INTRODUCTION

How to Use This Manual

This supplement contains information for the 1992 LEGEND. Refer to following shop manual for service procedures and data not included in this supplement.

LEGEND Maintenance and Repair 91 (Code No. 62SP000)

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

Special Information

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

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

NOTE: Gives helpful information.

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

marked sections are not included in this manual.

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HONDA MOTOR CO., LTD.
Service Publication Office

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

Outline of Model Changes

ITEM	DESCRIPTION	92 MODEL	REFERENCE SECTION
Supplemental Restraint System (SRS)	Changed SRS Unit Modified Troubleshooting procedure	○	23

General Information

Chassis and Engine Numbers

Vehicle Identification Number

JHMKA75500C100001

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

Body Type
KA7: LEGEND 4-Door Sedan

Body and Transmission Type
5: 4-Door Sedan/5-speed Manual
6: 4-Door Sedan/4-speed Automatic

Vehicle Grade
5: With SRS

Fixed Code

Auxiliary Number

Factory Code
C: Saitama Factory Sayama Plant

Model Year
1: 1992

Serial Number

Engine Number

C32A2-2000001

Engine Type

Serial Number

<KF, KG, KS, KX>
M/T: C32A2-2000001~
A/T: C32A2-2500001~
<KE>
A/T: C32A2-2500001~
<KQ>
A/T: C32A3-2800001~
<KY>
A/T: C32A4-2000001~
<KT>
A/T: C32A5-2000001~

Transmission Number
(Manual Transmission)

K4E6-2000001

Transmission Type

Serial Number

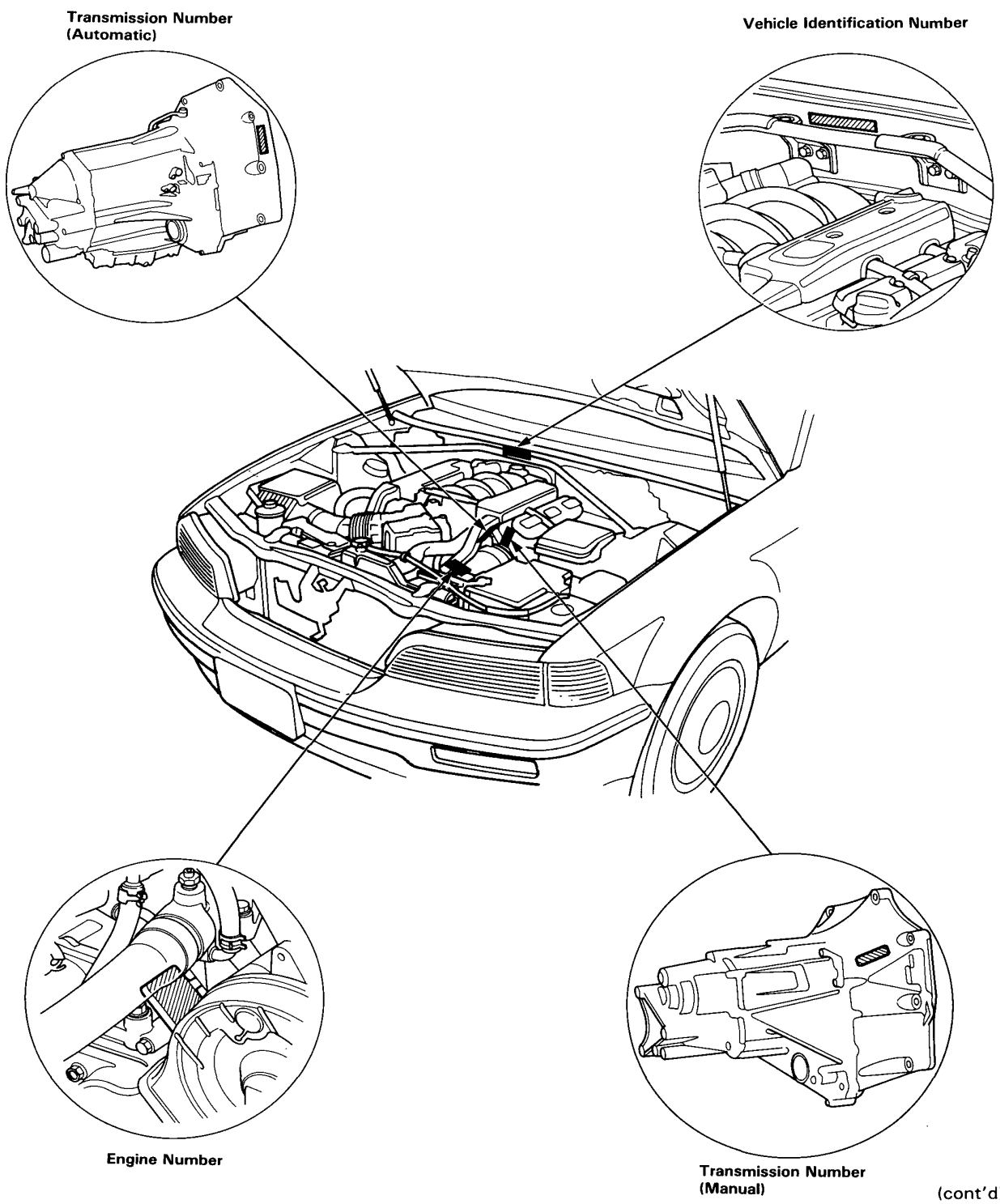
Transmission Number
(Automatic Transmission)

MPYA-2000001

Transmission Type

Serial Number

Identification Number Locations



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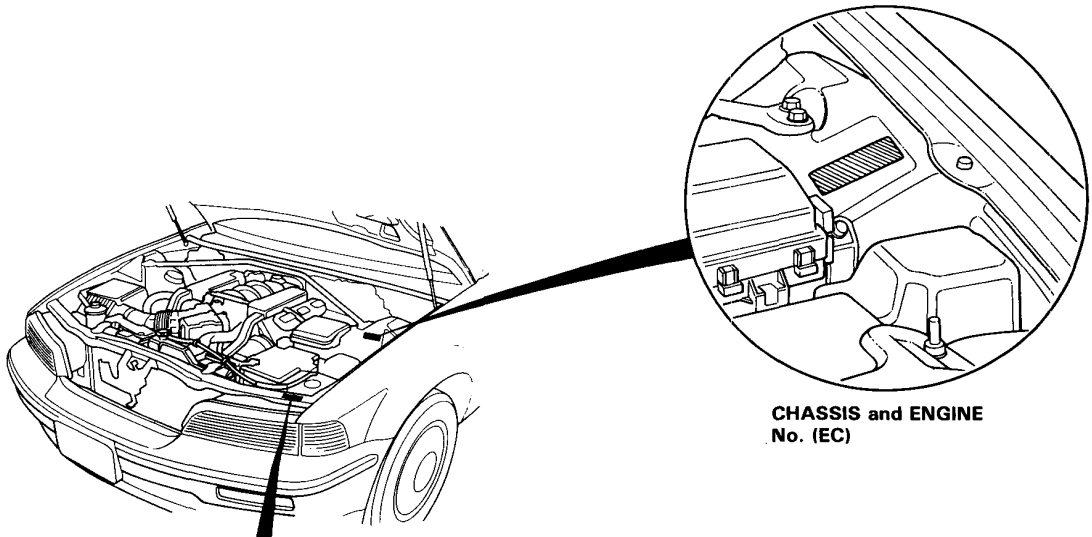
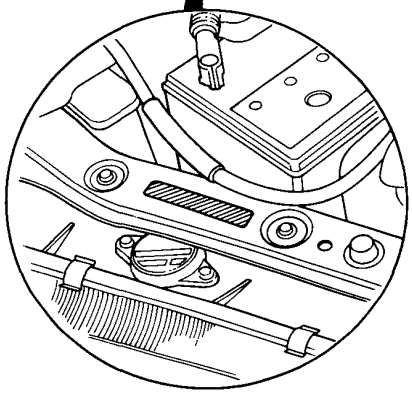
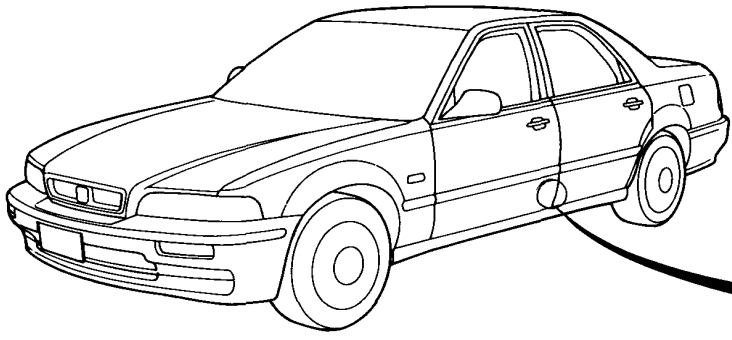
Identification Number Locations (cont'd)



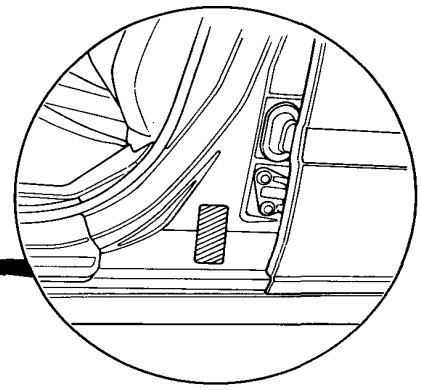
CHASSIS and ENGINE
No. (EC)



CHASSIS and ENGINE No. (KT)
TYPE No. PLATE (KQ)

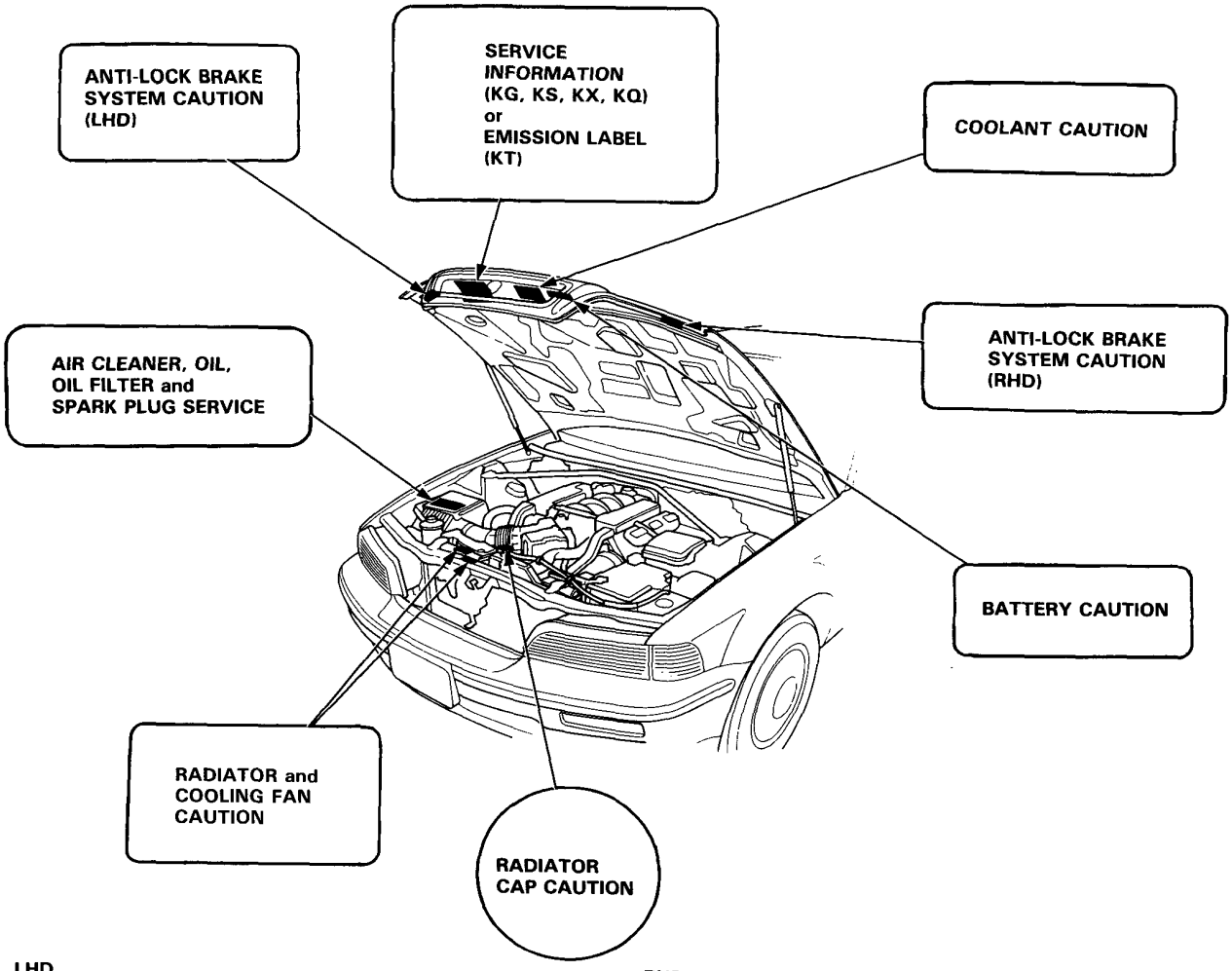


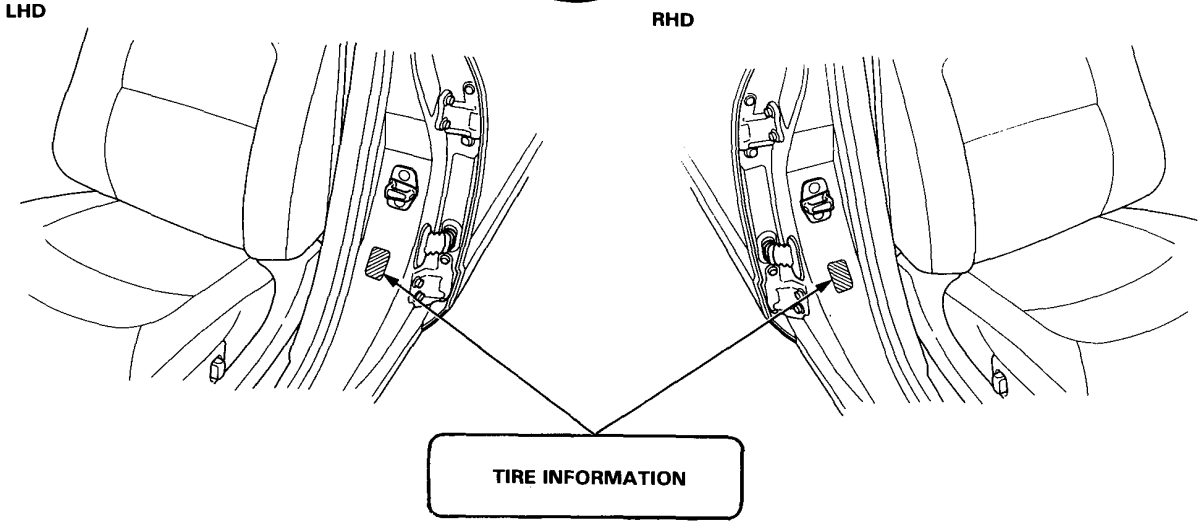
CERTIFICATION
PLATE (KY)



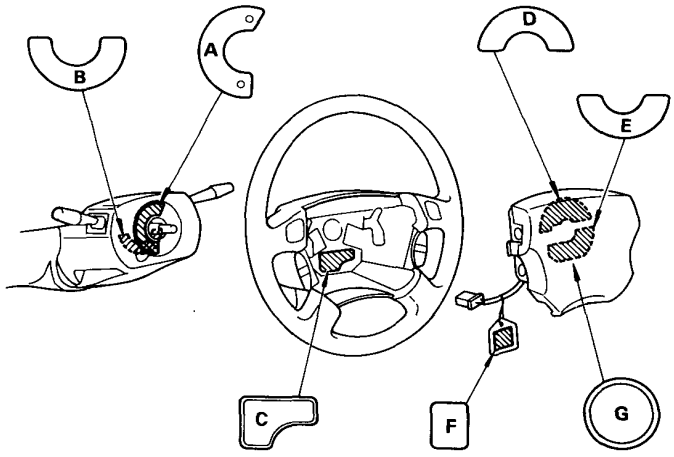
Label Locations

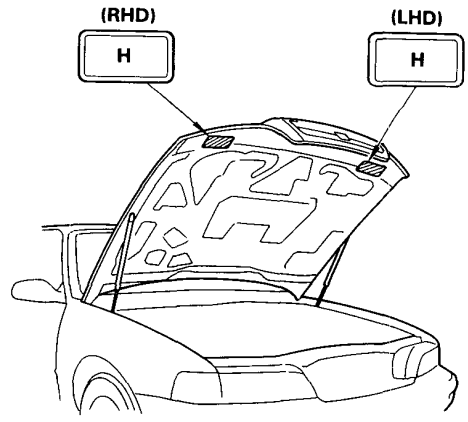
SRS CAUTION LABELS: Refer to page 1-6 thru 12.





Warning/Caution Labels





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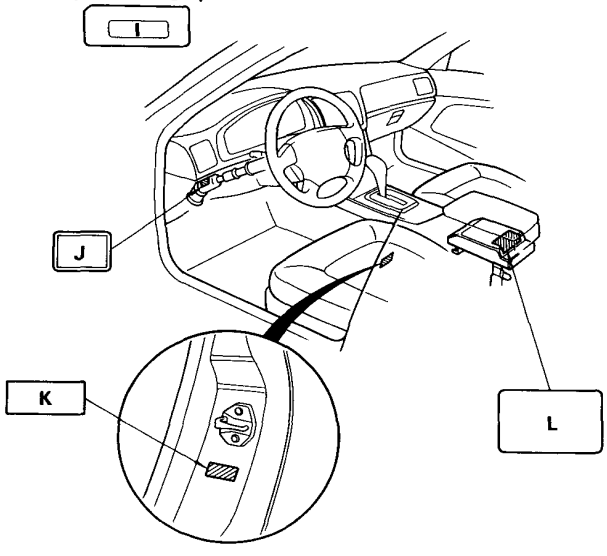


A: CABLE REEL CAUTION A
(Except KS, KY models)

SRS
CAUTION
- REFER TO THE SHOP MANUAL.

ATTENTION
- SE REPORTER AU MANUAL D'ATELIER.

ACHTUNG
- WERKSTATTHANDBUCH LESEN.

WAARSCHUWING
- LEES HET WERKPLAATSHANOBOEK.

(KS, KY models)

SRS
CAUTION
- REFER TO THE SHOP MANUAL.

OBSERVERA
- LÄS IGENOM INSTRUKTIONSBOKEN.

Varoitus
- Lue huoltokirjanen.

تحذير : (S.R.S.)
- اقرأ دليل الخدمة.

B: CABLE REEL CAUTION B
(Except KS, KY models)

SRS
CAUTION
- REFER TO THE SHOP MANUAL.

ATTENTION
- SE REPORTER AU MANUEL D'ATELIER.

ACHTUNG
- WERKSTATTHANDBUCH LESEN.

WAARSCHUWING
- LES HET WERKPLAATSHANOBOEK.

(KS, KY models)

SRS
CAUTION
- NO SERVICEABLE PARTS INSIDE: DO NOT DISASSEMBLE OR TAMPER.

OBSERVERA
- DET FINNS INGA INRE DELAR DU SJÄLV KAN REPARERA. FÖRSÖK INTE ATT TA ISÄR ELLER ÄNDRA.

Varoitus
- Ei huollettavia osia sisällä. Älä pura äläkä tuki.

تحذير : (S.R.S.)
- لا توجد أجزاء بالداخل يمكن صيانتها، لا تحاول الفتح أو العبث.

C: STEERING WHEEL WARNING
(Except KS, KY models)

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

(KS, KY models)

WARNING SRS
- REFER TO THE SHOP MANUAL.
- SE VERKSTADSHANDBOKEN.
- KATSO TYÖKÄSIKIRJAA.
- لمزيد من المعلومات نرجو مراجعة كتيب دليل الاستخدام في الورشة.

D: INFLATOR COVER LABEL
(KF, KG, KX models)

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

(KE, KQ, KT models)

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

(cont'd)

Warning/Caution Labels (cont'd)

D: INFLATOR COVER LABEL
(KS, KY models)

DANGER
EXPLOSIVE/FLAMMABLE POISON
REFER TO THE SHOP MANUAL.
FARLIGT
EXPLOIVT/LÄTTANTÄNDLIGT GIFTIGT SE VERKSTADSHANDBOKEN.
VAARA
HELPOSTI RÄJÄHTÄVÄ/SYTTYVÄ MYRKKY GIFT KATSO TYÖKÄSIKIRJAA.

مادة خطيرة
مادة متفجرة/قابلة للاشتعال
مادة سامة
لمزيد من المعلومات نرجو مراجعة كتيب دليل الاستخدام في الورشة.

E: MODULE WARNING
(KF, KG, KX models)

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

(KE, KQ, KT models)

WARNING SRS
TO PREVENT ACCIDENTAL DEPLOYMENT AND POSSIBLE INJURY:
ALWAYS INSTALL THE PROTECTIVE SHORT CONNECTOR ON THE INFLATOR CONNECTOR WHEN THE HARNESS IS DISCONNECTED.
UNDER NO CIRCUMSTANCES SHOULD DIAGNOSIS BE PERFORMED USING ELECTRICAL TEST EQUIPMENT OR PROBING DEVICES.
NO SERVICEABLE PARTS INSIDE. DO NOT DISASSEMBLE OR TAMPER.
STORE THE REMOVED AIRBAG ASSEMBLY WITH THE PAD SURFACE UP.
FOR SPECIAL HANDLING OR STORAGE REFER TO THE HONDA SHOP MANUAL.
DISPOSE OF THE ENTIRE UNIT AS DIRECTED.

(KS, KY models)

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

لمزيد من المعلومات نرجو مراجعة كتيب دليل الاستخدام في الورشة.

F: STEERING WHEEL WARNING
(Except KS, KY models)

WARNING SRS
TO PREVENT ACCIDENTAL DEPLOYMENT AND POSSIBLE INJURY:
ALWAYS INSTALL THE PROTECTIVE SHORT CONNECTOR ON THE INFLATOR CONNECTOR WHEN THE HARNESS IS DISCONNECTED.

POUR EMPECHER UN DEPLOIEMENT ACCIDENT ET NE PAS RISQUER DES BLESSURES: BRANCHEZ TOUJOURS LE CONNECTEUR DE COURT-CIRCUIT AU CONNECTEUR DU GONFLEUR LORSQUE LE FAISCEAU DE FILS EST DEBRANCHE.

(KS model)

VARNING SRS
FÖR ATT FÖRHINDRA OAVSIKTLIG UTLÖSNING OCH TÄNKBARA
SKADOR:
SÄTT ALLTID DET SKYDDANDE KORTSLUTNINGSSTIFTET PA TRYCKPUMPSKONTAKTEN NÄR KABELNÄTET LOSSAS.

Varoitus SRS
Estää vahingollisen käytön ja mahdollisen vahingoittumisen:
Asenna aina suojaava lyhyt liitin pumpun liittimeen silloin kun haarniska on irti.

(KY model)

WARNING SRS
TO PREVENT ACCIDENTAL DEPLOYMENT AND POSSIBLE INJURY:
ALWAYS INSTALL THE PROTECTIVE SHORT CONNECTOR ON THE INFLATOR CONNECTOR WHEN THE HARNESS IS DISCONNECTED.

تنبيه : (S.R.S.)
لكي تمنع حدوث الانتشار العرضي أو الضرر المحتمل.
قم دائما بتركيب الموصل القصير على موصل النافخ عند فصل الأحزمة.

G: INFLATOR LABEL

DANGER CONTAINS SODIUM AZIDE AND POTASSIUM NITRATE.
CONTENTS ARE EXTREMELY FLAMMABLE.
DO NOT DISMANTLE OR INCINERATE.
DO NOT PROBE WITH ELECTRICAL DEVICES.

H: BULKHEAD WARNING
(Except KS, KY models)

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 FAHRERAIRBAG (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 ANSCHLIEBEN.
VERÄNDERN ODER UNTERBRECHEN DER S.R.S.-VERKABELUNG KANN UNKONTROLLIERTES ZÜNDEN DES GASGENERATORS AUSLÖSEN. ODER DAS SYSTEM AUBER FUNKTION SETZEN WAS ZU ERNSTHAFTEN VERLETZUNGEN FÜHREN KANN.

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

H: BULKHEAD WARNING
(KS, KY models)

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.

VARNING SRS
DETTA FORDON HAR EN LUFTKUDDE FÖR FÖRARSÄTET SOM ETT KOMPLETTERANDE SKYDDSSYSTEM (SRS). SAMTLIGA ELLEDNINGAR OCH KONTAKTER I SRS-SYSTEMET ÄR GULFÄRGADE. ANVÄND INTE ELEKTRISK PROVUTRUSTNING FÖR DESSA KRETSAR. OM DU ÄNDRAR ELLER LOSSAR EN SRS-LEDNING KAN DET RESULTERA I EN OAVSIKTLIG UTLÖSNING AV TRYCKPUMPEN ELLER GÖRA ATT SYSTEMET SLUTAR FUNGERA. DÅ KAN EN ALLVARLIG OLYCKA UPPSTÅ.

VAROITUS SRS
TÄSSÄ AUTOSSA ON YLIMÄÄRÄISENÄ TUKIJÄRJESTELMÄNÄ AJAJAN ILMATYYNY. (SRS)
KAIKKI SRS-SÄHKÖJOHDOT JA -LIITTIMET OVAT KELTAISET.
ÄLÄ KÄYTÄ SÄHKÖKOELAITTEITA NÄISSÄ VIRTAPIIREISAÄ. SRS-JOHTOJEN TUKKEAMINEN TAI IRROTTAMINEN SAATTAA SYTYTTÄÄ VAHINGOSSA PUMPUN TAI TEHDÄ JÄRJESTELMÄN KÄYTTÖKELVOTTOMAKSI.
TÄSTÄ TAAS SAATTAA AIHEUTUA VAKAVIA VAURIOITA.

تنبيه : (S.R.S.)
تم تجهيز هذه السيارة بكيس هوائي لوقاية السائق كنظام كبح اضافي (S.R.S.).
جميع الأسلاك الكهربائية الخاصة بنظام الكبح الاضافي (S.R.S.) والموصلات ملونة باللون الأصفر.
لا تستعمل معدات اختبار الكهرباء على هذه الدوائر. ان العبث أو فصل أسلاك نظام الكبح الاضافي (S.R.S.) يمكن أن يؤدي للحريق العرضي للنافخ أو يتسبب في تعطيل النظام عن العمل مما يؤدي الى حدوث أضرار خطيرة.

(cont'd)

I: DRIVER INFORMATION
(KF, KG, KX models)

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 OUI CONSTITUE UN SYSTEME DE RETENUECOMPLEMENTAIRE (S.R.S.).
- CE COUSSIN D'AIR COMPLETE LA FONCTION DE LA CEINTURE DE SECURITE.
- SI LE TEMOIN SRS S'ALLUME PENDANT LA CONDUITE.
  ADRESSEZ VOUS A VOTRE CONCESSIONNAIRE HONDA OFFICIEL.

SRS SICHERHEITSGURTE BEI JEDER FAHRT ANLEGEN
- DIESES FAHRZEUG BESITZT EINEN FAHRER AIRBAG ALS ZUSATZILICHES RUCKHALE-SYSTEM (S.R.S.).
- ES IST EINE EPGANZUNG ZUM SICHER-HEITSGURT.
- WENN DIE SRS KONTROLLEUCHTE WAHREND DER FAHRT AUFLEUCHTET UMGEHEND FINEN HONDA HANDLER AUFSUCHEN.

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

(KE, KQ, KT models)

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.

I: DRIVER INFORMATION
(KS, KY models)

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

SRS KÄYTÄ AINA TURVAVÖITÄ
- TÄMÄ AUTO ON VARUSTETTU AJAJAN ILMA-TYYNYLLX JOKA ON YLIMÄÄRÄINEN TUKIJÄRJESTELMÄ (S.R.S.).
- SE ON SUUNNITELTU TÄYDENTÄMÄÄN TURVAVYÖTÄ.
- JOS SRS-MERKKIVALO SYTTYY AJON AIKANA, OTTAKAA YHTEYS VALTUUTETTUUN HONDA-MYYJÄÄN.

(S.R.S.) استعمل دائما حزام المقعد
- تم تجهيز هذه السيارة بكيس هوائي لوقاية السائق كنظام كبح اضافي (S.R.S.).
- تم تصميمه لتكميل حزام المقعد.
- قبل القيادة، اقرأ البطاقة الموجودة بداخل لوحة التحكم.

J: STEERING COLUMN CAUTION
(KF, KG, KX model)

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

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

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

WAARSCHUWING SRS
OM TE VOORKOMEN DAT DE S.R.S. -KABEL OF -HASPEL BESCHADIGD WORDEN, HETGEEN ERTOE ZOU LEIDEN DAT HET SYSTEEM UITVALT, DIENT U HET STUUR TE VERWIJDEREN VOORDAT U DE STUURSCHACHTCONNECTORBOUT VER-WIJDERT.

J: STEERING COLUMN CAUTION
(KE, KQ, KT models)

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

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

(KS model)

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

Varoitus SRS
SRS-kaapelin ja rullan vahingoittumisen estämiseksi, jotta järjestelmä ei menisi käyttökelvottomaksi, irrotetaan ohjauspyörä ennen kuin irrotetaan ohjausvarren liittimen pultti.

(KY 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.

تحذير : (S.R.S.)
لكى تتجنب اتلاف كبل نظام الكبح الاضافي (S.R.S.) أو البكرة، الذي يمكن أن يعطل تشغيل النظام، انزع عجلة القيادة قبل نزع برغي موصل جذع المقود.

K: LABEL

AIRBAG

(cont'd)

Warning/Caution Labels (cont'd)

L: SRS UNIT CAUTION
(Except KS, KY models)

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 KNCEI 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!

(KS, KY models)

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

OBSERVERA SRS
- DET FINNS INGA INRE DELAR DU SJÄLV KAN REPARERA.
- FÖRSÖK INTE TA ISÄR ELLER ÄNDRA.
- TAPPA INTE I GOLVET.
- FÖRVARA PÅ EN REN OCH TORR PLATS.

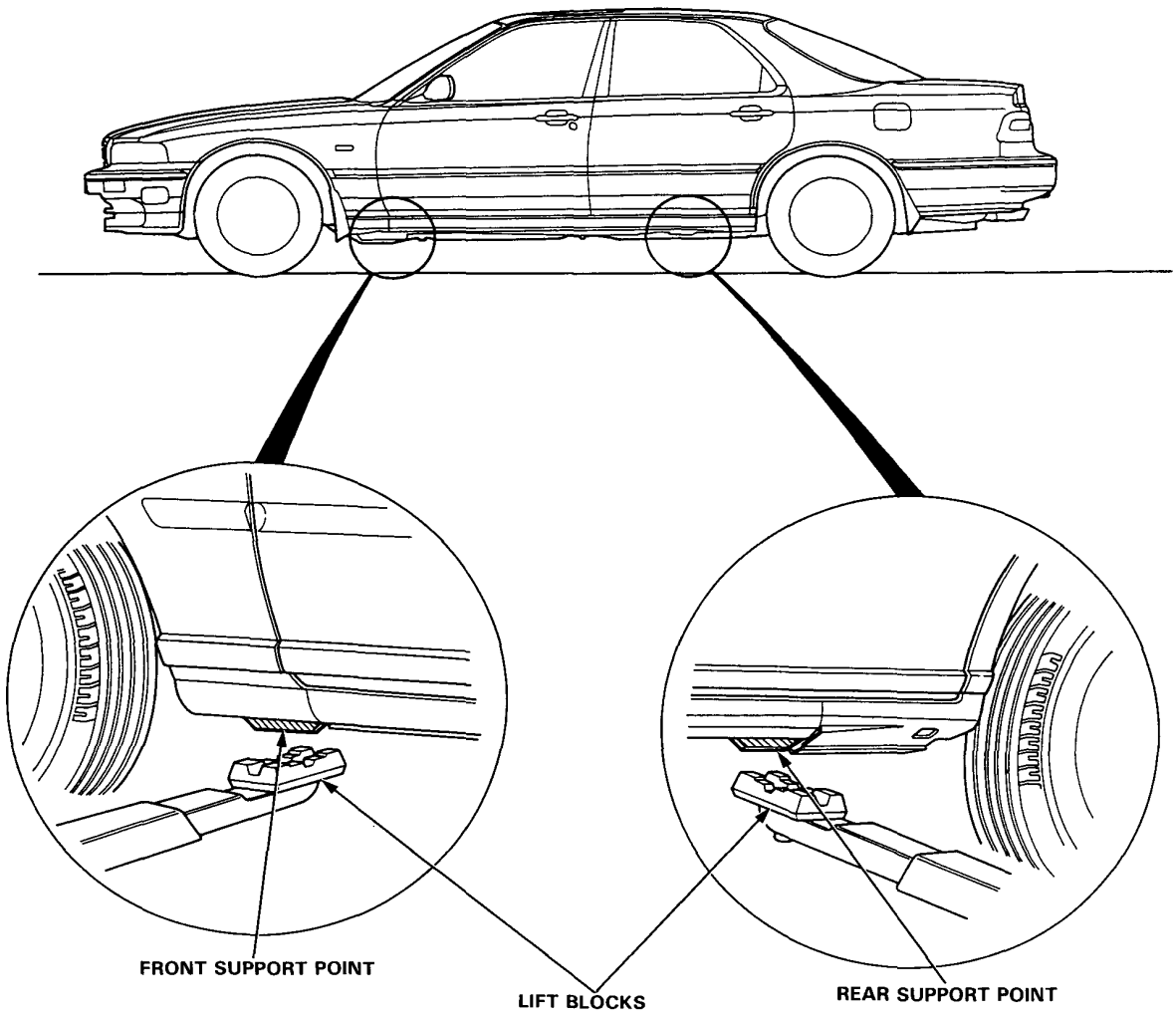
Varoitus SRS
- Ei huollettavia osia sisällä.
- Älä pura äläkä tuki.
- Älä pudota.
- Varastoi puhtaassa, kuivassa paikassa.

تحذير : (S.R.S.)
- لا توجد أجزاء يمكن صيانتها بالداخل.
- لا تفتح أو تعبث.
- لا تسقطه على الأرض.
- خزنه في مكان نظيف، وجاف.

Lift and Support Points

Hoist

1. Place the lift blocks as shown.
2. Raise the hoist a few inches 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 Point

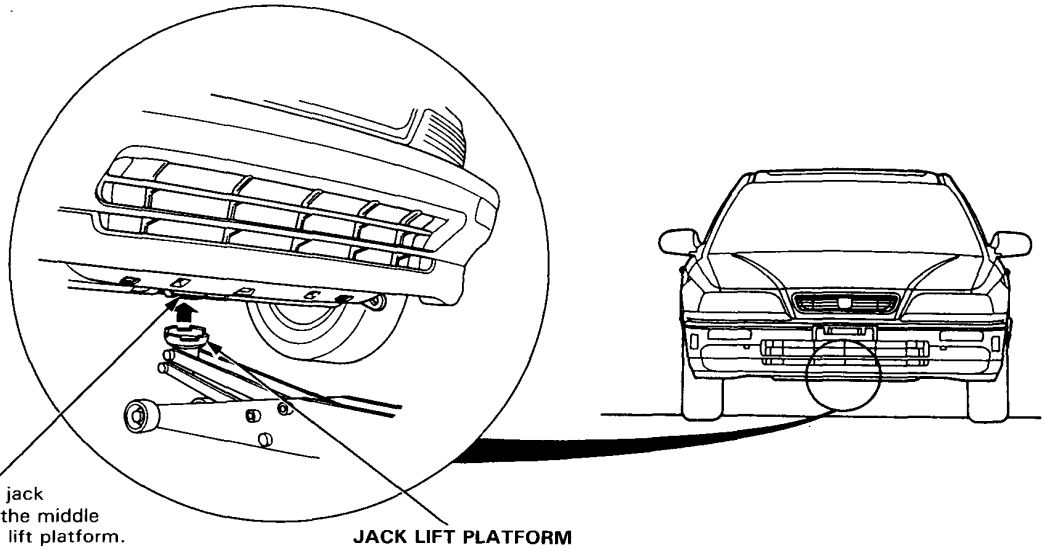
Floor Jack

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 in PARK).
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 them.

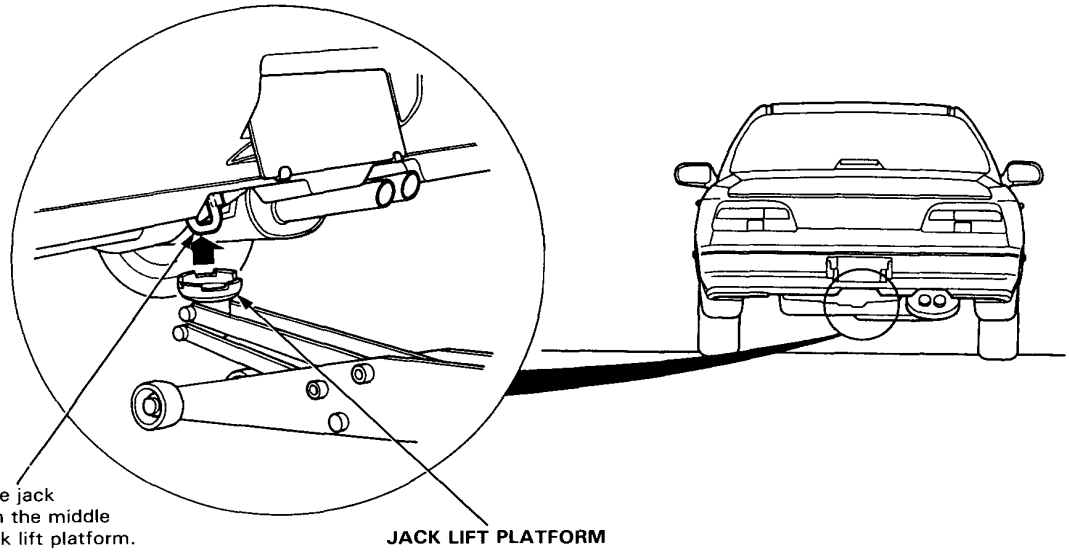
⚠WARNING

- **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.**

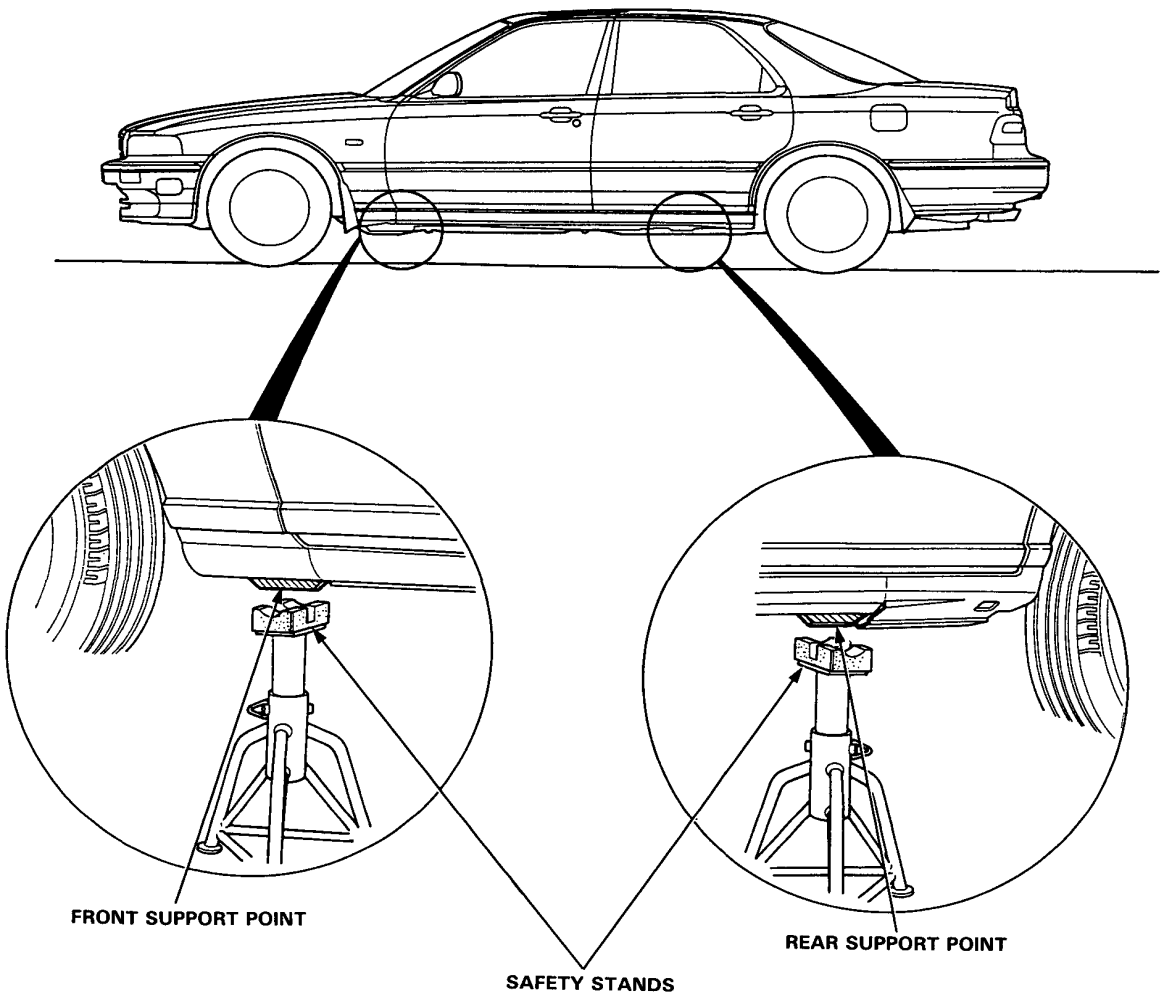
Front



Rear



Safety Stands



Towing

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

Emergency Towing
There are three popular methods of towing a car:

Flat-bed Equipment — The operator loads the car on the back of a truck. This is the best way of towing the LEGEND.

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

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

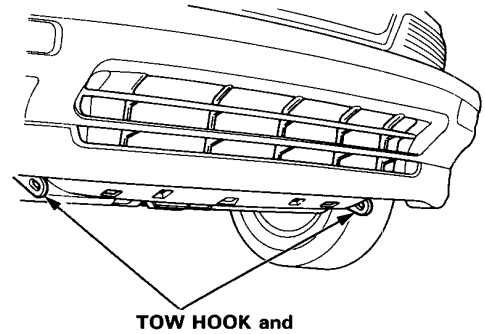
If the LEGEND cannot be transported by flat-bed, it should be towed with the front wheels off the ground. If, due to damage, the car must be towed with the front wheels on the ground, do the following:

- Release the parking brake.
- Shift the 5-speed transmission to Neutral.
- If the car has an automatic transmission, start the engine. Shift the transmission to Drive, then into Neutral, then shut off the engine.

  NOTICE: Improper towing preparation will damage the transmission. Follow the above procedure exactly. If you can not shift the transmission, the car must be transported on a flat-bed.

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

  NOTICE: Trying to lift or tow the car by the bumpers will cause serious damage. The bumpers are not designed to support the car's weight.

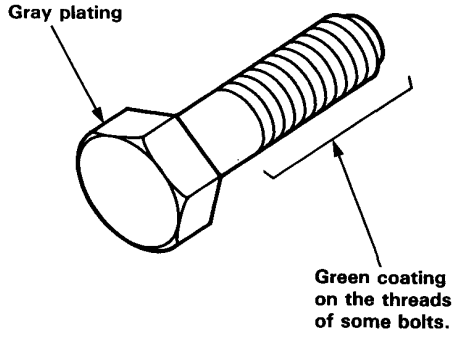


TOW HOOK and TIE DOWN BRACKETS

Handling of Special Nuts and Bolts

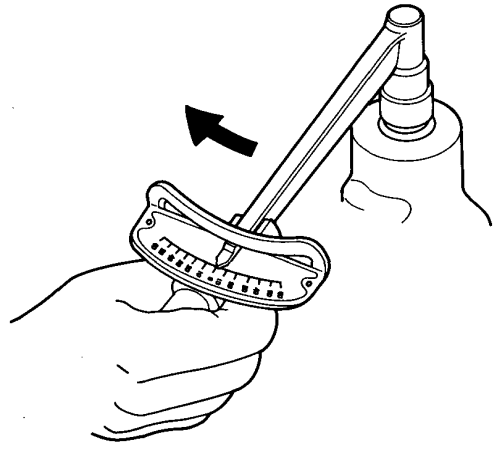
Because the front sub frame sections on this car are constructed with aluminum alloys, use only the special "Dacro" type nuts and bolts recommended by Honda.

NOTE:
- Dacro finish can be identified by gray plating.
- Some Dacro finish bolts have a green coating on the thread section of the bolt for easier application. This type of bolt is called a "Torquer" bolt.
- Use of other types of nuts and bolts may cause electrolysis and corrosion, which in turn could cause the bolt to loosen.



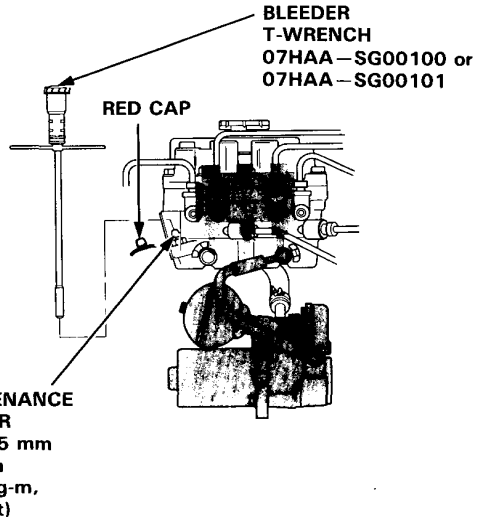
Gray plating: "Dacro" type
Gray plating + Green coating on the threads: "Torquer" type

1. When replacing nuts and bolts, use only the same type.
2. Tighten the nuts and bolts with a torque wrench to the specifications provided in this manual.
3. Clean all thread ridges with a non wire type bristle brush. Foreign matter in the threads may cause the bolt to loosen.
4. Sections on this car requiring the use of Dacro nuts and bolts will be indicated by a (☆) in this manual.

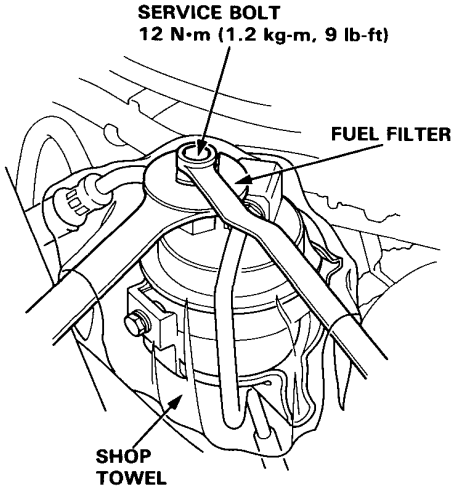


Special Caution Items for This Car

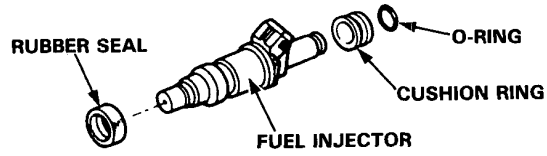
- Anti-lock brake piping system servicing.
  - Disassemble the Anti-lock brake piping system after relieve the high-pressured brake fluid.
  - Otherwise, the high-pressured brake fluid will burst out and it is very dangerous.
  - See section 19 how to relieve the high-pressured brake fluid.



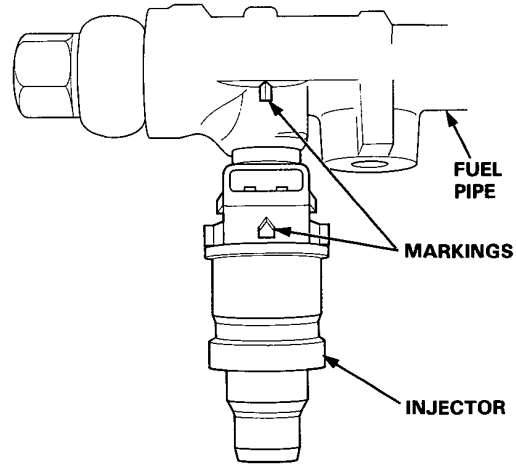
- Fuel Line Servicing.
  - Relieve fuel pressure by loosening the service bolt provided on the top of the fuel filter before disconnecting a fuel hose or a fuel pipe.



  - 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, 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.

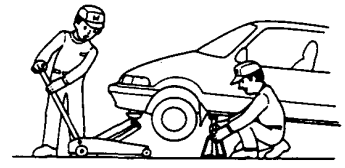
  The control unit locations:
  - See Section 23 for Relay/Control Unit Locations. Locations.
  - Do not lead the antenna feeder and the coaxial cable over a long distance parallel to the car's wiring.
    When crossing the wiring is required, execute crossing at a right angle.
  - Do not install a radio 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 apply liquid gasket to the O-ring grooves.
  - 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).

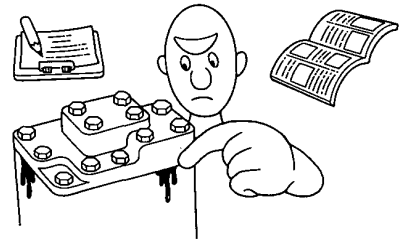
CAUTION: Observe all safety precautions and notes while working.

- 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 as frequently as possible when a work involves two or more workers. Do not run the engine unless the shop or working area is well ventilated.

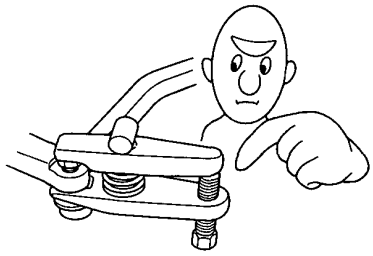


- *Prior to removing or disassembling parts, they must* be inspected carefully to isolate the cause for which service is necessary. Observe all safety notes and precautions and follow the proper procedures as described in this manual.

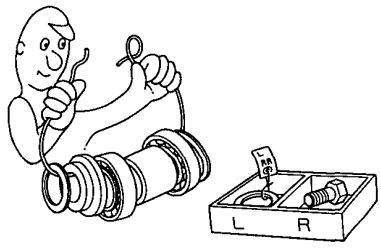


(cont'd)

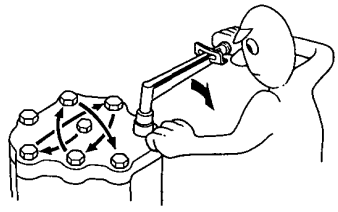
- Mark or place all removed parts in order in a parts rack so they can be reassembled in their original places.



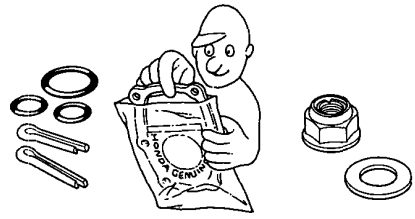
- Use the special tools when use of such is specified.



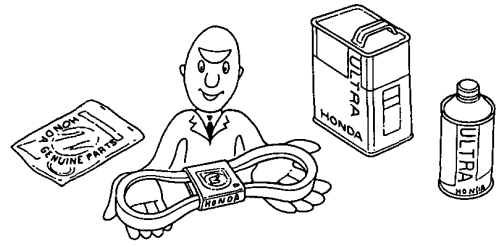
- Parts must be assembled with the proper torque according to the maintenance standards established.
- When tightening a series of bolts or nuts, begin with the center or larger diameter bolts and tighten them in crisscross pattern in two or more steps.



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

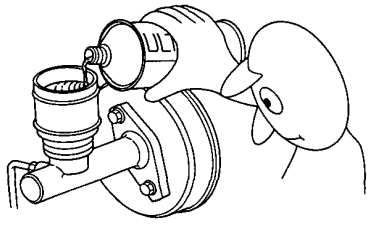


- Use genuine HONDA parts and lubricants or those equivalent. When parts are to be reused, they must be inspected carefully to make sure they are not damaged or deteriorated and are in good usable condition.

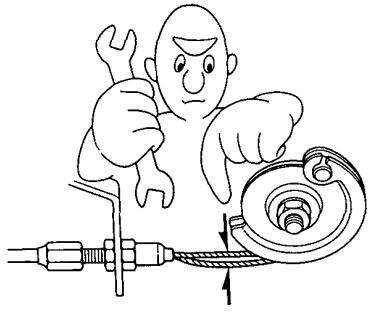


- Coat or fill parts with specified grease as specified (page 4-2). Clean all removed parts with solvent upon disassembly.

- 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.
  - Brake fluid can cause damage to painted surfaces.
    Wipe up spilled fluid at once.
  - 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.



The following symbols stand for:

: Apply engine oil.

: Apply brake fluid.

: Apply grease.

: Apply Honda Premium Formula Automatic Transmission Fluid or an equivalent DEXRON® II Automatic Transmission Fluid.

: Apply Power Steering Fluid –V.


: Apply or check vacuum.

①, ②, ③, ...
❶, ❷, ❸, ... : Sequence for removal or installation.

Abbreviations

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 for Fuel-Injection System and/or Automatic Transmission Control System
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
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

Special Tools

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

Specifications

Standards and Service Limits

Cylinder Head/Valve Train — Section 6

MEASUREMENT			STANDARD (NEW)	SERVICE LIMIT
Compression	200 min^{-1} (rpm) wide open throttle	Nominal	1,350kPa (13.5kg/cm^2, 192psi)	
		Minimum	1,000kPa (10.0kg/cm^2, 142psi)	
		Maximum variation	200kPa (2kg/cm^2, 28psi)	
Cylinder head	Warpage		—	0.05 (0.002)
	Height		99.95-100.05 (3.935-3.939)	—
Camshaft	End play		0.05-0.15 (0.002-0.006)	0.15 (0.006)
	Oil clearance		0.050-0.089 (0.002-0.004)	0.10 (0.004)
	Runout		0.015 (0.0006)	0.03 (0.0012)
	Cam lobe height	MT IN	40.005 (1.5750)	—
		EX	37.766 (1.4868)	—
		AT IN	40.005 (1.5750)	—
		EX	37.766 (1.4868)	—
Valve	Valve clearance	IN	0	—
		EX	0	—
	Valve stem O.D.	IN	5.48-5.49 (0.2157-0.2161)	5.45 (0.2146)
		EX	5.45-5.46 (0.2146-0.2159)	5.42 (0.2134)
	Stem-to-guide clearance	IN	0.068-0.088 (0.0026-0.0035)	—
		EX	0.098-0.118 (0.0039-0.0046)	—
Valve seat	Width	IN	1.25-1.55 (0.049-0.061)	2.0 (0.079)
		EX	1.25-1.55 (0.049-0.061)	2.0 (0.079)
	Stem installed height	IN	46.935-47.375 (1.8478-1.8671)	47.625 (1.8750)
		EX	47.885-48.375 (1.8852-1.9045)	48.575 (1.9124)
Valve spring	Free length	IN	50.16 (1.9748) *1 50.17 (1.9752) *2	49.20 (1.9476)
		EX	50.36 (1.9827)	49.47 (1.9476)
Valve guide	I.D.	IN and EX	5.558-5.568 (0.2188-0.2192)	—
	Installed height	IN and EX	15.75-16.25 (0.620-0.640)	—
Rocker arm	Arm-to-shaft clearance		0.018-0.054 (0.0007-0.0021)	0.08 (0.003)

*1: NIHON HATSUJO made, *2: CHUO HATSUJO made.

Unit of length: mm (in)

Engine Block — Section 7

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Cylinder block	Warpage of deck surface		0.07 (0.003) max.	0.10 (0.004)
	Bore diameter		90.00-90.02 (3.543-3.544)	90.07 (3.546)
	Bore taper		—	0.05 (0.002)
	Reboring limit		—	0.5 (0.02)
Piston	Skirt O.D. at 17mm (0.67in) from	A	89.98-89.99 (3.5425-3.5429)	89.97 (3.5421)
	bottom of skirt	B	89.97-89.98 (3.5421-3.5425)	89.96 (3.5417)
	Clearance in cylinder		0.02-0.04 (0.001-0.002)	0.08 (0.003)
	Groove width (for ring)	Top	1.22-1.23 (0.0480-0.0484)	1.25 (0.0492)
		Second	1.22-1.23 (0.0480-0.0484)	1.25 (0.0492)
		Oil	2.805-2.820 (0.1104-0.1110)	2.84 (0.1118)
Piston ring	Ring-to-groove clearance	Top	0.035-0.060 (0.0014-0.0024)	0.13 (0.005)
		Second	0.030-0.055 (0.0012-0.0021)	0.13 (0.005)
	Ring end gap	Top	0.25-0.40 (0.010-0.016)	0.70 (0.027)
		Second	0.40-0.55 (0.016-0.022)	0.85 (0.033)
		Oil	0.20-0.70 (0.008-0.028)	0.80 (0.032)
Piston Pin	O.D.		21.994-22.000 (0.8659-0.8661)	—
	Pin-to-piston clearance		0.012-0.024 (0.0005-0.0009)	—
Connecting rod	Pin-to-rod interference		0.013-0.032 (0.0005-0.0013)	—
	Small end bore diameter		21.968-21.981 (0.8649-0.8654)	—
	Large end bore diameter	Nominal	57.00 (2.244)	—
	End play installed on crankshaft		0.15-0.30 (0.006-0.012)	—
	Small end bore-to-large end bore parallelism		0.12/100 max.	0.15/100
Crankshaft	Main journal diameter		67.976-68.000 (2.6762-2.6772)	—
	Rod journal diameter		53.976-53.000 (2.1250-2.0866)	—
	Taper		0.005 (0.0002) max.	0.01 (0.0004)
	Out-of-round		0.004 (0.0002) max.	0.01 (0.0004)
	End play		0.10-0.29 (0.004-0.011)	0.45 (0.018)
	Runout		0.01 (0.0004) max.	0.015 (0.0006)
Bearings	Main bearing-to-journal oil clearance		0.020-0.044 (0.0008-0.0017)	0.05 (0.002)
	Rod bearing-to-journal oil clearance		0.022-0.046 (0.0009-0.0018)	0.05 (0.002)

Engine Lubrication — Section 8

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Engine oil	Capacity ℓ (US qt, Imp qt)		5.0 (5.3, 4.4) for engine overhaul 4.7 (5.0, 4.1) for oil change, including filter	
Oil pump	Displacement ℓ (US gal, Imp gal)/min @min^{-1} (rpm)		42.3 (11.2, 9.3) @6,000	
	Inner-to-outer rotor clearance		0.04-0.16 (0.002-0.006)	0.20 (0.008)
	Pump body-to-outer rotor clearance		0.10-0.18 (0.004-0.007)	0.20 (0.008)
	Pump body-to rotor axial clearance		0.02-0.07 (0.001-0.003)	0.12 (0.005)
Relief valve	Pressure setting 80°C (176° F)	at idle	70 (0.7, 10) min.	
	kPa (kg/cm^2, psi)	at 3,000rpm	350 (3.5, 50)min.	

Standards and Service Limits

Unit of length: mm (in)

Cooling — Section 10

	MEASUREMENT	STANDARD (NEW)
Radiator	Coolant capacity ℓ (US gal, Imp gal) including engine, heater, cooling line and reservoir reservoir capacity: 0.65ℓ (0.69US qt, 0.57Imp qt)	M/T: 8.7 (2.30, 1.91) for overhaul 7.5 (1.98, 1.65) for coolant change A/T: 8.7 (2.30, 1.91) for overhaul 7.5 (1.98, 1.65) for coolant change
Radiator cap	Opening pressure kPa (kg/cm^2, psi)	95-125 (0.95-1.25, 13.5-17.8)
Thermostat	Start to open °C(° F) Fully open °C(° F) Valve lift at fully open	76-80 (169-176) 90 (194) 10 (0.39) min.
Water pump	Displacement ℓ (US gal, Imp gal)/min @min^{-1} (rpm)	117.6 (31.1, 25.9) @3,840
Cooling fan	Thermoswitch "ON" temperature (LOW) °C(° F) Thermoswitch "OFF" temperature (LOW) °C(° F) Thermoswitch "ON" temperature (HIGH) °C(° F) Thermoswitch "OFF" temperature (HIGH) °C(° F)	82.8-85.2 (181-185) 76.0-80.0 (169-176) 88.7-91.3 (192-196) 82.0-86.0 (180-187)

Fuel and Emission — Section 11

	MEASUREMENT	STANDARD (NEW)
Fuel pump	Displacement cc in 10 seconds Relief valve opening pressure kPa (kg/cm^2, psi)	230 min. 450-600 (4.5-6.0, 64.0-85.3)
Pressure regulator	Pressure with regulator vacuum hose disconnected kPa (kg/cm^2, psi)	270-320 (2.7-3.2, 38.4-45.5)
Fuel tank	Capacity ℓ (US gal, Imp gal)	68 (18.0, 15.0)
Engine	Fast idle rpm at 25°C (77°F)	1,500±200
	Idle speed min^{-1} (rpm) (with headlight and cooling fan off)	M/T 650±50 A/T 600±50 (N or P)
	Idle Co %	0.1 min.

Clutch — Section 12

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Clutch pedal	Pedal height to floor Stroke Pedal play Disengagement height to floor	199.5 (7.85) 142-148 (5.6-5.8) 1.0-7.0 (0.04-0.28) 90 (3.5) min	— — — —
Flywheel	Clutch surface runout	0.05 (0.002) max.	0.15 (0.006)
Clutch disc	Rivet head depth Surface runout Thickness	1.5 (0.06) 0.6 (0.02) max. 9.6—10.3 (0.38—0.41)	0.5 (0.02) 0.8 (0.03) 6.8 (0.27)
Clutch cover	Pressure plate warpage	0.03 (0.001) max.	0.15 (0.006)

Unit of length mm (in)

Manual Transmission — Section 13

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Transmission oil	Capacity ℓ (US qt, Imp qt)	2.6 (2.7, 2.3) for overhaul including oil cooler 2.5 (2.6, 2.2) for oil change including oil cooler 2.3 (2.4, 2.0) for oil change excluding oil cooler	
Mainshaft	End play	0.183–0.375 (0.007–0.015)	0.525 (0.021)
	Diameter of bearing contact area		
	Clutch housing side	27.977–27.990 (1.101–1.102)	27.93 (1.100)
	Transmission housing side	30.987–31.000 (1.2200–1.2205)	30.94 (1.218)
	Transmission cover side	27.987–28.000 (1.1018–1.1024)	27.937 (1.100)
	3rd gear (needle bearing)	37.989–38.000 (1.4956–1.4961)	37.935 (1.494)
	Runout	0.02 (0.0008) max.	0.05 (0.002)
Countershaft	End play	0.173–0.340 (0.007–0.013)	0.490 (0.019)
	Diameter of bearing contact area		
	Clutch housing side	33.000–33.015 (1.299–1.300)	32.95 (1.297)
	Transmission housing side	31.975–31.988 (1.2589–1.2594)	31.928 (1.257)
	Transmission cover side	27.987–28.000 (1.1018–1.1024)	27.937 (1.100)
	Runout	0.02 (0.0008) max.	0.05 (0.002)
Reverse idle shaft	Diameter bearing contact area	19.989–20.000 (0.7870–0.7874)	19.93 (0.785)
Reverse drive gear	I.D.	25.007–25.020 (0.9845–0.9850)	25.078 (0.987)
	Thickness	26.45–26.50 (1.041–1.043)	26.38 (1.039)
Mainshaft 3rd gear	I.D.	44.009–44.025 (1.7326–1.7333)	44.080 (1.735)
	Thickness	31.39–31.47 (1.236–1.239)	31.32 (1.233)
	End play (when tightened by specified torque)	0.06–0.19 (0.002–0.007)	0.3 (0.012)
Mainshaft 4th gear	I.D.	44.009–44.025 (1.7326–1.7333)	44.080 (1.735)
	Thickness	29.39-29.47 (1.157–1.160)	29.32 (1.154)
	End play (when tightening by specified torque)	0.06–0.19 (0.002–0.007)	0.3 (0.012)
Mainshaft 5th gear	I.D.	44.009–44.025 (1.7326–1.7333)	44.080 (1.735)
	Thickness	29.39–29.47 (1.157–1.160)	29.32 (1.154)
	End play (when tightening by specified torque)	0.06–0.19 (0.002–0.007)	0.3 (0.012)
Distance collar	I.D.	31.002–31.012 (1.2205–1.2209)	31.060 (1.223)
	Diameter of needle bearing contact area	37.989–38.000 (1.4956–1.4961)	37.940 (1.494)
	Thickness of needle bearing contact area	29.56–29.61 (1.164–1.166)	29.54 (1.163)
Countershaft 1st gear	I.D.	53.010–53.029 (2.087–2.088)	53.081 (2.090)
	Thickness	35.92–36.001 (1.414–1.417)	35.85 (1.411)
	End play (when tightening by specified torque)	0.04–0.10 (0.02–0.04)	Adjust with a shim
Countershaft 2nd gear	I.D.	53.010–53.029 (2.087–2.088)	53.081 (2.090)
	Thickness	35.92–36.00 (1.414–1.417)	35.85 (1.411)
	End play (when tightening by specified torque)	0.04–0.10 (0.02–0.04)	Adjust with a shim

(cont'd)

Standards and Service Limits

Manual Transmission — Section 13

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Distance collar (countershaft 2nd gear)	I.D.	37.950–37.960 (1.4941–1.4945)	38.008 (1.496)
	O.D.	46.989–47.000 (1.8500–1.8504)	46.940 (1.848)
	Thickness A	36.03–36.05 (1.4185–1.4193)	Adjust with a collar
	B	36.07–36.09 (1.420–1.421)	
Countershaft reverse gear	O.D.	46.989–47.000 (1.8500–1.8504)	46.94 (1.848)
	Thickness	50.45–50.55 (1.986–1.990)	50.38 (1.983)
Synchro ring	Ring-to-gear clearance (ring pushed against gear)	0.85–1.10 (0.033–0.043)	0.4 (0.016)
Double cone synchro ring	Clearance (ring pushed against gear)		
	Outer synchro ring-to-gear	0.95–1.68 (0.037–0.066)	0.6 (0.024)
	Inner synchro ring-to-gear	0.5–1.0 (0.02–0.04)	0.3 (0.01)
	Outer synchro ring-to-synchro cone	0.5–1.0 (0.02–0.04)	0.3 (0.01)
Shift fork 1st/2nd 3rd/4th and 5th	Finger thickness	7.4–7.6 (0.291–0.299)	–
	finger-to-synchro sleeve clearance	0.35–0.65 (0.014–0.026)	1.00 (0.039)
Reverse shift fork	Finger thickness	6.4–6.6 (0.252–0.260)	–
	Finger-to-synchro sleeve clearance	0.35–0.65 (0.014–0.026)	1.00 (0.039)
	Groove width	13.2–13.3 (0.520–0.524)	–
	Fork-to-reverse shift arm clearance	0.2–0.5 (0.008–0.020)	0.8 (0.031)
Shift fork shaft	Shaft-to-shift piece clearance	0.25–0.55 (0.010–0.022)	0.85 (0.033)
	Groove width of the shift piece contact point	12.2–1.24 (0.480–0.488)	–
Shift arm	Diameter (at the contact point with the change piece)	7.9–8.0 (0.311–0.315)	–
	Arm-to-change piece clearance	0.1–0.3 (0.004–0.012)	0.55 (0.022)
	Diameter (at the contact point with the shift piece)	7.9–8.0 (0.311–0.315)	–
	Arm-to-shift piece clearance	0.1–0.3 (0.004–0.012)	0.55 (0.022)
Change piece	Groove width of the shift arm contact point	8.1–8.2 (0.319–0.323)	–
Shift piece	Groove width of the shift arm contact point	8.1–8.2 (0.319–0.323)	–
	Diameter (at the contact point with the shift fork shaft)	11.85–11.95 (0.467–0.470)	–
Reverse shift arm	Diameter (at the contact point with the reverse shift fork)	12.8–13.0 (0.504–0.512)	–
	Diameter (at the contact point with the 5th shift fork shaft)	12.8–13.0 (0.503–0.512)	–
Secondary gear	Backlash	0.061–0.721 (0.002–0.005)	–
	Preload N·m (kg-cm, lb-in)	1.4–2.6 (14–26, 12.2–22.5)	Adjust with a shim
	Diameter of bearing contact area		
	Clutch housing side	55.002–55.021 (2.165–2.166)	–
	Transmission housing side	45.002–45.018 (1.7717–1.7724)	–
	Diameter of oil seal contact area		
	Clutch housing side	54.894–54.940 (2.161–2.163)	–
	Transmission housing side	44.911–44.950 (1.768–1.770)	–
Extension shaft	Diameter of oil seal contact area	37.438–37.500 (1.474–1.476)	–
Oil pump	Clutch housing-to-rotor axial clearance	0.03–0.13 (0.001–0.005)	0.18 (0.007)
	Inner-to-outer rotor clearance	0.14 (0.006)	0.2 (0.008)
	Clutch housing body-to-outer rotor clearance	0.10–0.20 (0.004–0.008)	0.22 (0.009)

Unit of length: mm (in)

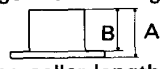
Automatic Transmission — Section 14

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Transmission fluid	Capacity ℓ (US qt, Imp qt)		8.7 (9.2, 7.7) for overhaul 3.3 (3.5, 2.9) for oil change	
Hydraulic pressure kPa (kg/cm², psi)	Line pressure at 2,000 min⁻¹ (rpm) N or P		800—860 (8.0—8.6, 114—122)	750 (7.5, 107)
	1st clutch pressure at 2,000 min⁻¹ (rpm) D4 or D3			
	2nd clutch pressure at 2,000 min⁻¹ (rpm) D4		460 (4.6, 65) throttle fully closed ↕ 860 (8.6, 122) throttle more than 1/4 opened	430 (4.3, 61) throttle fully closed ↕ 750 (7.5, 107) throttle more than 1/4 opened
	3rd clutch pressure at 2,000 min⁻¹ (rpm) D4			
	4th clutch pressure at 2,000 min⁻¹ (rpm) D4			
	1st hold clutch pressure at 2,000 min⁻¹(rpm)1		800—860 (8.0—8.6, 114—122)	750 (7.5, 107)
	2nd clutch pressure at 2,000 min⁻¹ (rpm) 2			
	1st clutch pressure at 2,000 min⁻¹ (rpm) 1			
	Reverse clutch pressure at 2,000 min⁻¹ (rpm) R		1,190—1,270 (11.9—12.7, 169—181)	1,150 (11.5, 164)
	Throttle B pressure	Throttle fully closed	0—15 (0—0.15, 0—2)	—
		Throttle fully open	590—640 (5.9—6.4, 84—91)	—
Stall speed min⁻¹ (rpm)	Check with car on level ground		1,850—2,150	—
Clutch	Clutch initial clearance	1st-hold	0.7—0.9 (0.028—0.035)	—
		1st	0.65—0.85 (0.026—0.033)	—
		2nd, 3rd	0.6—0.8 (0.024—0.031)	—
		4th	0.5—0.7 (0.020—0.028)	—
		Reverse	0.75—0.95 (0.030—0.037)	—
	Clutch return spring free length			
	1st-hold, 1st, 2nd, 3rd, 4th		33.7 (1.327)	31.7 (1.248)
	Reverse		30.0 (1.181)	28.0 (1.102)
	Clutch disc thickness			
	1st-hold, 1st, 2nd, Reverse		1.88—2.00 (0.074—0.079)	Until grooves worn out.
	3rd, 4th		2.28—2.40 (0.090—0.094)	Until grooves worn out.
	Clutch plate thickness			
	1st-hold, 1st, 2nd, Reverse		1.95—2.05 (0.077—0.081)	Discoloration
	3rd, 4th		2.55—2.65 (0.100—0.104)	↕
	Clutch end plate thickness (1st, 2nd, 3rd, 4th)	Mark 1	2.05—2.10 (0.081—0.083)	↕
		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)	↕
	Clutch end plate thickness (1st-hold)	Mark L1	2.05—2.10 (0.081—0.083)	↕
		Mark L2	2.15—2.20 (0.085—0.087)	↕
		Mark L3	2.25—2.30 (0.089—0.091)	↕
		Mark L4	2.35—2.40 (0.093—0.094)	↕
		Mark L5	2.45—2.50 (0.096—0.098)	↕
		Mark L6	2.55—2.60 (0.100—0.102)	↕
		Mark L7	2.65—2.70 (0.104—0.106)	↕
		Mark L8	2.75—2.80 (0.108—0.110)	↕
		Mark L9	2.85—2.90 (0.112—0.114)	↕
	Clutch end plate thickness (Reverse)	Mark R1	4.05—4.10 (0.159—0.161)	↕
		Mark R2	4.15—4.20 (0.163—0.165)	↕
		Mark R3	4.25—4.30 (0.167—0.169)	↕
		Mark R4	4.35—4.40 (0.171—0.173)	↕
		Mark R5	4.45—4.50 (0.175—0.177)	↕
		Mark R6	4.55—4.60 (0.179—0.181)	↕
		Mark R7	4.65—4.70 (0.183—0.185)	↕
		Mark R8	4.75—4.80 (0.187—0.189)	↕
		Mark R9	4.85—4.90 (0.191—0.193)	Discoloration

(cont'd)

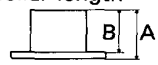
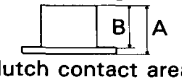
Standards and Service Limits

Automatic Transmission (cont'd) — Section 14

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Valve body	Stator shaft needle bearing contact I.D. (torque converter side)	28.000–28.021 (1.102–1.103)	Wear or damage
	Stator shaft needle bearing contact I.D. (oil pump side)	31.000–31.013 (1.220–1.221)	—
	Oil pump driven gear I.D.	14.016–14.034 (0.552–0.553)	Wear or damage
	Oil pump shaft O.D.	13.980–13.990 (0.550–0.551)	Wear or damage
	Oil pump gear side clearance	0.03–0.05 (0.001–0.002)	0.07 (0.003)
	Oil pump gear-to-body clearance Drive	0.210–0.265 (0.008–0.010)	—
	Driven	0.070–0.125 (0.003–0.005)	—
Regulator valve body	Sealing ring contact I.D.	37.00–37.025 (1.457–1.458)	37.05 (1.459)
Accumulator body	Sealing ring contact I.D.	42.000–42.030 (1.654–1.655)	42.05 (1.656)
Shifting device and parking brake control	Parking brake cone	—	Wear or other defect
	Parking brake ratchet pawl	—	↕
	Parking brake gear	—	Wear or other defect
Transmission	Mainshaft reverse gear distance collar length	25.95–26.05 (1.022–1.026)	Wear or damage
	2nd clutch thrust washer 29 mm thickness	3.95–4.00 (0.156–0.157)	↕
	Mainshaft 2nd gear collar length A	35.00–35.05 (1.378–1.380)	
	 B	31.06–31.09 (1.223–1.224)	
	Countershaft reverse gear thrust washer thickness	3.95–4.05 (0.156–0.157)	
	Countershaft reverse gear collar length	26.95–27.05 (1.061–1.065)	
	 B	23.05–23.09 (0.907–0.909)	
	Reverse clutch distance collar length	35.45–35.55 (1.396–1.400)	Wear or damage
	Countershaft 2nd gear/parking gear	1.27–1.30 (0.050–0.051)	—
	Thrust washer (45.5 x 60) thickness	1.32–1.35 (0.052–0.053)	—
		1.37–1.40 (0.054–0.055)	—
		1.42–1.45 (0.056–0.057)	—
		1.47–1.50 (0.058–0.059)	—
		1.52–1.55 (0.060–0.061)	—
		1.57–1.60 (0.062–0.063)	—
		1.62–1.65 (0.064–0.065)	—
		1.67–1.70 (0.066–0.067)	—
		1.72–1.75 (0.068–0.069)	—
		1.77–1.80 (0.070–0.071)	—
		1.82–1.85 (0.072–0.073)	—
		1.87–1.90 (0.074–0.075)	—
	Mainshaft 1st gear thrust washer thickness	3.45–3.55 (0.136–0.140)	Wear or damage
	Mainshaft 1st gear distance collar length	34.05–34.08 (1.341–1.342)	↕
	1st gear collar length A	33.90–33.97 (1.335–1.337)	
	 B	30.05–30.10 (1.183–1.185)	Wear or damage
	4th clutch collar	9.67–9.70 (0.381–0.382)	—
		9.72–9.75 (0.383–0.384)	—
		9.77–9.80 (0.385–0.386)	—
		9.82–9.85 (0.387–0.388)	—
		9.87–9.90 (0.389–0.390)	—
		9.92–9.95 (0.391–0.392)	—
		9.97–10.00 (0.393–0.394)	—

Unit of length: mm (in)

Automatic Transmission (cont'd) — Section 14

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Transmission (cont'd)	Countershaft 2nd gear collar length	35.95–36.00 (1.415–1.417)	Wear or damage
	Countershaft 1st gear collar length  A	27.95–28.05 (1.100–1.104)	↕
	B	23.50–23.55 (0.925–0.927)	Wear or damage
	Thrust washer (38.8 x 47) thickness (1st clutch front side)	2.97–3.00 (0.117–0.118)	—
		3.02–3.05 (0.119–0.120)	—
		3.07–3.10 (0.121–0.122)	—
		3.12–3.15 (0.123–0.124)	—
		3.17–3.20 (0.125–0.126)	—
		3.22–3.25 (0.127–0.128)	—
		3.27–3.30 (0.129–0.130)	—
		3.32–3.35 (0.131–0.132)	—
		3.37–3.40 (0.133–0.134)	—
		3.42–3.45 (0.135–0.136)	—
		3.47–3.50 (0.137–0.138)	—
	1st-hold clutch distance collar length	68.95–69.05 (2.715–2.718)	Wear or damage
	Countershaft 3rd gear collar length  A	28.95–29.05 (1.140–1.144)	↕
	B	24.02–24.05 (0.946–0.947)	
	Diameter of one-way clutch contact area		
	Countershaft 1st gear I.D.	95.764–95.790 (3.770–3.771)	
	Countershaft 2nd gear I.D.	86.487–86.513 (3.405–3.406)	
	One-way clutch hub O.D.	79.107–79.120 (3.114–3.115)	
	Parking gear one-way clutch contact area O.D.	69.833–69.846 (2.749–2.750)	
	Feed pipe A O.D.	6.97–6.98 (0.274–0.275)	
	Feed pipe B O.D.	11.47–11.53 (0.452–0.454)	Wear or damage
	Mainshaft bushing I.D.	7.018–7.030 (0.276–0.277)	7.045 (0.277)
	Countershaft bushing I.D.	11.500–11.518 (0.4528–0.4535)	11.53 (0.454)
	Mainshaft sealing ring 37 mm thickness	1.980–1.995 (0.078–0.079)	1.80 (0.071)
	Countershaft sealing ring 42 mm thickness	1.980–1.995 (0.078–0.079)	1.80 (0.071)
	Mainshaft sealing ring groove width	2.025–2.060 (0.080–0.081)	2.08 (0.082)
	Countershaft sealing ring groove width	2.025–2.060 (0.080–0.081)	2.08 (0.082)
	Diameter of needle bearing contact area		
	Mainshaft-stator shaft	24.980–24.993 (0.983–0.984)	Wear or damage
	Mainshaft 3rd gear	53.968–53.984 (2.1247–2.1254)	↕
	Mainshaft 1st gear collar	34.975–34.991 (1.377–1.378)	
	Mainshaft 1st gear distance collar	34.975–34.991 (1.377–1.378)	
	Mainshaft 2nd gear collar	34.975–34.991 (1.377–1.378)	
	Countershaft-torque converter housing	38.505–38.515 (1.5159–1.5163)	
	Countershaft 3rd gear collar	47.975–47.991 (1.8888–1.8894)	
	Countershaft 1st gear collar	38.975–38.991 (1.534–1.535)	
	Countershaft 2nd gear collar	38.975–38.991 (1.534–1.535)	
	Countershaft reverse gear collar	33.975–33.991 (1.534–1.535)	
	Reverse idler gear shaft	13.99–14.00 (0.5509–0.5512)	Wear or damage

(cont'd)

Standards and Service Limits

Automatic Transmission (cont'd) — Section 14

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Transmission (cont'd)	I.D.		
	Mainshaft 4th gear	59.000–59.016 (2.3228–2.3234)	Wear or damage
	Mainshaft 2nd gear	40.000–40.016 (1.5748–1.5754)	
	Mainshaft 1st gear	39.000–39.016 (1.535–1.536)	
	Countershaft 3rd gear	54.000–54.016 (2.126–2.127)	
	Countershaft 2nd gear	44.020–44.036 (1.733–1.734)	
	Countershaft 1st gear	44.000–44.016 (1.732–1.733)	
	Countershaft reverse gear	39.000–39.016 (1.535–1.536)	
	Reverse idler gear	18.007–18.020 (0.7089–0.7094)	Wear or damage
	End play		
	Mainshaft 4th gear	0.03–0.18 (0.001–0.007)	–
	1st/4th clutch	0–0.08 (0–0.03)	Adjust with a washer
	Mainshaft 2nd gear	0.06–0.16 (0.002–0.006)	–
	Mainshaft 1st gear	0.10–0.25 (0.04–0.10)	–
	Countershaft 3rd gear	0.02–0.12 (0.001–0.005)	–
	Countershaft 2nd gear	0.05–0.13 (0.002–0.005)	Adjust with a washer
	Countershaft reverse gear	0.05–0.16 (0.002–0.006)	–
	Reverse idler gear	0.03–0.30 (0.001–0.012)	–
	Secondary gear shaft taper roller bearing preload N·m (kg-cm, lb-in)	3.5–4.5 (35–45, 30.4–39.1)	–
	Thrust washer 90 mm thickness (torque converter housing side)	0.99–1.01 (0.039–0.040)	Wear or damage
	Thrust shim 75 mm thickness	1.56–1.58 (0.061–0.062)	
		1.59–1.61 (0.0626–0.0634)	
		1.62–1.64 (0.064–0.065)	
		1.65–1.67 (0.065–0.066)	
		1.68–1.70 (0.066–0.067)	
		1.71–1.73 (0.067–0.068)	
		1.74–1.76 (0.0685–0.0693)	
		1.77–1.79 (0.0697–0.0705)	
		1.80–1.82 (0.071–0.072)	
		1.83–1.85 (0.072–0.073)	
		1.86–1.88 (0.073–0.074)	
		1.89–1.91 (0.074–0.075)	
		1.92–1.94 (0.0756–0.0764)	
		1.95–1.97 (0.077–0.078)	
		1.98–2.00 (0.078–0.079)	
		2.01–2.03 (0.079–0.080)	
		2.04–2.06 (0.080–0.081)	
		2.07–2.09 (0.081–0.082)	
		2.10–2.12 (0.082–0.083)	
		2.13–2.15 (0.084–0.085)	
		2.16–2.18 (0.085–0.086)	
		2.19–2.21 (0.086–0.087)	
		2.22–2.24 (0.087–0.088)	
		2.25–2.27 (0.0886–0.0894)	
		2.28–2.30 (0.090–0.091)	
		2.31–2.33 (0.091–0.092)	
		2.34–2.36 (0.092–0.093)	
		2.37–2.39 (0.093–0.094)	
		2.40–2.42 (0.094–0.095)	
		2.43–2.45 (0.0957–0.0967)	

Automatic Transmission (cont'd) — Section 14

Unit of length: mm (in)

	MEASUREMENT	STANDARD (NEW)			
		Wire Dia.	O.D.	Free Length	No. of Coils
Springs	One-way ball spring	0.29 (0.011)	4.0 (0.157)	14.0 (0.551)	13.0
	Secondary spring	2.3 (0.091)	20.2 (0.795)	21.099 (0.831)	4.0
	4-3 kick down valve spring	1.1 (0.043)	7.1 (0.280)	51.3 (2.020)	22.5
	Regulator valve spring A	1.8 (0.071)	14.7 (0.579)	86.5 (3.406)	16.5
	Regulator valve spring B	1.7 (0.067)	6.0 (0.236)*	43.0 (1.693)	13.5
	Stator reaction spring	6.5 (0.256)	26.4 (1.039)*	30.3 (1.193)	1.9
	Modulator valve spring A	1.5 (0.059)	9.4 (0.370)	30.6 (1.205)	9.9
	Modulator valve spring A, B	1.4 (0.055)	9.4 (0.370)	33.0 (1.299)	10.5
	Torque converter check valve spring	1.1 (0.043)	8.4 (0.331)	41.8 (1.646)	15.7
	Relief valve spring	0.9 (0.035)	8.4 (0.331)	56.5 (2.224)	22.4
	Cooler relief valve spring	1.1 (0.043)	8.4 (0.331)	46.8 (1.843)	17.0
	3-4 orifice control valve spring	1.0 (0.039)	6.6 (0.260)	52.2 (2.055)	26.0
	Throttle valve spring	1.0 (0.039)	7.6 (0.299)	28.3 (1.114)	12.1
	1-2 shift valve spring	0.9 (0.035)	7.6 (0.299)	55.5 (2.185)	24.0
	2-3, 3-4 shift valve spring	0.8 (0.031)	6.6 (0.260)	42.1 (1.657)	22.0
	Shift timing valve spring	0.8 (0.031)	6.6 (0.260)	54.8 (2.157)	30.0
	1st accumulator spring	3.1 (0.122)	18.0 (0.709)	74.0 (2.913)	11.3
	4th accumulator spring	2.9 (0.114)	16.5 (0.650)	79.5 (3.130)	14.7
	2nd accumulator spring	3.9 (0.154)	22.0 (0.866)	92.9 (3.657)	12.1
	1st-hold accumulator spring	4.0 (0.157)	25.0 (0.984)	68.4 (2.693)	7.2
	3rd accumulator spring	3.2 (0.126)	19.0 (0.748)	78.4 (3.087)	11.1
	Reverse accumulator spring	3.5 (0.138)	18.6 (0.732)	94.4 (3.717)	15.2
	Lock-up shift valve spring	0.9 (0.035)	7.6 (0.299)	73.7 (2.902)	32.0
	Lock-up shift timing valve spring	0.8 (0.031)	6.6 (0.260)	61.2 (2.409)	38.5
	Lock-up control valve spring A	0.7 (0.028)	6.6 (0.260)	36.3 (1.429)	14.1
	B	0.7 (0.028)	6.6 (0.260)	37.5 (1.476)	24.6
	C	0.7 (0.028)	6.6 (0.260)	38.5 (1.516)	24.6
	CPC valve spring A, B	1.0 (0.039)	6.8 (0.268)	34.3 (1.350)	14.2

*: I.D.

Standards and Service Limits

Differential — Section 15

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Differential oil	Capacity ℓ (US qt, Imp qt)	1.10 (1.16, 0.97) for overhaul 1.05 (1.11, 0.92) for oil change	
Differential carrier	Pinion shaft contact area I.D.	20.000—20.021 (0.787—0.788)	—
	Carrier-to-pinion shaft clearance	0.013—0.050 (0.001—0.002)	0.1 (0.004)
	Driveshaft contact area I.D.	32.025—32.045 (1.261—1.262)	—
	Carrier-to-driveshaft clearance	0.045—0.086 (0.002—0.003)	0.120 (0.005)
	Carrier-to-half shaft clearance	0.080—0.116 (0.003—0.005)	0.120 (0.005)
Differential pinion gear	Backlash	0.05—0.15 (0.002—0.006)	0.30 (0.012)
	I.D.	20.042—20.066 (0.789—0.790)	—
	Pinion gear-to-shaft clearance	0.055—0.095 (0.002—0.004)	0.15 (0.006)
Hypoid pinion gear and hypoid ring gear	Backlash at inspection hole	0.06—0.14 (0.002—0.006)	Adjust with a shim
	at ring gear circumference	0.08—0.18 (0.003—0.007)	Adjust with a shim
Hypoid pinion	Preload N·m (kg-cm, lb-in)		Adjust with a shim
	M/T New bearing	0.93—1.57 (9.3—15.7, 8.1—13.6)	
	Reused bearing	0.72—1.21 (7.2—12.1, 6.2—10.5)	
	A/T New bearing	1.86—2.54 (18.6—25.4, 16.1—22.0)	
	Reused bearing	1.45—1.95 (14.5—19.5, 1.26—16.9)	
Hypoid pinion and differential unit	Total preload N·m (kg-cm, lb-in)		Adjust with a shim
	M/T ①	Tp+0.55—0.78(5.5—7.8, 4.8—6.8)	
	②	Tp+0.55—0.78(5.5—7.8, 4.8—6.8)	
	③	Tp+0.65—0.79(6.5—7.9, 5.6—6.9)	
	④	Tp+0.65—0.79(6.5—7.9, 5.6—6.9)	
	A/T ①	Tp+1.06—1.28(10.6—12.8, 9.2—11.1)	
	②	Tp+1.06—1.28(10.6—12.8, 9.2—11.1)	
	③	Tp+0.96—1.09(9.6—10.9,8.3—9.5)	
	④	Tp+0.96—1.09(9.6—10.9,8.3—9.5)	

①: Pinion and ring gear bearings are new.
②: Ring gear bearing is new.
③: Pinion bearing is new.
④: Pinion and ring gear bearings are reused.
Tp: Actual measurement of pinion preload.

Steering — Section 17

	MEASUREMENT	STANDARD (NEW)
Steering wheel	Play at steering wheel circumference	0—10 (0—0.39)
	Starting load at steering wheel circumference N (kg, lb)	
	engine stopped	200 (20, 44) max.
	engine running	30 (3, 6.6) max.
Gear box	Angle of rack-guide-screw loosened from locked position	$20°^{+5}_{0}$
Pump	Pump pressure with valve closed (oil temp./speed: 40°C (104°F) min/idle. Do not run for more than 5 seconds). kPa (kg/cm^2, psi)	8,000—9,000 (80—90, 1,138—1,280)
Power steering fluid	Fluid capacity ℓ (US qt, Imp qt) Reservoir	0.53 (0.56, 0.47)
	At change	1.7 (1.8, 1.5)
Power steering belt	Deflection with 100 N (10 kg, 22 lb) between pulleys	11.5—13.5 (0.45—0.53) with used belt 7.5—9.5 (0.30—0.37) with new belt

Unit of length: mm (in)

Suspension — Section 18

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Wheel alignment	Camber	Front	0°00′ ± 1°, 0°15′ ± 1°*	—
		Rear	−0°20′ ± 1°, −0°5′ ± 1°*	—
	Caster	Front	3°45′ ± 1°, 3°30′ ± 1°*	—
	Total toe	Front	Out 1 ± 2 (0.04 ± 0.08)	—
		Rear	In 2 ± 2 (0.08 ± 0.08)	—
	Front wheel turning angle	Inward wheel	44° ± 2°	—
		Outward wheel	35°	—
	Side slip	Front	Out 1 ± 2 (0.04 ± 0.08)	—
Wheel	Rim runout	Axial	0—0.7 (0—0.028)	—
		Radial	0—0.7 (0—0.028)	—
Wheel bearing	End play	Front	0	0.05 (0.002)
		Rear	0	0.05 (0.002)

*KY type

Brakes — Section 19

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Parking brake lever (LHD)	Play in stroke at 200 N (20 kg, 44 lb)lever force		To be locked when pulled 8—12 notches	—
Parking brake pedal (RHD)	Play in stroke at 300N (30 kg, 66 lb) padal force		To be locked when pushed 6—8 notches	—
Foot brake pedal	Pedal height (with floor mat removed)		LHD: 213 (8.39), RHD: 200 (7.87)	—
	Free play		1—5 (0.04-0.20)	—
Master cylinder	Piston-to-pushrod clearance		0—0.2 (0—0.008)	—
Disc brake	Disc thickness	Front	23.0 (0.91) 28.0 (1.10)*1	21.0 (0.83) 26.0 (10.2)*1
		Rear	9.0 (0.35)	7.5 (0.30)
	Disc runout	Front	—	0.10 (0.004)
		Rear	—	0.10 (0.004)
	Disc parallelism	Front and rear	—	0.015 (0.0006)
	Pad thickness	Front	11.0 (0.43)	1.6 (0.06)
		rear	9.0 (0.35)	1.6 (0.06)
*2Parking brake drum	I.D.	Rear	170 (6.69)	171 (6.73)
	Lining thickness	Rear	2.5 (0.10)	1.0 (0.04)

Brake booster	Characteristics at 200 N (20 kg, 44 lb) pedal force.	Line pressure kPa (kg/cm², PSi)	
	Vacuum \ Types	LHD	RHD
	0 mm (0 in) Hg	700 (7.0, 100) min.	820 (8.2, 117) min.
	300 mm (11.8 in) Hg	6,230 (62.3, 886) min.	6,190 (61.9, 880) min
	500 mm (19.7 in) Hg	9,920 (99.2, 1,411) min.	9,780 (97.8, 1,391) min.

*1 Dual pot caliper type. *2 Rear disc brake with drum parking brake type.

Standards and Service Limits

Air Conditioner — Section 22

	MEASUREMENT		STANDARD (NEW)
Air conditioner system	Lubricant capacity cc (US oz, Imp oz)	Condenser	30 (1.01, 1.06)
		Evaporator	60 (2.03, 2.11)
		Line or hose	10 (0.34, 0.35)
		Reservoir	10 (0.34, 0.35)
Compressor	Lubricant capacity cc (US oz, Imp oz)		110—140 (3.72—4.73, 3.87—4.93)
	Stator coil resistance at 20°C (68°F) Ω		3.4—3.8
	Pulley-to-pressure plate clearance		0.35—0.65 (0.014—0.026)
Compressor belt	Deflection with 100 N (10 kg, 22 lb) between the pulleys		8-10 (0.31—0.39) with used belt
			5.0—6.5 (0.20—0.26) with new belt

Electrical — Section 23

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Ignition coil	Rated voltage V	12	
	Primary winding resistance Ω at 25°C (77°F)	1.0 ± 10%	
Spark plug	Type	See Section 23	
Ignition timing	At idling ° BTDC	15° ± 2° (Red)	
Alternator belt	Deflection with 100 N (10 kg, 22 lb) between pulleys	9.5—11.5 (0.37—0.45) with used belt	
		5.5—7.5 (0.22—0.30) with new belt	
	MEASUREMENT	**STANDARD (NEW)**	**SERVICE LIMIT**
Alternator	Output 13.5 V at hot A @6,000 rpm	110	102
	Coil resistance (rotor) Ω	2.7—3.1	—
	Slip ring O.D.	14.2—14.4	12.8
	Brush length	10.5	3.5
	Brush spring tension g (oz)	300—360 (10.6—12.7)	—
Starting motor (MITSUBISHI)	Type/Output kW	Reduction, Permanent magnet/2.0	—
	Mica depth	0.5—0.8 (0.020—0.031)	0.2 (0.008)
	Commutator runout	0—0.05 (0—0.002)	0.1 (0.004)
	Commutator O.D.	31.9—32.1 (1.256—1.264)	31.5 (1.240)
	Brush length	18.0 (0.709)	11.0 (0.433)
	Brush spring tension N (kg, lb)	29.7—36.3 (2.97—3.63, 6.55—8.00)	—
Starting motor (MITSUBA)	Type/Output kW	Reduction, Permanent magnet/2.0	—
	Mica depth	0.4—0.5 (0.016—0.020)	0.15 (0.006)
	Commutator runout	0—0.02 (0—0.001)	0.05 (0.002)
	Commutator O.D.	32.0—32.1 (1.260—1.264)	31.5 (1.240)
	Brush length	16.8—17.2 (0.66—0.68)	10.0 (0.39)
	Brush spring tension N (kg, lb)	17—19 (1.7—1.9, 3.75—4.19)	—

Design Specification

specs

	ITEM		METRIC	ENGLISH	NOTES
DIMENSIONS	Overall Length		4,950 mm	194.9 in	
	Overall Width		1,810 mm	71.3 in	
	Overall Height		1,410 mm	55.5 in	
	Wheelbase		2,910 mm	114.6 in	
	Track Front/Rear	Except KY type	1,550/1,540 mm	61.0/60.6 in	
		KY type	1,545/1,535 mm	60.8/60.4 in	
	Seating Capacity		Five		
WEIGHT	Curb Weight	M/T		1,570 kg	3,461 lb
		A/T European type	1,590 kg	3,505 lb	
		KQ type	1,580 kg	3,483 lb	
		KY type	1,585 kg	3,494 lb	
	Weight Distribution	M/T	950/620 kg	2,094/1,367 lb	
		A/T European type	965/625 kg	2,127/1,378 lb	
		KQ type	950/630 kg	2,094/1,389 lb	
		KY type	945/640 kg	2,083/1,411 lb	
	Max. Permissible Weight (for European)		2,150 kg	4,740 lb	
	Max. Loaded Vehicle Weight (ADR)		1,993 kg	4,394 lb	
ENGINE	Type		Water cooled, 4-stroke SOHC gasoline engine		
	Cylinder Arrangement		90° V6-cylinder		
	Bore and Stroke		90.0 x 84.0 mm	3.54 x 3.31 in	
	Displacement		3,206 cm^3 (cc)	196 cu in	
	Compression Ratio		9.6 : 1, 9.0 : 1*		*Except European type
	Valve Train		Belt driven, SOHC		
	Lubrication System		Forced and wet sump		
	Fuel Required	C32A2 Engine	PREMIUM UNLEADED gasoline with research octane number of 95 or higher		European type
		C32A3 Engine	UNLEADED gasoline with research octane number of 91 or higher		KQ
		C32A4, C32A5 Engine	LEADED gasoline with research octane number of 91 or higher		KY, KT Unleaded gasoline with R.O.N. of 91 or higher may also be used.
STARTER	Type/Makes		Gear reduction permanent magnet/ MITSUBISHI		
	Normal Output		2.0 kW		
	Nominal Voltage		12 V		
	Hour Rating		30 seconds		
	Direction of Rotation		Clockwise as viewed from gear end		
	Weight		5.2 kg	11.5 lb	
CLUTCH	Clutch Type	M/T	Single plate dry, diaphragm spring		
		A/T	Torque converter		
	Clutch Lining Area	M/T	251 cm^2	39 sq in	

Design Specification

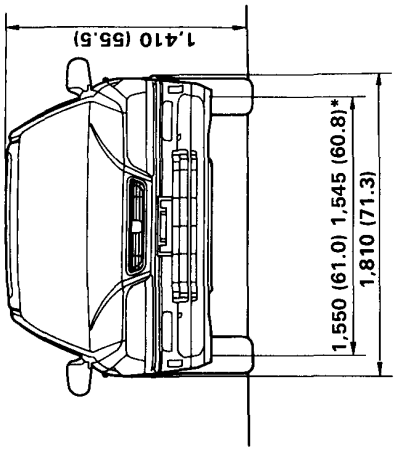
	ITEM		METRIC	ENGLISH	NOTES
TRANSMISSION	Transmission	M/T	Synchronized 5-speed forward, 1 reverse		
		A/T	Electronically controlled 4-speed automatic, 1 reverse		
	Primary Reduction		Direct 1 : 1		
	Type		Manual	Automatic	
	Gear Ratio	1st	2.937	2.476	
		2nd	1.692	1.451	
		3rd	1.151	0.973/0.948*	*European type
		4th	0.868	0.630/0.688*	
		5th	0.682	—	
		Reverse	3.186	1.829	
	Secondary Reduction	Gear type	Single helical gear		
		Gear ratio	1.433	1.394/1.333*	*European type
	Final Reduction	Gear type	Spiral bevel gear		
		Gear ratio	3.133	3.133	
AIR CONDITIONER	Cooling Capacity		4,900 K cal/h	19,443 BTU/h	
	— Conditions:				
	Compressor Speed		1,800 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		480 m^3/h	16,954 cu ft/h	at 12 V
	Compressor	Type/Make	Swash-plate type/NIPPONDENSO		
		No. of Cylinder	10		
		Capacity	207.4 cc/rev	12.7 cu in/rev	
		Max. Speed	7,600 min^{-1} (rpm)		
		Lubricant Capacity	120 cc	4.06 (4.22) US (Imp) oz	
	Condenser	Type	Corrugated fin type		
	Evaporator	Type	Corrugated fin type		
	Blower	Type	Sirocco fan		
		Motor Input	200 W/12 V		
		Speed Control	*Infinite variable*		
		Max. Capacity	480 m^3/h	16,954 cu ft/h	at 13.5 V
	Temp. control		Air-mix type		
	Comp. clutch	Type	Dry, single plate, v-belt drive		
		Power Consumption	40 W/12 V		
	Refrigerant	Type	R 12		
		Quantity	750^{+0}_{-50} g	26.5^{+0}_{-1} oz	
STEERING SYSTEM	Type		Power assisted, rack and pinion		
	Overall Ratio		16.7		
	Turns, Lock-to-Lock		3.24		
	Steering Wheel Dia.		390 mm	150.0 in	

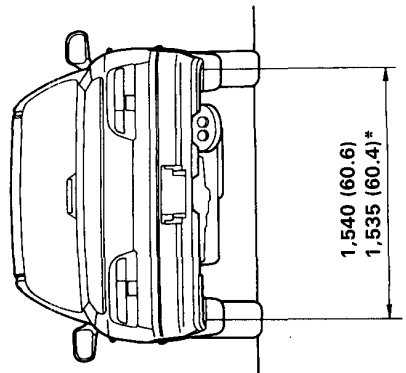
	ITEM	METRIC	ENGLISH	NOTES
SUSPENSION	Type, Front	Independent double wishbone, coil spring with stabilizer		
	Type, Rear	Independent double wishbone, coil spring with stabilizer		
	Shock Absorber, Front and Rear	Telescopic, hydraulic nitrogen gas-filled		
WHEEL ALIGNMENT	Camber Front	0°00', 0°15'*		*KY type
	Rear	−0°20', −0°5'*		
	Caster	3°45', 3°30'*		
	Toe Front	Out 1.0 mm	Out 0.04 in	
	Rear	In 2.0 mm	In 0.08 in	
BRAKE SYSTEM	Type, Front	Power assisted self-adjusting ventilated disc		
	Rear	Power assisted self-adjusting solid disc with parking brake drum		
	Pad and Lining Surface Area: Front	58.0 cm^2	8.99 sq in	
	Rear	28.0 (49.0) cm^2	4.34 (7.60) sq in	( ): Parking brake
	Parking Brake Kind and Type	Mechanical expanding drums, rear two wheels		
TIRE	Size European type	205/65 ZR 15		
	Australian type	205/60 R 15 91 V		
	Except European and Australian types	205/60 R 15 90 V		
ELECTRICAL	Battery	12 V 72 AH/20 HR		
	Starter	12 V-2.0 kW		
	Alternator	12 V-110 A		
	Fuses In The Under-Dash Fuse Box	7.5 A, 10 A, 15 A, 20 A, 30 A		
	In The Under-Hood Relay/Fuse Box	7.5 A, 10 A, 15 A, 20 A, 30 A, 40 A, 50 A, 120 A		
	Headlights (Low/High)	12 V-55/60 W, 12 V-55 W/65 W*1		
	Front Turn Signal Lights	12 V-21 W, 12 V-45 CP*1		
	Front Position Lights	12 V-5 W		
	Side Turn Signal Lights	12 V-5 W*2		
	Rear Turn Signal Lights	12 V-21 W, 12 V-32 CP*1		
	Stop/Taillights*1	12 V-32/2 CP		
	Stop Lights*2	12 V-21 W		
	Taillights	12 V-10 W, 12 V-4 CP*1		
	Side Marker Lights Front	12 V-5 W		
	Rear	12 V-3 CP		
	Back-up Lights	12 V-21 W, 12 V-32 CP*1		
	Rear Fog Light*3	12 V-21 W		
	High Mount Brake Light*4	12 V-45 CP		
	License Plate Lights	12 V-5 W, 12 V-8 W*1		
	Gauge Lights	12 V-3.0 W, 1.4 W		
	Indicator Lights	12 V-1.12 W, 1.4 W		
	Warning Lights	12 V-1.4 W		
	Interior Light	12 V-5 W		
	Vanity Mirror Light	12 V-1.6 W		
	Boot Lights	12 V-3.4 W		
	Door Courtesy Lights	12 V-3.4 W		
	Illumination and Pilot Lights	12 V-1.4 W, 1.12 W, 0.84 W		
		12 V-0.91 W, 0.56 W, LED		
	Heater Illumination Light (Manual A/C)	12 V-1.4 W		
	Spot Light (front and rear)	12 V-5 W		

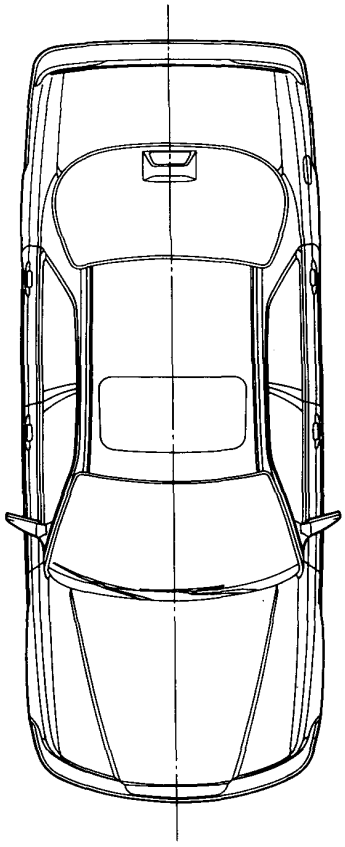
*1 KY type only *2 Except KY type *3 European type *4 Except European type

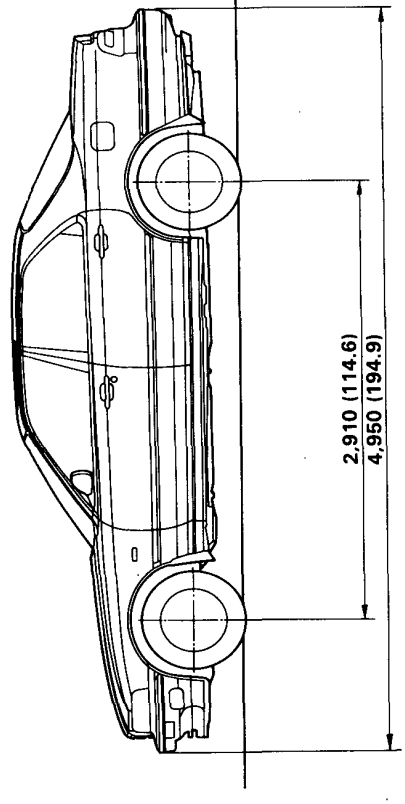
Body Specifications

Unit: mm (in)









*KY type

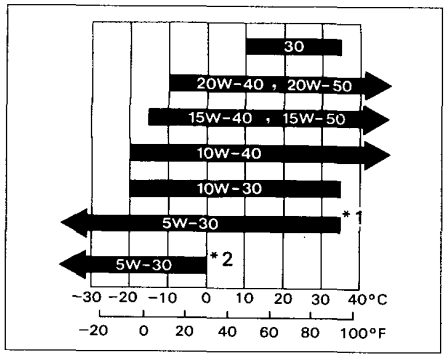
Maintenance

Lubrication Points

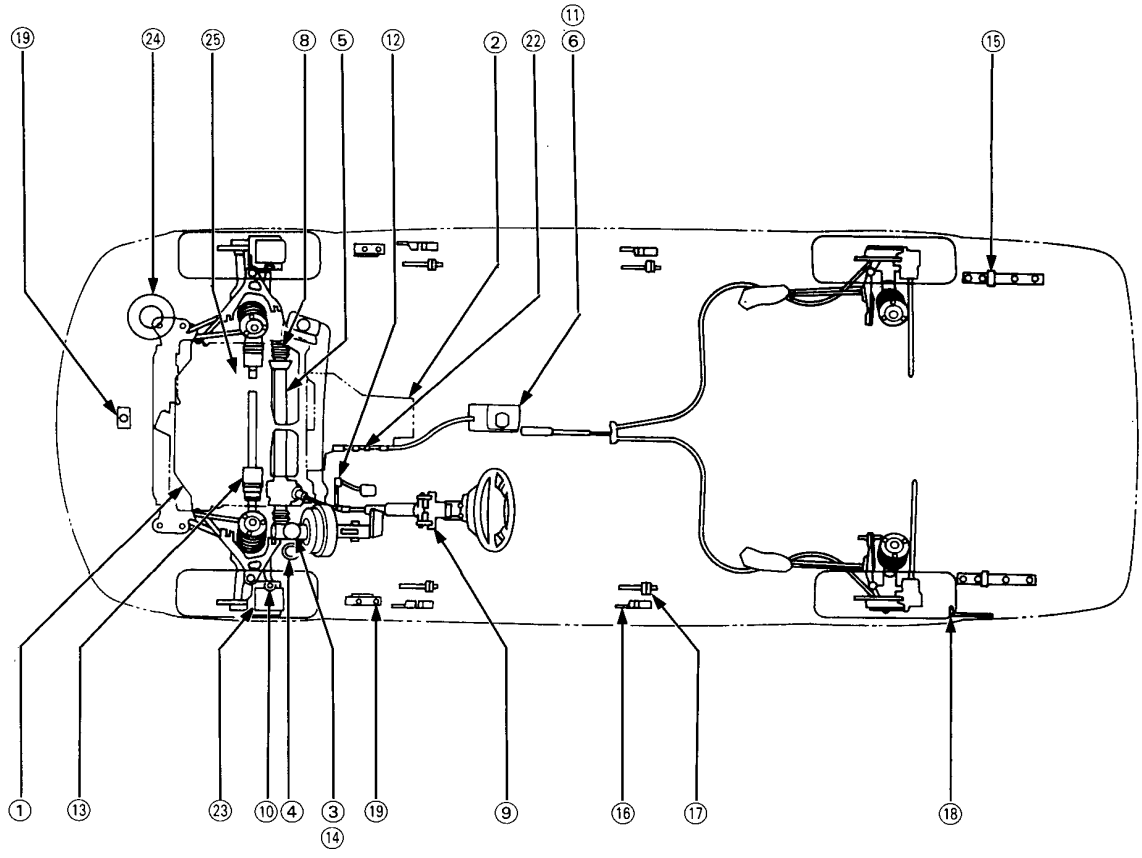
For the details of lubrication points and types of lubricants to be applied, refer to the Illustrated Index and various work procedures (such as Assembly/Reassembly, Replacement, Overhaul, Installation, etc.) contained in each section.

No.	LUBRICATION POINTS	LUBRICANT
1	Engine	API Service Grade: SG or SF Fuel Efficient Oil SAE Viscosity: See chart below
2	Transmission — Manual Automatic	API Service Grade: SF or SG 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 7	Shift lever pivots (Manual) Release fork (Manual)	Silicone grease with molybdenum disulfide
8 9 10 11 12 13 14 15 16 17 18 19 20 21 22	Steering boots Steering column bushings Steering ball joints Select lever (Automatic) Pedal linkage Intermediate shaft Brake master cylinder pushrod Trunk hinges Door hinges upper and lower Door opening detents Fuel filler lid Engine hood hinges and engine hood latch Clutch master cylinder pushrod (Manual) Throttle cable end Shift cable end and select cable end	Multi-purpose grease
23	Caliper — Piston seal, Dust seal, Caliper pin, Piston	Silicone grease
24	Power steering system	Honda power steering fluid-V
25	Differential	Differential oil Hypoid gear oil classified GL4 or GL5 Viscosity: SAE90: above −18°C (0°F) SAE 80 W—90: below −18°C (0°F)

Recommended Engine Oil
API Service Grade: SG or SF Fuel Efficient oil



*1: For cars using unleaded gasoline only.
*2: For cars using leaded gasoline only.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Maintenance Schedule

R—Replace I—Inspect After inspection, clean, adjust, repair or replace if necessary.

Service at the interval listed x 1,000 km (or miles) or after that number of months, whichever comes first.		x 1,000 km	10	20	30	40	50	60	70	80	90	100
		x 1,000 miles	6	12	18	24	30	36	42	48	54	60
		months	6	12	18	24	30	36	42	48	54	60
Emission Related												
□	Air cleaner element	For European and KQ types				R				R		
		Except for European and KQ types		R		R		R		R		R
	Idle speed and idle CO	Except for KX, KS types		I		I		I		I		I
		For KX, KS types										I
	E.G.R. system	For cars using unleaded perol										I
		For cars using leaded petrol				I				I		
	E.G.R. filter	For cars using leaded petrol								R		
	Secondary air supply system											I
	Evaporative emission control system											I
	Ignition timing	Except for KX, KS types				I				I		
		For KX, KS types										I
	Positive crankcase ventilation valve	Except for KX, KS types				I				I		
		For KX, KS types										I
	Fuel filter					R				R		
	Tank, fuel line and connections					I				I		
	Spark plugs	For cars using unleaded petrol										R*2
		For cars using leaded petrol		R		R		R		R		R
◙	Engine oil and oil filter		R	R	R	R	R	R	R	R	R	R
	Alternator drive belt					I				I		
	Power steering pump belt					I				I		
	Cooling system hoses and connections					I				I		
•	Radiator coolant									R*1		
□	Transmission oil					R				R		
□	Front differential oil					R				R		
Engine (Non-Emission Related)												
	Timing Belt											R
	Water pump											I
	Exhaust pipe and muffler			I		I		I		I		I
	Catalytic converter heat shield (For cars with catalytic converter)											I

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

□ Under severe driving conditions, service these items more often.

*1 Thereafter, replace every 2 years or 40,000 km (24,000 miles), whichever comes first.

*2 Replace every 6 years or 100,000 km (60,000 miles), whichever comes first.

R—Replace I—Inspect After inspection, clean, adjust, repair or replace if necessary.

Service at the interval listed x 1,000 km (or miles) or after that number of months, whichever comes first.											
	x 1,000 km	10	20	30	40	50	60	70	80	90	100
	x 1,000 miles	6	12	18	24	30	36	42	48	54	60
	months	6	12	18	24	30	36	42	48	54	60
Brake (Non-Emission Related)											
	Front brake pads	I	I	I	I	I	I	I	I	I	I
□	Front brake discs and calipers		I		I		I		I		I
□	Rear brake discs, calipers and pads				I				I		
	Parking brake drums and linings				I				I		
	Brake hoses and lines (including Anti-lock brake system)		I		I		I		I		I
	Parking brake		I		I				I		
	Brake fluid (including Anti-lock brake system)				R				R		
	Anti-lock brake system high pressure hose								R		
	Anti-lock brake system operation		I		I				I		
Steering and Suspension (Non-Emission Related)											
	Front wheel alignment		I		I		I		I		I
	Steering operation, tie rod ends, steering gear box and boots		I		I				I		
	Suspension mounting bolts		I		I		I		I		I
□	Power steering system		I		I		I		I		I

□ Under severe driving conditions, service these items more often.

Severe Driving Conditions
Items with a □ in the chart will need service more often, if you drive in some severe conditions.

The conditions are:
A. Repeated short distance driving.
B. Dusty conditions.
C. Severe cold weather.
D. Areas with road salt or other corrosive materials.
E. Rough or muddy roads.
F. Towing a trailer.

The services are:
— Replace engine oil and oil filter every 5,000 km (3,000 miles) or 3 months under condition A, B or F.
— Clean the air cleaner element every 20,000 km (12,000 miles) or 12 months, and replace every 40,000 km (24,000 miles) or 24 months under condition B or E for European and KQ types.
Clean the air cleaner element every 10,000 km (6,000 miles) or 6 months, and replace every 20,000 km (12,000 miles) or 12 months under condition B or E for other than European and KQ types.
— Replace transmission oil and front differential oil every 20,000 km (12,000 miles) or 12 months under condition F.
— Inspect front brake discs and calipers every 10,000 km (6,000 miles) or 6 months under condition A, B, D, E, or F.
— Inspect rear brake discs, calipers and pads every 20,000 km (12,000 miles) or 12 months under condition A, B, D, E or F.
— Inspect power steering system every 10,000 km (6,000 miles) or 6 months under condition B, C or E.

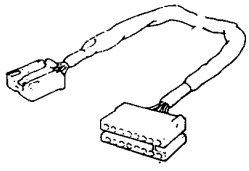
Supplemental Restraint System (SRS)

Outline of Model Changes

- The SRS unit has been changed.

Special Tools

Ref. No.	Tool Number	Description	Qty	Page Reference
①	07MAZ—SL00500	Test Harness A	1	23-19
②	07MAZ—SP00500	Test Harness B	1	23-21
③	07MAZ—SP00600	Test Harness C	1	23-24
④	07LAZ—SL40400	Test Harness D	1	23-22
⑤	07HAZ—SG00500	Deployment Tool	1	23-32



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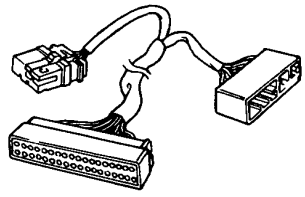

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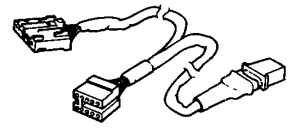

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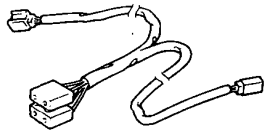

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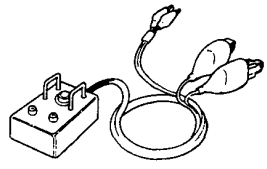

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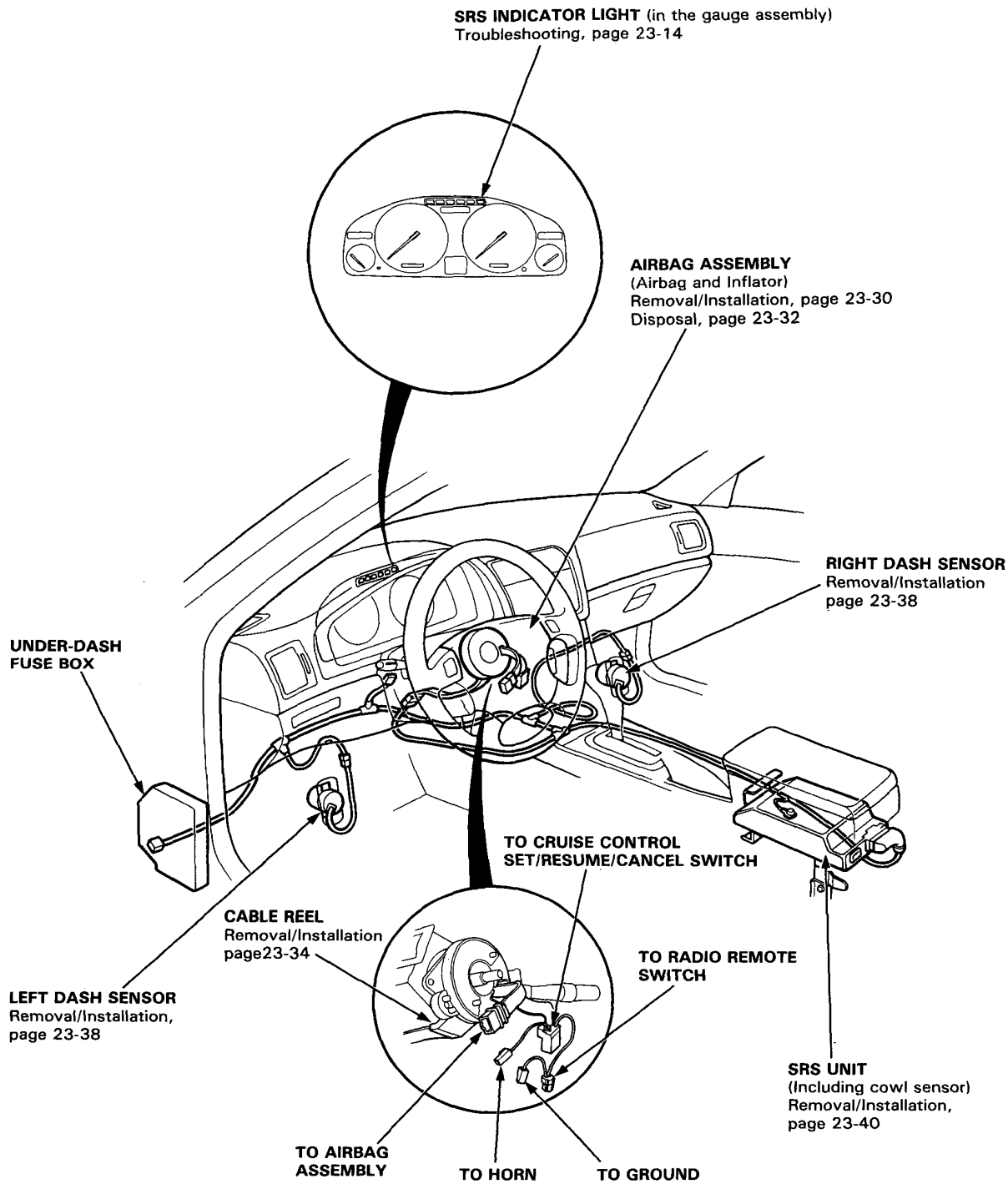
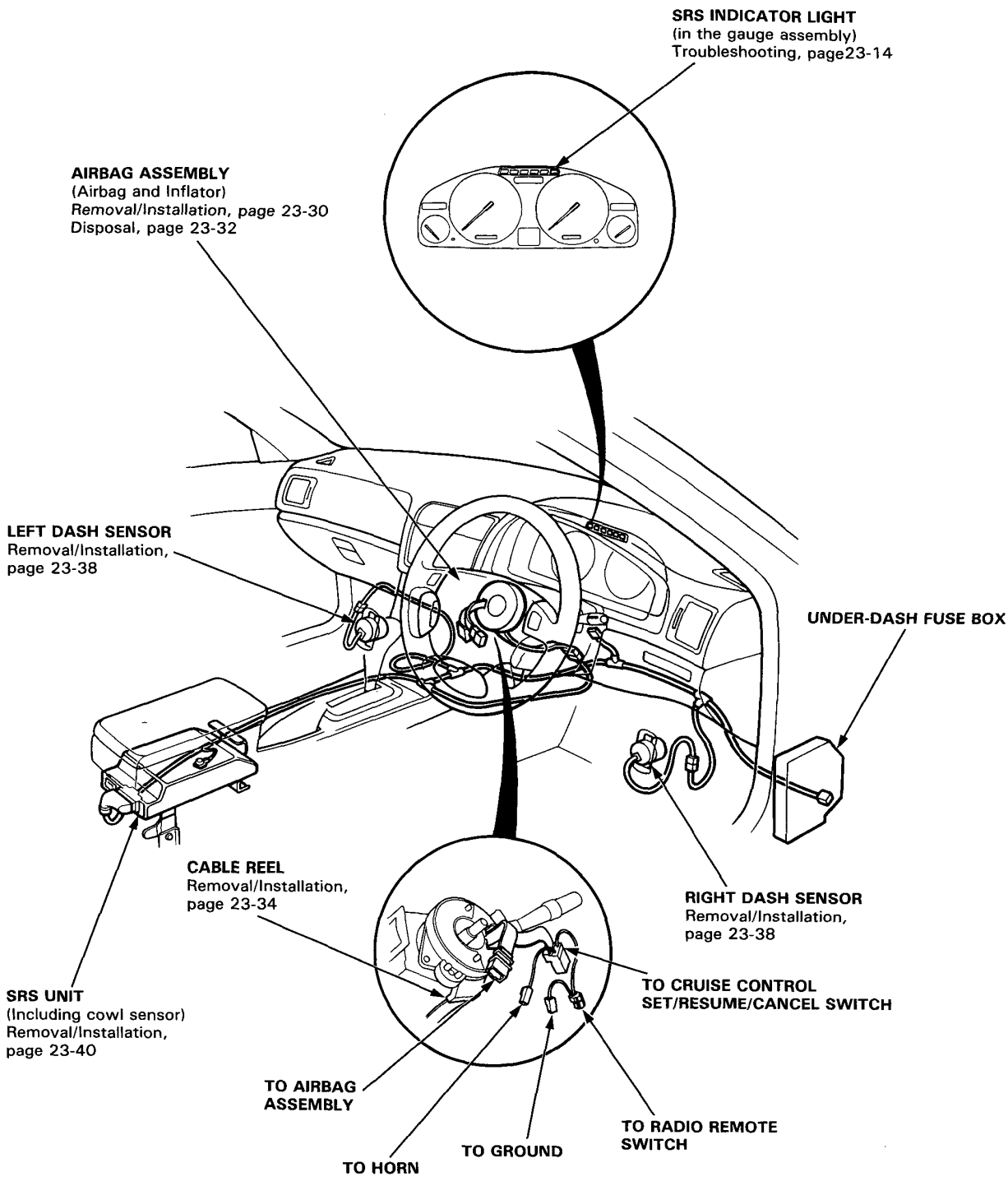
Component Location Index (LHD)



Component Location Index (RHD)

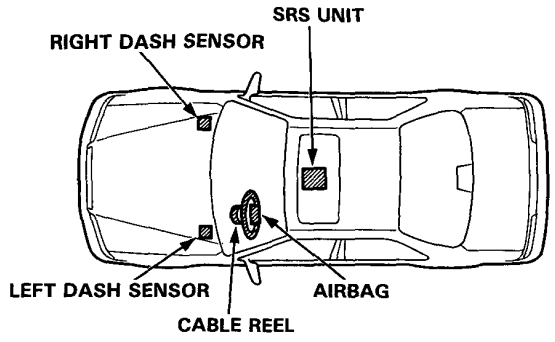


Supplemental Restraint System (SRS)

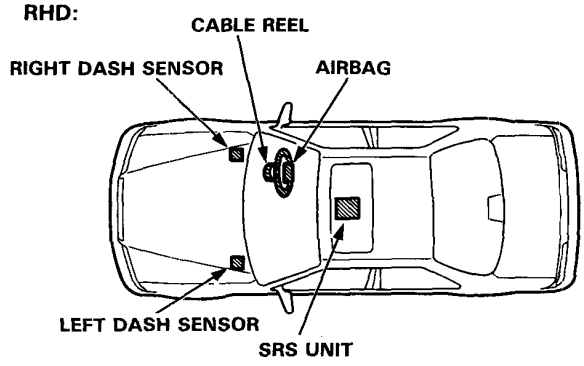
Description

The SRS is a safety device which, when used in conjunction with the seat belt, is designed to protect the driver in a frontal impact exceeding a certain set limit.
The system is composed of left right dash sensors, the SRS unit (includes cowl sensor), the cable reel and airbag.

LHD:



RHD:

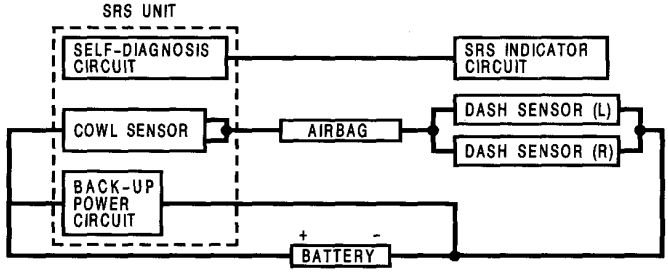


Operation
As shown in the diagram below, the left and right dash sensors are connected in parallel. The parallel set of sensors are connected in series by the airbag inflator circuit and the car battery. In addition, a back-up power circuit is connected in parallel with the car battery. The back-up power circuit and the cowl sensor are located inside the SRS unit.

For the SRS to operate;

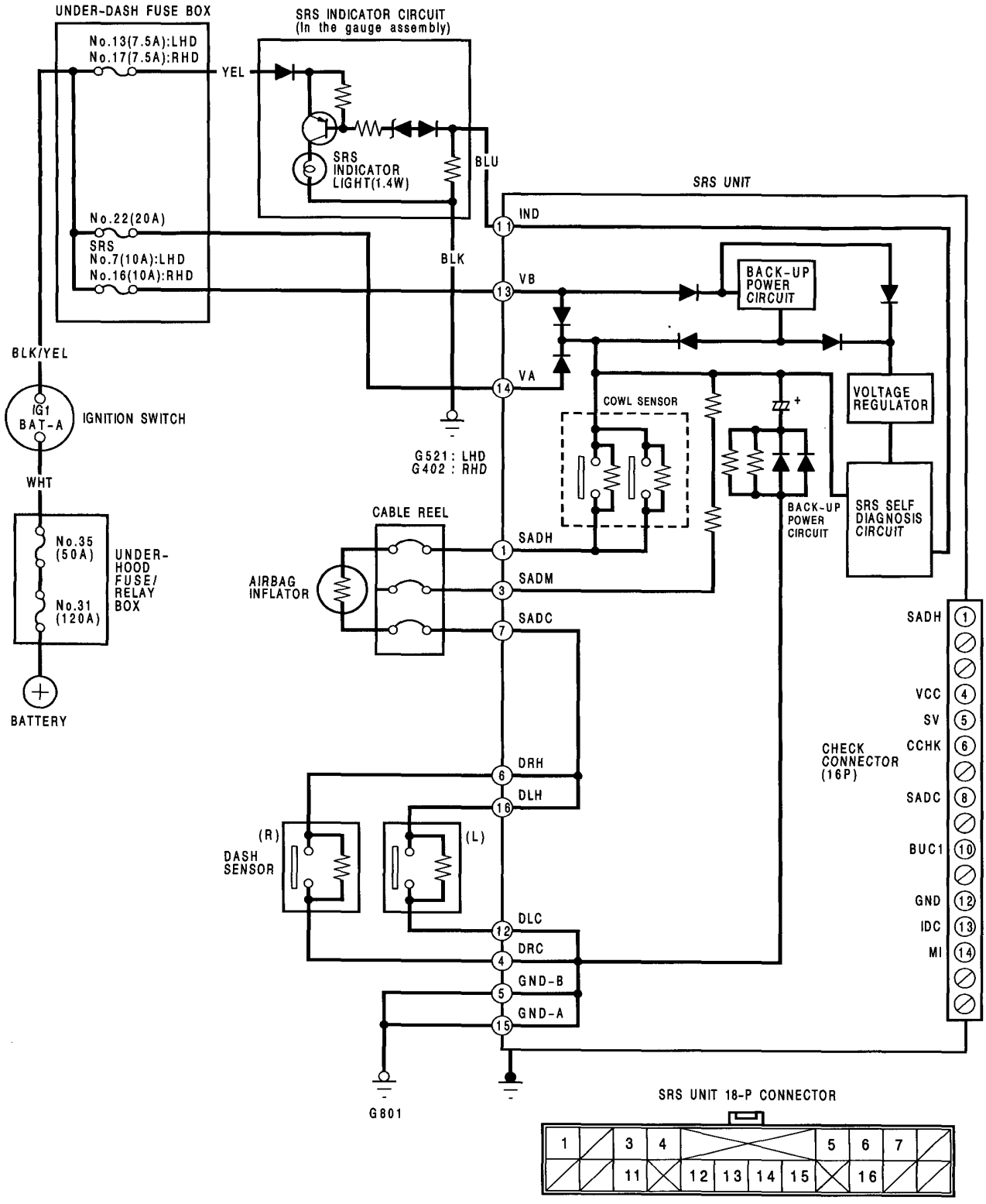
(1) The cowl sensor and one or both dash sensors must activate.
(2) Electrical energy is supplied to the airbag inflator by the battery, or the back-up power circuit if the battery voltage is too low.
(3) The airbag deploys.

It takes about 0.1 seconds. from the beginning of the airbag's deployment until it's completely deflated (frontal collision against a fixed wall at a speed of 50 km/h [30 mi/h]).



Self-diagnosis system
A self-diagnosis circuit is built into the SRS unit; when the ignition switch is turned ON, the SRS indicator light comes on and goes off after about 6 seconds if the system is operating normally. If the light does not light, or does not go off after 6 seconds, or if it comes on while driving, this indicates an abnormality in the system. It must be inspected and repaired as soon as possible.

Circuit Diagram

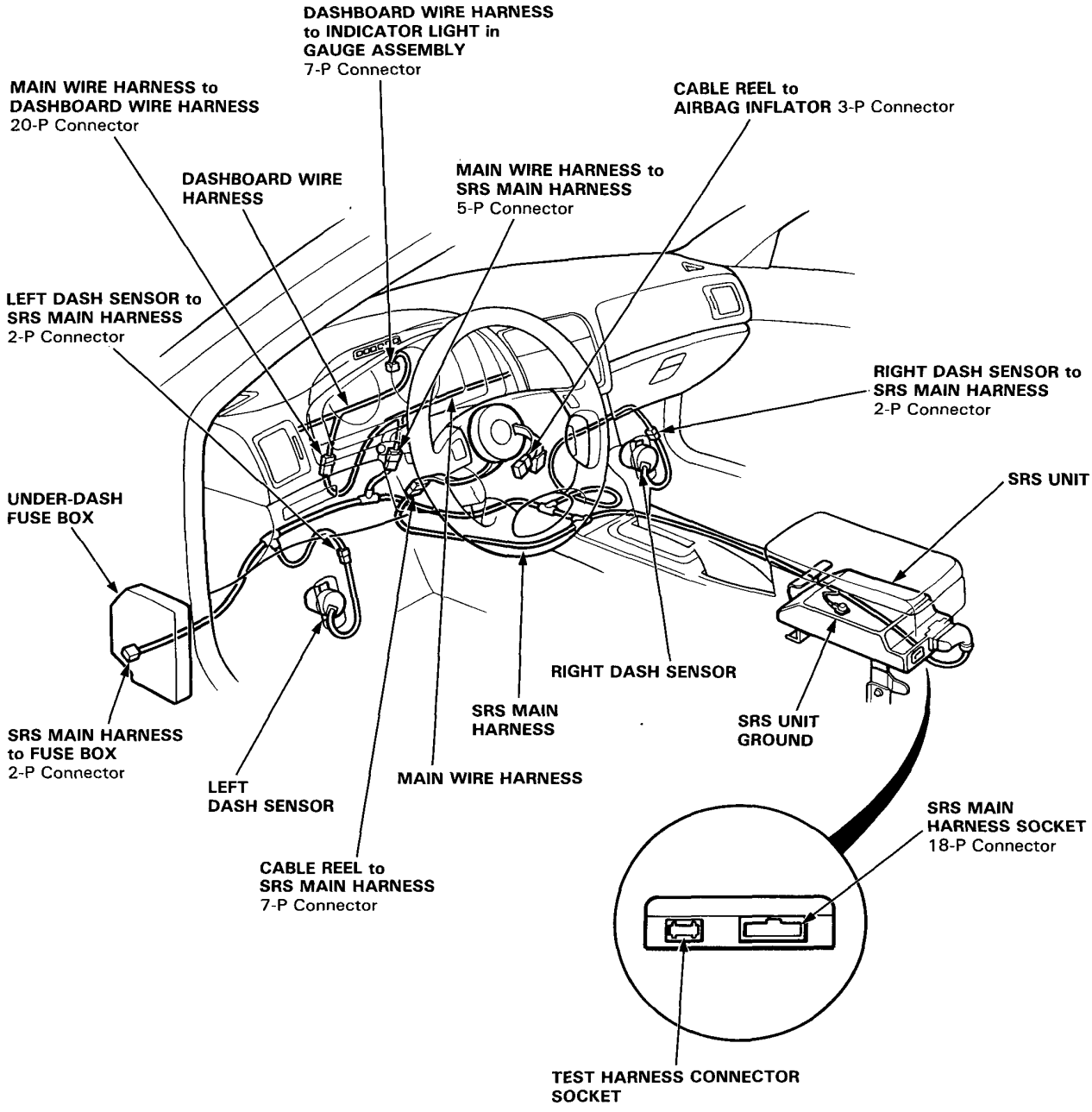


Supplemental Restraint System (SRS)

Wiring Locations (LHD)

CAUTION: Make sure all SRS ground locations are clean and grounds are securely attached.

NOTE:
- All SRS electrical wiring harnesses are covered with yellow outer insulation.
- Replace the entire affected SRS harness assembly if it has an open circuit or damaged wiring.



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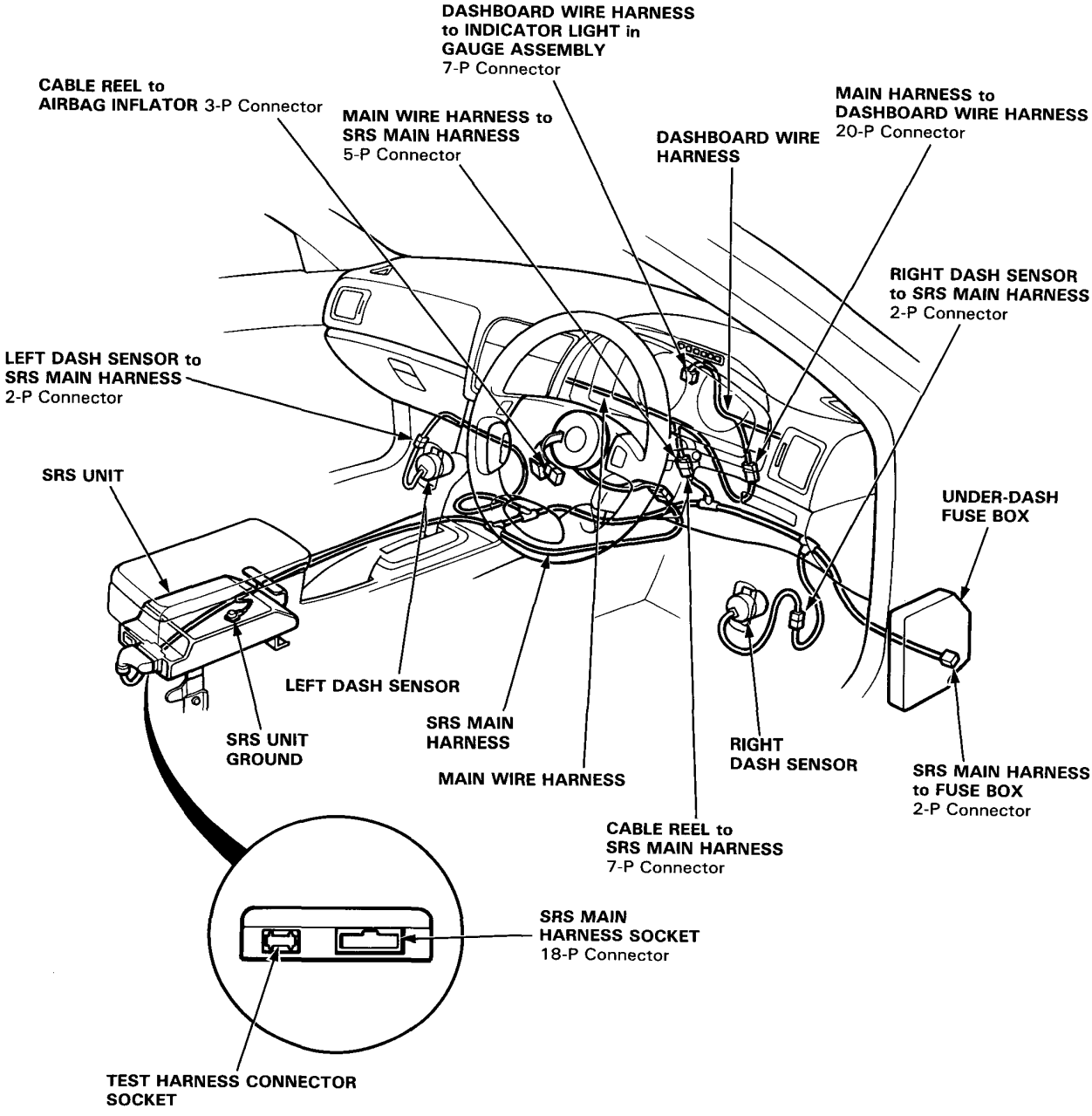
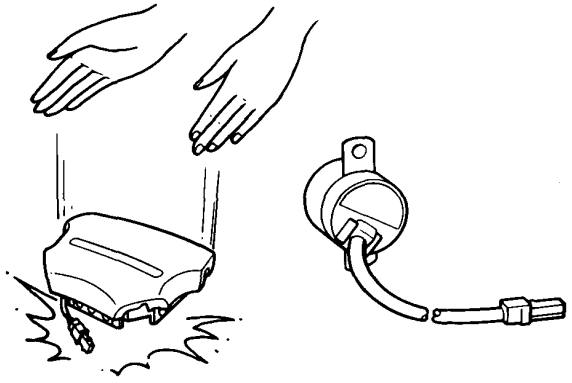


Supplemental Restraint System (SRS)

General Precautions

- Carefully inspect any SRS part before you install it. Do not install any part that shows signs of being dropped or improperly handled, such as dents, cracks or deformation:

  — Airbag assembly.
  — Dash sensors.
  — Cable reel.
  — SRS unit.



- Use only a digital circuit tester to check the system. Using an analog circuit tester may cause an accidental deployment and possible injury.
- Do not install used SRS parts from another car. When repairing, use only new SRS parts.
- Except when performing electrical inspections, always disconnect both the negative cable and positive cable at the battery before beginning work.
- Replacement of the combination light, wiper/washer switches, and cruise control switch can be done without removing the steering wheel:

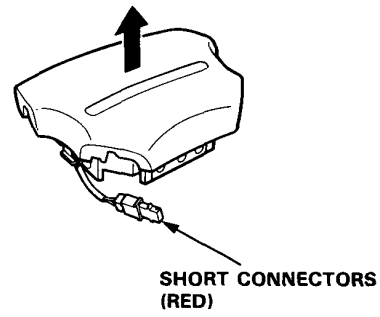
  — Combination light and wiper washer switch replacement.
  — Cruise control switch replacement.

Airbag Handling and Storage

Do not try to disassemble the airbag assembly. It has no serviceable parts. Once an airbag has been operated (deployed), it cannot be repaired or reused.

For temporary storage of the airbag assembly during service, please observe the following precautions:

- Store the removed airbag assembly with the pad surface up.



⚠ WARNING If the airbag is improperly stored face down, accidental deployment could propel the unit with enough force to cause serious injury.

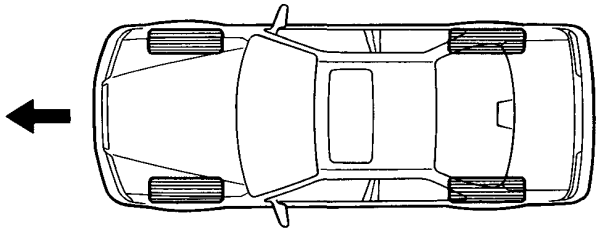
- Store the removed airbag assembly on a secure flat surface away from any high heat source (exceeding 100°C/212°F) and free of any oil, grease, detergent or water.

  CAUTION: Improper handling or storage can internally damage the airbag assembly, making it inoperative.
  If you suspect the airbag assembly has been damaged, install a new unit and refer to the Deployment/Disposal Procedures for disposing of the damaged airbag.

Steering-related Precautions

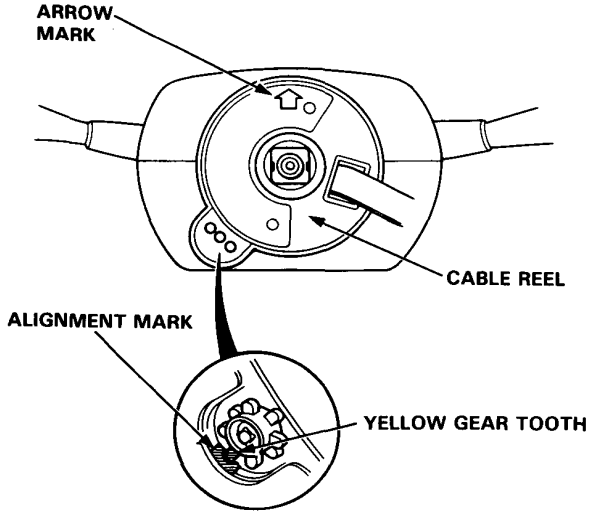
- Steering Wheel and Cable Reel Alignment:

  NOTE: To avoid misalignment of the steering wheel or airbag on reassembly, make sure the wheels are turned straight ahead before removing the steering wheel.



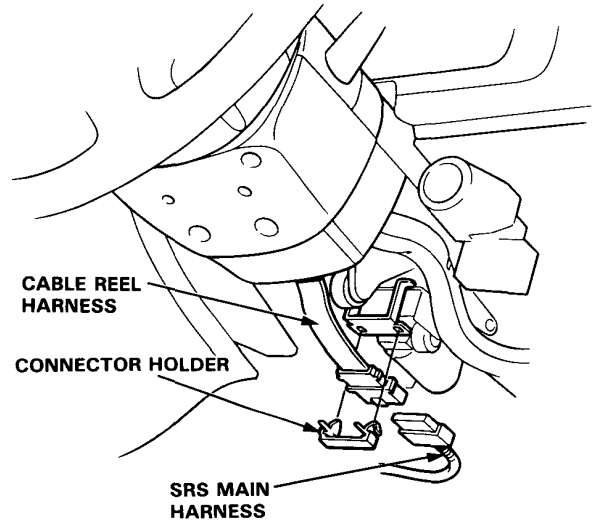
  Rotate the cable reel clockwise until it stops. Then rotate it counterclockwise (about two turns) until:

  – The yellow gear tooth lines up with the mark on the cover.
  – The arrow on the cable reel label points straight up.



- Steering Column Removal:

  CAUTION:
  - **Before removing the steering column, first disconnect the connector between the cable reel and the SRS main harness.**
  - **If the steering column is going to be removed without dismounting the steering wheel, lock the steering by turning the ignition key to 0-LOCK position or remove the key from the ignition so that the steering wheel will not turn.**



- Steering wheel:
  Do not replace the original steering wheel with any other design, since it will make it impossible to properly install the airbag (only use genuine HONDA replacement parts).

  After reassembly confirm that the wheels are still turned straight ahead and that the steering wheel spoke angle is correct. If minor spoke angle adjustment is necessary, do so only by adjustment of the tie-rods, not by removing and repositioning the steering wheel.

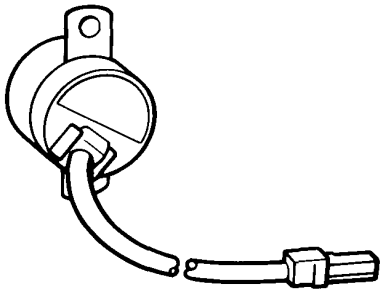
Sensor Inspection

CAUTION: Take extra care when painting or doing body work on any part of the dashboard lower panel. Avoid direct exposure of the sensors or wiring to heat guns, welding or spraying equipment.

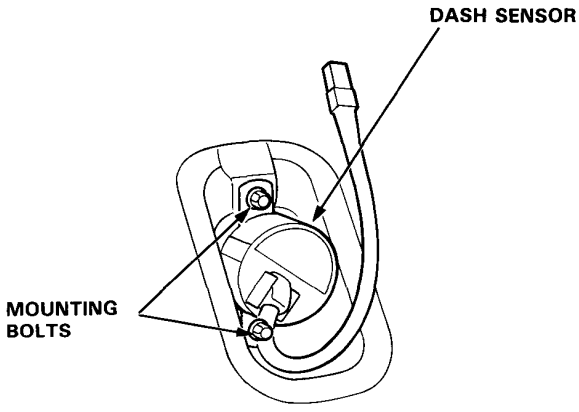
⚠ WARNING

- **Disconnect both the negative and positive battery cables.**
- **Install the short connectors before working around the dashboard lower panel or the SRS sensors.**

- After any degree of frontal body damage, inspect both dash sensors. Replace a sensor if there are any signs of dents, cracks or deformation.



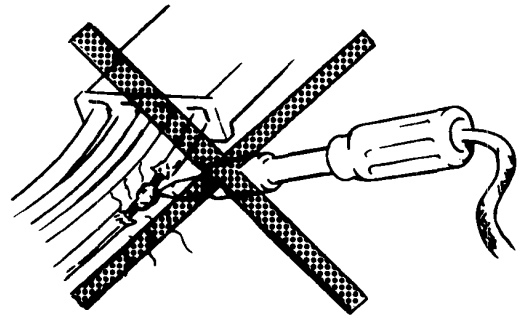
- Be sure the sensors are installed securely.



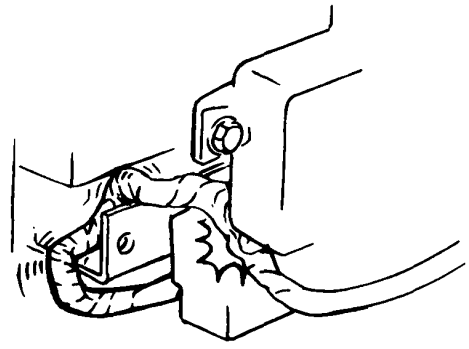
Wiring-related Precautions

- Never attempt to modify, splice or repair SRS wiring.

  NOTE: SRS wiring can be identified by special yellow outer protective covering.



- Be sure to install the harness wires so that they are not pinched or interfering with other car parts.

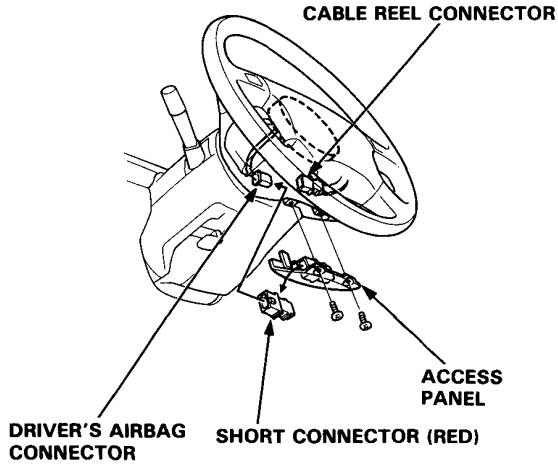


- Make sure all SRS ground locations are clean and all ground terminals are tightly fastened for optimum metal-to-metal contact. Poor grounding can cause intermittent problems that are difficult to diagnose.

- Install short connectors as follows whenever you are working near SRS wiring or components.

1. Disconnect the battery negative cable, then disconnect the positive cable.

2. Remove the access panel from the steering wheel, then remove the short connector (RED) from the panel.

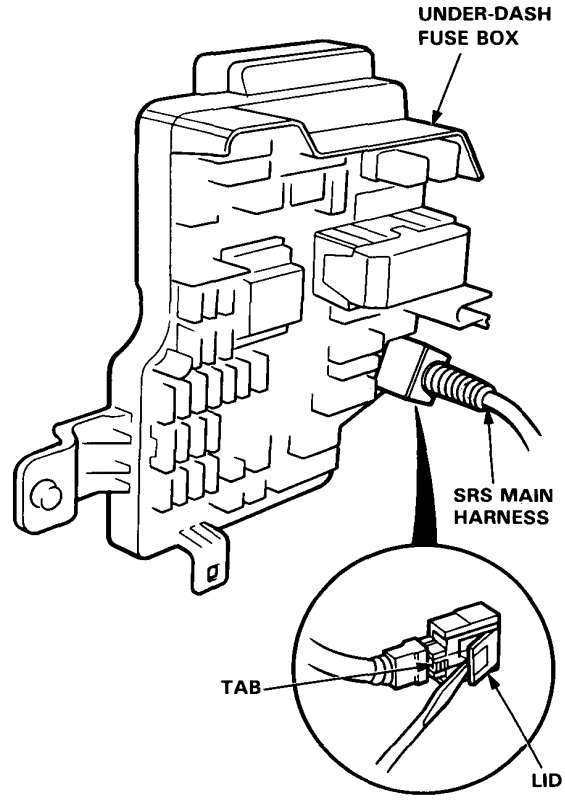


3. Disconnect the connector between the airbag and the cable reel, then install the short connector (RED) on the airbag side of the connector.

- If you ever remove the under-dash fuse box or the SRS main harness, disconnect the SRS connector from the fuse box:

CAUTION: Avoid breaking the connector; it's double-locked.

First lift the connector lid with a thin screwdriver, then press the connector tab down and pull the connector out.

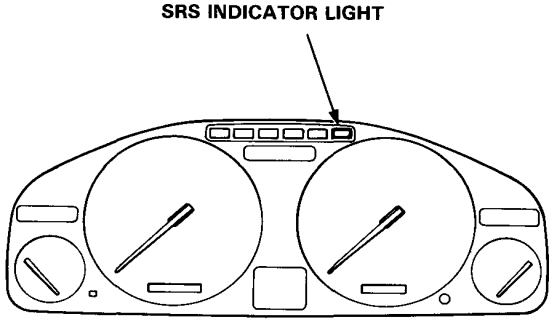


To reinstall the connector, push it into position until it clicks, then close its lid.

Troubleshooting

Self-diagnosis Function

The SRS unit includes a self-diagnosis function. If there is a failurre in the sensors, SRS unit, inflator, or their circuits, the SRS light in the instrument panel comes ON.



As a system check, the SRS light also comes on when the ignition is first turned to the II position. If the light goes off after approximately 6 seconds, the system is OK.

If the SRS light remains on (or fails to come on in the system check mode), one of the SRS components (or the wiring/connectors in-between) is faulty.

Troubleshooting precautions

- **Always use the test harness. Do not use test probes directly on component connector terminal or wires; you may damage them or the control unit.**
- **When connecting any of the test harnesses to the system, push the connectors straight-in; do not bend the connector terminal.**
- **Before disconnecting any part of the SRS wire harness, install short connector (RED) on the airbag.**

SRS Indicator Light Troubleshooting

Possible conditions:

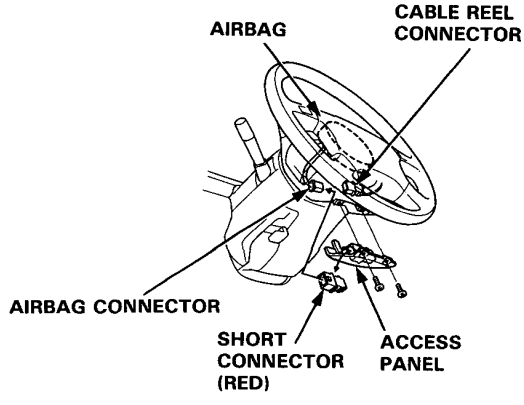
1. SRS light dose not come on at all — see page 23-16.
2. SRS light stays on continuously — see page 23-20.
3. SRS light comes on in combination with a failure of another electrical system (brake indicator, engine check light etc.).Check for damage/corrosion at the under-dash fuse box connector.

   NOTE:
   - Before starting the applicable troubleshooting, check the condition of all SRS connectors and ground points.
   - If the fault is not found after completing the applicable troubleshooting, substitute a known-good SRS unit and check whether the light indication goes away. If it does, the original SRS unit must be faulty; replace it.

Short Connector Installation

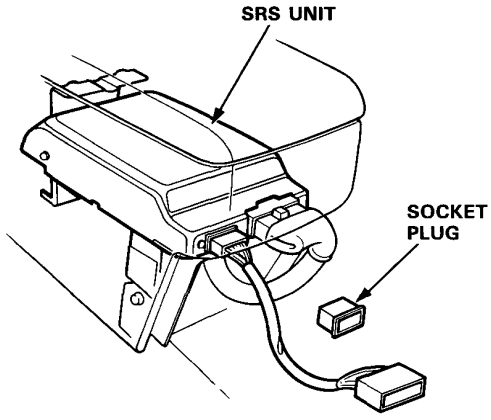
Install short connectors as follows whenever you are working near SRS wiring or components.

1. Disconnect the battery negative cable, then disconnect the positive cable.
2. Remove the access panel from the steering wheel then remove the short connector (RED).



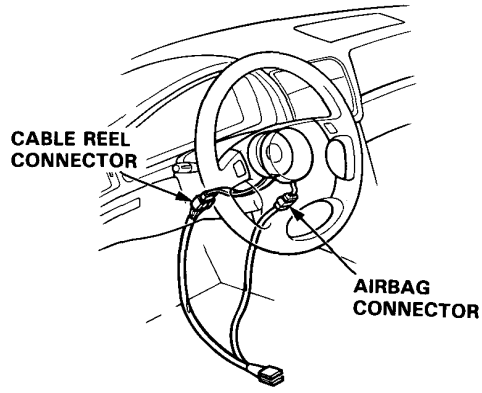
3. Disconnect the connector between the airbag and the cable reel, then install the short connector (RED) on the airbag side of the connector.

Test Harnesses and Attachment Points



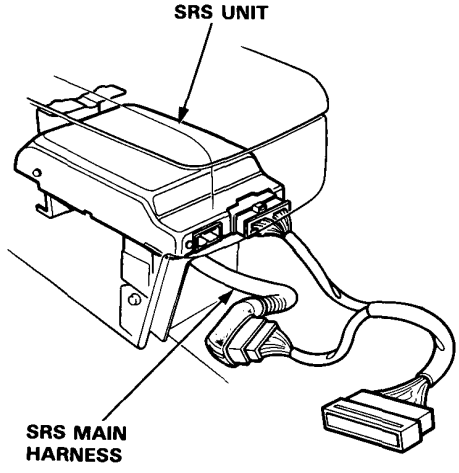
TEST HARNESS A
07MAZ-SL00500

1	2	3	4	5	6	7	8
9	10	11	12	13	14	15	16



TEST HARNESS C
07MAZ-SP00600

1	2	3	4	5
6	7	8	9	10

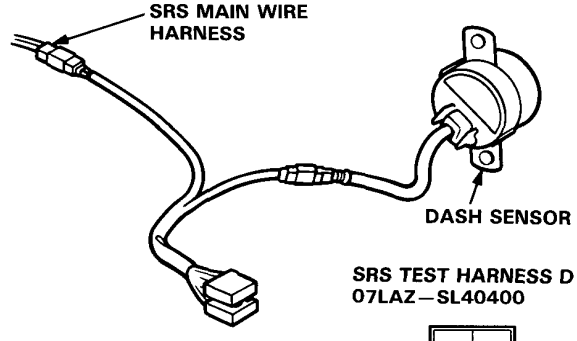


TEST HARNESS B
07MAZ–SP00500

ROW-A SRS UNIT END

A	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
B	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18

ROW-B WIRE HARNESS END



SRS TEST HARNESS D
07LAZ–SL40400

1	2
3	4

Troubleshooting

The SRS Indicator Does Not Light

CAUTION:
- **Use only a digital circuit tester to check the system.**

Disconnect the battery negative cable and then disconnect the positive cable.
Install the short connector on air-bag (see page 23-13).

Connect the battery positive cable and then the negative cable.

Turn the ignition switch ON.

Do any other indicator lights (brake system light, etc.) come on (in the dash panel)?

NO → Inpsect No. 13: LHD or No. 17: RHD fuse

Is No. 13: LHD or No. 17: RHD OK?

NO → **Replace fuse.**

YES → **Repair open in dashboard wire harness between the No. 13: LHD or No. 17: RHD fuse and gauge assembly.**

YES

Turn the ignition switch OFF

Disconnect the SRS main harness 18-P connector from the SRS unit.

Turn the ignition switch ON.

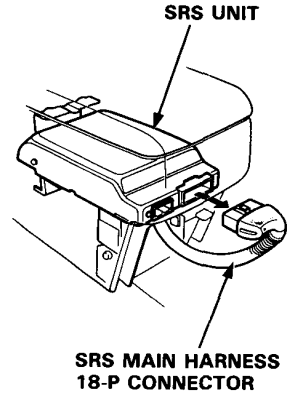
Does the SRS indicator light come on?

YES → **The SRS unit is faulty. Replace it.**

NO

Turn the ignition switch OFF

(To page 23-17)



(From page 23-16)

Disconnect the dashboard wire harness 20-P connector from the main wire harness.

Turn the ignition switch ON.

Is the SRS indicator light ON?

YES → **The SRS main harness or the car main wire harness is faulty.**

NO

Turn the ignition switch OFF.

Remove the gauge assembly then inspect the SRS indicator light bulb.

Is the SRS indicator light bulb OK?

NO → **Replace the indicator light bulb.**

YES

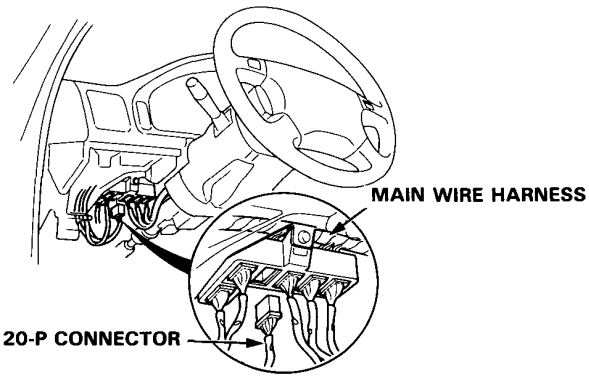
Connect a voltmeter between the No. 2 terminal of the 7-P connector and body ground.

Turn the ignition switch ON.

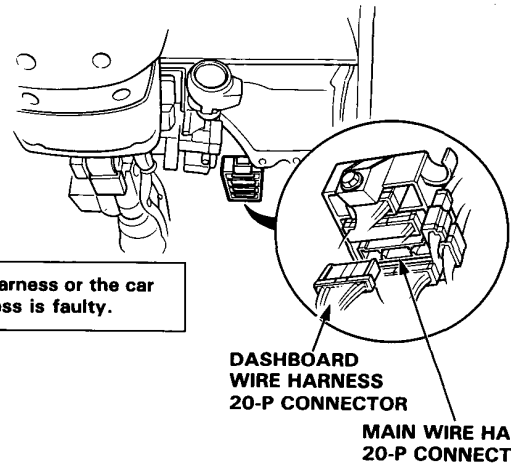
Measure the voltage between the No. 2 terminal and body ground.

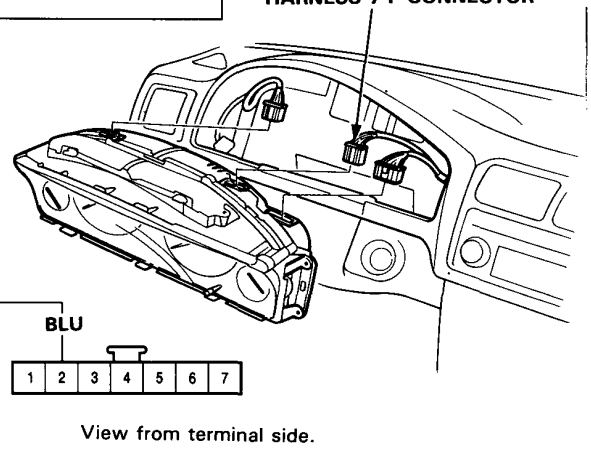
(To page 23-18)

LHD:



RHD:





View from terminal side.

(cont'd)

Troubleshooting (cont'd)

(From page 23-17)

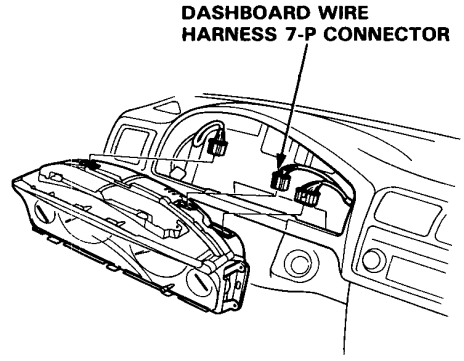
Is there less than 8.5V with ignition switch ON?

NO → **Short in the BLU wire of the dashboard wire harness. Replace the dashboard wire harness.**

YES

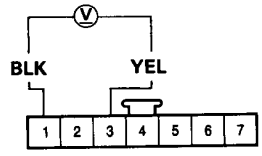
Turn the ignition switch OFF.

Connect the voltmeter between the No. 3 terminal (+) and the No. 1 terminal (−) of the dashboard wire harness 7-P connector.



Turn the ignition switch ON.

Measure the voltage between the No. 3 terminal and the No. 1 terminal.



View from terminal side

Is there battery voltage?

NO → Check for continuity between the No. 1 terminal and body ground.

YES

Turn the ignition switch OFF.

Does continuity exist?

NO → **Repair open in the No. 1 terminal (BLK wire) between the gauge assembly and body ground or look for a poor ground [G521: LHD, G402: RHD].**

YES

Repair open in the No. 3 terminal (YEL wire) of the dashboard wire harness.

(To page 23-19)

(From page 23-18)

Reconnect each connector to the gauge assembly and SRS unit then connect Test Harness A to the SRS unit.

Measure the voltage between the No. 13 terminal and body ground for 6 seconds after the ignition is first turned on.

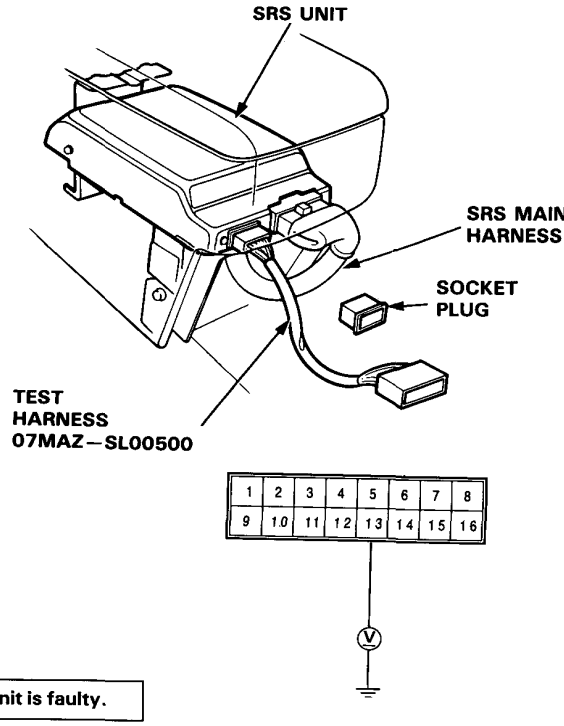
Is there more than 8.5 V?

NO → **The SRS indicator unit is faulty.**

YES

The SRS unit is faulty.

NOTE: Make sure you reinstall the plug in the SRS unit after testing.

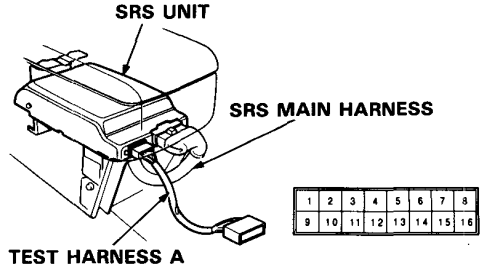


(cont'd)

Troubleshooting (cont'd)

SRS Indicator Light Stays On Continuously

1. Make a photocopy of this page.
2. Connect test harness A to the SRS unit as shown.
3. Turn the ignition switch ON.
   - Voltages in the chart assume the car's "battery voltage" is about 12 volts. Less than 12 volts will result in different or possibly false readings.
   - Do not disconnect the airbag from the circuit when checking SRS unit voltages.
4. First, check for voltage between Test Connector Terminal No. 12 and ground.
   - If voltage is indicated, there is a poor ground (see page 23-28).
   - If no voltage is indicated, continue with checking all the other terminals.
5. Record your voltage readings, for each terminal, in the row of blank boxes near the top of the chart.
6. Compare each reading with the voltage ranges listed in the column below it. If the reading is within a range, circle that range.
   - If you circled all the Failure Mode ranges across any row, check the car for the Probable Failure Mode listed at the end of the row. (Refer to the letter for that mode on the following pages).
   - If you did not circle all the ranges across any row, replace the SRS unit with a known-good unit, and retest.
     - If all your voltage readings are now Normal, replace the original SRS unit.
     - If your voltage reading are still not Normal but they don't match a complete row of Failure Mode ranges, check the condition of the SRS connectors shown in the system diagram on page 23-8.



Test Connector Terminal	1 SADH	–	–	4 VCC	5 SV	6 CCHK1	–	8 SADC	–	10 BUC1	–	12 GND	13 IDC	14 M1	–	–	Probable Failure Mode
Normal Voltage	5.1 –7.2	–	–	4.5 –5.5	11.0 –14.3	10.2 –14.6	–	5.1 –7.2	–	0	–	0	8.5 –13.6	10.3 –14.5	–	–	
Your Voltage Reading		–	–				–		–		–				–	–	
Failure Mode Voltage	3.4 –4.8	–	–	4.5 –5.5	11.0 –14.3	10.2 –14.6	–	3.4 –4.8	–	0	–	0	2.0 –8.5	10.3 –14.5	–	–	A Open in one cowl sensor.
	0	–	–	4.5 –5.5	11.0 –14.3	10.2 –14.6	–	0	–	0	–	0	2.0 –8.5	10.3 –14.5	–	–	B Open in both cowl sensors or short in dash sensor.
	10.1 –14.5	–	–	4.5 –5.5	11.0 –14.3	10.2 –14.6	–	10.1 –14.5	–	0	–	0	2.0 –8.5	10.3 –14.5	–	–	C Short in cowl sensor or open in both dash sensors.
	7.3 –9.6	–	–	4.5 –5.5	11.0 –14.3	10.2 –14.6	–	7.3 –9.6	–	0	–	0	2.0 –8.5	10.3 –14.5	–	–	D Open in one dash sensor.
	10.2 –14.4	–	–	4.5 –5.5	11.0 –14.3	10.2 –14.6	–	0	–	0	–	0	2.0 –8.5	10.3 –14.5	–	–	E Open in airbag inflator or cable reel.
	5.1 –7.2	–	–	0	0	10.2 –14.6	–	5.1 –7.2	–	0	–	0	2.0 –8.5	10.3 –14.5	–	–	F Blown SRS fuse (*1) or open in the wire.
	5.1 –7.2	–	–	4.5 –5.5	11.0 –14.3	10.2 –14.6	–	5.1 –7.2	–	0	–	0	0	10.3 –14.5	–	–	G Short in SRS indicator wire harness.
	5.1 –7.2	–	–	4.5 –5.5	11.0 –14.3	10.2 –14.6	–	5.1 –7.2	–	0	–	0	8.5 –13.6	10.3 –14.5	–	–	G Open in SRS indicator wire harness.

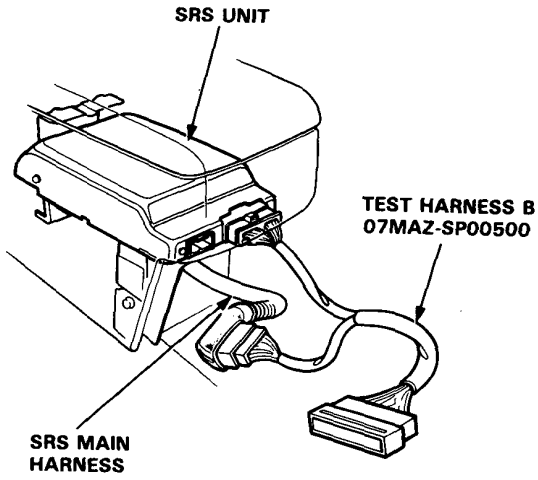
*1 No. 7 (10 A): LHD
No. 16 (10 A): RHD

Mode A: Open in one cowl sensor.

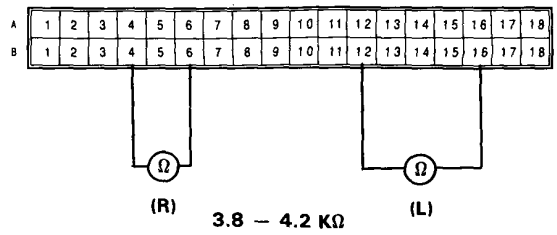
The SRS unit is faulty. Substitute a known-good SRS unit and recheck the voltages according to the chart on page 23-20.

Mode B: Open in both cowl sensors, or short in dash sensor.

1. Before disconnecting any part of the SRS wire harness, install the short connector (see page 23-13).
2. Connect the Test Harness B between the SRS unit and SRS main harness 18-P connector.

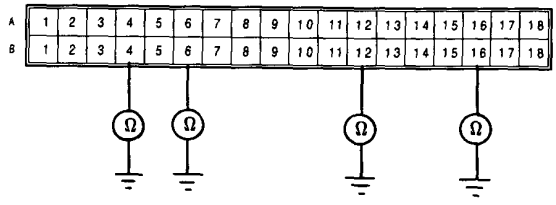


3. Reconnect the battery cables then check the resistance between the left dash sensor terminals B12 and B16, and between the right dash sensor terminals B4 and B6.



- If resistance is 3.8 – 4.2 KΩ for both sensors, go to step 4.
- If resistance is less than 3.8 – 4.2 KΩ for either sensor, go to step 5.

4. Check continuity between body ground and each terminal of both dash sensors.

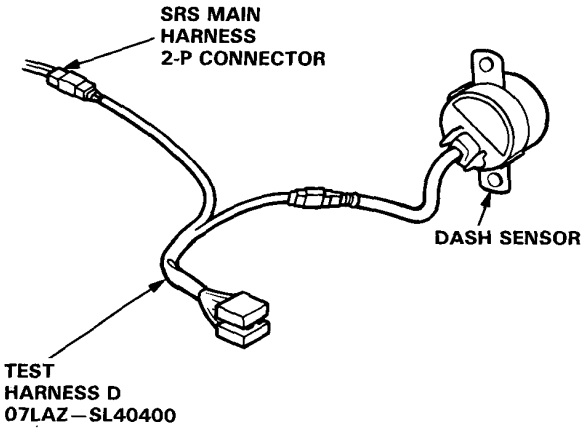


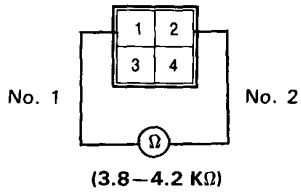
- If there is continuity at any of the terminals, go to step 6.
- If there is no continuity, the SRS unit is faulty. Substitute a known-good SRS unit and recheck the voltages according to the chart on page 23-20.

(cont'd)

Troubleshooting (cont'd)

5. Connect Test Harness D between the dash sensor and SRS main harness 2-P connector. Check the resistance between the No. 1 terminal and No. 2 terminal.



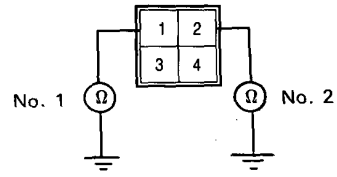


(3.8—4.2 KΩ)

NOTE: The left and right sensors cannot be checked at the same time.

- If resistance is 3.8—4.2 KΩ, replace the SRS main harness and recheck the voltages according to the chart on page 23-20.
- If resistance is less than 3.8—4.2 KΩ, the respective dash sensor is faulty. Replace the dash sensor and recheck the voltages according to the chart on page 23-20.

6. Connect Test Harness D between the dash sensor and SRS main harness 2-P connector. Check continuity between the No. 1 terminal and body ground, and between the No. 2 terminal and body ground.

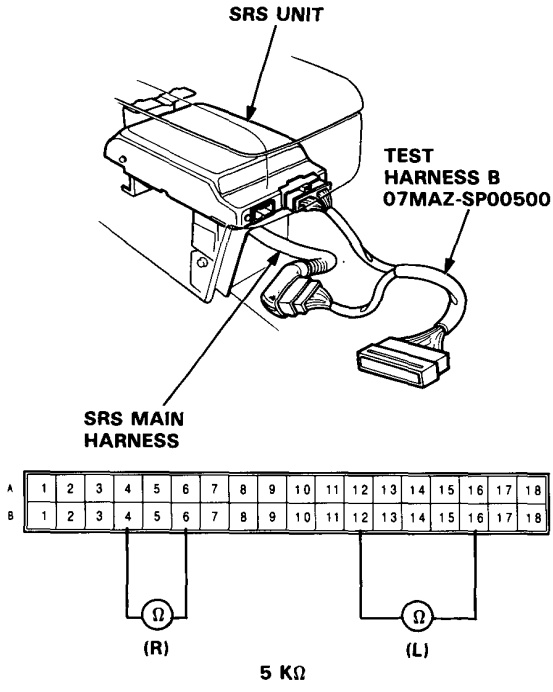


- If there is continuity, the dash sensor is faulty. Replace it and recheck the voltages according to the chart on page 23-20.
- If there is no continuity, replace the SRS main wire harness and recheck the voltages according to the chart on page 23-20.

Mode C: Short in cowl sensor, or open in both dash sensors.
Mode D: Open in one dash sensor.

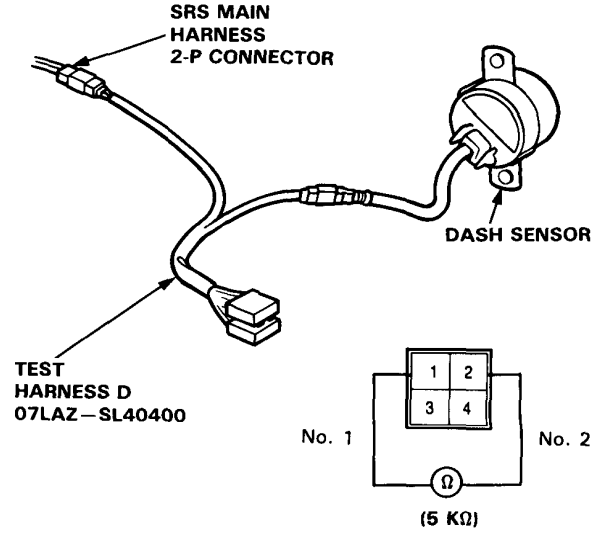
1. Before disconnecting any part of the SRS wire harness, install the short connector (see page 23-13).

2. Connect the Test Harness B between the SRS unit and the SRS main harness 18-P connector.
   Check the resistance between the left dash sensor terminals B12 and B16, and between the right dash sensor terminals B4 and B6.



- If resistance is more than 5 KΩ, go to step 3.
- If resistance is less than 5 KΩ, the SRS unit is faulty. Substitute a known-good SRS unit and recheck the voltages according to the chart on page 23-20.

3. Connect Test Harness D between the dash sensor and SRS main harness 2-P connector.
   Check the resistance between the No. 1 terminal and No. 2 terminal.



- If resistance is more than 5 KΩ, the dash sensor is faulty. Replace and recheck the voltages according to the chart on page 23-20.
- If resistance is less than 5 KΩ, the SRS main harness is faulty. Replace the SRS main harness and recheck the voltages according to the chart on page 23-20.

(cont'd)

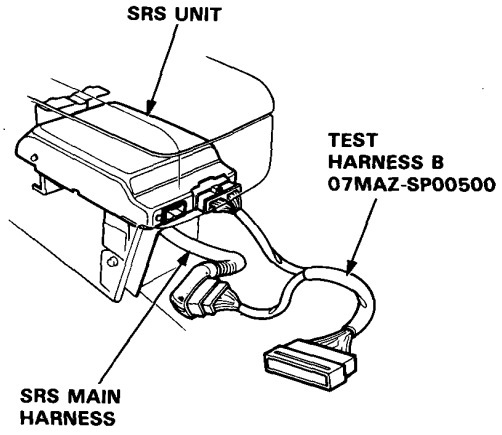
Troubleshooting (cont'd)

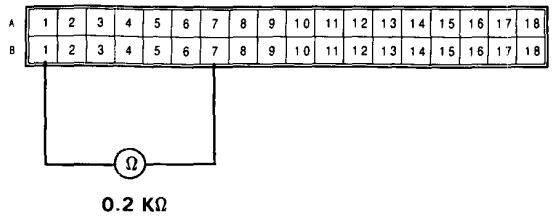
Mode E: Open in airbag inflator or cable reel.

NOTE: Do not disconnect the driver's airbag connector for the following test.

1. Before disconnecting any part of the SRS wire harness, install the short connector (see page 23-13).

2. Connect Test Harness B between the SRS unit and the SRS main harness 18-P connector.
   Measure the resistance between the B1 and the B7 terminals.

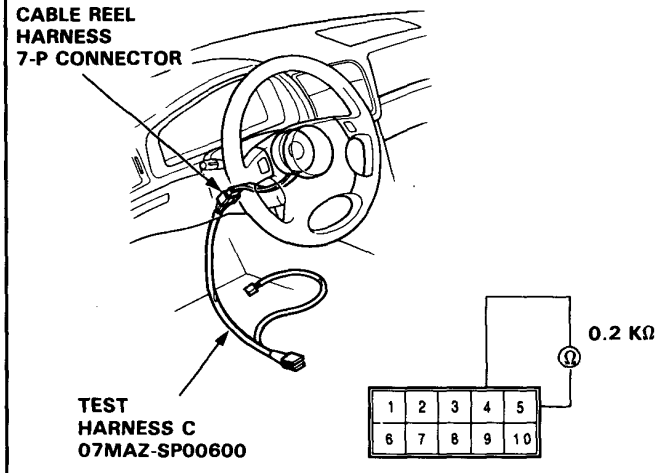




- If resistance is more than 0.2 KΩ, go to step 3.
- If resistance is less than 0.2 KΩ, the SRS unit is faulty. Substitute a known-good SRS unit and recheck the voltages according to the chart on page 23-20.

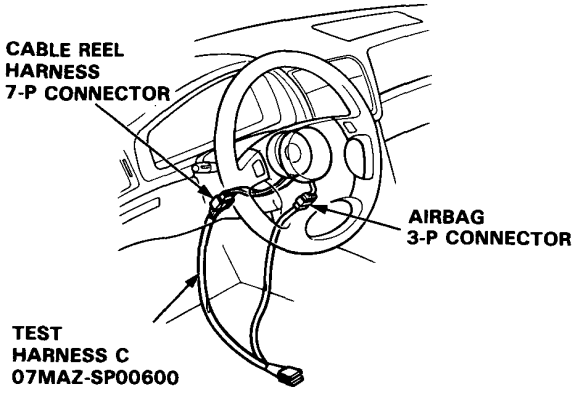
3. Disconnect the cable reel harness 7-P connector from the SRS main harness, then connect Test Harness C only to the cable reel harness side of the 7-P connector.

4. Measure the resistance between the No. 4 terminal and the No. 5 terminal.

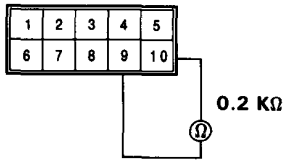


- If resistance is more than 0.2 KΩ, go to step 5.
- If resistance is less than 0.2 KΩ, the SRS main harness is faulty. Replace the SRS main harness and recheck the voltages according to the chart on page 23-20.

5. Disconnect the airbag 3-P connector from the cable reel harness, then connect Test Harness C to the airbag 3-P connector.



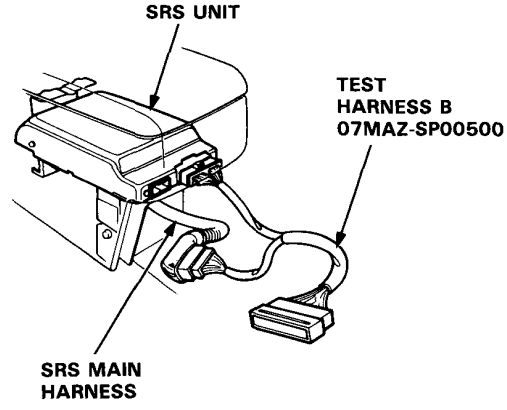
6. Measure the resistance between the No. 9 terminal and No. 10 terminal.



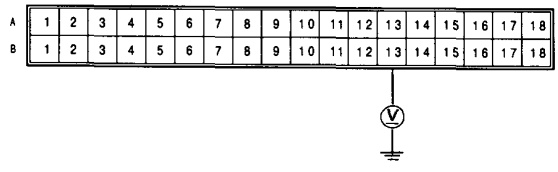
- If resistance is more than 0.2 KΩ, the inflator is faulty. Replace the airbag assembly and recheck the voltage according to the chart on page 23-20.
- If resistance is less than 0.2 KΩ, the cable reel is faulty. Replace the cable reel and recheck the voltages according to the chart on page 23-20.

Mode F: Blown SRS No.7: LHD, No. 16: RHD (10 A) fuse, or open in the wire.

1. Check the SRS No. 7: LHD, No. 16: RHD (10 A) fuse in the dash fuse box. If it's OK, go on to step 2.
   If it's blown, replace it with a new 10A fuse, then turn the ignition switch ON:
   - If the fuse doesn't blow, go on to step 2.
   - If the fuse blows, troubleshoot as necessary to find the short.
2. Before disconnecting any part of the SRS wire harness, install the short connector (see page 23-13).
3. Connect Test Harness B between the SRS unit and SRS *main harnes* 18-P *connector*.



4. Measure the voltage between the B13 terminal and body ground with the ignition switch ON.



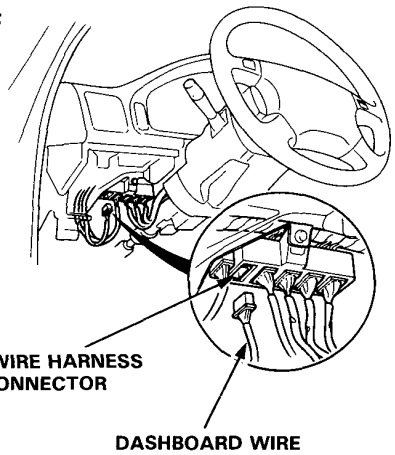
- If there is battery voltage, the SRS unit is faulty. Replace it and recheck the voltages according to the chart on page 23-20.
- If there is less than battery voltage, the SRS main harness is faulty. Replace it and recheck the voltages according to the chart on page 23-20.

(cont'd)

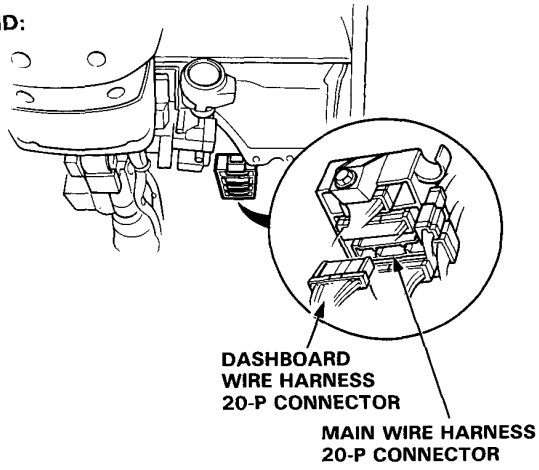
Mode G: Short or open in SRS indicator wire harness.

1. Disconnect the dashboard wire harness 20-P connector from the main wire harness.

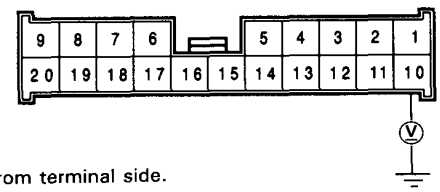
LHD:



RHD:



2. Measure the voltage between the No. 10 terminal and body ground on the main wire harness half of the 20-P connector with the ignition switch ON.



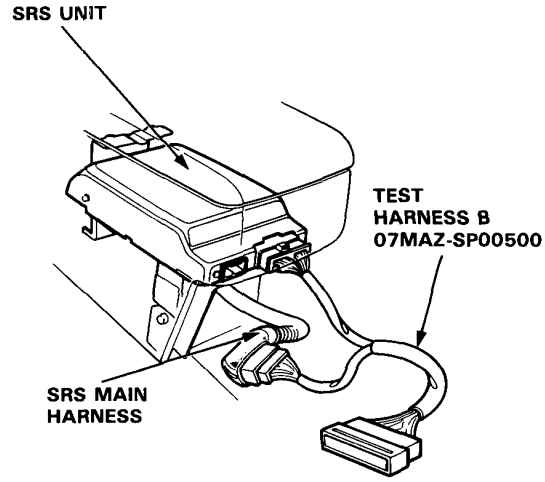
View from terminal side.

- If voltage is more than 8.5 V, go to step 8.
- If voltage is less than 8.5 V, go to step 3.

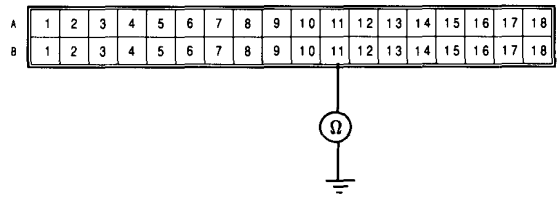
3. Before disconnecting any part of the SRS wire harness, install the short connector (see page 23-13).

4. Reconnect the battery positive cable and negative cable.

5. Connect Test Harness B between the SRS unit and the SRS main harness 18-P connector.



6. Check for continuity between the B11 terminal and body ground.

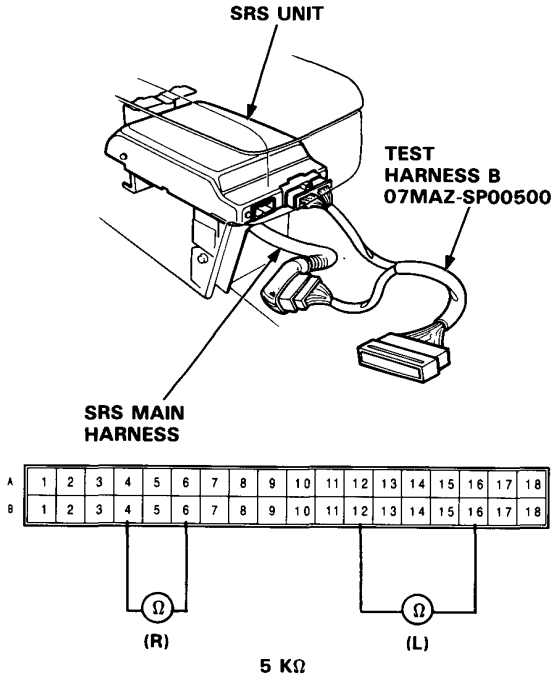


- If there is no continuity, go to step 7.
- If there is continuity, the SRS main harness (or the car main wire harness) is shorted. Replace the SRS main harness or repair the car main wire harness and recheck the voltages according to the chart on page 23-20.

Mode C: Short in cowl sensor, or open in both dash sensors.
Mode D: Open in one dash sensor.

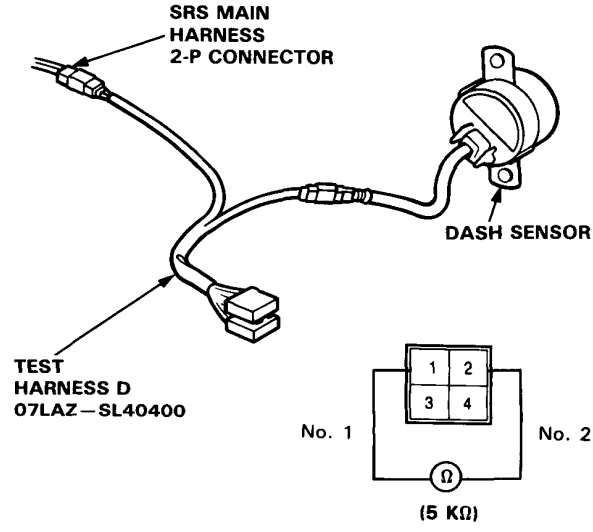
1. Before disconnecting any part of the SRS wire harness, install the short connector (see page 23-13).

2. Connect the Test Harness B between the SRS unit and the SRS main harness 18-P connector.
   Check the resistance between the left dash sensor terminals B12 and B16, and between the right dash sensor terminals B4 and B6.



- If resistance is more than 5 KΩ, go to step 3.
- If resistance is less than 5 KΩ, the SRS unit is faulty. Substitute a known-good SRS unit and recheck the voltages according to the chart on page 23-20.

3. Connect Test Harness D between the dash sensor and SRS main harness 2-P connector.
   Check the resistance between the No. 1 terminal and No. 2 terminal.



- If resistance is more than 5 KΩ, the dash sensor is faulty. Replace and recheck the voltages according to the chart on page 23-20.
- If resistance is less than 5 KΩ, the SRS main harness is faulty. Replace the SRS main harness and recheck the voltages according to the chart on page 23-20.

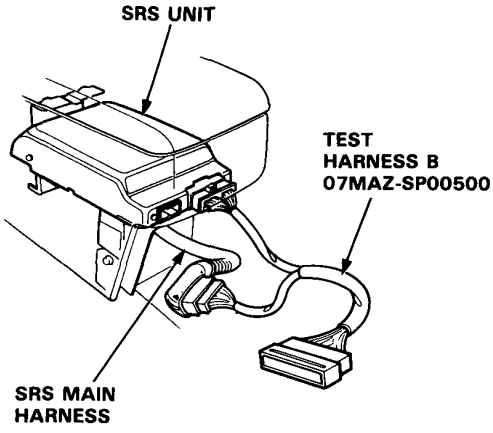
(cont'd)

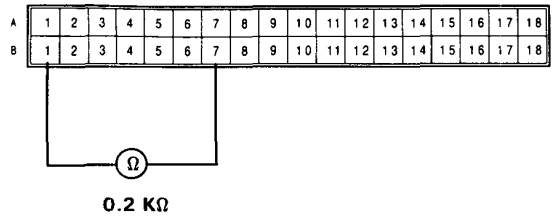
Troubleshooting (cont'd)

Mode E: Open in airbag inflator or cable reel.

NOTE: Do not disconnect the driver's airbag connector for the following test.

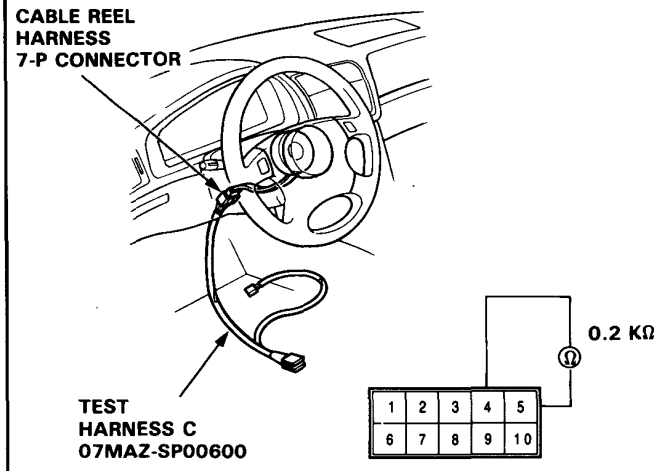
1. Before disconnecting any part of the SRS wire harness, install the short connector (see page 23-13).
2. Connect Test Harness B between the SRS unit and the SRS main harness 18-P connector.
   Measure the resistance between the B1 and the B7 terminals.





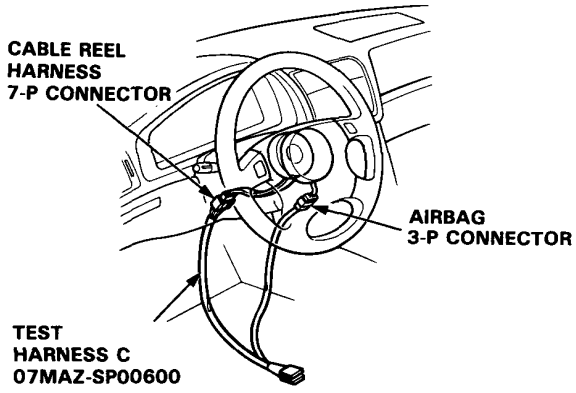
- If resistance is more than 0.2 KΩ, go to step 3.
- If resistance is less than 0.2 KΩ, the SRS unit is faulty. Substitute a known-good SRS unit and recheck the voltages according to the chart on page 23-20.

3. Disconnect the cable reel harness 7-P connector from the SRS main harness, then connect Test Harness C only to the cable reel harness side of the 7-P connector.
4. Measure the resistance between the No. 4 terminal and the No. 5 terminal.

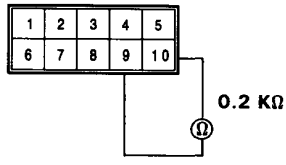


- If resistance is more than 0.2 KΩ, go to step 5.
- If resistance is less than 0.2 KΩ, the SRS main harness is faulty. Replace the SRS main harness and recheck the voltages according to the chart on page 23-20.

5. Disconnect the airbag 3-P connector from the cable reel harness, then connect Test Harness C to the airbag 3-P connector.



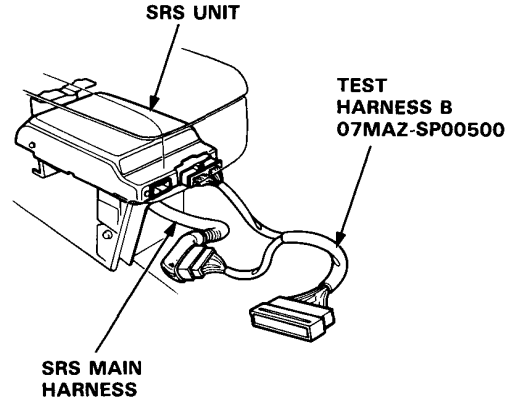
6. Measure the resistance between the No. 9 terminal and No. 10 terminal.



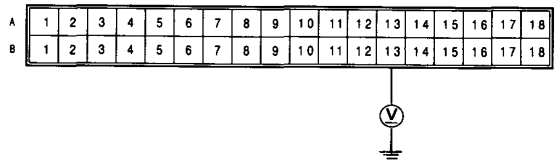
- If resistance is more than 0.2 KΩ, the inflator is faulty. Replace the airbag assembly and recheck the voltage according to the chart on page 23-20.
- If resistance is less than 0.2 KΩ, the cable reel is faulty. Replace the cable reel and recheck the voltages according to the chart on page 23-20.

Mode F: Blown SRS No.7: LHD, No. 16: RHD (10 A) fuse, or open in the wire.

1. Check the SRS No. 7: LHD, No. 16: RHD (10 A) fuse in the dash fuse box. If it's OK, go on to step 2.
   If it's blown, replace it with a new 10A fuse, then turn the ignition switch ON:
   - If the fuse doesn't blow, go on to step 2.
   - If the fuse blows, troubleshoot as necessary to find the short.
2. Before disconnecting any part of the SRS wire harness, install the short connector (see page 23-13).
3. Connect Test Harness B between the SRS unit and SRS main harnes 18-P connector.



4. Measure the voltage between the B13 terminal and body ground with the ignition switch ON.



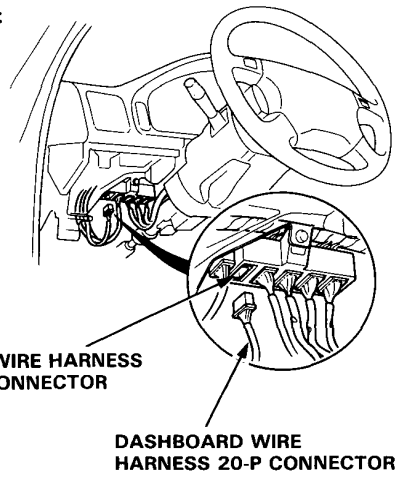
- If there is battery voltage, the SRS unit is faulty. Replace it and recheck the voltages according to the chart on page 23-20.
- If there is less than battery voltage, the SRS main harness is faulty. Replace it and recheck the voltages according to the chart on page 23-20.

(cont'd)

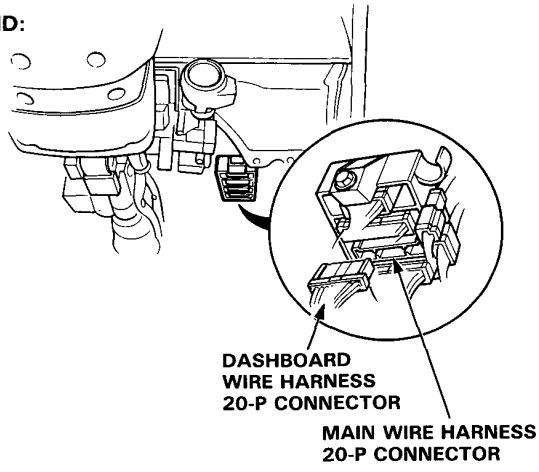
Mode G: Short or open in SRS indicator wire harness.

1. Disconnect the dashboard wire harness 20-P connector from the main wire harness.

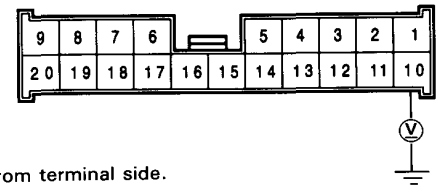
LHD:



RHD:



2. Measure the voltage between the No. 10 terminal and body ground on the main wire harness half of the 20-P connector with the ignition switch ON.



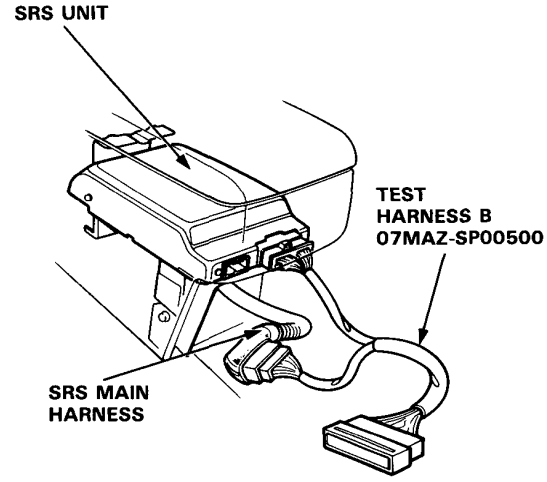
View from terminal side.

- If voltage is more than 8.5 V, go to step 8.
- If voltage is less than 8.5 V, go to step 3.

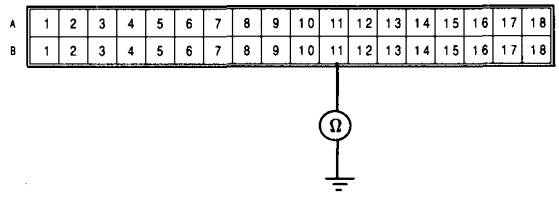
3. Before disconnecting any part of the SRS wire harness, install the short connector (see page 23-13).

4. Reconnect the battery positive cable and negative cable.

5. Connect Test Harness B between the SRS unit and the SRS main harness 18-P connector.



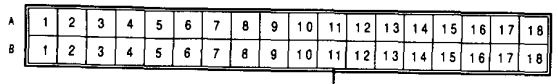
6. Check for continuity between the B11 terminal and body ground.



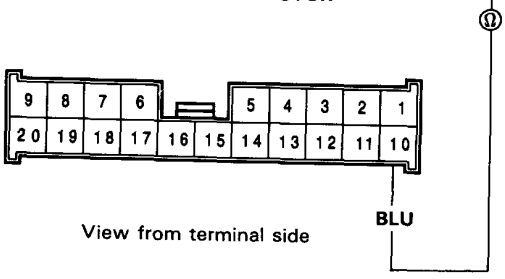
- If there is no continuity, go to step 7.
- If there is continuity, the SRS main harness (or the car main wire harness) is shorted. Replace the SRS main harness or repair the car main wire harness and recheck the voltages according to the chart on page 23-20.

7. *Check* for continuity between the B11 terminal of the Test Harness B and the No. 10 terminal of the main wire harness 20-P connector.

TEST HARNESS B



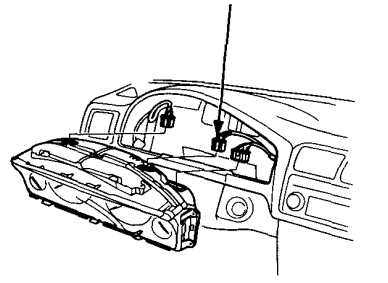
MAIN WIRE HARNESS 20-P CONNECTOR



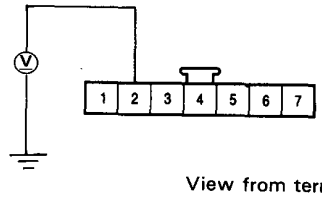
- If there is continuity, the SRS unit is faulty. Replace and recheck the voltages according to the chart on page 23-20.
- If there is no continuity, the SRS main harness or the car main wire harness is open. Replace the SRS main harness or the car main wire harness and recheck the voltages according to the chart on page 23-20.

8. Connect the dashboard wire harness 20-P connector to the main wire harness. Disconnect the dashboard wire harness 7-P connector from the gauge assembly.

DASHBOARD WIRE HARNESS 7-P CONNECTOR



9. Turn the ignition switch ON and wait for 6 seconds. Measure the voltage between the No. 2 terminal and body ground.



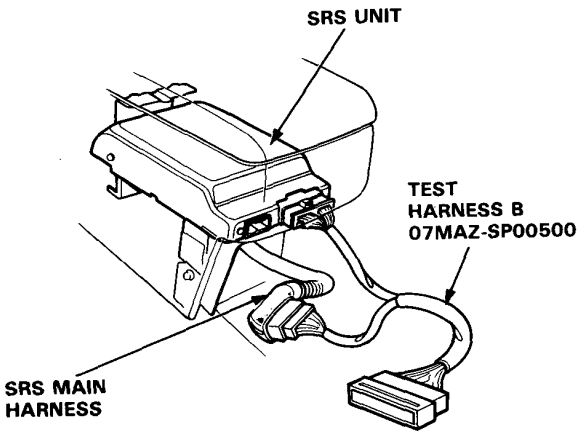
- If voltage is more than 8.5 V, the SRS indicator circuit is faulty (in the gauge assembly). Replace the gauge assembly and recheck the voltages according to the chart on page 23-20.
- If voltage is less than 8.5 V, the dashboard wire harness is faulty. Repair the open or short in the BLU wire of the dashboard wire harness and recheck the voltages according to the chart on page 23-20.

(cont'd)

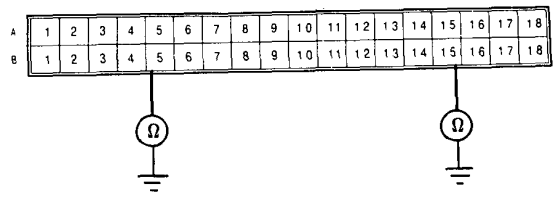
Troubleshooting (cont'd)

Poor ground at SRS unit or unit mounting bolts.

1. Before disconnecting any part of the SRS wire harness, install the short connector (see page 23-13).
2. Connect Test Harness B between the SRS unit and SRS main harness 18-P connector.



3. Check for continuity between the B5 terminal and body ground, and the B15 terminal and body ground.



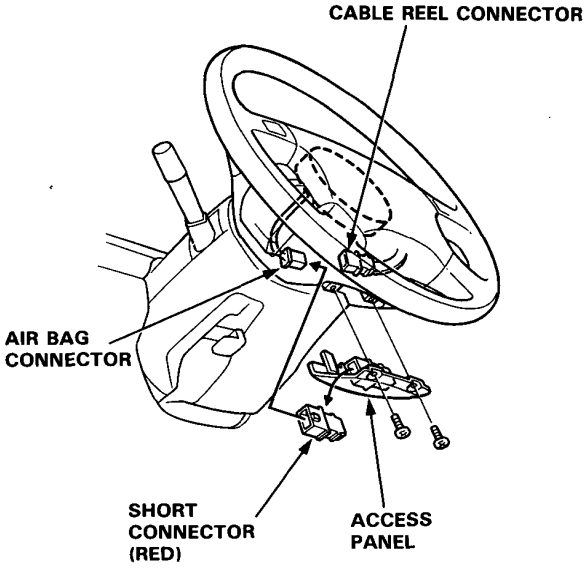
- If there is continuity, the SRS unit is faulty. Replace and recheck the voltages according to the chart on page 23-20.
- If there is no continuity, the SRS unit ground, the control unit component grounds or the SRS main harness is faulty. Check the grounds (check wire and control unit mounting bolts) and, if necessary, replace the SRS main harness. Recheck the voltages according to the chart on page 23-20.

Airbag Assembly Removal

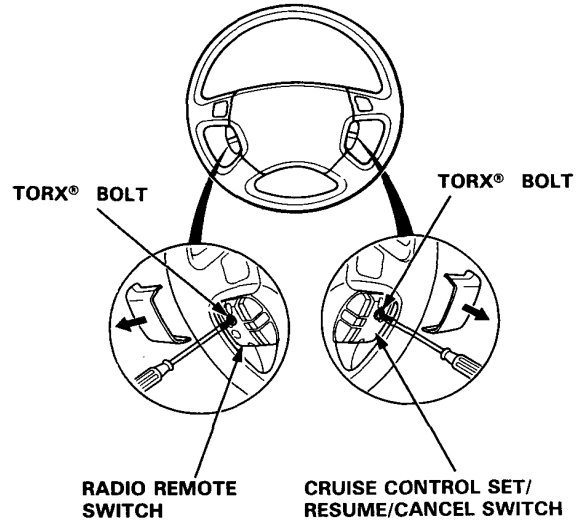
⚠ WARNING Store a removed airbag assembly with the pad surface up, if the airbag is improperly stored face down, accidental deployment could propel the unit with enough force to cause serious injury.

CAUTION:
- **Do not install used SRS parts from another car. For repairs, use only new parts.**
- **Carefully inspect the airbag assembly before you install it. Do not install an airbag assembly that shows signs of being dropped or improperly handled, such as dents, cracks or deformation.**
- **Do not disassemble or tamper with the airbag assembly.**

1. Disconnect the battery negative cable, then disconnect the positive cable.
2. Remove the access panel from the steering wheel, then remove the short connector from the panel.
3. Disconnect the connector between the airbag and cable reel.
4. Install the short connector on the airbag.



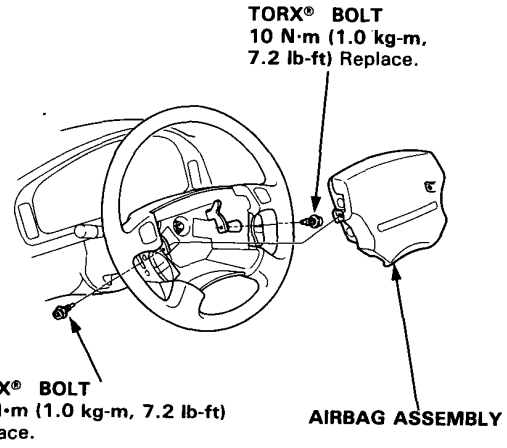
5. Remove the 2 TORX® bolts using a TORX® T30 bit, then remove the airbag assembly.



Airbag Assembly Installation

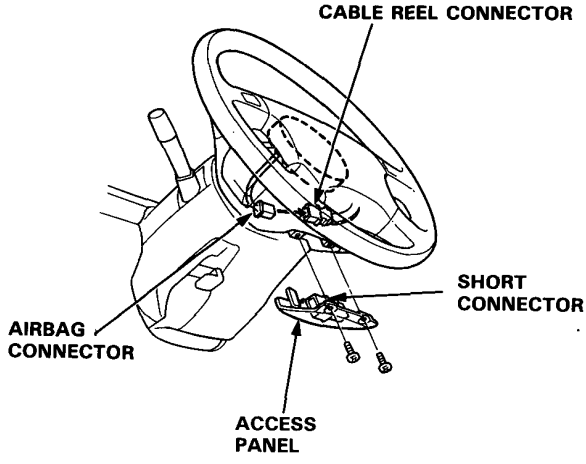
CAUTION:
- **Be sure to install the SRS wiring so it is not pinched or interfering with other car parts.**
- **Be sure the battery cables are disconected.**

1. Place the airbag assembly in the steering wheel, and secure it with new TORX® bolts.



2. Remove the short connector from the airbag connector, then connect the airbag connector to the cable reel connector.

3. Attach the short connector to the access panel, then reinstall the panel on the steering wheel.



4. Reconnect the battery positive cable, then the negative cable.

5. After installing the airbag assembly, confirm proper system operation:
   - Turn the ignition to II: The instrument panel SRS indicator light should go on for about 6 seconds and then go off.
   - Confirm operation of horn buttons.
   - Confirm operation of cruise control set/resume/cancel switch.

Airbag Disposal

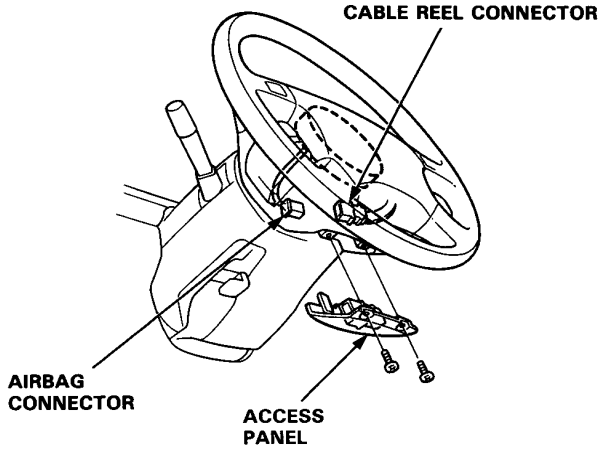
Before scrapping any airbag (including one in a whole car to be scrapped), the airbag must be deployed. If the car is still within the warranty period, before deploying the airbag, the Honda Motor District Service Manager must give approval and/or special instructions.
Only after an airbag is already deployed (as the result of vehicle collision, for example), can the normal scrapping procedure be done.
If the airbag appear intact (not deployed) it should be treated with extreme caution.
Follow the procedure, described below.

Deploying the Airbag: In-car

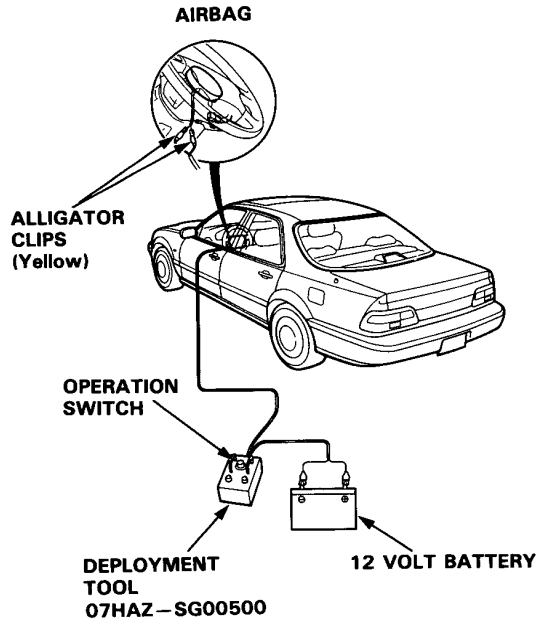
NOTE: If an SRS car is to be entirely scrapped, its airbag should be deployed while still in the car. An airbag should not be considered a salvageable part and should never be installed in another car.

⚠ WARNING Confirm that the airbag assembly is securely mounted; otherwise.
Severe personal injury could result during deployment.

1. Disconnect both the negative cable and positive cable from the battery.
2. Confirm that the special tool is functioning properly by following the check procedure on the label of the tool set box, or on page 23 -33
3. Remove the access panel, then disconnect the connector between the airbag and the cable reel.



4. Cut off the airbag connector, then strip the wire ends and connect the special tool alligator clips to them. Place the special tool approximately 10 meters (30 ft) away from the airbag.



5. Connect a 12 volt battery to the tool:
   - If the green light on the tool goes on, the airbag igniter circuit is defective and cannot be deployed. Go to Damaged Airbag Special Procedure.
   - If the red light on the tool goes on, the airbag is ready to be deployed.

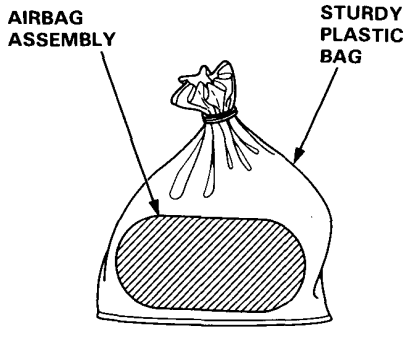
6. Push the tool's deployment switch. The airbag should deploy (deployment is both highly audible and visible — a loud noise and rapid inflation of the bag, followed by slow deflation).

   - If deployment happens and the green light on the tool goes on, continue with this procedure.
   - If the airbag doesn't deploy, yet the green light goes ON, its igniter is defective. Go to Damaged Airbag Special Procedure.

   ⚠ WARNING During deployment, the airbag assembly can become hot enough to burn you. Wait thirty minutes after deployment before touching the assembly.

7. Dispose of the complete airbag assembly. No part of it can be reused. Place it in a sturdy plastic bag and seal it securely.

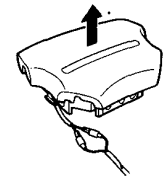
   CAUTION:
   - **Wear a face shield and gloves when handling a deployed airbag.**
   - **Wash your hands and rinse them well with water after handling a deployed airbag.**



Deploying the Airbag: Out-of-car.

NOTE: If an intact airbag assembly has been removed from a scrapped car or has been found defective or damaged during transit, storage or service, it should be deployed as follows:

⚠ WARNING Position the airbag assembly face up, outdoors on flat ground at least 10 meters (30 ft) from any obstacles or people.



1. Confirm that the special tool is functioning properly by following the check procedure on this page or on the tool box label.
2. Remove the short connector from the airbag connector.
3. Follow steps 4, 5, 6 and 7 of the in-car deployment procedure.

Damaged Airbag Special Procedure.

⚠ WARNING If an airbag cannot be deployed, it should not be treated as normal scrap; it should still be considered a potentially explosive device that can cause serious injury.

1. If installed in a car, follow the removal procedure on page 23-30.
2. In all cases, make sure a short connector is properly installed on the airbag connector.
3. Package the airbag assembly in exactly the same packaging that the new replacement part came in.
4. Mark the outside of the box "DAMAGED AIRBAG-NOT DEPLOYED" so it does not get confused with your parts stock. If applicable, also note on the box the VIN of the car from which it was removed.
5. Contact your Honda Motor District Service Manager for how and where to return it for disposal.

Deployment Tool: Check Procedure.

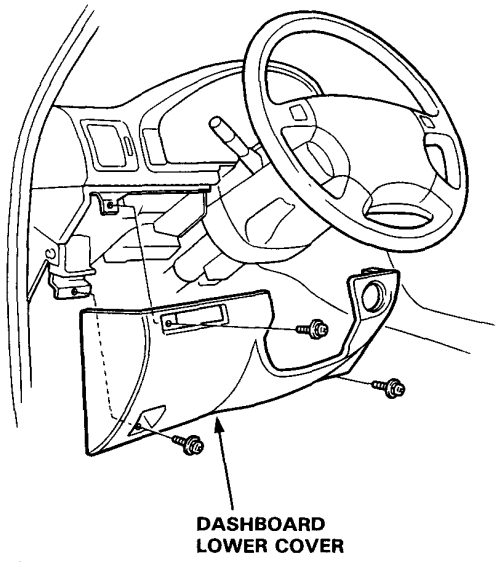
1. Connect the yellow clips to both switch protector handles on the tool; connect the tool to a battery.
2. Push the operation switch: green means tool is OK; red means tool is faulty.
3. Disconnect the battery and the yellow clips.

Cable Reel Removal

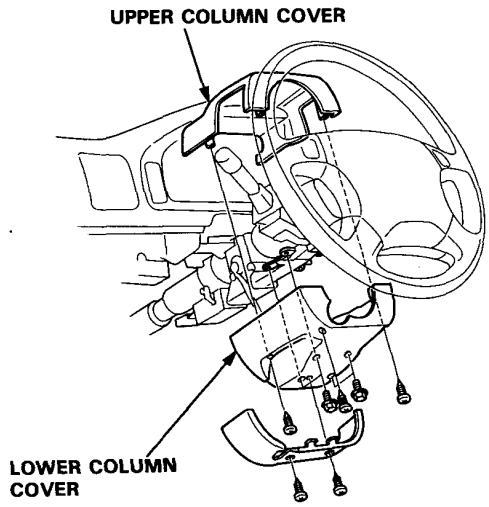
⚠ WARNING **Store a removed airbag assembly with the pad surface up. If the airbag is improperly stored face down, accidental deployment could propel the unit with enough force to cause serious injury.**

CAUTION:
- **Carefully inspect the airbag assembly before installing it. Do not install an airbag assembly that shows signs of being dropped or improperly handled, such as dents, cracks or deformation.**
- **Do not disassemble or tamper with the airbag assembly.**

1. Before disconnecting any parts of the SRS wire harness, install the short connector (see page 23-13).
2. Make sure the wheels are aligned straight ahead.
3. Remove the dashboard lower cover.

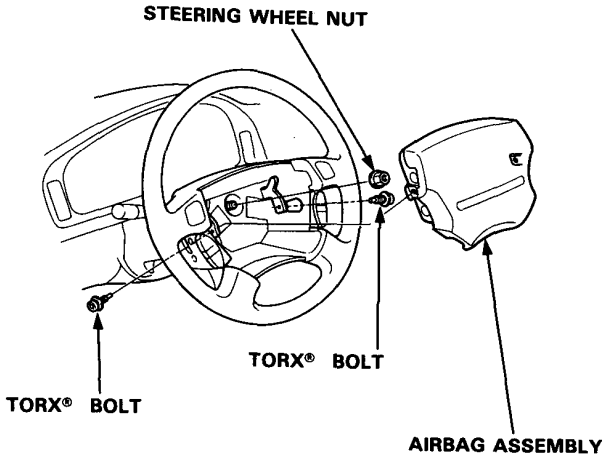


4. Remove the upper and lower column covers.

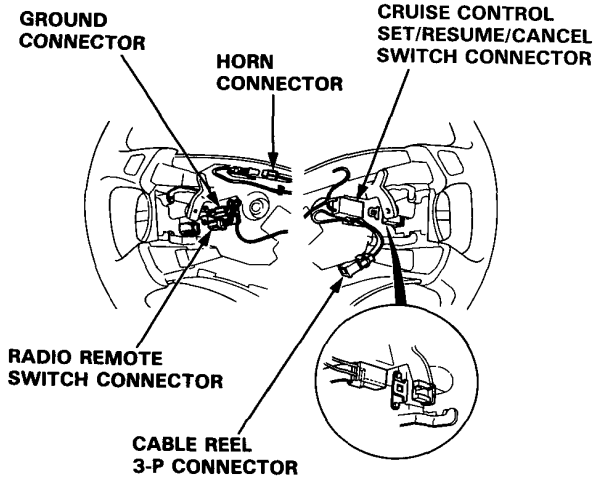


5. Disconnect the connector between the cable reel and the SRS main harness.

6. Remove the airbag assembly from the steering wheel by removing the TORX® bolts, then remove the steering wheel nut.

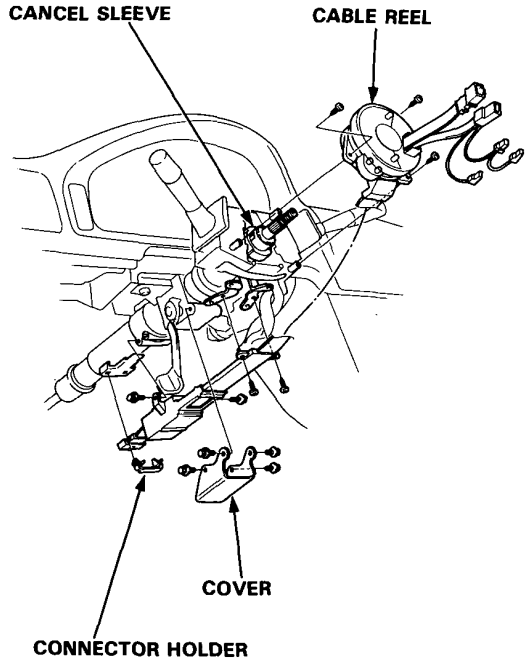


7. Disconnect the connectors from the horn, radio remote switch, ground and cruise control set/resume/cancel switches, then remove the cable reel 3-P connector from its clips.



8. Remove the steering wheel.

9. Remove the 4 bolts and remove the cover under the steering column.

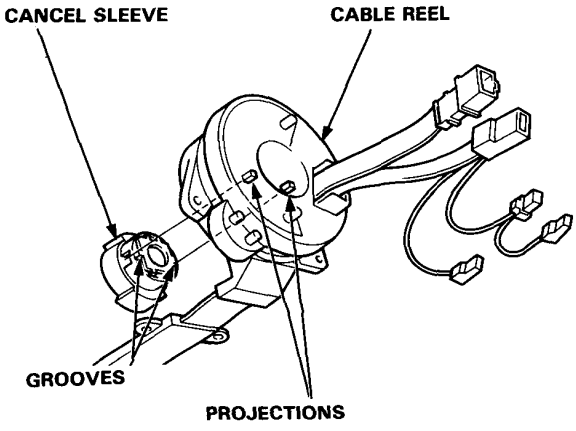


10. Remove the cable reel and cancel sleeve.

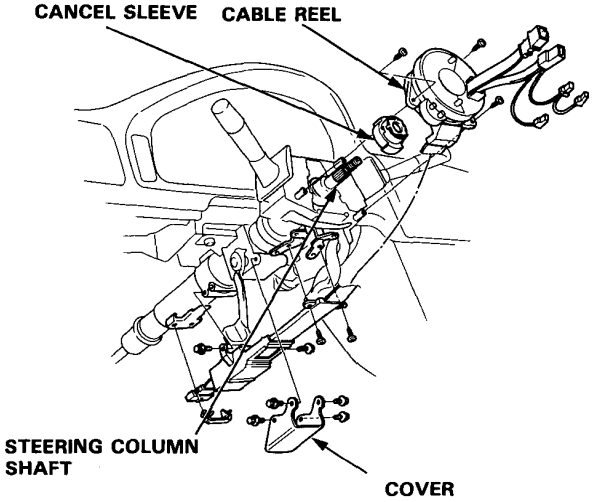
Cable Reel Installation

CAUTION:
- **Before installing the steering wheel, the front wheels should be aligned straight forward.**
- **Be sure to install the harness wires so that they are not pinched or interfering with other car parts.**
- **After reassembly, confirm that the wheels are still straight ahead and that steering wheel spoke angle is correct. If minor spoke angle adjustment is necessary do so only by adjustment of the tie rods, not by removing and repositioning the steering wheel.**

1. Align the cancel sleeve grooves with the cable reel projections.

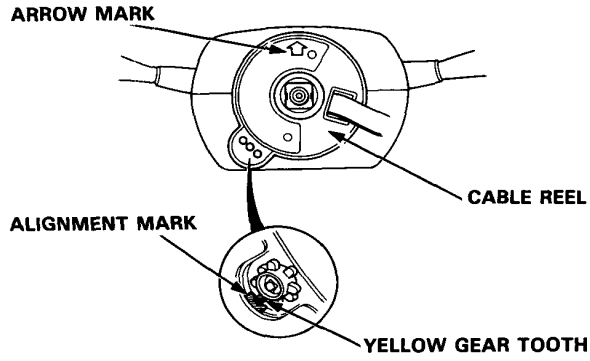


2. Carefully install the cable reel and the cancel sleeve on the steering column shaft. Reinstall the cover.

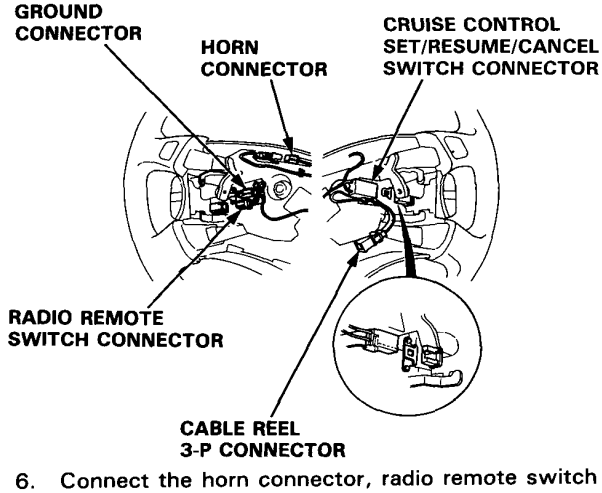


3. Install the steering column upper and lower covers.

4. Center the cable reel.
   Do this by first rotating the cable reel clockwise until it stops. Then rotate it counterclockwise (about two turns) until:
   - The yellow gear tooth lines up with the mark on the cover.
   - The arrow on the cable reel label points straight up.



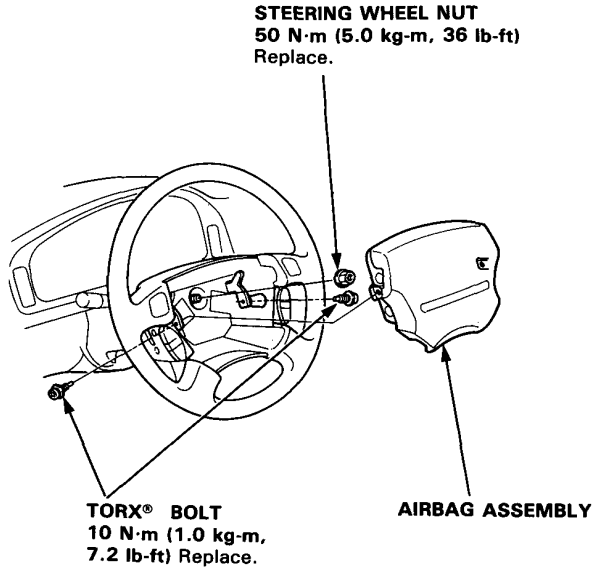
5. Install the steering wheel and attach the cruise control connector and cable reel connector to their clips.



6. Connect the horn connector, radio remote switch connector and ground connector.

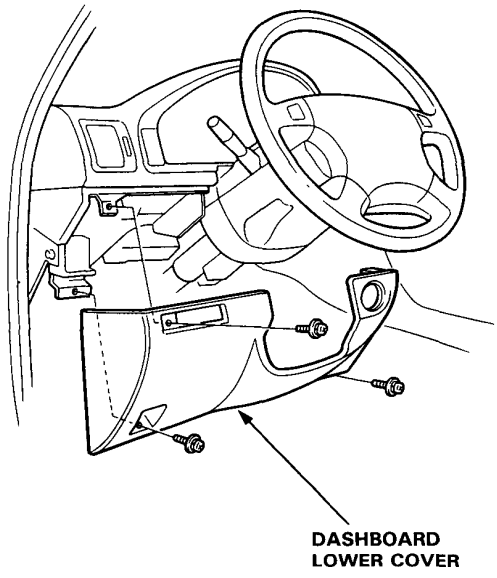
7. Install the steering wheel nut.

8. Install the airbag assembly.



9. Connect the cable reel harness 7-P connector to the SRS main harness, then attach the connector holder to the steering column.

10. Install the dashboard lower cover.

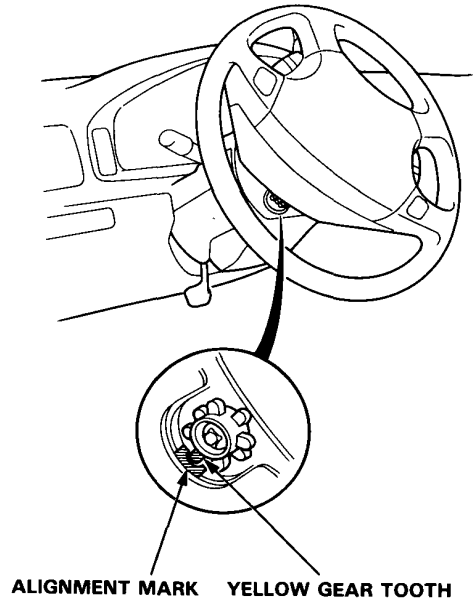


11. Remove the short connector (RED) from the airbag, then connect the cable reel connector to the airbag connector.

12. Attach the short connector (RED) to the access panel, then reinstall the panel on the steering wheel.

13. Reconnect the battery positive cable, then the negative cable.

14. After installing the cable reel, confirm proper system operation:
    - Turn the ignition to II; the instrument panel SRS light should go on for about 6 seconds and then go off.
    - Confirm operation of horn buttons.
    - Confirm operation of the lighting and wiper switches.
    - Confirm operation of cruise control set/resume/cancel switch.
    - Rotate the steering wheel counterclockwise to make sure the yellow gear tooth lines up with the slot on the cover.



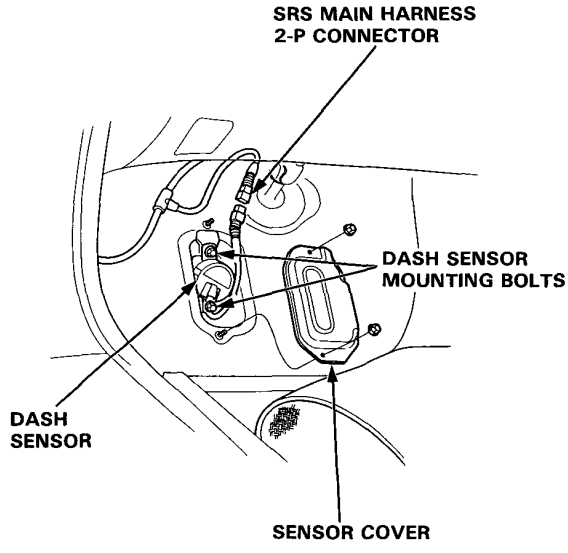
Dash Sensor Removal

CAUTION:
- **Do not damage the sensor wiring.**
- **Do not install used SRS parts from another car. Use only new SRS parts.**
- **Carefully inspect the dash sensors fro signs of being dropped or improperly handled, such as dents, cracks or deformation.**

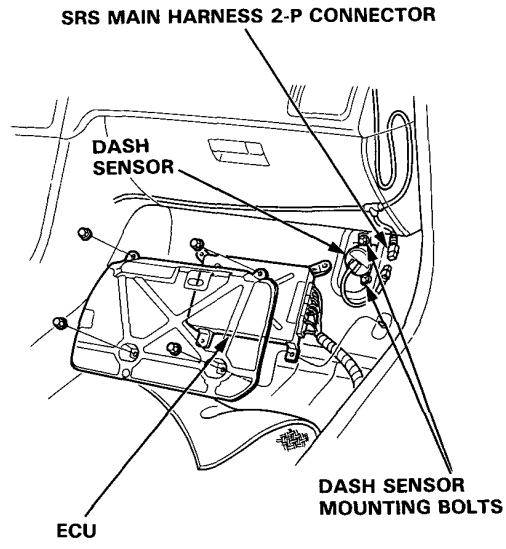
NOTE: LHD type is shown. RHD type is symmetrical to LDH type.

1. Before disconnecting any parts of the SRS wire harness, install the short connector (see page 23-13).

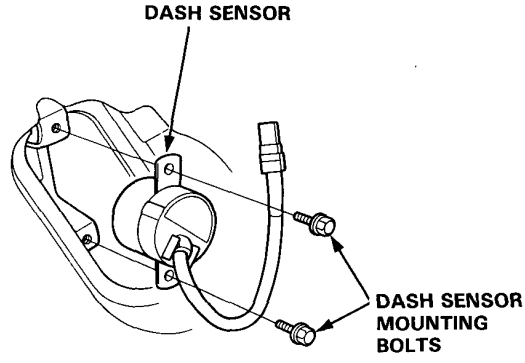
2. Remove the footrest and left door sill molding, then pull the carpet back, and remove the sensor cover.



3. Remove the door sill molding and pull back the carpeting. Remove the ECU.



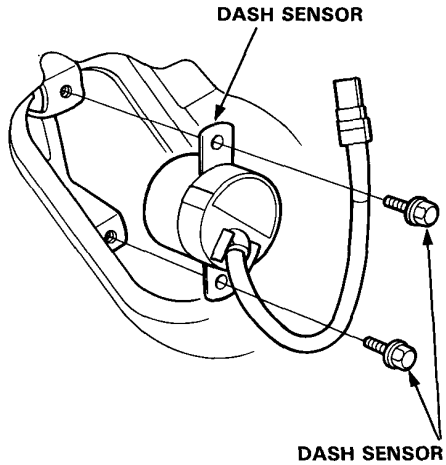
4. Remove the 2 mounting bolts, then remove the dash sensor.



Dash Sensor Installation

CAUTION:
- **Be sure to install the harness wires so that they are not pinched or interfering with other car parts.**
- **Replace a sensor if it is dented, cracked or deformed.**
- **For the SRS to function properly, the right and left sensors must be installed on the proper sides.**

1. Be sure the battery cables are disconnected.
2. Install the sensor securely.



DASH SENSOR MOUNTING BOLTS
8 mm x 1.25
22 N·m (2.2 kg-m, 16 lb-ft)
Replace.

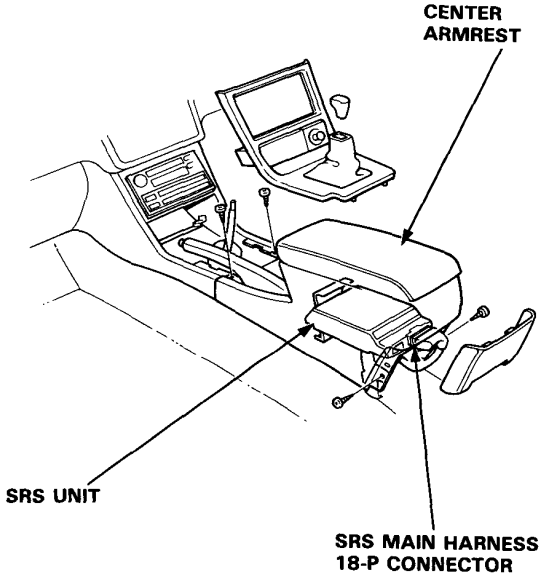
3. Reinstall the sensor cover, carpet, molding, footrest and ECU.
4. Remove the short connector (RED) from the airbag connector, then reconnect the airbag connector to the cable reel connector.
5. Attach the short connector (RED) to the access panel, then reinstall the panel on the steering wheel.
6. Reconnect the battery positive cable, then the negative cable.
7. After installing the dash sensor, confirm proper system operation.
   - Turn on the ignition to II: the instrument panel SRS indicator light should go on for about 6 seconds and then go off.

SRS Unit Removal

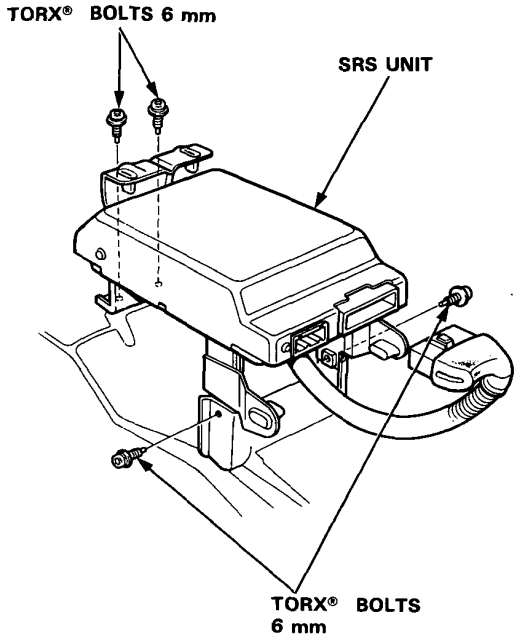
CAUTION:
- **Do not damage the SRS unit terminal or connectors.**
- **Do not disassemble the SRS unit; it has no serviceable parts.**
- **Store the SRS unit in a clean, dry area.**
- ***Do not* use any SRS unit which has been subjected to water damage or shows signs of being dropped or improperly handled, such as dents, cracks or deformation.**

1. Before disconnecting any parts of the SRS wire harness, install the short connector (see page 23-13).

2. Remove the center armrest, then disconnct the SRS main harness 18-P connector from the SRS unit.

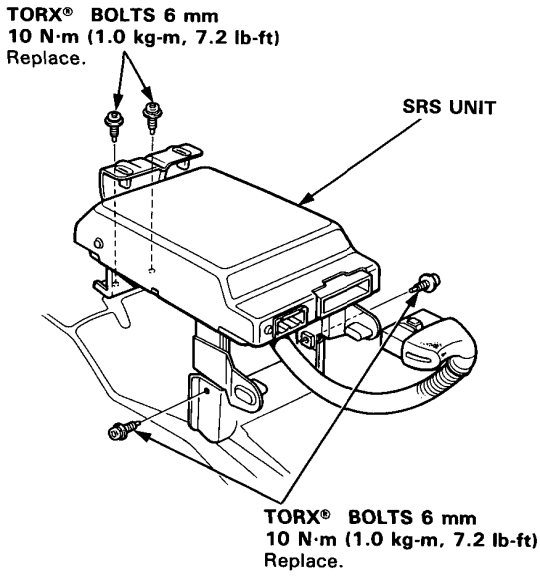


3. Remove the 4 SRS unit mounting bolts, then remove the SRS unit.



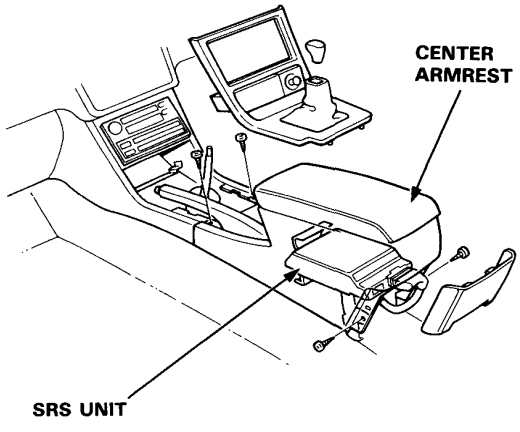
CAUTION: Be sure to install the SRS wiring so that it is not pinched or interfering with other car parts.

1. Install the SRS unit.



2. Connect the SRS main harness 18-P connector to the SRS unit; push it into position until it clicks.

3. Install the center armrest.



4. Remove the short connector from the airbag connector, then reconnect the cable reel connector to the airbag connector.

5. Attach the short connector (RED) to the access panel, then reinstall the panel on the steering wheel.

6. Reconnect the battery positive cable, then the negative cable.

7. After installing the SRS unit assembly, confirm proper system operation.

   - Turn the ignition to II: the instrument panel SRS indicator light should go on for about 6 seconds and then go off.