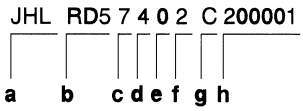
01

General Information

Chassis and Engine Numbers

Vehicle Identification Number



a. **Manufacturer, Make and Type of Vehicle**
   - JHL: HONDA MOTOR CO., LTD. HONDA Passenger vehicle
   - SHS: HONDA OF THE U.K. MANUFACTURING LTD. HONDA Passenger vehicle

b. **Line, Body and Engine Type**
   - RD5: CR-V/K20A4, K20A5
   - RD7: CR-V/K24A1
   - RD8: CR-V/K20A4

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

d. **Vehicle Grade (Series)**
   - 1: ES
   - 2: ES, LS
   - 3: ES
   - 4: BASE, ES, LX, RV-i, SE
   - 5: RV-i, RV-iH, SES
   - 6: LS
   - 7: ES
   - 8: EX, RV-Si
   - 9: RV-Si, RV-SiH

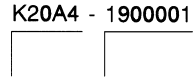
e. **Fixed Code or Check Digit**

f. **Model Year Code**
   - 2: 2002

g. **Factory Code**
   - C: Saitama Factory in Japan (Sayama)
   - U: Honda of the U.K. Manufacturing (England)

h. **Serial Number**

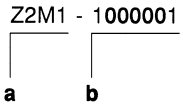
Engine Number



a. **Engine Type**
   - K20A4: 2.0 / DOHC VTEC Sequential Multiport Fuel-injected engine with three way catalytic converter
   - K20A5: 2.0 / DOHC VTEC Sequential Multiport Fuel-injected engine without three way catalytic converter
   - K24A1: 2.4 / DOHC VTEC Sequential Multiport Fuel-injected engine with three way catalytic converter

b. **Serial Number**

Transmission Number



a. **Transmission Type**
   - Z2M1: 5-speed manual
   - Z2M3: 5-speed manual
   - MCVA: 4-speed Automatic (2WD)
   - MRVA: 4-speed Automatic (4WD)

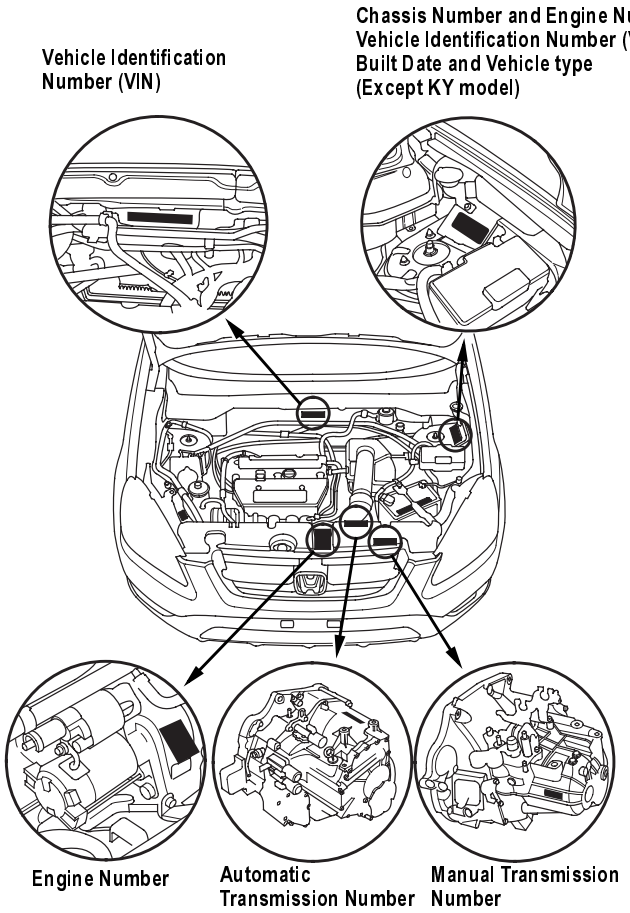
b. **Serial Number**

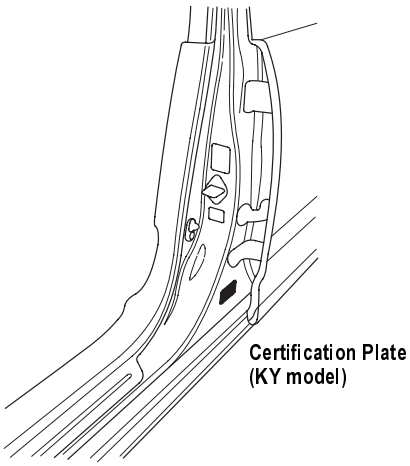
Chassis and Engine Numbers (cont'd)

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

MODEL	APPLICABLE AREA CODE	GRADE NAME	TRANSMISSION TYPE	VEHICLE IDENTIFICATION NUMBER	ENGINE NUMBER	TRANSMISSION NUMBER
CR-V	KE	SE	5MT	SHSRD87402U000001-	K20A4-1000001-	Z2M1-1500001-
			4AT	SHSRD88402U000001-	K20A4-1000001-	MRVA-1000001-
		SES	5MT	SHSRD87502U000001-	K20A4-1000001-	Z2M1-1500001-
			4AT	SHSRD88502U000001-	K20A4-1000001-	MRVA-1000001-
	KG	LS	5MT	SHSRD87602U000001-	K20A4-1000001-	Z2M1-1500001-
			4AT	SHSRD88602U000001-	K20A4-1000001-	MRVA-1000001-
		ES	5MT	SHSRD87702U000001-	K20A4-1000001-	Z2M1-1500001-
			4AT	SHSRD88702U000001-	K20A4-1000001-	MRVA-1000001-
	KR	LS	5MT	SHSRD87202U000001-	K20A4-1000001-	Z2M1-1500001-
			4AT	SHSRD88202U000001-	K20A4-1000001-	MRVA-1000001-
		ES	5MT	SHSRD87302U000001-	K20A4-1000001-	Z2M1-1500001-
			4AT	SHSRD88302U000001-	K20A4-1000001-	MRVA-1000001-
	KS	ES	5MT	SHSRD87102U000001-	K20A4-1000001-	Z2M1-1500001-
			4AT	SHSRD88202U000001-	K20A4-1000001-	MRVA-1000001-
	KQ	RV-i	5MT	JHLRD77402C200001-	K24A1-1400001-	Z2M3-1000001-
			4AT	JHLRD78402C200001-	K24A1-1400001-	MRVA-1000001-
		RV-Si	5MT	JHLRD77802C200001-	K24A1-1400001-	Z2M3-1000001-
			4AT	JHLRD78802C200001-	K24A1-1400001-	MRVA-1000001-
	KH	BASE	5MT	JHLRD57402C200001-	K20A4-1900001-	Z2M1-1000001-
			4AT	JHLRD58402C200001-	K20A4-1900001-	MRVA-1000001-
	KK	LX	5MT	JHLRD77402C200001-	K24A1-1900001-	Z2M3-1000001-
			4AT	JHLRD78402C200001-	K24A1-1900001-	MRVA-1000001-
		EX	5MT	JHLRD77802C200001-	K24A1-1900001-	Z2M3-1000001-
			4AT	JHLRD78802C200001-	K24A1-1900001-	MRVA-1000001-
		LX	4AT	JHLRD68402C200001-	K24A1-1900001-	MCVA-1000001-
	KM	RV-Si	5MT	JHLRD77802C200001-	K24A1-1900001-	Z2M3-1000001-
			4AT	JHLRD78802C200001-	K24A1-1900001-	MRVA-1000001-
	KN	RV-i	5MT	JHLRD57402C200001-	K20A4-1900001-	Z2M1-1000001-
			4AT	JHLRD58402C200001-	K20A4-1900001-	MRVA-1000001-
		RV-Si	5MT	JHLRD57802C200001-	K20A4-1900001-	Z2M1-1000001-
			4AT	JHLRD58802C200001-	K20A4-1900001-	MRVA-1000001-
	KP	RV-i	5MT	JHLRD57402C200001-	K20A5-1000001-	Z2M1-1000001-
			4AT	JHLRD58402C200001-	K20A5-1000001-	MRVA-1000001-
		RV-Si	5MT	JHLRD57802C200001-	K20A5-1000001-	Z2M1-1000001-
			4AT	JHLRD58802C200001-	K20A5-1000001-	MRVA-1000001-
	KT	BASE	5MT	JHLRD57402C200001-	K20A5-1000001-	Z2M1-1000001-
			4AT	JHLRD58402C200001-	K20A5-1000001-	MRVA-1000001-
	KU	RV-i	4AT	JHLRD58402C200001-	K20A4-1900001-	MRVA-1000001-
		RV-iH	4AT	JHLRD58502C200001-	K20A4-1900001-	MRVA-1000001-
		RV-SI	4AT	JHLRD58802C200001-	K20A4-1900001-	MRVA-1000001-
		RV-SiH	4AT	JHLRD58902C200001-	K20A4-1900001-	MRVA-1000001-
	KW	BASE	5MT	JHLRD57402C200001-	K20A5-1000001-	Z2M1-1000001-
			4AT	JHLRD58402C200001-	K20A5-1000001-	MRVA-1000001-
	KY	RV-i	5MT	JHLRD574*2C400001-	K20A4-1900001-	Z2M1-1000001-
				JHLRD575*2C400001-	K20A4-1900001-	Z2M1-1000001-
			4AT	JHLRD584*2C400001-	K20A4-1900001-	MRVA-1000001-
				JHLRD585*2C400001-	K20A4-1900001-	MRVA-1000001-
		RV-Si	5MT	JHLRD578*2C400001-	K20A4-1900001-	Z2M1-1000001-
				JHLRD579*2C400001-	K20A4-1900001-	Z2M1-1000001-
			4AT	JHLRD588*2C400001-	K20A4-1900001-	MRVA-1000001-
				JHLRD589*2C400001-	K20A4-1900001-	MRVA-1000001-

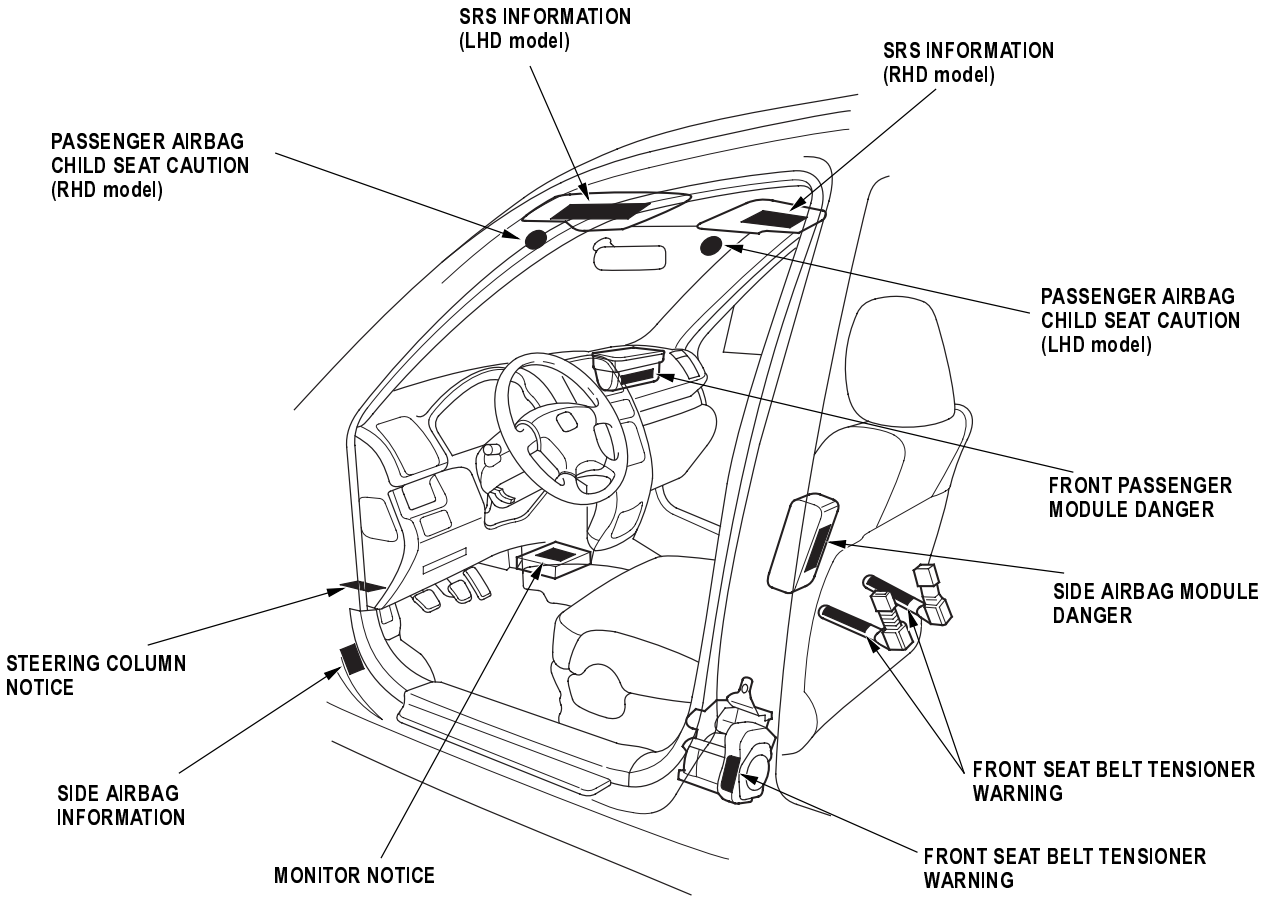
Identification Number Locations

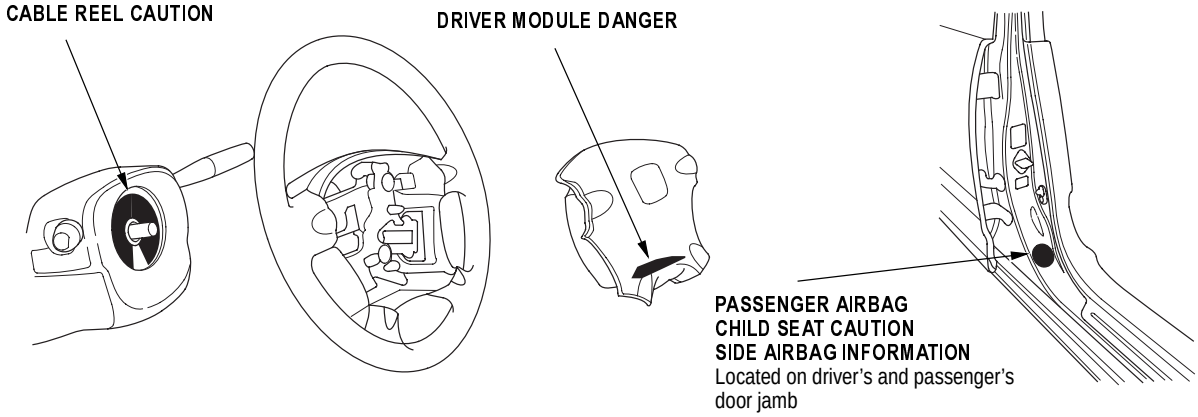




Warning/Caution Label Locations

NOTE:
- The illustration shows the LHD model; RHD is symmetrical.
- SIDE AIRBAG INFORMATION labels are located on the driver's and passenger's doorjamb.





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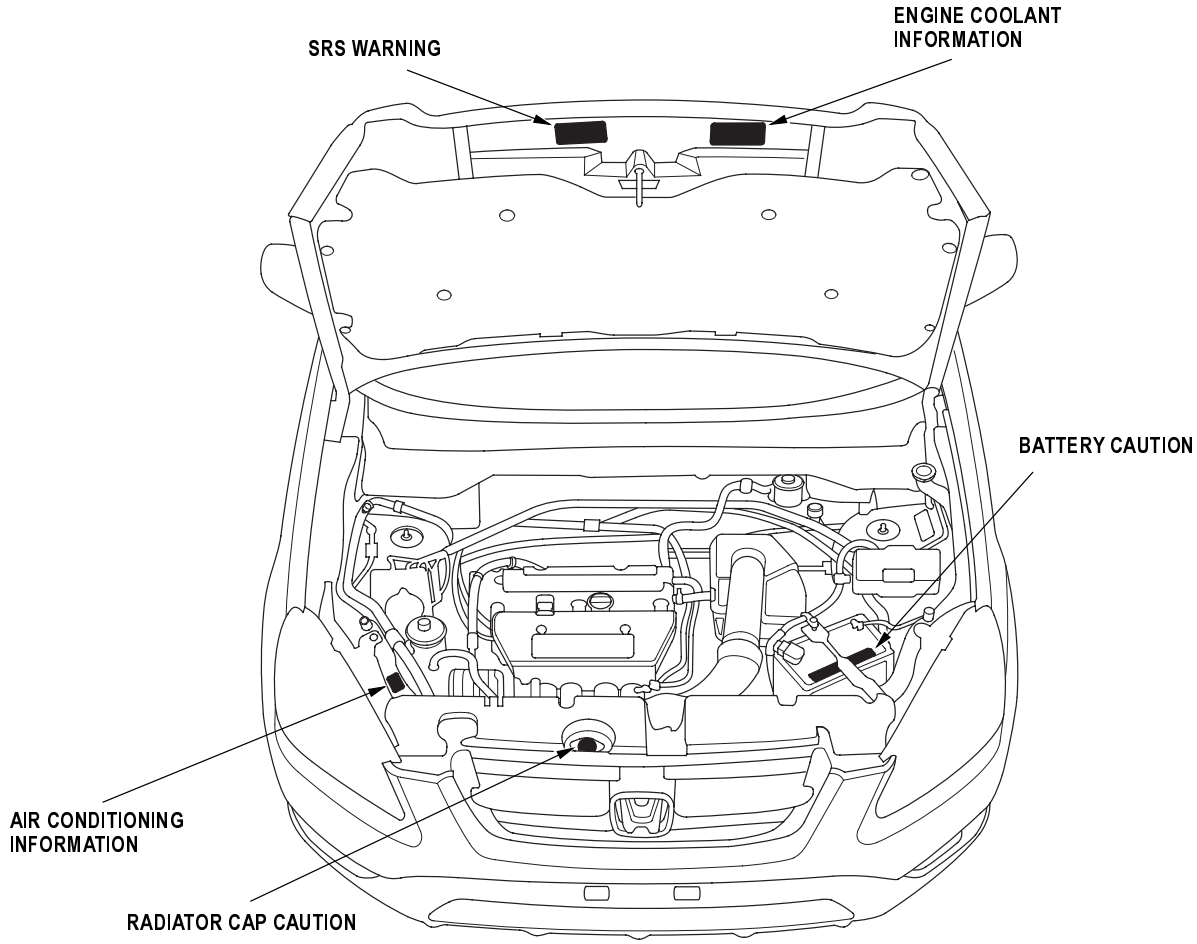
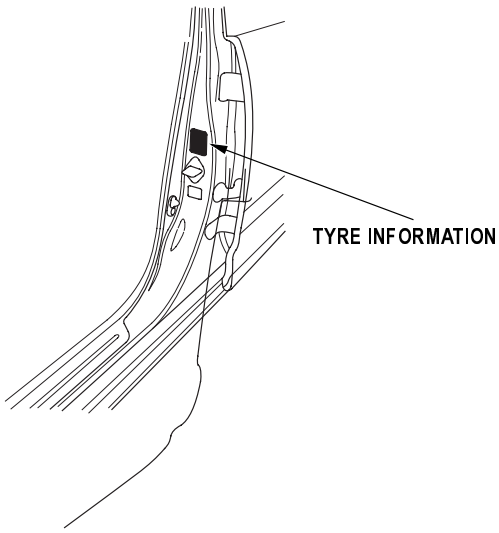
Warning/Caution Label Locations (cont'd)



DRIVER'S DOORJAMB:



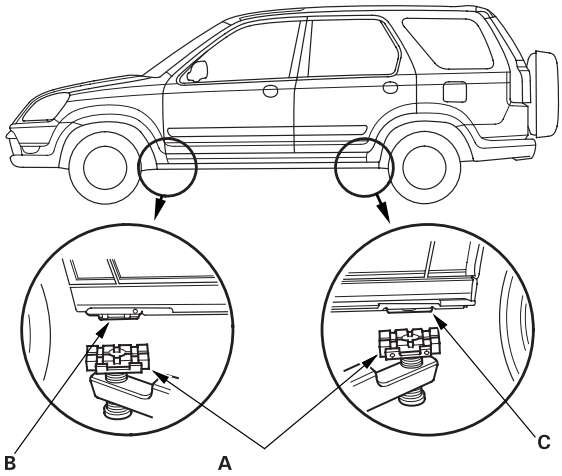
NOTE: The illustration shows the LHD model; RHD is symmetrical.

Lift and Support Points

NOTE: If you are going to remove heavy components such as suspension or the fuel tank from the rear of the vehicle, first support the front of the vehicle with tall safety stands. When substantial weight is removed from the rear of the vehicle, the center of gravity can change and cause the vehicle to tip forward on the hoist.

Frame Hoist

1. Position the hoist lift blocks (A), or safety stands, under the vehicle's front support points (B) and rear support points (C).



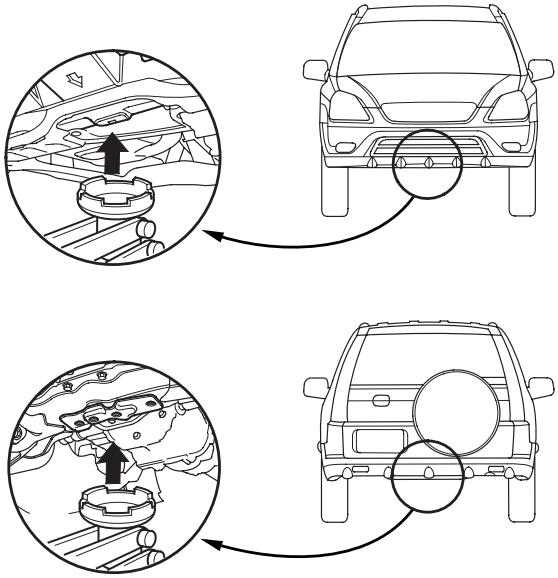
2. Raise the hoist a few inches, and rock the vehicle gently to be sure it is firmly supported.
3. Raise the hoist to full height, and inspect the lift points for solid contact with the lift blocks.

Safety Stands

To support the vehicle on safety stands, use the same support points (B and C) as for a frame hoist. Always use safety stands when working on or under any vehicle that is supported only by a jack.

Floor Jack

1. Block the rear wheels when raising the front of the vehicle; block the front wheels when raising the rear of the vehicle.
   Place the blocks behind and ahead of the wheels.
2. Raise the vehicle high enough to insert the safety stands.
3. Adjust and place the safety stands so the vehicle will be approximately level, then lower the vehicle onto them.



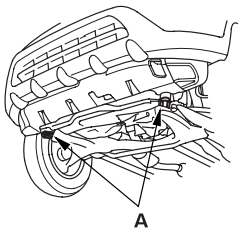
Towing

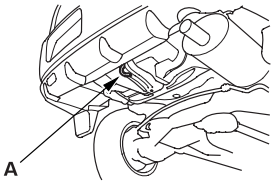
If the vehicle needs to be towed, call a professional towing service. Never tow the vehicle behind another vehicle with just a rope or chain. It is very dangerous.

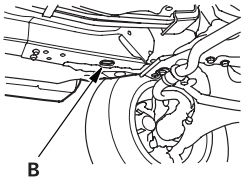
Emergency Towing
There are three popular methods of towing a vehicle.

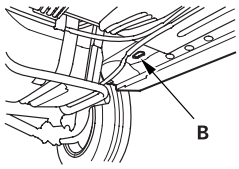
Flat-bed Equipment- The operator loads the vehicle on the back of a truck. This is the best way of transporting the vehicle.

To accommodate flat-bed equipment, the vehicle is equipped with towing hooks (A) and tie down hook slots (B).
The towing hooks can be used with a winch to pull the vehicle onto the truck, and the tie down hook slots can be used to secure the vehicle to the truck.









Wheel Lift Equipment- The tow truck uses two pivoting arms that go under the tires (front or rear) and lift them off the ground. The other two wheels remain on the ground.

Sling-type Equipment- The tow truck uses metal cables with hooks on the ends. These hooks go around parts of the frame or suspension and the cables lift that end of the vehicle off the ground. The vehicle's suspension and body can be seriously damaged if this method of towing is attempted. This method of towing the CR-V is unacceptable.

The only recommended way of towing the CR-V is on a flat-bed truck.
Towing the 4WD CR-V with only two wheels on the ground will damage parts of the 4WD system.
The 2WD CR-V may also be towed with the front wheels off the ground, or with all four wheels on the ground.

If the 2WD CR-V cannot be transported by flat-bed, it should be towed with the front wheels off the ground. If due to damage, the vehicle must be towed with the front wheels on the ground, or if the vehicle is towed with all four wheels on the ground, do the following:

Manual Transmission
- Release the parking brake.
- Shift the transmission in Neutral.

Automatic Transmission
- Release the parking brake.
- Start the engine.
- Shift to [D] position, then [N] position.
- Turn off the engine.

It is best to tow the vehicle no farther than 50 miles (80 km), and keep the speed below 35 mph (55 km/h).

NOTICE

- Improper towing preparation will damage the transmission. Follow the above procedure exactly. If you cannot shift the transmission or start the engine (automatic transmission), the vehicle must be transported on a flat-bed.
- Trying to lift or tow the vehicle by the bumpers will cause serious damage. The bumpers are not designed to support the vehicle's weight.

Service Precautions

4WD model Information

The 4WD CR-V does not have the feature that mechanically switches between 4WD (four-wheel drive) and 2WD (front-wheel drive).

Do not drive the vehicle with rear wheels on the ground even though the front wheels are off the ground. The front wheel power is conveyed to the rear wheels, and the vehicle will start off.

Always lift the vehicle up so all four wheels are off the ground when troubleshooting, testing and inspecting the vehicle to rotate the wheels.

Use the free rollers under the rear wheels when performing test the vehicle with the speedometer tester.

Precautions on using free rollers:

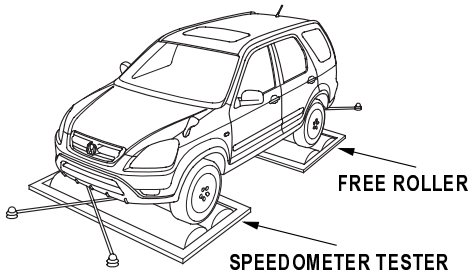
- Inspecting and testing using a chassis dynamometer is not feasible.
- Do not operate the accelerator pedal, brake pedal or steering wheel abruptly. It may cause the vehicle to roll and create a hazardous condition.
- The maximum testing speed should be 50 km/h (31 mph).
- The maximum continuous operating time should be 3 minutes.
- Make sure to tie down the vehicle securely with the side anchor wires. The free rollers are to be set under the rear wheels.

⚠ CAUTION ⚠

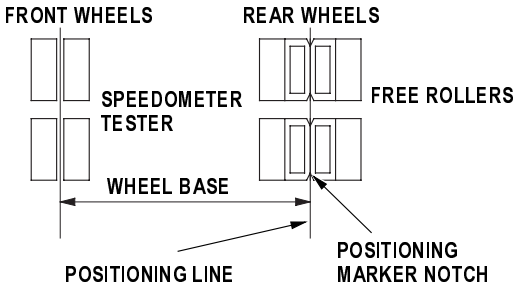
- Make sure to place the free rollers parallel to the roller of each speedometer tester.
- Putting the front and rear wheels on the speedometer testers and free rollers inappropriately may cause the vehicle to roll off or over the free rollers and create a hazardous condition.
- The side anchor wires must be appropriately tensioned. If the wires have too much slack, the expected tie-down efficiency cannot be obtained.
- When attaching the side anchor wires, make sure they are not interfering with the bumper and other parts of the vehicle body.
- Do not attach the wires to any place other than the designed areas.
- Do not a operate the speedometer testers at a speed more than 50 km/h (31 mph) or for more than 3 minutes.

Speedometer Testing Procedures

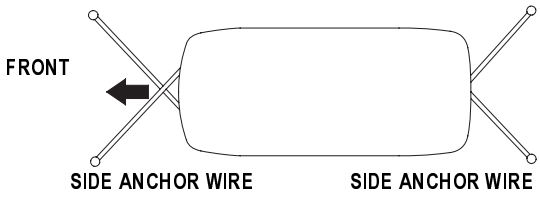
1. Set the free rollers according to the wheel base and tread of the vehicle.



NOTE: Align the position marker notch to the postioning line.



2. Move the vehicle to position the front wheels on the speedometer testers and the rear wheels on the free rollers. Make sure to align the center of the wheels to the center of the speedometer testers and the free rollers.



3. Tie down the vehicle securely using the towing hooks to prevent the vehicle from rolling off or over the free rollers.
4. Start the engine, shift the transmission to 3rd gear (manual transmission) or to [D] position (automatic transmission), accelerate the vehicle gradually, and measure the vehicle speed.
5. After measurement, use the brake pedal to gradually decelerate and stop the vehicle.

(cont'd)

Service Precautions (cont'd)

General

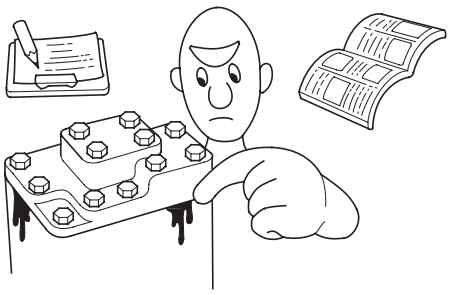
⚠ CAUTION ⚠

Observe all safety precautions and notes while working.

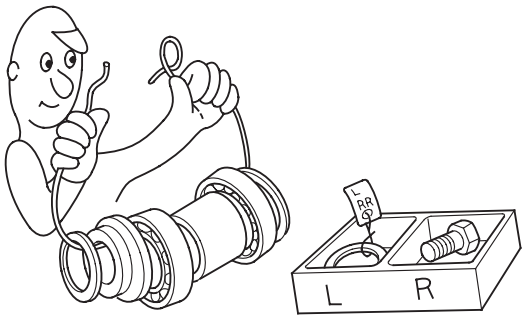
- Protect all painted surfaces and seats against dirt and scratches with a clean cloth or vinyl cover.

- Work safety and give your work your undivided attention. When either the front or rear wheels are to be raised, block the remaining wheels securely. Communicate at frequently as possible when work involves two or more workers. Do not run the engine unless the shop or working area is well ventilated.

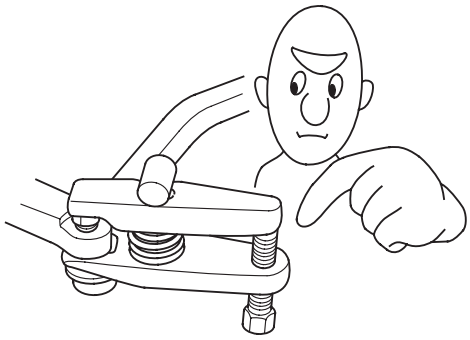
- Before removing or disassembling parts, they must be inspected carefully to isolate the cause for which service is necessary. Observe all safety notes and precautions and follow the proper procedures as described in this manual.



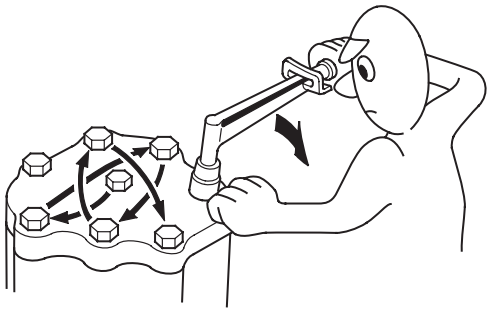
- Mark or place all removed parts in order in a parts rack so they can be reassembled in their original places.



- Use the special tool when use of such a tool is specified.

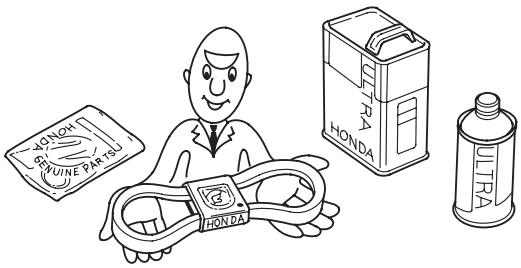


- Parts must be assembled with the proper torque according to the maintenance standards established.
- When tightening a series of bolts or nuts, begin with the center or large diameter bolts and tighten them in crisscross pattern in two or more steps.



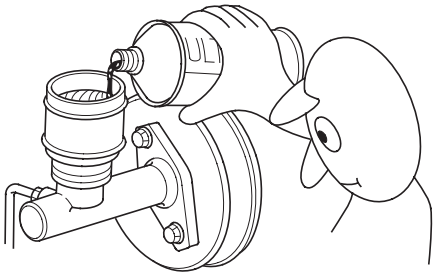
- Use new packings, gaskets, O-rings and cotter pins whenever reassembling.
- Do not reuse parts that must be required to replace. Always replace them.

- Use genuine HONDA parts and lubricants or those equivalent. When parts are to be reused, they must be inspected carefully to make sure they are not damaged or deteriorated and are in good usable condition.

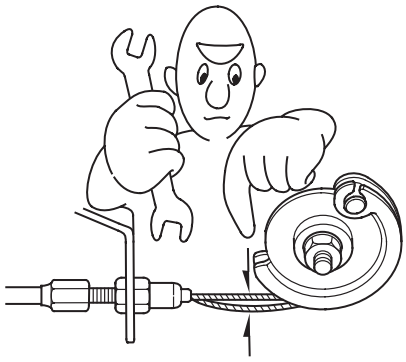


- Coat or fill parts with specified grease as specified (see page 03-2). Clean all removed parts with solvent upon disassembly.

- Brake fluid and hydraulic components
  - When replenishing the system, use extreme care to prevent dust and dirt from entering the system.
  - Do not mix different brands of fluid as they may not be compatible.
  - Do not reuse drained brake fluid.
  - Because brake fluid can cause damage to painted and resin surfaces, care should be taken not to spill it on such materials. If spilled accidentally, quickly rinse it with water or warm water from painted or resin surfaces.
  - After disconnecting brake hoses or pipes, be sure to plug the openings to prevent loss of brake fluid.
  - Clean all disassembled parts only in clean BRAKE FLUID. Blow open all holes and passages with compressed air.
  - Keep disassembled parts from air-borne dust and abrasives.
  - Check that parts are clean before assembly.



- Avoid oil or grease getting on rubber parts and tubes, unless specified.
- Upon assembling, check every part for proper installation and operation.



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Service Precautions (cont'd)

Electrical Troubleshooting Information

Before Troubleshooting

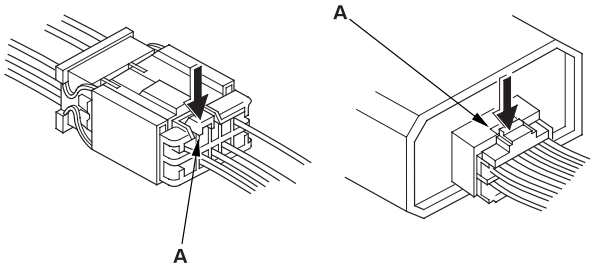
1. Check applicable fuses in the appropriate fuse/relay box.
2. Check the battery for damage, state of charge, and clean and tighten the connections.

   NOTICE

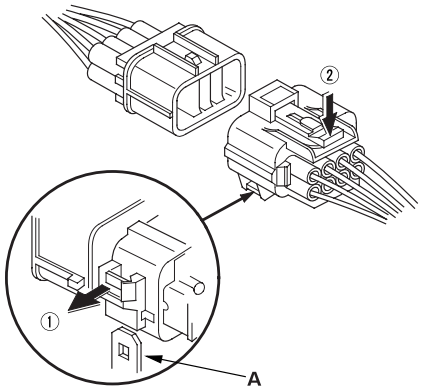
   - Do not quick-charge a battery unless the battery ground cable has been disconnected, otherwise you will damage the alternator diodes.
   - Do not attempt to crank the engine with the battery ground cable loosely connected or you will severely damage the wiring.
3. Check the alternator belt tension.

Handling Connectors

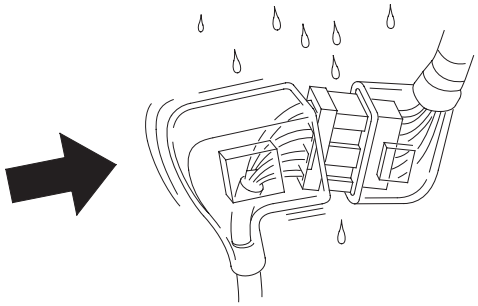
- Make sure the connectors are clean and have no loose wire terminals.
- Make sure multiple cavity connectors are packed with grease (except watertight connectors).
- All connectors have push-down release type locks (A).



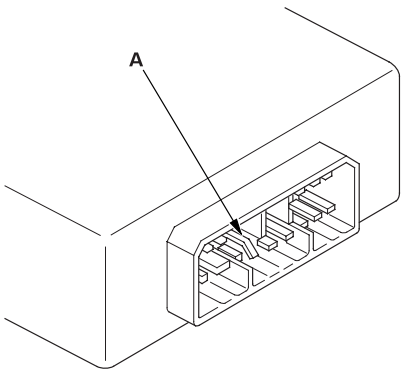
- Some connectors have a clip on their side used to attach them to a mounting bracket on the body or on another component. This clip has a pull type lock.
- Some mounted connectors cannot be disconnected unless you first release the lock and remove the connector from its mount bracket (A).



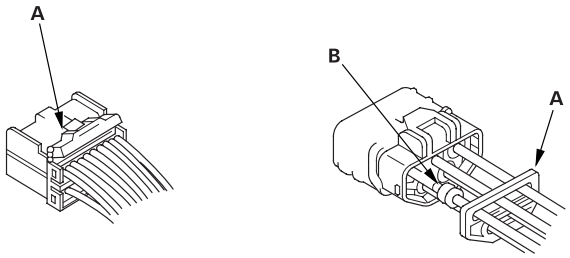
- Never try to disconnect connectors by pulling on their wires; pull on the connector halves instead.
- Always reinstall plastic covers.



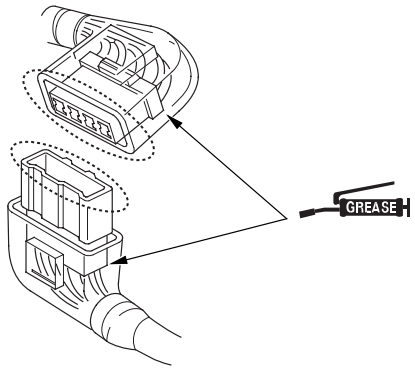
- Before connecting connectors, make sure the terminals (A) are in place and not bent.



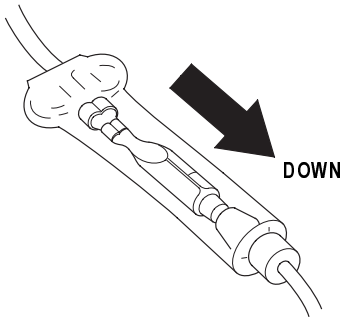
- Check for loose retainer (A) and rubber seals (B).



- The backs of some connectors are packed with grease. Add grease if necessary. If the grease is contaminated, replace it.

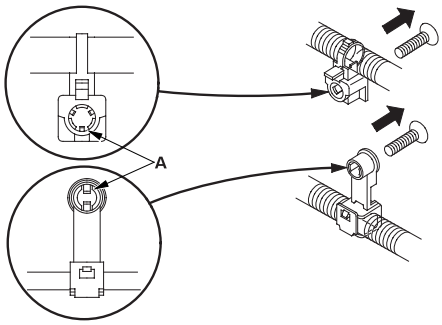


- Insert the connector all the way and make sure it is securely locked.
- Position wires so that the open end of the cover faces down.

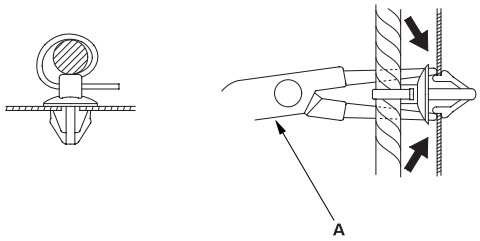


Handling Wires and Harnesses

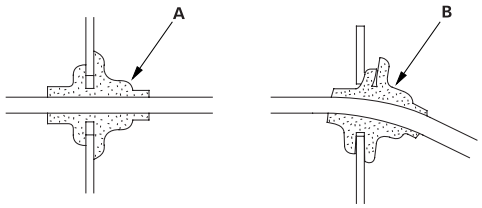
- Secure wires and wire harnesses to the frame with their respective wire ties at the designated locations.
- Remove clips carefully; don't damage their locks (A).



- Slip pliers (A) under the clip base and through the hole at an angle, then squeeze the expansion tabs to release the clip.



- After installing harness clips, make sure the harness doesn't interfere with any moving parts.
- Keep wire harnesses away from exhaust pipes and other hot parts, from sharp edges of brackets and holes, and from exposed screws and bolts.
- Seat grommets in their grooves properly (A). Do not leave grommets distorted (B).

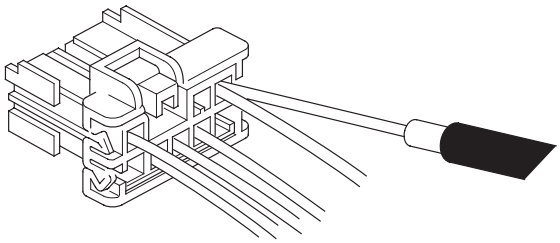


(cont'd)

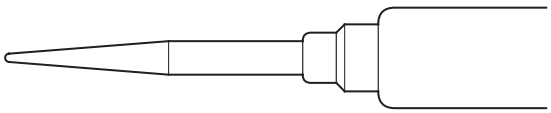
Service Precautions (cont'd)

Testing and Repairs

- Do not use wires or harnesses with broken insulation. Replace them or repair them by wrapping the break with electrical tape.
- After installing parts, make sure that no wires are pinched under them.
- When using electrical test equipment, follow the manufacturer's instructions and those described in this manual.
- If possible, insert the probe of the tester from the wire side (except waterproof connector).

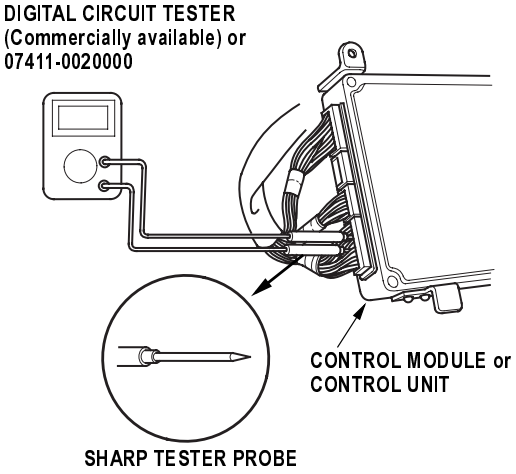


- Use a probe with a tapered tip.



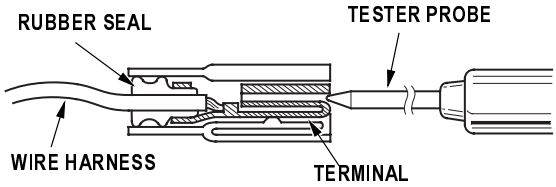
- Refer to the instructions in the Honda Terminal Kit for identification and replacement of connector terminals.

When checking any control module(s) or unit(s) connector terminals, gently slide the sharp tester probe from the wire side into the connector until it comes in contact with the terminal end of the wire.



CAUTION

- Puncturing the insulation on a wire can cause poor or intermittent electrical connections.
- For testing at connectors, bring the tester probe into contact with the terminal from the connector side of wire harness connectors in the engine compartment. For female connectors, just touch lightly with the tester probe and do not insert the probe.



Five-step Troubleshooting

1. Verify The Complaint

Turn on all the components in the problem circuit to verify the customer complaint. Note the symptoms. Do not begin disassembly or testing until you have narrowed down the problem area.

2. Analyze The Schematic

Look up the schematic for the problem circuit. Determine how the circuit is supposed to work by tracing the current paths from the power feed through the circuit components to ground. If several circuits fail at the same time, the fuse or ground is a likely cause.

Based on the symptoms and your understanding of the circuit operation, identify one or more possible causes of the problem.

3. Isolate The Problem By Testing The Circuit

Make circuit tests to check the diagnosis you made in step 2. Keep in mind that a logical, simple procedure is the key to efficient troubleshooting. Test for the most likely cause of failure first. Try to make tests at points that are easily accessible.

4. Fix The Problem

Once the specific problem is identified, make the repair. Be sure to use proper tools and safe procedures.

5. Make Sure The Circuit Works

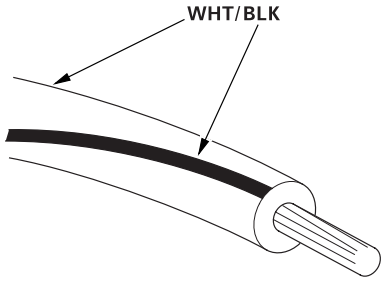
Turn on all components in the repaired circuit in all modes to make sure you've fixed the entire problem. If the problem was a blown fuse, be sure to test all of the circuits on the fuse. Make sure no new problems turn up and the original problem does not recur.

Wire Color Codes

The following abbreviations are used to identify wire colors in the circuit schematics:

WHT	White
YEL	Yellow
BLK	Black
BLU	Blue
GRN	Green
RED	Red
ORN	Orange
PNK	Pink
BRN	Brown
GRY	Gray
PUR	Purple
LT BLU	Light Blue
LT GRN	Light Green

The wire insulation has one color or one color with another color stripe. The second color is the stripe.



Abbreviations

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

ABS	Anti-lock Brake System
A/C	Air Conditioning, Air Conditioner
ACL	Air Cleaner
A/F	Air Fuel Ratio
ALR	Automatic Locking Retractor
ALT	Alternator
AMP	Ampere(s)
ANT	Antenna
API	American Petroleum Institute
APPROX.	Approximately
ASSY	Assembly
A/T	Automatic Transmission
ATDC	After Top Dead Center
ATF	Automatic Transmission Fluid
ATT	Attachment
ATTS	Active Torque Transfer System
AUTO	Automatic
AUX	Auxiliary
BARO	Barometric
BAT	Battery
BDC	Bottom Dead Center
BTDC	Before Top Dead Center
CARB	Carburetor
CAT or CATA	Catalytic Converter
CHG	Charge
CKF	Crankshaft Speed Fluctuation
CKP	Crankshaft Position
CO	Carbon Monoxide
COMP	Complete
CPB	Clutch Pressure Back up
CPC	Clutch Pressure Control
CPU	Central Processing Unit
CVT	Continuously Variable Transmission
CYL	Cylinder
CYP	Cylinder Position
DI	Distributor Ignition
DIFF	Differential
DLC	Data Link Connector
DOHC	Double Overhead Camshaft
DPI	Dual Point Injection
DTC	Diagnostic Trouble Code
EBD	Electronic Brake Distribution
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
F	Front
FIA	Fuel Injection Air
FL	Front Left
FP	Fuel Pump
FR	Front Right
FSR.	Fail Safe Relay
FWD	Front Wheel Drive
GAL	Gallon
GND	Ground
GPS	Global Positioning System
H/B	Hatchback
HC	Hydrocarbons
HID	High Intensity Discharge
HO2S	Heated Oxygen Sensor
IAB	Intake Air Bypass
IAC	Idle Air Control
IACV	Idle Air Control Valve
IAR	Intake Air Resonator
IAT	Intake Air Temperature
ICM	Ignition Control Module
ID	Identification
ID or I.D.	Inside Diameter
IG or IGN	Ignition
IMA	Idle Mixture Adjustment Integrated Motor Assisted
IMMOBI.	Immobilizer (Immobiliser)
IN	Intake
INJ	Injection
INT	Intermittent
KS	Knock Sensor
L	Left
L/C	Lock-up Clutch
LCD	Liquid Crystal Display
LED	Light Emitting Diode
LEV	Low Emission Vehicle
LF	Left Front
LH	Left Handle
LHD	Left Handle Drive
LR	Left Rear
LSD	Limited Slip Differential
L-4	In-line Four Cylinder (engine)

MAP	Manifold Absolute Pressure
MAX.	Maximum
MBS	Mainshaft Brake System
MCK	Motor Check
MCU	Moment Control Unit
MIL	Malfunction Indicator Lamp
MIN.	Minimum
MPI	Multi Point Injection
M/S	Manual Steering
M/T	Manual Transmission
N	Neutral
NOx	Oxides of Nitrogen
OBD	On-board Diagnostic
O2S	Oxygen Sensor
OD or O.D.	Outside Diameter
P	Park
PAIR	Pulsed Secondary Air Injection
PCM	Powertrain Control Module
PCV	Positive Crankcase Ventilation Proportioning Control Valve
PDU	Power Drive Unit
PGM-FI	Programmed-fuel Injection
PGM-IG	Programmed Ignition
PH	Pressure High
PL	Pilot Light or Pressure Low
PMR	Pump Motor Relay
P/N	Part Number
PRI	Primary
P/S	Power Steering
PSF	Power Steering Fluid
PSP	Power Steering Pressure
PSW	Pressure Switch
Qty	Quantity
R	Right
REF	Reference
RGB	Red, Green, Black
RH	Right Handle
RHD	Right Handle Drive
RL	Rear Left
RON	Research Octane Number
RR	Rear Right
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
T	Torque
TB	Throttle Body
T/B	Timing Belt
TC	Torque Converter
TCM	Transmission Control Module
TCS	Traction Control System
TDC	Top Dead Center
TFT	Thin Film Transistor
T/N	Tool Number
TP	Throttle Position
TWC	Three Way Catalytic Converter
VC	Viscous Coupling
VIN	Vehicle Identification Number
VSS	Vehicle Speed Sensor
VTEC	Variable Valve Timing & Valve Lift Electronic Control
VVIS	Variable Volume Intake System
W	With
W/O	Without
WOT	Wide Open Throttle
2WD	Two Wheel Drive
4WD	Four Wheel Drive
2WS	Two Wheel Steering
4AT	4-speed Automatic Transmission
5MT	5-speed Manual Transmission
6MT	6-speed Manual Transmission
[P]	Park
[R]	Reverse
[N]	Neutral
[D4]	Drive (1st through 4th gear)
[D3]	Drive (1st through 3rd gear)
[2]	Second
[1]	First
[D]	Drive
[S]	Second
[L]	Low
O/D	Over Drive
1ST	Low (gear)
2ND	Second (gear)
3RD	Third (gear)
4TH	Fourth (gear)
5TH	Fifth (gear)
6TH	Sixth (gear)