

INTRODUCTION

How to Use This Manual

This supplement contains information for the 1993 ACCORD and ACCORD AERO DECK.

Refer to following shop manuals for service procedures and data not included in this supplement.

Description	Code No.
ACCORD CHASSIS Maintenance and Repair 90	62SM400
ACCORD SUPPLEMENT 91	62SM420
ACCORD AERO DECK SUPPLEMENT 91	62SM421
ACCORD SUPPLEMENT 92	62SM422
ACCORD COUPE SUPPLEMENT 92	62SM423
F18A/F20A/F22A ENGINE Maintenance and Repair	62PT400
H2 MANUAL TRANSMISSION Maintenance and Repair	62PX500
PX4B AUTOMATIC TRANSMISSION Maintenance and Repair	62PX400

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 does contain warnings and cautions against some specific service methods which could cause **PERSONAL INJURY**, or could 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 each 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.

General Info



Special Tools



Specifications

specs

Maintenance



Engine



Cooling



Fuel and Emissions



* Transaxle



* Steering



Suspension



* Brakes (Including ABS)



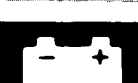
* Body



* Heater and Air Conditioner



* Electrical (Including SRS)



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

Outline of Model Changes

ITEM	DESCRIPTION	91 MODEL	91 AERO DECK	92*1 MODEL	93*1 MODEL	REFERENCE SECTION
General	Accord Aero Deck added		○			—
	Accord Wagon (KQ) added*2			○		—
Engine	Tightening torque changed • Engine Mounting bolts and nuts • Main bearing cap nut • Exhaust pipe-to muffler connecting nut Changed • Exhaust manifold (KQ model) • Crank bore marking method	○				—
	Changed • Muffler		○			—
Carburetor	Adopted • KE with CATA model Modified • Vacuum connections		○			—
	Adapted • KF with CATA model Modified • PGM-CARB system diagram and connector			○		—
PGM-FI	Adopted • KE with CATA model Modified • KQ model (2.2 ℓ) • Electronic control unit (ECU) • Vacuum connections • TDC/CRANK/CYL sensors • Fuel pressure • Constant vacuum control (CVC) valve	○				—
	Modified • Fuel tank		○			—
	Added • KF with CATA model Modified • Vacuum connections • O₂ sensor • Fuel-injected system diagram and connections			○		—
	Added • 2.0 ℓ with CATA model of ACCORD AERODECK (KG, KE)				○	6
Clutch	Changed • Torque value of clutch pipe			○		—

*1 Includes 4-door (sedan) and 5-door (Aero deck or Wagon)

*2 Refer to the shop manual ACCORD SUPPLEMENT 91 "ACCORD AERO DECK" (No. 62SM421).

ITEM	DESCRIPTION	91 MODEL	91 AERO DECK	92*1 MODEL	93*1 MODEL	REFERENCE SECTION
Manual Transmission	Modified • Changed lever • 3rd/4th synchro sleeve • 5th synchro hub and 5th synchro sleeve • 1st/2nd synchro hub	○				—
	Changed • Shift and select cable • Countershaft bearing • Torque value of countershaft locknut • 2nd gear spacer collar			○		—
Automatic Transmission	Changed • Transmission type, from MPXA to APXA		○			—
	Changed			○		—
Power Steering	Added • High pressure pipe for power steering pump		○			—
Suspension	Changed • Torque value of front suspension			○		—
Anti-lock Brake System	Changed • Brake booster for LHD car with ABS			○		—
	Modified • ABS control unit • ABS modulator unit and power unit					—
Body	Added • Aero deck		○			—
Electrical	Changed • Power supply circuit • Taillight Modified • Brake light failure sensor • Power door locks • Stereo sound system Adopted • Pear wiper/washer • Tailgated latch switch		○			—
	Added • SRS type I and SRS type II • High mount brake light (KQ model)			○		—
	Added • Interlock system (KQ model) • Driver's door lock actuator (KQ model) Changed • Idle speed for fuel-injected engine • Ignition timing for carbureted engine (KY model) • Integrated control unit (KY model)				○	16

Chassis and Engine Numbers

Vehicle Identification Number (4D with 2.0 l Carbureted engine)

JHMCB35200C300001

Manufacturer, Make and Type of Vehicle

JHM: HONDA MOTOR CO.,
LTD. JAPAN
HONDA Passenger car

Body Type

CB3: ACCORD 2.0 l

Body and Transmission Type

5: 4-door 5-speed Manual

6: 4-door 4-speed Automatic

Vehicle Grade

2: DX, KG/KS (F20A2)

LX, KY (F20A3 Leaded gasoline)

3: EX, KF/KG/KS/KE (F20A2)

KF/KE (F20A3 Unleaded
gasoline)

KB/KW/KP/KT/KU/KY

(F20A3, Leaded gasoline)

EX (90ps), KG (F20A6)

Fixed Code

Auxiliary Number

Factory Code

C: Saitama Factory in Japan

Model Year

3: 1993

Serial Number

Vehicle Identification Number (4D with 2.0 l Fuel-injected engine except KB other)

JHMCB35400C300001

Manufacturer, Make and Type of Vehicle

JHM: HONDA MOTOR CO.,
LTD. JAPAN
HONDA Passenger car

Body Type

CB3: ACCORD 2.0 l

Body and Transmission Type

5: 4-door 5-speed Manual

6: 4-door 4-speed Automatic

Vehicle Grade

4: 2.0i, KF/KE (F20A5 Unleaded gasoline)

KB/KW (F20A5 Leaded gasoline)

KF/KG/KS/KE (F20A8)

2.0i with ABS

KF/KE (F20A5 Unleaded gasoline)

KB (F20A5, Leaded gasoline)

KF/KG/KX/KS/KE (F20A8)

EXi, KU (F20A5 Leaded gasoline)

Fixed Code

Auxiliary Number

Factory Code

C: Saitama Factory in Japan

Model Year

3: 1993

Serial Number

Vehicle Identification Number (4D with 2.0 l, 2.2 l Fuel-injected engine KB other)

1HGCC155*PA700001

Manufacturer, Code and Vehicle Type

1HG: HONDA OF AMERICA
MFG., INC., U.S.A.
HONDA Passenger car

Body Type

CC1: ACCORD 2.0 l

CD2: ACCORD 2.2 l

Body and Transmission Type

5: 4-door 5-speed Manual

6: 4-door 4-speed Automatic

Vehicle Grade

5: LX (CC1)

6: EX (CD2)

Check Digit

Model Year

P: 1993

Factory Code

A: Ohio Factory in U.S.A. (Marysvill)

Serial Number

Vehicle Identification Number (4D with 2.2 l Fuel-injected engine except KB other)

JHMCB75400C300001

Manufacturer, Make and Type of Vehicle

JHM: HONDA MOTOR CO.,
LTD. JAPAN
HONDA Passenger car

Body Type

CB7: ACCORD 2.2 l

Body and Transmission Type

5: 4-door 5-speed Manual

6: 4-door 4-speed Automatic

Vehicle Grade

4: LXi, KQ (F22A9)

5: 2.2i, KF/KG/KX/KS/KE (F22A3)

EXi, KQ (F22A9)

KY (F22A2)

Fixed Code

Auxilliary Number

Factory Code

C: Saitama Factory in Japan

Model Year

3: 1993

Serial Number



Vehicle Identification Number
(5D with 2.2 ℓ, 2.0 ℓ
Fuel-injected engine)

1HGCB87400A100001

**Manufacturer, Code and
Vehicle Type**

1HG: HONDA OF AMERICA
MFG.,
INS., U.S.A.
HONDA Passenger car

Body Type

CB8: ACCORD AERO DECK 2.2 ℓ
(KF/KG/KE)
CB9: ACCORD AERO DECK 2.2 ℓ
(KQ)
CC9: ACCORD AERO DECK 2.0 ℓ
(KF/KG/KE)

Body and Transmission Type

7: 5-door 5-speed Manual
8: 5-door 4-speed Automatic

Vehicle Grade

4: 2.0i, 2.2i (KF/KG/KE)
LXi (KQ)
5: 2.0i, 2.2i with A/C (KF/KG/KE)
LXi with A/C (KQ)

Fixed Code

Auxilliary Number

Factory Code

A: Ohio Factory in U.S.A. (Marysvill)

Model Year

1: 1993

Serial Number

Engine Number
(2.2 ℓ engine for 4D European model)

F22A3-4000001

Engine Type

F22A3: 2.2 ℓ Fuel-injected engine
Unleaded gasoline with CATA
(KF/KG/KX/KS/KE)

Transmission Type

40: Manual
45: Automatic

Serial Number

Engine Number
(2.2 ℓ engine for 4D except European model)

F22A2-4000001

Engine Type

F22A2: 2.2 ℓ Fuel-injected engine
Leaded gasoline without CATA (KY)
F22A9: 2.2 ℓ Fuel-injected engine
Unleaded gasoline with CATA (KQ)

Serial Number

F22A2: 4000001 ~
F22A9: 3000001 ~

Engine Number
(2.2 ℓ engine for 5D model)

F22A6-3960001

Engine Type

F22A6: 2.2 ℓ Fuel-injected engine
Unleaded gasoline with CATA
for Manual and Automatic (KQ)
F22A7: 2.2 ℓ Fuel-injected engine
Unleaded gasoline with CATA
for Manual (KF/KG/KX/KS/KE)
F22A8: 2.2 ℓ Fuel-injected engine
Unleaded gasoline with CATA
for Automatic (KF/KG/KX/KS/KE)

Serial Number

F22A6: 3960001 ~
F22A7 and F22A8: 3000001 ~

Engine Number
(2.0 ℓ engine)

F20A2-4000001

Engine Type

F20A2: 2.0 ℓ Carbureted engine
Unleaded gasoline with CATA (KF/KG/KS/KE)
F20A3: 2.0 ℓ Carbureted engine
Unleaded gasoline without CATA (KF/KE)
F20A3: 2.0 ℓ Carbureted engine
Leaded gasoline without CATA
(KB/KW/KP/KT/KU/KY)
F20A5: 2.0 ℓ Fuel-injected engine
Unleaded gasoline without CATA (KF/KE)
F20A5: 2.0 ℓ Fuel-injected engine
Leaded gasoline without CATA
(KB/KW/KU)
F20A6: 2.0 ℓ Carbureted engine
Unleaded gasoline with CATA (KG-90ps)
F20A7: 2.0 ℓ Fuel-injected engine
Unleaded gasoline with CATA (KB other)
F20A8: 2.0 ℓ Fuel-injected engine
Unleaded gasoline with CATA
(KF/KG/KX/KS/KE)
F20Z3: 2.0 ℓ Fuel-injected engine
Unleaded gasoline with CATA (5D-KF/KG/KE)

Transmission Type

10: F20Z3 engine
20: F20A7, F20A8 engine
40: Except F20Z3, F20A7, F20A8 engine

Serial Number

Transmission Number

H2C4-4000001

Transmission Type

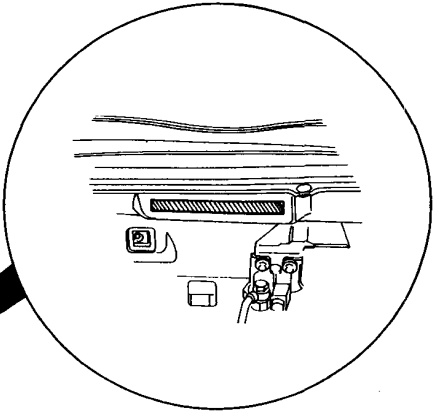
H2C4: Manual with F20A5/F20A8/F22A2/F22A3
engine (4D), F22A7/F20Z3 engine (5D)
H2S8: Manual with F20A2/F20A3/F20A6 engine
H2U5: Manual with F22A6 engine
(5D)/F22A9 engine (4D)
MPXA: Automatic

Serial Number

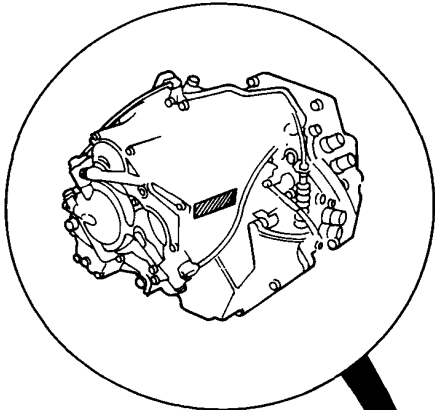
Manual (4D): 4000001 ~
Manual (5D): 8000001 ~
Automatic: 4000001 ~

Identification Number Locations

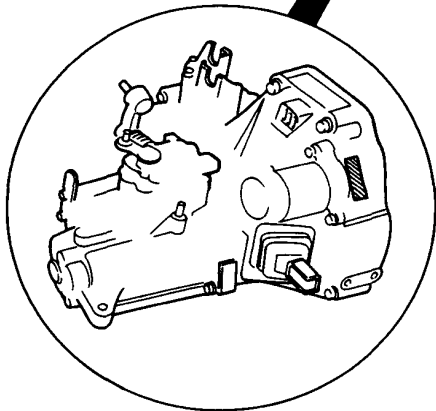
Vehicle Identification Number



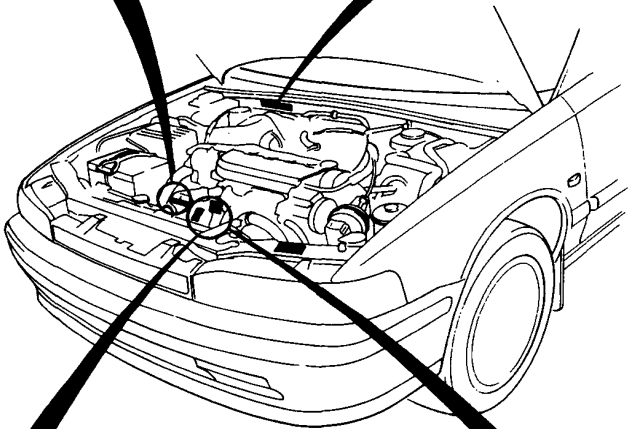
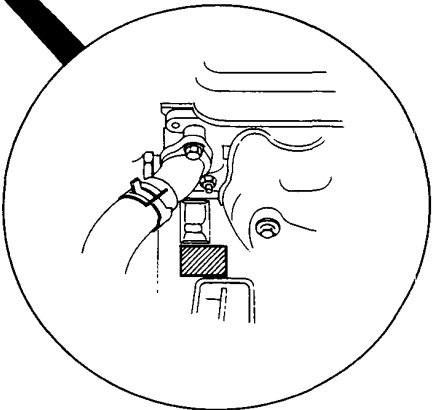
Transmission Number
(Automatic)

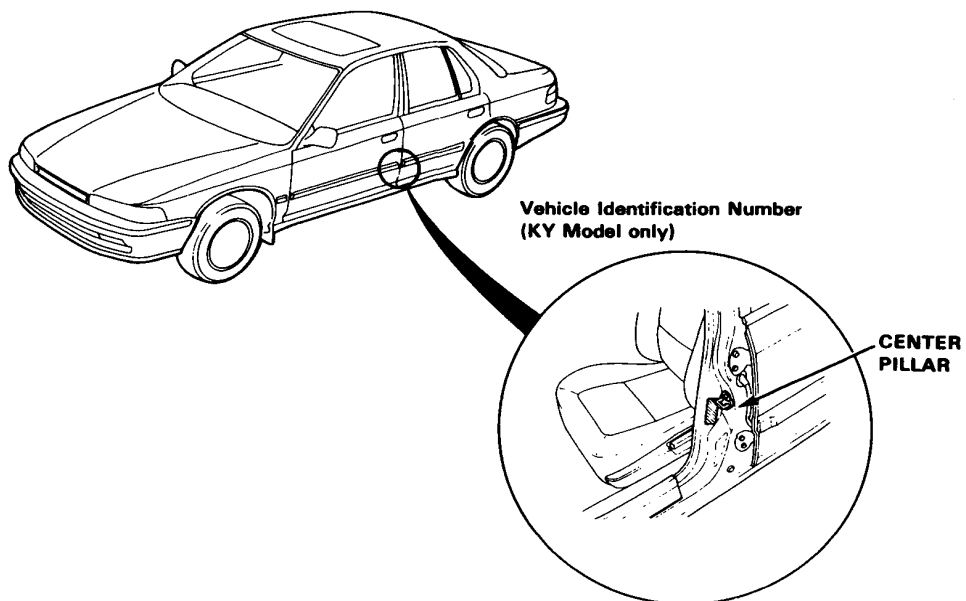
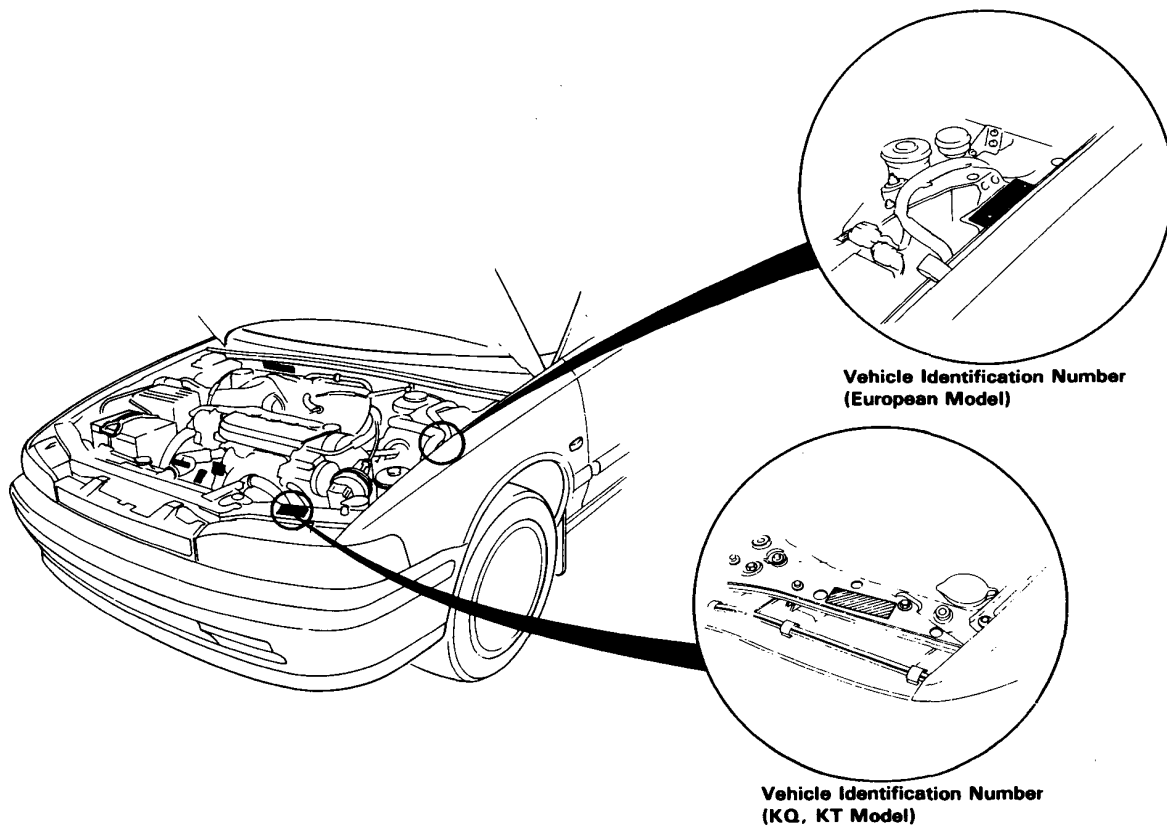


Transmission Number
(Manual)



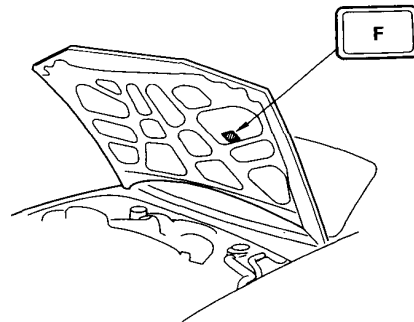
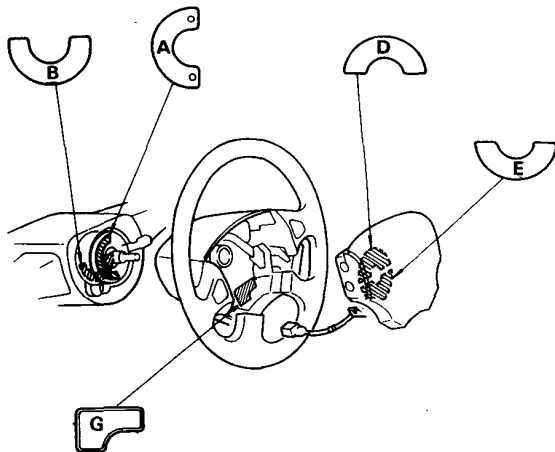
Engine Number





Label Locations

Warning/Caution Labels (SRS type I)



A: CABLE REEL CAUTION A

SRS

CAUTION

- REFER TO THE SHOP MANUAL.

ATTENTION

- SE REPORTER AU MANUAL D'ATELIER.

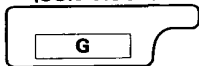
ACHTUNG

- WERKSTATTHANDBUCH LESEN.

WAARSCHUWING

- LEES HET WERKPLAATSHANOBOK.

(SUN VISOR)



B: CABLE REEL CAUTION B

SRS

CAUTION

- REFER TO THE SHOP MANUAL.

ATTENTION

- SE REPORTER AU MANUEL D'ATELIER.

ACHTUNG

- WERKSTATTHANDBUCH LESEN.

WAARSCHUWING

- LES HET WERKPLAATSHANOBOK.

C: STEERING WHEEL WARNING

WARNING

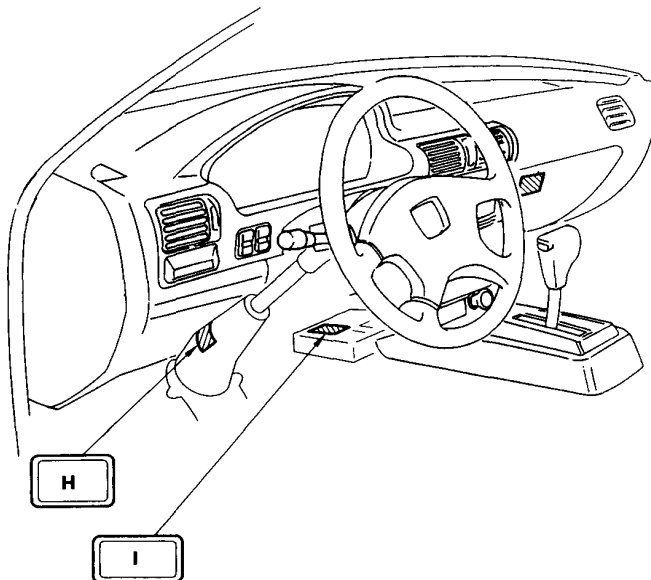
SRS

- REFER TO THE SHOP MANUAL.

- SE REPORTER AU MANUEL D'ATELIER.

- WERKSTATTHANDBUCH LESEN.

- LEES HET WERKPLAATSHANOBOK.





D: INFLATOR COVER LABEL

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

E: MODULE WARNING

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

F: ENGINE HOOD WARNING

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

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

WARNING **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 SYSTEM AUßER FUNKTION SETZEN WAS ZU ERNSTHAFTEN VERLETZUNGEN FÜHREN KANN.

WAARSCHUWING **SRS**
DIT VOERTUIG IS UITGERUST MET EEN LUCHTKUSSEN AAN DE BESTUURERSKANT 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 UITSCHAKELLEN VAN HET SYSTEEM DIT KAN TOT ERNSTIGE ONGELUKKEN LEIDEN.

(cont'd)

Label Locations

Warning/Caution Labels (SRS type I) (cont'd)

G: DRIVER INFORMATION

[SRS] ALWAYS WEAR YOUR SEAT BELT

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

[SRS] ATTACHEZ TOUJOURS VOTRE CEINTURE

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

[SRS] SICHERHEITSGURTE BEI JEDER FAHRT ANLEGEN

- DIESES FAHRZEUG BESITZT EINEN FAHRER AIRBAG ALS ZUSATZLICHES RUCKHALE-SYSTEM (S.R.S.).
- ES IST EINE ERGÄNZUNG ZUM SICHERHEITSGURT.
- WENN DIE SRS KONTROLLEUCHE WÄHREND DER FAHRT AUFLEUCHTET UMGEHEND EINEN HONDA HANDLER AUFsuchen.

[SRS] DRAAG ALTIJD UW VEILIGHEIDSGORDEL

- DIT VOERTUIG IS UITGERUST MET EEN LUCHTKUSSEN AAN DE BESTUURDERSKANT ALS EXTRA BESCHERMING (S.R.S.).
- DIT IS ONTWERPEN ALS EXTRA BESCHERMING BIJ DE VEILIGHEIDSGORDEL.
- ALS HET SRS-WAARSCHUWINGSLAMPJE GAAT BRANDEN ONDER HET RIJDEN, NEEM DAN KONTAKT OP MET EEN HONDA DEALER.

H: STEERING COLUMN CAUTION (KE 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 AINSI LE SYSTEME INOPERANT RETIREZ LE VOLANT AVANT DE DEVINSSER LE BOULON D'ACCOUPLEMENT D'ARBRE DE DIRECTION.

H: STEERING COLUMN CAUTION (KG model)

ACHTUNG [SRS]

UM EINE BESCHÄDIGUNG DER SRS-VERKABELUNG, DIE ZUM AUSTALL DES SYSTEMS FÜHREN KANN ZU VERHINDERN, IMMER DAS LENKRAD VOR DEM LENKWELENVERBINDUNGSBOLZEN AUSBAUEN.

WAARSCHUWING [SRS]

OM TE VOORKOMEN DAT DE S.R.S. -KABEL OF -HASPEL BESCHADIGD WORDEN, HETGEEN ERTOE ZOU LEIDEN DAT HET SYSTEEM UITVALT, DIEN U HET STUUR TE VERWIJDEREN VOORDAT U DE STUURSCHACHTCONNECTORBOUT VERWIJDERT.

I: SRS UNIT CAUTION

CAUTION [SRS]

- NO SERVICEABLE PARTS INSIDE.
- DO NOT DISASSEMBLE OR TAMPER.
- DO NOT DROP.
- STORE IN A CLEAN, DRY AREA.

ATTENTION

- AUCUN POINT D'INTERVENTION A L'INTERIEUR.
- NO PAS DEMONTER OU TOUCHER.
- NO PAS FAIRE TOMBER.
- RANGER DANS UN ENDROIT PROPRE ET SEC.

WAARSCHUWING

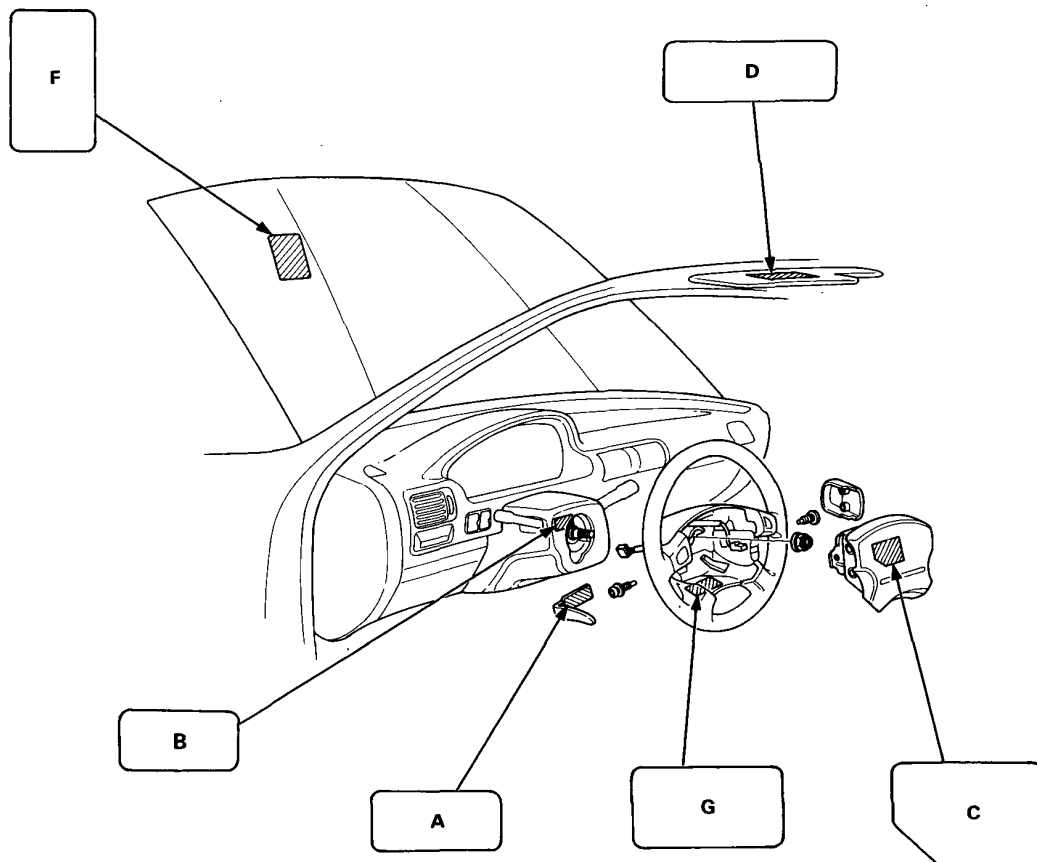
- BINNENIN BEVINDEN ZICH GEEN OHDER DELEN DIE AAN ONDERHOUD ONDERHEVIG ZIJN.
- DEMONTEER NIETS EN KNEI NIET AAN DE S.R.S.
- LAAT DE S.R.S. NIET VALLen.

ACHTUNG

- WARTUNGSFREIES BAUTEIL: NICHT ÖFFNEN, ZERLEGEN, ODER VERÄNDERN!
- NICHT WERFEN!
- TROCKEN UND GESCHOTZT LAGERN!



Warning/Caution Labels (SRS type II)



A: MAINTENANCE LID CAUTION

CAUTION **SRS**
BEFORE MAINTENANCE, SWITCH OFF THE IGNITION.
ATTENTION
AVANT TOUT ENTRETIEN, COUPER LE CONTACT.
ACHTUNG
VOR WARTUNG ZÜNDUNG AUSSCHALTEN.
LET OP
ZET HET KONTAKTSLAT AF ALVORENS MET HET
ONDERHOUD TE BEGINNEN.

B: SLIP RING CAUTION

CAUTION **SRS**
● CAUTION REFER TO SHOP MANUAL
● ACHTUNG WERKSTATT HANDBUCH LESEN
● ATTENTION SE REPORTER AU MANUEL D'ATELIER
● WAARSCHUWING LEES HET WERKPLAATS
HANDBOEK

C: MONITOR CAUTION

CAUTION **SRS**
REFER TO THE SHOP MANUAL
ATTENTION
SE REPORTER AU MANUEL D'ATELIER
WAARSCHUWING
LEES HET WERKPLAATS HANDBOEK
ACHTUNG
● WERKSTATT HANDBUCH LESEN
● DER GASGENERATOR IN DIESEM GEHÄUSE
DARF NUR FÜR INSASSEN-RÜCKHALTESYSTEME
MIT LUFTSACK IN KRAFTFAHRZEUGE
MONTIERT WERDEN.
DIE MONTAGE UND DEMONTAGE
DES GASGENERATORS
DARF NUR VON DAFÜR
GESCHULTEM PERRSONAL
VORGENCHMEN VERDEN.

(cont'd)

Label Locations

Warning/Caution Labels (SRS type II) (cont'd)

D: DRIVER INFORMATION

ALWAYS WEAR YOUR SEAT BELT

SRS

- 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.

ATTACHEZ TOUJOURS VOTRE CEINTURE

SRS

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

SICHERHEITSGURTE

BEI JEDER FAHRT ANLEGEN

SRS

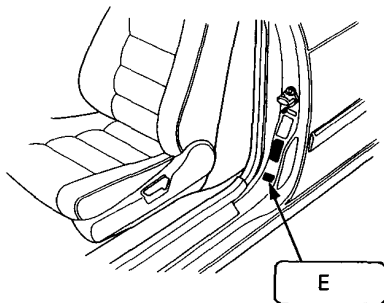
- DIESES FAHRZEUG BESITZT EINEN FAHRER-AIRBAG ALS ZUSÄTZLICHES RÜCKHALTESYSTEM (S.R.S.).
- ES IST EINE ERGÄNZUNG ZUM SICHERHEITGURT.
- WENN DIE SRS-KONTROLLEUCHTE WAHREND DER FAHRT AUFLEUCHTET, UMGEHEND FINEN HONDA HÄNDLER AUFsuchen.

DRAAG ALTIJD UW VEILIGHEIDSGORDEL

SRS

- DIT VOERTUIG IS UITGERUST MET EEN LUCHTKUSSEN AAN DE BESTUURDESKANT ALS EXTRA BESCHERMING (S.R.S.).
- DIT IS ONTWERPEN ALS EXTRA BESCHERMING BIJ DE VEILIGHEIDSGORDEL.
- ALS HEL SRS-WAARSCHUWINGSLAMPJE GAAT BRANDEN ONDER HET RIJDEN. NEEM DAN KONTAKT OP MET EEN HONDA DEALER.

E: LABEL AIRBAG



F: ENGINE HOOD WARNING

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 (S.R.S.) TOUTS LES FILS ET CONNECTEURS ELECTRIQUES DU SYSTEME DE RETENUE COMPLEMENTAIRE (S.R.S.) SONT DE COULEUR JAUNE. N'UTILISEZ PAS UN EQUIPEMENT D'ESSAIS ELECTRIQUES SUR CES CIRCUITS. NE TOUCHEZ PAS ET NE DEBRANCHEZ PAS LES FILS DU SYSTEME S.R.S. CAR CECI POURRAIT DE TRADUIRE PAR LE DECLENCHEMENT ACCIDENTEL DU GONFLEUR OU RENDRE LE SYSTEME INOPERANT ET VOUS EXPOSER AINSI A DE GRAVES BLESSURES.

WARNUNG

SRS

DIESES FAHRZEUG IST MIT EINEM FAHRER-AIRBAG (SRS) ALS ZUSÄTZLICHEM RÜCKHALTESYSTEM AUSGERÜSTET.

ALLE ELEKTRISCHEN KABEL, SOWIE DIE ZUGEHÖRIGEN STECKVERBINDER DES S.R.S. -SYSTEMS SIND IN GELBER FARBE AUSGEFÜHRT.

KEINE ELEKTRISCHEN PRÜGERÄTE AN DIE S.R.S. -VERKABELUNG ANSCHLIEßEN. VERÄNDERN ODER UNTERBRECHEN DER S.R.S. -VERKABELUNG KANN UNKONTROLLIERTES ZÜNDEN DES GASGENERATORS AUSLÖSEN. ODER DAS SYSTEM AUßER FUNKTION SETZEN. WAS ZU ERNSTHAFTEN VERLETZUNGEN FÜHREN KANN.

WAARSCHUWING

SRS

DIT VOERTUIG IS UITGERUST MET EEN LUCHTKUSSEN AAN DE BESTUURDESKANT 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. KNOEIE MET OF LOSKOPPELEN VAN DE S.R.S. LEIDINGEN KAN LEIDEN TOT BRAND IN DE VULINRICHTING OF TOT UITSCHAKELLEN VAN HET SYSTEEM DIT KAN TOT ERNSTIGE ONGELUKKEN LEIDEN.

G: COVER CAUTION

CAUTION

SRS

ACHTUNG

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



Warning/Caution Labels (except SRS)

Carbureted Engine:

BONNET

INSULATOR
(Standard for
some types)

ABS CAUTION
(Standard for
some types)

COOLANT
CAUTION and
PRECAUTION

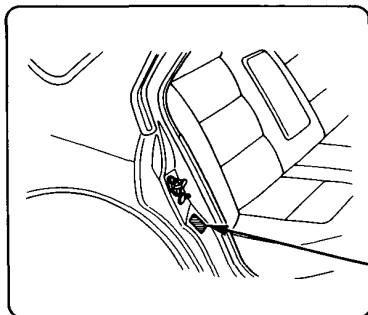
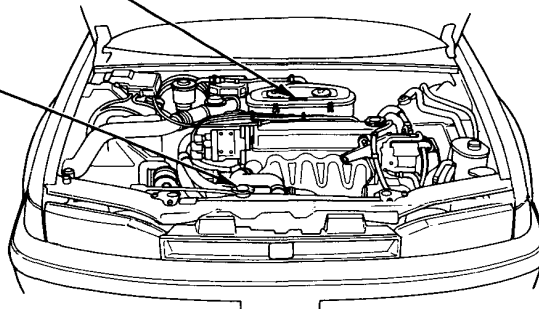
SERVICE
INFORMATION
(KS Model only)

AIR CLEANER,
OIL and FILTER SERVICE

EMISSION LABEL

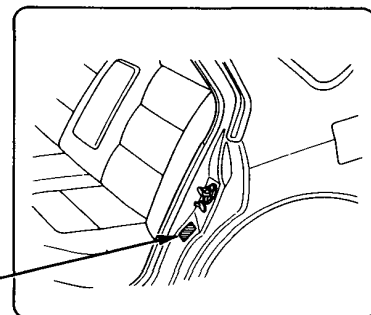
KT Model only

RADIATOR CAP
CAUTION



RHD

TIRE INFORMATION



LHD

(cont'd)

Warning/Caution Labels (except SRS) (cont'd)

Fuel-Injected Engine:

ABS CAUTION
(Standard for
some types)

BONNET

INSULATOR
(Standard for
some types)

COOLANT
CAUTION and
PRECAUTION

AIR CLEANER,
OIL and FILTER SERVICE

SPARK PLUG CAUTION

SERVICE
INFORMATION
(KS, KQ Models
only)

RADIATOR CAP
CAUTION

EMISSION LABEL

KT Model only

TIRE INFORMATION

RHD

LHD



Lift and Support Points

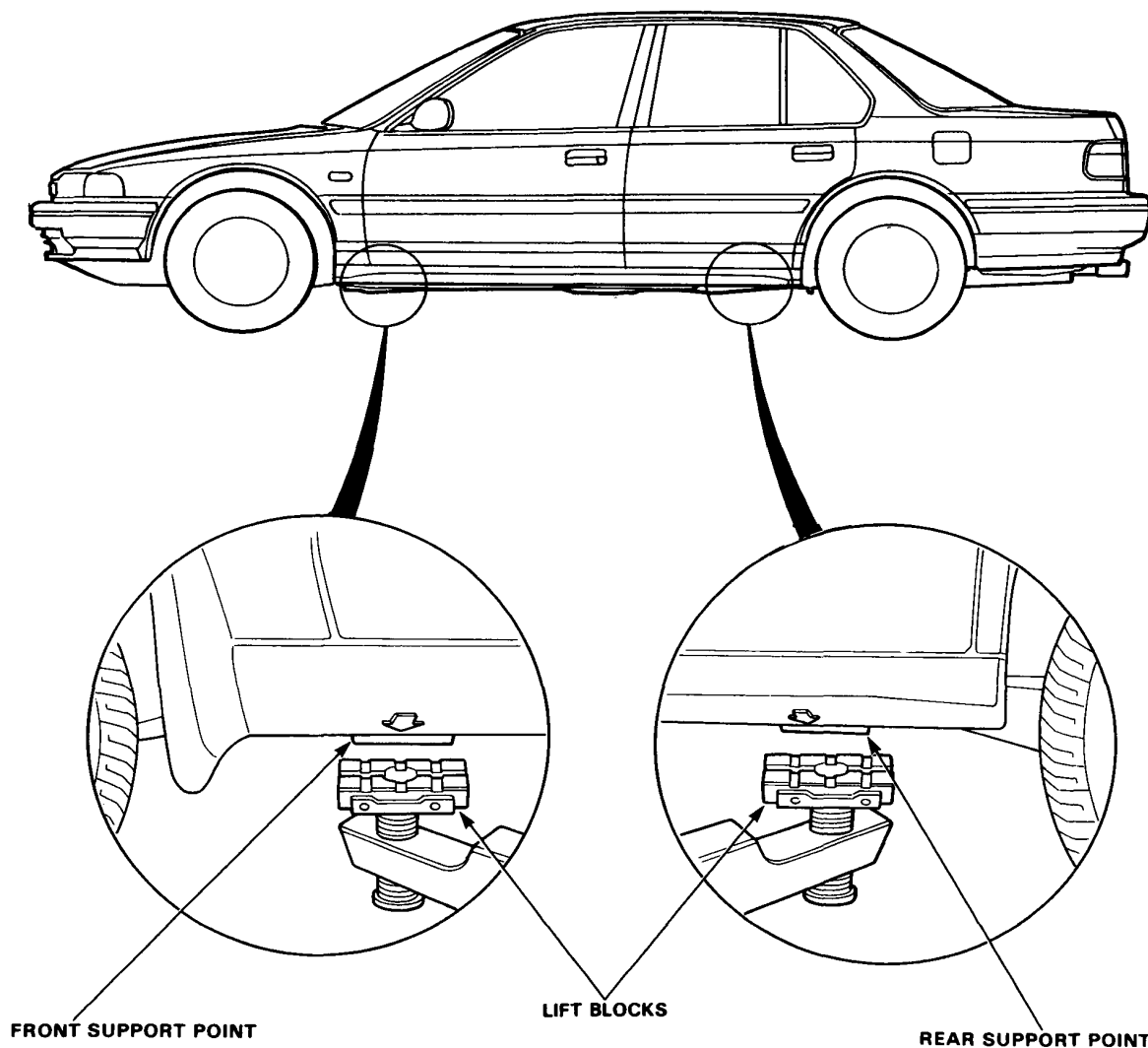
Lift

⚠ WARNING When heavy rear components such as suspension, fuel tank, spare tire and tailgate are to be removed, place additional weight in the trunk before hoisting. When substantial weight is removed from the rear of the car, the center of gravity may change and can cause the car to tip forward on the hoist.

NOTE: Since each tire/wheel assembly weighs approximately 14 kg (30 lbs), placing the front wheels in the trunk will assist with the weight distribution.

Lift and support points for the 4-door model are shown in the following illustrations. These points are available for the 5-door model.

1. Place the lift blocks as shown.
2. Raise the hoist until the tyres are slightly off ground and rock the car to be sure it is firmly supported.
3. Raise the hoist to full height and inspect lift points for solid support.



Lift and Support Points (cont'd)

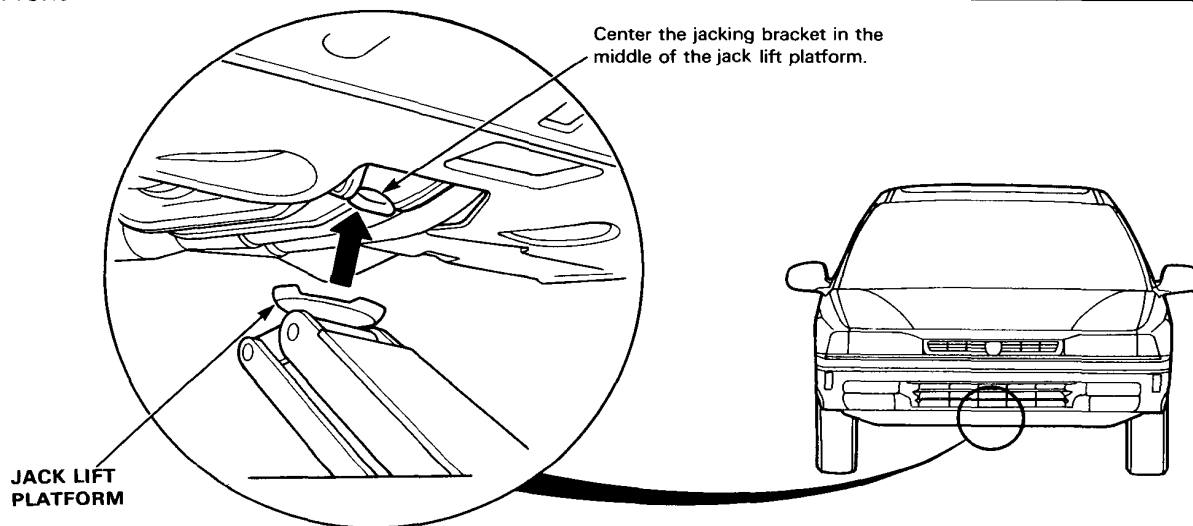
Floor Jack

1. Set the parking brake and block the wheels that are not being lifted.
2. When lifting the rear of the car, put the gearshift lever in reverse (Automatic transmission in **P** position).
3. Raise the car high enough to insert the safety stands.
4. Adjust and place the safety stands as shown on page 1-15 so the car will be approximately level, then lower the car onto the stands.

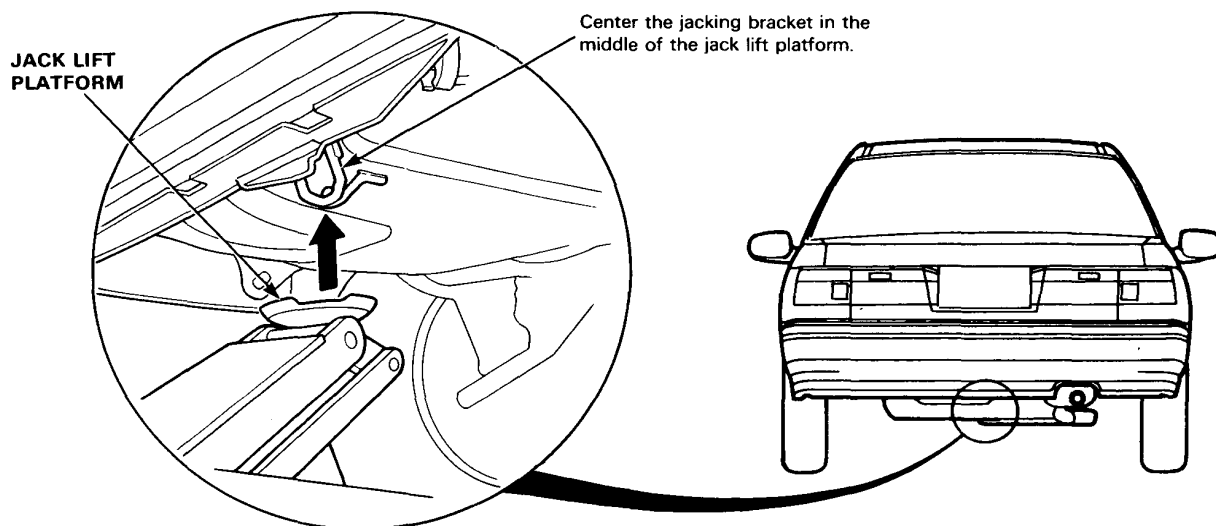
▲ WARNING

- Always use safety stands when working on or under any vehicle that is supported by only a jack.
- Never attempt to use a bumper jack for lifting or supporting the car.

Front

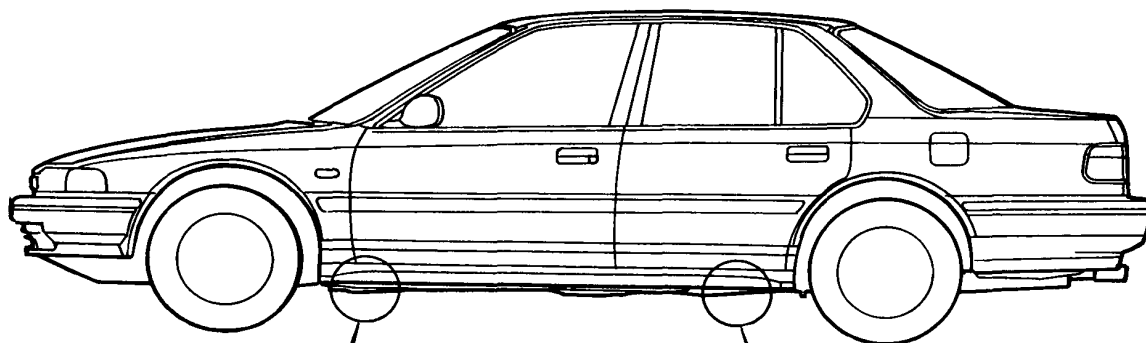


Rear

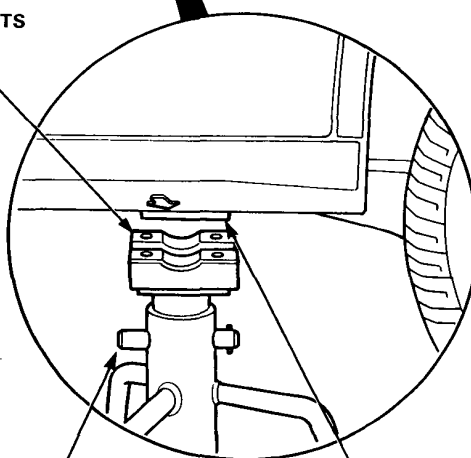
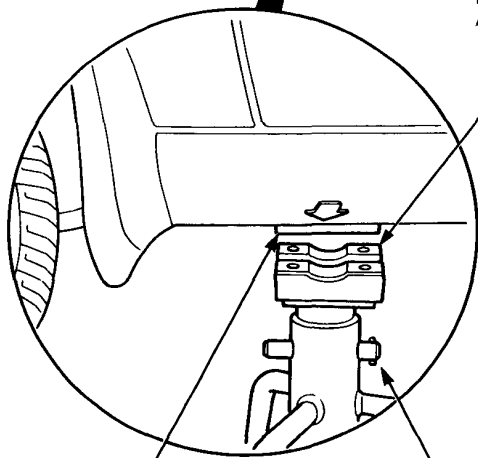




Safety Stands



RUBBER
ATTACHMENTS



FRONT SUPPORT POINT

SAFETY STANDS

REAR SUPPORT POINT

Towing

If possible, always tow the car with the front wheels off the ground. The tow truck driver should position wood spacer blocks between the car's frame and his chains and lift straps, to avoid damaging the bumper and the body under it.

Do not use the bumpers to lift the car or to support the car's weight while towing. Check local regulations for towing. A chain may be attached to the hook shown in the picture. Do not attach a tow bar to either bumper.

⚠ WARNING

DO NOT push or tow a car to start it. The forward surge when the engine starts could cause a collision. On some types, also, under some conditions, the catalytic converter could be damaged. A car equipped with an automatic transmission cannot be started by pushing or towing.

If the car is to be towed with the front wheels on the ground, observe the following precautions:

Manual Transmission

Shift the transmission to Neutral and turn the ignition key to the "I" position.

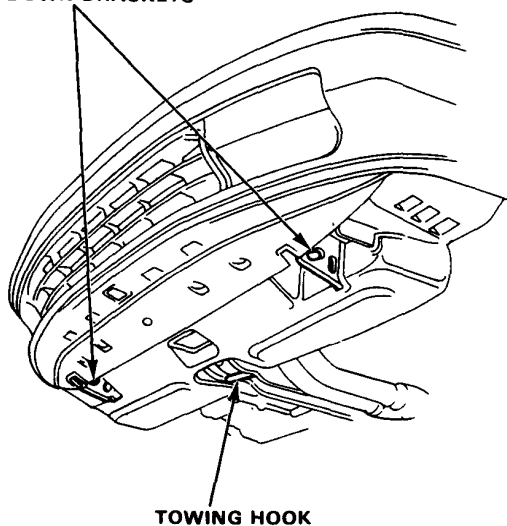
Automatic Transmission

First, check the automatic transmission fluid level. Start the engine and shift to **[D4]** position, then to **[N]** position. Return the ignition key to the "I" position.

CAUTION:

- Do not tow with front wheels on the ground when the automatic transmission fluid level is low or the transmission cannot be shifted with the engine running.
- Do not exceed 35 mph (55 km/h) or tow for distances of more than 50 miles (80 km).
- When towing a car with 4WS even with the front wheels off the ground, turn the wheels straight ahead and tie the steering wheel in place.

TIE DOWN BRACKETS

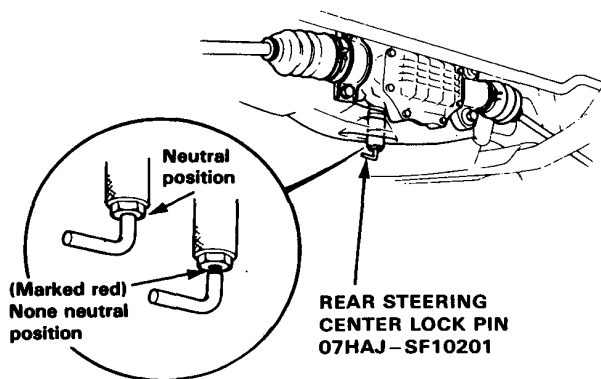


Preparation of Work

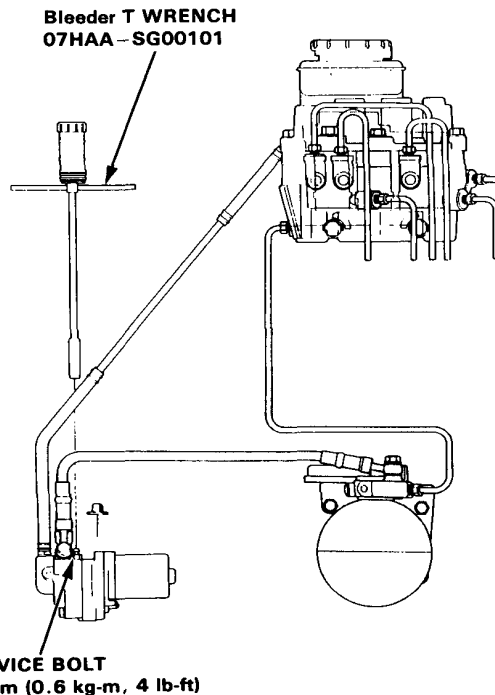


Special Caution Items For This Car

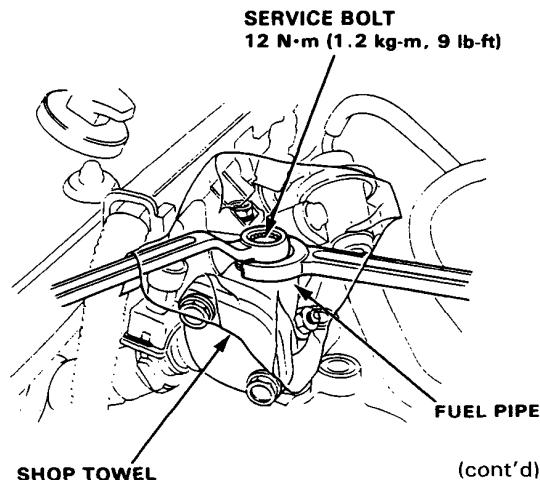
- 4WS system servicing (with 4WS)
 - Do not disassemble the rear steering gear box.
 - When towing the car even with the front wheels off the ground, center the steering and tie the steering wheel in place.
 - When testing or adjusting the wheel alignment, attach the rear steering center lock pin to the rear steering gear box. Make sure that the rear steering gear box is located at the neutral position.



- Anti-lock brake system piping system servicing
 - Disassemble the anti-lock brake system piping system after relieve the high-pressured brake fluid.
 - Otherwise, the high-pressured brake fluid will burst out and it is very dangerous.
 - See section 13 of base manual (62SM400) how to relieve the high-pressured brake fluid.



- Fuel Line Servicing
 - Relieve fuel pressure by loosening the service bolt provided on the top of the fuel filter before disconnecting a fuel hose or a fuel pipe.

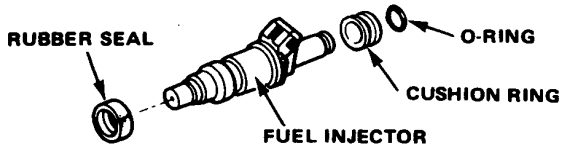


(cont'd)

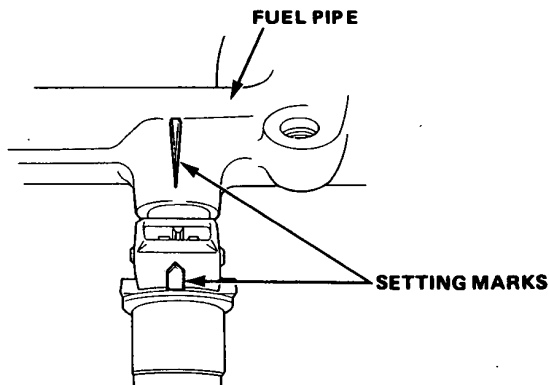
Preparation of Work

Special Caution Items For This Car (cont'd)

- Be sure to replace washers, O-rings, and rubber seals with new ones when servicing fuel line parts.
- Always apply oil to the surfaces of O-rings and seal rings before installation. Never use brake fluid, radiator fluid, vegetable oils or alcohol-based oils.



- When assembling the flare joint of the high-pressure fuel line, clean the joint and coat with new engine oil.
- When installing an injector, check the angle of the coupler. The center line of the coupler should align with the setting mark on the injector holder.



- Inspection for fuel leakage
 - After assembling fuel line parts, turn ON the ignition switch (do not operate the starter) so that the fuel pump is operated for approximately two seconds and the fuel is pressurized. Repeat this operation two or three times and check whether any fuel leakage has occurred in any of the various points in the fuel line.

- Installation of an amateur radio for cars equipped with PGM-FI.

Care has been taken for the Fuel-Injection, Carburetor, A/T, Cruise control and anti-lock brake system control units and its wiring to prevent erroneous operation from external interference, but erroneous operation of the control units may be caused by entry of extremely strong radio waves. Attention must be paid to the following items to prevent erroneous operation of the control units.

- The antenna and the body of the radio must be at least 200 mm (7.9 in) away from the control units.

The control unit locations:

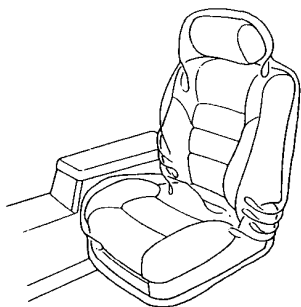
- Fuel-Injection, Carburetor, A/T: Passenger's side front floor panel.
- Cruise control: Under dash panel of driver's side.
- Anti-lock brake system: Right side panel of trunk room.
- Do not lead the antenna feeder and the coaxial cable over a long distance parallel to the car's wiring. When crossing the wiring is required, execute crossing at a right angle.
- Do not install a radio with a large output (max. 10 W).

- Apply liquid gasket to the transmission, oil pump cover, right side cover and water outlet. Use HONDA genuine liquid gasket part No. 0Y740-99986.
 - Check that the mating surfaces are clean and dry before applying liquid gasket. Degrease the mating surfaces if necessary.
 - Apply liquid gasket evenly, being careful to cover all the mating surface.
 - To prevent leakage of oil, apply liquid gasket to the inner threads of the bolt holes.
 - Do not install the parts if 20 minutes or more have elapsed since applying liquid gasket. Instead, reapply liquid gasket after removing the old residue.
 - Wait at least 30 minutes before filling with appropriate liquid (engine oil, coolant and similar fluids).

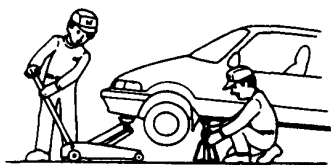
General Caution

CAUTION: Observe all safety precautions and notes while working.

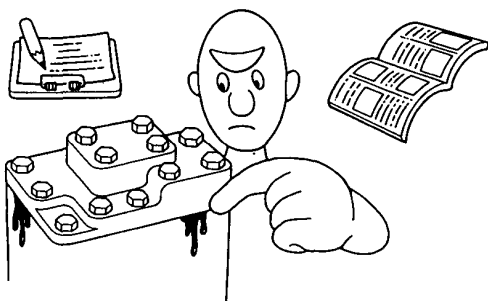
- Protect all painted surfaces and seats against dirt and scratches with a clean cloth or vinyl cover.



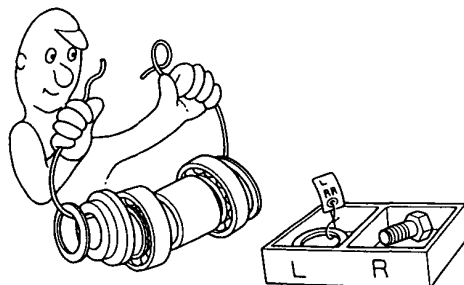
- Work safely and give your work your undivided attention. When either the front or rear wheels are to be raised, block the remaining wheels securely. Communicate at frequently as possible when work involves two or more workers. Do not run the engine unless the shop or working area is well ventilated.



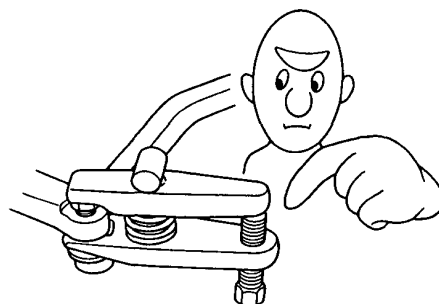
- Prior to removing or disassembling parts, they must be inspected carefully to isolate the cause for which service is necessary. Observe all safety notes and precautions and follow the proper procedures as described in this manual.



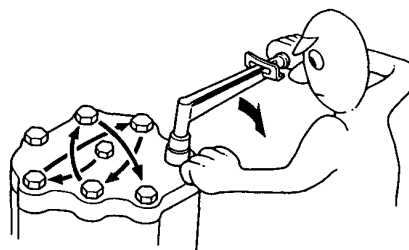
- Mark or place all removed parts in order in a parts rack so they can be reassembled in their original places.



- 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.

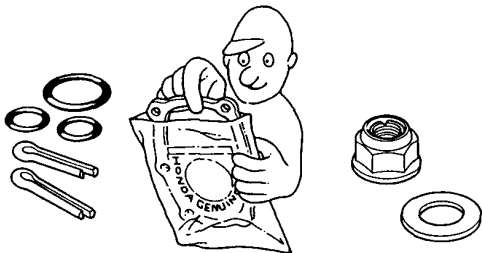


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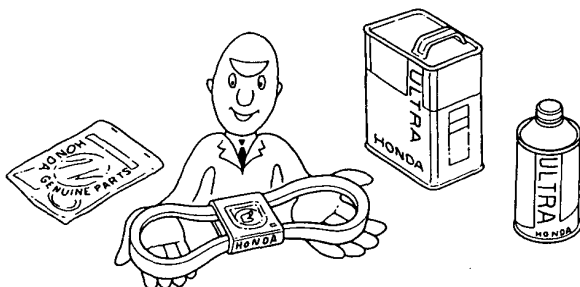
Preparation of Work

General Caution (cont'd)

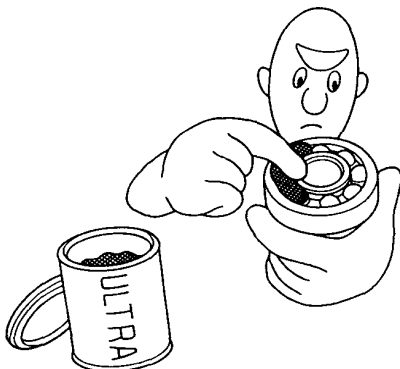
- Use new packings, gaskets, O-rings and cotter pins whenever reassembling.



- 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.

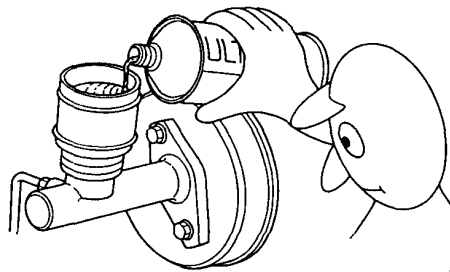


- Coat or fill parts with specified grease as specified (page 4-2). Clean all removed parts with solvent upon disassembly.



● Brake fluid and hydraulic components

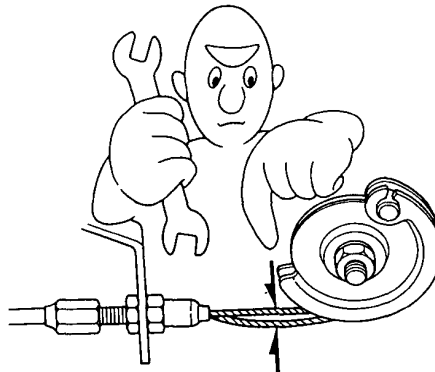
- When replenishing the system, use extreme care to prevent dust and dirt from entering the system.
- Do not mix different brands of fluid as they may not be compatible.
- Do not reuse drained brake fluid.
- Because brake fluid can cause damage to painted and resin surfaces, care should be taken not 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.

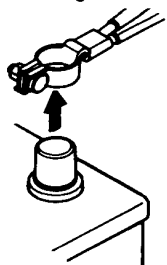
- Upon assembling, check every part for proper installation and operation.



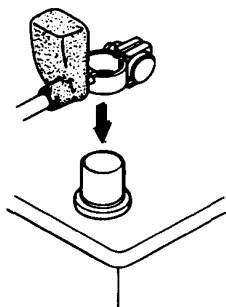


Electrical

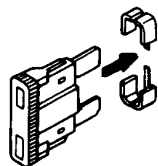
- Before making any repairs on electric wires or parts, disconnect the battery cables from the battery starting with the negative (-) terminal.



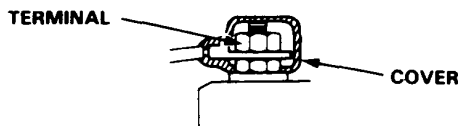
- After making repairs, check each wire or part for proper routing and installation. Also check to see that they are connected properly.
- Always connect the battery positive (+) cable first, then connect the negative (-) cable.



- Coat the terminals with clean grease after connecting the battery cables.
- Don't forget to install the terminal cover over the positive battery terminal after connecting.
- Before installing a new fuse, isolate the cause and take corrective measures, particularly when frequent fuse failure occurs.

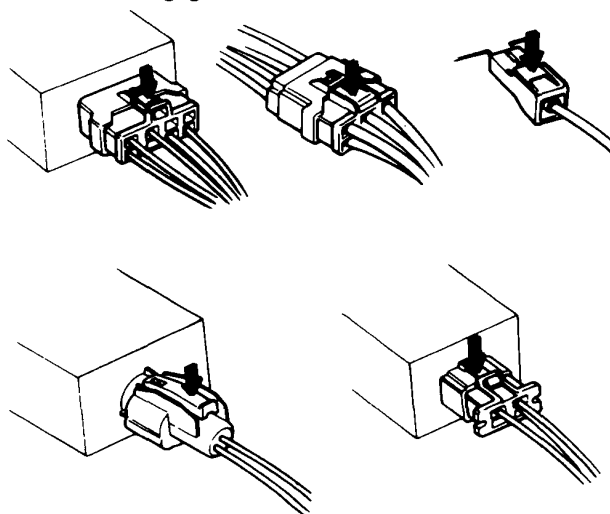


- Be sure to install the terminal cover over the connections after a wire or wire harness has been connected.

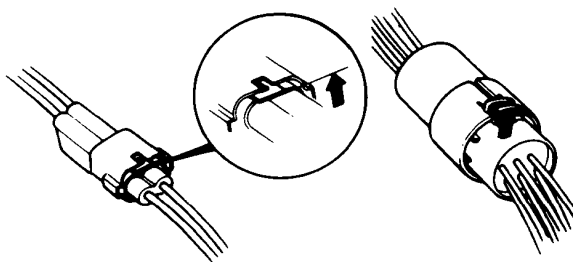


- As to locking connectors, be sure to disengage the lock before disconnecting.
- Conventional connectors may be of two types, those in which the lock is pressed to remove, and those in which the lock is pulled up to remove. Be sure to ascertain the type of locking device before beginning work. The following is a depiction of the means of disconnecting various typical connectors.

Press to disengage:



Pull up to disengage:



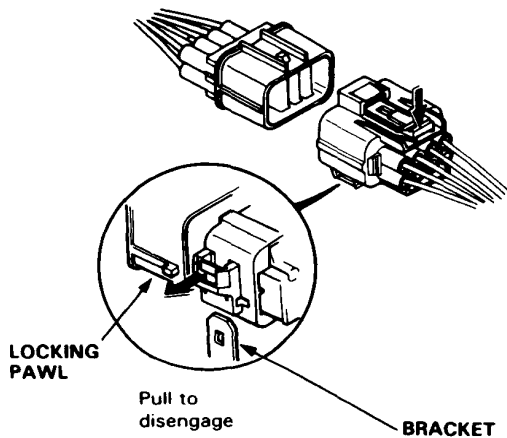
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Preparation of Work

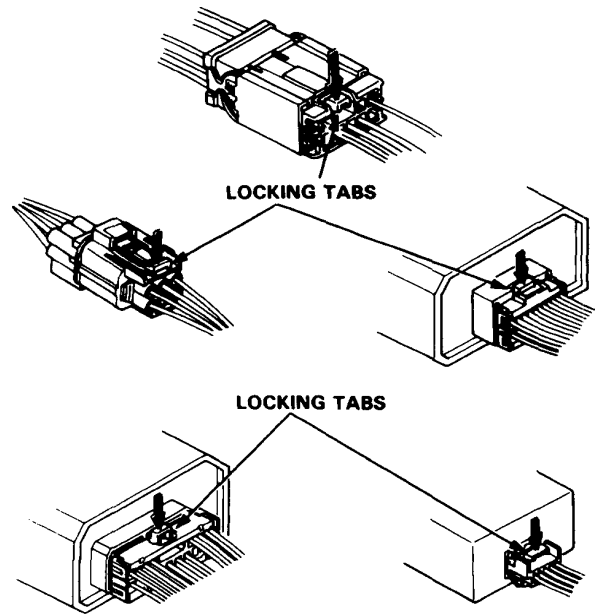
Electrical (cont'd)

When new type connectors are used, connection and disconnection of them should be done paying attention to the following precautions.

- Because all the connectors except terminal of 1-P are equipped with push-down type locks, unlock them first before disconnecting the connectors.
- On the connectors installed on the bracket a pull type lock is equipped between the bracket and the connector.
Some connectors of this type can not be disconnected unless they are removed from their brackets. When disconnecting, check their shapes.
- On the bracket mounted connector with dual locks, remove the connector from the bracket before disconnecting.

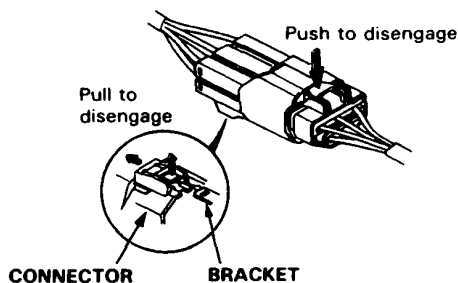


- Push the locking tab to disconnect.

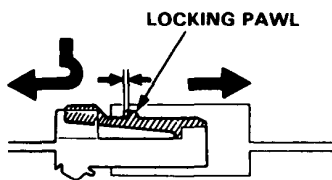




- Pull the locking tab to remove the connector from the bracket.

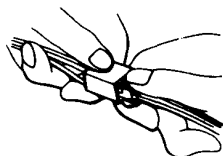


- When disconnecting locks, first press in the connector tightly (to provide clearance to the locking device), then operate the tab fully and remove the connector in the designated manner.

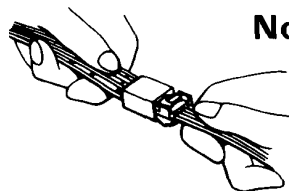


- When disconnecting a connector, pull it off from the mating connector by holding on both connectors.
- Never try to disconnect connectors by pulling on their wires.

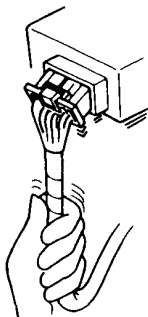
Good



No Good



No Good



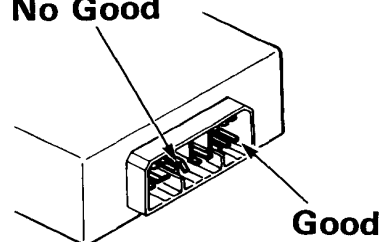
- Place the plastic cover over the mating connector after reconnecting. Also check that the cover is not distorted.

No Good

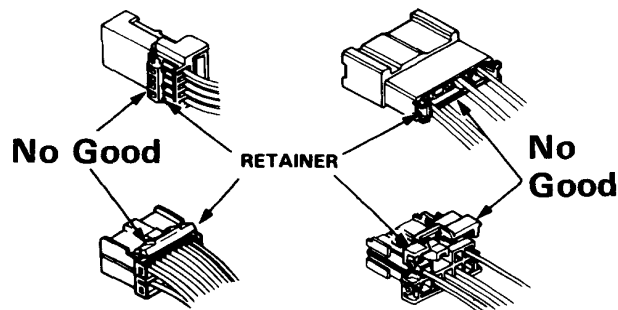


- Before connecting connectors, check to see that the terminals are in place and not bent or distorted.

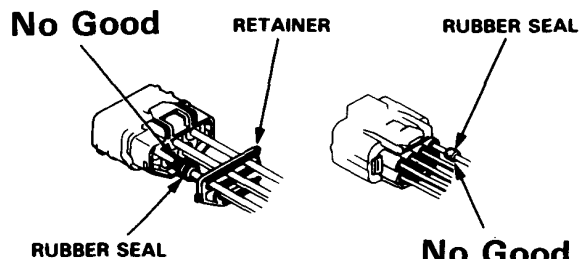
No Good



- Check for loose retainer and rubber seals. The illustration shows examples of terminal and seal abnormality.



- Example of waterproof connector:

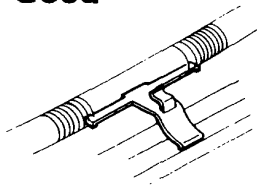


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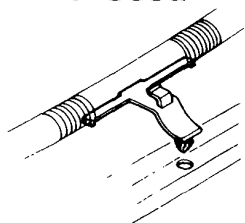
Preparation of Work

Electrical (cont'd)

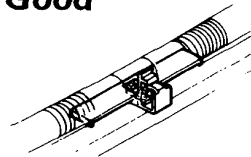
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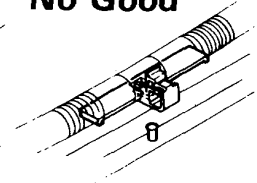
No Good



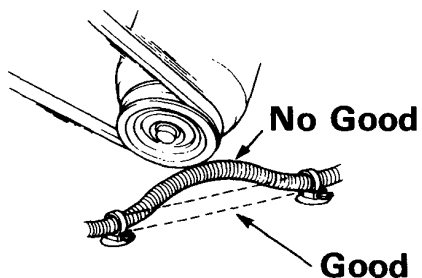
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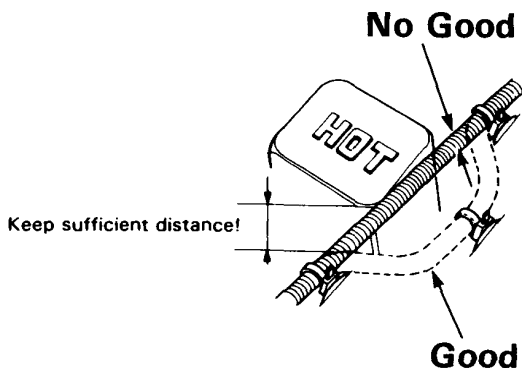
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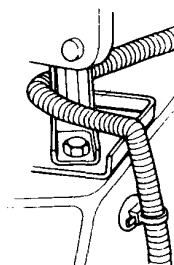
- After clamping, check each harness to be certain that it is not interfering with any moving or sliding parts of the vehicle.
- Keep wire harnesses away from the exhaust pipes and other hot parts.



- Always keep a safe distance between wire harnesses and any heated parts.

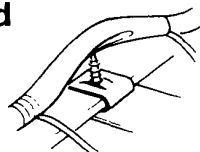


- Do not bring wire harnesses in direct contact with sharp edges or corners.
- Also avoid contact with the projected ends of bolts, screws and other fasteners.

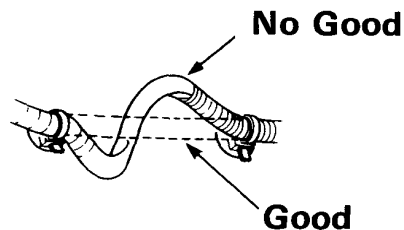


No Good

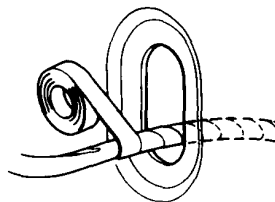
No Good



- Route harnesses so they are not pulled taut or slackened excessively.



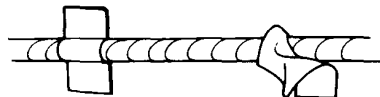
- Protect wires and harnesses with a tape or a tube if they are in contact with a sharp edge or corner.



- Clean the attaching surface thoroughly if an adhesive is used. First, wipe with solvent or alcohol if necessary.

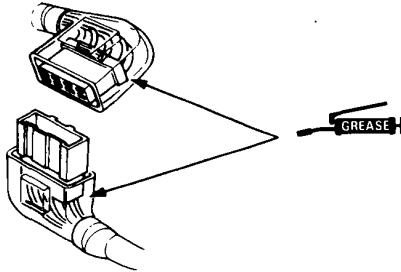
Good

No Good





- For the connector which uses insulation grease, clean the connector then apply grease if the grease is insufficient or contaminated.



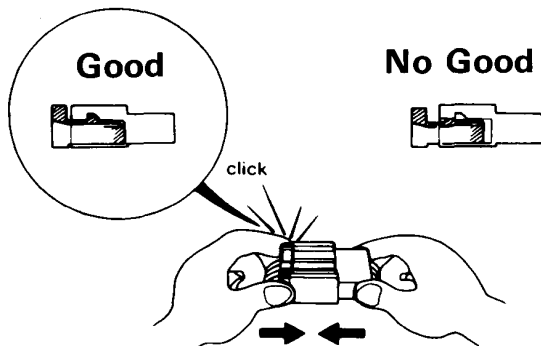
- Insert the connector tightly and make sure it is securely locked.
- Check all the wire harnesses are connected.
- There are two types of locking tab: one that you have to push and the other you should not touch when connecting the connector. Check the shape of the locking tab before connecting.
- The locking tab having a taper end should not be touched when connecting.



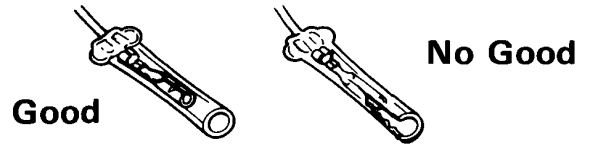
- The locking tab with an angle end should be pushed when connecting.



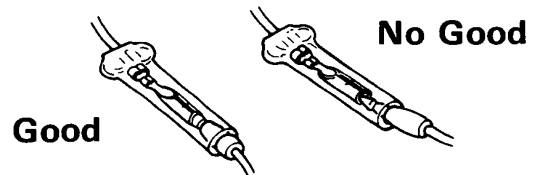
- Insert connectors fully until they will no longer go.
- The connectors must be aligned and engaged securely.
- Do not use wire harnesses with a loose wire or connector.



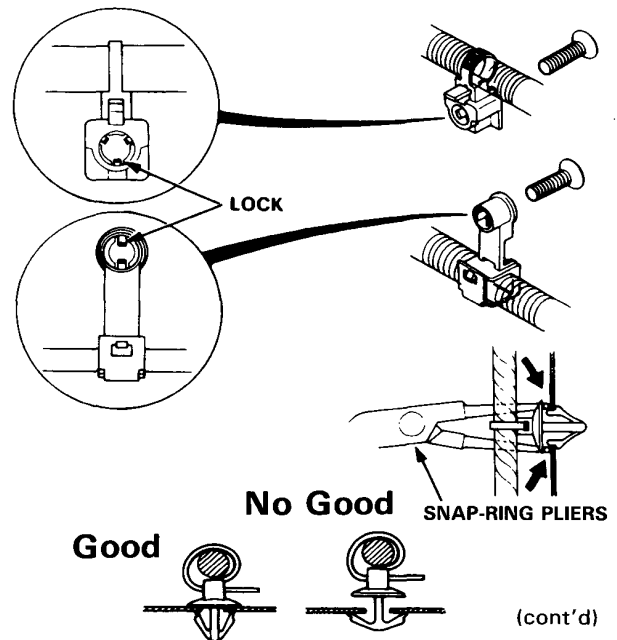
- Before connecting, check each connector cover for damage. Also make sure that the female connector is tight and not loosened from the previous use.



- Insert male connectors into the female connectors fully until they will no longer go.
- Be sure that plastic cover is placed over the connection.
- Position the wires so that the open end of the cover faces down.



- Secure wires and wire harness to the frame with their respective wire bands at the designated locations. Position the wiring in the bands so that only the insulated surfaces contact the wires or harnesses.
- Remove with care not to damage the lock.



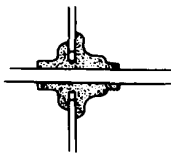
(cont'd)

Preparation of Work

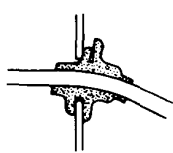
Electrical (cont'd)

- Seat grommets in their grooves properly.

Good



No Good

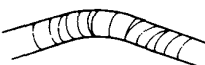


- Do not damage the insulation when connecting a wire.
- Do not use wires or harnesses with a broken insulation.
Repair by wrapping with protective tape or replace with new ones if necessary.

No Good

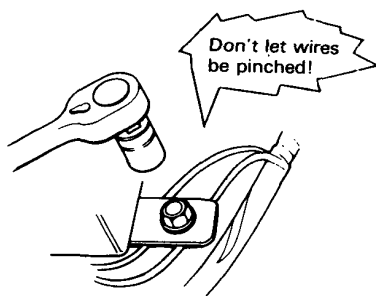


Good



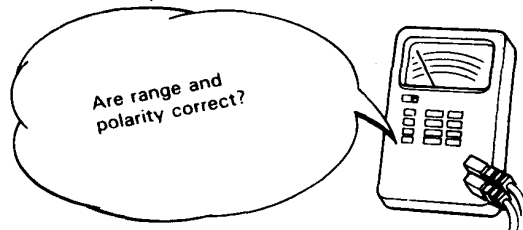
- After installing parts, make sure that wire harnesses are not pinched.

No Good

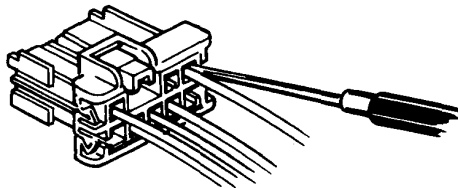


- After routing, check that the wire harnesses are not twisted or kinked.
- Wire harnesses should be routed so that they are not pulled taut, slackened excessively, pinched, or interfering with adjacent or surrounding parts in all steering positions.

- When using the Service Tester, follow the manufacturer's instructions and those described in the Shop Manual.

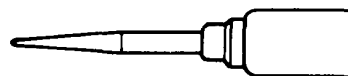


- Always insert the probe of the tester from the wire harness side (except waterproof connector).

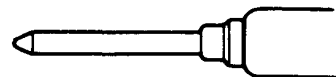


- Make sure to use the probe with a tapered tip.

Good

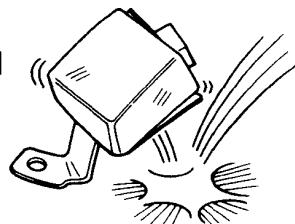


No Good



- Do not drop parts.

No Good



Symbol Marks

The following symbols stand for:



:Apply engine oil.



:Apply brake fluid.



:Apply grease.



:Apply Automatic Transmission Fluid.



: Apply Power Steering Fluid.



:Apply or check vacuum.

①, ②, ③,
①, ②, ③, :

Sequence for removal or installation.

Abbreviation



2WS	Two Wheel Steering
4WS	Four Wheel Steering
ABS	Anti-lock Brake System
A/C	Air Conditioner
A/T	Automatic Transmission
ATF	Automatic Transmission Fluid
B or BAT	Battery
CATA	Catalytic Converter
EACV	Electronic Air Control Valve
ECU	Electronic Control Unit
EGR	Exhaust Gas Recirculation
EX	Exhaust
GND	Ground
IG	Ignition
IN	Intake
INT	Intermittent
L	Left
LHD	Left Hand Drive
M/T	Manual Transmission
PCV	Positive Crankcase Ventilation
PGM-FI	Programmed Fuel-Injection
P/S	Power Steering
R.	Right
RHD	Right Hand Drive
SRS	Supplemental Restraint System
SW	Switch
SOL. V	Solenoid Valve
TDC	Top Dead Center

P	Parking
R	Reverse
N	Neutral
D ₄	Drive Position (1st~4th)
D ₃	Drive Position (1st~3rd)
2	Fixed 2nd speed
1	Fixed 1st speed
S	S mode (D ₄ or D ₃)

Special Tools

5. Engine

Number	Tool Number	Description	Qty	Remarks
①	07GAF—PH60300	Piston Pin Base Insert	1	07973-PE00400 may also be used
②	07GAF—PH70100	Pilot Collar	1	
③	07HAD—PJ70200	Valve Stem Seal Installer	1	
④	07HAF—PL20102	Piston Base Head	1	
⑤	07HAH—PJ70100	Valve Guide Reamer, 5.5 mm	1	
⑥	07JAB—0010000	Crank Pulley Holder Set	1	
⑥-1	07JAA—0010200	Socket Wrench, 19 mm	(1)	
⑥-2	07JAB—0010200	Holder Handle	(1)	
⑦	07JAB—0010400	Pulley Holder Attachment, HEX 50 mm	1	
⑧	07JAZ—SH20100	R.P.M. Connecting Adaptor	1	
⑨	07JGG—0010100	Belt Tension Gauge	1	Component Tools
⑩	07KAK—SJ40101 or 07KAK—SJ40100	Engine Tilt Hanger Set	1	
⑪	07LAB—PV00100 or 07924—PD20003 or 07924—PD20002	Ring Gear Holder	1	
⑫	07LAF—PT20100	Bearing Replacement Tool Set	1	
⑬	07LAG—PT20100	Balancer Shaft Lock Pin	1	
⑭	07LAZ—PT30100	R.P.M. Connecting Adaptor	1	
⑮	07LAZ—PT30110	R.P.M. Connecting Adaptor (A)	(1)	
⑯	07LAZ—PT30120	R.P.M. Connecting Adaptor (B)	(1)	
⑰	07406—0030000	Oil Pressure Gauge Adaptor	1	
⑱	07742—0010100	Valve Guide Remover, 5.5 mm	1	
⑲	07746—0010300	Driver Attachment, 42 x 47 mm	1	for Crankshaft for Balancer Shaft
⑳	07746—0010400	Driver Attachment, 52 x 55 mm	1	
㉑	07749—0010000	Driver	1	
㉒	07757—0010000	Valve Spring Compressor	1	
㉓	07912—6110001	Oil Filter Wrench	1	
㉔	07942—8920000	Valve Guide Driver, 5.5 mm	1	
㉕	07948—SB00101	Driver Attachment	1	
㉖	07973—PE00310	Piston Pin Driver Shaft	1	
㉗	07973—PE00320	Piston Pin Driver Head	1	
㉘	07973—6570500	Piston Base	1	
㉙	07973—6570600	Piston Base Spring	1	

6. Fuel and Emissions

Number	Tool Number	Description	Qty	Remarks
①	07JAZ—SH20100	R.P.M. Connecting Adaptor	1	Component Tools
②	07LAA—PT50101 or 07LAA—PT50100	O ₂ Sensor Socket Wrench	1	
③	07LAJ—PT3010A or 07LAJ—PT30100	ECU Test Harness	1	
④	07LAJ—PT3020A or 07LAJ—PT30200	Test Harness	1	
⑤	07LAZ—PT30100	R.P.M. Connecting Adaptor	1	
⑤-1	07LAZ—PT30110	R.P.M. Connecting Adaptor (A)	(1)	
⑤-2	07LAZ—PT30120	R.P.M. Connecting Adaptor (B)	(1)	
⑥	07406—0040001	Fuel Pressure Gauge Set	1	
⑥-1	07406—0040100	Pressure Gauge	(1)	
⑥-2	07406—0040201	Hose Assembly	(1)	
⑦	07411—0020000	Digital Circuit Tester	1	Component Tools
⑧	07614—0050100	Fuel Line Clamp	1	

7. Clutch

Number	Tool Number	Description	Qty	Remarks
①	07LAB—PV00100 or 07924—PD20003 or 07924—PD20002	Ring Gear Holder	1	
②	07JAF—PM7011A	Clutch Alignment Disc	1	
③	07LAF—PT00110	Clutch Alignment Shaft	1	
④	07936—3710100	Handle	1	



8. Manual Transmission

Number	Tool Number	Description	Qty	Remarks
①	07GAJ—PG20102	Mainshaft Inspection Tool Set	1	Component Tools
①-1	07GAJ—PG20110	Mainshaft Holder	(1)	
①-2	07GAJ—PG20130	Mainshaft Base	(1)	
②	07HAJ—PK40201	Preload Inspection Tool	1	Component Tools
③	07JAC—PH80000	Adjusting Bearing Remover Set	1	
③-1	07JAC—PH80100	Bearing Remover Attachment	(1)	
③-2	07JAC—PH80200	Bearing Remover Handle	(1)	Component Tools
③-3	07741—0010201	Bearing Remover Weight	(1)	
④	07JAD—PH80400	Pilot Driver, 28 mm	1	
⑤	07JAD—SH30100	Oil Seal Driver	1	07944—6110100 may also be used
⑥	07744—0010400	Pin Driver, 5.0 mm	1	
⑦	07746—0010300	Attachment, 42 x 47 mm	1	
⑧	07746—0010400	Attachment, 52 x 55 mm	1	
⑨	07746—0010500	Attachment, 62 x 68 mm	1	
⑩	07746—0010600	Attachment, 72 x 75 mm	1	
⑪	07746—0030100	Driver	1	
⑫	07746—0030200	Inner Driver, 25 mm	1	
⑬	07749—0010000	Driver	1	
⑭	07944—SA00000	Pin Driver, 4.0 mm	1	
⑮	07947—6110501	Oil Seal Driver	1	
⑯	07979—PJ40001	Magnet Stand Base	1	

9. Automatic Transmission

Number	Tool Number	Description	Qty	Remarks
①	07GAB—PF50101 or 07GAB—PF50100	Mainshaft Holder	1	
②	07GAD—PG20100	Pin Driver, 5.0 mm	1	
③	07GAE—PG40200	Clutch Spring Compressor Set	1	
③-1	07HAE—PL50100	Clutch Spring Compressor Attachment	(1)	Component Tools
③-2	07GAE—PG40200	Clutch Spring Compressor Bolt Assembly	(1)	
③-3	07960—6120101	Clutch Spring Compressor Attachment	(1)	
④	07HAC—PK40101	Housing Puller	1	May also be used when combined with 07HAC—PK40101 or 07HAC—PK40100
④-1	07HAC—PK40110	Puller Base, Replacement	(1)	
⑤	07HAF—PK40100	Gear Installer	1	
⑥	07HAJ—PK40201 or 07GAJ—PG20200	Preload Inspection Tool	1	
⑦	07JAC—PH80000	Adjusting Bearing Remover Set	1	
⑦-1	07JAC—PH80100	Bearing Remover Attachment	(1)	
⑦-2	07JAC—PH80200	Bearing Handle Assembly	(1)	Component Tools
⑦-3	07741—0010201	Remover Weight	(1)	
⑧	07JAD—PH80101	Driver Attachment	1	
⑨	07JAD—PH80400	Pilot Driver, 28 x 30 mm	1	
⑩	07JAD—PN00100	Driver Attachment	1	
⑪	07LAE—PX40100	Clutch Spring Compressor Attachment	1	
⑫	07LAJ—PT30100 or 07LAJ—PT3010A	ECU Test Harness	1	
⑬	07LGC—0010100	Snap Ring Pliers	1	
⑭	07NAD—PX40100	Attachment, 78 x 80 mm	1	
⑮	07406—0020003	Oil Pressure Gauge	1	
⑯	07406—0020201	Oil Pressure Gauge Hose	1	
⑰	07406—0070000	Low Pressure Gauge	1	
⑱	07746—0010400	Attachment, 52 x 55 mm	1	
⑲	07746—0010500	Attachment, 62 x 68 mm	1	
⑳	07746—0010600	Attachment, 72 x 75 mm	1	
㉑	07746—0030100	Driver, 40 mm I.D.	1	
㉒	07749—0010000	Driver	1	
㉓	07947—6340500	Driver Attachment E	1	

Special Tools

10. Driveshafts

Number	Tool Number	Description	Qty	Remarks
①	07GAD—PG40100	Seal Driver Attachment	1	
②	07GAF—SD40700	Hub Dis/Assembly Base	2	
③	07LAD—SM40100	Seal Driver Attachment	1	
④	07LAF—SM40300	Support Base Attachment	1	
⑤	07746—0010200	Attachment, 37 x 40 mm	1	
⑥	07746—0010300	Attachment, 42 x 47 mm	1	
⑦	07746—0030100	Driver, 40 mm I.D.	1	
⑧	07749—0010000	Driver	1	
⑨	07947—SD90101	Seal Driver Attachment	1	
⑩	07965—SD90100	Support Base	1	

11. Steering

Number	Tool Number	Description	Qty	Remarks
①	07GAG—SD40300	Cylinder End Seal Slider	1	
②	07HAG—SF10100	Piston Seal Ring Guide	1	
③	07HAG—SF10200	Piston Seal Ring Sizing Tool	1	
④	07HAG—SF10300	Piston Seal Ring Guide	1	
⑤	07JGG—0010100	Belt Tension Gauge	1	
⑥-1	07LAK—SM40110	P/S Joint Adaptor (Pump)	1	
⑥-2	07LAK—SM40120	P/S Joint Adaptor (Hose)	1	
⑦	07MAC—SL00200	Ball Joint Remover, 28 mm	1	
⑧	07406—0010001	P/S Pressure Gauge Set	1	
⑧-1	07406—0010300	Pressure Control Valve	(1)	— Component Tools
⑧-2	07406—0010400	Pressure Gauge	(1)	
⑨	07406—0010101	Bypass Tube Joint (included with 07406—0010001)	1	
⑩	07725—0030000	Universal Holder	1	
⑪	07746—0010300	Attachment, 42 x 47 mm	1	
⑫	07749—0010000	Driver	1	
⑬	07MAA—SL00100 or 07916—SA50001	Locknut Wrench, 40 mm	1	
⑭	07947—6340300	Driver Attachment	1	
⑮	07974—SA50600	Pinion Seal Guide	1	

11. Steering (4WS only)

Number	Tool Number	Description	Qty	Remarks
①	07HAG—SF10000	4WS Tool Kit	1	
①-1	07HAG—SF10400	Pinion Seal Ring Sizing Tool	1	
①-2	07HAG—SF10500	Driven Seal Ring Guide	1	
②	07HAJ—SF10100	Rack Adjuster Gauge Holder Set	1	
③	07HAJ—SF10201	Rear Steering Center Lock Pin	1	
④	07HAJ—SF10300	Stroke Rod Holder Set	1	
⑤	07HAJ—SF10400	Inspection Adaptor	1	
⑥	07LAA—SM40100	Locknut Wrench, 43 mm	1	
⑦	07LAA—SM40200	Locknut Socket, 36 x 43 mm	1	
⑧	07LAG—SM40000	4WS Tool Kit	1	
⑧-1	07LAG—SM40100	Piston Seal Ring Guide	(1)	— Component Tools
⑧-2	07LAG—SM40200	Piston Seal Ring Sizing Tool	(1)	
⑧-3	07LAG—SM40300	Cylinder End Seal Slider	(1)	
⑧-4	07LAG—SM40400	Cylinder End Seal Guider	(1)	
⑧-5	07LAG—SM40500	Tool Box	(1)	
⑨	07703—0010100	TORX® Bit T40	1	



12. Suspension

Number	Tool Number	Description	Qty	Remarks
①	07GAE—SE00101	Spring Compressor	1	
②	07GAF—SD40100	Hub Assembly Pin	1	
③	07GAF—SD40330	Ball Joint Remover/Installer	1	for 4WS
④	07GAF—SE00200	Hub Assembly Guide Attachment	1	for 4WS
⑤	07GAG—SD40700	Ball Joint Clip Installation Guide	1	
⑥	07HAF—SF10100	Ball Joint Dis/Assembly Tool Set	1	
⑥-1	07HAF—SF10110	Ball Joint Remover Base	1	
⑥-2	07HAF—SF10120	Ball Joint Installer Base	1	
⑥-3	07HAF—SF10130	Ball Joint Remover/Installer	1	
⑦	07HAJ—SF10201	Rear Steering Center Lock Pin	1	
⑧	07HGJ—0010001 or 07HGJ—0010000	Toe Inspection Gauge Set	1	for 4WS
⑨	07MAC—SL00200	Ball Joint Remover, 28 mm	1	
⑩	07MGK—0010001 or 07HGK—0010200	Wheel Alignment Gauge Attachment	1	
⑪	07703—0010100	TORX® BIT T40	1	for 4WS
⑫	07749—0010000	Driver	1	
⑬	07947—SB00100	Oil Seal Driver	1	for 4WS
⑭	07965—6340301	Hub Dis/Assembly Base	2	
⑮	07965—6920201	Hub Dis/Assembly Base	1	

13. Brakes

Number	Tool Number	Description	Qty	Remarks
①	07JAG—SD40100 or 07GAG—SE00100	Pushrod Adjustment Gauge	1	
②	07HAE—SG00100	Brake Spring Compressor	1	
③	07HAK—SG00110	Pressure Gauge Joint Pipe	1	for ABS
④	07LAF—SM40200	Brake Spring Installer	1	
⑤	07404—5790300	Pressure Gauge Attachment	1	
⑥	07406—5790200	Pressure Gauges	2	
⑦	07410—5790100	Pressure Gauge Attachment	2	
⑧	07410—5790500	Tube Joint Adaptor	1	
⑨	07510—6340101	Pressure Gauge Joint Pipe	2(1)	(): for ABS
⑩	07510—6340300	Vacuum Joint Tube A	1	
⑪	07914—SA50000	Snap Ring Pliers	1	
⑫	07921—0010001	Flare Nut Wrench	1	
⑬	07973—SA50000	Rear Caliper Guide	1	

13. Brakes (for ABS)

Number	Tool Number	Description	Qty	Remarks
①	07HAA—SG00101 or 07HAA—SG00100	Bleeder T-Wrench	1	
②	07HAJ—SG00602 or 07HAJ—SG00601 or 07508—SB00000 and 07HAJ—SG00400	ALB Checker ALB Checker ALB Checker Adaptor	1 1 1 1	

Special Tools

14. Body

Number	Tool Number	Description	Qty	Remarks
①	07GAZ—SE30100	Torsion Bar Assembly Tool	1	

15. Heater and Air Conditioner

Number	Tool Number	Description	Qty	Remarks
①	07JGG—0010100	Belt Tension Gauge	1	
②	07LAJ—PT3010A or 07LAJ—PT30100	ECU Test Harness	1	
③	07NAB—HAC0100 or 07LAB—SK70100	A/C Clutch Holder	1	

16. Electrical

Number	Tool Number	Description	Qty	Remarks
①	07GAC—SE00200	Fuel Sender Wrench	1	
②	07JGG—0010100	Belt Tension Gauge	1	
③	07HAZ—SG00500	Deployment Tool	1	for SRS
④	07LAZ—SL40300	SRS Test Harness C	1	
⑤	07LAZ—SL40400	SRS Test Harness D	1	
⑥	07MAZ—SL00500	SRS Test Harness A	1	for SRS type I
⑦	07MAZ—SP00500	SRS Test Harness B	1	
⑧	07MAZ—SS10100	SRS Disposal Bracket	1	for SRS type II

Standards and Service Limits

5. Engine/Cylinder Head, Valve Train

5. Engine/Cylinder Head, Valve Train					
	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT	
Compression	250 min ⁻¹ (rpm) and wide-open throttle		Nominal Minimum Maximum variation	1226 kPa (12.5 kg/cm ² , 178 psi) 931 kPa (9.5 kg/cm ² , 135 psi) 196 kPa (2 kg/cm ² , 28 psi)	
Cylinder head	Warpage Height		99.95—100.05 (3.935—3.938)	0.05 (0.002)	
Camshaft	End play		0.05—0.15 (0.002—0.006)	0.50 (0.020)	
	Oil clearance		0.05—0.089 (0.002—0.0035)	0.150 (0.006)	
	Runout		0.03 (0.001) max.	0.04 (0.002)	
	Cam lobe height	IN	1. F20A2:	38.526 (1.5167)	—
			2. F20A3:	38.526 (1.5167)	—
			3. F20A5:	38.741 (1.5252)	—
			4. F20A6:	38.526 (1.5167)	—
			5. F20A8:	38.741 (1.5252)	—
			6. F22A2:	38.741 (1.5252)	—
			7. F22A3:	39.167 (1.5420) M/T	—
		EX	8. F22A6:	38.741 (1.5252) A/T	—
			9. F22A7:	38.741 (1.5252)	—
			10. F22A8:	39.167 (1.5420)	—
			11. F22A9:	38.741 (1.5252)	—
			12. F20A7:	38.741 (1.5252)	—
			13. F20Z3:	38.741 (1.5252)	—
		IN	1. F20A2:	38.778 (1.5266)	—
			2. F20A3:	38.778 (1.5266)	—
			3. F20A5:	38.972 (1.5343)	—
			4. F20A6:	38.778 (1.5266)	—
			5. F20A8:	38.972 (1.5343)	—
			6. F22A2:	38.972 (1.5343)	—
			7. F22A3:	39.356 (1.5494) M/T	—
		EX	8. F22A6:	38.972 (1.5343) A/T	—
			9. F22A7:	38.972 (1.5343)	—
			10. F22A8:	39.356 (1.5494)	—
			11. F22A9:	38.972 (1.5343)	—
12. F20A7:			38.972 (1.5353)	—	
13. F20Z3:			38.972 (1.5353)	—	
Valve			Valve clearance	IN 0.23—0.28 (0.0091—0.0110)	—
		EX 0.27—0.32 (0.0106—0.1259)	—		
	Valve stem O.D.	IN 5.485—5.495 (0.2159—0.2163)	5.455 (0.2148)		
		EX 5.450—5.460 (0.2145—0.2149)	5.420 (0.2133)		
	Stem-to-guide clearance	IN 0.020—0.045 (0.0007—0.0017)	0.075 (0.0029)		
		EX 0.055—0.080 (0.0021—0.0031)	0.12 (0.0047)		
Valve seat	Width	IN and EX 1.25—1.55 (0.049—0.0610)	2.00 (0.0787)		
	Valve stem installed height	IN 48.245—48.715 (1.8994—1.9179)	—		
		EX 50.315—50.785 (1.9809—1.9994)	—		
Valve spring	Free length	IN (NH)	56.28 (2.2157)* ¹	—	
			54.82 (2.1582)* ¹	—	
			53.15 (2.0925)* ²	—	
		(CH)	56.26 (2.2150)* ¹	—	
			54.81 (2.1578)* ¹	—	
			53.16 (2.0929)* ²	—	
		(AS)	54.82 (2.1582)* ¹	—	
					—

- | | |
|----------------------------------|---|
| 1. F20A2: 2.0 ℓ CARB with CATA | 7. F22A3: 2.2 ℓ PGM-FI with CATA |
| 2. F20A3: 2.0 ℓ CARB | 8. F22A6: 2.2 ℓ PGM-FI with CATA for 5D KQ |
| 3. F20A5: 2.0 ℓ PGM-FI | 9. F22A7: 2.2 ℓ PGM-FI with CATA for 5D EC M/T |
| 4. F20A6: 2.0 ℓ CARB with CATA | 10. F22A8: 2.2 ℓ PGM-FI with CATA for 5D EC A/T |
| 5. F20A8: 2.0 ℓ PGM-FI with CATA | 11. F22A9: 2.2 ℓ PGM-FI with CATA for KQ |
| 6. F22A2: 2.2 ℓ PGM-FI | 12. F20A7: 2.0 ℓ PGM-FI with CATA for KB other |
| | 13. F20Z3: 2.0 ℓ PGM-FI with CATA for 5D EC |

NH: NIHON HATSUJO
CH: CHUO HATSUJO
AS: ASSOCIATED SPRING

- *1: 2.0 ℓ CARB
*2: 2.0 ℓ and 2.2 ℓ PGM-FI

5. Engine/Cylinder Head, Valve Train

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Valve spring	Free length	EX (AS): (NH): (CH):	56.28 (2.2157)* ¹ 55.78 (2.1960)* ² 55.80 (2.1968)* ²	— — —
Valve guide	I.D. Valve guide installed height	IN and EX IN EX	5.515—5.530 (0.2171—0.2177) 23.75—24.25 (0.9148—0.9547) 15.05—15.55 (0.5925—0.6122)	5.53 (0.2177) — —
Rocker arm	Arm-to-shaft clearance	IN EX	0.017—0.050 (0.0007—0.0020) 0.018—0.054 (0.0007—0.0021)	0.080 (0.0031) 0.080 (0.0031)

*1: 2.0 ℓ CARB

*2: 2.0 ℓ and 2.2 ℓ PGM-FI

AS: ASSOCIATED SPRING

NH: NIHON HATUJO

CH: CHUO HATSUJO

5. Engine/Engine Block

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Cylinder block	Warpage of deck surface Bore diameter Bore taper Reboring limit		0.07 (0.003) max. 85.00—85.02 (3.3464—3.3472) — —	0.10 (0.004) 85.07 (3.3492) 0.05 (0.002) 0.5 (0.02)
Piston	Skirt O.D. (At 21 mm (0.83 in) from bottom of skirt) Clearance in cylinder	No Mark B	84.98—84.99 (3.3456—3.4605) 84.97—84.98 (3.3452—3.3456) 0.02—0.04 (0.0008—0.0016)	84.97 (3.3452) 84.96 (3.3448) 0.05 (0.0020)
Piston ring	Piston-to-ring clearance Ring end gap	Top Second Top Second Oil	0.035—0.060 (0.0014—0.0024) 0.030—0.055 (0.0011—0.0022) 0.20—0.35 (0.0079—0.0138) 0.40—0.55 (0.0157—0.0217) 0.20—0.70 (0.0079—0.0276)	0.130 (0.0051) 0.130 (0.0051) 0.60 (0.0236) 0.70 (0.0276) 0.80 (0.0315)
Connecting rod	Pin-to rod interference Small end bore diameter Large end bore diameter End play installed on crankshaft	2.0 ℓ 2.2 ℓ	0.013—0.032 (0.0005—0.0013) 21.968—21.981 (0.8649—0.8654) Nominal 48 (1.890) Nominal 51 (2.008) 0.15—0.30 (0.006—0.012)	— — — — 0.40 (0.016)
Crankshaft	Main journal diameter Taper/out-of-round, main journal Rod journal diameter Taper/out-of-round, rod journal End play Runout	No.1, 2 Journals No.3 Journal No.4 Journal No.5 Journal 2.0 ℓ 2.2 ℓ 2.0 ℓ 2.2 ℓ	49.976—50.000 (1.9676—1.9685) 49.972—49.996 (1.9674—1.9683) 49.984—50.008 (1.9665—1.9688) 49.984—50.008 (1.9679—1.9688) 49.988—50.012 (1.9680—1.9690) 0.005 (0.0002) max. 44.976—45.000 (1.7710—1.7717) 47.976—48.000 (1.8888—1.8898) 0.005 (0.0002) max. 0.10—0.35 (0.004—0.014) 0.015 max. (0.0006)	— — — — — 0.006 (0.0004) — — 0.006 (0.0004) 0.45 (0.018) 0.020 (0.0008)
Bearings	Main bearing-to journal oil clearance Rod bearing-to journal oil clearance	No.1, 2 Journals No.3 Journal No.4 Journal No.5 Journal 2.2 ℓ 2.0 ℓ	0.021—0.045 (0.0009—0.0018) 0.025—0.049 (0.0001—0.0019) 0.013—0.037 (0.0005—0.0015) 0.009—0.033 (0.0004—0.0013) 0.021—0.049 (0.0008—0.0019) 0.015—0.043 (0.0006—0.0017)	0.05 (0.002) 0.054 (0.0021) 0.05 (0.002) 0.05 (0.002) 0.05 (0.002) 0.05 (0.002)

Standards and Service Limits

5. Engine/Engine Block

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Balancer shaft	Journal diameter	No. 1 journal (Front)	42.722–42.734 (1.6820–1.6824)	—
		(Rear)	20.938–20.950 (0.8243–0.8248)	—
		No. 2 journal	38.712–38.724 (1.5241–1.5246)	—
	Journal taper	No. 3 journal	34.722–34.734 (1.3670–1.3674)	—
			0.005 (0.0002)	—
	End play	(Front)	0.100–0.350 (0.0040–0.0138)	—
		(Rear)	0.060–0.180 (0.0024–0.0070)	—
	Runout Oil Clearance		0.020 (0.0008)	—
		No. 1 journal (Rear)	0.050–0.075 (0.0020–0.0030)	—
		No. 1, 3 journal	0.066–0.118 (0.0026–0.0046)	—
		No. 2 journal	0.076–0.128 (0.0030–0.0050)	—
Balancer shaft bearing	I.D.	No. 1 journal (Front)	42.800–42.820 (1.6850–1.6858)	—
		(Rear)	21.000–21.013 (0.8268–0.8273)	—
		No. 2 journal	38.800–38.820 (1.5276–1.5283)	—
		No. 3 journal	34.800–34.820 (1.3701–1.3710)	—

5. Engine/Engine Lubrication

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Engine oil	Capacity ℓ (US qt, Imp qt)		4.9 (5.2, 4.3) After engine disassembly 3.8 (4.0, 3.3) After oil change, including oil filter 3.5 (3.7, 3.1) After oil change, without oil filter	
Oil pump	Displacement ℓ(US qt, Imp qt)/min. at pump 1,000 min ⁻¹ (rpm)		7.4 (7.8, 6.5) min.	
	Inner-to-outer rotor radial clearance		0.02–0.16 (0.0008–0.0063)	0.2 (0.008)
	Pump body-to-rotor radial clearance		0.10–0.19 (0.0040–0.0075)	0.21 (0.0083)
	Pump body-to-rotor side clearance		0.02–0.07 (0.001–0.003)	0.12 (0.005)
Relief valve	Pressure setting with oil temperature at 80°C (176°F)	Idle	69 kPa (0.7 kg/cm ² , 10 psi) min.	
		3,000 min ⁻¹ (rpm)	343 kPa (3.5 kg/cm ² , 50 psi)	

5. Engine/Cooling

	MEASUREMENT	STANDARD (NEW)
Thermostat	Starts to open Full open Valve lift at full open	78±2°C (172±3°F) 90°C (194°F) 8 (0.31) max.
Water pump	Displacement ℓ (US qt, Imp qt)/min. at pump 2,000 min ⁻¹ (rpm)	44 (46, 40) min.
Radiator	Capacity (incl. heater) ℓ (US qt, Imp qt) (Includes reservoir tank 0.6 (0.63, 0.53)) for overhaul 1. F20A2: 2. F20A3: 3. F20A5: 4. F20A6: 5. F20A8: 6. F22A2: 7. F22A3: 8. F22A6: 9. F22A7: 10. F22A8: 11. F22A9: 12. F20A7: 13. F20Z3: for change 1. F20A2: 2. F20A3: 3. F20A5: 4. F20A6: 5. F20A8: 6. F22A2: 7. F22A3: 8. F22A6: 9. F22A7: 10. F22A8: 11. F22A9: 12. F20A7: 13. F20Z3: Pressure cap opening pressure	M/T: 7.2 (7.61, 6.34) A/T: 7.1 (7.50, 6.23) 7.2 (7.61, 6.34) 7.1 (7.50, 6.23) 6.6 (6.97, 5.81)* 7.1 (7.50, 6.23)* 7.2 (7.61, 6.34) 7.1 (7.50, 6.23) 7.2 (7.61, 6.34) 7.1 (7.50, 6.23) 7.2 (7.61, 6.34) 7.1 (7.50, 6.23) 6.6 (6.97, 5.81) 7.1 (7.50, 6.23) 7.2 (7.61, 6.34) 7.1 (7.50, 6.23) 6.6 (6.97, 5.81) 7.1 (7.50, 6.23) 7.2 (7.61, 6.34) 7.1 (7.50, 6.23) 6.6 (6.97, 5.81) 7.1 (7.50, 6.23) 7.2 (7.61, 6.34) 7.1 (7.50, 6.23) 6.6 (6.97, 5.81) 7.1 (7.50, 6.23) 7.2 (7.61, 6.34) 7.1 (7.50, 6.23) M/T: 3.6 (3.80, 3.17) A/T: 3.5 (3.70, 3.08) 3.6 (3.80, 3.17) 3.5 (3.70, 3.08) 3.0 (3.17, 2.64)* 3.5 (3.70, 3.08)* 3.6 (3.80, 3.17) 3.5 (3.70, 3.08) 3.6 (3.80, 3.17) 3.5 (3.70, 3.08) 3.6 (3.80, 3.17) 3.5 (3.70, 3.08) 3.0 (3.17, 2.64) 3.0 (3.17, 2.64) 3.6 (3.80, 3.17) 3.6 (3.80, 3.17) 3.0 (3.17, 2.64) 3.5 (3.70, 3.08) 3.6 (3.80, 3.17) 3.5 (3.70, 3.08) 3.0 (3.17, 2.64) 3.6 (3.80, 3.17) 3.6 (3.80, 3.17) 3.5 (3.70, 3.08) 3.6 (3.80, 3.17) 3.5 (3.70, 3.08) 93–123 kPa (0.95–1.25 kg/cm ² , 13.5–17.8 psi)
Cooling fan	"ON" temperature "OFF" temperature "ON" temperature (Fan timer) "OFF" temperature (Fan timer)	87°–93°C (189°–199°F) 80°–91°C (176°–196°F) 105°–111°C (221°–231°F) 98°–109°C (208°–228°F)
Radiator cap	Opening pressure kPa (kg/cm ² , psi)	95-125 (0.95-1.25, 13.5-17.8)

1. F20A2: 2.0 ℓ CARB with CATA
2. F20A3: 2.0 ℓ CARB
3. F20A5: 2.0 ℓ PGM-FI
6. F20A6: 2.0 ℓ CARB with CATA
5. F20A8: 2.0 ℓ PGM-FI with CATA
6. F22A2: 2.2 ℓ PGM-FI
7. F22A3: 2.2 ℓ PGM-FI with CATA
8. F22A6: 2.2 ℓ PGM-FI with CATA for 5D KQ
9. F22A7: 2.2 ℓ PGM-FI with CATA for 5D EC M/T
10. F22A8: 2.2 ℓ PGM-FI with CATA for 5D EC A/T
11. F22A9: 2.2 ℓ PGM-FI with CATA
12. F20A7: 2.0 ℓ PGM-FI with CATA for KB other
13. F20Z3: 2.0 ℓ PGM-FI with CATA for 5D EC

*KB model

Standards and Service Limits

6. Fuel and Emissions

	MEASUREMENT		STANDARD (NEW)
Fuel pump (PGM-FI)	Displacement (minimum in 10 seconds) Relief valve opening pressure		230 ml (7.8 US oz, 8.1 Imp oz) 441–588 kPa (4.5–6.0 kg/cm ² , 64–85 psi)
Fuel pump (CARB)	Delivery pressure Displacement (minimum in minute at 12V)		9–12 kPa (0.09–0.12 kg/cm ² , 1.3–1.7 psi) 700 ml (23.7 US oz, 19.7 Imp oz)
Pressure regulator (PGM-FI)	Pressure with regulator vacuum hose disconnected		240–279 kPa (2.45–2.85 kg/cm ² , 34–41 psi)* ¹ 275–324 kPa (2.80–3.30 kg/cm ² , 40–47 psi)* ²
Fuel tank	Capacity	2WS: 4WS:	65 ℓ (17.2 US gal, 14.3 Imp gal) 60 ℓ (15.9 US gal, 13.2 Imp gal)
Engine	Fast idle		PGM-FI: 1,400 ± 400 min ⁻¹ (rpm) CARB: 3,400 ± 500 min ⁻¹ (rpm)
	Idle speed (with headlights and cooling fan OFF)	M/T with carbureted engine: M/T with PGM-FI engine: A/T with carbureted engine: A/T with PGM-FI engine:	800 ± 50 min ⁻¹ (rpm) 770 ± 50 min ⁻¹ (rpm) 750 ± 50 min ⁻¹ (rpm) in N or P position 770 ± 50 min ⁻¹ (rpm) in N or P position
	Idle CO	With CATA: Without CATA:	0.1% maximum 1.0 ± 1.0%

*1: F20A5, F22A2, F22A3, F22A7, F22A8 engines

*2: Except F20A5, F22A2, F22A3, F22A7, F22A8 engines

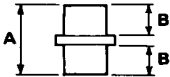
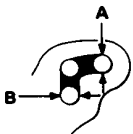
7. Clutch

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Clutch pedal	Pedal height	RHD: LHD:	210 (8.3) to floor 184 (7.2) to floor	—
	Stroke		142.0 (5.6)	—
	Pedal play		9–15 (0.4–0.6)	—
	Disengagement height		90 (3.5) min. to floor	—
			80 (3.1) min. to carpet	—
Flywheel	Clutch surface runout		0.05 (0.002) max.	0.15 (0.006)
Clutch disc	Rivet head depth		1.3 (0.05) min.	0.2 (0.008)
	Surface runout		0.6 (0.02) max.	1.0 (0.04)
	Thickness		8.4–9.1 (0.33–0.36)	6.0 (0.24)
Clutch cover	Unevenness of diaphragm spring		0.6 (0.02) max.	0.8 (0.03)

8. Manual Transmission

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Transmission oil	Capacity ℓ (US qt, Imp qt)		1.9 (2.0, 1.7) for oil change 2.0 (2.1, 1.8) for overhaul	
Mainshaft	End play		0.10–0.16 (0.0039–0.0063)	Adjust with a shim.
	Diameter of ball bearing contact area		27.977–27.990 (1.1015–1.1020)	27.940 (1.1000)
	Diameter of third gear contact area		37.984–38.000 (1.4954–1.4961)	37.930 (1.4933)
	Diameter of ball bearing contact area		27.987–28.000 (1.1018–1.1024)	27.940 (1.1000)
	Runout		0.02 (0.0008) max.	0.05 (0.002)
Mainshaft third and fourth gears	I.D.		43.009–43.025 (1.6933–1.6939)	43.080 (1.6961)
	End play		0.06–0.21 (0.0024–0.0083)	0.30 (0.012)
	Thickness 3rd gear		32.42–32.47 (1.276–1.278)	32.3 (1.27)
	4th gear		30.92–30.97 (1.217–1.219)	30.8 (1.21)
Mainshaft fifth gear	I.D.		43.009–43.025 (1.6933–1.6939)	43.080 (1.6961)
	End play		0.06–0.21 (0.0024–0.0083)	0.30 (0.012)
	Thickness		30.92–30.97 (1.217–1.219)	30.8 (1.21)
Countershaft	End play		0.05–0.40 (0.0019–0.0157)	0.50 (0.02)
	Diameter of needle bearing contact area		38.000–38.015 (1.4961–1.4967)	37.95 (1.4941)
	Diameter of ball bearing needle bearing contact area		24.987–25.000 (0.9837–0.9845)	24.94 (0.982)
	Diameter of low gear contact area		39.984–40.000 (1.5742–1.5748)	39.93 (1.572)
	Runout		0.02 (0.0008) max.	0.05 (0.002)

8. Manual Transmission

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Countershaft low gear	I.D. End play	46.009–46.025 (1.8114–1.8120) 0.04–0.10 (0.002–0.004)	46.08 (1.814) Adjust with a washer.
Countershaft second gear	I.D. End play Thickness	47.009–47.025 (1.8507–1.8514) 0.04–0.10 (0.002–0.004) 34.62–34.67 (1.3630–1.3650)	47.08 (1.854) Adjust with a collar. 33.5 (1.32)
Spacer collar (Countershaft second gear)	I.D. O.D. Length	36.48–36.49 (1.4362–1.4366) 41.989–42.000 (1.6531–1.6535) 29.02–29.04 (1.1425–1.1433) 29.07–29.09 (1.1445–1.1453)	36.50 (1.437) 41.94 (1.651) — —
Spacer collar (Mainshaft fourth and fifth gears)	I.D. O.D. Length 	31.002–31.012 (1.2205–1.2209) 37.989–38.000 (1.4956–1.4961) 56.45–56.55 (2.222–2.226) 26.03–26.08 (1.0248–1.0268)	31.06 (1.223) 37.94 (1.494) — 26.01 (1.024)
Reverse idler gear	I.D. Gear-to-reverse gear shaft clearance	20.016–20.043 (0.7880–0.7891) 0.036–0.084 (0.0014–0.0033)	20.09 (0.7909) 0.160 (0.006)
Synchronizer ring	Ring-to-gear clearance (ring pushed against gear)	0.85–1.10 (0.0335–0.0433)	0.40 (0.016)
Shift fork	Synchronizer sleeve groove width Fork-to-synchronizer sleeve clearance	6.75–6.85 (0.266–0.270) 0.35–0.65 (0.014–0.026)	— 1.0 (0.039)
Reverse shift fork	Pawl groove width Fork-to-reverse idle gear clearance Groove width Fork-to fifth/reverse shift Shaft clearance 	13.0–13.3 (0.51–0.52) 0.5–1.1 (0.02–0.43) 7.05–7.25 (0.278–0.2854) 7.4–7.7 (0.29–0.30) 0.05–0.35 (0.002–0.014) 0.4–0.8 (0.02–0.03)	1.8 (0.07). — — — 0.5 (0.02) 1.0 (0.04)
Shift arm	I.D. Shift arm-to-shaft clearance Shift fork diameter at contact area Shift arm-to-shift fork shaft clearance	15.973–16.000 (0.6289–0.6299) 0.005–0.059 (0.0002–0.0023) 12.9–13.0 (0.508–0.512) 0.2–0.5 (0.01–0.02)	— — — 0.6 (0.02)
Select lever	Pin size of contact area Shaft outer diameter Shift arm cover clearance	7.9–8.0 (0.311–0.315) 15.41–15.68 (0.607–0.617) 0.032–0.102 (0.0013–0.0040)	— — —
Shift arm lever	O.D. Transmission housing clearance	15.941–15.968 (0.6276–0.6287) 0.027–0.139 (0.0011–0.0055)	— —
Inter lock	Bore diameter Shift arm lever clearance	16.00–16.05 (0.630–0.632) 0.032–0.109 (0.0013–0.0043)	— —
Ring gear	Backlash	0.085–0.142 (0.0033–0.0056)	0.200 (0.0079)
Differential carrier	Pinion shaft bore diameter Carrier-to-pinion shaft clearance Driveshaft bore diameter Carrier-to-driveshaft clearance	18.000–18.018 (0.7087–0.7094) 0.017–0.047 (0.0007–0.0019) 28.005–28.025 (1.1026–1.1033) 0.025–0.066 (0.0009–0.0026) 0.055–0.091 (0.0022–0.0036)	— 0.100 (0.0039) — 0.120 0.150
Differential pinion gear	Backlash Pinion gear bore diameter Pinion gear-to-pinion shaft clearance	0.05–0.15 (0.002–0.006) 18.042–18.066 (0.7103–0.7113) 0.059–0.095 (0.0023–0.0037)	Selection with 7 types of washers. — 0.150 (0.0059)
Differential taper roller bearing	Preload	1.4–2.6 N·m (14–26 kg·cm, 1.0–1.9 lb·ft)	Selection with 20 types of shims.

Standards and Service Limits

9. Automatic Transmission

MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Transmission oil	Capacity ℓ (US qt, Imp qt)	2.4 (2.5, 2.1) for oil change 6.0 (6.3, 5.3) for overhaul	
Hydraulic pressure	Line pressure at $2,000 \text{ min}^{-1}$ (rpm) ([N] or [P] position)	Carburetor 760 kPa (7.75 kg/cm ² , 110 psi) Throttle valve full-closed 809 kPa (8.25 kg/cm ² , 117 psi) Throttle valve more than 2/8 open	711 kPa (7.25 kg/cm ² , 103 psi) Throttle valve more than 2/8 open
		PGM-FI 784 kPa (8.0 kg/cm ² , 114 psi) Throttle valve full-closed 834 kPa (8.5 kg/cm ² , 121 psi) Throttle valve more than 1.5/8 open	735 kPa (7.5 kg/cm ² , 107 psi) Throttle valve more than 1.5/8 open
	4th clutch pressure at $2,000 \text{ min}^{-1}$ (rpm) ([D4] position)	Carburetor 412 kPa (4.2 kg/cm ² , 60 psi) Throttle valve full-closed 809 kPa (8.25 kg/cm ² , 117 psi) Throttle valve more than 2/8 open	353 kPa (3.6 kg/cm ² , 51 psi) Throttle valve full-closed 711 kPa (7.25 kg/cm ² , 103 psi) Throttle valve more than 2/8 open
		PGM-FI 520 kPa (5.3 kg/cm ² , 75 psi) Throttle valve full-closed 834 kPa (8.5 kg/cm ² , 121 psi) Throttle valve more than 1.5/8 open	461 kPa (4.7 kg/cm ² , 67 psi) Throttle valve full-closed 735 kPa (7.5 kg/cm ² , 107 psi) Throttle valve more than 1.5/8 open
	3rd clutch pressure at $2,000 \text{ min}^{-1}$ (rpm) ([D4] or [D3] position)	Carburetor 392 kPa (4.0 kg/cm ² , 57 psi) Throttle valve full-closed 809 kPa (8.25 kg/cm ² , 117 psi) Throttle valve more than 2/8 open	353 kPa (3.6 kg/cm ² , 51 psi) Throttle valve full-closed 711 kPa (7.25 kg/cm ² , 103 psi) Throttle valve more than 2/8 open
		PGM-FI 490 kPa (5.0 kg/cm ² , 71 psi) Throttle valve full-closed 834 kPa (8.5 kg/cm ² , 121 psi) Throttle valve more than 1.5/8 open	441 kPa (4.5 kg/cm ² , 64 psi) Throttle valve full-closed 735 kPa (7.5 kg/cm ² , 107 psi) Throttle valve more than 1.5/8 open
	2nd clutch pressure at $2,000 \text{ min}^{-1}$ (rpm) ([D4] or [D3] position)	Carburetor 392 kPa (4.0 kg/cm ² , 57 psi) Throttle valve full-closed 809 kPa (8.25 kg/cm ² , 117 psi) Throttle valve more than 2/8 open	353 kPa (3.6 kg/cm ² , 51 psi) Throttle valve full-closed 711 kPa (7.25 kg/cm ² , 103 psi) Throttle valve more than 2/8 open
		PGM-FI 490 kPa (5.0 kg/cm ² , 71 psi) Throttle valve full-closed 834 kPa (8.5 kg/cm ² , 121 psi) Throttle valve more than 1.5/8 open	441 kPa (4.5 kg/cm ² , 64 psi) Throttle valve full-closed 735 kPa (7.5 kg/cm ² , 107 psi) Throttle valve more than 1.5/8 open
	1st clutch pressure at $2,000 \text{ min}^{-1}$ (rpm) ([1] , [D4] or [D3] position)	Carburetor 760—809 kPa (7.75—8.25 kg/cm ² , 110—117 psi)	711 kPa (7.25 kg/cm ² , 103 psi)
		PGM-FI 785—834 kPa (8.0—8.5 kg/cm ² , 114—121 psi)	735 kPa (7.5 kg/cm ² , 107 psi)
	2nd clutch pressure at $2,000 \text{ min}^{-1}$ (rpm) ([2] position)	Carburetor 760—809 kPa (7.75—8.25 kg/cm ² , 110—117 psi)	711 kPa (7.25 kg/cm ² , 103 psi)
		PGM-FI 785—834 kPa (8.0—8.5 kg/cm ² , 114—121 psi)	735 kPa (7.5 kg/cm ² , 107 psi)

9. Automatic Transmission

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Hydraulic pressure	Governor pressure at 60 km/h (37.5 mph) (D4 or D3 position)	Carburetor with CATA	226–235 kPa (2.30–2.40 kg/cm ² , 33–34 psi)	221 kPa (2.25 kg/cm ² , 32 psi)
		Carburetor without CATA	167–177 kPa (1.70–1.80 kg/cm ² , 24–25 psi)	162 kPa (1.65 kg/cm ² , 23 psi)
	Throttle pressure A (D4 or D3 position)	Carburetor with CATA	closed 0	—
			open 515–530 kPa (5.25–5.4 kg/cm ² , 75–77 psi)	510 kPa (5.2 kg/cm ² , 74 psi)
		Carburetor without CATA	closed 0	—
			open 485–500 kPa (4.95–5.10 kg/cm ² , 70–73 psi)	481 kPa (4.9 kg/cm ² , 70 psi)
	Throttle pressure B (D4 or D3 position)	Carburetor	closed 0	—
			open 760–809 kPa (7.75–8.25 kg/cm ² , 110–117 psi)	711 kPa (7.25 kg/cm ² , 103 psi)
PGM-FI		closed 0	—	
		open 785–834 kPa (8.0–8.5 kg/cm ² , 114–121 psi)	735 kPa (7.5 kg/cm ² , 107 psi)	
Stall speed	Check with car on level ground	Carburetor	2,450–2,750 min ⁻¹ (rpm)	—
		PGM-FI	2,350–2,650 min ⁻¹ (rpm)	—
Clutch	Clutch initial clearance		1st-hold 0.8–1.0 (0.031–0.039)	—
			1st, 2nd 0.65–0.85 (0.026–0.033)	—
			3rd, 4th 0.4–0.6 (0.016–0.024)	—
	Clutch return spring free length	Carburetor	1st, 2nd, 3rd: 33.9 (1.33) 4th: 30.2 (1.189)	31.9 (1.256) 28.2 (1.110)
		PGM-FI	1st, 2nd, 3rd, 4th: 33.5 (1.318)	31.5 (1.240)
	Clutch disc thickness		1.88–2.0 (0.074–0.079)	Until grooves worn out
	Clutch plate thickness	Carburetor	1st, 2nd: 2.25–2.35 (0.089–0.093)	Discoloration ↑ ↓ Discoloration
			3rd, 4th, 1st-hold: 1.95–2.05 (0.077–0.081)	
		PGM-FI	1st, 1st-hold: 1.95–2.05 (0.0767–0.0807)	
			2nd: 2.55–2.65 (0.1003–0.1043)	
			3rd, 4th: 2.25–2.35 (0.0885–0.0925)	
	Clutch end plate thickness	Mark 1	2.05–2.10 (0.081–0.83)	
		Mark 2	2.15–2.20 (0.085–0.087)	
		Mark 3	2.25–2.30 (0.089–0.091)	
		Mark 4	2.35–2.40 (0.093–0.094)	
		Mark 5	2.45–2.50 (0.096–0.098)	
Mark 6		2.55–2.60 (0.100–0.102)		
Mark 7		2.65–2.70 (0.104–0.106)		
Mark 8		2.75–2.80 (0.108–0.110)		
Mark 9		2.85–2.90 (0.112–0.114)		
*Mark 10		2.95–3.00 (0.116–0.118)		

*Carbureted engine only.

Standards and Service Limits

9. Automatic Transmission (cont'd)

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Valve body	Stator camshaft needle bearing contact area I.D. (torque converter side)	27.000—27.021 (1.0630—1.0638)	Wear or damage
	Stator camshaft needle bearing contact area I.D. (oil pump side)	29.000—29.013 (1.1417—1.1422)	—
	Oil pump driven gear I.D.	14.016—14.034 (0.5518—0.5525)	Wear or damage
	Oil pump gear shaft O.D.	13.980—13.990 (0.5504—0.5508)	Wear or damage
Regulator valve body	Oil pump gear side clearance	0.03—0.05 (0.0012—0.0020)	0.07 (0.0028)
	Oil pump gear-to-body clearance	0.21—0.265 (0.0083—0.0104)	—
	Drive	0.07—0.125 (0.0027—0.0049)	—
	Driven		
Accumulator body	Sealing ring contact area diameter	35.000—35.025 (1.3780—1.3789)	35.050 (1.3799)
Stator camshaft	Sealing ring contact area diameter	32.000—32.013 (1.2598—1.2604)	32.05 (1.2618)
Shifting device and parking brake control	Reverse shift fork thickness	29.000—29.013 (1.1417—1.1422)	29.05 (1.1436)
Servo body	Parking brake ratchet pawl	5.90—6.00 (0.232—0.236)	5.40 (0.213)
	Parking gear	—	Wear or other defect
	Throttle cam stopper	18.5—18.6 (0.7283—0.7322)	Wear or other defect
	Carburetor PGM-FI	17.0—17.1 (0.6692—0.6732)	—
Transmission	Shift fork shaft I.D.	14.000—14.005 (0.5512—0.5514)	—
	A	14.006—14.010 (0.5514—0.5516)	—
	B	14.011—14.015 (0.5516—0.5518)	—
	C	37.000—37.039 (1.4567—1.4582)	37.045 (1.4585)
Transmission	Shift fork shaft valve bore I.D.		
	Diameter of needle bearing contact area	22.984—23.000 (0.9049—0.9055)	Wear or damage
	On mainshaft and stator shaft	31.984—32.000 (1.2592—1.2598)	
	On mainshaft 4th gear collar		
	On mainshaft 3rd gear collar		
	Carburetor PGM-FI	41.984—42.000 (1.6529—1.6535)	
	On countershaft 1st gear collar	45.984—46.000 (1.8104—1.8110)	
	On countershaft 4th gear	40.984—41.000 (1.6142—1.6535)	
	On countershaft reverse gear	31.975—31.991 (1.2589—1.2595)	
	On countershaft parking gear	35.979—36.000 (1.4165—1.4173)	
	On secondary shaft 1st gear	39.984—40.000 (1.5741—1.5748)	
	On secondary shaft 2nd gear	31.975—31.991 (1.2588—1.2594)	
	Reverse idler gear shaft holder I.D.	31.975—31.991 (1.2588—1.2594)	
	Mainshaft 3rd gear I.D.	14.416—14.434 (0.5675—0.5682)	
	Carburetor PGM-FI	48.000—48.019 (1.8898—1.8905)	
	Mainshaft 4th gear I.D.	52.000—52.019 (2.0472—2.0480)	
		38.005—38.021 (1.4963—1.4969)	Wear or damage

9. Automatic Transmission

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Transmission	Countershaft 1st gear I.D.	47.000—47.016 (1.8504—1.8510)	Wear or damage ↑ ↓ Wear or damage — — — — — — — — — — — — — —
	Countershaft 4th gear I.D.	38.000—38.016 (1.4961—1.4967)	
	Countershaft reverse gear I.D.	42.000—42.016 (1.6535—1.6541)	
	Countershaft idler gear I.D.	48.000—48.016 (1.8897—1.8903)	
	Secondary shaft 1st gear I.D.	37.000—37.016 (1.4566—1.4573)	
	Secondary shaft 2nd gear I.D.	37.000—37.016 (1.4566—1.4573)	
	Mainshaft 3rd gear collar length	20.000—20.050 (0.7874—0.7893)	
	Carburetor PGM-FI	19.500—19.550 (0.7677—0.7697)	
	Mainshaft 4th gear collar length	47.500—47.550 (1.8700—1.8720)	
	Countershaft 1st gear collar length	27.500—27.550 (1.0826—1.0846)	
	Secondary shaft distance collar length	4.95—5.00 (0.1948—0.1968)	
	Secondary shaft 2nd gear thrust washer thickness	4.35—4.45 (0.1713—0.1752)	
	Countershaft 1st gear thrust washer thickness	1.45—1.50 (0.0570—0.0590)	
	Countershaft idler gear thrust washer thickness	3.45—3.55 (0.1358—0.1398)	
	Countershaft parking gear length	25.030—25.048 (0.9854—0.9861)	
	Secondary shaft 2nd gear spline washer thickness	4.02—4.05 (0.158—0.159)	
		4.07—4.10 (0.160—0.161)	
		4.12—4.15 (0.162—0.163)	
		4.17—4.20 (0.164—0.165)	
		4.22—4.25 (0.166—0.167)	
		4.27—4.30 (0.168—0.169)	
		4.32—4.35 (0.170—0.171)	
		4.37—4.40 (0.172—0.173)	
		4.42—4.45 (0.174—0.175)	

Standards and Service Limits

9. Automatic Transmission (cont'd)

Unit of length: mm (in)

	MEASUREMENT	STANDARD (NEW)			
		WIRE DIA.	O.D.	FREE LENGTH	No. of COILS
Spring (Carburetor)	One way ball spring	0.29 (0.0114)	4.0 (0.1574)	14.0 (0.5511)	13.0
	Regulator valve spring A	1.80 (0.0708)	14.7 (0.5787)	86.5 (3.4055)	16.5
	Regulator valve spring B	1.80 (0.0708)	9.6 (0.3779)	44.0 (1.7328)	7.5
	Stator reaction spring	5.50 (0.2165)	37.4 (1.4724)	30.3 (1.1929)	2.1
	Throttle modulator spring	1.20 (0.0472)	9.4 (0.3700)	27.2 (1.0708)	8.0
	with CATA	1.20 (0.0472)	9.4 (0.3700)	26.3 (1.0354)	8.0
	without CATA	1.10 (0.0433)	8.4 (0.3307)	36.4 (1.4331)	12.0
	Torque convertor check valve spring	1.00 (0.0393)	8.4 (0.3307)	39.1 (1.5393)	15.1
	Relife valve spring	1.10 (0.0433)	8.4 (0.3307)	46.8 (1.8425)	17.0
	Cooler check valve spring	1.0 (0.0393)	18.8 (0.7401)	25.8 (1.0157)	4.0
	Governor spring A	1.0 (0.0393)	18.8 (0.7401)	41.2 (1.6220)	4.0
	without CATA	1.0 (0.0393)	18.8 (0.7401)	44.3 (1.7440)	4.0
	Governor spring B	0.8 (0.0314)	11.8 (0.4645)	22.9 (0.9016)	7.0
	with CATA	0.9 (0.0354)	11.8 (0.4645)	18.4 (0.7244)	6.2
	without CATA	0.9 (0.0354)	11.8 (0.4645)	21.4 (0.8425)	6.2
	2nd orifice control spring	0.7 (0.0275)	6.6 (0.2598)	53.3 (2.0984)	20.5
	Servo orifice control spring	0.9 (0.0354)	7.1 (0.2795)	61.2 (2.4094)	28.2
	Throttle spring A	1.0 (0.0393)	8.5 (0.3346)	21.0 (0.8267)	5.8
	without CATA	1.0 (0.0393)	8.5 (0.3346)	21.0 (0.8267)	5.4
	with CATA	1.0 (0.0393)	8.5 (0.3346)	22.2 (0.8740)	6.0
	without CATA	1.0 (0.0393)	8.5 (0.3346)	22.1 (0.8701)	5.5
	Throttle adjust spring A	0.8 (0.0314)	6.2 (0.2440)	27.0 (1.0630)	8.5
	Throttle adjust spring B	0.8 (0.0314)	6.2 (0.2440)	30.0 (1.1811)	8.0
	Throttle spring B	1.4 (0.0551)	8.5 (0.3346)	41.6 (1.6378)	14.0
	1-2 shift spring	0.5 (0.0196)	4.6 (0.1811)	42.3 (1.6653)	25.0
	with CATA	0.6 (0.0236)	6.1 (0.2401)	42.3 (1.6653)	21.1
	without CATA	0.4 (0.0157)	4.5 (0.1771)	13.0 (0.5118)	8.7
	1-2 shift ball spring	0.4 (0.0157)	4.5 (0.1771)	12.6 (0.4960)	8.7
	2-3 shift spring	0.9 (0.0354)	7.6 (0.2992)	70.0 (2.7559)	28.2
	without CATA	0.8 (0.0314)	7.6 (0.2992)	58.9 (2.3188)	16.8
	2-3 shift ball spring	0.5 (0.0196)	4.5 (0.1771)	11.7 (0.4606)	10.5
	with CATA	0.5 (0.0196)	4.5 (0.1771)	14.1 (0.5551)	10.5
	without CATA	0.9 (0.0354)	9.6 (0.3779)	35.8 (1.4094)	10.3
	3-4 shift spring	0.9 (0.0354)	9.6 (0.3779)	27.7 (1.0905)	10.3
	without CATA	0.5 (0.0196)	4.5 (0.1771)	11.5 (0.4527)	7.4
	3-4 shift ball spring	0.5 (0.0196)	4.5 (0.1771)	11.3 (0.4448)	7.4
	without CATA	4.0 (0.1574)	21.5 (0.8464)	71.7 (2.8228)	8.3
	1st-hold accumulator spring	1.8 (0.0709)	16.3 (0.6417)	115.4 (4.5433)	18.6
	1st accumulator spring	2.6 (0.1023)	16.0 (0.6292)	84.6 (3.3307)	14.3
	4th accumulator spring	3.5 (0.1378)	22.0 (0.8661)	77.1 (3.0354)	10.0
	2nd accumulator spring	2.6 (0.1023)	17.5 (0.6890)	78.6 (3.0944)	11.0
	3rd accumulator spring	0.9 (0.0354)	7.6 (0.2992)	73.7 (2.9015)	32.0
	L/C shift spring	1.0 (0.0393)	6.6 (0.2598)	84.0 (3.3070)	42.4
	L/C timing spring B	1.0 (0.0393)	6.6 (0.2598)	79.1 (3.1141)	42.4
	without CATA	0.9 (0.0354)	6.6 (0.2598)	55.9 (2.2007)	27.3
	L/C timing spring A	0.9 (0.0354)	6.6 (0.2598)	50.0 (1.9685)	27.3
	without CATA	0.8 (0.0314)	7.6 (0.2992)	44.5 (1.7519)	17.0
	Governor cut spring	0.7 (0.0275)	6.6 (0.2598)	42.9 (1.6889)	14.1
	L/C control spring	1.4 (0.0551)	9.4 (0.3700)	31.2 (1.2283)	10.9
	CPC valve spring	0.9 (0.0354)	7.6 (0.2992)	62.7 (2.4684)	27.5
	3rd kick down spring	0.7 (0.0275)	7.1 (0.2795)	40.0 (1.5748)	20.8
	Reverse control spring	0.7 (0.0275)	7.6 (0.2992)	31.0 (1.2204)	12.7
	L/C cut spring	1.2 (0.0472)	7.7 (0.3031)	45.6 (1.7952)	21.8
	Accumulator control spring	1.2 (0.0472)	7.1 (0.2795)	46.9 (1.8464)	20.6
	2nd kick down spring	0.9 (0.0354)	6.4 (0.2519)	32.5 (1.2795)	17.5
	Servo control spring	0.7 (0.0275)	5.6 (0.2204)	33.0 (1.2992)	21.7
	2-1 timing spring	0.8 (0.0314)	6.1 (0.2401)	51.1 (2.0118)	26.6
	4th exhaust spring				

9. Automatic Transmission

	MEASUREMENT	STANDARD (NEW)			
		WIRE DIA.	O.D.	FREE LENGTH	No. of COILS
Spring (PGM-FI)	Regulator valve spring	1.8 (0.0709)	14.7 (0.5887)	86.5 (3.4055)	16.5
		1.8 (0.0709)	9.6 (0.3779)	44.0 (1.7323)	12.7
	Stator reaction spring	4.5 (0.1772)	35.4 (1.3937)	30.3 (1.1929)	1.92
	Torque converter check valve spring	1.1 (0.0433)	8.4 (0.3307)	36.4 (1.4331)	12.0
	Relief valve spring	1.0 (0.0394)	8.4 (0.3307)	39.1 (1.5393)	15.1
	Cooler check valve spring	1.1 (0.0433)	8.4 (0.3307)	46.8 (1.8425)	17.0
	2nd orifice control spring	0.6 (0.0236)	6.6 (0.2598)	58.3 (2.2953)	15.8
	Servo orifice control spring	0.8 (0.0315)	6.6 (0.2598)	52.5 (2.0669)	33.0
	4th exhaust spring	0.9 (0.0354)	7.1 (0.2795)	60.8 (2.3936)	28.9
	1-2 shift spring	1.0 (0.0393)	8.6 (0.3386)	41.3 (1.6259)	16.9
	2-3 shift spring	0.9 (0.0354)	7.6 (0.2992)	57.0 (2.2440)	26.8
	1st accumulator spring	1.8 (0.0709)	16.3 (0.6417)	115.4 (4.5433)	18.6
	4th accumulator spring	2.9 (0.1142)	22.0 (0.8661)	90.1 (3.5472)	10.9
	2nd accumulator spring	3.5 (0.1378)	22.0 (0.8661)	77.1 (3.0354)	10.0
	2nd accumulator spring	3.3 (0.1299)	22.0 (0.8661)	84.9 (3.3425)	11.1
	3rd accumulator spring	2.8 (0.1102)	17.5 (0.6890)	94.2 (3.7086)	16.1
	3rd accumulator spring	2.6 (0.1024)	17.5 (0.6890)	104.5 (4.1142)	18.0
	L/C shift spring	0.9 (0.0354)	7.6 (0.2992)	73.7 (2.9016)	32.0
	L/C timing spring	0.8 (0.0314)	6.6 (0.2598)	51.1 (2.0118)	14.7
	Servo control spring	1.0 (0.0394)	8.1 (0.3188)	52.6 (2.0708)	22.4
	3rd kick-down spring	1.1 (0.0433)	7.6 (0.2992)	48.3 (1.9015)	23.3
	2nd kick-down spring	1.2 (0.0472)	7.1 (0.2795)	46.9 (1.8464)	20.6
	Throttle adjust spring	0.8 (0.0314)	6.2 (0.2440)	30.0 (1.1811)	8.0
	Throttle B spring	1.4 (0.0551)	8.5 (0.3346)	41.5 (1.6339)	10.5
		1.4 (0.0551)	8.5 (0.3346)	41.5 (1.6339)	11.2
		1.4 (0.0551)	8.5 (0.3346)	41.6 (1.6378)	12.4
	1st-hold accumulator spring	4.0 (0.1574)	25.0 (0.9842)	64.7 (2.5472)	7.3
	CPC valve spring	1.4 (0.0551)	9.4 (0.3700)	33.0 (1.2992)	10.5
	L/C control spring	0.7 (0.0276)	6.6 (0.2598)	38.0 (1.4961)	14.1

Standards and Service Limits

9. Automatic Transmission (cont'd)

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Final driven gear	Backlash	0.085–0.142 (0.003–0.006)	0.200 (0.008)
Differential carrier	Pinion shaft bore diameter Carrier-to-pinion shaft clearance Driveshaft bore diameter Carrier-to driveshaft clearance	18.000–18.018 (0.7087–0.7094) 0.017–0.047 (0.001–0.002) 28.005–28.025 (1.1026–1.1033) 0.025–0.066 (0.001–0.003)	— 0.100 (0.004) — 0.120 (0.005)
Differential pinion gear	Backlash Pinion gear bore diameter Pinion gear-to pinion shaft clearance	0.05–0.15 (0.02–0.006) 18.042–18.066 (0.710–0.711) 0.059–0.095 (0.002–0.004)	Adjust with a washer — 0.120 (0.005)
Differential tapered roller bearing preload	Starting torque For used bearing After replacement of bearing	2.5–3.7 N·m (25–37 kg-cm, 1.8–2.7 lb-ft) 2.8–4.0 N·m (28–48 kg-cm, 2.0–2.9 lb-ft)	Adjust with a washer Adjust with a washer

11. Steering

	MEASUREMENT	STANDARD (NEW)
Steering wheel	Play	10 (0.39) maximum
Gearbox	Pinion starting torque Angle of rack guide screw loosend from locked position	Below 1.0 N·m (10 kg-cm, 0.72 lb-ft) 20° ± 5° 0
Pump	Pump pressure with valve closed (oil temperature: 40°C/104°F minimum) Do not run for more than 5 seconds	7,845–8,826 kPa (80–90 kg/cm², 1,138–1,280 psi) at idle
Power steering fluid	Capacity Reservoir At change (approx.)	0.5 ℓ (0.53 US qt, 0.44 Imp qt) 1.8 ℓ (1.90 US qt, 1.58 Imp qt)
Power steering belt*	Deflection between pulleys with 98 N (10 kg, 22 lbs) force For used belt For new belt	13.0–16.0 (0.51–0.62) 9.5–11.5 (0.37–0.45)
	Belt tension between pulleys (measured with belt tension gauge) For used belt For new belt	343–490 N (35–50 kg, 77–110 lbs) 686–882 N (70–90 kg, 154–198 lbs)

*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.

12. Suspension

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Wheel alignment	Total toe Front Rear 2WS: 4WS:	0±2 (0±0.08) IN 2±2 (0.08±0.08) IN 3±2 (0.12±0.08)	— — — —
	Camber Front Rear 2WS: 4WS:	0°00' ± 1° -0°30' ± 1° -0°20' ± 1° 3°00' ± 1°	— — — —
	Caster Front		—
	Front Wheel turning angle Inward wheel Outward wheel reference)	2WS: 39°05' ± 2° 4WS: 38°50' ± 2° 2WS: 29°30' 4WS: 29°30'	— — — —
	Rear Wheel turning angle (4WS only) Inward wheel Outward wheel reference)	5° 50' ± 1° 6° 10' ± 1°	— —
Wheel	Rim runout Steel wheel Aluminum wheel Axial Radial Axial Radial	Below 1.0 (0.04) Below 1.0 (0.04) Below 0.7 (0.03) Below 0.7 (0.03)	2.0 (0.08) 1.5 (0.06) 2.0 (0.08) 1.5 (0.06)
Wheel bearing	End play Front Rear	0–0.05 (0–0.002) 0–0.05 (0–0.002)	— —

Unit of length: mm (in)

13. Brakes

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Parking brake lever	Play in stroke 200 N (20 kg, 44 lbs)		To be locked when pulled 4–8 notches	—
Foot brake pedal	Pedal height (from floor)	LHD: M/T	165 ± 0.5 (6.5 ± 0.02)	—
		A/T	170 ± 0.5 (6.7 ± 0.02)	—
		RHD: M/T	190 (7.5) minimum	—
		A/T	195 (7.7) minimum	—
	Free play		1–5 (0.04–0.20)	5 (0.20)
Master cylinder	Piston-to-push rod clearance		0–0.4 (0–0.016)	—
Brake drum	I.D.		220 (8.66)	221 (8.70)
Lining	Thickness		4.5 (0.18)	2.0 (0.08)
Disc brake	Disc thickness	Front	23.0 (0.91)	21.0 (0.83)
		Rear	10.0 (0.39)	8.0 (0.32)
	Disc runout	Front	—	0.10 (0.004)
		Rear	—	0.10 (0.004)
	Disc parallelism	Front and rear	—	0.015 (0.0006)
	Pad thickness	Front	2.0 l model: 12.5 (0.49)	1.6 (0.06)
		Rear	2.2 l model: 12.0 (0.47) 9.0 (0.35)	1.6 (0.06) 1.6 (0.06)
Brake booster	Characteristics at 20 kg (44 lbs)		Line pressure Unit: kPa (kg/cm ² /psi)	
	pedal pressure	Vacuum	Conventional type	with anti-lock-brake system
		0 mm (0 in) Hg	922 (9.4/134) minimum	813 (8.3/118) minimum
		300 mm (11.8 in) Hg	5,494 (56/796) minimum	6,076 (62/882) minimum
		500 mm (19.7 in) Hg	8,535 (87/1,237) minimum	8,134 (83/1,180) minimum

15. Air Conditioner

	MEASUREMENT		STANDARD (NEW)
Air conditioner system	Lubricant capacity	Condenser	10 ml (0.3 US oz, 0.4 Imp oz)
		Evaporator	25 ml (0.8 US oz, 0.9 Imp oz)
		Line or hose	10 ml (0.3 US oz, 0.4 Imp oz)
		Reservoir	10 ml (0.3 US oz, 0.4 Imp oz)
Compressor	Lubricant capacity		90–120 ml (3.0–4.0 US oz, 3.2–4.2 Imp oz)
	Stator coil resistance at 20°C (68°F)		3.4–3.8 Ω
	Pulley-to pressure plate clearance		0.35–0.65 (0.014–0.026)
Compressor belt*	Deflection between pulleys with 98N (10 kg, 22 lbs) force	For used belt	10–12 (0.4–0.5)
		For new belt	4.5–7.0 (0.18–0.28)
	Belt tension between pulleys (measured with belt tension gauge)	For used belt	441–588 N (45–60 kg, 99–132 lbs)
		For new belt	931–1,127 N (95–115 kg, 209–254 lbs)

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

Standards and Service Limits

Unit of length: mm (in)

16. Electrical

MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Ignition coil	Rated voltage	12 Volts	
	Winding resistance	Primary	0.6–0.8 Ω <0.5–0.7 Ω >
		Secondary	12.8–19.2 k Ω <14.4–21.6 k Ω >
< >: Carbureted engine			
Ignition wire	Resistance	25 k Ω maximum	
Spark plug	Type	ZFR5F-11 (NGK) or KJ16CR-L11 (ND)* ¹	
	(): Manufacturer	ZFR6F-11 (NGK) or KJ20CR-L11 (ND)* ²	
	Option	ZFR5F-11 (NGK) or KJ16CR-L11 (ND)* ³ ZFR6F-11 (NGK) or KJ20CR-L11 (ND)* ¹ ZFR7F-11 (NGK) or KJ22CR-L11 (ND)* ²	
Gap		1.0–1.1 (0.039–0.043)	
Ignition timing	At idling	PGM-FI engine: 15° $\pm$ 2° BTDC Carbureted engine: F20A2, F20A3-M/T, F20A6: 15° $\pm$ 2° BTDC F20A3-A/T (KY): 0° $\pm$ 2° BTDC F20A3-A/T (others): 10° $\pm$ 2° BTDC	
Battery	Lighting capacity (20-hours ratio) < >: KY, KQ (except 5D), KP, KT	65Ah <47Ah>	
	Starting capacity (voltage after 5 sec.)	8.4 V minimum/300 ampere draw at –15°C (59°F)	
Alternator	Output < >: Carbureted engine (except KS, KU, KW, KY)	80A <70A>	
	Rotor coil resistance	2.8–3.0 Ω	—
	Slip ring O.D.	14.4 (0.57)	14.0 (0.55)
Alternator belt*	Brush length	10.5 (0.41)	5.5 (0.22)
	Brush spring tension	300–360 g (10.6–12.7 oz)	—
	Deflection at midway between pulleys with 98 N (10 kg, 22 lb) force	Model without A/C	Used belt 10–12 (0.39–0.47) New belt 8.5–11 (0.33–0.43)
Alternator belt*	Belt tension between pulleys (measured with tension gauge)	Model with A/C	Used belt 10–12 (0.39–0.47) New belt 4.5–7.0 (0.18–0.28)
		Model without A/C	Used belt 294–441 N (30–45 kg, 66–99 lb) New belt 441–637 N (45–65 kg, 99–143 lb)
		Model with A/C	Used belt 441–637 N (45–65 kg, 99–143 lb) New belt 931–1,128 N (95–115 kg, 209–154 lb)
Starting motor	Output	4D European except KE Except European and KE 5D KE Except KE	M/T: 1.4 kW (2.2 ℓ : 1.6 kW) A/T: 1.6 kW M/T: 1.4 kW A/T: 1.4 kW M/T: 1.4 kW A/T: 1.4 kW M/T: 1.6 kW A/T: 1.6 kW
	Manufacturer: Mitsuba	Mica depth 0.4–0.5 (0.016–0.02) Commutator runout 0–0.02 (0–0.001) Commutator O.D. 28.0–28.1 (1.10–1.11) Brush length 15.8–16.2 (0.62–0.64) Brush spring tension 16–18 N (1.6–1.8 kg, 3.5–4.0 lbs)	0.15 (0.006) 0.05 (0.002) 27.5 (1.08) 10.0 (0.39)
	Manufacturer: ND	Mica depth 0.5–0.8 (0.02–0.03) Commutator runout 0–0.02 (0–0.001) Commutator O.D. 29.9–30.0 (1.18–1.18) Brush length 15.0–15.5 (0.59–0.61) Brush spring tension 19–24 N (1.9–2.4 kg, 4.2–5.3 lbs)	0.2 (0.01) 0.05 (0.002) 29.0 (1.14) 10.0 (0.39)

*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.

*1: Carburetor type except models for Europe, KY and KU.

*2: All fuel injection types, and carburetor types for Europe, KY and KU.

*3: Fuel injection types except 2.2 ℓ models for Europe, and carburetor types for Europe, KY and KU.

Design Specifications (4D)

	ITEMS		METRIC		ENGLISH		NOTES						
DIMENSIONS	Overall length		4,700 mm		185.0 in		European model except the Finland KY model Australian model Finish model						
			4,705 mm		185.2 in								
			4,710 mm		185.4 in								
			4,710 mm		185.4 in								
	Overall width		1,695 mm		66.7 in		KY model Australian model						
			1,705 mm		67.1 in								
			1,710 mm		67.3 in								
			1,390 mm		54.7 in								
	Overall height		1,400 mm		55.1 in		KY model						
	Wheelbase		2,720 mm		107.1 in								
	Track		1,475 mm		58.1 in								
			1,480 mm		58.3 in								
	Ground clearance		160 mm		6.3 in		KY model						
		170 mm		6.7 in									
Seating capacity		Five											
Turning circle diameter (at tire center)		4.9 m		16.1 ft									
WEIGHT	Curb weight		See page 3-19				4WS 2WS						
	Max. permissible weight (for European)												
	2.0 ℓ without Anti-lock brake system		1,740 kg		3,836 lbs								
	2.0 ℓ with Anti-lock brake system		1,760 kg		3,880 lbs								
	2.2 ℓ		1,840 kg		4,056 lbs								
	Max. vehicle weight (for KY)												
ENGINE	Type		Water-cooled, 4-stroke SOHC				2.0 ℓ 2.2 ℓ 2.0 ℓ 2.2 ℓ						
	Cylinder arrangement		4-cylinders In-line transvers										
	Bore and stroke		85 × 88 mm		3.35 × 3.46 in								
			85 × 95 mm		3.35 × 3.74 in								
	Displacement		1,997 cm ³		121.8 cu-in		< > : with catalytic converter						
			2,156 cm ³		131.5 cu-in								
	Compression ratio		9.0 : 1 < 8.9 : 1 >										
	2.0 ℓ carbureted		9.6 : 1 < 9.0 : 1 >										
	2.0 ℓ fuel-injected		9.8 : 1										
	2.2 ℓ (F22A3, F22A7, F22A8)		8.9 : 1										
	2.2 ℓ (F22A2)		8.8 : 1										
	2.2 ℓ (F22A9)												
	Valve train		Belt driven, Single overhead camshaft										
	Lubrication system		Forced and wet sump, trochoid pump										
	Fuel required		F20A5*1 engine: Premium leaded grade gasoline with 98 R.O.N. or higher *3										
			F20A5*2, F20A7, F20A8, F22A7, F22A8, F22A3 engine:										
			Premium unleaded grade gasoline with 95 R.O.N. or higher										
			F20A2, F20A3*1, F20A6, F22A9 engine: Unleaded grade gasoline with 91 R.O.N. or higher										
		F20A3*2, F22A2 engine: Leaded grade gasoline with 91 R.O.N. or higher *4											
STARTER	Type		Gear reduction				A/T: 1.6 kW A/T: 1.4 kW						
	Normal output		M/T: 1.4 kW (2.2 ℓ: 1.6 kW)										
	Normal voltage		M/T: 1.4 kW										
	Hour rating		12 V										
	Direction of rotation		30 seconds										
	Weight		Clockwise as viewed from gear end										
TRANSMISSION			4.75 kg		10.5 lb								
			3.7 kg		8.2 lb								
			3.5 kg		7.7 lb								
	Clutch		Single plate dry, diaphragm spring										
	Clutch lining area		Torque converter with lock-up clutch										
	Transmission		203 cm ³ 31.5 sq-in										
			Synchronized 5-speed forward, 1 reverse										
			4-speed forward automatic, 1 reverse										
			or Electronically controlled dual range										
			4-speed forward automatic, 1 reverse										
			1 : 1 (Direct)										
	Primary reduction ratio												
Gear ratio		M/T				A/T							
		①		②		③		④		⑤		⑥	
1st		3.307		3.307		3.307		2.705		2.705		2.705	
2nd		1.857		1.809		1.809		1.482		1.482		1.366	
3rd		1.269		1.230		1.230		1.028		1.028		1.028	
4th		0.966		0.933		0.903		0.731		0.707		0.731	
5th		0.787		0.757		0.705							
Reverse		3.000		3.000		3.000		2.047		2.047		2.047	
Final		4.266		4.266		4.062		4.285		4.285		4.285	

①: F20A2, F20A3, F20A6 ②: F20A5, F20A7, F20A8, F22A2, F22A3, F22A7 ③: F22A9

④: F20A2, F20A3, F22A2 ⑤: F22A9 ⑥: F20A5, F20A8, F22A3, F22A8

*3: Premium unleaded grade gasoline with 95 R.O.N or higher also can be use.

*4: Unleaded grade gasoline with 91 R.O.N or higher also can be use.

*1: Except the UK and FRANCE

*2: U.K. and FRANCE only

(cont'd)

Design Specifications (4D)

(cont'd)

		ITEMS	METRIC	ENGLISH	NOTES
AIR CONDITIONER	Cooling capacity		4,650 kcal/h	18,451 BTU/h	
	-Condition: Compressor speed		1,900 min ⁻¹ (rpm)		
	Outside air temperature		27°C	81°F	
	Outside air humidity		50 %		
	Condenser air temperature		35°C	95°F	
	Condenser air velocity		4.5 m/sec.	14.8 ft/sec.	
		Blower capacity	440 m ³	15,542 cu-ft/h	
		Compressor Type	Swash-plate		
		No. of cylinders	10		
		Capacity	178 cm ³ /rev.	10.9 cu-in/rev.	
		Maximum speed	8,800 min ⁻¹ (rpm)		
		Lubricant capacity	90—120 ml	3.0—4.0 US oz. 3.2—4.2 Imp oz.	
		Condenser	Corrugated fin type		
		Evaporator	Corrugated fin type		
		Blower	Sirocco fan		
		Motor input	210 W (12 V)		
		Speed control	5-speed		
		Maximum capacity	500 m ³ /h	17,662 cu-ft/h	
		Temperature control	Air-mix type		
		Clutch	Dry single-plate		
		Power consumption	40W (12V) maximum		
		Refrigerant	R-12		
		Type			
		Quantity	800—850 g	1.8—1.9 lbs	
STEERING SYSTEM	Type		Rack and pinion		
	Overall ratio		16.1 : 1 <13.0 : 1>		
	Turns, lock-to-lock		3.13 <2.47>		< >: 4WS
	Steering wheel diameter		375 mm	14.8 in	
		Power steering fluid capacity	1.8 ℓ	1.9 US qt. 1.6 Imp qt.	
		Power steering fluid	Genuine Power Steering Fluid P/N: 08208—99961		
SUSPENSION	Type		Independent double wishbone, coil spring		
	Shock absorber		Independent double wishbone, coil spring Telescopic, hydraulic (nitrogen gas-filled)		(): except KP, KT
WHEEL ALIGNMENT	Total toe	Front Rear	0 mm IN 2.0 mm IN 3.0 mm	0.0 0.08 in 0.12 in	
	Camber	Front Rear		0°00' -0°30' -0°20' 3°00'	
	Caster	Front			
BRAKE SYSTEM	Type	Front Rear	Ventilated disc		
			Drum		
	Pad and lining swept area (total)		2.2 ℓ (except KY) or ABS or 4WS: Solid disc		
		Front Rear Disc	15 in 14 in 15 in	415 cm ² 311 cm ² 242 cm ² 281 cm ²	64 sq-in 48 sq-in 38 sq-in 44 sq-in
TIRES	Size/Pressure				
			See the tyre label attached to the driver's side rear door jamb.		
ELECTRICAL	Fuses	In the anti-lock brake system fuse box In the fuse box In the relay box	7.5A, 15A, 50A 7.5A, 10A, 15A, 30A 7.5A, 10A, 15A, 20A, 30A, 40A, 50A, 80A 12V—60/55W, 12V—55W, 12V—65/55W*1		*1: KY model
	Headlights	High/Low	12V—21W		
	Turn signal lights	Front Rear Side	12V—21W 12V—5W		
	Position lights		12V—5W		
	License plate lights		12V—5W		
	Buck-up lights		12V—21W		
	Stop/taillights		12V—21/5W		
	High mount brake light		12V—45CP		
	Rear fog lamp		12V—21W		
	Interior light		12V—8W		
	Door courtesy lights		12V—3.4W		
	Vanity mirror light		12V—1.8W		
	Boot light		12V—3.4W		
	Gauge lights		12V—3.4/1.4W		
	Indicator lights		12V—0.84/0.91/1.12/1.2/1.4W		
	Warning lights		12V—1.4/3.4W		
	Glove box light		12V—3.4W		
	Illumination and pilot lights		12V—1.4/1.2W LED: 0.91W, 0.84W		
	Heater illumination lights		12V—1.2/1.4W		

European Models

	ITEM	METRIC	ENGLISH	NOTES
WEIGHT	Carb weight			
	2.0 l CARB M/T DX	1,225 kg	2,701 lbs	KG
		1,235 kg	2,723 lbs	KS
	EX	1,225 kg	2,701 lbs	KB, KF*
		1,230 kg	2,712 lbs	KG, KF
		1,240 kg	2,734 lbs	KE, KS
	EX with ABS	1,242 kg	2,738 lbs	KB, KF*
		1,247 kg	2,749 lbs	KG, KF
		1,257 kg	2,771 lbs	KE, KS
	2.0 l CARB A/T DX	1,250 kg	2,756 lbs	KG
		1,260 kg	2,778 lbs	KS
	EX	1,250 kg	2,756 lbs	KB, KF*
		1,255 kg	2,767 lbs	KG
		1,265 kg	2,765 lbs	KE, KS
	EX with ABS	1,267 kg	2,793 lbs	KB, KF*
		1,272 kg	2,804 lbs	KG
		1,282 kg	2,826 lbs	KE, KS
	2.0 l PGM-FI M/T EXi	1,245 kg	2,745 lbs	KB, KF*
		1,250 kg	2,756 lbs	KG
		1,255 kg	2,767 lbs	KF, KS
		1,260 kg	2,778 lbs	KE
	EXi with ABS	1,262 kg	2,782 lbs	KB, KF*
		1,267 kg	2,793 lbs	KG
		1,272 kg	2,804 lbs	KF, KS
		1,285 kg	2,833 lbs	KX
		1,277 kg	2,815 lbs	KE
	2.0 l PGM-FI A/T EXi	1,270 kg	2,800 lbs	KB, KF*
		1,275 kg	2,810 lbs	KG
		1,280 kg	2,822 lbs	KF, KS
		1,285 kg	2,833 lbs	KE
	EXi with ABS	1,287 kg	2,837 lbs	KB, KF*
		1,292 kg	2,848 lbs	KG
		1,297 kg	2,859 lbs	KF, KS
		1,310 kg	2,888 lbs	KX
		1,302 kg	2,870 lbs	KE
	2.2 l M/T EXT	1,310 kg	2,888 lbs	KG, KX
		1,305 kg	2,877 lbs	KF
		1,315 kg	2,899 lbs	KE, KS
	EXT with 4WS	1,345 kg	2,965 lbs	KG, KX
		1,340 kg	2,954 lbs	KF
		1,350 kg	2,976 lbs	KE
	2.2 l A/T EXT	1,335 kg	2,943 lbs	KG, KX
		1,330 kg	2,932 lbs	KF
		1,340 kg	2,954 lbs	KE, KS
	EXT with 4WS	1,370 kg	3,020 lbs	KG, KX
		1,365 kg	3,009 lbs	KF
		1,375 kg	3,031 lbs	KE
	Weight Distributions (Front/Rear)			
	2.0 l CARB M/T DX	750/475 kg	1,635/1,047 lbs	KG
		755/480 kg	1,664/1,058 lbs	KS
	EX	745/480 kg	1,642/1,058 lbs	KB, KF*
		750/480 kg	1,635/1,058 lbs	KG, KF
		775/485 kg	1,664/1,069 lbs	KE, KS
	EX with ABS	760/482 kg	1,675/1,063 lbs	KB, KF*
		765/482 kg	1,687/1,063 lbs	KG, KF
		770/487 kg	1,698/1,074 lbs	KE, KS
	2.0 l CARB A/T DX	775/475 kg	1,709/1,047 lbs	KG
		780/480 kg	1,720/1,058 lbs	KS
	EX	770/480 kg	1,698/1,058 lbs	KB, KF*
		775/480 kg	1,709/1,058 lbs	KG
		780/485 kg	1,720/1,069 lbs	KE, KS
	EX with ABS	785/482 kg	1,731/1,063 lbs	KB, KF*
		790/482 kg	1,742/1,063 lbs	KG
		795/487 kg	1,753/1,074 lbs	KE, KS
	2.0 l PGM-FI M/T EXi	755/490 kg	1,664/1,080 lbs	KB, KF*
		755/495 kg	1,664/1,091 lbs	KG
		760/495 kg	1,675/1,091 lbs	KF, KS
		765/495 kg	1,687/1,091 lbs	KE
	EXi with ABS	770/492 kg	1,698/1,085 lbs	KB, KF*
		770/497 kg	1,698/1,096 lbs	KG
		775/497 kg	1,710/1,096 lbs	KF, KS
		780/505 kg	1,720/1,113 lbs	KX
		780/497 kg	1,720/1,096 lbs	KE

KF*: French territory except main land.

(cont'd)

Design Specifications (4D)

European Models (cont'd)

	ITEM	METRIC	ENGLISH	NOTES
WEIGHT (cont'd)	Weight Distributions (Front/Rear) 2.0 l PGM-FI A/T EXi	780/490 kg	1,720/1,080 lbs	KB, KF*
		780/495 kg	1,720/1,091 lbs	KG
	EXi with ABS	785/495 kg	1,731/1,091 lbs	KF, KS
		790/495 kg	1,742/1,091 lbs	KE
		795/492 kg	1,753/1,085 lbs	KB, KF*
		795/497 kg	1,753/1,096 lbs	KG
		800/497 kg	1,764/1,096 lbs	KF, KS
		805/505 kg	1,775/1,113 lbs	KX
		805/497 kg	1,775/1,096 lbs	KE
	2.2 l M/T EXT	805/505 kg	1,775/1,113 lbs	KG, KX
		805/500 kg	1,775/1,102 lbs	KF
		810/505 kg	1,786/1,113 lbs	KE, KS
		805/540 kg	1,775/1,190 lbs	KG, KX
		805/535 kg	1,775/1,179 lbs	KF
		810/540 kg	1,786/1,190 lbs	KE
	2.2 l A/T EXT	830/505 kg	1,830/1,113 lbs	KG, KX
		830/500 kg	1,830/1,102 lbs	KF
		835/505 kg	1,841/1,113 lbs	KE, KS
		830/540 kg	1,830/1,190 lbs	KG, KX
		830/535 kg	1,830/1,179 lbs	KF
		835/540 kg	1,843/1,190 lbs	KE

KF*: French territory except main land.

Except European Models

	ITEM	METRIC	ENGLISH	NOTES
WEIGHT	Carb Weight 2.0 l CARB M/T LX	1,265 kg	2,786 lbs	KY
		EX	2,830 lbs	KY
		EX*1	2,863 lbs	KY
	2.0 l CARB A/T LX	1,290 kg	2,841 lbs	KY
		EX	2,885 lbs	KY
		EX*1	2,918 lbs	KY
	2.2 l PGM-FI M/T EXi	1,320 kg	2,907 lbs	KY
		LXi	2,979 lbs	KQ
		EXi	2,819 lbs	KQ
		EXi*2	2,918 lbs	KQ
	2.2 l PGM-FI A/T EXi	1,350 kg	2,974 lbs	KY
		LXi	2,663 lbs	KQ
		EXi	2,885 lbs	KQ
		EXi*2	2,985 lbs	KQ
	2.0 l PGM-FI M/T LX	1,348 kg	2,972 lbs	KB other
		A/T LX	3,025 lbs	KB other
	2.2 l PGM-FI M/T EX	1,366 kg	3,011 lbs	KB other
		A/T EX	3,069 lbs	KB other
	Weight Distributions (Front/Rear) 2.0 l CARB M/T LX	760/505 kg	1,674/1,112 lbs	KY
		EX	1,690/1,134 lbs	KY
		EX*1	1,707/1,156 lbs	KY
	2.0 l CARB A/T LX	790/500 kg	1,740/1,101 lbs	KY
		EX	1,751/1,134 lbs	KY
		EX*1	1,762/1,156 lbs	KY
	2.2 l PGM-FI M/T EXi	790/530 kg	1,740/1,167 lbs	KY
		LXi	1,663/1,134 lbs	KQ
		EXi	1,685/1,134 lbs	KQ
		EXi*2	1,645/1,200 lbs	KQ
	2.2 l PGM-FI A/T EXi	820/530 kg	1,806/1,167 lbs	KY
		LXi	1,740/1,123 lbs	KQ
		EXi	1,762/1,123 lbs	KQ
		EXi*2	1,795/1,190 lbs	KQ

*1: Cars with sunroof, *2: Cars with 4WS and ABS.

Design Specifications (5D)

	ITEMS		METRIC		ENGLISH		NOTES
DIMENSIONS	Overall length		4,740 mm		186.6 in		European model Australian model European model Australian model
	Overall width		4,745 mm		186.8 in		
			1,695 mm		66.7 in		
			1,715 mm		67.5 in		
	Overall height		1,400 mm		55.1 in		
	Wheel base		2,720 mm		107.1 in		
	Track	Front	1,475 mm		58.1 in		
		Rear	1,480 mm		58.3 in		
	Ground clearance		160 mm		6.3 in		
	Seating capacity			Five			
Turning circle diameter (at tire center)		10.8 m			35.4 ft		
WEIGHT	Curb weight	European model					} Except Optional parts
		M/T 2.0 ℓ	1,410 kg		3,108 lbs		
		M/T 2.2 ℓ	1,425 kg		3,142 lbs		
		A/T	1,450 kg		3,197 lbs		
		Australian model					
		M/T without A/C	1,403 kg		3,093 lbs		
		M/T with A/C	1,425 kg		3,142 lbs		
		A/T without A/C	1,433 kg		3,159 lbs		
		A/T with A/C	1,455 kg		3,208 lbs		
ENGINE	Max permissible weight		1,920 kg		4,233 lbs		
	Type		Water-cooled, 4-stroke OHC				
	Cylinder arrangement		4-cylinder In-line transverse				
	Bore and stroke	2.0 ℓ	85 × 88 mm		3.35 × 3.46 in		
		2.2 ℓ	85 × 95 mm		3.35 × 3.74 in		
	Displacement	2.0 ℓ	1,997 cm ³		131.5 cu-in		
		2.2 ℓ	2,156 cm ³		121.8 cu-in		
	Compression ratio		F20Z3: 9.5, F22A7, F22A8: 9.8, F22A6: 8.8				
	Valve train		Belt driven, single overhead camshaft				
	Lubrication system		Forced and wet sump, trochoid pump				
STARTER	Fuel required		F20Z3, F22A7, F22A8 engine: Premium unleaded grade gasoline with 95 R.O.N. or higher				
			F22A6 engine: Unleaded grade gasoline with 91 R.O.N. or higher				
	Type		Gear reduction				< > KE
	Normal output		1.6 kW < 1.4 kW >				
	Norminal voltage		12 V				
	Hour rating		30 seconds				
Direction of rotation		Clockwise as viewed from gear end					
Weight	NIPPONDENSO	4.75 kg		10.5 lbs			
TRANSMISSION		Mitsuba 1.6 kW	3.7 kg		8.2 lbs		
		Mitsuba 1.4 kW	3.5 kg		7.7 lbs		
	Clutch	M/T	Single plate dry, diaphragm spring				
		A/T	Torque converter with lock-up clutch				
	Clutch lining area		203 cm ² 31.5 sq-in				
	Transmission	M/T	Synchronized 5-speed forward, 1 reverse				
		A/T	Electronically controlled dual range				
			4-speed forward automatic, 1 reverse				
	Primary reduction ratio		1 : 1 (Direct)				
			Gear	M/T ①	M/T ②	A/T ③	A/T ④
		1st	3.307	3.307	2.705	2.705	
		2nd	1.809	1.809	1.366	1.482	
		3rd	1.230	1.230	1.057	1.057	
		4th	0.933	0.903	0.731	0.707	
		5th	0.757	0.705	—	—	
		Reverse	3.000	3.000	2.047	2.047	
		Final	4.266	4.266	4.285	4.285	

① F20Z3, F22A7 engines

② F22A6 engine

③ F22A8 engine

④ F22A6 engine

Design Specifications (5D)

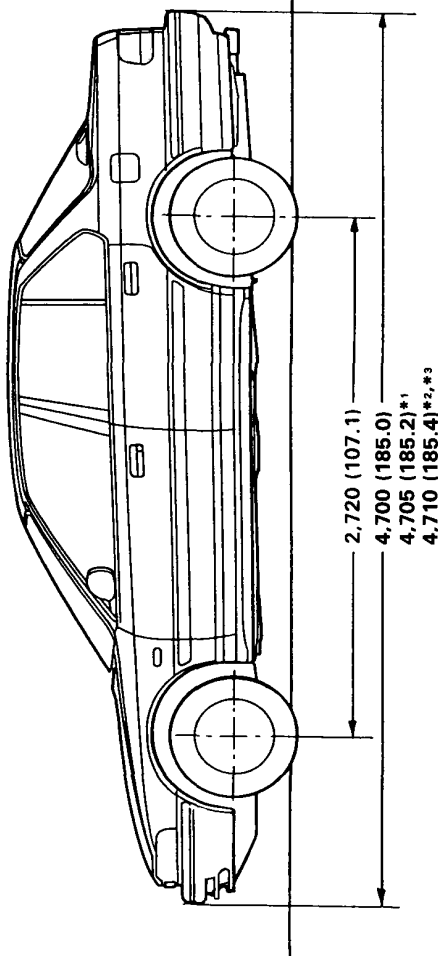
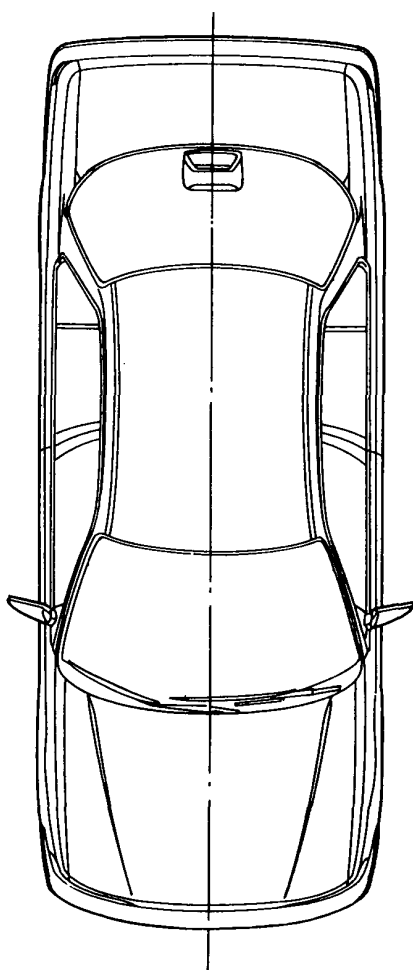
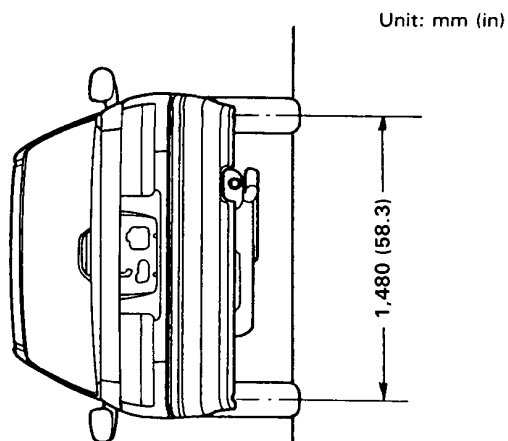
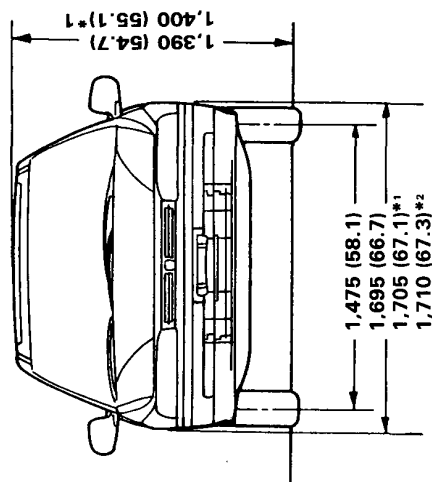
	ITEMS		METRIC	ENGLISH	NOTES
AIR CONDITIONER	Cooling capacity		4,650 kcal/h	18,451 BTU/h	
	-Condition: Compressor speed		1,900 min ⁻¹ (rpm)		
	Outside air temperature		27°C	81°F	
	Outside air humidity		50 %		
	Condenser air temperature		35°C	95°F	
	Condenser air velocity		4.5 m/sec.	14.8 ft/sec.	
	Blower capacity		440 m ³	15,542 cu.ft/h	
	Compressor Type		Swash-plate		
	No. of cylinders		10		
	Capacity		178 cm ³ /rev.	10.9 cu-in/rev.	
	Maximum speed		8,800 min ⁻¹ (rpm)		
	Lubricant capacity		90–120 ml	3.0–4.0 US oz. 3.2–4.2 Imp oz.	
	Condenser		Corrugated fin type		
	Evaporator		Corrugated fin type		
	Blower Type		Sirocco fan		
	Motor input		210 W (12 V)		
	Speed control		5-speed		
	Maximum capacity		500 m ³ /h	17,662 cu.ft/h	
	Temperature control		Air-mix type		
	Clutch Type		Dry single-plate		
	Power consumption		40W (12V) maximum		
	Refrigerant Type		R-12		
	Quantity		800–850 g	1.8–1.9	
STEERING SYSTEM	Type		Rack and pinion		
	Overall ratio		16.1 : 1		
	Turns, lock-to-lock		3.13		
	Steering wheel diameter		380 mm	15.0 in	
	Power steering fluid capacity		1.8 l	1.9 US qt. 1.6 Imp qt.	
	Power steering fluid		Genuine Power Steering Fluid P/N: 08208–99961		
	Type		Independent double wishbone, coil spring		
	Shock absorber		Independent double wishbone, coil spring		
			Telescopic, hydraulic nitrogen gas-filled		
SUSPENSION	Type		Independent double wishbone, coil spring		
	Shock absorber		Independent double wishbone, coil spring		
			Telescopic, hydraulic nitrogen gas-filled		
WHEEL ALIGNMENT	Total toe		0 mm	0 in	
	Camber		IN 2.0 mm	0.08 in	
	Caster		0°00'		
			–0°30'		
			3°00'		
BRAKE SYSTEM	Type		Ventilated disc		
			Solid disk		
	Pad and lining swept area (total)		370 cm ²	64 sq-in	
			274 cm ²	42 sq-in	
TIRES	Size/Pressure		See the tyre label attached to the driver's side rear door jamb.		
ELECTRICAL	Fuses In the fuse box		7.5A, 10A, 15A, 20A, 30A		
	In the relay box		7.5A, 10A, 15A, 20A, 30A, 50A, 80A		
	Headlights		12V–55W		
	Turn signal lights		12V–55/60W*		
			12V–21W		
			12V–21W		
			12V–5W		
			12V–5W		
			12V–5W		
			12V–21W		
			12V–21/5W		
			12V–21W		
			12V–8W		
			12V–3.4W		
			12V–5W		
			12V–45CP		
			12V–3.4/1.4W		
			12V–0.84/0.91/1.12/1.4W		
			12V–1.4/3.4W		
			12V–3.4W		
	Illumination and pilot lights		12V–1.4/1.2W LED: 0.91W, 0.84W		
	Heater illumination lights		12V–1.2/1.4W		

60W*: FRANCE only

KQ only

Body Specifications

4-door

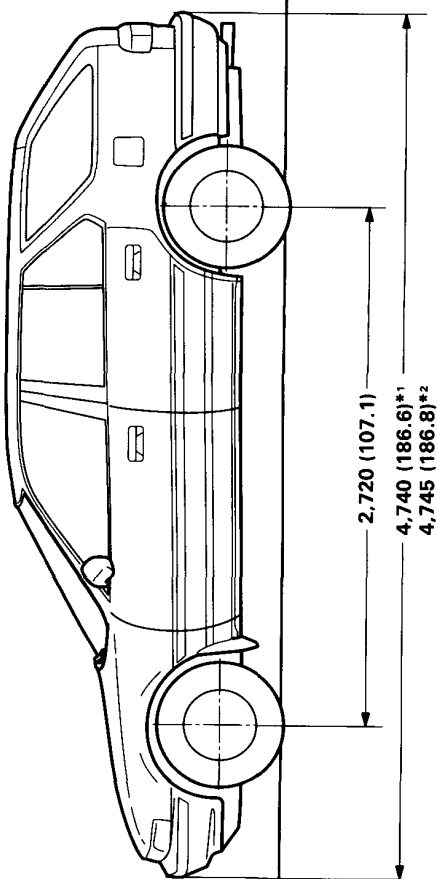
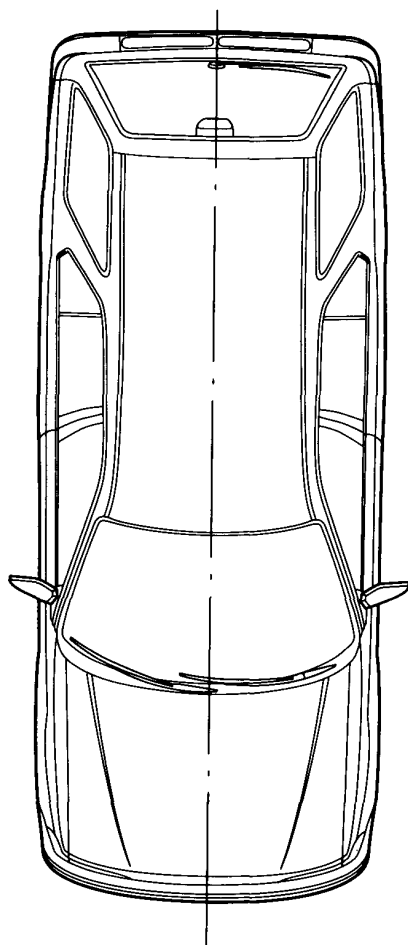
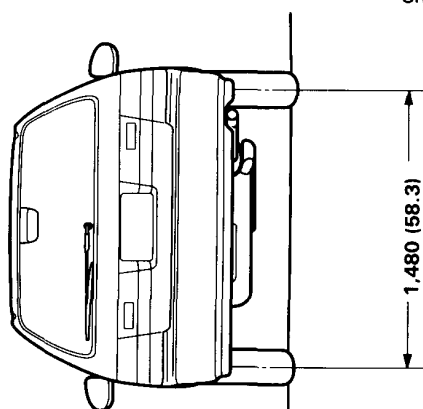
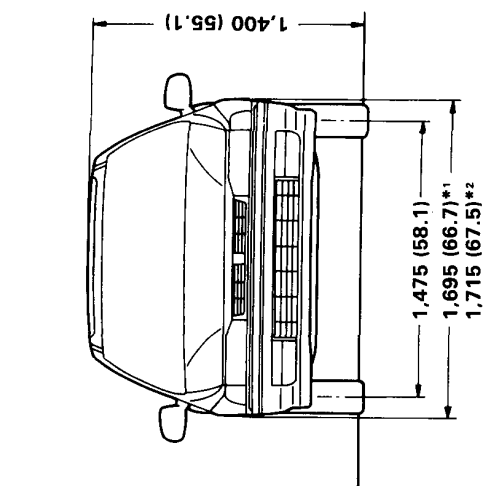


Unit: mm (in)

*1: KY model *2: Australian model *3: Finish model

Body Specifications

5-door



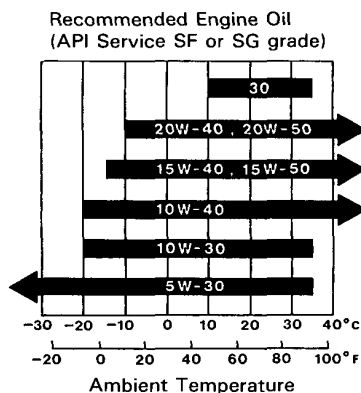
Unit: mm (in)

*1: European model *2: Australian model

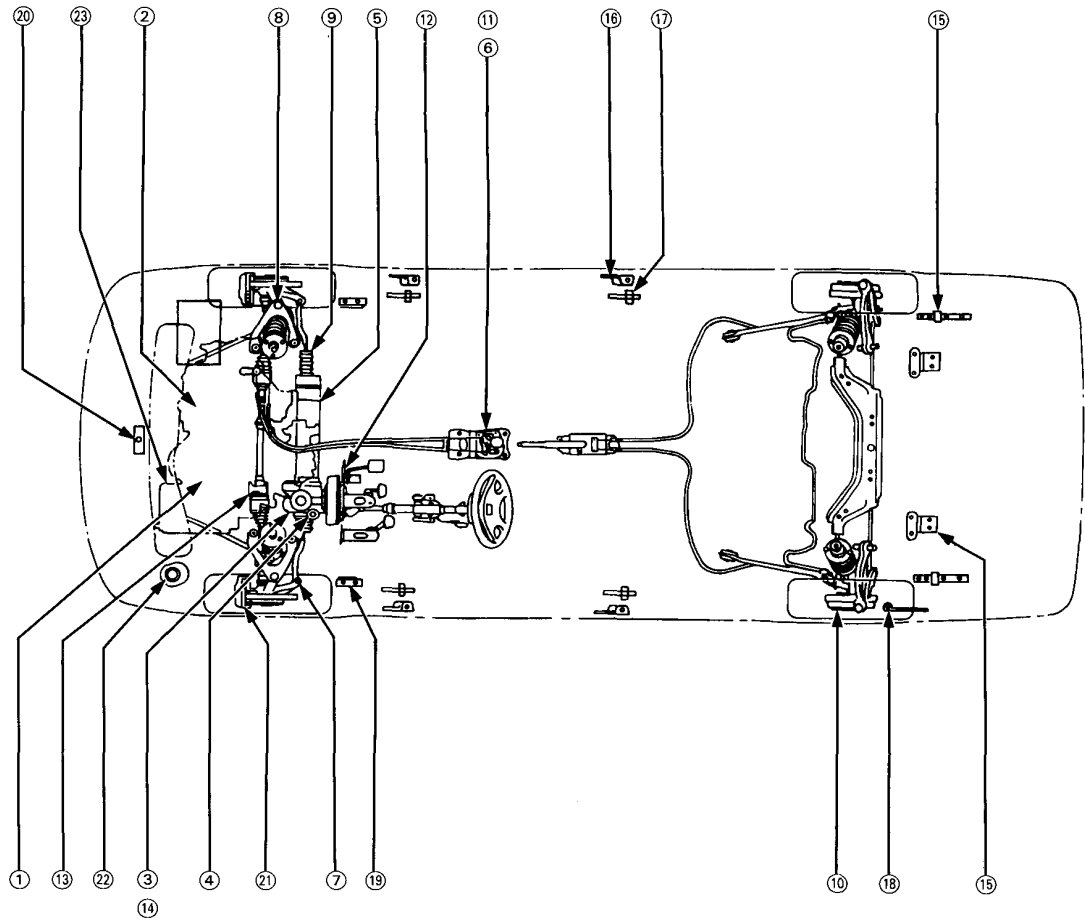
Lubrication Points

For 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 or SG grade detergent oil only SAE Viscosity: See chart below
2	Transmission Manual Automatic	API Service Grade: SF or SG grade motor oil SAE Viscosity: 10 W-30 or 10 W-40 Honda Premium Formula Automatic Transmission Fluid or an equivalent DEXRON® II Automatic transmission fluid
3	Brake Line	Brake fluid DOT3 or DOT4
4	Clutch Line	Brake fluid DOT3 or DOT4
5	Power steering gearbox	Steering grease P/N 08733-B070E
6	Shift lever pivots (Manual transmission)	Grease with molybdenum disulfide
7 8 9 10 11 12 13 14 15 16 17 18 19 20	Steering ball joints Suspension ball joints Steering boots Rear brake shoe linkage Select lever (Automatic transmission) Pedal linkage Intermediate shaft Brake master cylinder pushrod Trunk hinges or Tailgate hinges Door hinges upper and lower Door opening detents Fuel filler lid Engin hood hinges Engine hood latch	Multi-purpose grease
21	Caliper Piston seal Dust seal Caliper pin Piston	Silicone grease
22	Power steering system	Honda Power steering fluid
23	Air conditioner compressor oil	ND-OIL 6



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

Service at the interval listed x 1,000 km (or miles) or af- ter that number of months, whichever comes first.	R—Replace C—Clean I—Inspect After inspection, clean, adjust, repair or replace if necessary. *1 Thereafter, replace every 2 years or 40,000 km (24,000 miles), whichever comes first. *2 For Engine type F20A2, F20A6, F20A7, F20A8, F20Z3, F22A3, F22A7 and F22A8.	*3 For Engine type F20A2 and F20 A6 *4 For European and Australian model *5 Except the European and Australian model *6 For KS model, recommended by manufacturer only *7 For cars with auto choke *8 For cars with catalytic converter and KY models. *9 For KS model, replace every 2 years or 40,000 km (24,000 miles) whichever comes first after 30,000 km (18,000 miles).				
	x 1,000 km	20	40	60	80	100
	x 1,000 miles	12	24	36	48	60
	months	12	24	36	48	60
Idle speed and idle CO	Except for KS and KX models	I	I	I	I	I
	KS and KX model					I
Valve clearance		I	I	I	I	I
Alternator drive belt			I		I	
Timing belt and timing balancer belt						R
Water pump						I
☒ Engine oil and oil filter		Replace every 10,000 km (6,000 miles) or 6 months				
☐ Transmission oil			R		R	
• Radiator coolant (Engine coolant)					R*1	
Cooling system hoses and connections			I		I	
E.G.R. system*2						I
Secondary air supply system (For carburetor type)*3						I
☐ Air cleaner element*4			R		R	
☐ Air cleaner element*5		R	R	R	R	R
Fuel filter (Including aux. filter for carburetor type)			R		R	
Tank, fuel line and connections			I		I	
Intake air temperature control system (For carburetor type)						I
Throttle control system (For carburetor type)	Except for KS and KX models KS and KX model		I		I	
Choke mechanism (For carburetor type)	Excpet for KS models KS model		I		I	
Choke opener operation (For carburetor type)*7				C*6		I
Evaporative emission control system*8						I
Ignition timing and control system	Except for KS and KX models KS and KX model		I		I	
Spark plugs (For cars using unleaded gasoline)			R*9		R*9	
Spark plugs (For cars using leaded gasoline)		R	R	R	R	R
Distributor cap and rotor	Except for KS and KX models KS and KX model		I		I	
Ignition wiring	Except for KS and KX models KS and KX model		I		I	
Positive crankcase ventilation valve	Except for KS and KX models KS and KX model		I		I	
Blow-by filter (For carburetor type)			I		I	

*: Day to day care (such as oil, coolant check and replenishment) should be done practically according to the owner's manual by the customer.

☐: Under severe driving conditions, service these items more often.



Service at the interval listed x 1,000 km (or miles) or after that number of months, whichever comes first.	R—Replace I—Inspect After inspection, clean, adjust, repair or replace if necessary.					
	x 1,000 km	20	40	60	80	100
	x 1,000 miles	12	24	36	48	60
	months	12	24	36	48	60
Brake hoses and lines (Including ABS hoses and pipes for ABS type)		I	I	I	I	I
Brake fluid (Including ABS fluid for ABS type)			R		R	
☐ Front brake discs and calipers		I	I	I	I	I
Front brake pads		Inspect every 10,000 km (6,000 miles) or 6 months				
☐ Rear brake discs, calipers and pads (For disc type brakes)			I		I	
Rear brake drums, wheel cylinders and linings (For drum type brakes)			I		I	
Parking brake		I	I		I	
Exhaust pipe and muffler		I	I	I	I	I
Suspension mounting bolts		I	I	I	I	I
Front wheel alignment (Except for 4WS type)		I	I	I	I	I
Front and rear wheel alignment (4WS type)		I	I	I	I	I
Steering operation, tie rod ends, steering gear box and boots (Including centre shaft for 4WS type)	Except for 4WS type	I	I		I	
	4WS type	I	I	I	I	I
ABS high pressure hose (For cars equipped with ABS)					R	
ABS operation (For cars equipped with ABS)		I	I		I	
☐ Power steering system		I	I	I	I	I
Power steering pump belt			I		I	
Catalytic converter heat shield (For cars equipped with catalytic converter)						I
Supplemental Restraint System	For cars equipped with SRS type I *1	Inspect system 10 years after first registration.				
	For cars equipped with SRS type II *2	Inspect system and replace slip ring 10 years after first registration.				

*1: 5D 2.2i type

*2: 4D 2.2i type except KS, KW models.

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

(cont'd)

CAUTION: 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 with road salt or other corrosive materials
- E: Driving on rough or muddy roads
- F: Towing a trailer

Condition	Maintenance item	Maintenance operation	Interval
•B••E•	Air cleaner element	R	Every 20,000 km (12,000 miles) or 12 months for European and Australian models Every 10,000 km (6,000 miles) or 6 months for other than European and Australian models
AB•••F	Engine oil and oil filter	R	Every 5,000 km (3,000 miles) or 3 months
•••••F	Transmission oil	R	Every 20,000 km (12,000 miles) or 12 months
AB•DEF	Front brake discs and calipers	I	Every 10,000 km (6,000 miles) or 6 months
AB•DEF	Rear brake discs, calipers and pads	I	Every 20,000 km (12,000 miles) or 12 months
•BC•E•	Power steering system	I	Every 10,000 km (6,000 miles) or 6 months

R—Replace

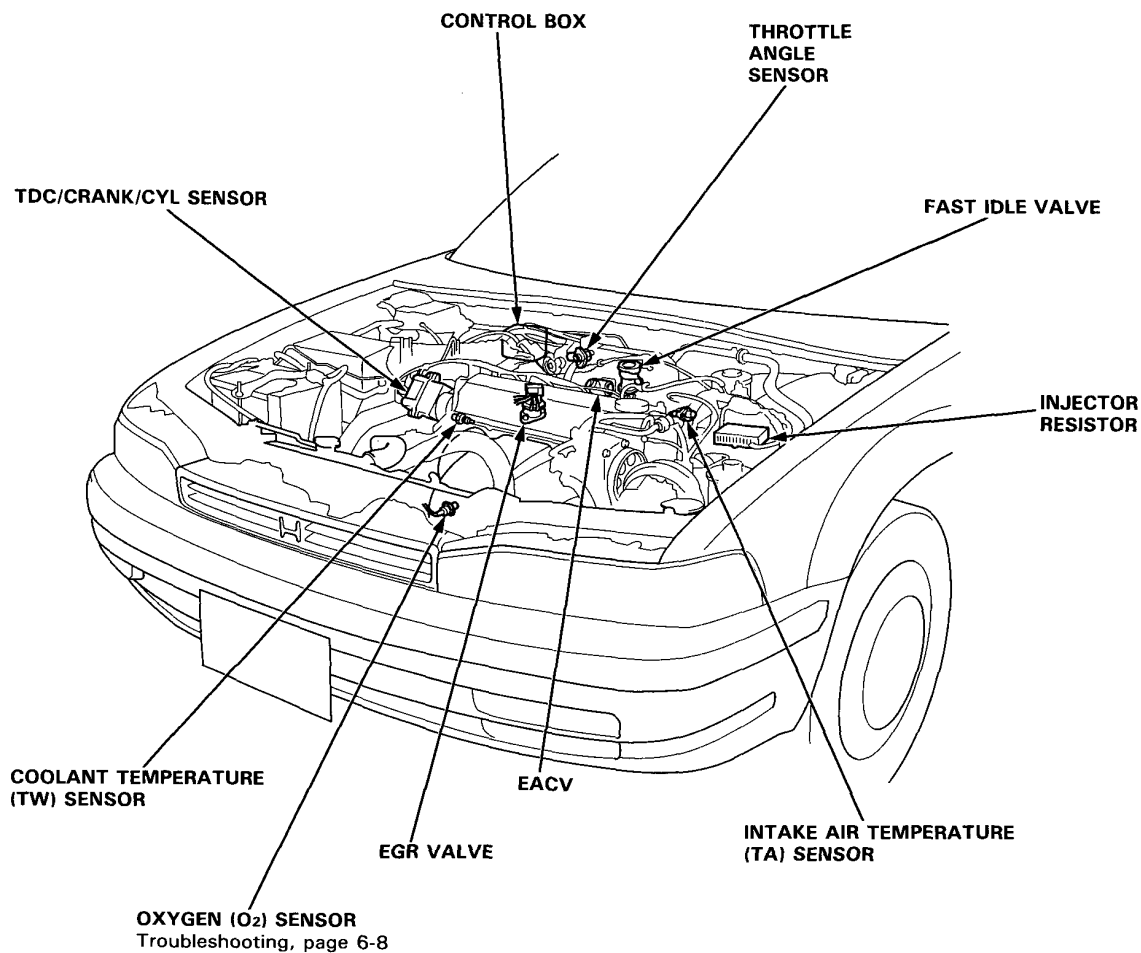
I—Inspect

After inspection, clean, adjust, repair or replace if necessary.

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.

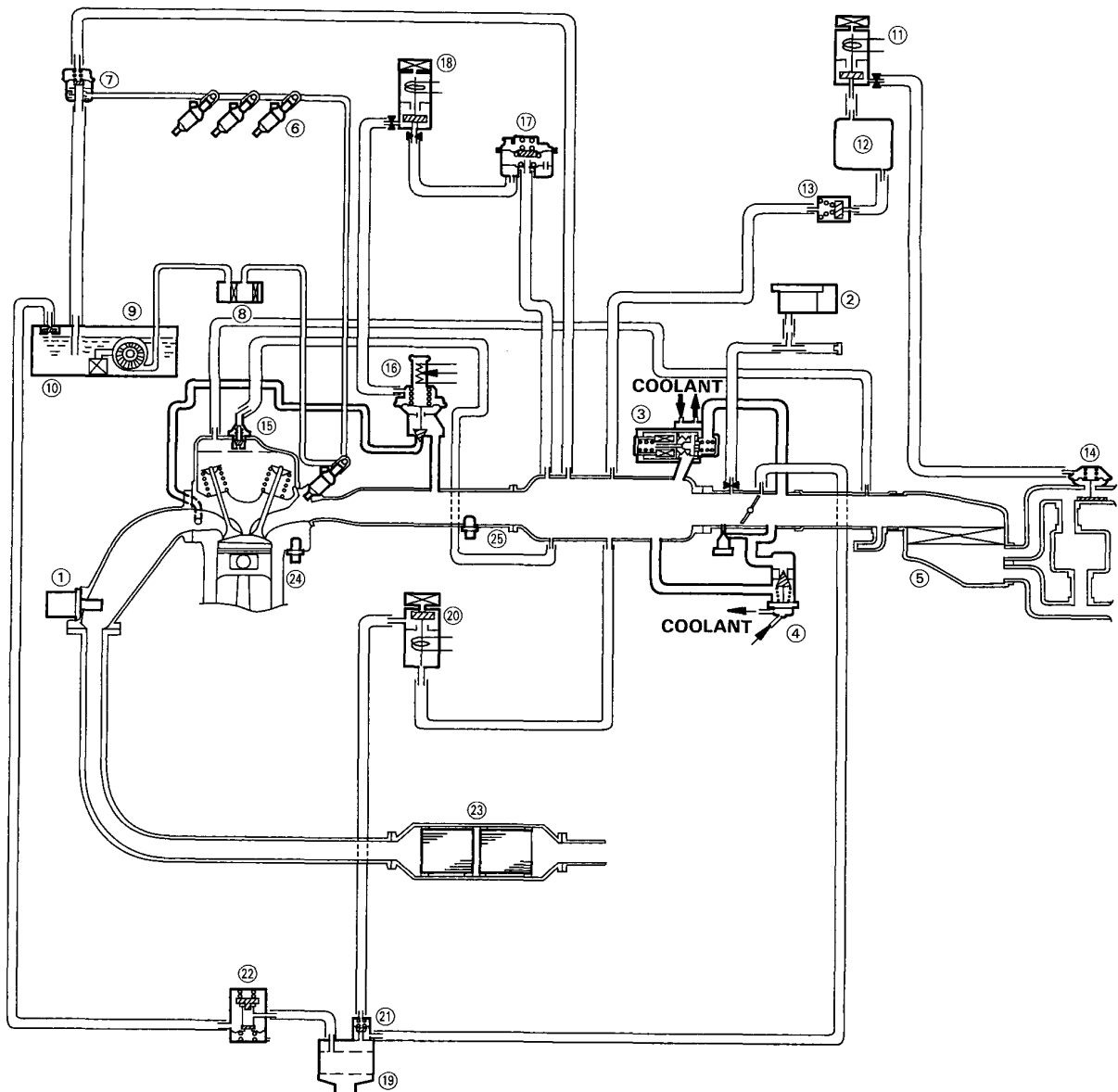
Component Locations

Index



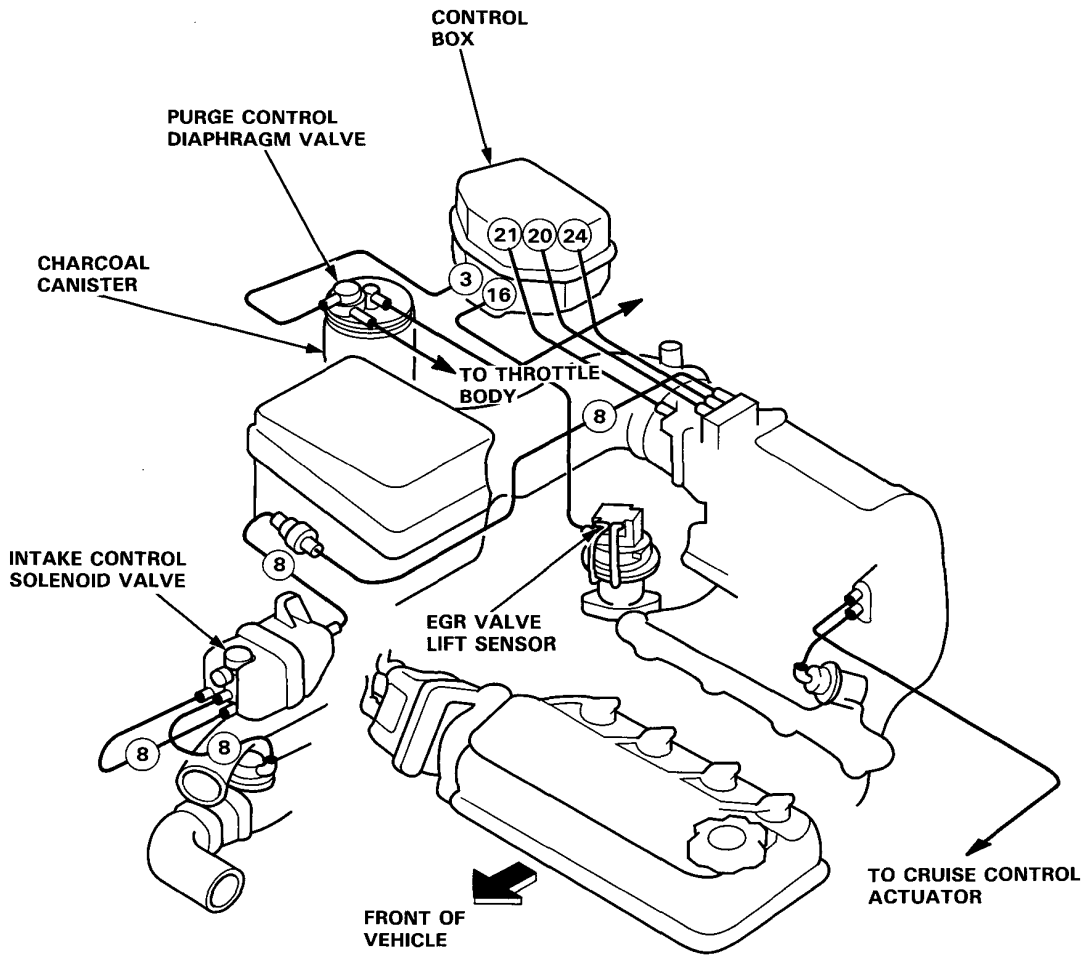
System Description

Vacuum Connections



- ① OXYGEN (O₂) SENSOR
- ② MANIFOLD ABSOLUTE PRESSURE (MAP) SENSOR
- ③ ELECTRONIC AIR CONTROL VALVE (EACV)
- ④ FAST IDLE VALVE
- ⑤ AIR CLEANER
- ⑥ FUEL INJECTOR
- ⑦ PRESSURE REGULATOR
- ⑧ FUEL FILTER
- ⑨ FUEL PUMP
- ⑩ FUEL TANK
- ⑪ INTAKE CONTROL SOLENOID VALVE
- ⑫ AIR CHAMBER

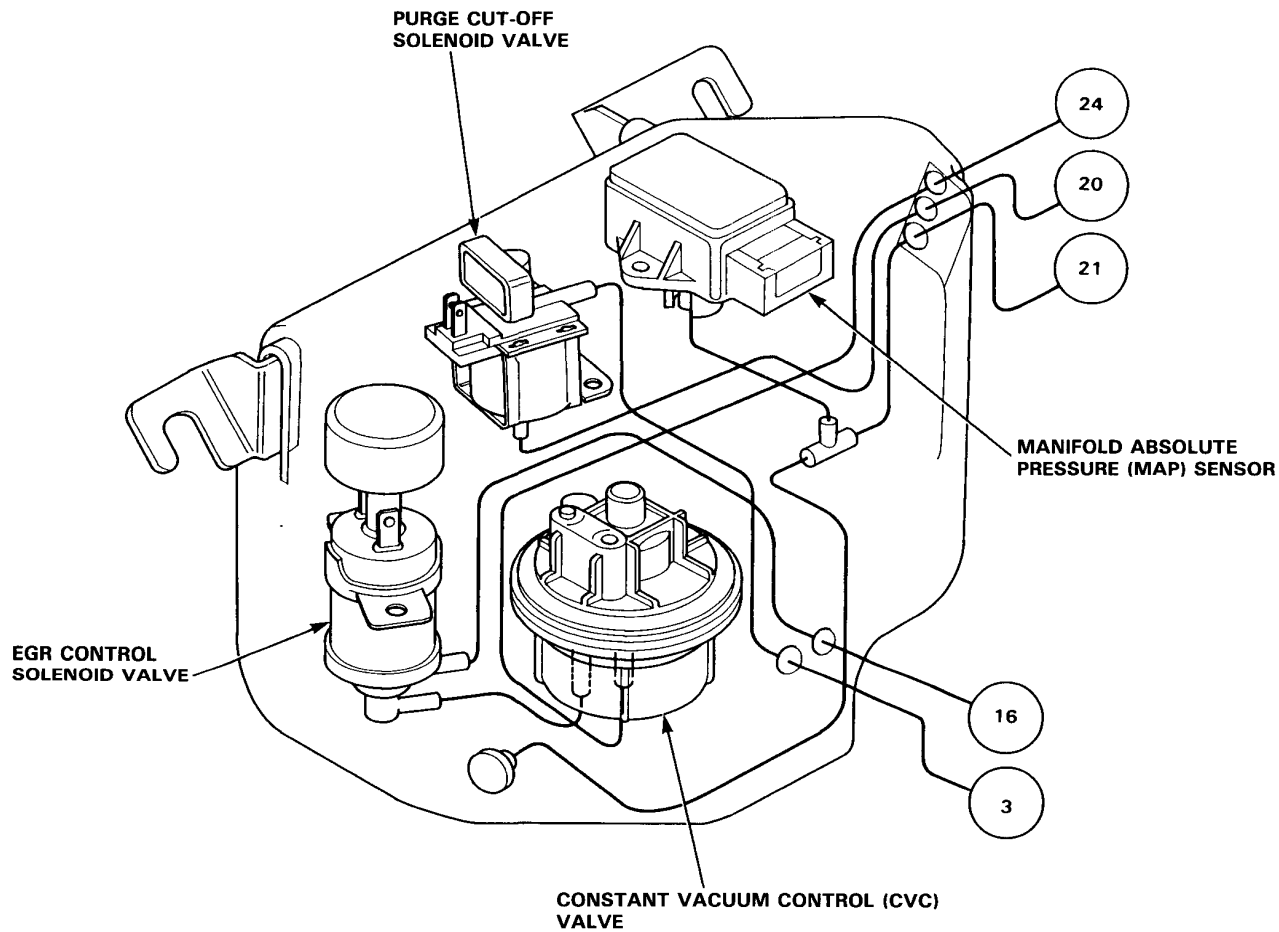
- ⑬ CHECK VALVE
- ⑭ INTAKE CONTROL DIAPHRAGM
- ⑮ PCV VALVE
- ⑯ EGR VALVE
- ⑰ CONSTANT VACUUM CONTROL (CVC) VALVE
- ⑱ EGR CONTROL SOLENOID VALVE
- ⑲ CHARCOAL CANISTER
- ⑳ PURGE CUT-OFF SOLENOID VALVE
- ㉑ PURGE CONTROL DIAPHRAGM VALVE
- ㉒ TWO-WAY VALVE
- ㉓ CATALYTIC CONVERTER
- ㉔ COOLANT TEMPERATURE (TW) SENSOR
- ㉕ INTAKE AIR TEMPERATURE (TA) SENSOR



System Description

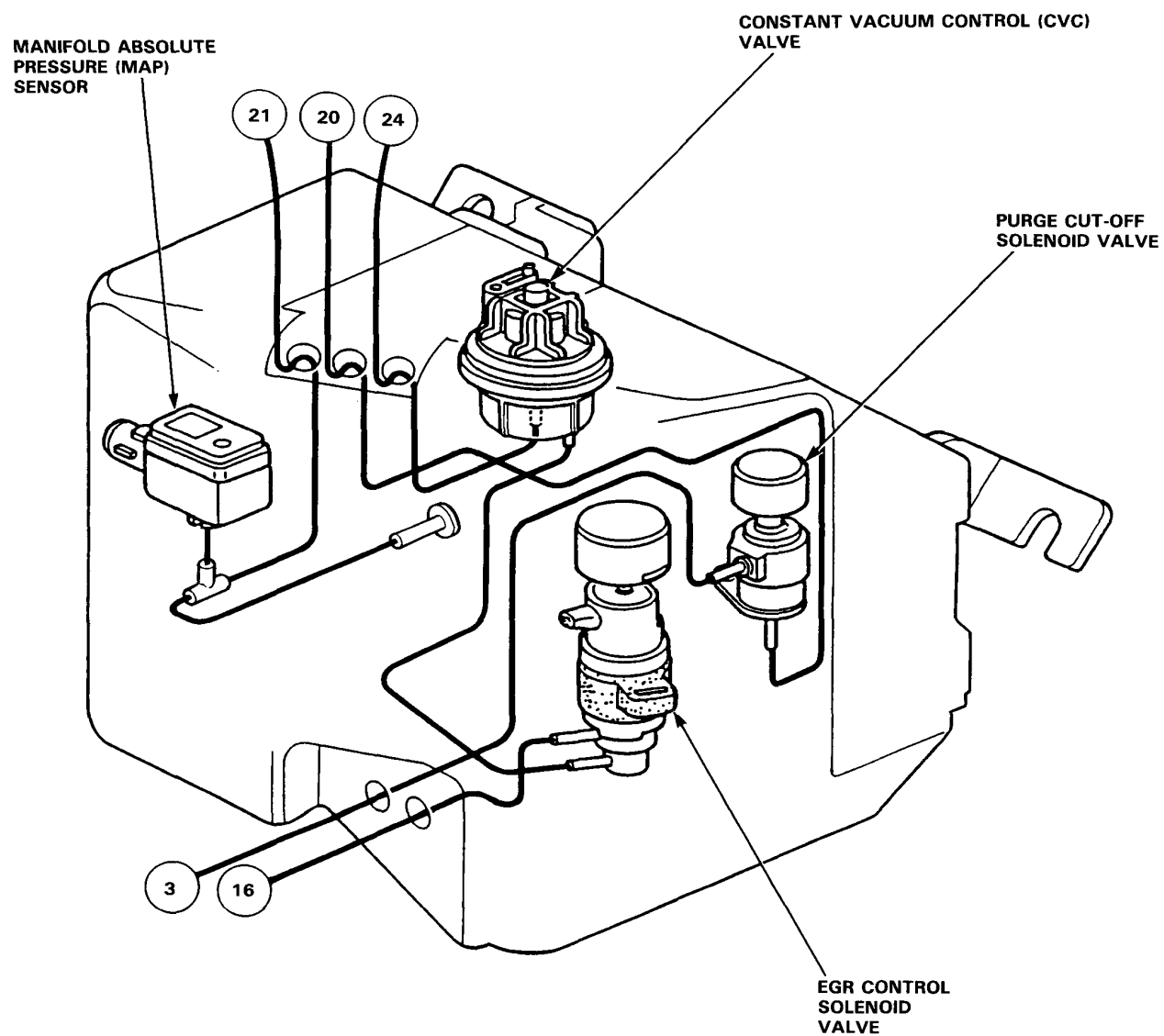
Vacuum Connections

Control Box (LHD):



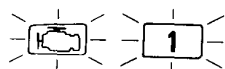


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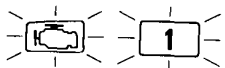


PGM-FI Control System

Troubleshooting Flowchart — Oxygen Sensor



Self-diagnosis Check Engine light indicates code 1: A problem in the Oxygen (O₂) Sensor circuit.



- Check Engine light has been reported on.
- With service check connector jumped, CODE 1 is indicated.

Do the ECU Reset Procedure.

Warm up engine to normal operating temperature (the cooling fan comes on).

Run engine for 60 seconds.

Road test with the manual transmission in 4th gear. Starting at 1600 min⁻¹ (rpm), accelerate using wide open throttle for at least 5 seconds. Then decelerate for at least 5 seconds with the throttle completely closed.

Is Check Engine light on and does it indicate CODE 1?

NO

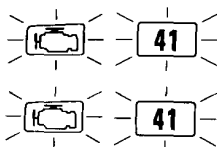
Intermittent failure, system is OK at this time. Check for poor connections or loose wires at the O₂ sensor and ECU.

YES

Go to page 6-12 and perform test for CODE 43.

PGM-FI Control System

Troubleshooting Flowchart — Oxygen Sensor Heater



Self-diagnosis Check Engine light indicates code 41: A problem in the Oxygen (O₂) Sensor Heater circuit.

- Engine is running.
- Check Engine light has been reported on, with service check connector jumped, CODE 41 is indicated.

Turn the ignition switch OFF.

Remove BACK UP fuse in the under-hood relay box for 10 seconds to reset ECU.

Start engine.

Is Check Engine light on and does it indicate CODE 41?

NO

YES

Stop engine.

Disconnect the 4P connector from the O₂ sensor.

Measure resistance between terminals A and B on the O₂ sensor.

Is there 10–40 Ω?

NO

Replace the O₂ sensor.

YES

Check for continuity to body ground on each terminal on the O₂ sensor.

Is there continuity?

YES

Replace the O₂ sensor.

NO

Check for continuity between terminal A and terminals C and D individually.

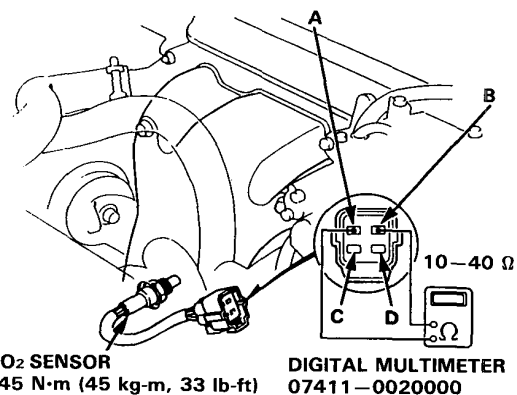
Is there continuity?

YES

Replace the O₂ sensor.

NO

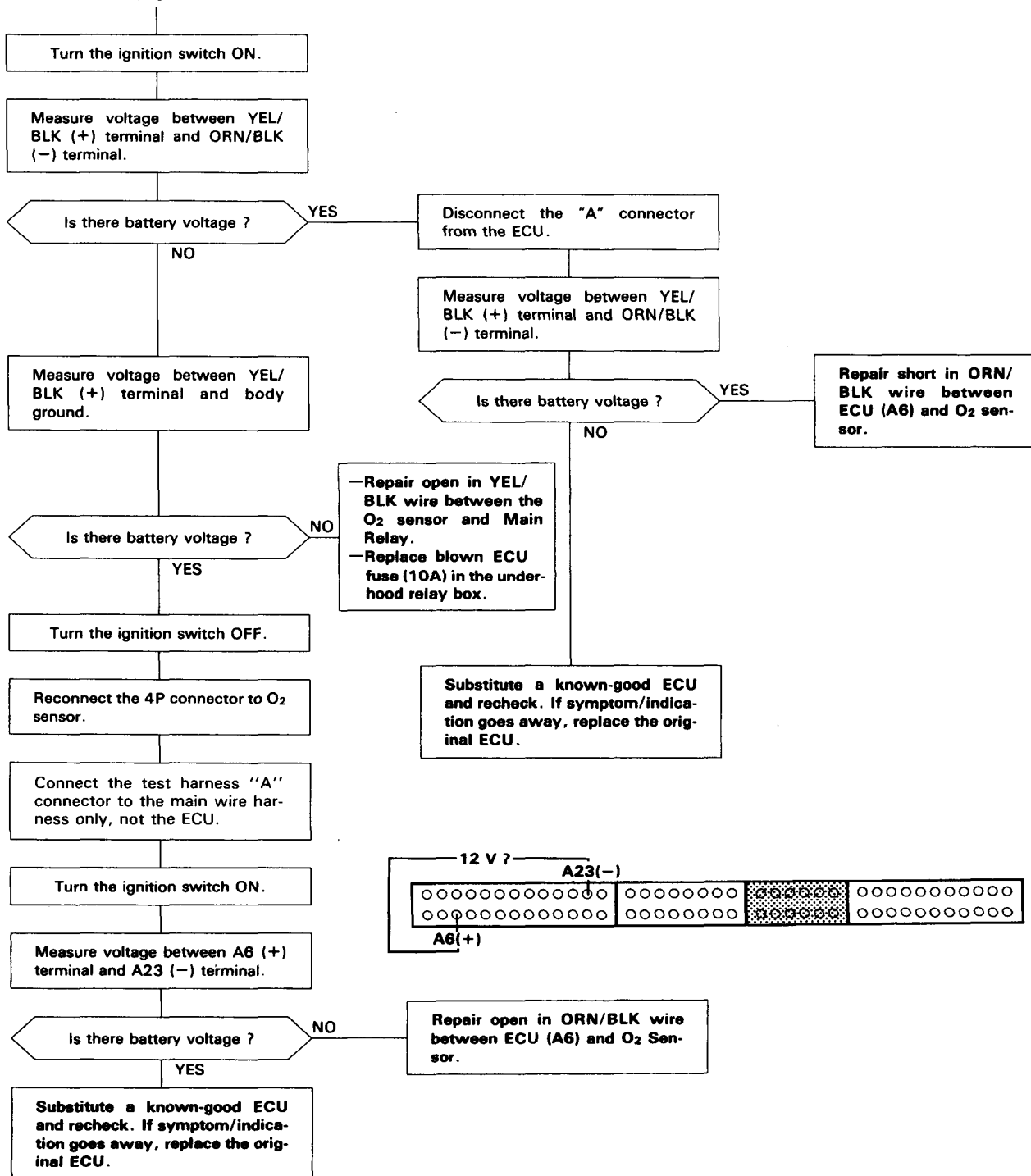
(To page 6-11)



Intermittent failure, system is OK at this time (test driving may be necessary).
Check for poor connections or loose wires at O₂ sensor and ECU.

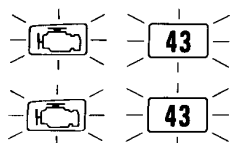


(From page 6-10)



PGM-FI Control System

Troubleshooting Flowchart — Fuel Supply System



Self-diagnosis Check Engine light indicates code 43: A problem in the Oxygen (O₂) Sensor circuit or a problem in the Fuel Supply System.

- Check Engine light has been reported on.
- With service check connector jumped, CODE 43 is indicated.

Is the 43 code accompanied by the Check Engine light and poor driveability?

YES

Go to Fuel Supply System.

NO

Do the ECU Reset Procedure.

Warm up engine to normal operating temperature (the cooling fan comes on).

Hold engine at 3,000 min⁻¹ (rpm) for 2 minutes.

Is the Check Engine light on and does it indicate CODE 43?

NO

Intermittent failure, system is OK at this time (test drive may be necessary).
Check for poor connections or loose wires at O₂ sensor and ECU.

YES

Turn the ignition switch OFF.

Connect the test harness between the ECU and connectors.

With the ignition switch OFF, wait for at least 2 minutes.

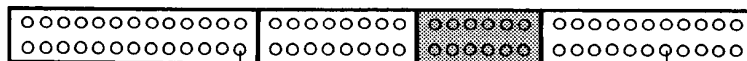
Turn the ignition switch ON.

Measure voltage between D14 (+) terminal and A26 (−) terminal as soon as the ignition switch is turned on.

From code 1 troubleshooting (page 6-8).

NOTE:

- Use DIGITAL CIRCUIT TESTER (07411—0020000)
- Use 2 Volt range.



A26 (−)

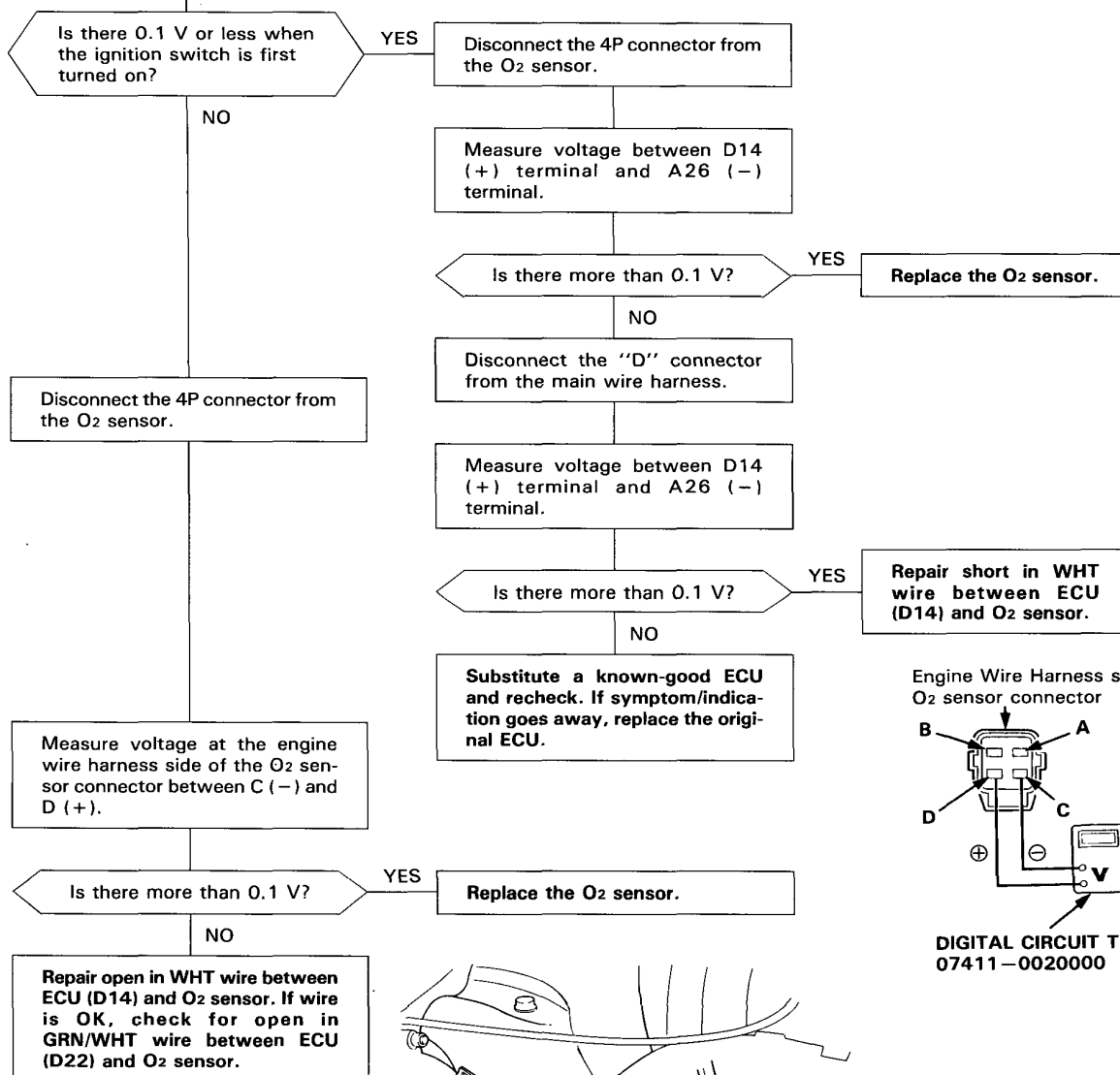
D14 (+)

Voltage should start at 0.4—0.5 V when the ignition switch is first turned on, and decrease to below 0.1 V in less than 2 minutes.

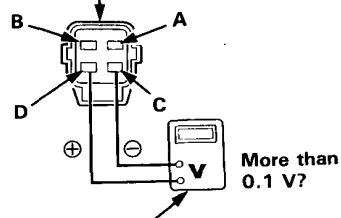
(To page 6-13)



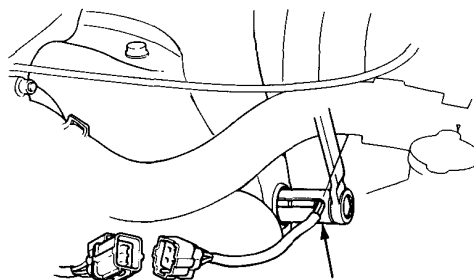
(From page 6-12)



Engine Wire Harness side of the O₂ sensor connector



DIGITAL CIRCUIT TESTER
07411-0020000



O₂ SENSOR SOCKET
WRENCH
07LAA-PT50100
45 N·m (4.5 kg·m, 33 lb·ft)

Fuel Supply System

Fuel Pressure

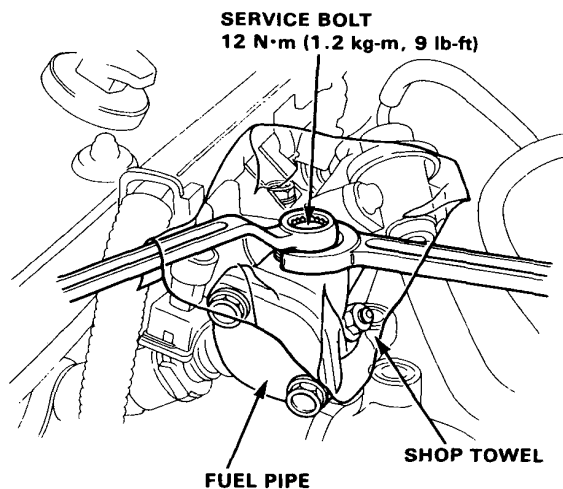
Relieving

⚠ WARNING

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

NOTE: Before disconnecting fuel pipes or hoses, release pressure from the system by loosening the 6 mm service bolt at the fuel pipe.

1. Remove fuel filler cap.
2. Disconnect the battery negative cable from the battery negative terminal.
3. Use a box end wrench on the 6 mm service bolt at the fuel pipe, while holding the special banjo bolt with another wrench.
4. Place a rag or shop towel over the 6 mm service bolt.
5. Slowly loosen the 6 mm service bolt one complete turn.



NOTE:

- A fuel pressure gauge can be attached at the 6 mm service bolt hole.
- Always replace the washer between the service bolt and the special banjo bolt, whenever the service bolt is loosened to relieve fuel pressure.
- Replace all washers whenever the bolts are removed to disassemble parts.

Inspection

1. Relieve fuel pressure.
2. Remove the service bolt on the fuel pipe while holding the banjo bolt with another wrench and attach the fuel pressure gauge.
3. Start the engine. Measure the fuel pressure with the engine idling and vacuum hose of the pressure regulator disconnected.

Pressure should be:

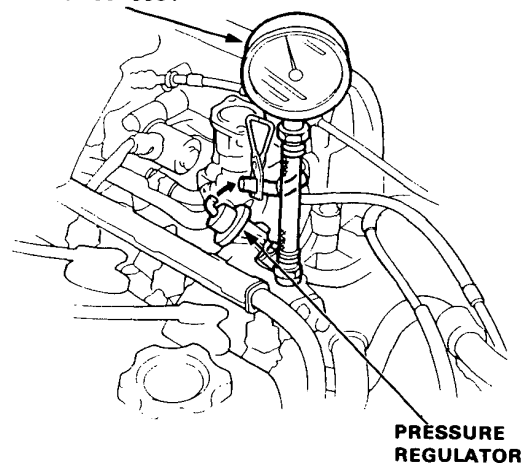
275–324 kPa (2.8–3.3 kg/cm², 40–47 psi)

4. Reconnect vacuum hose to the pressure regulator.

Pressure should be:

216–265 kPa (2.2–2.7 kg/cm², 31–38 psi)

FUEL PRESSURE GAUGE
07406–0040001



- If the fuel pressure is not as specified, first check the fuel pump. If the pump is OK, check the following:
 - If the pressure is higher than specified, inspect for:
 - Pinched or clogged fuel return hose or piping.
 - Faulty pressure regulator (page 6-15).
 - If the pressure is lower than specified, inspect for:
 - Clogged fuel filter.
 - Pressure regulator failure (page 6-15).
 - Leakage in the fuel line.



Pressure Regulator

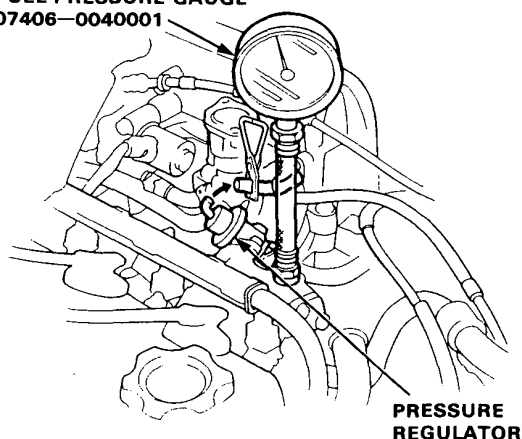
Testing

⚠ WARNING Do not smoke during the test. Keep open flames away from your work area.

1. Attach a pressure gauge to the service port of the fuel pipe (page 6-14).

Pressure should be:
275–324 kPa (2.8–3.3 kg/cm², 40–47 psi)
(with the regulator vacuum hose disconnected)

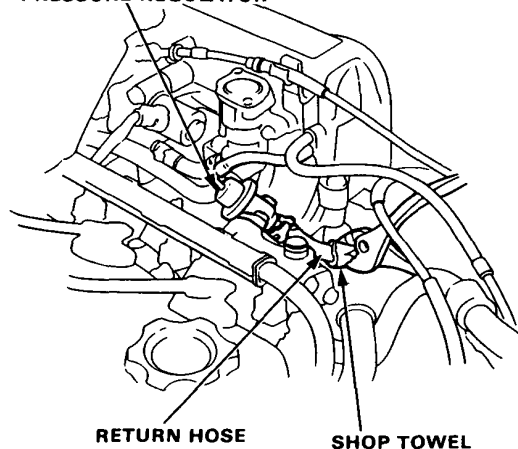
FUEL PRESSURE GAUGE
07406–0040001



2. Reconnect the vacuum hose to the pressure regulator.
3. Check that the fuel pressure rises when the vacuum hose from the regulator is disconnected again.

- If the fuel pressure did not rise, check to see if it rise with the fuel return hose lightly pinched.
- If the fuel pressure still does not rise, replace the pressure regulator.

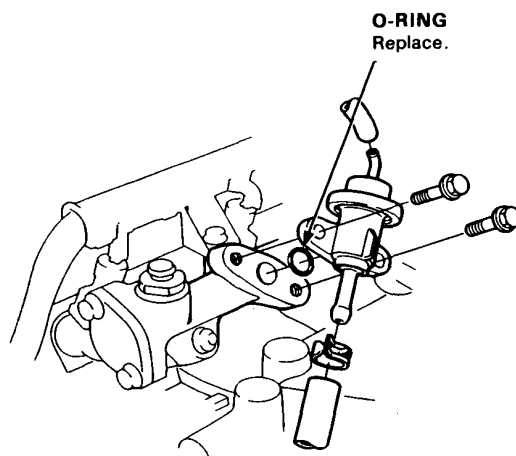
PRESSURE REGULATOR



Replacement

⚠ WARNING Do not smoke while working on fuel system. Keep open flame way from work area.

1. Place a shop towel under pressure regulator, then relieve fuel pressure (page 6-14).
2. Disconnect the vacuum hose and fuel return hose.
3. Remove the two 6 mm retainer bolts.



NOTE:

- Replace the O-ring.
- When assembling the regulator, apply clean engine oil to the O-ring and assemble it into its proper position, taking care not to damage the O-ring.

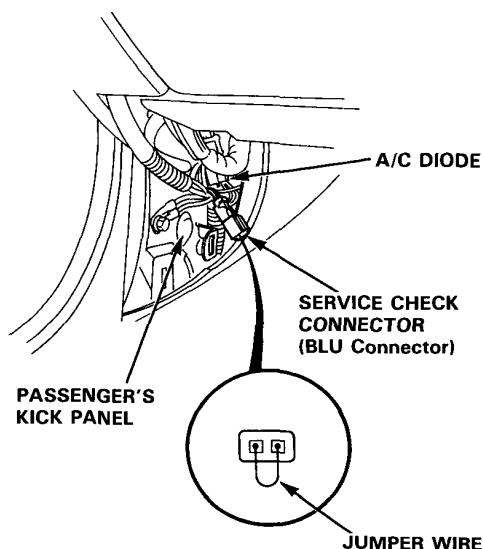
Ignition System

Ignition Timing Inspection and Setting (Fuel-Injected Engine)

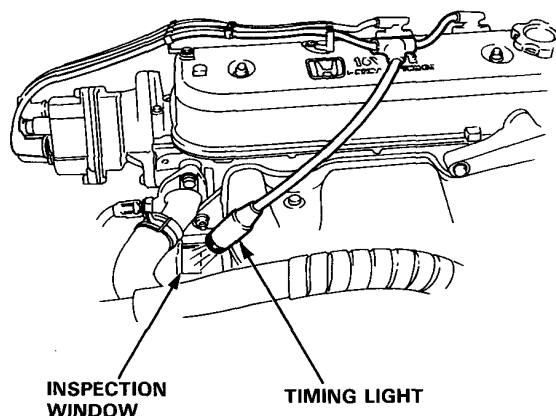
NOTE: To be made at idle with the service check connector shorted, the blue service check connector is located in the front passenger corner under the dashboard.

1. Start the engine and allow it to warm up (radiator fan comes on).
2. Connect the ORN/RED and GRN/WHT terminals of the service check connector (BLU) with jumper wire.

NOTE: The illustration shows RHD.



3. Connect a timing light to the No. 1 ignition wire. Remove the rubber cap from the inspection window in the flywheel/drive plate housing. While the engine idles, point the light toward the pointer on the flywheel (for M/T), or on the drive plate (for A/T).

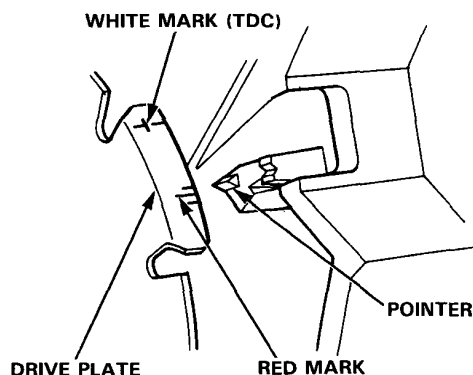


4. Adjust ignition timing, if necessary, to the following specifications:

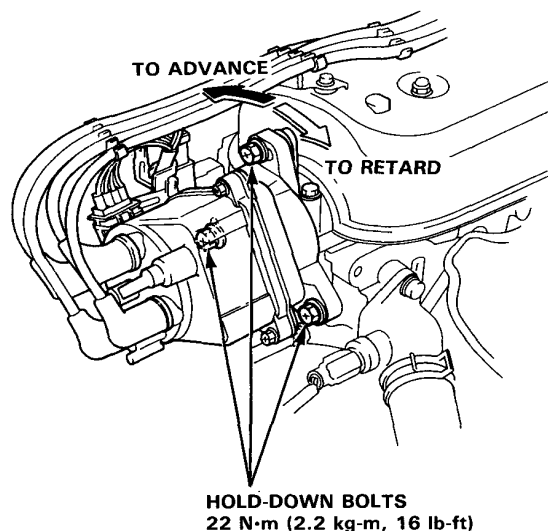
Ignition Timing

- All models: $15 \pm 2^\circ$ BTDC (RED)
at $770 \pm 50 \text{ min}^{-1}$ (rpm) in neutral

NOTE: The illustration shows A/T.



5. Adjust as necessary by loosening the distributor adjusting bolts, and turn the distributor housing counterclockwise to advance the timing, or clockwise to retard the timing.



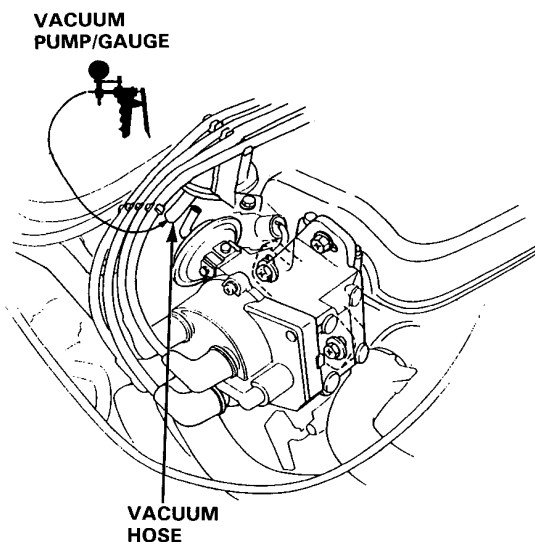
6. Tighten the adjusting bolts and recheck the timing.
7. Remove the jumper wire and install the rubber cap to the inspection window.



Ignition Timing Inspection and Setting (Carbureted Engine)

< KP, KT, KU and KY models >

1. Disconnect the vacuum hose from the vacuum advance diaphragm, then connect the vacuum pump/gauge to the vacuum hose.



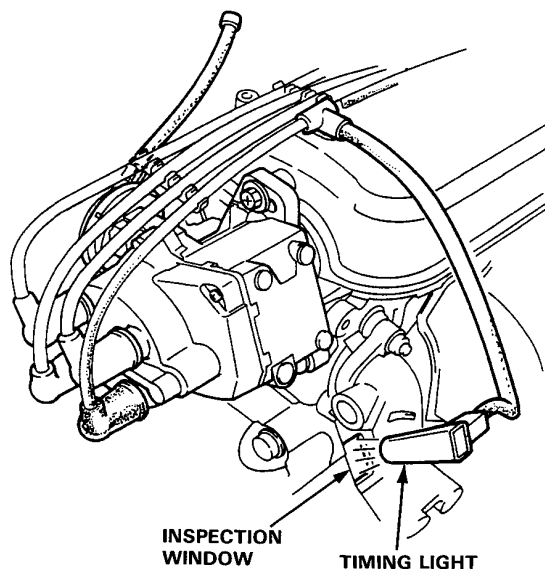
2. Start the engine.

KP, KT, KU and KY (M/T) models: Let it idle.

KY (A/T) model: Hold the engine at $4,000 \text{ min}^{-1}$ (rpm).

3. Check the vacuum hose for vacuum. The vacuum hose should have vacuum.
 - If the vacuum hose has no vacuum, check the vacuum hose of proper connection, cracks, blockage or disconnected hose.
4. Connect the vacuum hose to the vacuum advance diaphragm and allow the engine to warm up (radiator fan comes on).
5. Disconnect the vacuum hose from the vacuum advance diaphragm and plug them.

6. Connect a timing light to the No. 1 ignition wire. Remove the rubber cap from the inspection window in the flywheel/drive plate housing. While the engine idles, point the light toward the pointer on the flywheel (for M/T), or on the drive plate (for A/T).

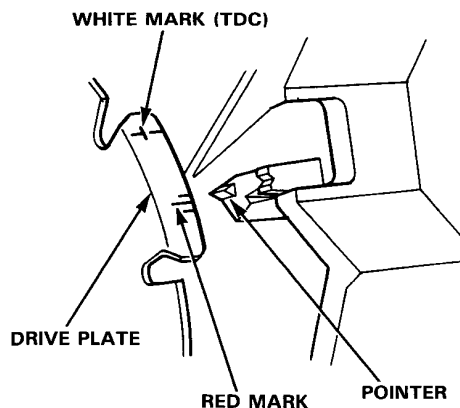


7. Read initial timing when timing mark is aligned to the pointer.

Initial Timing: 0° TDC (Except KY-A/T model)
 15° ATDC (KY-A/T model)

- Manual Transmission [at $800 \pm 50 \text{ min}^{-1}$ (rpm) in neutral]
- Automatic Transmission [at $750 \pm 50 \text{ min}^{-1}$ (rpm) in gear]

NOTE: The illustration shows A/T.

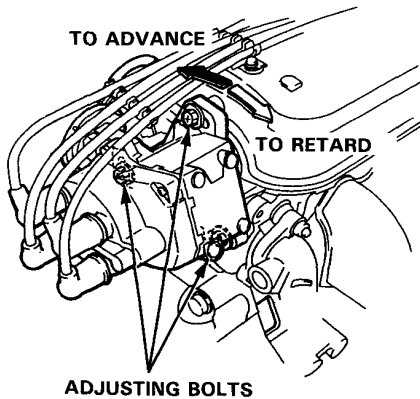


(cont'd)

Ignition System

Ignition Timing Inspection and Setting (Carbureted Engine) (cont'd)

8. Adjust as necessary by loosening the distributor adjusting bolts, and turn the distributor housing clockwise to retard the timing, or counterclockwise to advance the timing.



9. Tighten the distributor adjusting bolts, then recheck the timing.
10. Install the rubber cap to the inspection window.

11. Connect the vacuum hose to the vacuum advance diaphragm and inspect ignition timing at idle.

Ignition Timing

M/T: $15^{\circ} \pm 2^{\circ}$ BTDC (RED)

A/T: $10^{\circ} \pm 2^{\circ}$ BTDC (RED)

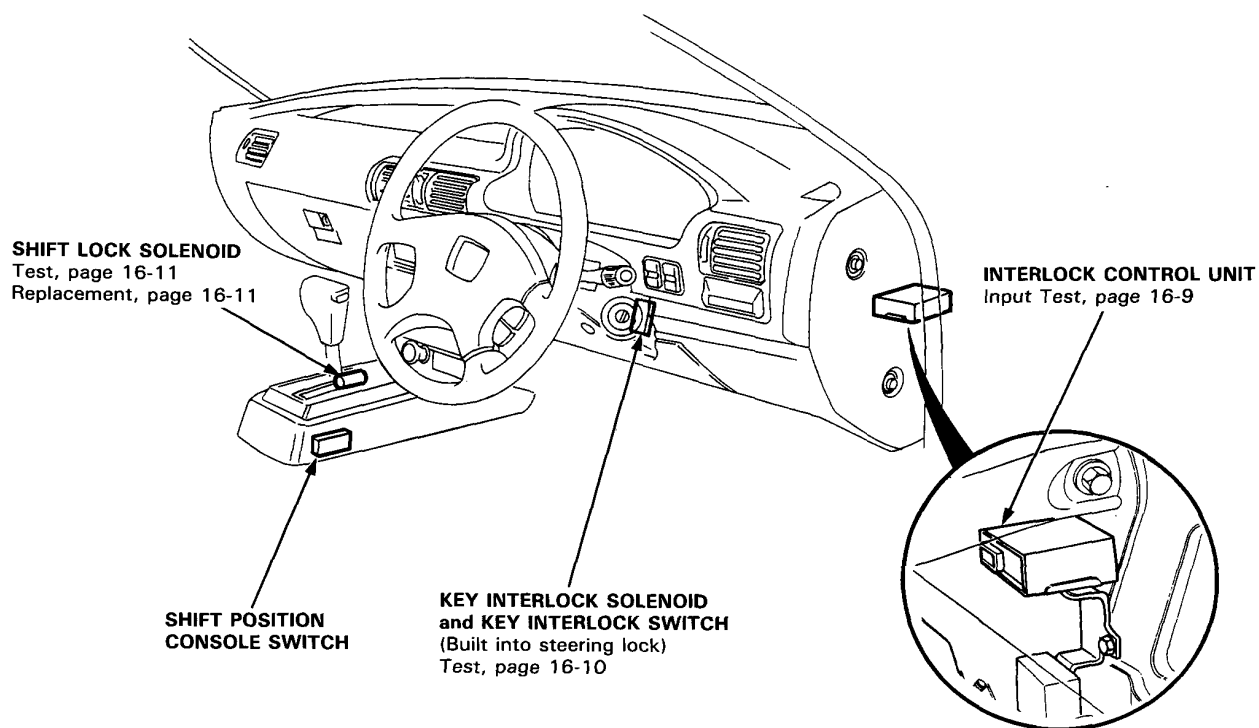
KY-A/T: $0^{\circ} \pm 2^{\circ}$ TDC (WHITE)

- Manual Transmission [at $800 \pm 50 \text{ min}^{-1}$ (rpm) in neutral]
- Automatic Transmission [at $750 \pm 50 \text{ min}^{-1}$ (rpm) in gear]

If advance is not as specified, check the vacuum advance diaphragm and distributor advance mechanism.

Interlock System (KQ model)

Component Location Index





Description

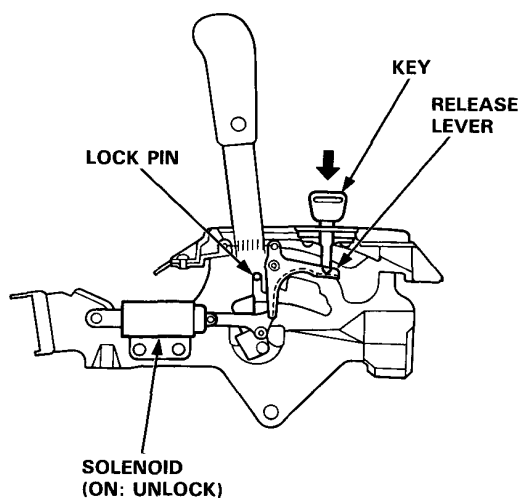
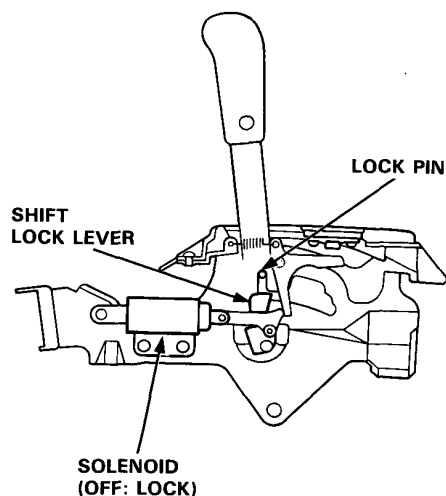
The car is equipped with the following devices to prevent inadvertent shifting:

- A/T selector with shift lock
- Key cylinder with interlocked ignition key

Shift Lock System:

The shift lock system prevents the shift lever from moving to **[R]** or **[D]** from the **[P]** position unless you step on the brake pedal.

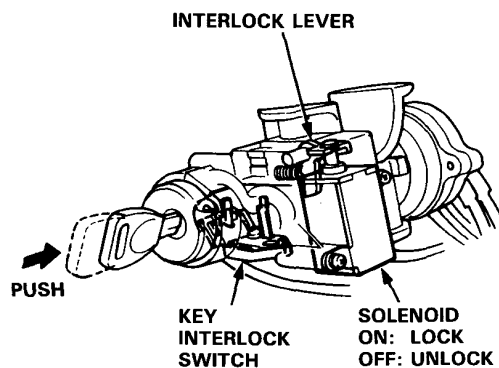
NOTE: In case of system malfunction, the shift lever can be released by pushing a key into the release slot near the shift lever.



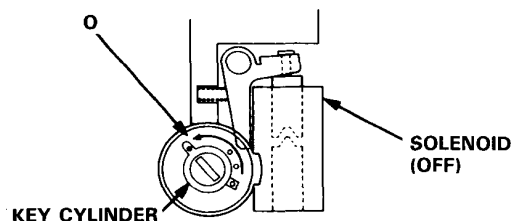
Key Interlock System:

The ignition key cannot be removed from the ignition switch unless the shift lever is in the **[P]** position.

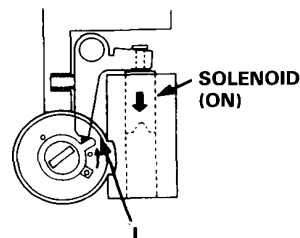
If the key is inserted when the shift lever is in any position other than **[P]**, a solenoid is activated, making it impossible for the key to be removed until the shift lever is moved to the **[P]** position.



The shift lever is in the **[P]** position:



The shift lever is in any position except **[P]**:



Circuit Diagram

Wiring Diagram Details:

- BATTERY:** Connected to the UNDER-HOOD FUSE/RELAY BOX.
- UNDER-HOOD FUSE/RELAY BOX:** Contains fuses No. 25 (20A), No. 15 (80A), and No. 19 (50A).
- IGNITION SWITCH (BAT IG1):** Connected to the WHT/YEL line.
- KEY INTERLOCK SWITCH (A):** Connected to the WHT/YEL line.
- KEY INTERLOCK SOLENOID (C):** Connected to the WHT/YEL line.
- UNDER-DASH FUSE BOX:** Contains fuse No. 1 (10A) connected to the WHT/YEL line.
- SHIFT LOCK SOLENOID (ON: UNLOCK):** Connected to the WHT/YEL line.
- BRAKE LIGHT SWITCH:** Connected to the WHT/YEL line.
- HORN CIRCUIT:** Connected to the WHT/YEL line.
- INTERLOCK CONTROL UNIT:** Connected to the WHT/RED and WHT/BLU lines.
- KEY INTERLOCK CIRCUIT:** Connected to the WHT/RED and WHT/BLU lines.
- SHIFT LEVER POSITION INDICATOR:** Connected to the GRN/WHT 1 line.
- SHIFT POSITION CONSOLE SWITCH (ON: position in P):** Connected to the GRN/WHT 2 line.
- Other Components:** BRAKE LIGHTS, CRUISE CONTROL UNIT, A/T CONTROL UNIT.

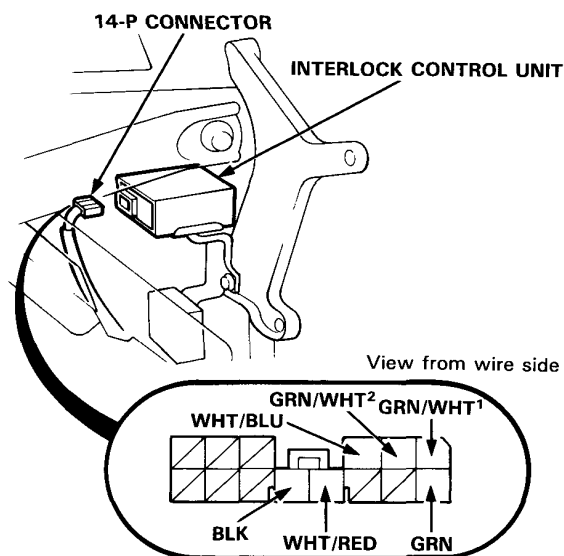


Interlock Control Unit Input Test

Disconnect the 14-P connector from the control unit. Inspect the connector terminals to be sure they are all making good contact.

- If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
- If the terminals look OK, make the following input tests at the connector.
 - If any test indicates a problem, find and correct the cause, then recheck the system.
 - If all the input tests prove OK, the control unit must be faulty; replace it.

NOTE: If the shift lock solenoid clicks when the ignition switch ON and the brake pedal is pushed (the shift lever is in the **P** position), the shift lock system is electronically normal. If the shift lever can not be shifted from **P** position, see A/T system.



Shift Lock System:

No.	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
1	GRN/WHT ¹	Ignition switch ON. Brake pedal pushed.	Check for voltage to ground: There should be battery voltage.	• Blow No. 25 (20 A) fuse. • Faulty brake light switch. • An open in the wire.
2	GRN/WHT ²	Shift lever in position P .	Check for continuity to ground: There should be continuity.	• Faulty shift position console switch. • Poor ground (G401, G402) • An open in the wire.
3	GRN	Ignition switch ON.	Check for voltage to ground: There should be battery voltage.	• Blown No. 1 (10 A) fuse. • Faulty shift lock solenoid. • An open in the wire.

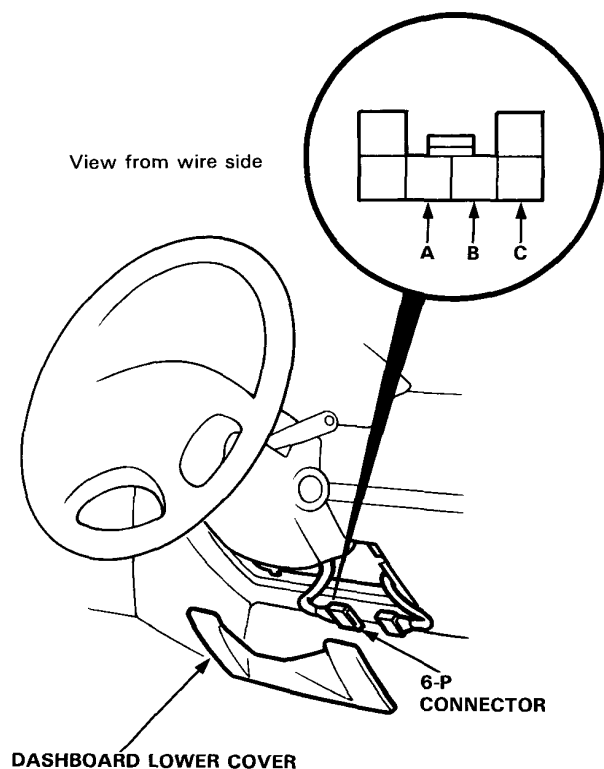
Key Interlock System:

No.	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
1	BLK	Under all conditions.	Check for continuity to ground: There should be continuity.	• Poor ground (G401, G402). • An open in the wire.
2	GRN/WHT ²	Shift lever in position P .	Check for continuity to ground: There should be continuity.	• Faulty shift position console switch. • Poor ground (G401, G402). • An open in the wire.
3	WHT/RED WHT/BLU	Ignition switch turned to ACC (I) and the key pushed in.	Check for voltage to ground: There should be battery voltage.	• Blown No. 25 (20 A) fuse. • Faulty steering lock assembly (key interlock solenoid). • An open in the wire.

Interlock System (KQ model)

Key Interlock Solenoid Test

1. Remove the dashboard lower cover.
2. Disconnect the 6-P connector from the main wire harness.



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

Terminal		A	B	C
Position				
Ignition switch ACC (I)	Key pushed in.	○	○	○
	Key released.		○	○

4. Check that the key cannot be removed with power and ground connected to the A and C terminals.

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



Shift Lock Solenoid Test/Replacement

Test:

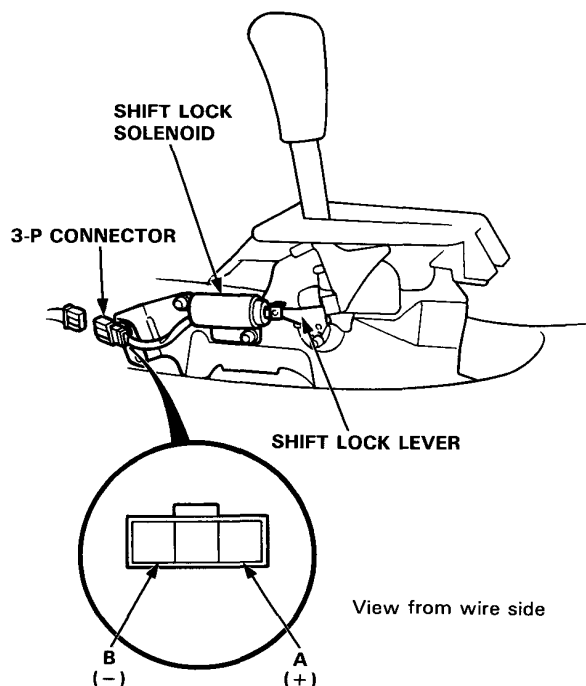
1. Remove the console, then disconnect the 3-P connector of the shift lock solenoid from the main wire harness.

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

2. Connect battery power to the A terminal and ground to the B terminal momentarily. Check the solenoid. If it does not work, replace it.

NOTE:

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

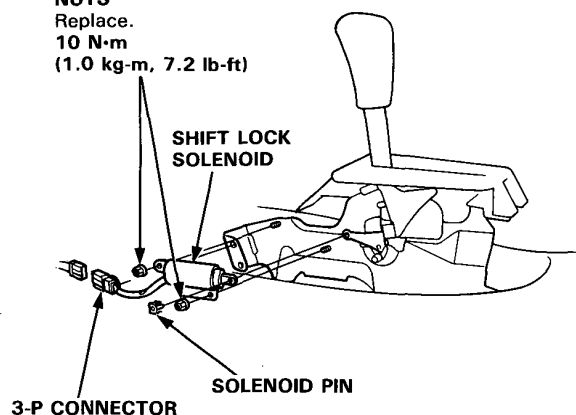


Replacement:

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

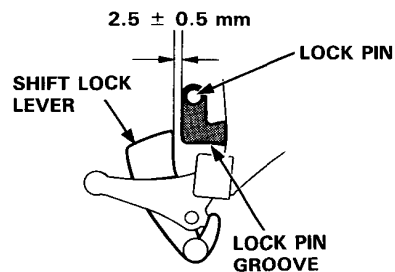
SELF-LOCKING NUTS

Replace.
10 N·m
(1.0 kg-m, 7.2 lb-ft)



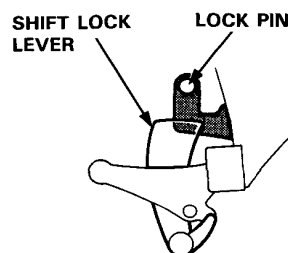
3. Install the shift lock solenoid in the reverse order of removal and adjust its position.
 - When the shift lock solenoid is ON, check that there is a clearance of 2.5 ± 0.5 mm (0.098 ± 0.020 in) between the top of the shift lock lever and the lock pin groove, and tighten the self-locking nuts.

NOTE: Use brand-new self-locking nuts.



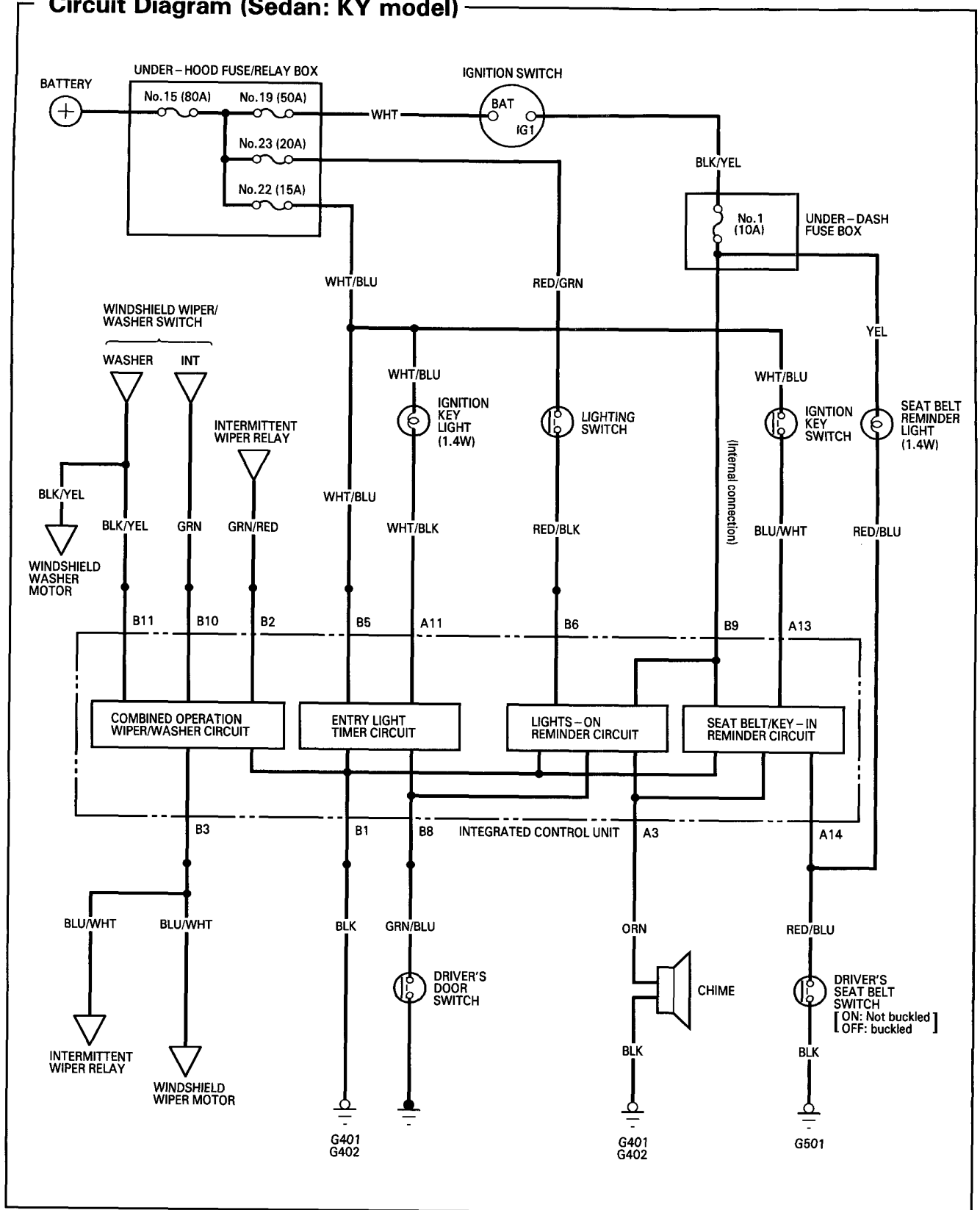
- When the shift lock solenoid is OFF, make sure that the lock pin is blocked by the shift lock lever.

NOTE: Test the solenoid after you assemble it.



Integrated Control Unit

Circuit Diagram (Sedan: KY model)





Input Test (Sedan: KY model)

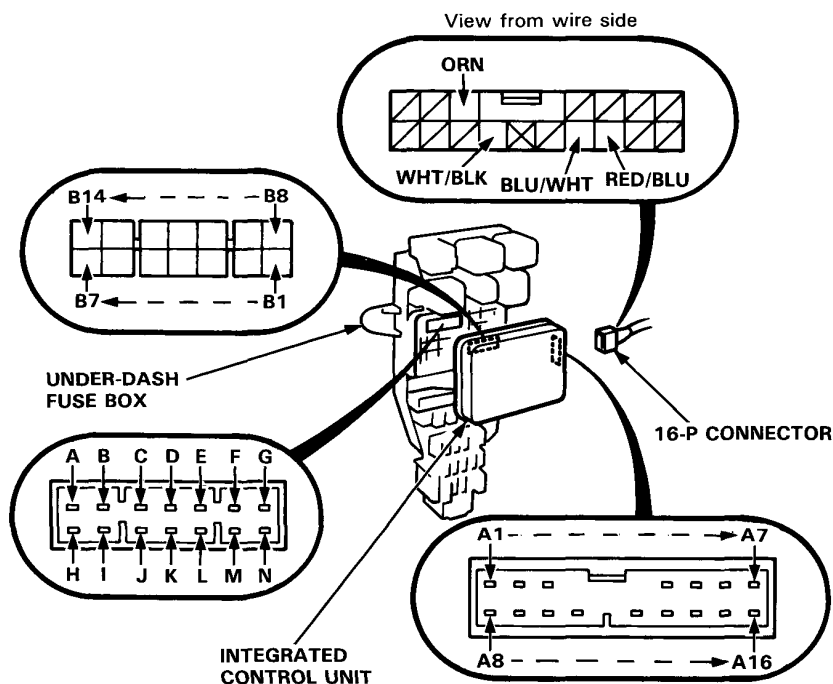
Remove the left kick panel, then disconnect the 16-P connector from the integrated control unit.

Remove the integrated control unit.

Inspect the connector and the socket terminals to be sure they are all making good contact.

- If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
- If the terminals look OK, make the following input tests at the connector and the socket.
 - If a test indicates a problem, find and correct the cause, then recheck the system.
 - If all the input tests prove OK, the control unit must be faulty; replace it.

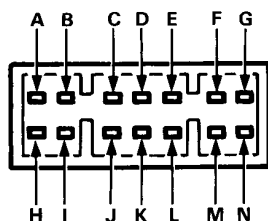
NOTE: Do not disconnect any connectors from the under-dash fuse box except the one on the integrated control unit.



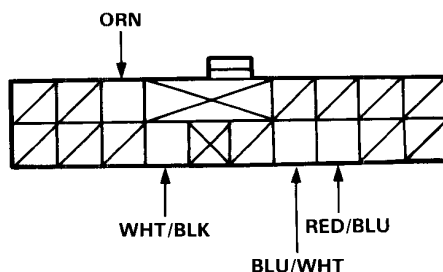
(cont'd)

Integrated Control Unit

Input Test (Sedan: KY model) (cont'd)



View from terminal side



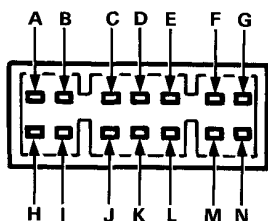
View from wire side

Entry Light Timer System:

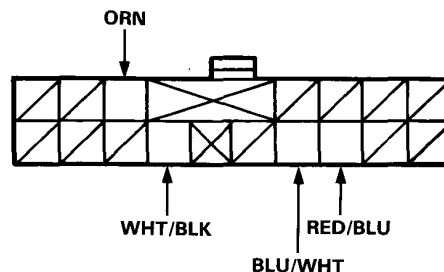
No.	Terminal	Test condition	Test: Desired result	Possible cause if result is not obtained
1	H	Under all conditions.	Check for continuity to ground: There should be continuity.	• Poor ground (G401, G402). • An open in the wire.
2	L	Under all conditions.	Check for voltage to ground: There should be battery voltage.	• Blown No. 22 (15 A) fuse. • An open in the wire.
3	WHT/BLK	Under all conditions.	Attach to ground: Ignition key light should come on.	• Blown bulb. • An open in the wire.
4	A	Driver's door open.	Check for voltage to ground: It should be 1 V or less	• Faulty driver's door switch. • An open in the wire.

Lights-on Reminder System:

No.	Terminal	Test condition	Test: Desired result	Possible cause if result is not obtained
1	H	Under all conditions.	Check for continuity to ground: There should be continuity.	• Poor ground (G401, G402). • An open in the wire.
2	M	Lighting switch ON (Second position).	Check for voltage to ground: There should be battery voltage.	• Blown No. 23 (20 A) fuse. • Faulty lighting switch. • An open in the wire.
3	B	Ignition switch ON.	Check for voltage to ground: There should be battery voltage.	• Blown No. 1 (10 A) fuse. • An open in the wire.
4	A	Driver's door open.	Check for voltage to ground: It should be 1 V or less.	• Faulty driver's door switch. • An open in the wire.
5	ORN	Ignition switch ON and connect the B terminal to the ORN terminal.	Check chime operation: Chime should activate each time the battery is connected.	• Faulty chime. • An open in the wire.



View from terminal side



View from wire side

Wiper System:

No.	Terminal	Test condition	Test: Desired result	Possible cause if result is not obtained
1	H	Under all conditions.	Check for continuity to ground: There should be continuity.	• Poor ground (G401, G402). • An open in the wire.
2	I	Ignition switch ON.	Check for voltage to ground: There should be battery voltage.	• Blown No. 6 (30 A) fuse. • Faulty intermittent wiper relay. • An open in the wire.
3	C	Ignition switch ON and wiper switch in INT Position	Check for voltage to ground: There should be battery voltage.	• Blown No. 6 (30 A) fuse. • Faulty wiper switch. • An open in the wire.
4	D	Ignition switch ON and washer switch ON	Check for voltage to ground: There should be battery voltage.	• Blown No. 6 (30 A) fuse. • Faulty washer switch. • An open in the wire.
5	J	Ignition switch ON.	Check for voltage to ground: There should be battery voltage.	• Blown No. 6 (30 A) fuse. • Faulty intermittent wiper relay. • Faulty windshield wiper motor. • An open in the wire.

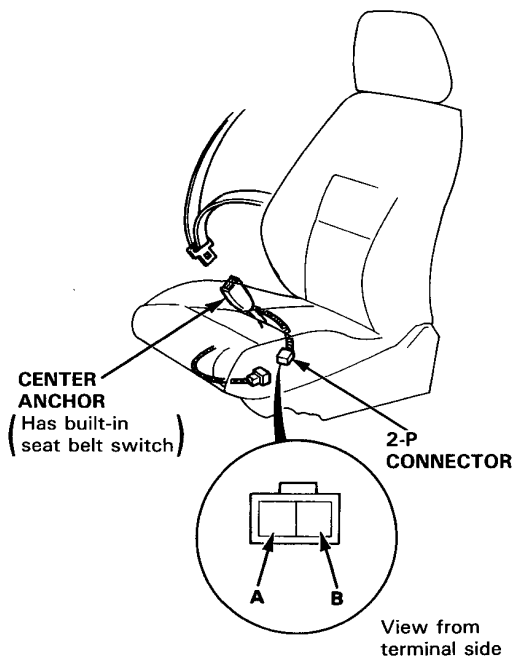
Seat Belt Reminder System:

No.	Terminal	Test condition	Test: Desired result	Possible cause if result is not obtained
1	H	Under all conditions.	Check for continuity to ground: There should be continuity.	• Poor ground (G401, G402). • An open in the wire.
2	B	Ignition switch ON.	Check for voltage to ground: There should be battery voltage.	• Blown No. 1 (10 A) fuse. • An open in the wire.
3	ORN	Ignition switch ON and connect the B terminal to the ORN terminal.	Check chime operation: Chime should activate each time the bat- tery is connected.	• Faulty chime. • An open in the wire.
4	RED/BLU	Driver's seat belt is not buckled.	Check for voltage to ground: It should be 1 V or less.	• Faulty driver's seat belt switch. • An open in the wire. • Poor ground (G501). • Blown bulb.
		Driver's seat belt is buckled.	Check for voltage to ground: There should be battery voltage.	• Faulty driver's seat belt switch. • An open in the wire. • Blown bulb. • Blown No. 1 (10 A) fuse.
5	BLU/WHT	Ignition key is in- serted into the igni- tion switch.	Check for voltage to ground: There should be battery voltage.	• Faulty ignition key switch. • An open in the wire.

Seat Belt Reminder System (Sedan: KY model)

Seat Belt Switch Test

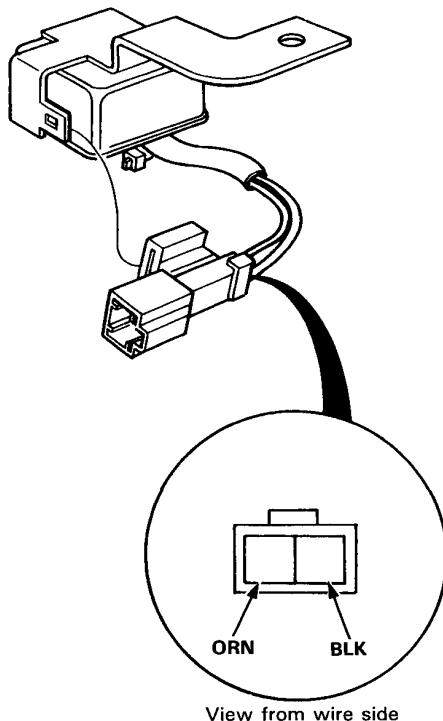
1. Slide the front seat all the way forward then disconnect the 2-P connector from the seat belt switch.

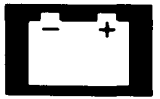


2. There should be continuity between the A and B terminals when the seat belt is not buckled. There should be no continuity when the seat belt is buckled.

Chime Test

1. Remove the left side kick panel and disconnect the 2-P connector from the main wire harness.
2. Test the chime by connecting battery power to the ORN terminal and ground to the BLK terminal, and cycling the power on-off repeatedly.
3. If the chime fails to sound every time power is cycled, replace it.

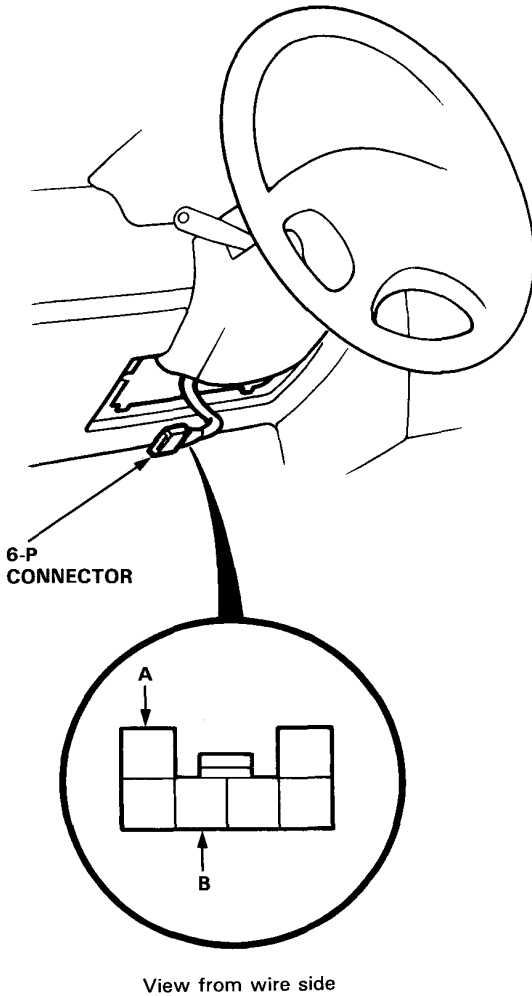




Key-in Reminder System (Sedan: KY model)

Ignition Key Switch Test

1. Remove the dashboard lower cover.
2. Disconnect the 6-P connector from the main wire harness.



3. There should be continuity between the A and B terminals when the ignition key is inserted. There should be no continuity with the ignition key removed.

Power Door Locks (KQ model)

Component Location Index

