	91.8 (3.61)	15.8
	4th accumulator spring	2.6 (0.10)	16 (0.63)	90.1 (3.55)	15.6
	Lock-up shift valve spring	0.9 (0.04)	7.6 (0.30)	73.7 (2.90)	32
	Lock-up timing valve spring	0.8 (0.03)	6.6 (0.26)	61.5 (2.42)	27.6
	Lock-up control valve spring	0.9 (0.04)	6.6 (0.26)	38.4 (1.51)	23.3
	Governor cut valve spring	0.8 (0.03)	7.6 (0.30)	44.5 (1.75)	17
	CPC valve spring	0.9 (0.04)	8.4 (0.33)	24.9 (0.98)	9.8
	Reverse control valve spring	0.7 (0.03)	7.1 (0.28)	40 (1.57)	20.8
	3 – 2 timing valve spring	1.2 (0.05)	8.6 (0.34)	45.6 (1.80)	14.7
	Servo control valve spring	0.9 (0.04)	6.4 (0.25)	34.1 (1.34)	17.5
	2 – 1 timing valve spring	0.7 (0.03)	5.6 (0.22)	33 (1.30)	21.7
	4th exhaust valve spring	0.9 (0.04)	6.6 (0.26)	43.3 (1.70)	22

\*: Inside Diameter

Unit of length: mm (in)

**Differential M/T — Section 15**

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Differential carrier	Pinion shaft bore diameter	18.000 – 18.018 (0.7087 – 0.7094)	—
	Carrier-to-pinion shaft clearance	0.013 – 0.047 (0.0005 – 0.0019)	0.095 (0.004)
	Driveshaft bore diameter	26.025 – 26.045 (1.0246 – 1.0254)	—
	Carrier-to-driveshaft clearance	0.045 – 0.086 (0.0018 – 0.0034)	0.14 (0.006)
Differential pinion gear	Backlash	0.05 – 0.15 (0.002 – 0.006)	—
	Pinion gear bore diameter	18.042 – 18.066 (0.7103 – 0.7113)	—
	Pinion gear-to-pinion shaft clearance	0.055 – 0.095 (0.0021 – 0.0037)	0.15 (0.006)
Set ring-to-bearing outer race		0 – 0.1 (0 – 0.004)	Adjust with shim

**Differential A/T — Section 15**

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Differential carrier	Pinion shaft contact area I.D.	18.000 – 18.018 (0.7087 – 0.7094)	—
	Carrier-to-pinion shaft clearance	0.013 – 0.047 (0.0005 – 0.0019)	0.10 (0.004)
	Driveshaft contact area I.D.	26.005 – 26.025 (1.0238 – 1.0246)	—
	Carrier-to-driveshaft clearance	0.025 – 0.066 (0.0010 – 0.0026)	0.12 (0.005)
	Ball bearing contact area O.D.	40.002 – 40.018 (1.5749 – 1.5755)	—
Differential pinion gear	Backlash	0.05 – 0.15 (0.002 – 0.006)	—
	I.D.	18.041 – 18.061 (0.7103 – 0.7111)	—
	Pinion gear-to-pinion shaft clearance	0.054 – 0.090 (0.0021 – 0.0035)	0.15 (0.006)
Set ring-to-bearing outer race		0 – 0.15 (0 – 0.006)	Adjust

**Power Steering — Section 17**

	MEASUREMENT	STANDARD (NEW)
Steering wheel	Play at steering wheel circumference	0 – 10 (0 – 0.4)
	Starting load at steering wheel circumference N (kg, lb)	
	Engine running	
	LHD 4way valve type LHD Rotary valve type RHD Rotary valve type	30 (3.0, 6.6) 31 (3.1, 6.8) 25 (2.5, 5.5)
Gearbox	Angle of rack guide screw	LHD 4way valve type 20° ± 5°
	loosened from locked	LHD Rotary valve type 20° ± 5°
	position	RHD Rotary valve type 25° max.
	Preload at pinion gear shaft N·m (kg·cm, lb·in)	0.6 – 1.1 (6 – 11, 5.21 – 9.55)
Pump	Pump pressure with valve	LHD 4way valve type 8,000 – 9,000 (80 – 90, 1,138 – 1,280)
	closed (oil temp./speed: 40°C	LHD Rotary valve type 5,500 – 6,500 (55 – 65, 780 – 924)
	(105°F) min./idle.	RHD Rotary valve type 5,500 – 6,500 (55 – 65, 780 – 924)
	Do not run for more than 5 seconds).	
Power steering fluid	Recommended power steering fluid	HONDA Power Steering Fluid-V
	Fluid capacity	System LHD 4way valve type 1.1 (1.16, 0.97)
	ℓ (US qt, Imp qt)	LHD Rotary valve type 1.06 (1.16, 0.97)
	Reservoir	RHD Rotary valve type 1.0 (1.06, 0.88) 0.4 (0.42, 0.35)
Power steering belt*	Deflection with 100 N (10 kg, 22 lbs)	8.0 – 12.0 (0.31 – 0.47) with used belt
	between pulleys	6.0 – 9.5 (0.24 – 0.37) with new belt
	Tension measured with belt tension gauge	350 – 500 (35 – 50, 77 – 110) with used belt 500 – 700 (50 – 70, 110 – 154) 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 the deflection or tension to used belt values.

# Standards and Service Limits

## Suspension — Section 18

Suspension — Section 18					
	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT	
Wheel alignment	Camber	Front	0°00' ± 1°	_____	
		Rear	-0°20' ± 1°	_____	
	Caster	Front	1°10' ± 1°	_____	
	Total toe	Front	0 ± 2.0 (0 ± 0.08)	_____	
		Rear	In 2.0 <sup>+2.0</sup> <sub>-1.0</sub> (0.08 <sup>+0.08</sup> <sub>-0.04</sub> )	_____	
	Front wheel turning angle	Inward wheel	41°00' ± 2°	_____	
	Outward wheel	33°30' (Reference)	_____		
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)
		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 at 200 N (20 kg, 44 lbs) lever force		To be locked when pulled 6 - 10 notches	_____
Foot brake pedal	Pedal height (with floor mat removed)	M/T	160 (6.3)	_____
		A/T	165 (6.5)	_____
	Free play		1 - 5 (1/16 - 13/64)	_____
Master cylinder	Piston-to-pushrod clearance		0 - 0.4 (0 - 0.02)	_____
Disc brake	Disc thickness		21.0 (0.83)	19.0 (0.75)
	Disc runout		_____	0.10 (0.004)
	Disc parallelism		_____	0.015 (0.0006)
	Pad thickness	1.6 ℓ	10.0 (0.39)	1.6 (0.06)
		1.5 ℓ	9.0 (0.35)	1.6 (0.06)
Rear brake drum	I.D.		200 (7.87)	201 (7.91)
	Lining thickness		4.0 (0.16)	2.0 (0.08)
Brake booster	Characteristics at 200 N (20 kg, 44 lbs) pedal force.		Vacuum mmHg (inHg)	Line pressure kPa (kg/cm², psi)
	D15B7 engine		0 (0)	1,520 (15.5, 220)
			300 (11.8)	6,360 (64.9, 923)
			500 (19.7)	9,580 (97.7, 1,389)
	D16Z6, D16Z8 D16Z9 engines		0 (0)	1,310 (13.4, 191)
			300 (11.8)	5,490 (56.0, 796)
			500 (19.7)	8,270 (84.3, 1,199)

## Air Conditioning — Section 22

	MEASUREMENT		STANDARD (NEW)
Air Conditioning system	Lubricant type: SP-10 (P/N 38899 - P13 - 003) (For refrigerant: HFC-134a (R-134a))		
	Lubricant capacity	Condenser	20 (2/3, 0.7)
	mℓ (fl oz, Imp oz)	Evaporator	45 (1 1/2, 1.6)
		Line or hose	10 (1/3, 0.4)
		Receiver	10 (1/3, 0.4)
Compressor	Lubricant type: SP-10 (P/N 38899 - P13 - 003) (For refrigerant: HFC-134a (R-134a))		
	Lubricant capacity		120 - 140 (4 - 4 2/3, 4.2 - 4.9)
	mℓ (fl oz, Imp oz)		2.95 - 3.35
	Coil resistance at 68°F (20°C) Ω		0.5 ± 0.15 (0.02 ± 0.006)
Compressor belt*	Pulley-to-pressure plate clearance		
	Deflection with 100 N (10 kg, 22 lbs) between pulleys		6.5 - 10.5 (0.26 - 0.41) with used belt
			5.0 - 7.0 (0.20 ± 0.28) with new belt
Compressor belt*	Belt tension N (kg, lbs)		350 - 500 (35 - 50, 77 - 110) with used belt
	Measured with belt tension gauge		600 - 800 (60 - 80, 132 - 176) with new belt

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

**Electrical — Section 23**

	MEASUREMENT	STANDARD (NEW)	
Ignition coil	Rated voltage V	12	
	Primary winding resistance at 20°C (68°F) Ω	0.6 – 0.8	
	Secondary winding resistance at 20°C (68°F) kΩ	13.2 – 19.8	
Spark plug	Type	Refer to Shop Manual CIVIC SUPPLEMENT 94 (Code No. 62SR321) and CIVIC SUPPLEMENT 95 (Code No. 62SR323)	
	Electrode gap	1.1 $\pm$ 0.1 (0.043 $\pm$ 0.004 )	
Ignition timing	At idle	16° ± 2° (Red) BTDC	
Alternator belt*	Deflection with 100 N (10 kg, 22 lbs) between pulleys	7.0 – 10.5 (0.28 – 0.41) with used belt 5.5 – 8.0 (0.22 – 0.31) with new belt	
	Tension measured with belt tension gauge N (kg, lbs)	350 – 500 (35 – 50, 77 – 110) with used belt 550 – 750 (55 – 75, 121 – 165) with new belt	
Alternator (NIPPONDENSO)	Output 13.5 V at hot A	70	
	Coil resistance (rotor) Ω	2.3	
	Slip ring O.D.	14.4 (0.567)	14.0 (0.551)
	Brush length	10.5 (0.41)	1.5 (0.06)
	Brush spring tension g (oz)	330 (11.6)	
Alternator (MITSUBISHI)	Output 13.5 V at hot A	70	
	Coil resistance (rotor) Ω	3.4 – 3.8	
	Slip ring O.D.	22.7 (0.89)	22.2 (0.87)
	Brush length	20.0 (0.79)	5.0 (0.20)
	Brush spring tension g (oz)	300 – 450 (10.6 – 15.9)	
Starter motor (MITSUBA 1.0 kW, 1.2 kW, 1.4 kW)	Type	Gear reduction	
	Mica depth	0.4 – 0.5 (0.016 – 0.020)	0.15 (0.006)
	Commutator runout	0 – 0.02 (0 – 0.001)	0.05 (0.002)
	Commutator O.D.	28.0 – 28.1 (1.102 – 1.106)	27.5 (1.083)
	Brush length	14.3 – 14.7 (0.56 – 0.58)	9.5 (0.37)
		15.8 – 16.2 (0.62 – 0.64)	11.0 (0.43)
	Brush spring tension (new) N (kg, lbs)	18.5 – 23.5 (1.85 – 2.35, 4.1 – 5.2)	
		16 – 18 (1.6 – 1.8, 3.5 – 4.0)	
Starter motor (NIPPONDENSO 1.0 kW, 1.2 kW)	Type	Gear reduction	
	Mica depth	0.5 – 0.8 (0.02 – 0.03)	0.2 (0.008)
	Commutator runout	0 – 0.02 (0 – 0.001)	0.05 (0.002)
	Commutator O.D.	29.9 – 30.0 (1.177 – 1.181)	29.0 (1.14)
	Brush length	13.0 – 13.5 (0.51 – 0.53)	8.5 (0.33)
		15.0 – 15.5 (0.59 – 0.61)	10.0 (0.39)
	Brush spring tension (new) N (kg, lbs)	18 – 24 (1.8 – 2.4, 4.0 – 5.3)	
		13 – 20 (1.3 – 2.1, 2.9 – 4.6)	

\*: When using a new belt, adjust deflection or tension to new belt 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			4,400 mm	173.2 in	
	Overall Width			1,695 mm	66.7 in	
	Overall Height			1,345 mm	53.0 in	
	Wheelbase			2,620 mm	103.1 in	
	Track			1,475/1,465 mm	58.1/57.7 in	
	Ground Clearance			150 mm	5.9 in	
	Seating Capacity			Five		
WEIGHT	Curb Weight	1.5 ℓ BASIC	M/T	1,000 kg	2,205 lbs	
			A/T	1,030 kg	2,271 lbs	
		1.5 ℓ LSi	M/T	1,015 kg	2,238 lbs	
			A/T	1,045 kg	2,304 lbs	
			M/T	1,010 kg	2,227 lbs	KS model
			A/T	1,040 kg	2,293 lbs	KS model
		1.5 ℓ LSi with SRS	M/T	1,025 kg	2,260 lbs	
			A/T	1,055 kg	2,326 lbs	
			M/T	1,020 kg	2,249 lbs	KS model
			A/T	1,050 kg	2,315 lbs	KS model
		1.6 ℓ ESi	M/T	1,060 kg	2,337 lbs	
			A/T	1,090 kg	2,403 lbs	
		1.6 ℓ ESi with SRS	M/T	1,070 kg	2,359 lbs	
			A/T	1,100 kg	2,425 lbs	
	Weight Distributions (Front/Rear)					
		1.5 ℓ BASIC	M/T	600/400 kg	1,323/882 lbs	
			A/T	630/400 kg	1,389/882 lbs	
		1.5 ℓ LSi	M/T	610/405 kg	1,345/893 lbs	
			A/T	640/405 kg	1,411/893 lbs	
			M/T	610/400 kg	1,345/882 lbs	KS model
			A/T	640/400 kg	1,411/882 lbs	KS model
		1.5 ℓ LSi with SRS	M/T	620/405 kg	1,367/893 lbs	
			A/T	650/405 kg	1,433/893 lbs	
			M/T	620/400 kg	1,367/882 lbs	KS model
			A/T	650/400 kg	1,433/882 lbs	KS model
		1.6 ℓ ESi	M/T	640/420 kg	1,411/926 lbs	
			A/T	670/420 kg	1,477/926 lbs	
	1.6 ℓ ESi with SRS	M/T	650/420 kg	1,433/926 lbs		
		A/T	680/420 kg	1,499/926 lbs		
Max. Permissible Weight (EC)			1.5 ℓ	1,500 kg	3,307 lbs	
			1.6 ℓ	1,530 kg	3,373 lbs	
ENGINE	Type	D15B7 engine		Water-cooled, 4-stroke SOHC gasoline engine		
		D16Z6, D16Z8, D16Z9 engines		Water-cooled, 4-stroke SOHC VTEC gasoline engine		
	Cylinder Arrangement			Inline 4-cylinder, transverse		
	Bore and Stroke	D15B7 engine		75.0 x 84.5 mm	2.95 x 3.33 in	
		D16Z6, D16Z8, D16Z9 engines		75.0 x 90.0 mm	2.95 x 3.54 in	
	Displacement	D15B7 engine		1,493 cm <sup>3</sup> (mℓ)	91 cu-in	
		D16Z6, D16Z8, D16Z9 engines		1,590 cm <sup>3</sup> (mℓ)	97 cu-in	
	Compression Ratio			9.2 : 1		
	Valve Train	D15B7 engine		Belt driven, SOHC		
				4 valve per cylinder		
		D16Z6, D16Z8, D16Z9 engines		Belt driven, SOHC VTEC		
				4 valve per cylinder		
	Lubrication System			Forced and wet sump, trochoid pump		
Oil Pump Displacement at 6,000 min <sup>-1</sup> (rpm)			45 ℓ (48 US qt, 40 Imp qt)/minute			
Water Pump Displacement at 6,000 min <sup>-1</sup> (rpm)			125 ℓ (132 US qt, 110 Imp qt)/minute			
Fuel Required	D15B7 engine		UNLEADED gasoline with a Research Octane Number (RON) of 91 or higher			
	D16Z6, D16Z8, D16Z9 engines		Premium UNLEADED gasoline with a Research Octane Number (RON) of 95 or higher			
STARTER	Make/Type, Output			MITSUBA/Gear reduction, 1.0 kW, 1.2 kW, 1.4 kW		
				NIPPONDENSO/Gear reduction, 1.0 kW, 1.2 kW		
	Normal Output	1.5 ℓ M/T		1.0 kW		
		1.5 ℓ A/T, 1.6 ℓ M/T		1.2 kW		
	Normal Voltage	1.6 ℓ A/T		1.4 kW		
				12 V		
	Hour Rating			30 seconds		
	Direction of Rotation			Clockwise as viewed from gear end		
	Weight	MITSUBA 1.0 kW/1.2 kW		3.4 kg	7.5 lbs	
		1.4 kW		3.5 kg	7.7 lbs	
	NIPPONDENSO 1.0 kW		3.85 kg	8.49 lbs		
	1.2 kW		3.4 kg	7.5 lbs		

	ITEM		METRIC		ENGLISH		NOTES
CLUTCH	TYPE	M/T A/T	Single plate dry, diaphragm spring Torque converter				
	Facing Area	M/T	176 cm <sup>2</sup>	27 sq-in			
TRANSMISSION	Type	M/T A/T	Synchronized 5-speed forward, 1 reverse 4-speed automatic with lock-up clutch, 1 reverse				*1: Except KS model *2: KS model *3: KP model *4: KH, KM models *5: KG, KP, KE models *6: KP model *7: KH, KS models *8: KH, KM models
	Primary Reduction	Type/Ratio	Direct/1 : 1				
	Manual Transmission		D15B7*1 engine	D15B7*2 engine	D16Z6*3, D16Z8, D16Z9 engines	D16Z6*4 engine	
	Gear Ratio	1st	3.250	3.250	3.250	3.250	
		2nd	1.900	1.761	1.900	1.900	
		3rd	1.250	1.172	1.250	1.250	
		4th	0.909	0.909	0.937	0.909	
		5th	0.750	0.702	0.771	0.702	
		Reverse	3.153	3.153	3.153	3.153	
	Final Reduction Gear	Ratio	4.250	4.058	4.250	4.250	
		Type	Single helical gear				
	Automatic Transmission		D15B7*5/D16Z6*6, 8, 9 engines	D15B7*7 engine	D16Z6*8 engine		
	Gear Ratio	1st	2.600	2.600	2.600		
		2nd	1.393	1.468	1.468		
		3rd	0.975	0.975	0.975		
		4th	0.772	0.673	0.638		
		Reverse	1.954	1.954	1.954		
	Final Reduction Gear	Ratio	4.333	4.333	4.333		
		Type	Single helical gear				
AIR CONDITIONING	Cooling Capacity	RHD LHD	3,250 Kcal/h 3,838 Kcal/h	12,890 BTU/h 15,220 BTU/h			
	Compressor	Type/Make No. of Cylinder Capacity Max. Speed Lubricant Capacity Lubricant Type	Scroll/SANDEN 85.7 ml/rev   5.22 cu-in/rev 10,000 min <sup>-1</sup> (rpm) SP-10 (P/N 38899 – P13 – 003) 120 ml   4 fl oz, 4.2 Imp oz				
	Condenser	Type	Corrugated fin				
	Evaporator	Type	Corrugated fin				
	Blower	Type Motor Input Speed Control Max. Capacity	Sirocco fan 200 W/12 V 4-speed 430 m <sup>3</sup> /h   15,188 cu-ft/h				
	Temperature Control	Type	Air-mix				
	Compressor Clutch	Type Power Consumption	Dry, single plate, poly-V-belt drive 42 W max./12 V				
	Refrigerant	Type Quantity	HFC-134a (R-134a) 550 <sub>-50</sub> g   19.4 <sub>-1.8</sub> oz				

(cont'd)



# Design Specifications

(cont'd)

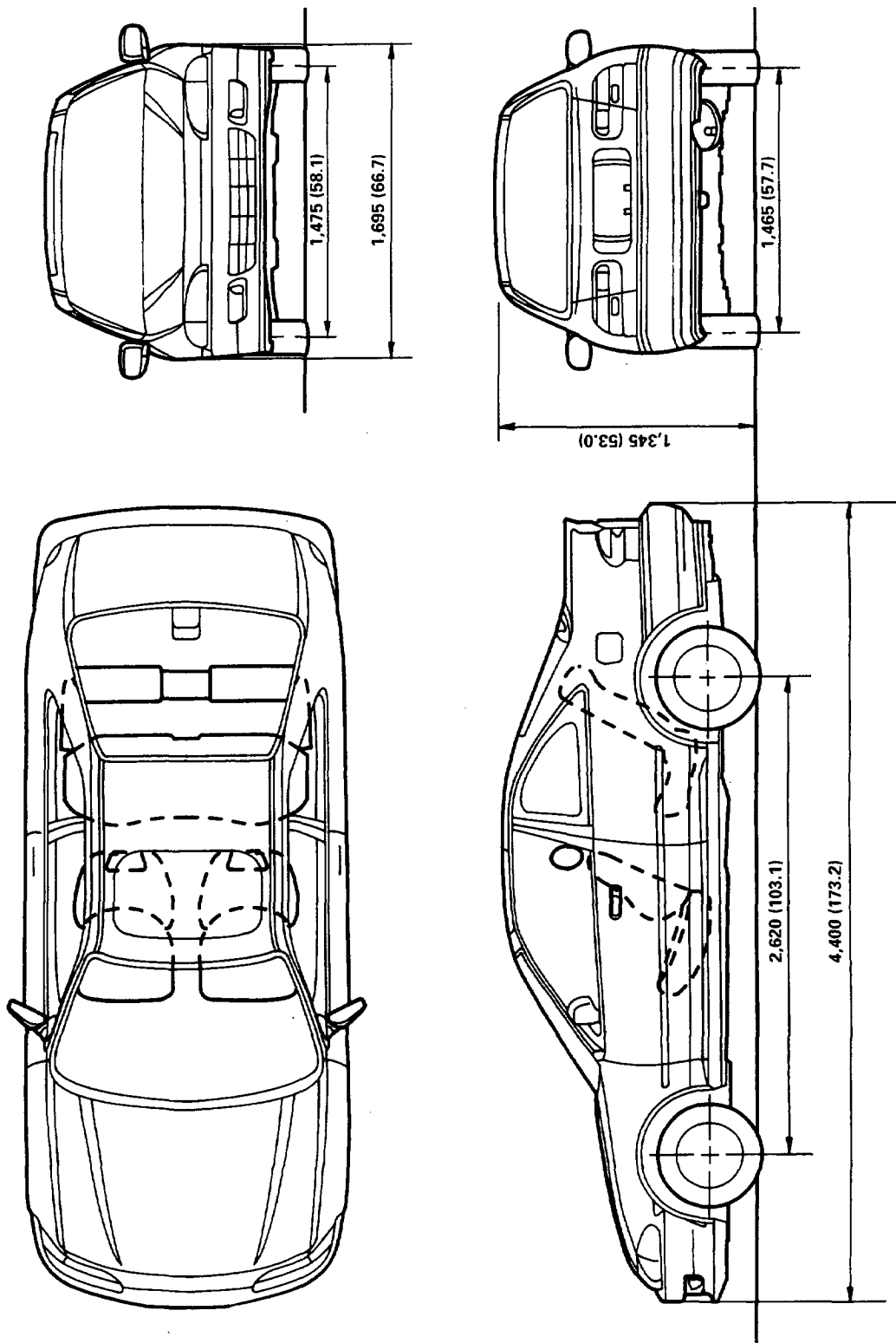
	ITEM		METRIC	ENGLISH	NOTES
STEERING SYSTEM	Type		Power assisted, rack and pinion		
	Overall Ratio	LHD	17.5		
		RHD	17.0		
	Turns, Lock-to-Lock	LHD	3.6		
		RHD	3.5		
	Steering Wheel Dia.		375 mm	14.8 in	
SUSPENSION	Type	Front	Independent double wishbone, coil spring with stabilizer		
		Rear	Independent double wishbone, coil spring with stabilizer		
	Shock Absorber	Front and Rear	Telescopic, hydraulic nitrogen gas-filled		
WHEEL ALIGNMENT	Camber	Front	0°		
		Rear	-0° 20'		
	Caster	Front	1° 10'		
	Total Toe	Front	0 mm	0 in	
		Rear	In 2.0 mm	In 0.08 in	
BRAKE SYSTEM	Type	Front	Power-assisted self-adjusting ventilated disc		
		Rear	Power-assisted self-adjusting drum		
	Pad Surface Area	Front	51.5 cm² x 2	8.0 sq-in x 2	Disc dia. 211 (8.3)
			43.2 cm² x 2	6.7 sq-in x 2	Disc dia. 191 (7.5)
	Lining Surface Area	Rear	67.2 cm² x 2	10.4 sq-in x 2	Drum brake
	Parking Brake	Type	Mechanical actuating, rear two wheel brakes		
TIRE	Size and Pressure		See tire label (see page 1-10)		
ELECTRICAL	Battery		12 V - 38 AH/5 HR		
	Starter		12 V - 1.0 kW/1.2 kW/1.4 kW		
	Alternator		12 V - 70 A		
	Fuses	In Under-dash Fuse Box	7.5 A, 10 A, 15 A, 20 A, 30 A		
		In Under-hood Fuse/Relay Box	7.5 A, 10 A, 15 A, 20 A, 30 A		
			40 A, 50 A, 80 A		
	Headlights	High/Low	12 V - 60/55 W		
	Front Turn Signal Lights		12 V - 21 W		
	Front Position Lights		12 V - 5 W		
	Side Turn Signal Lights		12 V - 5 W		
	Rear Turn Signal Lights		12 V - 21 W		
	Brake/Taillights		12 V - 21/5 W		
	Back-up Lights		12 V - 21 W		
	Rear Fog Light		12 V - 21 W		
	License Plate Lights		12 V - 5 W		
	Ceiling Light		12 V - 5 W*1, 12 V - 8 W*2		
	Trunk Light		12 V - 3.4 W		
	Gauge Lights		12 V - 3.0 W		
	Indicator Lights		12 V - 0.84 W, 1.12 W, 1.4 W		
	Illumination and Pilot Lights		12 V - 0.56 W, 0.84 W, 0.91 W, 1.12 W, 1.4 W, LED		
	Heater Illumination Lights		12 V - 1.4 W		

\*1: Without sunroof

\*2: With sunroof

# Body Specifications

Unit: mm (in)



## **Maintenance**



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

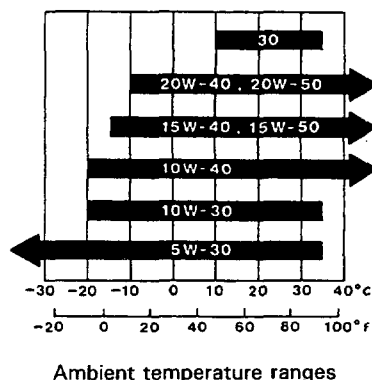
# Lubrication Points

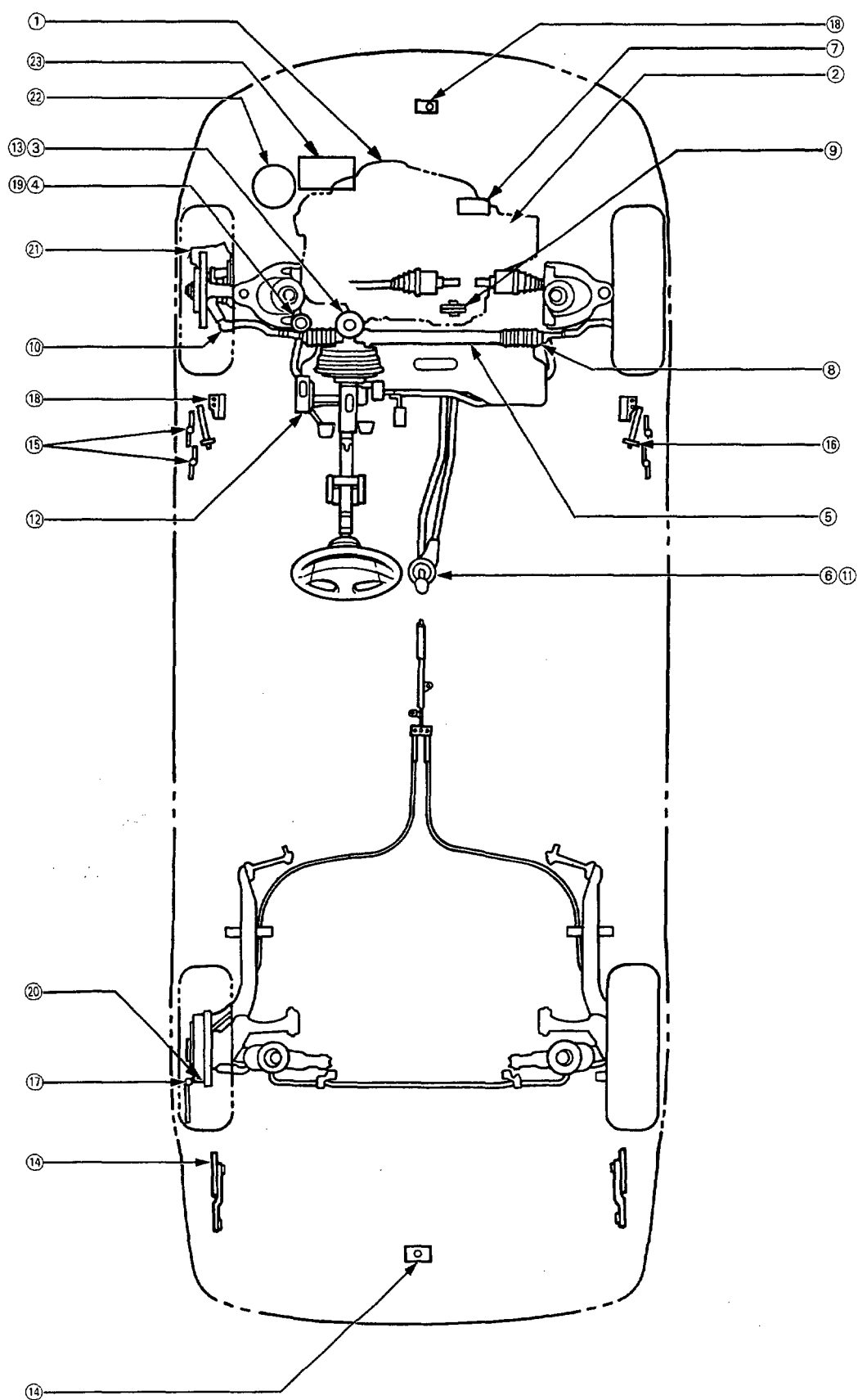
For the details of lubrication points and types of lubricants to be applied, refer to the Illustrated Index and various work procedures (such as Assembly/Reassembly, Replacement, Overhaul, Installation, etc.) contained in each section.

No.	LUBRICATION POINTS		LUBRICANT
1	Engine		API Service Grade: SF, SG or SH fuel efficient oil SAE Viscosity: See chart below
2	Transmission	Manual	API Service Grade: SF or SG SAE Viscosity: 10 W—30 or 10 W—40
		Automatic	Honda Premium Formula or DEXRON® II Automatic transmission fluid (ATF)
3	Brake Line		Brake fluid DOT3 or DOT4
4	Clutch Line		Brake fluid DOT3 or DOT4
5	Power steering gearbox		Steering grease P/N 08733—B070E
6	Shift lever pivots (Manual transmission)		Grease with molybdenum disulfide
7	Release fork (Manual transmission)		Urea Grease UM264 P/N 41211—PY5—305
8	Steering boots		Multi-purpose grease
9	Throttle cable end		
10	Steering ball joints		
11	Select lever (Automatic transmission)		
12	Pedal linkage		
13	Brake master cylinder pushrod		
14	Trunk hinges and latch		
15	Door hinges upper and lower		
16	Door opening detents		
17	Fuel fill lid		
18	Hood hinges and hood latch		
19	Clutch master cylinder pushrod		
20	Rear brake shoe linkages		
21	Caliper	Piston seal, Dust seal, Caliper pin, Piston	Silicone grease
22	Power steering system		Honda power steering fluid-V
23	Air conditioning compressor		Compressor oil: SP-10 P/N 38899—P13—003 (For Refrigerant: HFC-134a (R-134a))

**Recommended Engine Oil**  
API Service Grade: SF, SG or SH fuel efficient oil.  
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.





# Maintenance Schedule (European Model only)

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

Service at the interval listed x 1,000 km (or miles) or after that number of months, whichever comes first.	x 1,000 km	20	40	60	80	100	120	140	160	180	200
	x 1,000 miles	12	24	36	48	60	72	84	96	108	120
	months	12	24	36	48	60	72	84	96	108	120
Replace every 10,000 km (6,000 miles) or 12 months											
• Engine oil and oil filter			R				R			R	
• Transmission oil											
Valve clearance			I		I		I		I		I
Belt tension and conditions (Alternator, Power steering, A/C compressor)			I		I		I		I		I
Timing belt						R					R
Water pump						I					I
Cooling system hoses and connections			I		I		I		I		I
• Engine coolant					R		R		R		R
Spark plugs			R		R		R		R		R
For KS model, replace every 48,000 km (30,000 miles)											
Air cleaner element			R		R		R		R		R
Tank, fuel lines and connections			I		I		I		I		I
Fuel filter			R		R		R		R		R
Positive crankcase ventilation valve						I*1					I*1
Idle speed and idle CO		I*2	I*2	I*2	I*2	I*1	I*2	I*2	I*2	I*2	I*1
Front brake pads		Inspect every 10,000 km (6,000 miles) or 12 months									
Front brake discs and calipers		I	I	I	I	I	I	I	I	I	I
Rear brake drums, wheel cylinders and linings			I		I		I		I		I
Parking brake operation		I	I		I		I		I		I
Brake fluid			R		R		R		R		R
Brake hoses and lines		I	I	I	I	I	I	I	I	I	I
Exhaust system and condition		I	I	I	I	I	I	I	I	I	I
Catalytic converter heat shield						I					I
Suspension components		I	I	I	I	I	I	I	I	I	I
Steering function, tie-rod ends, gear box and boots		I	I		I		I		I		I
Power steering function, hoses and connections		I	I	I	I	I	I	I	I	I	I

•: Day to day care (engine oil, ATF and coolant level) should be done practically according to the owner's manual by the customer.

\*1: For KS model, monthly interval is recommended by manufacturer only: except for KS model, it is required.

\*2: For KS model, recommended by manufacturer only: except for KS model, it is required.



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

### Severe Driving Conditions

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

Severe driving conditions include:

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

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

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

## Engine

NOTE: The D16Z6 and D16Z8 engines has been adopted for KM, KP, KZ models. For the service procedures, refer to the procedures for D16Z9 engine.

Refer to Shop Manual 62SR300A, 62SR320, 62SR321, 62SR322 and 62SR323 for the items not shown in this section.





## Fuel and Emissions



### Outline of Model Changes

- D15B7 engine has been added for KP model; refer to base Shop Manuals D15B7 engine (P/N: 62SR300A, 62SR320, 62SR321, 62SR322, 62SR323).
- D16Z6 engine has been added for KP model; refer to base Shop Manuals D16Z6 engine (P/N: 62SR300A, 62SR320, 62SR321, 62SR322, 62SR323).
- D16Z8 engine has been added for KZ model; refer to base Shop Manuals D16Z9 engine (P/N: 62SR300A, 62SR320, 62SR321, 62SR322, 62SR323).

## Electrical

NOTE: The SRS Airbag System Type III has been adopted.  
Refer to Shop Manual 62SR321 for the items not shown in this section.

