

Chassis and Engine Numbers

Vehicle Identification Number

JHMAAH5330S300001

Model Name

AL: 1200 2D H/B
AG: 1300 2D H/B
AH: 1500 2D HB
AM: 1200 4D
AJ: 1300 4D
AK: 1500 4D
AN: Shuttle 4D H/B
AS: 1600 Civic Coupe CR-X
AF: 1500 Civic Coupe CR-X

Transmission Type

7: Automatic
5: 5-speed
4: 4-speed
3: Hondamatic

Number of Doors

3: 2 Door
4: 4 Door
5: 5 Door

The tailgate is counted as a door.

Grade

1: Basic model (Most simple version)
2: Standard model
3: High priced orders-higher than standard version
(3, 4, 5, 6, 7, 8, 9, 0)

Plant

S: Suzuka Plant

Model Year

3: 1987

Serial Number

Transmission Number (Manual)

CG - 1200001

Transmission Type

CG: 5-speed with ZC1 Engine
GW: 5-speed expect ZC1 Engine
GV: 4-speed

Model Year

12: 1987 with CG Transmission
25: 1987 with GW and GV Transmission

Serial Number

Transmission Number (Hondamatic)

AV - 2000001

Transmission Type

Serial Number

Transmission Number (Automatic)

CA - 1000001

Transmission Type

Serial Number

Abbreviations:

2 D H/B 2 Door Hatchback
4 D 4 Door Sedan
4 D H/B Wagon (Australia model)
Shuttle (Except Australia model)

Automatic..... 4 Speed Automatic transmission

Hondamatic... 2 Speed + OD Hondamatic transmission

MT 5 Speed and 4 Speed Manual transmission

HM Automatic and Hondamatic transmission

Engine Serial Number

EW₂ - 1600001

Engine Type

ZA1: 1200 (62 PS)
ZA2: 1200 (55 PS)
EV2: 1300
EW2: 1500
EW3: 1500 (PGM-FI)
EW4: 1500 (PGM-FI with catalyst)
ZC1: 1600 DOHC (Fuel-Injected Engine)

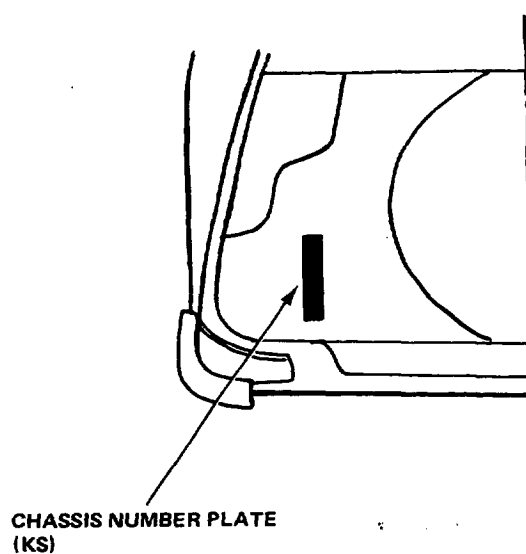
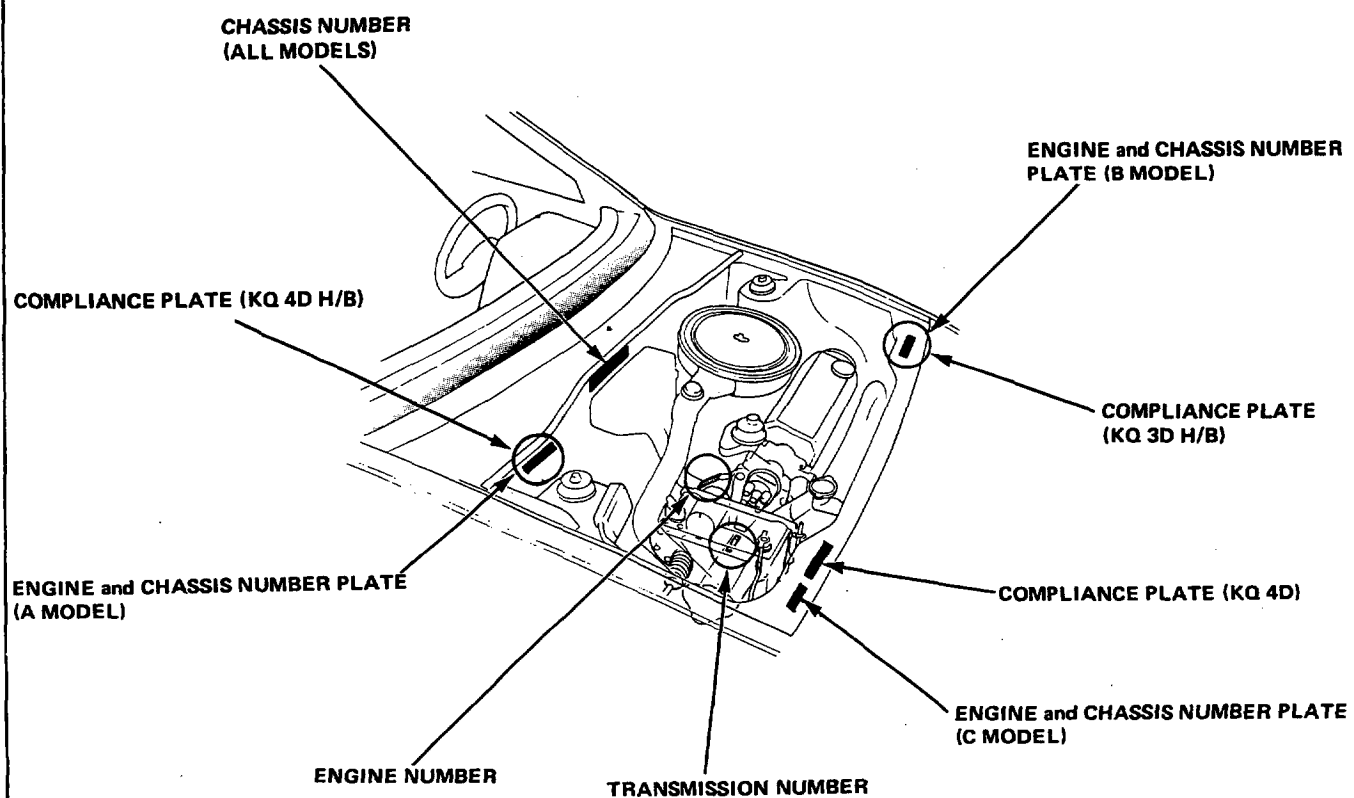
Model Year

12: 1987 with ZC1 Engine
16: 1987 other Engines
82: 1987 with EW4 Engine
92: 1987 with KX Carbureted Engine type

Serial Number

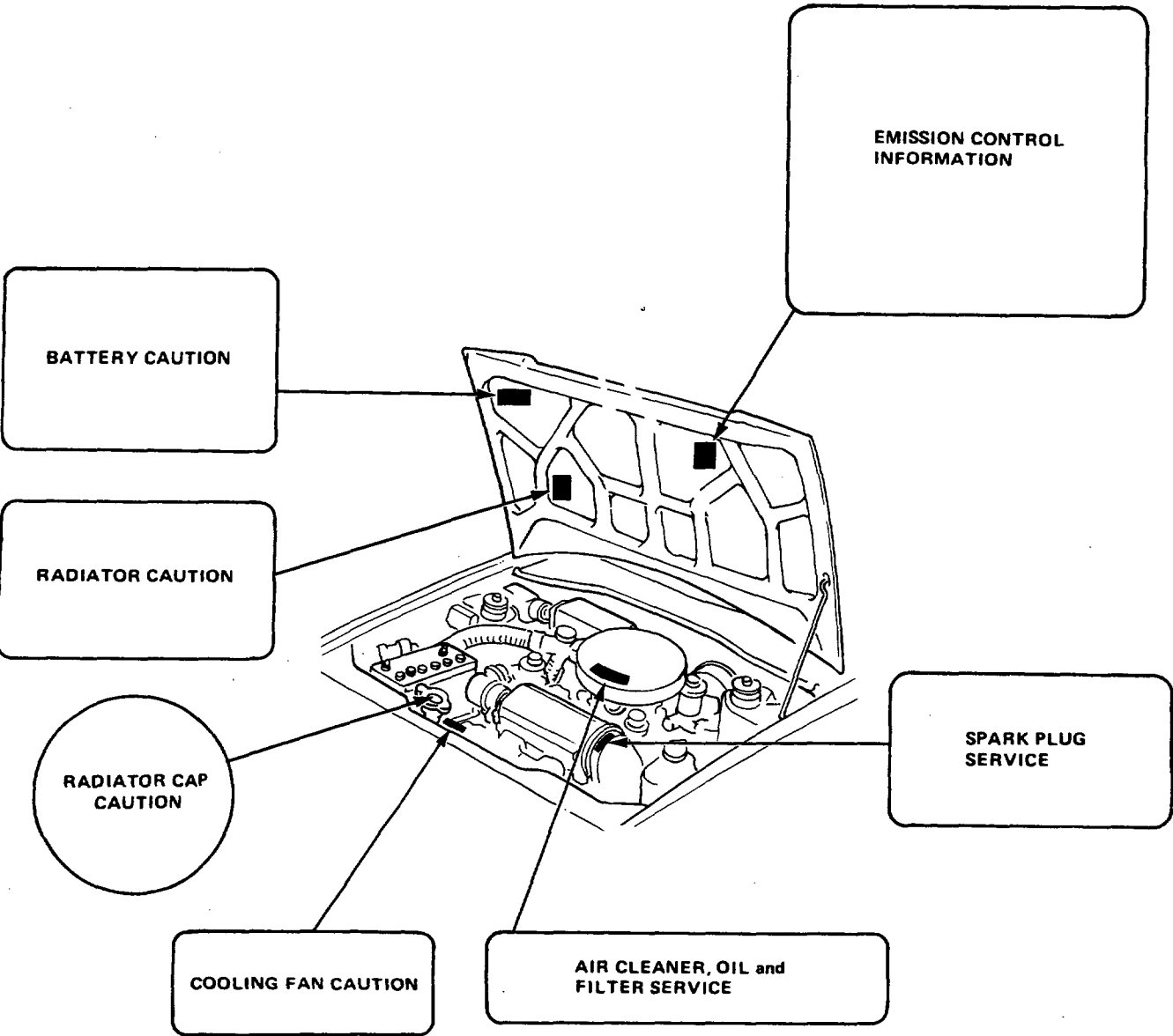


Identification Number Locations



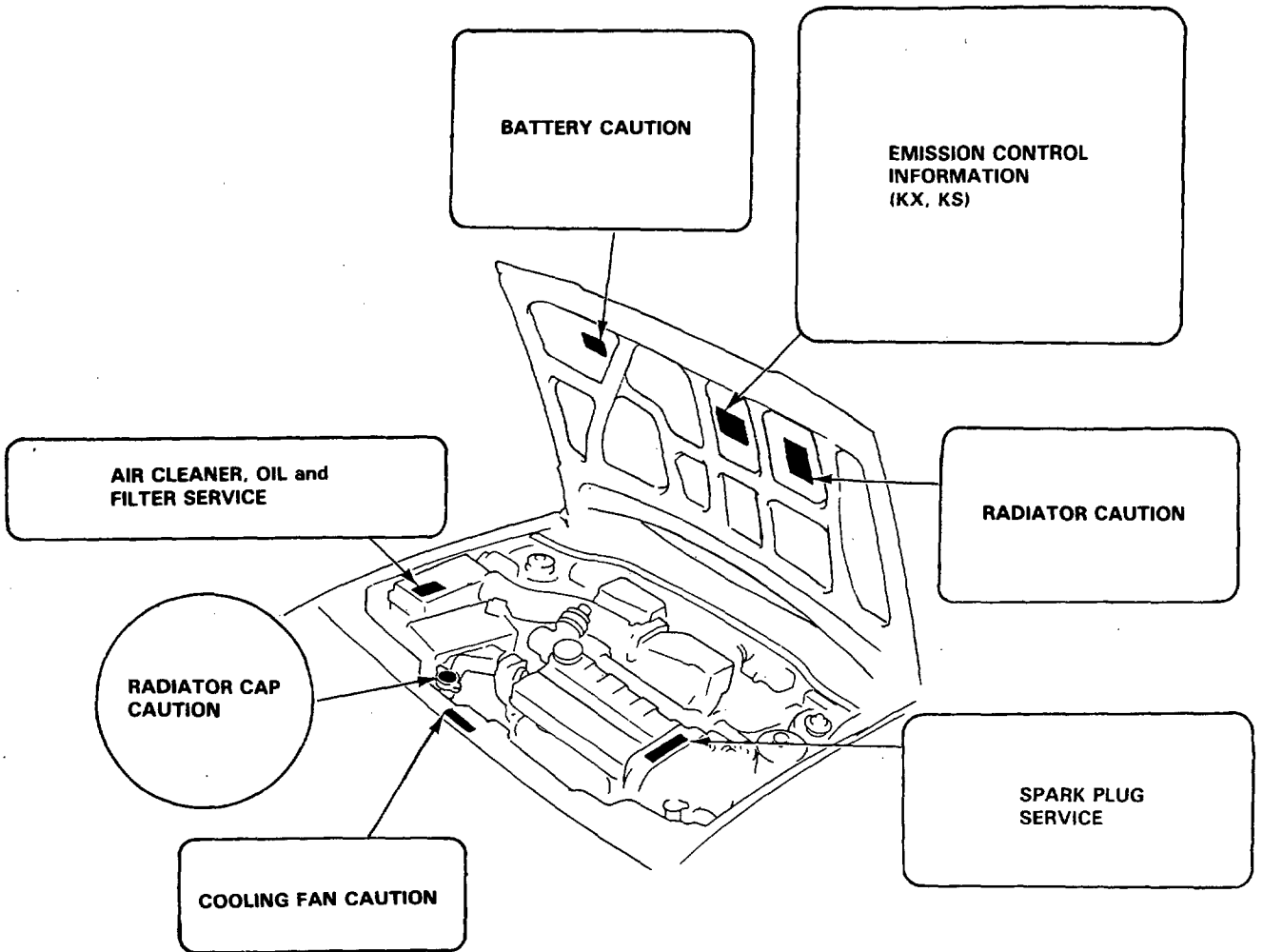
Label Locations

Except Coupe EC





Coupe EC



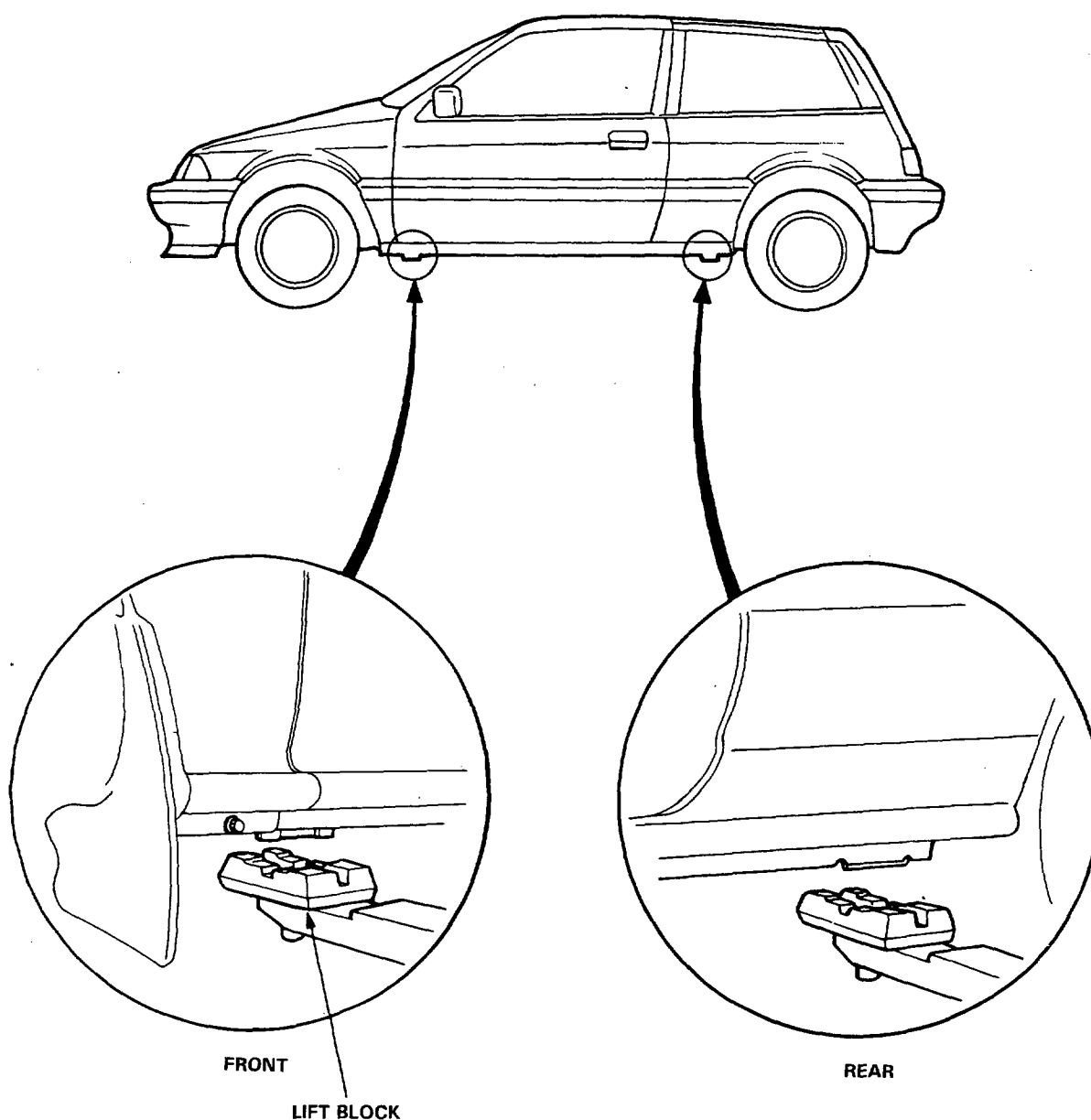
Lift and Support Points

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.

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

NOTE: Since each tire/wheel assembly weights approximately 13.6 kg (30 lbs), placing the front wheels in the trunk can assist with the weight transfer.





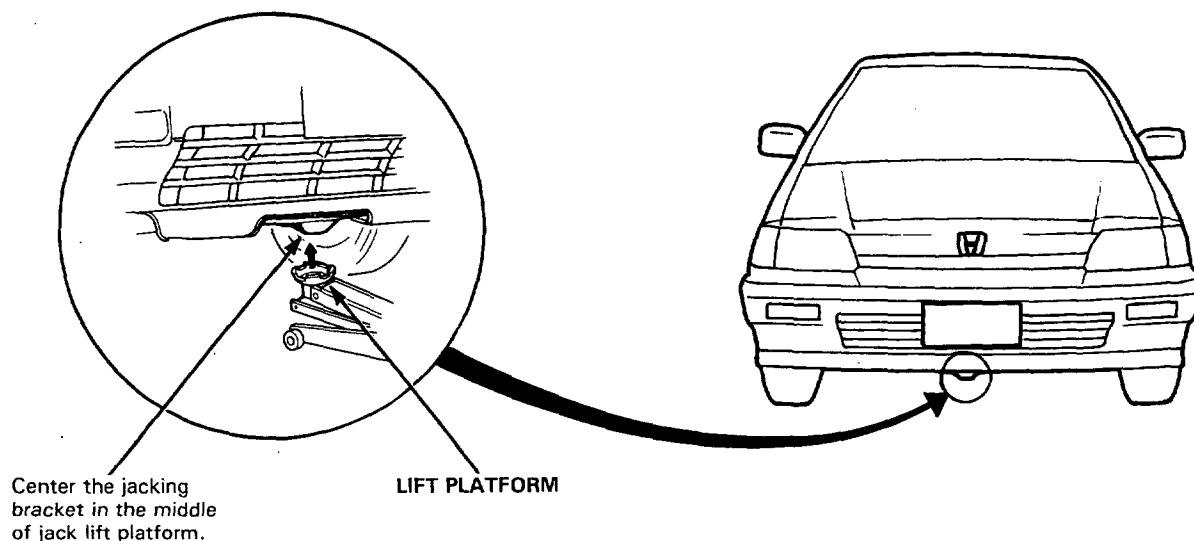
Floor Jack

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 (Hondamatic in PARK).
3. Raise the car high enough to insert the safety stands.
4. Adjust and place the safety stands as shown on page 1-8 so the car will be approximately level, then lower the car onto them.

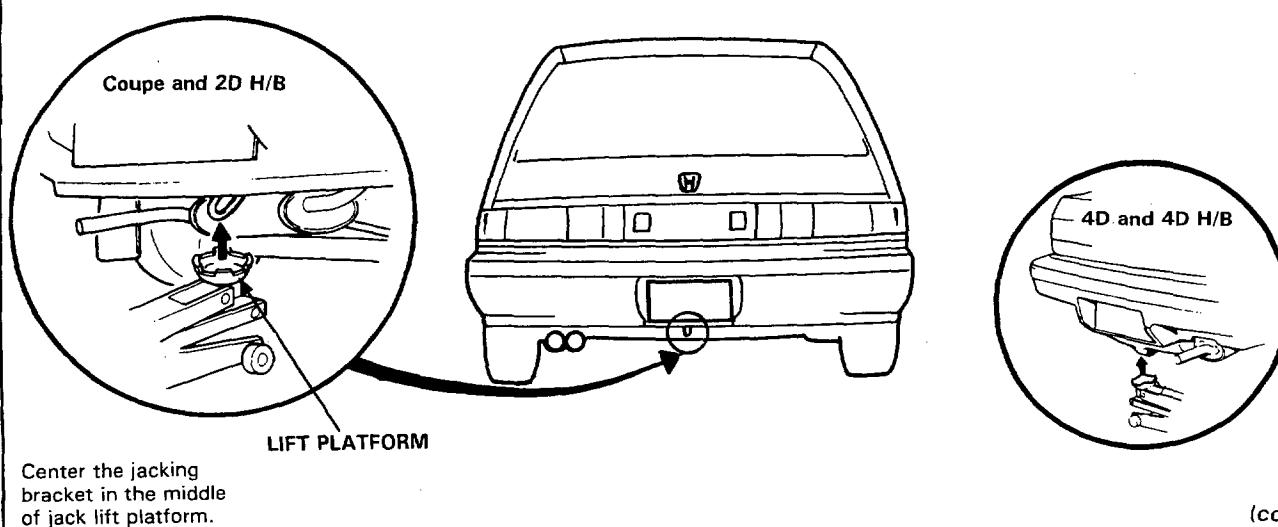
WARNING

- 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



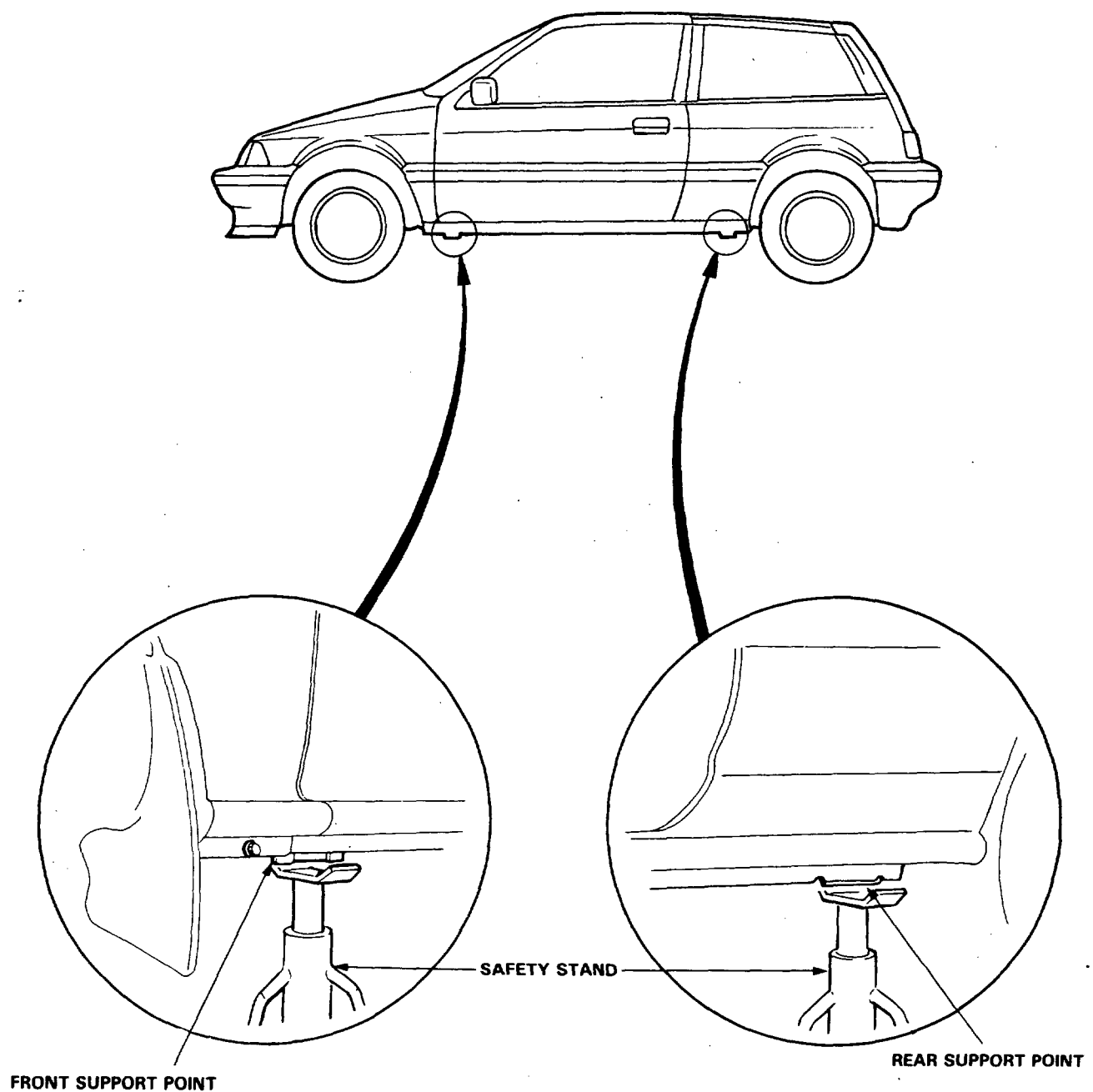
Rear



(cont'd)

Lift and Support Points (cont'd)

Safety Stands





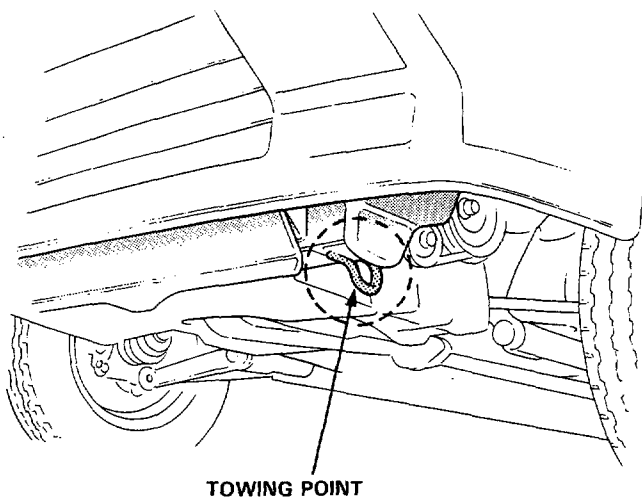
Towing

Towing

If possible, always tow the car with the front wheels off the ground. Do not use the bumpers to lift the car or to support the car's weight while towing. Check local regulations for towing with a rope or frame-mounted tow bar. A rope may be attached to the hook shown in the illustration. Do not attach a tow bar to either bumper.

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

1. Wheels and axle must not be touching the body or frame.
2. Turn the ignition key to the "I" position and make sure the steering wheel turns freely.
3. Place the transmission in NEUTRAL.
4. Release the parking brake.
5. DO NOT exceed 55KPH (35 MPH) for distances of more than 80 km (50 miles).



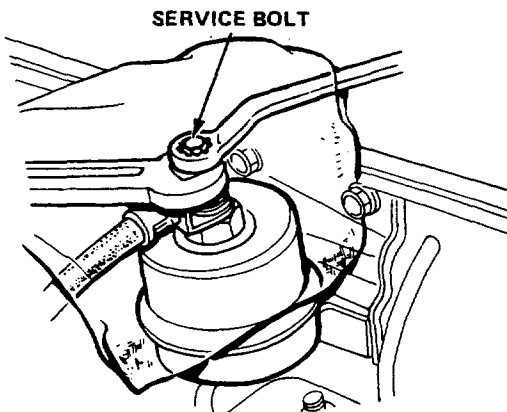
Preparation of Work

Special Caution Items For This Car

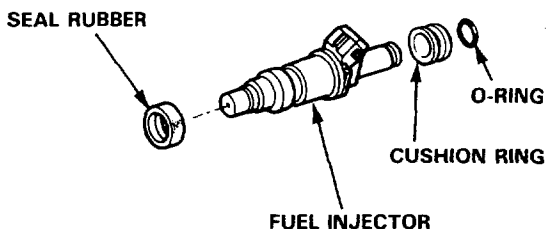
1. Apply liquid gasket to the transmission, oil pump cover, right side cover and water outlet. Use HONDA PARTS NO 08740-99986 as a liquid gasket.
 - Check that the mating surfaces are clean and dry before applying liquid gasket. Degrease the mating surfaces if necessary.
 - Apply liquid gasket evenly, 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 allow liquid gasket to stand for more than 20 minutes before assembly.
 - Fill the case with clean engine oil or coolant 30 minutes after assembly.

2. Fuel Line Servicing (Fuel-Injected Engine)

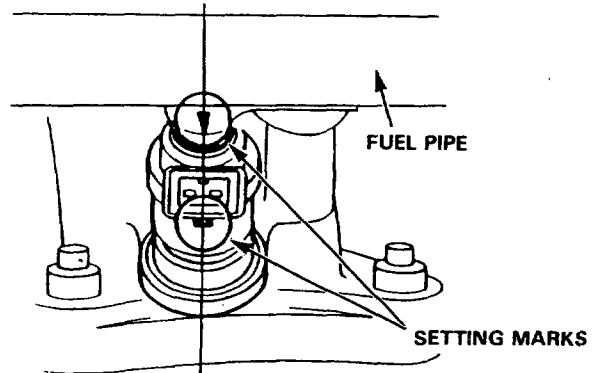
- Relieve fuel pressure by loosening the service bolt provided on the top of the fuel filter before disconnecting a fuel hose or a fuel pipe.



- Be sure to replace washers, O-rings, and seal rubbers 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.



3. Inspection for fuel leakage (Fuel-Injected Engine)
 - 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.
4. Installation of an amateur radio for cars equipped with PGM-FI and A.L.B.

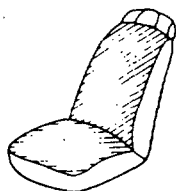
Care has been taken for the PGM-FI and A.L.B. control units (computer) and its wiring to prevent erroneous operation from external interference, but erroneous operation of the computer may be caused by entry of extremely strong radio waves. Attention must be paid to the following items to prevent erroneous operation of the computer.

 - The antenna and the body of the radio must be at least 200 mm (7.9 in.) away from the computer. (The computer installation position is under the right side seat.)
 - Do not lead the antenna feeder and the coaxial cable over a long distance parallel to the wiring, and when crossing with the wiring is required, execute crossing at a right angle.
 - Do not install a radio with a large output (max. 10 W).

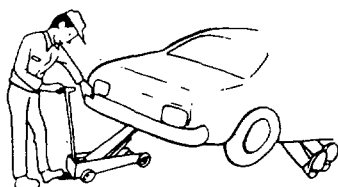


CAUTION: Observe all safety precautions and notes while working.

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



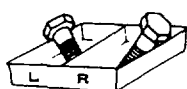
2. Work safely and give your work your undivided attention. When either the front or rear wheels are to be raised, block the remaining wheels securely. Exchange signals as frequently as possible when a work involves two or more workers. Do not run the engine unless the shop or working area is well ventilated.



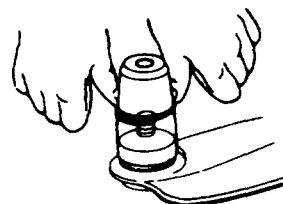
3. Prior to removing or disassembling parts, they must be inspected carefully to isolate the cause for which the service is called for. Observe all safety notes and precautions and follow the proper procedures as described in this manual.



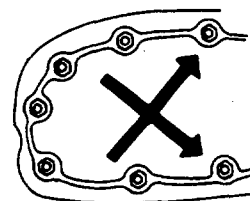
Mark or place all removed parts in order in a parts rack so they can be placed back to their original places or parts from which they were removed or with which they were mated.



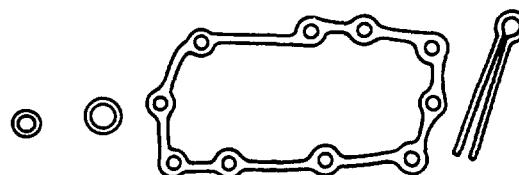
4. Use special tool when use of such a tool is specified.



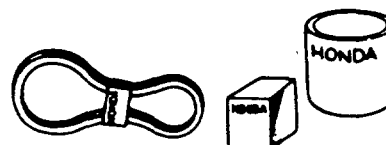
5. Parts must be assembled with the proper looseness or tightness according to the maintenance standards established.
6. When tightening bolts or nuts, begin on center or large diameter bolts and tighten them in crisscross pattern in two or more steps if necessary.



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



8. 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 in good usable condition.

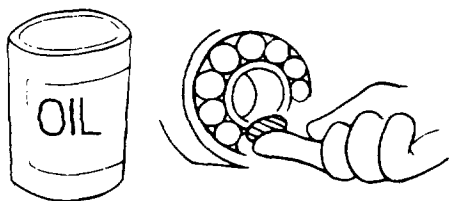


(cont'd)

Preparation of Work

(cont'd)

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



10. Brake fluid and hydraulic components

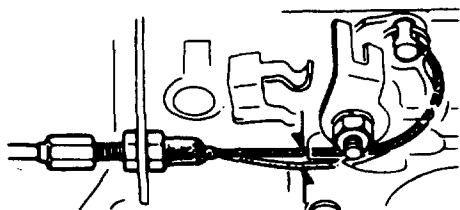
- When replenishing the system, use extreme care not to allow dust and dirt from entering the inside.
- Do not mix different brands of fluid as they may not be compatible.
- Do not reuse drained brake fluid.
- Brake fluid can cause damage to the painted surfaces. Wipe up spilled fluid at once.
- After disconnecting brake hoses or pipes from the joint, be sure plug the opening 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.

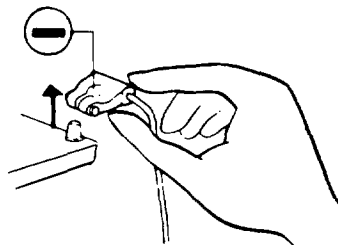
11. Avoid oil or grease getting on rubber parts and tubes.

12. Upon assembling, check every possible part for proper installation and movement or operation.

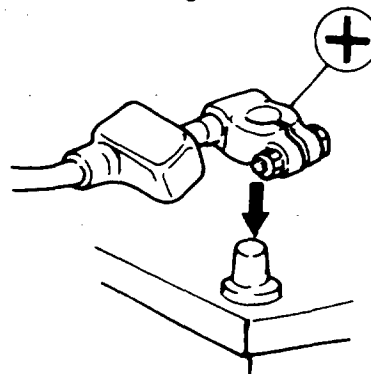


Electrical

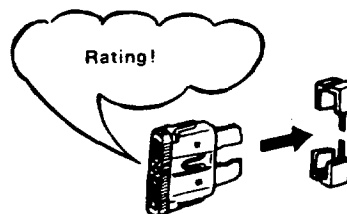
- Before making any repairs on electric wires or parts, disconnect the battery cables from the battery starting with the negative (-) terminal.



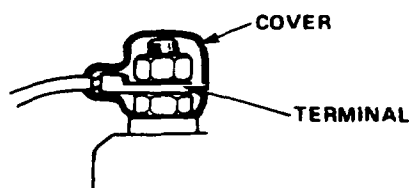
- After making repairs, check each wire or part for proper routing and installation. Also check to see that they are connected properly.
- Always connect the battery positive (+) cable first, then connect the negative (-) cable.



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

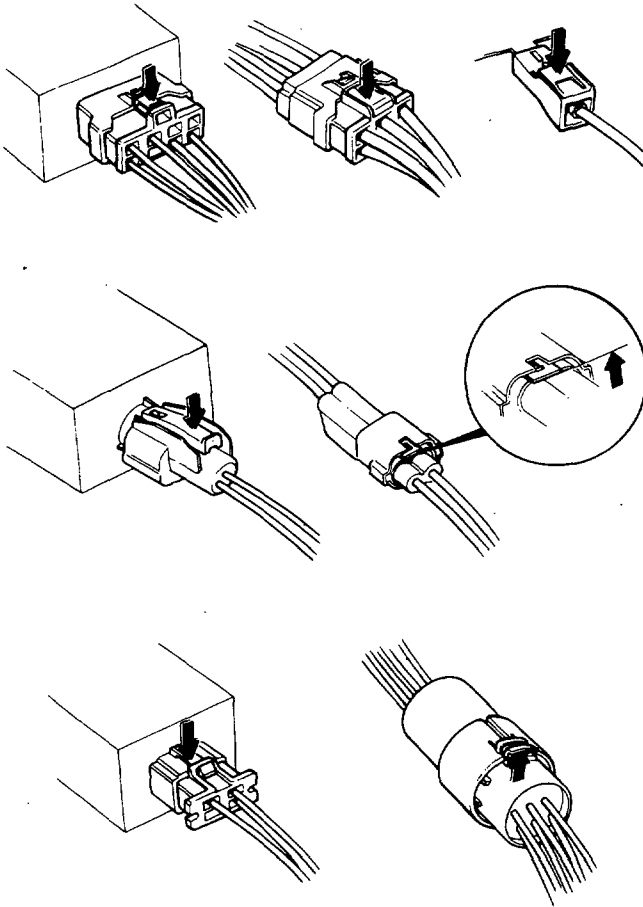


- Be sure to install the terminal cover over the connections after a wire or wire harness has been connected.

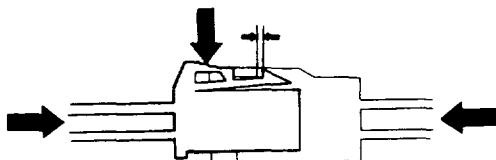




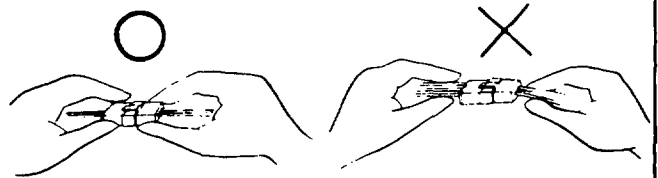
- When removing locking couplers, be sure to disconnect the lock before performing work.
- Couplers may be of two types, those in which the lock is pressed to remove, and those in which the lock is pulled up to remove. Be sure to ascertain the type of locking device before beginning work. The following is a depiction of the means of disconnecting various typical couplers.



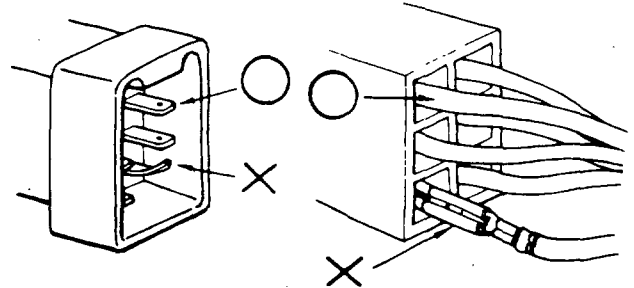
- When disconnecting locks, first press in the Coupler Tightly (to provide clearance to the locking device), then operate the tab fully and remove the coupler in the designated manner.



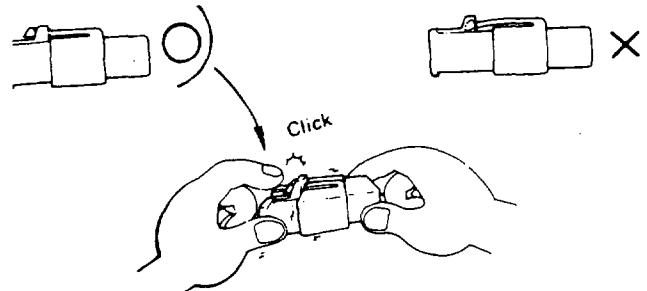
- When disconnecting a coupler, pull it off from the mating coupler by holding on both couplers.
- Never try to disconnect couplers by pulling on their wires.



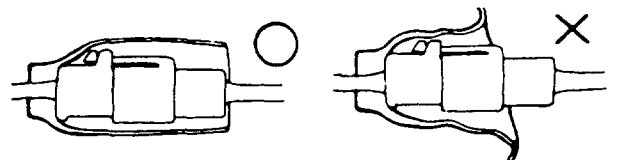
- Before connecting couplers, check to see that the terminals are in place and are not bent or distorted.



- Insert couplers fully until they will no longer go.
- Some couplers have locking tabs that must be aligned and engaged securely.
- Don't use wire harnesses with a loose wire or coupler.



- Place the plastic cover over the mating coupler after reconnecting. Also check that the end is not inverted.

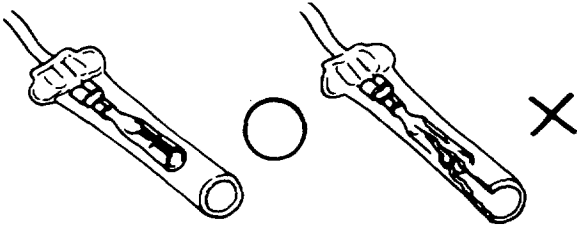


(cont'd)

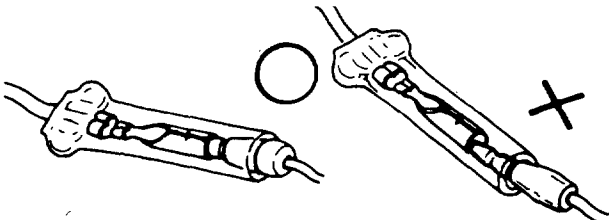
Preparation of Work

Electrical (cont'd)

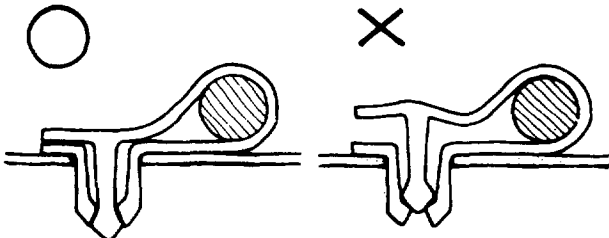
- Before connecting, check each connector cover for breakage. Also make sure that the female connector is tight and not pried open from the previous use.



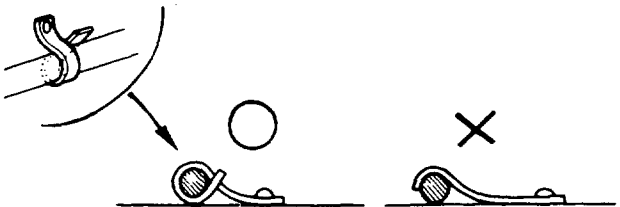
- Insert male connectors into the female connectors fully until they will no longer go.
- Be sure that plastic cover is placed over the connection.
- Don't place the opening of each plastic cover facing up.



- Secure wires and wire harnesses to the frame with their respective wire bands at the designated locations. Tighten the bands so that only the insulated surfaces contact the wires or wire harnesses.



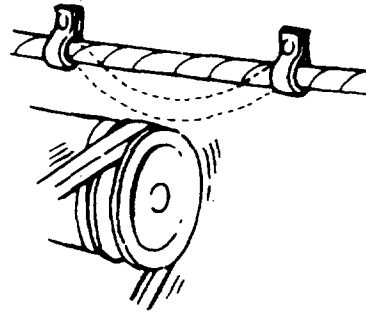
- A loose wire harness or cable can be a hazard to safety. After clamping, check each wire for security in its clamp.



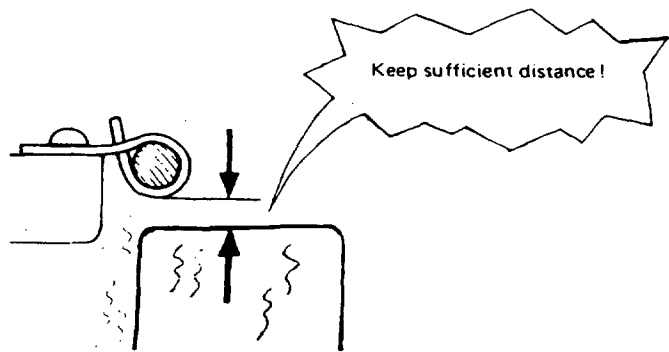
- Do not squeeze wires against the weld or nugget of its clamp when a weld-on clamp is used.



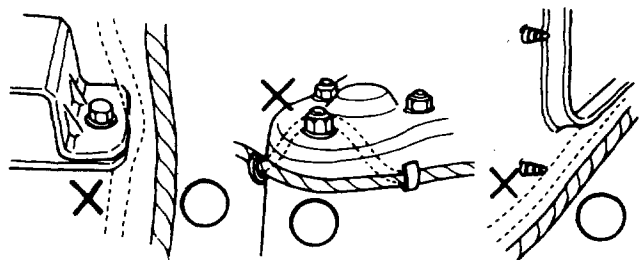
- After clamping, check each harness to be certain that it is not interfering with any moving or sliding parts of the vehicle.
- Keep wire harnesses away from the exhaust pipes and other hot parts.



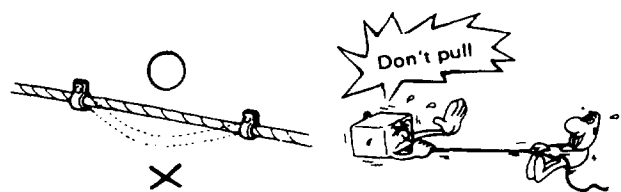
- Always keep a safe distance between wire harnesses and any heated parts.



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

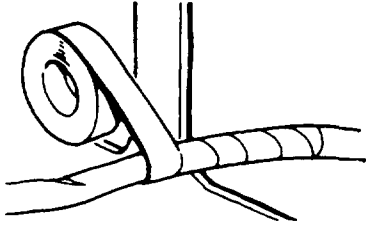


- Route harnesses so they are not pulled taut or slackened excessively.

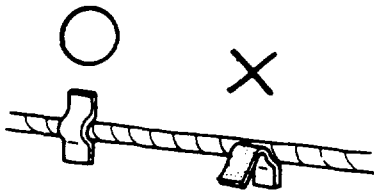




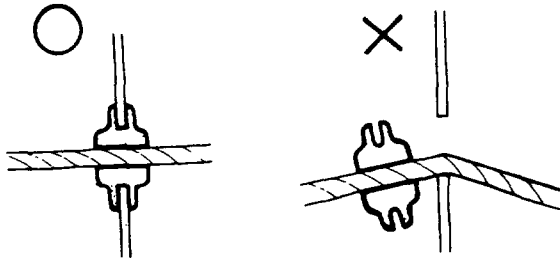
- Protect wires and harnesses with a tape or tube if they are in contact with a sharp edge or corner.



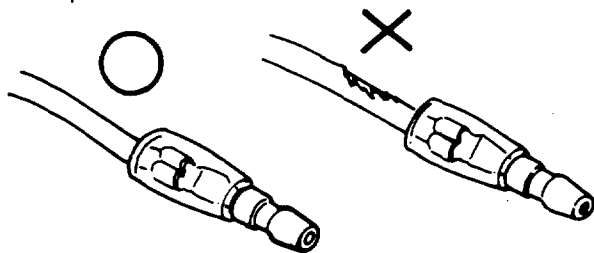
- Clean the attaching surface thoroughly if a plaster is used. Use a spirit wipe if necessary.



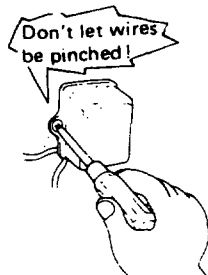
- Seat grommets in their grooves properly.



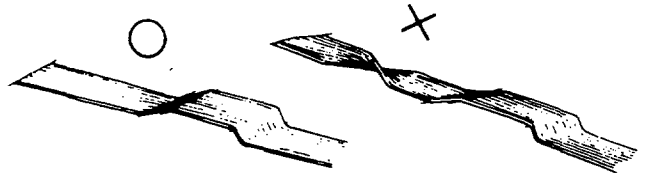
- Do not damage the insulator when connecting a wire.
- Do not use wires or harnesses with a broken insulator. Repair by wrapping with a protective tape or replace with new ones if necessary.



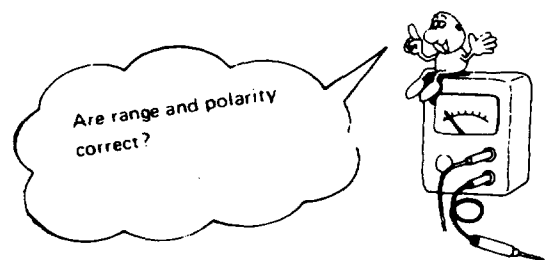
- After installing parts, make sure that wire harnesses are not pinched.



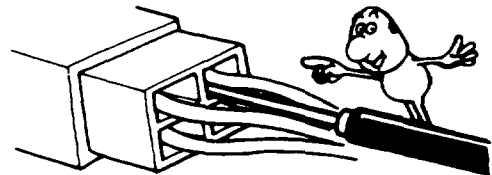
- After routing, check that the wire harnesses are not twisted or kinked.



- Wire harnesses should be routed so that they are not pulled taut, slackened excessively, pinched, or interfered with adjacent or surrounding parts in all steering positions.



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



- Do not throw or let parts fall.



- Rust is the enemy of all finished surfaces. Before connecting connectors and couplers, check the terminals and remove, if any, rust using a fine sand paper or emery cloth.



Preparation of Work

Symbol Marks

The following symbols stand for:



:Apply engine oil.



:Apply brake fluid.



:Apply grease.



:Apply Automatic Transmission Fluid.



:Apply Power Steering Fluid.

Special Tools

Special Tools (Common with Other Models)

5. Engine Removal/Installation

Ref. No.	Tool Number	Description	Q'ty	Remarks
①	07941-6920002	Ball Joint Remover	1	
②	07944-6110200	Pin Punch, 8 mm	1	
③	07966-6340011	Engine Hanger Set	1	

6. Cylinder Head/Valve Train

Ref. No.	Tool Number	Description	Q'ty	Remarks
①	07743-0020000	Adj. Valve Guide Driver	1	
②	07757-PJ10100	Valve Spring Compressor ATT.	1	ZC1 Engine Only.
③	07757-0010000	Valve Spring Compressor	1	
④	07942-6570100	Valve Guide Remover, 6.6 mm	1	07942-6110000 may also be used.
⑤	07947-SB00100	Camshaft Seal Driver	1	
⑥	07984-6570100	Valve Guide Reamer, 6.6 mm	1	07984-6110000 may also be used.

7. Engine Block

Ref. No.	Tool Number	Description	Q'ty	Remarks
①	07749-0010000	Driver	1	07949-6110000 may also be used.
②	07924-PD20002	Ring Gear Holder	1	
③	07948-SB00101	Driver Attachment	1	Crankshaft Seal (Clutch Side)
④	07973-PE00100	Piston Base Head	1	
⑤	07973-PE00200	Pilot Collar	1	
⑥	07973-PE00302	Adj. Piston Pin Driver	1	
⑦	07973-PE00400	Piston Pin Base Insert	1	Not included in base set. Use each with the base set.
⑧	07973-SB00100	Piston Base Head <ZC1 Engine Only>	1	
⑨	07973-6570002	Piston Pin Insert Base Set	1	

8. Engine Lubrication

Ref. No.	Tool Number	Description	Q'ty	Remarks
①	07406-0030000	Oil Pressure Gauge Adapter	1	
②	07912-6340001	Oil Filter Socket	1	
③	07947-6340000	Seal Driver	1	

11. Fuel and Emissions

Ref. No.	Tool Number	Description	Q'ty	Remarks
①	07GAZ-SE00300	R.P.M. Connecting Adapter	1	Carbureted Engine Only
②	07401-0010000	Float Level Gauge	1	Carbureted Engine Only
③	07406-0040001	Fuel Pressure Gauge Set	1	Fuel-Injected Engine Only
③-1	07406-0040100	Pressure Gauge	(1)	Component Tool
③-2	07406-0040201	Hose Assembly	(1)	Component Tool
④	07411-0020000	Digital Circuit Tester	1	Fuel-Injected Engine Only
⑤	07614-0050100	Fuel Line Clamp	1	Carbureted Engine Only
⑥	07920-SB20000	Fuel Sender Wrench	1	
⑦	07999-PD6000A	System Checker Harness	1	Fuel-Injected Engine Only



13. Clutch

Ref. No.	Tool Number	Description	Q'ty	Remarks
①	07708-0010102	10 mm T-Wrench	1	With GW and GV Transmissions With CG Transmission
②	07924-PD20002	Ring Gear Holder	1	
③	07974-PE60000	Clutch Disc Alignment Tool	1	
④	07974-6890101	Clutch Disc Alignment Tool	1	

14 and 15. Manual Transmission <GW and GV>

Ref. No.	Tool Number	Description	Q'ty	Remarks
①	07744-0010400	Pin Punch, 5.0 mm	1	07944-6110100 may also be used.
②	07746-0010300	Attachment, 42 x 47 mm	1	
③	07746-0010400	Attachment, 52 x 55 mm	1	
④	07749-0010000	Driver	1	07949-6110000 may also be used. 07924-6340300 may also be used.
⑤	07923-6890101	Mainshaft Holder	1	
⑥	07933-PE60000	Transmission Housing Puller	1	
⑦	07936-6340000	Bearing Remover Set	1	07947-6710100 may also be used. Differential Oil Seal
⑧	07946-6920100	Bearing Driver Attachment	1	
⑨	07947-6110500	Driver Attachment, E	1	
⑩	07947-6340500	Driver Attachment, E	1	

14. Manual Transmission <CG>

Ref. No.	Tool Number	Description	Q'ty	Remarks
①	07744-0010200	Pin Punch, 3.0 mm	1	07944-6110100 may also be used.
②	07744-0010400	Pin Punch, 5.0 mm	1	
③	07746-0010400	Attachment, 52 x 55 mm	1	
④	07749-0010000	Driver	1	07949-6110000 may also be used. 07907-6890100 may also be used.
⑤	07907-PD10000	Socket Wrench, 30 mm	1	
⑥	07923-6890101	Mainshaft Holder	1	
⑦	07933-6890100	Transmission Housing Puller	1	Use changed to 07936-6340000 attachment Differential Oil Seal
⑧	07936-6340000	Bearing Remover Set	1	
⑨	07936-6890101	Bearing Remover Attachment	1	
⑩	07947-6110500	Driver Attachment, E	1	
⑪	07947-6340000	Oil Seal Driver	1	
⑫	07947-6340500	Driver Attachment, E	1	

(cont'd)

Special Tools

Special Tools (Common with Other Models)

16. Automatic Transmission

Ref. No.	Tool Number	Description	Q'ty	Remarks
①	07GAC—PF40210	Bearing Remover Attachment	1	<CA>Use changed to 07936—6340000 attachment
②	07GAC—PG40100	Transmission Housing Puller	1	
③	07GAE—PG40000	Clutch Spring Compressor Set	1	
③-1	07GAE—PG40100	Compressor Attachment	(1)	} Component Tools
③-2	07GAE—PG40200	Compressor Bolt Assembly	(1)	
③-3	07960—6120100	Compressor Attachment	(1)	
④	07406—0020003	Oil Pressure Gauge Set	1	Component Tool
④-1	07406—0020201	Oil Pressure Hose	(3)	
⑤	07406—0070000	Low pressure Gauge	1	
⑥	07746—0010400	Attachment, 52 x 55 mm	1	<AW>
⑦	07746—0010500	Attachment, 62 x 68 mm	1	<CA>
⑧	07749—0010000	Driver	1	07949—6110000 may also be used.
⑨	07907—PD10000	Socket Wrench, 30 mm	1	07907—6890100 may also be used.
⑩	07923—6890202	Mainshaft Holder	1	
⑪	07936—6340000	Bearing Remover Set	1	
⑫	07936—6890101	Bearing Remover Attachment	1	<AW> Use changed to 07936—6340000 attachment
⑬	07947—6110500	Oil Seal Driver Attachment	1	
⑭	07947—6340201	Oil Seal Driver	1	
⑮	07947—6340500	Driver Attachment, E	1	
⑯	07974—6890300	Throttle Cable Adjustment Gauge	1	
⑰	07998—SB20000	Accelerator Pedal Weight Set	1	
⑰-1	07988—SA50100	Main Pedal Weight (1.0 kg)	(1)	Component Tool
⑰-2	07988—SB20200	Sub Pedal Weight (0.3 kg)	(1)	Component Tool

17. Differential

Ref. No.	Tool Number	Description	Q'ty	Remarks
①	07746—0030100	Driver, C	1	07949—6110000 may also be used.
②	07746—0030400	Attachment, 35 mm	1	
③	07749—0010000	Driver	1	
④	07944—SA00000	Pin Punch, 4.0 mm	1	
⑤	07947—6110500	Seal Driver Attachment	1	
⑥	07947—6340500	Driver Attachment, E	1	

18. Driveshafts

Ref. No.	Tool Number	Description	Q'ty	Remarks
*①	07GAD—SE00100	Oil Seal Driver Attachment	1	
*②	07746—0010400	Attachment, 52 x 55 mm	1	
*③	07746—0010500	Attachment, 62 x 68 mm	1	
*④	07746—0040900	Pilot, 40 mm	1	
*⑤	07749—0010000	Driver	1	
⑥	07941—6920002	Ball Joint Remover	1	
*⑦	07947—SD90200	Oil Seal Driver Attachment	1	
*⑧	07965—SD90100	Support Base	1	
*⑨	07965—SD90200	Support Collar	1	

* ZC1 Engine Only



19. Steering <Manual>

Ref. No.	Tool Number	Description	Q'ty	Remarks
①	07916-6920000 or 07916-6920100	Steering Gearbox Locknut Wrench, 40 mm	1	RHD
②	07941-6920002	Steering Gearbox Locknut Wrench, 40 mm	1	LHD
③	07944-6110200	Ball Joint Remover	1	
④	07974-SA50800	Spring Pin Driver, 8.0 mm	1	
		Ball Joint Boot Clip Installation Guide	1	

19. Steering <Power>

Ref. No.	Tool Number	Description	Q'ty	Remarks
①	07406-0010001	P/S Pressure Gauge Assembly	1	
①-1	07406-0010300	Oil Pressure Valve	(1)	Component Tool
①-2	07406-0010400	Oil Pressure Gauge	(1)	Component Tool
②	07406-0010800	P/S Pump Joint Adapter	1	
③	07406-0010900	P/S hose Joint Adapter	1	
④	07725-0030000	Universal Holder	1	07725-0010101 may also be used.
⑤	07746-0010300	Attachment, 42 x 47 mm	1	
⑥	07749-0010000	Driver	1	07949-6110000 may also be used.
⑦	07900-SA50000	P/S Seal Replacement Tool Set	1	
⑦-1	07974-SA50100	Piston Seal Ring Guide	(1)	Component Tools
⑦-2	07974-SA50200	Piston Seal Ring Sizing Tool	(1)	
⑦-3	07974-SA50300	Cylinder End Packing Slider	(1)	
⑦-4	07974-SA50400	End Seal Guide	(1)	
⑦-5	07974-SA50500	End Cover Seal Guide	(1)	
⑦-6	07974-SA50600	Dust Seal Guide	(1)	
⑦-7	07974-SA50900	P/S Tool Set Case	(1)	
⑧	07916-6920000 or 07916-6920100	Steering Gearbox Locknut Wrench, 40 mm	1	RHD LHD
⑨	07941-6920002	Ball Joint Remover	1	
⑩	07944-6110200	Spring Pin Driver, 8.0 mm	1	
⑪	07947-6340300	Driver Attachment	1	
⑫	07953-7190000	Collar Driver	1	
⑬	07973-6920001	P/S Column Adjustment Guide	1	
⑭	07974-SB40100	Thread Adapter	1	

20. Suspension

Ref. No.	Tool Number	Description	Q'ty	Remarks
①	07410-0010200	Wheel Alignment Gauge ATT., B	1	
②	07746-0010600	Attachment, 72 x 75 mm	1	
③	07749-0010000	Driver	1	07949-6110000 may also be used.
④	07941-6920002	Ball Joint Remover	1	
⑤	07946-SB20000	Bearing Driver Attachment	1	
⑥	07965-SA70100	Front Hub Dis/Assembly Tool, A	1	
⑦	07965-SA70200	Front Hub Dis/Assembly Tool, B	1	07947-6340000 may also be used.
⑧	07965-SB20000	Lower Arm Dis/Assembly Tool Set	1	
⑧-1	07965-SB20100	Shaft	(1)	Component Tools
⑧-2	07965-SB20200	Hook	(1)	
⑧-3	07965-SB20300	Disassembly Base	(1)	
⑧-4	07965-SB20400	Assembly base	(1)	
⑨	07965-SB40000	Lower Bushing Driver		4D Only
⑩	07965-6340301	Hub Dis/Assembly Tool Base, A	2	
⑪	07974-SA50700	Ball Joint Boot Clip Installation Guide, A	1	

Special Tools

Special Tools (Common with Other Models)

21. Brake				
Ref. No.	Tool Number	Description	Q'ty	Remarks
*①	07GAG—SE00100	Brake Booster Adjustment Gauge	1	Component Tools 07510—6340400 may also be used. 07949—6110000 may also be used.
②	07504—6340100	Brake Booster Tool Set	1	
②-1	07404—5790300	Vacuum Gauge	(1)	
②-2	07406—5790200	Oil Pressure Gauge	(2)	
②-3	07410—5790100	Pressure Gauge Attachment, C	(1)	
②-4	07410—5790500	Tube Joint Attachment, I	(1)	
②-5	07510—6340100	Pressure Gauge Joint Pipe	(2)	
②-6	07510—6340300	Vacuum Joint Tube, A	(1)	
③	07749—0010000	Driver	1	
④	07914—SA50000	Snap Ring Pliers	1	
⑤	07921—0010100	Flare Nut Wrench	1	
⑥	07947—6890300	Driver Attachment, C	1	
⑦	07965—5790300	Cup Guide	1	
⑧	07975—SA50002	Brake Booster Rod Adjustment Gauge	1	

* ZC1 Engine Only

22. Body				
Ref. No.	Tool Number	Description	Q'ty	Remarks
①	07GAZ—SE30100	Torsion Rod Assembly Tool	1	4D Only
②	07703—0010300	Torx Driver Grip	1	2D H/B Only
③	07703—0010600	Torx Bit Driver, T-30HD	1	2D H/B Only

24. Air Conditioner				
Ref. No.	Tool Number	Description	Q'ty	Remarks
①	07GAB—PJ60100	A/C Clutch Holder	1	07923—PB80001 may also be used.
②	07703—0010300	Torx Bit Driver, T-30HD	1	07703—0010200 may also be used.
③	07934—PB80001	A/C Clutch Puller	1	
④	07934—SB20000	Shaft Seal Driver	1	

Optional Tools

Ref. No.	Tool Number	Description	Q'ty	Remarks
①	07780—0010300	Valve Seat Cutter, 45°	1	ZC1 EX
	07780—0010400	Valve Seat Cutter, 45°	1	Except ZC1 EX
②	07780—0010800	Valve Seat Cutter, 45°	1	IN
③	07780—0012200	Valve Seat Cutter, 30°	1	ZC1 IN & EX
	07780—0012300	Valve Seat Cutter, 30°	1	Except ZC1 EX
④	07780—0012900	Valve Seat Cutter, 30°	1	Except ZC1 IN
⑤	07780—0014000	Valve Seat Cutter, 60°	1	ZC1 IN & EX, Except ZC1 IN
⑥	07780—0014100	Valve Seat Cutter, 60°	1	Except ZC1 EX
⑦	07781—0010201	Valve Seat Cutter Holder	1	

Special Tools

Special Tools (Common with Other Models)

21. Brake				
Ref. No.	Tool Number	Description	Q'ty	Remarks
*①	07GAG—SE00100	Brake Booster Adjustment Gauge	1	Component Tools 07510—6340400 may also be used. 07949—6110000 may also be used.
②	07504—6340100	Brake Booster Tool Set	1	
②-1	07404—5790300	Vacuum Gauge	(1)	
②-2	07406—5790200	Oil Pressure Gauge	(2)	
②-3	07410—5790100	Pressure Gauge Attachment, C	(1)	
②-4	07410—5790500	Tube Joint Attachment, I	(1)	
②-5	07510—6340100	Pressure Gauge Joint Pipe	(2)	
②-6	07510—6340300	Vacuum Joint Tube, A	(1)	
③	07749—0010000	Driver	1	
④	07914—SA50000	Snap Ring Pliers	1	
⑤	07921—0010100	Flare Nut Wrench	1	
⑥	07947—6890300	Driver Attachment, C	1	
⑦	07965—5790300	Cup Guide	1	
⑧	07975—SA50002	Brake Booster Rod Adjustment Gauge	1	

* ZC1 Engine Only

22. Body				
Ref. No.	Tool Number	Description	Q'ty	Remarks
①	07GAZ—SE30100	Torsion Rod Assembly Tool	1	4D Only
②	07703—0010300	Torx Driver Grip	1	2D H/B Only
③	07703—0010600	Torx Bit Driver, T-30HD	1	2D H/B Only

24. Air Conditioner				
Ref. No.	Tool Number	Description	Q'ty	Remarks
①	07GAB—PJ60100	A/C Clutch Holder	1	07923—PB80001 may also be used.
②	07703—0010300	Torx Bit Driver, T-30HD	1	07703—0010200 may also be used.
③	07934—PB80001	A/C Clutch Puller	1	
④	07934—SB20000	Shaft Seal Driver	1	

Optional Tools

Ref. No.	Tool Number	Description	Q'ty	Remarks
①	07780—0010300	Valve Seat Cutter, 45°	1	ZC1 EX
	07780—0010400	Valve Seat Cutter, 45°	1	Except ZC1 EX
②	07780—0010800	Valve Seat Cutter, 45°	1	IN
③	07780—0012200	Valve Seat Cutter, 30°	1	ZC1 IN & EX
	07780—0012300	Valve Seat Cutter, 30°	1	Except ZC1 EX
④	07780—0012900	Valve Seat Cutter, 30°	1	Except ZC1 IN
⑤	07780—0014000	Valve Seat Cutter, 60°	1	ZC1 IN & EX, Except ZC1 IN
⑥	07780—0014100	Valve Seat Cutter, 60°	1	Except ZC1 EX
⑦	07781—0010201	Valve Seat Cutter Holder	1	

Standards and Service Limits

Cylinder Head/Valve Train <Except ZC1> — Section 6

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Compression	300 min ⁻¹ (rpm) and wide-open throttle	Nominal PGM-FI Carburetor Minimum PGM-FI Carburetor maximum variation	1,274 kPa (13.0 kg/cm ² , 185 psi) 1,176 kPa (12.0 kg/cm ² , 171 psi) 1,078 kPa (11.0 kg/cm ² , 156 psi) 980 kPa (10.0 kg/cm ² , 142 psi) 196 kPa (2 kg/cm ² , 28 psi)
Cylinder head	Warpage Height	90 (3.54)	0.05 (0.002) 89.8 (3.53)
Camshaft	End play Oil clearance Runout Camlobe height	0.05–0.15 (0.002–0.006) 0.050–0.098 (0.002–0.004) 0.03 (0.001) max. PGM-FI IN EX 1500 IN EX 1300 IN EX 1200 IN EX	0.5 (0.02) 0.15 (0.006) 0.06 (0.002) 40.865 (1.6089) 40.884 (1.6096) 40.370 (1.5894) 40.391 (1.5902) 40.056 (1.5770) 40.078 (1.5779) 39.095 (1.5392) 39.120 (1.5402)
Valve	Valve clearance Valve stem O.D. Stem-to-guide clearance Stem installed height	IN EX IN EX IN EX IN and EX	0.17–0.22 (0.007–0.009) 0.22–0.27 (0.009–0.011) 6.58–6.59 (0.2591–0.2594) 6.55–6.56 (0.2579–0.2583) 0.02–0.05 (0.001–0.002) 0.05–0.08 (0.002–0.003) 48.16 (1.896)
Valve seat	Width	IN and EX	1.25–1.55 (0.049–0.061) 2.0 (0.08)
Valve spring	Free length Squareness Inner and Outer	IN and EX	47.6 (1.87) 46.6 (0.83) 1.75 (0.068)
Valve guide	I.D.	IN and EX	6.61–6.63 (0.260–0.261) 6.65 (0.262)
Rocker arm	Arm-to-shaft clearance		0.018–0.054 (0.0007–0.0021) 0.08 (0.003)

Cylinder Head/Valve Train <ZC1> — Section 6

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Compression	300 min ⁻¹ (rpm) and wide-open throttle	Nominal Minimum Maximum variation	1,323 kPa (13.5 kg/cm ² , 192 psi) 1,127 kPa (11.5 kg/cm ² , 164 psi) 196 kPa (2 kg/cm ² , 28 psi)
Cylinder head	Warpage Height	132.0 (5.20)	0.05 (0.002) 131.8 (5.19)
Camshaft	End play Oil clearance Runout Cam lobe height	0.05–0.15 (0.002–0.006) 0.050–0.089 (0.002–0.004) 0.03 (0.001) max. IN EX	0.5 (0.02) 0.15 (0.006) 0.06 (0.002) 32.982 (1.2985) 32.342 (1.2733)
Valve	Valve clearance Valve stem O.D. Stem-to-guide clearance Stem installed height	IN EX IN EX IN EX IN EX	*0.13–0.17 (0.0051–0.0067) *0.15–0.19 (0.0059–0.0075) 6.58–6.59 (0.2591–0.2594) 6.55–6.56 (0.2579–0.2583) 0.02–0.05 (0.001–0.002) 0.05–0.08 (0.002–0.003) 45.78 (1.802) 44.97 (1.770)
Valve seat	Width	IN and EX	1.25–1.55 (0.049–0.061) 2.0 (0.08)
Valve spring	Free length Squareness Inner and Outer	IN EX	45.8 (1.80) 47.1 (1.85) 44.8 (1.76) 46.1 (1.81) 1.6 (0.063)
Valve guide	I.D.	IN and EX	6.61–6.63 (0.260–0.261) 6.65 (0.262)

Engine Block <Except ZC1> — Section 7

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Cylinder block	Warpage of deck surface Bore diameter Bore taper Reboring limit	0.07 (0.003) max. 74.00–74.02 (2.9133–2.9142) 0.007–0.012 (0.0003–0.0005)	0.10 (0.004) 74.10 (2.9173) 0.05 (0.002) 0.5 (0.02)
Piston	Skirt O.D. Clearance in cylinder Piston-to-ring clearance	At 16 mm (0.63 in) from bottom of skirt 0.01–0.05 (0.0004–0.0020) 0.030–0.055 (0.0012–0.0022) 0.030–0.055 (0.0012–0.0022)	73.97–73.99 (2.9122–2.9133) 0.07 (0.003) 0.13 (0.005) 0.13 (0.005)
Piston ring	Ring end gap (Top and second) Ring end gap (Oil)	0.15–0.35 (0.006–0.014) 0.30–0.90 (0.012–0.035)	0.6 (0.024) 1.1 (0.043)
Connecting rod	Pin-to-rod interference Large end bore diameter End play installed on crankshaft	0.02–0.04 (0.0008–0.0016) Nominal 45 (1.77) *43 (1.69) 0.15–0.30 (0.006–0.012)	0.40 (0.016)

*1300 and 1200

Engine Block <Except ZC1> — Section 7

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Crankshaft	Main Journal diameter	49.976–50.000 (1.9676–1.9685)	—
	Taper/out-of-round main journal	0.005 (0.0002) max.	0.010 (0.0004)
	Rod Journal diameter	41.976–42.000 (1.6526–1.6535)	—
	Taper/out-of-round rod Journal	*39.976–40.000 (1.5739–1.5748)	0.010 (0.0004)
	End play	0.005 (0.0002) max.	0.45 (0.018)
Bearings	Main bearing-to-journal oil clearance	0.024–0.042 (0.0009–0.0017)	0.07 (0.003)
	Rod bearing-to-journal oil clearance	0.020–0.038 (0.0008–0.0015)	0.07 (0.003)
	Runout	0.10–0.35 (0.004–0.014)	0.06 (0.0024)

*1300 and 1200

Engine Block <ZC1> — Section 7

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Cylinder block	Warpage of deck surface	0.07 (0.003) max.	0.10 (0.004)
	Bore diameter	75.00–75.02 (2.9528–2.9535)	75.07 (2.9555)
	Bore taper	0.007–0.012 (0.0003–0.0005)	0.05 (0.002)
	Reboring limit	—	0.5 (0.02)
Piston	Skirt O.D.	At 16 mm (0.63 in) from bottom of skirt	74.98–74.99 (2.9520–2.9524)
	Clearance in cylinder	0.01–0.05 (0.0004–0.0020)	0.07 (0.003)
	Piston-to-ring clearance	(Top) 0.03–0.06 (0.0012–0.0024) (Second) 0.030–0.055 (0.0012–0.0022)	0.13 (0.005) 0.13 (0.005)
Piston ring	Ring end gap (top and second)	0.15–0.35 (0.006–0.014)	0.6 (0.02)
	Ring end gap (oil)	0.20–0.70 (0.008–0.028)	0.8 (0.03)
Connecting rod	Pin-to-rod interference	0.014–0.040 (0.0006–0.0016)	—
	Large end bore diameter	Nominal 48.0 (1.89)	—
	End play installed on crankshaft	0.15–0.30 (0.006–0.012)	0.40 (0.016)
Crankshaft	Main Journal diameter	54.976–55.000 (2.1644–2.1654)	0.010 (0.0004)
	Taper/out-of-round, main journal	0.005 (0.0002) max.	—
	Rod Journal diameter	44.976–45.000 (1.7707–1.7717)	0.010 (0.0004)
	Taper/out-of-round, rod Journal	0.005 (0.0002) max.	0.45 (0.018)
	End play	0.10–0.35 (0.004–0.014)	0.06 (0.0024)
	Runout	0.03 (0.0012) max.	—
Bearings	Main bearing-to-journal oil clearance	No.3 Journal 0.030–0.048 (0.0012–0.0019) Other Journals 0.024–0.042 (0.0009–0.0017)	0.05 (0.002) 0.05 (0.002)
	Rod bearing-to-journal oil clearance	0.020–0.038 (0.0008–0.0015)	0.05 (0.002)

Engine Lubrication — Section 8

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Engine oil	Capacity ℓ (US. qt., Imp. qt.)	4.0 (4.2, 3.5) After engine disassembly	—
		3.5 (3.7, 3.1) After oil change, including oil filter	—
		3.0 (3.2, 2.6) After oil change, without oil filter	—
Oil pump	Displacement	35 ℓ (9.2 US gal., 7.7 Imp gal.) 3,000 min ⁻¹ (rpm)	—
	Inner-to-outer rotor radial clearance	*46 ℓ (12.4 US gal., 10.3 Imp gal.) 5,000 min ⁻¹ (rpm)	0.2 (0.008)
	Pump body-to-rotor radial clearance	0.14 (0.006) max.	0.2 (0.008)
	Pump body-to-rotor side clearance	0.10–0.175 (0.004–0.007)	0.15 (0.006)
Relief valve	Pressure setting 80°C (176°F)	Idel 147 kPa (1.5 kg/cm ² , 21psi) min	—
	3,000 min ⁻¹ (rpm)	333–412 kPa (3.4–4.2 kg/cm ² , 48–60 psi) 412–539 kPa (4.2–5.5 kg/cm ² , 60–78 psi)	—

*ZC1 Engine

HM: Automatic or Hondamatic

Cooling — Section 10

	MEASUREMENT	STANDARD (NEW)
Radiator	Capacity (incl. heater) ℓ (US. Gal., Imp. Gal.) Includes reservoir tank 0.4 (0.11, 0.09)	Coupe 5.6 (1.5, 1.2)
		PGM-FI 5.1 (1.3, 1.1)
		1200 4MT 4.4 (1.4, 1.2) KG KW only
		4MT 5.2 (1.4, 1.1) Other models
		HM 4.9 (1.3, 1.1)
		1300 4MT 5.2 (1.4, 1.1)
		5MT 4.9 (1.3, 1.1) KT only
		5MT 4.4 (1.2, 1.0) Other models
		HM 4.9 (1.3, 1.1) EC models
		1500 5.2 (1.4, 1.1) Other models
Thermostat	Starts to open	76–78°C (169–173°F)
	Full open	91°C (196°F)
	Valve lift at full open	8 (0.31) max.
Cooling fan	Fan-to-core clearance	ND 22 mm (0.87 in.) TOYO 17.5 mm (0.69 in.) *50 (1.97)
	Thermoswitch "ON" temperature	88.5–91.5°C (191–197°F)
	Thermoswitch "OFF" temperature	85.5–86.5°C (186–188°F)

(cont'd)

Standards and Service Limits (cont'd)

Fuel — Section 11

	MEASUREMENT		STANDARD (NEW)
Idle	Fast idle	Coupe 2D H/B	1,000–1,800 min ⁻¹ (rpm) 1,250–2,250 min ⁻¹ (rpm)
	Idle speed with headlights and cooling fan off. (On Swedish model: on)	Coupe 2D H/B	850±50 min ⁻¹ (rpm) 750±50 min ⁻¹ (rpm)
	Idle CO	Coupe 2D H/B	KX below 0.1%, Other models 1.0±1.0% KX below 0.5%, Other models below 1.5%
Fuel pump	Delivery pressure Displacement Relief valve opening pressure		230–270 kPa (2.35–2.75 kg/cm ² , 33–39 psi) 230 cc/min in 10 seconds 441–588 kPa (4.5–6.0 kg/cm ² , 64–85 psi)
Pressure Regulator	Pressure		230–270 kPa (2.35–2.75 kg/cm ² , 33–39 psi)
Fuel tank	Capacity	Coupe 2D H/B	41 ℓ (10.8 US. Gal., 9.0 Imp. Gal.) 45 ℓ (11.9 US. Gal., 9.9 Imp. Gal.)

HM: Automatic or Hondamatic

Fuel and Carburetor — Section 12

	MEASUREMENT		STANDARD (NEW)
Idle	Choke fast idle		1,500–2,000 min ⁻¹ (rpm)
	Idle speed with headlights and cooling fan off	Manual HM	750±50 min ⁻¹ (rpm) 700±50 min ⁻¹ (rpm)
	Idle CO		0.2–1.0%
	Float level		35.4–37.4 (13.9–14.7 in.)
Fuel pump	Delivery pressure Displacement		17.7–26.5 kPa (0.18–0.27 kg/cm ² , 27–38 psi) 170 cc/min at camshaft rpm 300 min ⁻¹ (rpm)
Fuel tank	Capacity	Coupe 2D H/B 4D, 4D H/B	41 ℓ (10.8 US. Gal., 9.0 Imp. Gal.) 45 ℓ (11.9 US. Gal., 9.9 Imp. Gal.) 46 ℓ (12.1 US. Gal., 10.1 Imp. Gal.)

Clutch — Section 13

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Clutch pedal	Pedal height	Coupe EC Except Coupe EC	175 (6.89) to floor 179 (7.05) to floor	—
	Stroke		135–140 (5.3–5.5)	—
	Pedal play	Coupe EC Except Coupe EC	10–30 (0.39–1.18) 16–21 (0.63–0.83)	—
	Disengagement height	Coupe EC Coupe KY 2D H/B, 4D 4D H/B	56 (2.2) min. to floor 61 (2.4) min. to floor 31 (1.2) min. to carpet 83 (3.3) min. to floor 53 (2.1) min. to carpet 78 (3.1) min. to floor 48 (1.9) min. to carpet	—
Clutch arm	Release arm adjustment		4.0–5.0 (0.16–0.20)	—
Flywheel	Clutch surface runout		0.05 (0.002) max.	0.15 (0.006)
Clutch plate	Rivet head depth		1.3 (0.05) min.	0.2 (0.008)
	Surface runout		0.8 (0.03) max.	1.0 (0.04)
	Thickness		8.1–8.8 (0.32–0.35)	5.7 (0.22)
Clutch release bearing holder	I.D.		29.000–29.059 (1.142–1.144) 31.000–31.059 (1.220–1.223)	29.20 (1.150) 31.09 (1.224)
	Holder-to-guide sleeve clearance	Coupe EC	0.040–0.132 (0.0016–0.0052)	0.2 (0.008)
		Coupe EC	0.050–0.15 (0.002–0.006)	0.22 (0.009)
Clutch cover	unevenness of diaphragm spring		0.8 (0.03) max.	1.0 (0.04)

Manual Transmission <GV and GW> — Section 14 and 15

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Transmission oil	Capacity ℓ (US. qt., Imp. qt.)		2.5 (2.6, 2.2) at assembly 2.3 (2.4, 2.0) at oil change	
Mainshaft	End play		0.11–0.25 (0.004–0.0010)	—
	Diameter of needle bearing contact area		27.997–28.010 (1.1022–1.1028)	27.94 (1.100)
	Diameter of fifth gear contact area		24.987–25.000 (0.9837–0.9843)	24.93 (0.981)
	Diameter of 62/22 ball bearing contact area		21.987–22.000 (0.8656–0.8661)	21.93 (0.863)
	Diameter of 6304 ball bearing contact area		19.983–19.996 (0.7867–0.7872)	19.93 (0.7846)
	Runout		0.02 (0.0008) max.	0.05 (0.019)
Mainshaft third gear	I.D. End Play		30.007–30.020 (1.1814–1.1819) 0.05–0.35 (0.0020–0.0138)	30.07 (1.184)
Countershaft	End play		0.35 (0.0138)	0.65 (0.026)
	Diameter of needle bearing contact area		30.004–30.017 (1.1813–1.1818)	29.94 (1.179)
	Diameter of ball bearing contact area		24.9935–25.0065 (0.9840–0.9845)	24.94 (0.982)
	Diameter of low gear contact area		31.984–32.000 (1.2592–1.2598)	31.93 (1.257)
	Runout		0.04 (0.0016)	0.10 (0.004)
Countershaft low gear	I.D.		37.009–37.025 (1.4570–1.4577)	37.08 (1.460)
	End play		0.03–0.08 (0.0012–0.0031)	0.18 (0.007)
Countershaft second, third/fourth gear	I.D.		37.009–37.025 (1.4570–1.4577)	37.08 (1.460)
	End play		0.05–0.12 (0.0020–0.0047)	0.18 (0.007)

Manual Transmission <GV and GW> – Section 14 and 15

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Specer collar	Second, Third	I.D.	25.980–25.991 (1.0228–1.0233)	26.04 (1.025)
		O.D. Length	31.989–32.000 (1.2594–1.2598) 28.01–28.13 (1.1028–1.1074)	31.93 (1.257)
	Fourth	I.D.	25.007–25.037 (0.9845–0.9857)	25.08 (0.987)
		O.D. Length	31.989–32.000 (1.2594–1.2598) 28.01–28.13 (1.1028–1.1074)	31.93 (1.257)
Reverse idler gear	I.D. Gear-to-reverse gear shaft clearance		15.016–15.043 (0.5912–0.5922) 0.032–0.077 (0.0013–0.0030)	15.08 (0.594) 0.14 (0.006)
Synchronizer ring	Ring-to-gear clearance (ring pushed against gear)		0.85–1.10 (0.033–0.043)	0.4 (0.016)
Shift fork	Synchronizer sleeve gear		6.95–7.05 (0.2736–0.2776)	—
	Fork-to-synchronizer sleeve clearance		0.45–0.65 (0.018–0.026)	1.0 (0.039)
Reverse shift fork	End gap		6.9–7.0 (0.27–0.28)	—
	Fork-to-reverse idler gear clearance		0.1–0.3 (0.004–0.012)	0.7 (0.028)
	Groove width		7.05–7.25 (0.278–0.285)	—
	Fork-to-fifth/reverse shift shaft clearance		0.05–0.35 (0.002–0.014)	0.5 (0.020)
Shift arm B	I.D.		11.8–12.0 (0.465–0.472)	—
	Shift arm-to-shift guide clearance		0.05–0.35 (0.002–0.014)	0.8 (0.032)

Manual Transmission <CG> – Section 14

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Transmission oil	Capacity ℓ (US. qt., Imp. qt.)		2.4 (2.5, 2.1) at assembly 2.3 (2.4, 2.0) at oil change	—
Mainshaft	End play		0.10–0.35 (0.004–0.014)	0.5 (0.02)
	Diameter of needle bearing contact area		27.920–27.980 (1.099–1.102)	27.87 (1.097)
	Diameter of third gear contact area		31.984–32.000 (1.2592–1.2598)	31.93 (1.2571)
	Diameter of ball bearing contact area		24.980–24.993 (0.9835–0.9840)	24.93 (0.981)
	Runout		0.04 (0.0016) max.	0.10 (0.004)
Mainshaft third and fourth gears	I.D.		37.009–37.025 (1.4570–1.4577)	37.07 (1.459)
	End Play		0.03–0.18 (0.0012–0.0071)	0.3 (0.012)
	Thickness		31.42–31.47 (1.237–1.239)	31.3 (1.232)
Mainshaft fifth gear	I.D.		37.009–37.025 (1.4570–1.4577)	37.07 (1.459)
	End play		0.03–0.13 (0.0012–0.0051)	0.25 (0.01)
	Thickness		32.42–32.47 (1.276–1.278)	32.3 (1.272)
Countershaft	End play		0.10–0.35 (0.004–0.014)	0.5 (0.02)
	Diameter of needle bearing contact area		33.000–33.015 (1.2992–1.2998)	32.95 (1.297)
	Diameter of ball bearing contact area		24.980–24.993 (0.9835–0.9840)	24.93 (0.981)
	Diameter of low gear contact area		33.984–34.000 (1.3380–1.3386)	33.93 (1.336)
	Runout		0.04 (0.0016)	0.10 (0.004)
Countershaft low gear	I.D.		39.008–39.025 (1.5357–1.5364)	39.07 (1.538)
	End play		0.03–0.08 (0.0012–0.0031)	0.18 (0.007)
Countershaft second gear	I.D.		43.008–43.025 (1.6932–1.6939)	43.07 (1.696)
	End play		0.03–0.10 (0.0012–0.0039)	0.18 (0.007)
	Thickness		30.42–30.47 (1.1976–1.1996)	30.3 (1.193)
Spacer collar (Countershaft second gear)	I.D.		30.98–30.99 (1.2197–1.2201)	31.4 (1.236)
	O.D.		37.989–38.000 (1.4956–1.4961)	37.93 (1.493)
	Length		30.53–30.55 (1.2020–1.2028)	30.51 (1.201)
Spacer collar (Mainshaft fourth and fifth gears)	I.D.		25.002–25.012 (0.9843–0.9847)	25.06 (0.987)
	O.D.		31.989–32.000 (1.2594–1.2598)	31.93 (1.257)
	Length		27.03–27.08 (1.0642–1.0661)	27.01 (1.063)
Reverse idler gear	I.D. Gear-to-reverse gear shaft clearance		17.016–17.043 (0.6699–0.6710) 0.032–0.077 (0.0013–0.0030)	17.09 (0.673) 0.15 (0.006)
Synchromizer ring	Ring-to-gear clearance (ring pushed against gear)		0.73–1.18 (0.029–0.046)	0.4 (0.016)
Shift fork	Synchronizer sleeve gear		6.75–6.85 (0.266–0.270)	6.0 (0.24)
	Fork-to-synchromizer sleeve clearance		0.35–0.65 (0.014–0.026)	1.0 (0.04)
Reverse shift fork	End gap		11.8–12.1 (0.46–0.48)	—
	Fork-to-reverse idler gear clearance		0.2–1.0 (0.008–0.039)	1.7 (0.07)
	Groove width		7.05–7.25 (0.278–0.285)	—
	Fork-to-fifth/reverse shift shaft clearance		0.05–0.35 (0.002–0.014)	0.5 (0.02)
Shift arm	Width of groove in shift rod guide		11.8–12.0 (0.46–0.47)	—
	Shift arm-to-shift rod guide		0.05–0.35 (0.002–0.014)	0.8 (0.03)
	Width in shift guide		7.9–8.0 (0.311–0.315)	—
	Shift arm-to-shift guide clearance		0.1–0.3 (0.004–0.012)	0.6 (0.02)
Shift rod guide	I.D.		14.000–14.068 (0.5512–0.5539)	—
	Guide-to-shaft clearance		0.011–0.092 (0.0004–0.0036)	0.15 (0.006)
	O.D. Guide-to-fifth/reverse shift shaft clearance		11.9–12.0 (0.469–0.472) 0.2–0.5 (0.008–0.020)	0.8 (0.03)
Selector arm	Width		11.9–12.0 (0.469–0.472)	—
	Arm-to-shift rod guide clearance		0.05–0.25 (0.002–0.010)	0.5 (0.02)
	End gap		10.05–10.15 (0.396–0.400)	—
	Arm-to-interlock clearance		0.05–0.25 (0.002–0.010)	0.7 (0.03)
	Arm-to-holder clearance		0.01–0.20 (0.004–0.0079)	Selection with 5 types of shims

(cont't)

Standards and Service Limits (cont'd)

Hondamatic Transmission (AV) — Section 16

[illegible]

Hondamatic Transmission <AV> — Section 16

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Transmission (cont'd)	Mainshaft R side bearing	3.95–4.05 (0.1555–0.1594)	Wear or damage
	Mainshaft 1st gear	2.43–2.50 (0.0957–0.0984)	Wear or damage
	Countershaft 2nd gear thickness	2.27–2.30 (0.0894–0.0906)	—
	A	2.32–2.35 (0.0913–0.0925)	—
	B	2.37–2.40 (0.0933–0.0945)	—
	C	2.42–2.45 (0.0953–0.0965)	—
	D	2.47–2.50 (0.0972–0.0984)	—
	E	2.50–2.55 (0.0972–0.1004)	—
	F	2.52–2.60 (0.0992–0.1024)	—
	G	22.50–22.55 (0.8858–0.8878)	—
	Mainshaft 1st gear collar length	2.5–2.6 (0.098–0.102)	Wear or damage
	Mainshaft 1st gear collar flange thickness	14.0–14.1 (0.551–0.555)	—
	Countershaft reverse gear collar length	2.45–2.50 (0.096–0.098)	Wear or damage
Regulator valve body	Countershaft reverse gear collar flange thickness	7.97–7.98 (0.3138–0.3142)	7.95 (0.31)
	Mainshaft and countershaft feed pipe O.D. (at 20 mm from end)	1.980–1.995 (0.0780–0.0785)	—
	Mainshaft sealing ring 32 mm thickness	8.000–8.015 (0.3150–0.3156)	8.03 (0.316)
	Mainshaft bushing I.D.	8.000–8.015 (0.3150–0.3156)	8.03 (0.316)
	Countershaft bushing I.D.	2.025–2.060 (0.0797–0.0811)	2.08 (0.082)
	Mainshaft sealing ring groove width	32.000–32.025 (1.2598–1.2608)	32.05 (1.26)
	Sealing ring contact area diameter	5.9–6.0 (0.232–0.236)	5.4 (0.21)
	Reverse shift fork thickness	—	Wear or other defect
	Parking brake ratchet pawl	—	Wear or other defect
	Parking gear	18.5–18.6 (0.7283–0.7323)	—
	Throttle cam stopper	14.000–14.005 (0.5512–0.5514)	—
	Shift fork shaft bore I.D.	14.006–14.010 (0.5514–0.5516)	—
	A	14.011–14.015 (0.5516–0.5518)	—
Servo body	B	37.000–37.039 (1.4567–1.4582)	37.045 (1.4583)
	C	—	—
	Shift fork shaft valve bore I.D.	—	—
Valve body	Oil pump gear side clearance	0.03–0.05 (0.0012–0.0020)	0.07 (0.003)
	Oil pump gear-to-body clearance	Drive: 0.21–0.27 (0.0083–0.0106)	—
		Driven: 0.05–0.09 (0.0020–0.0035)	—
	Stator camshaft needle bearing bore I.D.	24.000–24.021 (0.9449–0.9457)	Wear or damage
	Stator camshaft needle bearing contact and O.D.	26.000–26.013 (1.0236–1.0241)	Wear or damage
	Oil pump driven gear I.D.	14.016–14.034 (0.5518–0.5525)	Wear or damage
	Oil pump shaft O.D.	13.980–13.990 (0.5503–0.5507)	Wear or damage

Automatic Transmission <CA> — Section 16

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Transmission oil	Capacity l (US. qt., Imp. qt.)	2.4 (2.5, 2.1) at oil change 5.4 (5.7, 4.8) at assembly	
Hydraulic pressure	Line pressure at 2,000 min ⁻¹ (rpm)	785–834 kPa (8.0–8.5 kg/cm ² , 114–121 psi)	736 kPa (7.5 kg/cm ² , 107 psi)
	4th, 3rd, 2nd clutch pressure at 2,000 min ⁻¹ (rpm)	441–834 kPa (4.5–8.5 kg/cm ² , 64–121 psi)	392 kPa (4.0 kg/cm ² , 57 psi) with lever released
	1 st clutch pressure at 2,000 min ⁻¹ (rpm)	785–834 kPa (8.0–8.5 kg/cm ² , 114–121 psi)	736 kPa (7.5 kg/cm ² , 107 psi) with throttle more than 3/8 OPEN
	Governor pressure at 60 km/h Except KS and KX	153–163 kPa (1.56–1.66 kg/cm ² , 22–24 psi)	736 kPa (7.5 kg/cm ² , 107 psi)
	KS, KX	208–218 kPa (2.12–2.22 kg/cm ² , 30–32 psi)	148 kPa (1.51 kg/cm ² , 21 psi)
	Throttle pressure A Except KS and KX	446–461 kPa (4.55–1.70 kg/cm ² , 65–67 psi)	203 kPa (2.07 kg/cm ² , 29 psi)
	KS, KX	515–530 kPa (5.25–5.40 kg/cm ² , 75–77 psi)	441 kPa (4.50 kg/cm ² , 64 psi)
	Throttle pressure B	785–834 kPa (8.0–8.5 kg/cm ² , 114–121 psi)	510 kPa (5.20 kg/cm ² , 74 psi)
			736 kPa (7.5 kg/cm ² , 107 psi)
Stall speed	Check with car on level ground	2,750 min ⁻¹ (rpm)	2,300–2,900 min ⁻¹ (rpm)

(cont'd)

Standards and Service Limits (cont'd)

Automatic Transmission <CA> — Section 16

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Clutch	Clutch initial clearance	1st 0.65–0.85 (0.026–0.034) 2nd 0.65–0.80 (0.026–0.031) 3rd and 4th 0.4–0.6 (0.016–0.024)	— — —
	Clutch return spring free length	1st 31.0 (1.22) Except 1st 30.5 (1.20)	29.0 (1.14) 28.5 (1.12)
	Clutch disc thickness	1.88–2.0 (0.074–0.079)	Until grooves worn out
	Clutch plate thickness	1.55–1.65 (0.061–0.065)	Discoloration
	Clutch end plate thickness	Mark1 2.3–2.4 (0.091–0.094) [2.2–2.3 (0.087–0.091)] Mark2 2.4–2.5 (0.094–0.098) [2.5–2.6 (0.098–0.102)] Mark3 2.5–2.6 (0.098–0.102) [2.8–2.9 (0.106–0.110)] Mark4 2.6–2.7 (0.102–0.106) [3.1–3.2 (0.122–0.126)] Mark5 2.7–2.8 (0.106–0.110) [3.4–3.5 (0.134–0.138)] Mark6 [11] 2.8–2.9 (0.110–0.114) [2.05–2.15 (0.081–0.085)] Mark7 [12] 2.9–3.0 (0.114–0.118) [2.35–2.45 (0.093–0.096)] Mark8 [13] 3.0–3.1 (0.118–0.122) [2.65–2.75 (0.104–0.108)] Mark9 [14] 3.1–3.2 (0.122–0.126) [2.95–3.05 (0.116–0.120)] Mark10 [15] 3.2–3.3 (0.126–0.130) [3.25–3.35 (0.128–0.132)]	Discoloration
	[] 1300		
Transmission	Diameter of needle bearing contact area on main and stator shaft	19.980–19.993 (0.7866–0.7871)	Wear or damage
	Diameter of needle bearing contact area on mainshaft 2nd gear collar	35.975–35.991 (1.4163–1.4169)	
	Diameter of needle bearing contact area on main 4th gear collar	31.975–31.991 (1.2588–1.2594)	
	Diameter of needle bearing contact area on mainshaft 1st gear collar	30.975–30.991 (1.2195–1.2201)	
	Diameter of needle bearing contact area on countershaft (L side)	36.004–36.017 (1.4175–1.4180)	
	Diameter of needle bearing contact area on countershaft 3rd gear	31.975–31.991 (1.2589–1.2595)	
	Diameter of needle bearing contact area on countershaft 4th gear collar	27.980–27.993 (1.1016–1.1021)	
	Diameter of needle bearing contact area on countershaft reverse gear collar	29.980–29.993 (1.1803–1.1808)	
	Diameter of needle bearing contact area on countershaft L gear collar	29.980–29.993 (1.1803–1.1808)	
	Diameter of needle bearing contact area on reverse idle gear	13.990–14.000 (0.5508–0.5512)	
	Diameter of needle bearing contact area on main and stator shaft (stator side)	19.980–19.993 (0.7866–0.7871)	
	Reverse idler shaft holder diameter	14.416–14.434 (0.5676–0.5683)	
	Mainshaft 1st gear I.D.	36.000–36.016 (1.4173–1.4180)	
	Mainshaft 2nd gear I.D.	41.000–41.016 (1.6141–1.6148)	
	Mainshaft 4th gear I.D.	38.000–38.016 (1.4961–1.4966)	
	Countershaft 1st gear I.D.	35.000–35.016 (1.3780–1.3786)	
	Countershaft 3rd gear I.D.	38.000–38.016 (1.4961–1.4966)	
	Countershaft 4th gear I.D.	33.000–33.016 (1.2992–1.2998)	
	Countershaft reverse gear I.D.	36.000–36.016 (1.4173–1.4179)	
	Reverse idle gear I.D.	18.007–18.020 (0.7086–0.7094)	
	Stator or-shaft needle bearing bore I.D. (R.side)	26.000–26.013 (1.0236–1.0241)	
	Stator or-shaft needle bearing contact and I.D. (Stator side)	24.000–24.021 (0.9449–0.9457)	Wear or damage
	Mainshaft 4th gear end play	0.10–0.22 (0.004–0.009)	
	Mainshaft 2nd gear end play	0.07–0.15 (0.003–0.006)	
	Mainshaft 1st gear end play	0.08–0.24 (0.0031–0.0094)	
	Countershaft 1st gear end play	0.05–0.20 (0.002–0.008)	
	Countershaft 3rd gear end play	0.07–0.15 (0.003–0.006)	
	Countershaft 4th gear end play	0.07–0.15 (0.003–0.006)	
	Reverse idle gear end play	0.05–0.18 (0.0020–0.0071)	
	Countershaft reverse gear end play	0.05–0.20 (0.002–0.008)	
	Reverse gear hub O.D.	51.87–51.90 (2.0421–2.0433)	Wear or damage
	Thrust washer thickness		
	Mainshaft 2nd gear	A 3.47–3.50 (0.137–0.138) B 3.52–3.55 (0.139–0.140) C 3.57–3.60 (0.141–0.142) D 3.62–3.65 (0.143–0.144) E 3.67–3.70 (0.145–0.146) F 3.72–3.75 (0.147–0.148) G 3.77–3.80 (0.149–0.150) H 3.82–3.85 (0.151–0.152) I 3.87–3.90 (0.152–0.154)	
	Thrust washer thickness		
	Countershaft 3rd gear	A 2.97–3.00 (0.1169–0.1181) B 3.02–3.05 (0.1189–0.1201) C 3.07–3.10 (0.1209–0.1220) D 3.12–3.15 (0.1228–0.1240) E 3.17–3.20 (0.1248–0.1260) F 3.22–3.25 (0.1268–0.1280) G 3.27–3.30 (0.1287–0.1299) H 3.32–3.35 (0.1307–0.1319) I 3.37–3.40 (0.1327–0.1339)	

Automatic Transmission <CA> — Section 16

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Transmission (cont'd)	Countershaft distance collar length	A 33.97—34.00 (1.337—1.339) B 34.02—34.05 (1.339—1.341) C 34.07—34.10 (1.341—1.343) D 34.12—34.15 (1.343—1.344) E 34.17—34.20 (1.345—1.346) F 34.22—34.25 (1.347—1.348) G 34.27—34.30 (1.349—1.350)	— — — — — — —
	Mainshaft 4th gear	2.95—3.05 (0.1161—0.1201)	Wear or damage
	Mainshaft 1st gear R side	2.43—2.50 (0.0957—0.0984)	Wear or damage
	Thrust washer thickness (mainshaft 1st gear L side)	1.45—1.50 (0.057—0.059)	Wear or damage
	Mainshaft 4th gear collar length	40.00—40.05 (1.5748—1.5768)	—
	Mainshaft 1st gear collar length	25.0—25.15 (0.984—0.990)	—
	Mainshaft 1st gear collar flange thickness	2.5—2.6 (0.098—0.102)	Wear or damage
	Countershaft reverse gear collar length	14.50—14.55 (0.531—0.535)	—
	Countershaft reverse gear collar flange thickness	2.45—2.55 (0.096—0.100)	Wear or damage
	Countershaft 1st gear collar length	13.5—13.6 (0.0020—0.0035)	—
	Countershaft 1st gear collar flange thickness	2.4—2.6 (0.0095—0.102)	Wear or damage
	Diameter of countershaft one-way clutch contact area	74.414—74.440 (2.9297—2.9307)	Wear or damage
	Diameter of parking gear one-way clutch contact area	57.755—57.768 (2.2738—2.2743)	Wear or damage
	Mainshaft feed pipe A: O.D. (at 15 mm from end)	8.970—8.980 (0.353—0.354)	8.95 (0.352)
	Mainshaft feed pipe B: O.D. (at 12 mm from end)	5.97—5.98 (0.2350—0.2354)	5.95 (0.234)
	Countershaft feed pipe O.D. (at 20 mm from end)	7.97—7.98 (0.3138—0.3142)	7.95 (0.31)
	Mainshaft sealing ring 32 mm thickness	1.980—1.995 (0.0780—0.0785)	1.8 (0.071)
	Mainshaft bushing I.D.	6.018—6.030 (0.2369—0.2374)	6.045 (0.238)
	Mainshaft bushing I.D.	9.000—9.015 (0.3543—0.3549)	9.03 (0.356)
	Countershaft bushing I.D.	8.000—8.015 (0.3150—0.3156)	8.03 (0.316)
	Mainshaft sealing ring groove width	2.025—2.060 (0.0797—0.0811)	2.08 (0.082)
Regulator valve body	Sealing ring contact area diameter	32.000—32.025 (1.2598—1.2608)	32.05 (1.26)
Shifting device and parking brake control	Reverse shift fork thickness	5.9—6.0 (0.232—0.236)	5.4 (0.21)
	Parking brake ratchet pawl	—	Wear or other defect
	Parking gear Throttle cam stopper	18.5—18.6 (0.7283—0.7323)	Wear or other defect
Servo body	Shift fork shaft bore I.D.	A 14.000—14.005 (0.5512—0.5514) B 14.006—14.010 (0.5514—0.5516) C 14.011—14.015 (0.5516—0.5518)	— — —
	Shift fork shaft valve bore I.D.	37.000—37.039 (1.4567—1.4582)	37.045 (1.4585)
Valve body	Oil pump gear side clearance	0.03—0.05 (0.0012—0.0020)	0.07 (0.003)
	Oil pump gear-to-body clearance	Drive: 0.21—0.266 (0.008—0.010) Driven: 0.05—0.088 (0.002—0.004)	— —
	Oil Pump driven gear I.D.	14.016—14.034 (0.5518—0.5525)	Wear or damage
	Oil Pump shaft O.D.	13.980—13.990 (0.5504—0.5508)	Wear or damage

Differential <Coupe European Model> Section 17

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Ring gear	Backlash	0.14—0.20 (0.006—0.008)	0.25 (0.010)
Differential carrier	Pinion shaft bore diameter	18.000—18.018 (0.7087—0.7094)	18.1 (0.71)
	Carrier-to-pinion shaft clearance	0.016—0.052 (0.0006—0.0020)	0.1 (0.004)
	Driveshaft bore diameter	28.00—28.021 (1.1024—1.1032)	—
	Carrier-to-driveshaft clearance	0.020—0.0662 (0.0010—0.0027)	0.12 (0.005)
Differential pinion gear	Backlash	0.05—0.15 (0.002—0.006)	0.2 (0.008)
	Pinion gear bore diameter	18.041—18.061 (0.7103—0.7111)	—
	Pinion gear-to-pinion shaft clearance	0.057—0.095 (0.0022—0.0037)	0.15 (0.006)

Differential <Except Coupe European Model> Section 17

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Ring gear	Backlash	0.073—0.132 (0.0029—0.0052)	0.25 (0.010)
Differential carrier	Pinion shaft bore diameter	18.000—18.018 (0.7087—0.7094)	18.1 (0.71)
	Carrier-to-pinion shaft clearance	0.016—0.052 (0.0006—0.0020)	0.1 (0.004)
	Driveshaft bore diameter	26.005—26.025 (1.0238—1.0246)	—
	Carrier-to-driveshaft clearance	28.000—28.021 (1.1024—1.1032) 0.025—0.066 (0.0010—0.0026)	0.12 (0.005)
Differential Pinion gear	Backlash	0.05—0.15 (0.002—0.006)	—
	Pinion gear bore diameter	18.041—18.061 (0.7103—0.7111)	—
	Pinion gear-to-pinion shaft clearance	0.057—0.095 (0.0022—0.0037)	0.15 (0.006)

(cont'd)

Standards and Service Limits (cont'd)

Driveshaft—Section 18

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Driveshaft	* Right boot	As installed	471–476 (18.5–18.7)
	* Left boot	As installed	771–776 (30.4–30.6)
	* Right and Left boot as installed		469.2–474.2 (18.5–18.7)

* Coupe

Steering—Section 19

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Steering wheel	Play	10.0 (0.39) Max	—
	Pinion-starting torque N·m (kg-m, lb-ft)	0.4–1.4 (0.04–0.14, 0.29–1.01)	—
	* KY	* 0.5–1.7 (0.03–0.19, 0.36–1.23)	—
	Pinion-starting torque N·m (kg-m, lb-ft) without P/S with P/S	0.5–1.3 (0.05–0.13, 0.36–0.94) 1.2 (0.12, 0.87) Max.	
Power steering Pump belt	Pump pressure with valve closed (Oil temp./speed: 40°C (104°F) min/idle. Do not run for more than 5 seconds)		
	Fluid capacity kPa (kg/cm², psi)	6,370–7,056 (65–72, 924–1,014)	
	Reservoir At change	0.3 l (0.32 US. qt., 0.26 imp. qt.) 1.0 l (1.1 US. qt., 0.9 imp. qt.)	
Deflection midway between pulleys/load		18–22 (0.7–0.9)/98N (10 kg, 22 lb) for used belt	
		18–20 (0.7–0.8)/98N (10 kg, 22 lb) after replacement of belt	

Suspension—Section 20

Suspension — Section 20						
	MEASUREMENT			STANDARD (NEW)		SERVICE LIMIT
Wheel alignment	Front camber	2D H/B		−0°10'±1°		* with P/S
		Coupe 4D		−0°10'±1°	KY:0°20'±1°	
	4D H/B		0°20'±1°	EC:0°16'±1°		
		Rear camber		−0°45'±15'		
	Caster	Coupe		2°50'±1°	KY:2°15'±1°	
		2D H/B		2°20'±1°	KY:2°10'±1°	
	4D		*2°55'±1°	KY:2°55'±1°		
		4D H/B		2°25'±1°	*3°55'±1°	
	Front toe			2°00'±1°	EC:1°49'±1°	
		Rear toe		*2°35'±1°	EC:2°25'±1°	
Steering angle R/L	Inside		41°30'±2°			
	Outside		34°30'±2°			
Wheel	Rim runout	Steel	Axial	0—1.0 (0—0.039)	—	
			Radial	0—1.0 (0—0.039)	—	
	Alumium		Axial	0—0.7 (0—0.028)	—	
			Radial	0—0.7 (0—0.028)	—	
Front spring	Clearance between wheel arch and ground	EC		639 (25.2)	624—654 (24.6—25.1)	
		KY		659 (25.9)	644—674 (25.4—26.5)	

Brake—Section 21

Brake — Section 21					
	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT	
Parking brake lever	Play stroke 200N (20 kg, 44 lbs)		To be locked when pulled 4–8 notches		
Foot brake Pedal	Pedal height Free play		174 (6.8) 4DH/B; 168 (6.6) to floor 1–5 (0.04–0.20)	5 (0.20)	
Master cylinder	Piston-to-push rod clearance		0–0.4 (0–0.016)	—	
Brake drum	I.D.		180 (7.09) 4DH/B 200 (7.87)	181 (7.13) 4DH/B (7.87)	
Lining	Thickness		4.5 (0.18)	2.0 (0.08)	
Disc brake	Disc thickness	Ventilated	17.0 (0.67) *219.0 (0.75)	15.0 (0.59) *217.0 (0.67)	
		Solid	12.0 (0.47)	10.0 (0.39) (0.31)	
	Disc runout		0–0.1 (0.004)	0–0.1 (0.004)	
	Disc parallelism		0.007 (0.0003)	0.15 (0.0006)	
	Pad thickness	*1	10.0 (0.39)	1.6 (0.06)	
		other models	9.5 (0.37)	1.6 (0.06)	
Brake Booster	Characteristic	Vacuum (mmHg)	Pedal Pressure kg (lbs)	Line Pressure kg/cm ² (psi)	
				Coupe European	other models
		0	20 (44)	15 (213) min	16 (228) min
		300	20 (44)	47 (668) min	46 (654) min
		500	20 (44)	67 (953) min	66 (939) min

*1: Coupe EC and 4D H/B EC and KX

*2: Coupe EC

Engine Electrical — Section 25, 26 and 27

Engine Electrical — Section 25, 26 and 27									
MEASUREMENT				STANDARD (NEW)					
Ignition coil	Rated voltage Performance winding resistance Secondary winding resistance			12 Volts 1.24—1.46 ohms *1.215—1.485 ohms 8,000—12,000 ohms *9,040—13,560 ohms					
Ignition wire	Resistance			25,000 ohms max					
Spark plug	Type	Standard		NGK: BCP6EY-11, BCP6EY-N11, BCP6E-11, *BP6EY-11 ND: Q20PR-U11, *W20EX-U11, W20 EXR-U11					
	Gap			1.0—1.1 (0.039—0.043)					
Ignition timing	At idling	1200		17±2° BTDC					
		1300		12±2° BTDC					
	1500	European model		14±2° BTDC					
		PGM-Fi model		16±2° BTDC					
		General export model		16±2° BTDC					
	1600	European model		20±2° BTDC					
		KS		10±2° BTDC					
		KX		17±2° BTDC					
Battery	Lighting capacity (20-hour ratio) Starting capacity (5-second ratio)			40, 45, 47 Ampere Hours 8.4 V minimum at 300 Ampere draw					
Alternator		ND		MITSUBISHI					
		STANDARD (NEW)		SERVICE LIMIT					
	Output at no-load Output	14V at 1,090 min ⁻¹ (rpm) 14V/55A at 6,000 min ⁻¹ (rpm)		14V at 1,400 min ⁻¹ (rpm) 50A at 6,000 min ⁻¹ (rpm)					
		14V at 1,100 min ⁻¹ (rpm) 14V/55A at 6,000 min ⁻¹ (rpm)		14V at 1,400 min ⁻¹ (rpm) 50A at 5,000 min ⁻¹ (rpm)					
	Coil resistance (rotor)	2.9 ohm		3 ohm					
Slip ring O.D.	14.4 (0.57)		23.0 (0.91)						
Brush length	13.5 (0.53)		18.0 (0.71)						
Brush spring tension	330 g (11.6 oz)		370 g (13.05 oz)						
Alternator belt	Deflection midway between pulleys/load			6—9 (0.24—0.35)/98 (10 kg, 22 lb) for used belt 4—6 (0.16—0.24)/98 (10 kg, 22 lb) after replacement of belt					
Starting motor	MEASUREMENT	ND 0.8 kW		HITACHI 0.8 kW		ND 1.0 kW, 1.4 kW		MITSUBA 1.0 kW, 1.4 kW	
		STANDARD (NEW)	SERVICE LIMIT	STANDARD (NEW)	SERVICE LIMIT	STANDARD (NEW)	SERVICE LIMIT	STANDARD (NEW)	SERVICE LIMIT
	Mica depth	0.5—0.8 (0.020—0.031)	0.2 (0.008)	0.5—0.8 (0.020—0.031)	0.2 (0.008)	0.4—0.8 (0.016—0.031)	0.2 (0.008)	0.4—0.5 (0.016—0.020)	0.15 (0.006)
	Commutator runout	0—0.5 (0.020)	0.3 (0.012)	0—0.1 (0.004)	0.4 (0.016)	0—0.02 (0.0008)	0.05 (0.020)	0—0.02 (0.008)	0.05 (0.020)
	Commutator O.D.	28.0 (1.10)	27.0 (1.06)		39.0 (1.54)	30.0 (1.18)	29.0 (1.14)	28.0 (1.10)	27.5 (1.08)
	Brush length	15.5—16.5 (0.61—0.65)	10.0 (0.39)	14.5—15.5 (0.61—0.65)	12.0 (0.47)	12.5—13.5 (0.49—0.53)	8.5 (0.33)	14.3—14.7 (0.56—0.58)	9.3 (0.37)
	Spring pressure (new)	1.2 kg (2.6 lb)	—	1.6 kg (3.5 lb)	—	1.75 kg (3.8 lb)	—	2.1 kg (4.6 lb)	—

Design Specifications

Coupe CR-X European Model

	ITEMS	METRIC	ENGLISH	NOTES
DIMENSIONS	Overall Length	3,755 mm	147.8 in.	with bumper guard
		3,780 mm	148.8 in.	
	Overall Width	1,630 mm	64.2 in.	
	Overall Height	1,290 mm	50.8 in.	
	Wheelbase	2,200 mm	86.6 in.	
	Tread Front/Rear	1,400/1,415 mm	55.1/55.7 in.	
	Ground Clearance	150 mm	5.9 in.	
	Seating Capacity	4 2 (KS and Norway)		
WEIGHTS	Engine Weight	105 kg	232 lb.	Excludes transmission
	Curb Weight	895 kg	1,973 lb.	
		905 kg (KS)	1,996 lb.	
		900 kg (Finland, Norway)	1,985 lb.	
	Weight Distribution (F/R)	555/340 kg	1,224/750 lb.	
		565/340 kg (KS)	1,246/750 lb.	
		560/340 kg (Finland, Norway)	1,235/750 lb.	
	Max. Permissible Weight (EC)	1,270 kg	2,800 lb.	
		1,220 kg (KS)	2,690 lb.	
	Carving (loading) Weight	45 kg	99 lb.	
CAPACITIES	Engine Oil:			
	drain and refill (with filter)	3.5 l	3.7 US qt, 3.1 Imp qt	
	initial fill	4.0 l	4.2 US qt, 3.4 Imp qt	
	Transmission Oil:			
	drain and refill	2.3 l	2.4 US qt, 2.0 Imp qt	
	initial fill	2.5 l	2.6 US qt, 2.2 Imp qt	
	Fuel Tank	41 l	10.8 US gal, 9.0 Imp gal	
Cooling System/Drain and Refill Radiator	5.9/4.5 l	6.2/4.8 US qt, 5.2/4.0 Imp gal		
ENGINE	Type	Water cooled, 4-cycle D.O.H.C. 16 valves		OPEN measurement begins CLOSE measurement ends at point where valve reaches 1 mm lift.
	Cylinder Arrangement	4-cylinders in-line, transverse		
	Bore and Stroke	75 x 90 mm	2.95 x 3.54 in.	
	Compression Ratio	9.3 : 1		
	Displacement	1,590 cm³	97 cu in.	
	Valve Train	Timing belt driven, double overhead camshaft		
	Lubrication System	Trochoid pump		
	Fuel Required	super or premium grade gasoline with 97 Research Octane Number or higher.		
	Valve Timing			
	Intake	OPEN CLOSE	11° ATDC 36° ABDC	
	Exhaust	OPEN CLOSE	35° BBDC 13° BTDC	
	TRANSMISSION	Clutch	Single plate dry, diaphragm spring	
Transmission		Synchronized 5 forward 1 reverse		
Primary Reduction		Direct 1 : 1		
Gear Ratio				
1st		3.181		
2nd		1.944		
3rd		1.347		
4th		1.033		
5th		0.878		
Reverse		2.916		
Final Reduction	Single helical gear, 3.866			
Clutch Lining Area	160 cm²	24.8 sq. in.		
STEERING	Gear Type	Rack and Pinion (Variable)		
	Overall Ratio	21.1(19.2—21.7) 20.4(18.3—21.7) (KE only)		
	Steering Wheel Diameter	370 x 360 mm	14.6 x 14.2 in.	
SUSPENSION	Front	Independent, Strut, Torsion bar spring		
	Rear	Rigid axle, Trailing arm, Coil spring		
WHEEL ALIGNMENT	Camber Front/Rear	-0°10'—0°45'		
	Caster	2°55'		
	Toe-in Front	0 mm	0 in.	
	Rear	2 mm	0.08 in.	
	Steering Axis Inclination	12°55'		
BRAKES	Type, Front	Power assisted ventilated disc		
	Type, Rear	Power assisted drum		
	Lining Surface Area Front/Rear	43.3/50.2 cm²	7.1/7.8 sq. in.	
	Effective Disc Diameter	194 mm	7.6 in.	
	Brake Drum I.D.	180 mm	7.1 in.	
	Parking brake Type	Mechanical expanding, rear two wheel brakes		
TIRES	Size	185/60 R14 82H, 185/60VR14 (KG only)		

	ITEMS	METRIC	ENGLISH	NOTES
ELECTRICAL	Battery	12 V—45 AH		KE and KF
	Starter	12 V—47 AH		
	Alternator	12 V—1.4 kW		
	Fuses	12 V—60 amps		
	Main Fuses	12 A x 3, 15 A x 5, 10 A x 9		
	Headlights	55 A x 1, 45 A x 2, 30 A x 1 (Sunroof)		
	Front Turn Signal Lights	12 V—60/55 W		
	Position Lights	12 V—21 W		
	Side Turn Signal Lights	12 V—5 W		
	Interior Light	12 V—5 W		
	Rear Turn Signal Lights	12 V—8 W		
	Stop/Taillights	12 V—21 W		
	Luggage area Light	12 V—21/5 W		
	Back-up Lights	12 V—3.4 W		
	License Lights	12 V—21 W		
	Rear Fog Lights	12 V—5 W		
		12 V—21 W		

Coupe CR-X KY Model

NOTE: Only the design specifications for models below different from those of the European model are listed. For the other items not given here, refer to the European Model design specification.

	ITEMS	METRIC	ENGLISH	NOTES
DIMENSIONS	Overall Length	3,675 mm	144.7 in.	
	Overall Width	1,625 mm	63.9 in.	
	Overall Height	1,315 mm	51.8 in.	
	Ground Clearance	170 mm	6.7 in.	
	Seating Capacity	2		
WEIGHTS	Engine Weight	90 kg	198 lb.	Excludes transmission
	Curb Weight	815 kg	1,197 lb.	
	Weight Distribution (F/R)	500/315 kg	1,102/695 lb.	
GAPACITIES	Transmission Oil: initial fill	2.5 l	2.6 US qt, 2.2 imp qt	
ENGINE	Type	Water cooled, 4-cycle O.H.C.		OPEN measurement begins CLOSE measurement ends at point where valve reaches 1 mm lift.
	Cylinder Arrangement	4-cylinder in-line, transverse		
	Bore and Stroke	74 x 86.5 mm	2.91 x 34.1 in.	
	Compression Ratio	8.7 : 1		
	Displacement	1,488 cm ³	91 cu in.	
	Valve Train	Timing belt driven single overhead camshaft		
	Lubrication System	Trochoid pump		
	Fuel Required	Low-lead or regular gasoline with 91 Research Octane Number or higher.		
	Valve Timing			
	Intake	OPEN	10° ATDC	
		CLOSE	20° ABDC	
	Exhaust	OPEN	25° BBDC	
		CLOSE	10° BTDC	
TRANSMISSION	Gear Ratio	1st	2.916	
		2nd	1.764	
		3rd	1.192	
		4th	0.866	
		5th	0.718	
		Reverse	2.916	
		Final Reduction	Single helical gear, 4.250	
	Clutch Lining Area	147 cm ²	22.9 sq. in.	
STEERING	Gear Type	Rack and Pinion		
	Overall Ratio	19.0 : 1		
	Turns, lock-to-lock	4.11		
	Steering Wheel Diameter	370 x 360 mm	14.6 x 14.2 in.	
WHEEL ALIGNMENT	Camber	2°20' / -0°45'		
	Caster	2°15'		
BRAKES	Type, Front	Power assisted solid disc		
	Linig Surface Area Front/Rear	36/50.2 cm ²	5.6/7.8 sq. in.	
	Effective Disc Diameter	190 mm	7.5 in.	
TIRES	Size	165 SR13		
ELECTRICAL	Battery	12 V—45 AH		
	Starter	12 V—1.0 kW		
	Alternator	12 V—55 amps		
	Fuses	10 A, 15 A, 20 A		
	Main Fuse	45 A, 65 A		

(cont'd)

Design Specifications (cont'd)

2D H/B

	ITEMS		METRIC	ENGLISH	NOTES
DIMENSIONS	Overall Length		3,845 mm	151.4 in.	Except SF and N with bumper guard SF and N with bumper guard
	Overall Width		3,865 mm	152.2 in.	
	Overall Height		1,635 mm	64.4 in.	
	Wheelbase		1,340 mm	52.8 in.	
	Tread Front/Rear		2,380 mm	93.7 in.	
	Ground Clearance		1,400/1,415 mm	55.1/55.7 in.	
	Seating Capacity		165 mm	6.5 in.	
WEIGHTS	Engine Weight		175 mm (KY)	6.9 in.	KW-SF: Spain and Finland With EW4 engine
	PGM-FI		94 kg	207 lb.	
	Others		90 kg	198 lb.	
	Curb Weight		860 kg	1,896 lb.	
	PGM-FI		865 kg (KW-SF,KS)	1,907 lb.	
			870 kg (KX)	1,918 lb.	
			870 kg (with catalyst)	1,918 lb.	
	1500		840 kg	1,852 lb.	
	5-speed		845 kg (KW-SF, KS)	1,863 lb.	
			850 kg (KX)	1,874 lb.	
			840 kg (KY)	1,852 lb.	
	Automatic		860 kg	1,896 lb.	
			865 kg (KW-SF,KS)	1,907 lb.	
	1300		870 kg (KX)	1,918 lb.	
	5-speed		820 kg	1,808 lb.	
			825 kg (KW-SF,KS)	1,819 lb.	
			835 kg (KX)	1,841 lb.	
	Automatic		840 kg (KE)	1,852 lb.	
	Hondamatic		835 kg	1,841 lb.	
			840 kg (KW-SF,KS)	1,852 lb.	
	1200		850 kg (KX)	1,874 lb.	
	4-speed		790 kg (KP,KT,KU)	1,742 lb.	
			810 kg (KG)	1,786 lb.	
	Hondamatic		805 kg (KP,KT,KU)	1,775 lb.	
	Weight Distribution (F/R)		515/345 kg	1,135/761 lb.	
	PGM-FI		520/345 kg (KW-SF,KS)	1,146/761 lb.	
			525/345 kg (KX)	1,157/761 lb.	
	1500		520/350 kg (with catalyst)	1,146/772 lb.	
	5-speed		500/340 kg	1,102/750 lb.	
			505/340 kg (KW-SF,KS)	1,113/750 lb.	
			510/340 kg (KX)	1,124/750 lb.	
			505/335 kg (KY)	1,113/739 lb.	
	Automatic		520/340 kg	1,146/750 lb.	
			525/340 kg (KW-SF,KS)	1,157/750 lb.	
	1300		530/340 kg (KX)	1,168/750 lb.	
	5-speed		485/335 kg	1,069/739 lb.	
			490/335 kg (KW-SF,KS)	1,080/739 lb.	
			500/335 kg (KX)	1,102/739 lb.	
	Automatic		505/335 kg (KE)	1,113/739 lb.	
	Hondamatic		500/335 kg	1,102/739 lb.	
			505/335 kg (KW-SF,KS)	1,113/739 lb.	
	1200		515/335 kg (KX)	1,135/739 lb.	
	4-speed		470/320 kg (KP,KT,KU)	1,036/705 lb.	
			485/325 kg (KG)	1,069/717 lb.	
	Hondamatic		485/320 kg (KP,KT,KU)	1,069/705 lb.	
	Max. Permissible Weight (EC)		1,270 kg	2,800 lb.	
			1,230 kg (KS-PGM-FI with Sunroof)	2,712 lb.	
			1,220 kg (KS-PGM-FI)	2,690 lb.	
			1,220 kg (KS-1500HM)	2,690 lb.	
			1,210 kg (KS-1500MT)	2,668 lb.	
			1,210 kg (KS-1300HM)	2,618 lb.	
			1,190 kg (KS-1300MT)	2,623 lb.	
	Gross Vehicle Weight Rating (MVSS)		1,290 kg (1500 engine)	2,850 lb.	
			1,240 kg (1300 engine)	2,740 lb.	
	Carrying (loading) Weight Capacity		45 g	99 lb.	
CAPACITIES	Engine Oil:		3.5 ℓ	3.7 US qt, 3.1 Imp qt	
	drain and refill (with filter)		4.0 ℓ	4.2 US qt, 3.5 Imp qt	
	initial fill		2.5 ℓ	2.6 US qt, 2.2 Imp qt	
	Transmission Oil:		2.65 ℓ	2.8 US qt, 2.3 Imp qt	
	drain and refill		2.4 ℓ	2.5 US qt, 2.1 Imp qt	
	initial fill		5.0 ℓ	5.3 US qt, 4.4 Imp qt	
	Automatic Fluid:		2.4 ℓ	2.5 US qt, 2.1 Imp qt	
	Automatic		5.0 ℓ	5.3 US qt, 4.4 Imp qt	
	drain and refill		2.4 ℓ	2.5 US qt, 2.1 Imp qt	
	Hondamatic		5.0 ℓ	5.3 US qt, 4.4 Imp qt	
	drain and refill				
	initial fill				

	ITEMS		METRIC	ENGLISH	NOTES
CAPACITIES	Fuel Tank		45 ℓ	11.9 US gal, 9.9 Imp gal	
	Cooling System/	PGM-FI	5.5/4.5 ℓ	5.8/4.8 US qt, 4.8/4.0 Imp qt	
	Drain and Refill	1500	5.1/4.1 ℓ (EC-MT)	5.4/4.3 US qt, 4.5/3.6 Imp qt	
	Radiator		5.5/4.5 ℓ (EC-HM, Other type)	5.8/4.8 US qt, 4.8/4.0 Imp qt	
		1300			
	5-speed		4.5/3.5 ℓ (EC)	4.8/3.7 US qt, 4.0/3.1 Imp qt	
			4.9/3.9 ℓ (Other types)	5.2/4.1 US qt, 4.3/3.4 Imp qt	
	4-speed		4.5/3.5 ℓ	4.8/3.7 US qt, 4.0/3.1 Imp qt	
	HM		4.5/3.5 ℓ (EC)	4.8/3.7 US qt, 4.0/3.1 Imp qt	
			5.2/4.2 ℓ (Other types)	5.5/4.2 US qt, 4.6/3.7 Imp qt	
	1200				
	4-speed		4.5/3.5 ℓ (KG)	4.8/3.7 US qt, 4.0/3.1 Imp qt	
			5.2/4.2 ℓ (KP, KT, KU)	5.5/4.4 US qt, 4.6/3.7 Imp qt	
	Hondamatic		4.5/3.5 ℓ (KP, KT, KU)	4.8/3.7 US qt, 4.0/3.1 Imp qt	
ENGINE	Type		Water cooled, 4-cycle O.H.C.		
	Cylinder Arrangement		4-cylinder in-line, transverse		
	Bore and Stroke	PGM-FI, 1500	74 x 86.5 mm	2.91 x 3.41 in.	
		1300	74 x 78 mm	2.91 x 3.07 in.	
		1200	74 x 69 mm	2.91 x 2.72 in.	
	Compression Ratio	PGM-FI	8.7 : 1		
		1500	8.7 : 1		
		1300	8.7 : 1	8.6 : 1 (KX)	
		1200	8.2 : 1		
	Displacement	PGM-FI, 1500	1,488 cm ³	91 cu. in.	
		1300	1,342 cm ³	82 cu. in.	
		1200	1,187 cm ³	72 cu. in.	
	Valve Train		Timing belt driven, single overhead camshaft		
	Lubrication System		Trochoid pump		
	Fuel Required		CARB Engine: Leaded or unleaded gasoline with 91 Research Octane number or higher PGM-FI Engine: Leaded gasoline with 97 Research Octane number or higher Unleaded gasoline with 91, Research Octane number or higher		
	Valve Timing	PGM-FI	1500	1300	1200
	Intake OPEN	10° ATDC	10° ATDC *1	10° ATDC	15° ATDC *2
	Intake CLOSE	40° ABDC	20° ABDC	20° ABDC	15° ABDC
	Exhaust OPEN	40° BBDC	25° BBDC	25° BBDC	20° BBDC
	Exhaust CLOSE	10° BTDC	10° BTDC	5° BTDC	15° BTDC
TRANS- MISSION	Clutch	4/5-speed	Single plate dry, diaphragm spring		
		HM	Torque converter		
	Transmission	5-speed	Synchronized 5 forward 1 reverse		
		4-speed	Synchronized 4 forward 1 reverse		
		Automatic	4 forward speeds 1 reverse with torque converter		
		Hondamatic	3 forward speeds 1 reverse with torque converter		
	Primary Reduction		Direct 1 : 1		
	Gear Ratio	PGM-FI, 1500	5-speed	Automatic	Hondamatic
		1st	2.916	2.500	1.782
		2nd	1.764	1.500	1.206
		3rd	1.192	0.969	0.823
		4th	0.866	0.729	—
		5th	0.718	—	—
		Reverse	2.916	1.954	1.954
		Final Reduction	4.250 *4.400	3.933	3.588
		1300	5-speed	4-speed	Automatic
			KS.KX	Others	Hondamatic
		1st	2.916	3.272	2.916
		2nd	1.764	1.666	1.764
		3rd	1.192	1.037	1.192
		4th	0.866	0.774	0.866
		5th	0.718	0.647	—
		Reverse	2.916	2.916	2.916
		Final Reduction	4.250	4.250	4.400
		1200	4-speed	Hondamatic	
		1st	2.916	1.782	
		2nd	1.764	1.206	
		3rd	1.192	0.828	
		4th	0.866	—	
		5th	0.718	—	
		Reverse	2.916	1.954	
		Final Reduction	4.400 KG	4.666	
	Clutch Lining Area		147 cm ²	22.9 sq. in.	

*1: KQ, KS, KX model with Automatic

*2: KS, KX model with Hondamatic

(cont'd)

Design Specifications (cont'd)

2D H/B

	ITEMS	METRIC	ENGLISH	NOTES
STEERING	Gear Type Overall Ratio Turns, lock-to-lock Steering Wheel Diameter	Rack and Pinion 19.1 (17.9):1 3.9 (3.7) 370 x 360 mm 377 mm	14.6 x 14.2 in. 14.8 in.	() with P/S () with P/S EC
SUSPENSION	Type, Front Type, Rear	Independent, Strut, Torsion bar spring Rigid axle, Trailing arm, Coil spring		
WHEEL ALIGNMENT	Camber Front/Rear Caster Toe Front Rear Steering Axis Inclination	-0°10'/-0°45' 2°20' *2°55' 2°10' *2°55' (KY) 0 mm IN 2 mm 12°55' 12°30'		*with P/S 0 in. IN 0.08 in.
BRAKES	Type, Front Type, Rear Lining Surface Area Front/Rear Effective Disc Diameter Brake Drum I.D. Parking Brake Type	Power assisted disc Power assisted ventilated disc (EC-GT, KX-GL) Power assisted drum 36/50.2 cm ² 190 mm 180 mm Mechanical expanding, rear two wheel brakes		5.6/7.9 sq. in. 7.5 in. 7.1 in.
TIRES	Size	175/70 HR 13 (EC-GT) 155SR13 (EC-DX, STD, KW, KS-GL) 165/70SR13 (EC-GL, Except KW, KS) 165SR13 (KY) 165/70SR13 (KQ) 6.15-13-4PR (KP, KD, KT, KU Except Greece) 155R13 78S (EC-DX, STD, KW, KS-GL)		
ELECTRICAL	Battery Starter Alternator Fuses Main Fuse Headlights Front Turn Signal Lights Position Lights Front Side Marker Lights Warning Indicator Lights Interior Light Rear Turn Signal Lights Stop/Tailights Turn Signal Indicator Lights Luggage area Light Back-up Lights License Lights Rear Fog Lights Heater Panel Light	12 V-47 AH 12 V-45 AH (KF, KE) 12 V-40 AH (KQ, KT, KU, KP, KY) 12 V-1.0 kW, 12 V-1.4 kW (1500 HM expect KE, KF) 12 V-0.8 kW (KE, KF) 12 V-60 amps 20 A x 2, 15 A x 4, 10 A x 9 55 A x 1, 45 A x 2 12 V-60/55 W 12 V-65/55 W (KT, KU, KP, KY, KQ) 12 V-21 W 12 V-5 W 12 V-5 W 12 V-14 W 12 V-5 W 12 V-21 W 12 V-21/5 W 12 V-1.4 W 12 V-3.4 W 12 V-21 W 12 V-5 W 12 V-21 W (EC) 12 V-1.4 W		

4D

	ITEMS	METRIC	ENGLISH	NOTES
DIMENSIONS	Overall Length	4,145 mm	163.2 in.	Except SF and N with bumper guard SF and N with bumper guard
	Overall Width	4,165 mm	164.0 in.	
	1500	1,630 mm	64.2 in.	
	1200/1300	1,625 mm (KQ only)	64.0 in.	
	Overall Height	1,625 mm	64.0 in.	
	Wheelbase	1,385 mm	54.5 in.	
	Tread F/R	2,450 mm	96.5 in.	
WEIGHTS	Ground Clearance	1,400/1,415 mm	55.1/55.7 in.	Except transmission and radiator
	Seating Capacity	165/175 mm (KY only)	6.3/6.9 in.	
	Engine weight (Wet)	90 kg	198 lb.	
	Curb weight			
	1500			
	5-speed	885 kg (KS, KW-SF)	1,951 lb.	
		895 kg (KX)	1,973 lb.	
		880 kg (KW)	1,940 lb.	
		900 kg (KY)	1,984 lb.	
	Automatic	905 kg (KS, KW-SF)	1,995 lb.	
		915 kg (KX)	2,017 lb.	
		900 kg (KW)	1,984 lb.	
	Hondamatic	915 kg (KY)	2,017 lb.	
	1300			
	5-speed	855 kg (KS, KW-SF)	1,885 lb.	
		850 kg (KW)	1,874 lb.	
	Hondamatic	870 kg (KS, KW-SF)	1,918 lb.	
		865 kg (KW)	1,907 lb.	
	1200			
	4-speed	855 kg (KW)	1,885 lb.	
CAPACITIES	Weight Distribution (F/R)			Curb weight + A/C—22 kg (49 lb.) + Cargo—45 kg (99 lb.) + Passengers—70 kg x 5 (154 lb. x 5) + Tolerance = G.V.W.R.
	1500			
	5-speed	520/365 kg (KS, KW-SF)	1,146/805 lb.	
		530/365 kg (KX)	1,168/805 lb.	
		515/365 kg (KW)	1,135/805 lb.	
		525/375 kg (KY)	1,157/827 lb.	
	Automatic	540/365 kg (KS, KW-SF)	1,190/805 lb.	
		550/365 kg (KX)	1,213/805 lb.	
		535/365 kg (KW)	1,179/805 lb.	
	Hondamatic	540/375 kg (KY)	1,190/827 lb.	
	1300			
	5-speed	500/355 kg (KS, KW-SF)	1,102/783 lb.	
		495/355 kg (KW)	1,091/783 lb.	
	Hondamatic	515/355 kg (KS, KW-SF)	1,135/783 lb.	
		510/355 kg (KW)	1,124/783 lb.	
	1200			
	4-speed	500/355 kg (KW)	1,102/783 lb.	
	Hondamatic	490/355 kg (KP, KT, KU)	1,080/783 lb.	
		510/355 kg (KP, KT, KU)	1,124/783 lb.	
CAPACITIES	Max. Permissible weight (EC)			Curb weight + A/C—22 kg (49 lb.) + Cargo—45 kg (99 lb.) + Passengers—70 kg x 5 (154 lb. x 5) + Tolerance = G.V.W.R.
		1,300 kg	2,866 lb.	
		1,240 kg (KS-1300)	2,734 lb.	
		1,290 kg (KS-1500)	2,744 lb.	
		1,320 kg	2,910 lb.	
	gross Vehicle Weight Rating (MVSS)			
	Carrying (loading) Weight Capacity	45 kg	99 lb.	
	Engine oil:			
	drain and refill (with filter)	3.5 l	3.7 US qt, 3.1 Imp qt	
	initial fill	4.0 l	4.2 US qt, 3.5 Imp qt	
	Transmission Oil:			
	drain and refill	2.5 l	2.6 US qt, 2.2 Imp qt	
	initial fill	2.65 l	2.8 US qt, 2.3 Imp qt	
	Automatic Fluid:			
	Automatic, drain and refill	2.4 l	2.5 US qt, 2.1 Imp qt	
	initial fill	5.0 l	5.3 US qt, 4.4 Imp qt	
	Hondamatic, drain and refill	2.4 l	2.5 US qt, 2.1 Imp qt	
	initial fill	5.0 l	5.3 US qt, 4.4 Imp qt	
	Fuel Tank	46 l	12.1 US gal, 10.1 Imp gal	
CAPACITIES	Cooling System			Curb weight + A/C—22 kg (49 lb.) + Cargo—45 kg (99 lb.) + Passengers—70 kg x 5 (154 lb. x 5) + Tolerance = G.V.W.R.
	1500	5.1/4.1 l (EC-MT)	5.4/4.3 US qt, 4.5/3.6 Imp qt	
	Drain and Refill	5.5/4.5 l (Other models)	5.8/4.8 US qt, 4.8/4.0 Imp qt	
	Radiator			
	1300			
	5-speed	4.5/3.5 l (KT)	4.8/3.7 US qt, 4.0/3.1 Imp qt	
		4.4/3.4 l (Except KT)	4.7/3.6 US qt, 3.9/3.0 Imp qt	
	4-speed	5.2/4.2 l	5.5/4.4 US qt, 4.6/3.7 Imp qt	
	HM	4.5/3.5 l (EC)	4.8/3.7 US qt, 4.0/3.1 Imp qt	
		5.2/4.2 l (Other models)	5.5/4.4 US qt, 4.6/3.7 Imp qt	
	1200			
	4-speed	4.4/3.4 l (KW)	4.7/3.6 US qt, 3.9/3.0 Imp qt	
		4.5/3.5 l	4.8/3.7 US qt, 4.0/3.1 Imp qt	
	Hondamatic	4.9/3.9 l	5.2/4.1 US qt, 4.3/3.4 Imp qt	

(cont'd)

Design Specifications (cont'd)

4D

	ITEMS		METRIC		ENGLISH		NOTES
ENGINE	Type		Water cooled, 4-cycle O.H.C.				Expect KX, KQ, KX, KQ OPEN measurement begins CLOSE measurement ends at point where valve reaches 1 mm lift.
	Cylinder Arrangement		4-cylinder in-line, transverse				
	Bore and Stroke	1500	74 x 86.5 mm		2.91 x 3.41 in.		
		1300	74 x 78 mm		2.91 x 3.07 in.		
		1200	74 x 69 mm		2.91 x 2.72 in.		
	Compression Ratio	1500		8.7 : 1			
		1300		8.7 : 1	8.6 : 1 (KX only)		
		1200		8.2 : 1			
	Displacement	1500	1,488 cm ³		91 cu. in.		
		1300	1,342 cm ³		82 cu. in.		
		1200	1,187 cm ³		72 cu. in.		
	Valve Train		Timing belt driven, single overhead camshaft				
Lubrication System		Trochoid pump					
Fuel required		Leaded or unleaded gasoline with 91 Research Octane number or higher.					
		Unleaded gasoline with 91 research Octane Number or higher					
Valve Timing		1500	1300	1200			
Intake	OPEN	10° ATDC *1	10° ATDC	15° ATDC	15° ATDC		
	CLOSE	20° ABDC	20° ABDC	15° ABDC	15° ABDC		
Exhaust	OPEN	25° BBDC	25° BBDC	20° BBDC	15° BBDC		
	CLOSE	10° BTDC	5° BTDC	15° BTDC	15° BTDC		
TRANSMISSION	Clutch	4/5-speed HM	Single plate dry, diaphragm spring Torque converter				HM: Automatic or Hondamatic
Transmission	5-speed 4-speed Automatic Hondamatic	Synchronized 5 forward 1 reverse Synchronized 4 forward 1 reverse 4 forward speeds 1 reverse with torque converter 3 forward speeds 1 reverse with torque converter Direct 1:1					
Primary Reduction							
Gear Ratio	1500	5-speed	Automatic	Hondamatic			
	1st	2.916	2.500	1.782			
	2nd	1.764	1.500	1.133			
	3rd	1.192	0.969	0.777			
	4th	0.866	0.729	—			
	5th	0.718	—	—			
	Reverse	2.916	1.954	1.954			
	Final Reduction	4.250	3.933	3.588			
	1300	5-speed () KF	4-speed	Hondamtic	Automatic		
	1st	2.916 (3.272)	2.916	1.782	2.500		
	2nd	1.764 (1.666)	1.764	1.206	1.500		
	3rd	1.192 (1.037)	1.192	0.828	0.969		
	4th	0.866 (0.774)	0.866	—	0.729		
	5th	0.718 (0.647)	—	—	—		
	Reverse	2.916 (2.916)	2.916	1.954	1.954		
	Final Reduction	4.400 (4.250)	4.400	3.588	3.933		
	1200	4-speed		Hondamatic			
	1st	2.916		1.782			
	2nd	1.764		1.206			
	3rd	1.192		0.828			
	4th	0.866		—			
	5th	—		—			
	Reverse	2.916		1.954			
	Final Reduction	4.666		3.588			
	Clutch Lining Area	147 cm ²		22.9 sq. in.			
STEERING	Gear Type	Rack and Pinion				() with P/S () with P/S	
	Overall Ratio	19.1 (17.9) : 1					
	Turns, lock-to-lock	3.9 (3.7)					
	Steering Wheel Diameter	377 mm	14.8 in.				
SUSPENSION	Type, Front	Independent, Strut, Torsion bar spring					
	Type, Rear	Rigid axle, Trailing arm, Coil spring					
WHEEL ALIGNMENT	Camber	Front/Rear	-0°10'/-0°45' 0°20'/-0°45' (KY) 2°25' *3°00'			*With P/S	
	Caster		12°45' 12°15' (KY)				
	Toe	Front	0 mm	0 in.			
		Rear	IN 2 mm	IN 0.08 in.			
	Steering Axis Inclination						

*1: KQ, KS, KX model with Automatic

	ITEMS	METRIC	ENGLISH	NOTES
BRAKES	Type, Front	Power assisted disc		
	Type, Rear	Power assisted ventilated disc (KX-GL)		
	Lining Surface Area Front/Rear	36/50.2 cm²	5.6/7.9 sq. in.	
	Effective Disc Diameter	190 mm	7.5 in.	
	Brake Drum I.D.	180 mm	7.1 in.	
	Parking Brake Type	Mechanical expanding, rear two wheel brakes		
TIRES	Size	165/70SR13 (KF, KX, KE-GL)		
		155SR 13 (EC-DX and KW, KS-GL)		
		165SR 13 (KY)		
		165/70SR 13 (KQ)		
		6.15-13-4PR (KP, KT, KU Except Greece)		
		155R13 78S (EC-DX and KW, KS-GL)		
ELECTRICAL	Battery	12 V—47 AH		
		12 V—45 AH (KF, KE)		
	Starter	12 V—40 AH (KQ, KT, KU, KP, KY)		
	Alternator	12 V—1.4 KW, 12 V—1.0 KW, 12 V—0.8 KW		
	Fuses	12 V—60 amps		
	Main Fuse	20 A x 2, 15 A x 4, 10 A x 9		
	Headlights	55 A x 1, 45 A x 2		
		12 V—60/55 W		
		12 V—65/55 W (KT, KU, KP, KY)		
	Front Turn Signal Lights	12 V—21 W		
	Position Lights	12 V—5 W		
	Front Side Marker Lights	12 V—5 W		
	Interior Light	12 V—5 W		
	Rear Turn Signal Lights	12 V—21 W		
	Stop/Taillights	12 V—21/5 W		
	Trunk Light	12 V—3.4 W		
	Back-up Lights	12 V—21 W		
	Rear Fog Lights	12 V—21 W (EC)		
	License Lights	12 V—5 W		

(cont'd)

Design Specifications (cont'd)

4D H/B

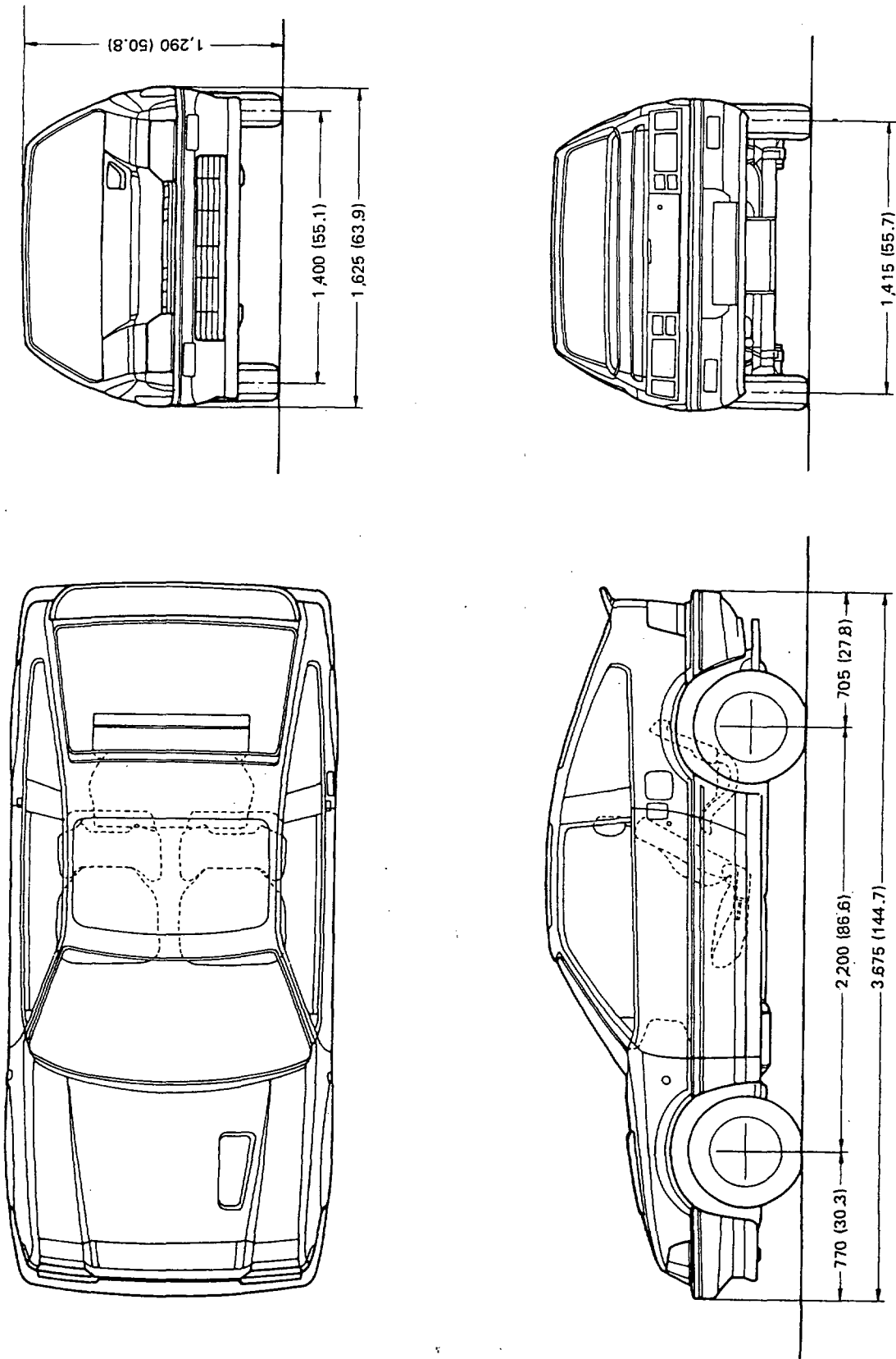
	ITEMS	METRIC	ENGLISH	NOTES
DIMENSIONS	Overall Length	3,990 mm	157.1 in.	With bumper guard
		4,000 mm	157.5 in.	
	Overall Width	1,650 mm	65.0 in.	
		1,625 mm (KQ only)	63.9 in.	
	Overall Height	1,490 mm	58.7 in.	
	Wheelbase	2,450 mm	96.5 in.	
	Tread F/R	1,400/1,415 mm	55.1/55.7 in.	
WEIGHTS	Ground Clearance	165 mm	6.5 in.	Except transmis- sion and radiator
	Seating Capacity	175 mm (KY only)	6.9 in.	
	Engine Weight (Wet)	90 kg	198 lb.	
	Curb Weight 5-speed	890 kg (KF, KG, KB)	1,962 lb.	
		895 kg (KW, KE)	1,973 lb.	
		905 kg (KS)	1,995 lb.	
		920 kg (KX)	2,028 lb.	
		915 kg (KY)	2,017 lb.	
		875 kg (KP, KT, KU)	1,929 lb.	
		905 kg (KQ)	1,995 lb.	
	Automatic	910 kg (KF, KG, KB)	2,006 lb.	
		915 kg (KW, KE)	2,017 lb.	
		920 kg (KQ)	2,028 lb.	
		925 kg (KS)	2,039 lb.	
		940 kg (KX)	2,072 lb.	
	Hondamatic	890 kg (KP, KU)	1,962 lb.	
	Weight Distribution 5-speed	510/380 kg (KF, KG, KB)	1,113/838 lb.	
	(F/R)	515/380 kg (KW, KE)	1,124/838 lb.	
		525/380 kg (KS)	1,157/838 lb.	
		530/385 kg (KY)	1,168/849 lb.	
	Automatic	505/370 kg (KP, KT, KU)	1,113/816 lb.	
		520/385 kg (KQ)	1,146/849 lb.	
		530/380 kg (KF, KG, KB)	1,168/838 lb.	
		535/380 kg (KW, KE)	1,179/838 lb.	
		535/385 kg (KQ)	1,179/849 lb.	
		545/380 kg (KS)	1,202/838 lb.	
		555/385 kg (KX)	1,224/849 lb.	
	Hondamatic	520/370 kg (KP, KU)	1,146/816 lb.	
	Max. permissible weight (EC)	1,365 kg	3,009 lb.	
		1,320 kg (KS)	2,910 lb.	
	Gross Vehicle Weight Rating (MVSS)	1,365 kg	3,010 lb.	
	Carrying (loading) Weight Capacity	1,380 kg (KY)	3,042 lb.	
		45 kg	99 lb.	
CAPACITIES	Engine Oil:			HM: Automatic or Hondamatic
	drain and refill (with filter)	3.5 ℓ	3.7 US qt, 3.1 Imp qt	
	initial fill	4.0 ℓ	4.2 US qt, 3.5 Imp qt	
	Transmission Oil:			
	drain and refill	2.5 ℓ	2.6 US qt, 2.2 Imp qt	
	initial fill	2.65 ℓ	2.8 US qt, 2.3 Imp qt	
	Automatic Fluid:			
	Automatic, drain and refill	2.4 ℓ	2.5 US qt, 2.1 Imp qt	
	initial fill	5.0 ℓ	5.3 US qt, 4.4 Imp qt	
	Hondamatic, drain and refill	2.4 ℓ	2.5 US qt, 2.1 Imp qt	
	initial fill	5.0 ℓ	5.3 US qt, 4.4 Imp qt	
	Fuel Tank	46 ℓ	12.1 US gal, 10.1 Imp gal	
	Cooling System/Drain 5-speed	5.6/4.6 (EC)	5.9/4.7 US qt,	
	and Refill Radiator		4.9/4.1 Imp qt	
			6.2/5.2 US qt,	
	HM	5.9/4.9 (EC)	5.1/4.3 Imp qt	
			5.8/4.8 US qt, 4.8/	
		5.5/4.5 ℓ (Other types)	4.0 Imp qt	
ENGINE	Type	Water cooled, 4-cycle O.H.C.		OPEN measure- ment begins CLOSE measure- ment ends at point reaches 1 mm lift.
	Cylinder Arrangement	4-cylinder in-line, transverse		
	Bore and Stroke	74 x 86.5 mm	2.91 x 3.4 in.	
	Compression Ratio	8.7 : 1		
	Displacement	1,488 cm ³	91 cu. in.	
	Valve Train	Timing belt driven, single overhead camshaft		
	Lubrication System	Trochoid pump		
	Fuel Required	Leaded or unleaded gasoline with 91 Research Octane number or higher.		
	Valve Timing	Unleaded gasoline with 91 Research Octane number or higher		
	Intake	10° ATDC	*1 10° ATDC	
	CLOSE	20° ABDC	20° ABDC	
	Exhaust	25° BBDC	25° BBDC	
	CLOSE	10° BTDC	5° BTDC	

*1: KQ, KS, KX model with Automatic

	ITEMS	METRIC	ENGLISH	NOTES		
TRANSMISSION	Clutch	5-speed HM	Single plate dry, diaphragm spring Torque converter	HM: Automatic or Hondamatic		
	Transmission	5-speed Hondamatic Automatic	Synchronized 5 forward 1 reverse 3 forward speeds 1 reverse with torque converter 4 forward speeds 1 reverse with torque converter Direct 1 : 1			
	Primary Reduction					
	Gear Ratio	5-speed	Automatic		Hondamatic	
		1st	3.181		2.500	1.782
		2nd	1.823		1.500	1.133
		3rd	1.192		0.969	0.777
		4th	0.866		0.729	—
		5th	0.718		—	—
		Reverse	2.916		1.954	1.954
	Final Reduction	4.250	3.933	3.588		
	Clutch Lining Area	147 cm ²	22.9 sq. in.			
STEERING	Gear Type	Rack and Pinion		() with P/S		
	Overall Ratio	19.1 (17.9) : 1				
	Turns, lock-to-lock	4.1				
	Steering Wheel Diameter	377 mm	14.8 in.			
SUSPENSION	Type, Front	Independent, Strut, Torsion bar spring				
	Type, Rear	Rigid axle, Trailing arm, Coil spring				
WHEEL ALIGNMENT		European	Others	*with P/S		
	Camber	0°16' / -0°45'	0°20' / -0°45'			
	Caster	1°49' *2°25'	2°00' *2°35'			
	Toe	0 mm (0 in.) IN 2 mm (0.08 in.)				
	Steering Axis Inclination	11°54'	12°00'			
BRAKES	Type, Front	Self-adjusting power-disc brake				
	Type, Rear	Power assisted ventilated disc (KX, KY)				
	Lining Surface Area Front/Rear	Power assisted drum				
		35.3/57.6 cm ²	5.5/8.9 sq. in.			
	Effective Disc Diameter	36.0/57.6 cm ² (KX, KY)	5.6/8.9 sq. in.			
	Brake Drum I.D.	190 mm	7.5 in.			
	Parking Brake Type	200 mm	7.9 in.			
	Mechanical expanding, rear two wheel brakes					
TIRES	Size	155SR13 (KF, KG, KB, KX, KS, KW, KE) 165SR13 (KY) 175/70SR13 (KQ) 6.15-13-4PR (KP, KT, KU)				
	Battery	12 V—47 AH 12 V—45 AH (KF, KE) 12 V—40 AH (KQ, KT, KU, KP, KY) 12 V—1.4 KW, 12 V—1.0 KW, 12 V—0.8 KW 12 V—60 amps 55 A x 1, 45 A x 2 12 V—60/55 W 12 V—21 W 12 V—5 W 12 V—5 W 12 V—21 W 12 V—21/5 W 12 V—3.4 W 12 V—21 W 12 V—5 W 12 V—21 W (EC)				
	Starter					
	Alternator					
ELECTRICAL	Main Fuse					
	Headlights					
	Front Turn Signal Lights					
	Position Lights					
	Interior Light					
	Rear Turn Signal Lights					
	Stop/Taillights					
	Trunk Light					
	Back-up Lights					
	License Lights					
Rear Fog Lights						

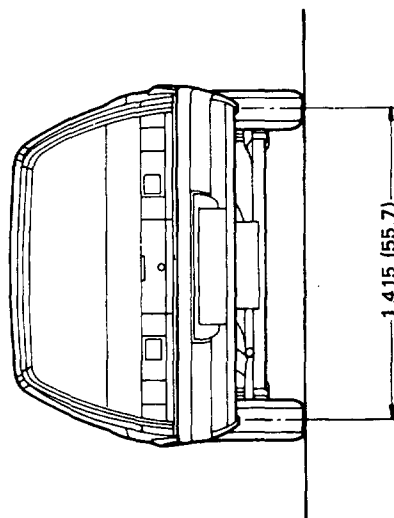
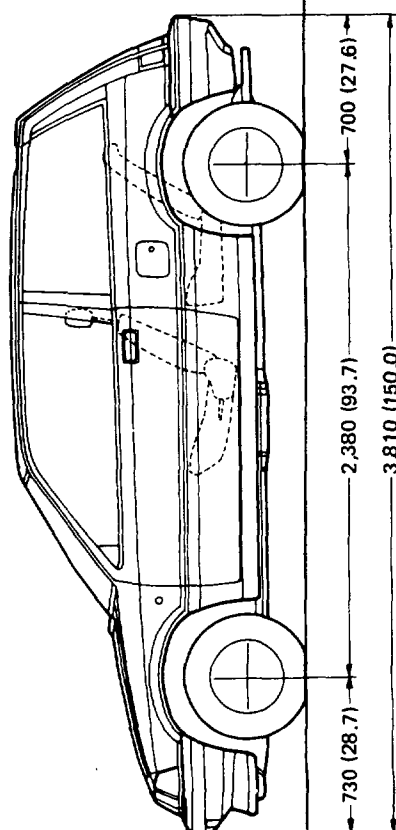
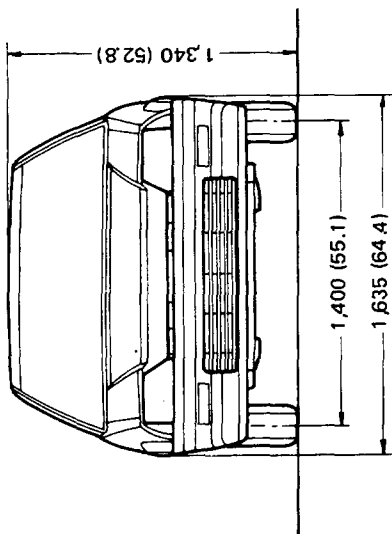
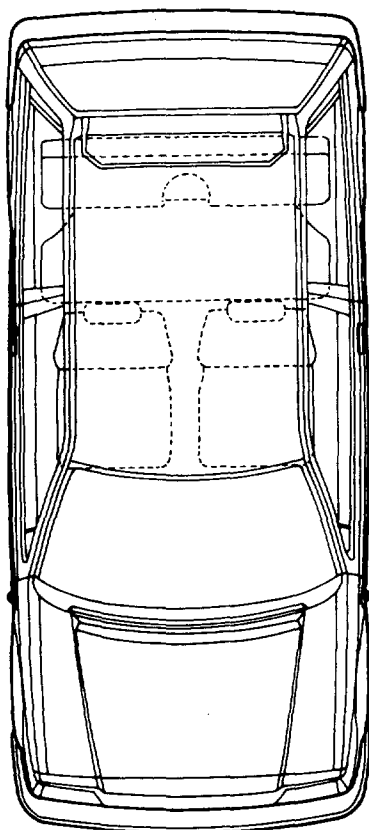
Body Specifications

Coupe CR-X



Unit: mm (in.)

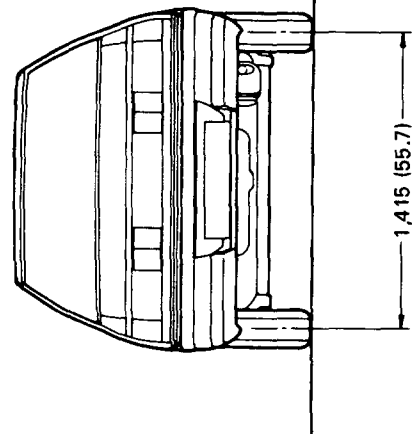
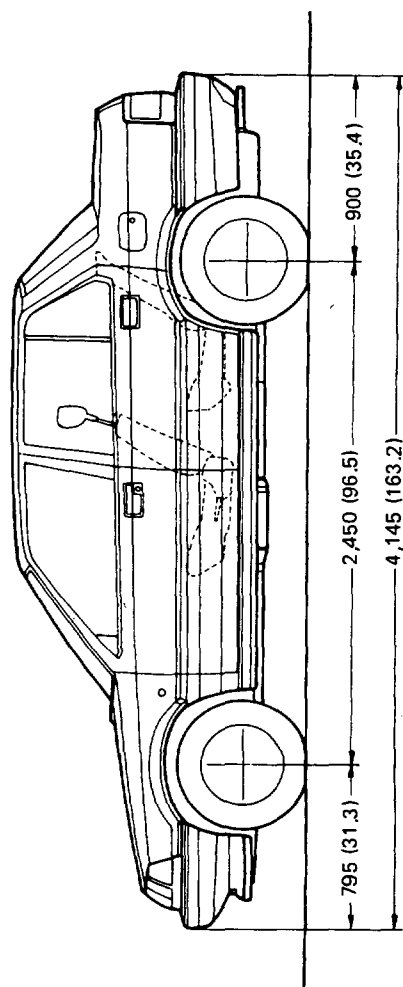
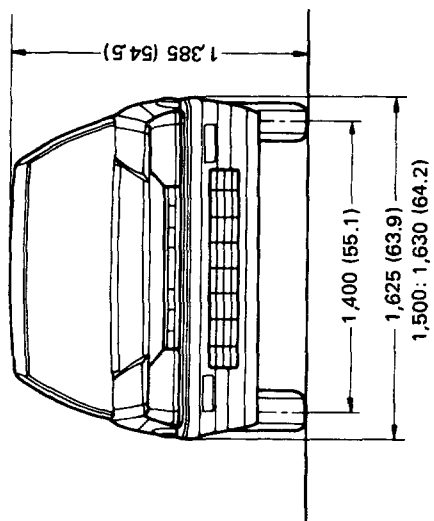
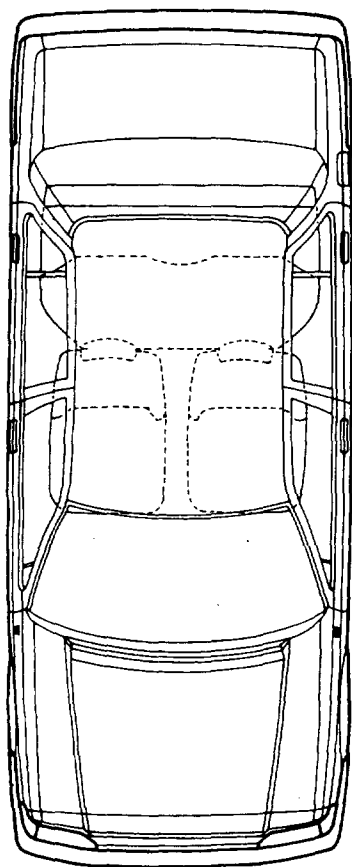
2D H/B



Unit: mm (in.)

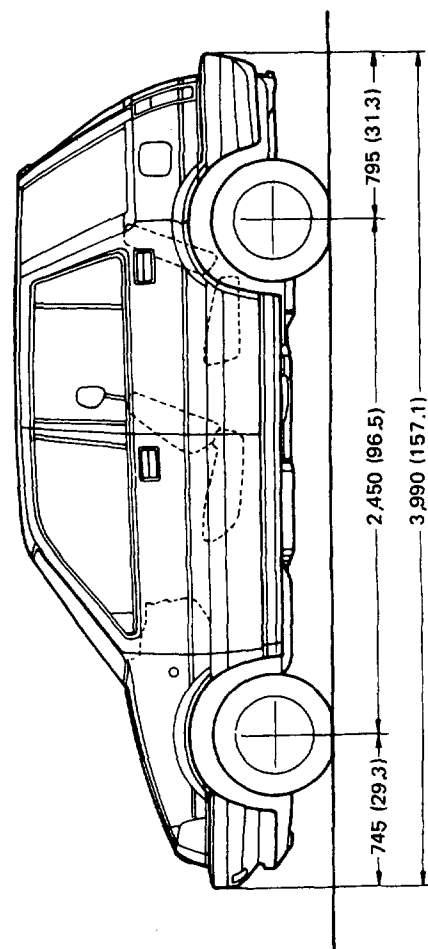
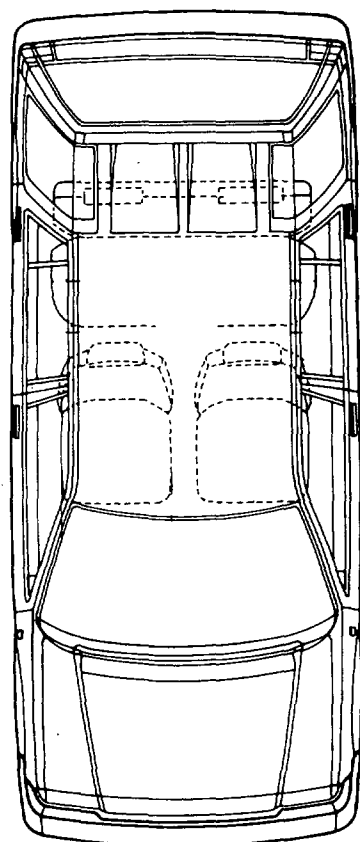
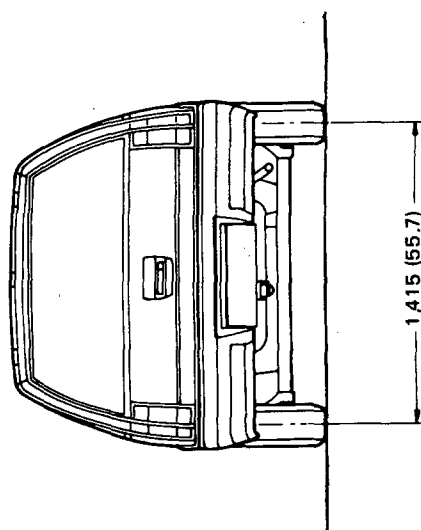
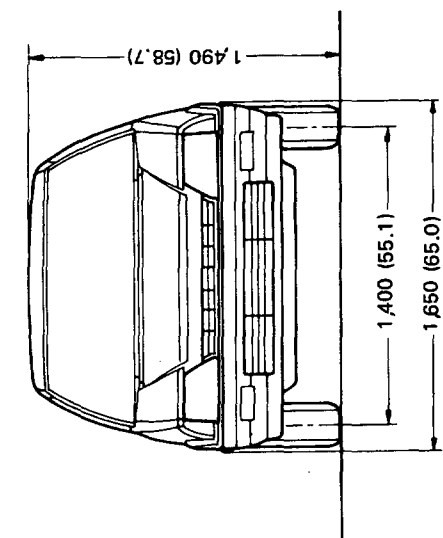
Body Specifications (cont'd)

4D



Unit: mm (in.)

4D H/B

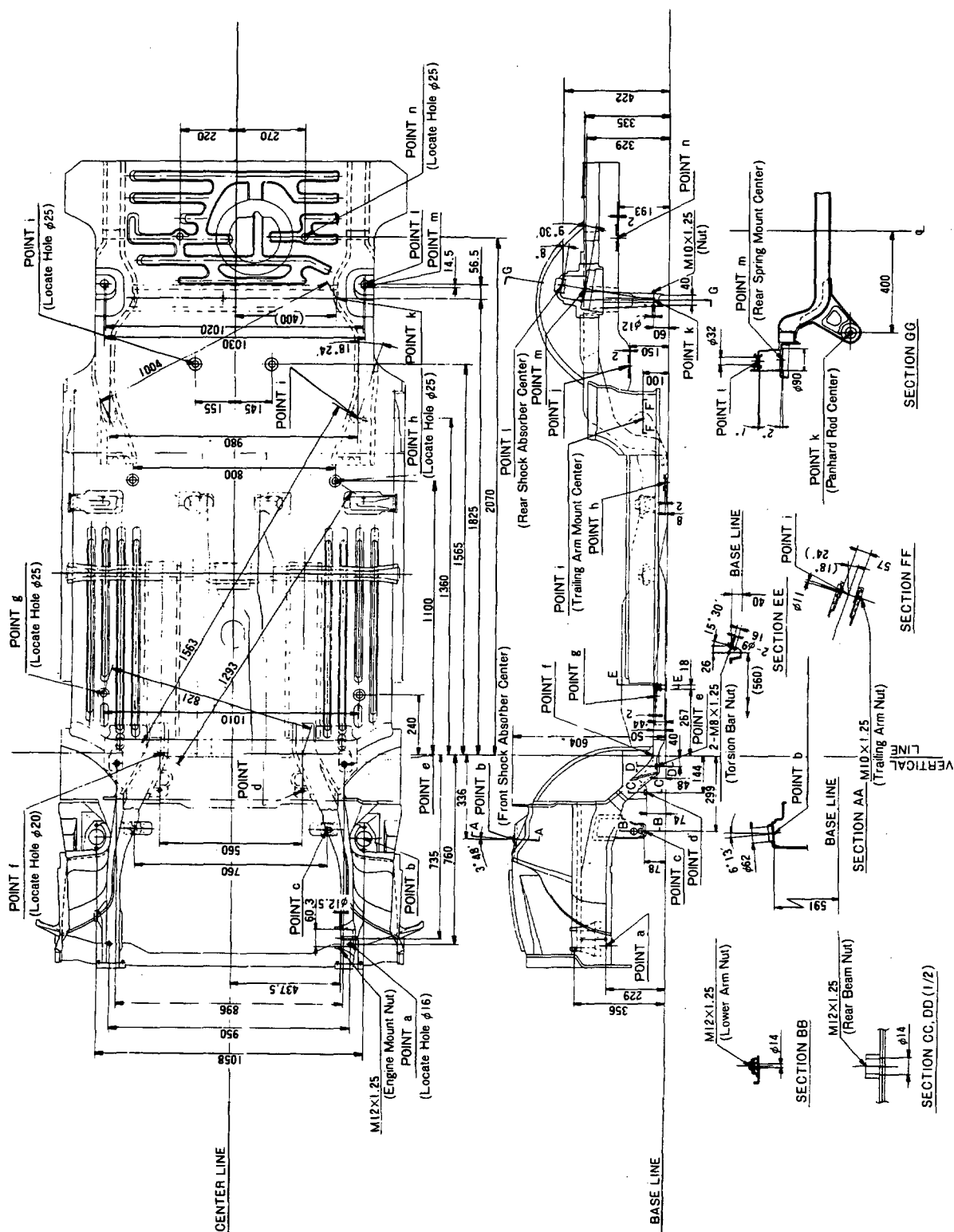


Unit: mm (in.)

Frame Repair Chart

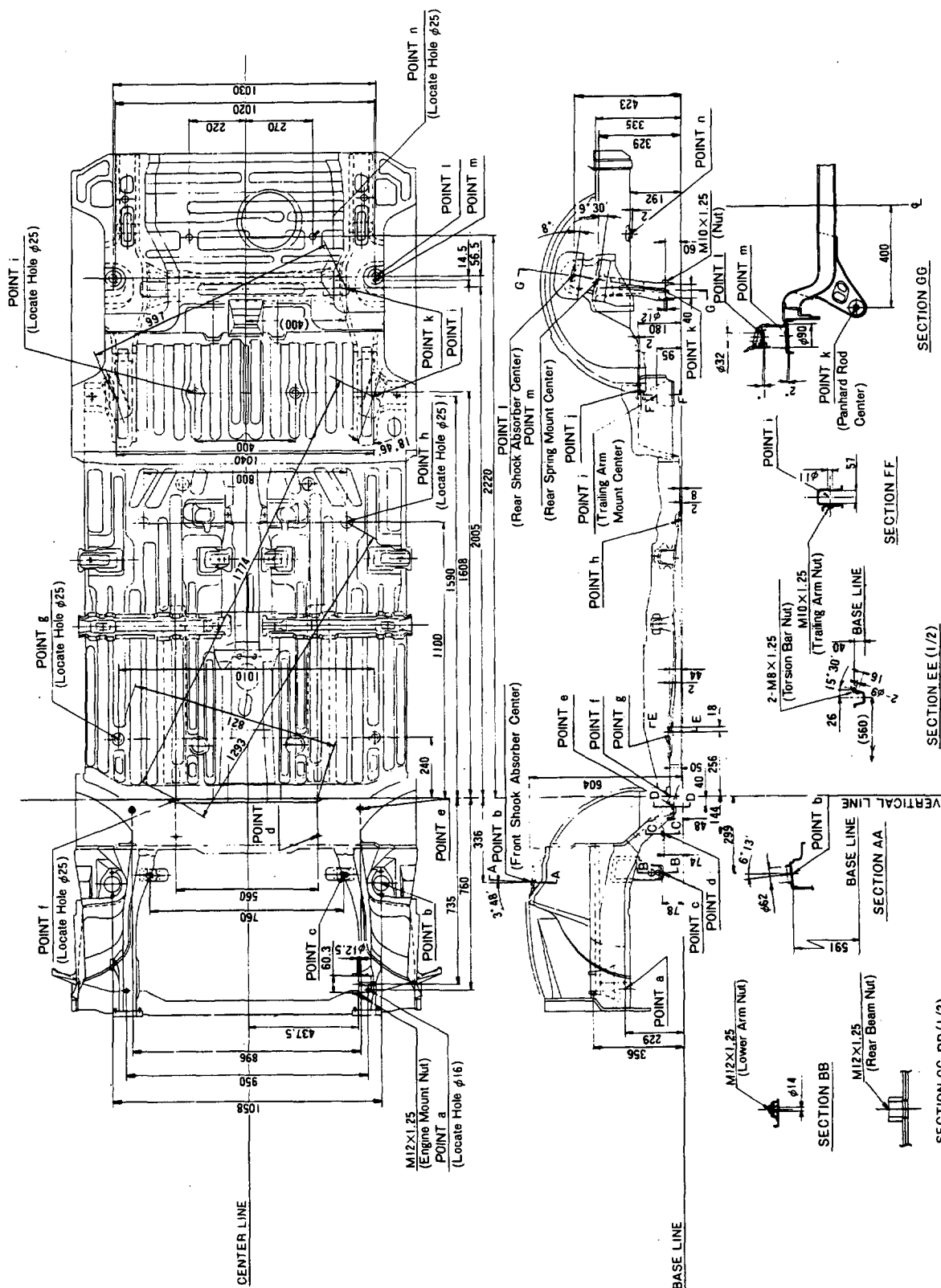
Coupe CR-X

Unit : mm

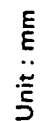


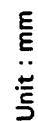
2D H/B

Unit : mm



4D





Lubrication Points

No	LUBRICATION POINTS		LUBRICANT
1	Engine		API Service Grade: SE or SF SAE Viscosity: See chart below
2	Transmission	Manual Automatic	API Service Grade: SE or SF SAE30, 10W-30, 10W-40 or 20W-40 grade oil DEXRON® Automatic transmission fluid
3	Brake reservoir		Brake fluid DOT 3 or DOT 4
4	Steering gearbox (Power)		Honda steering grease P/N 08704-99969
5	Steering ball joint		Multipurpose Grease
6	Suspension ball joints		
7	Steering boot		
8	Shift lever pivot (Manual)		
9	Steering column bushings		
10	Battery terminals (2 places)		
11	Torsion-bar spring		
12	Select lever (Automatic)		
13	Pedal linkage		
14	Throttle cable end		
15	Brake master cylinder push rod		
16	Tailgate hinges		
17	Trunk hinge torsion bar spring (4D)		
18	Door hinges upper and lower		
19	Door opening detents		
20	Fuel filler lid		
21	Engine hood hinges		
22	Engine hood latch		
23	Sunroof deflector (coupe)		
24	Intermediate shaft <ZC1 Engine>		
25	Tailgate wedge damper (coupe)		
26	Rear brake shoe linkage		
27	Caliper	Piston seal Dust seal Caliper pin Piston	Silicone Grease
28	Power steering reservoir		Honda power steering fluid P/N 08208-99961

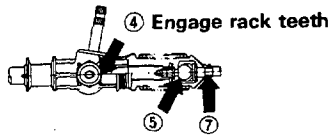
Recommended Engine Oil
(SE or SF Grade only)

Engine oil viscosity for
ambient temperature ranges.

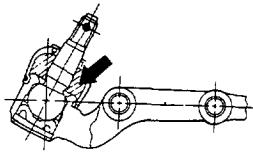
Single grade

Multi-grade

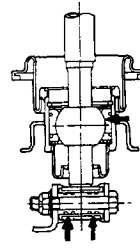
Oil Grade	Temperature Range (°C)	Temperature Range (°F)
10W	-30 to 0	-20 to 32
20W	-20 to 0	-4 to 32
20	-10 to 30	10 to 86
30	0 to 35	32 to 95
40	10 to 40	50 to 104
20W-40	-20 to 40	-4 to 104
20W-50	-10 to 40	10 to 104
15W-40	-10 to 40	10 to 104
15W-50	-10 to 40	10 to 104
10W-40	-10 to 40	10 to 104
10W-30	-10 to 35	10 to 95
5W-30	-30 to 0	-20 to 32
5W-20	-30 to -10	-20 to 10



④ STEERING GEARBOX
⑤ STEERING BALL JOINT
⑦ STEERING BOOT



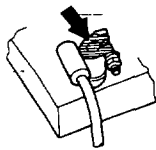
⑥ SUSPENSION
BALL JOINTS



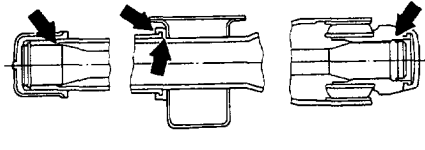
⑧ SHIFT LEVER PIVOT



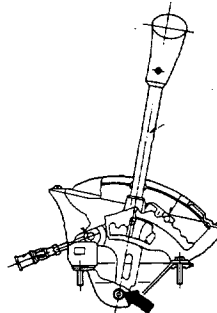
⑨ STEERING COLUMN
BUSHING



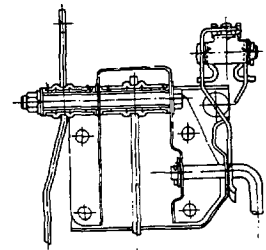
⑩ BATTERY TERMINALS
(2places)



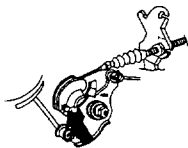
⑪ TORSION-BAR SPRING



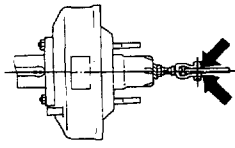
⑫ SELECT LEVER



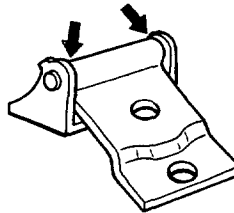
⑬ PEDAL LINKAGE



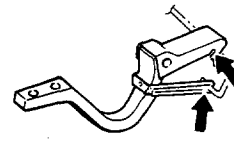
⑭ THROTTLE CABLE
END



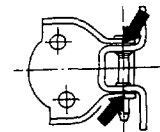
⑮ BRAKE MASTER
CYLINDER PUSH ROD



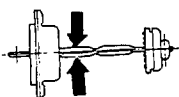
⑯ TAILGATE
HINGES



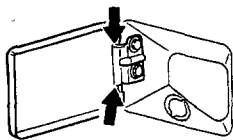
⑰ TRUNK HING
TORSION BAR SPRING



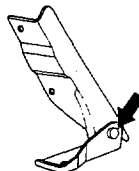
⑱ DOOR HINGES



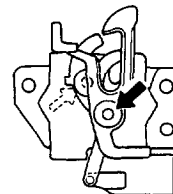
⑲ DOOR OPENING
DETENTS



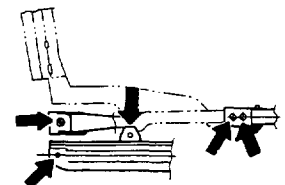
⑳ FUEL FILLER LID



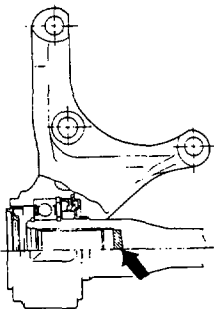
㉑ ENGINE HOOD
HINGES



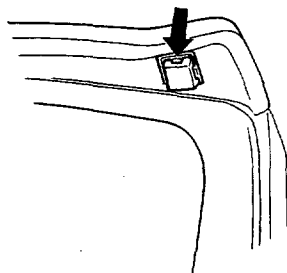
㉒ ENGINE HOOD
LATCH



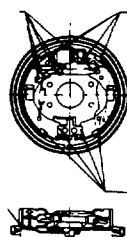
㉓ SUNROOF DEFLECTOR (Coupe)



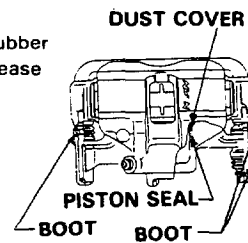
㉔ INTERMEDIATE SHAFT



㉕ TAILGATE WEDGE
DAMPER (Coupe)



㉖ REAR BRAKE



㉗ FRONT CALIPER

Maintenance Schedule

SERVICE AT THE INTERVAL OF LISTED KM (MILES) OR MONTHS, WHICHEVER OCCURS FIRST.							
ITEMS		x 1,000 km	20	40	60	80	100
		x 1,000 miles	12	24	36	48	60
		months	12	24	36	48	60
	IDLE SPEED AND IDLE CO		I	I	I	I	I
	VALVE CLEARANCE		I	I	I	I	I
	ALTERNATOR DRIVE BELT			I		I	
■	ENGINE OIL AND OIL FILTER	Replace every 10,000 km (6,000 miles) or 6 months					
■	TRANSMISSION OIL		R		R		
■	RADIATOR COOLANT				R*		
	COOLING SYSTEM HOSES AND CONNECTIONS		I		I		
	AIR CLEANER ELEMENT (Dry type)*2	R	R	R	R		R
	AIR CLEANER ELEMENT (Viscous type)*3		R		R		
	FUEL FILTER		R		R		
	INTAKE AIR TEMP. CONTROL SYSTEM (for Carburetor type)						I
	TANK, FUEL LINE AND CONNECTIONS		I		I		
	THROTTLE CONTROL SYSTEM (for Carburetor type)		I		I		
	CHOKE MECHANISM (for Carburetor type)		I		I		
	EVAPORATIVE EMISSION CONTROL SYSTEM**						I
	IGNITION TIMING AND CONTROL SYSTEM		I		I		
	SPARK PLUGS (For cars using leaded gasoline)	R	R	R	R		R
	SPARK PLUGS (For cars using unleaded gasoline)		R		R		
	DISTRIBUTOR CAP AND ROTOR		I		I		
	IGNITION WIRING		I		I		
	CRANKCASE EMISSION CONTROL SYSTEM		I		I		
	BRAKE HOSES, LINES	I	I	I	I		I
	BRAKE FLUID		R		R		
	FRONT BRAKE DISCS AND CALIPERS	I	I	I	I		I
	FRONT BRAKE PADS	Inspect every 10,000 km (6,000 miles) or 6 months					
	REAR BRAKES		I		I		
	PARKING BRAKE		I		I		
	CLUTCH RELEASE ARM TRAVEL	I	I	I	I		I
	ENGINE EXHAUST SILENCER, SUSPENSION MOUNTING BOLTS	I	I	I	I		I
	FRONT WHEEL ALIGNMENT	I	I	I	I		I
	STEERING OPERATION, TIE ROD ENDS, STEERING GEAR BOX AND BOOTS	I	I		I		
	POWER STEERING SYSTEM (Cars equipped with power steering)	I	I	I	I		I
	POWER STEERING PUMP BELT (Cars equipped with power steering)		I		I		
	CATALYTIC CONVERTER HEAT SHIELD (Cars equipped with catalytic converter)						I

R—Replace

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

■ REMARK: These service intervals assume routine checking and replenishment has been done, as needed, by the customer.

*1 Thereafter, replace every 2 years or 48,000 km (30,000 miles), whichever comes first.

*2 Except EC and KQ types

*3 EC and KQ types

*4 Only for KQ and KY types

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

"Severe driving conditions" include:

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

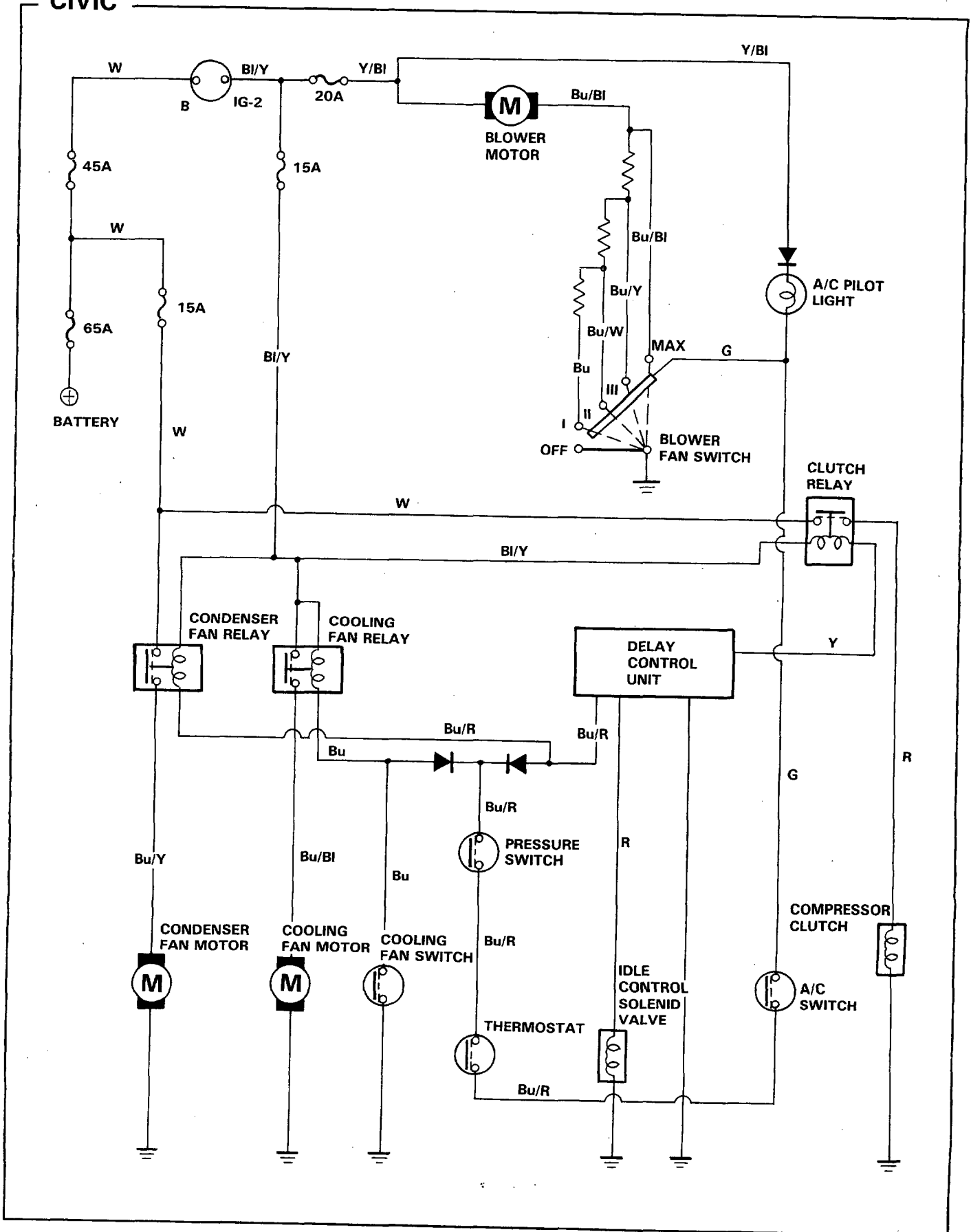
R—Replace

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

Condition	Maintenance item	Maintenance operation	Interval
A, B, F	Engine oil and oil filter	R	Every 5,000 km (3,000 miles) or 3 months
F	Transmission oil	R	Every 20,000 km (12,000 miles) or 12 months
A, B, D, E, F	Front brake discs and calipers	I	Every 10,000 km (6,000 miles) or 6 months
A, B, D, E, F	Rear brakes (Only for disc type brake)	I	Every 20,000 km (12,000 miles) or 12 months
A, B, C, E, F	Clutch release arm travel	I	Every 10,000 km (6,000 miles) or 6 months
B, C, E	Power steering system	I	Every 10,000 km (6,000 miles) or 6 months

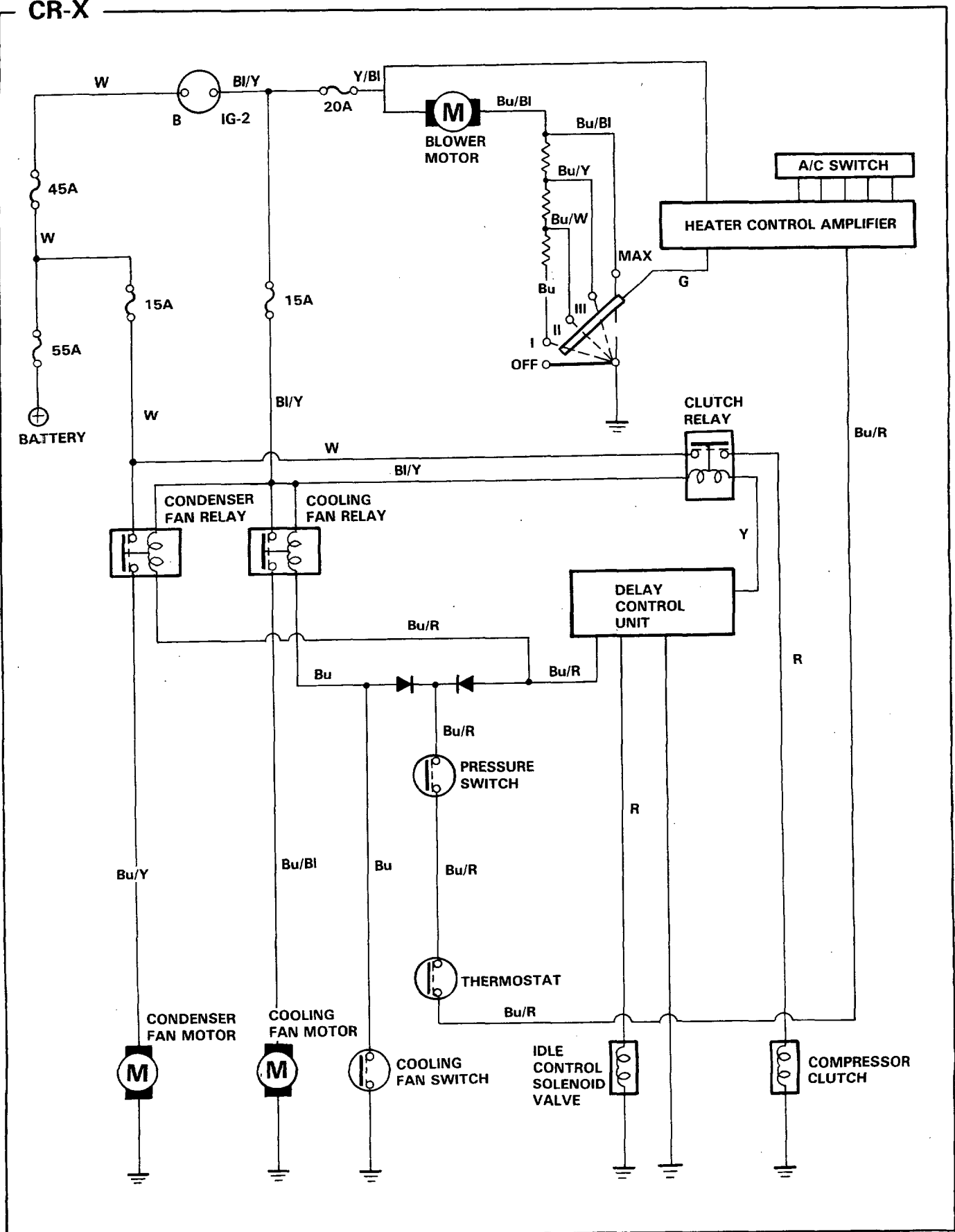
Circuit Diagram

CIVIC





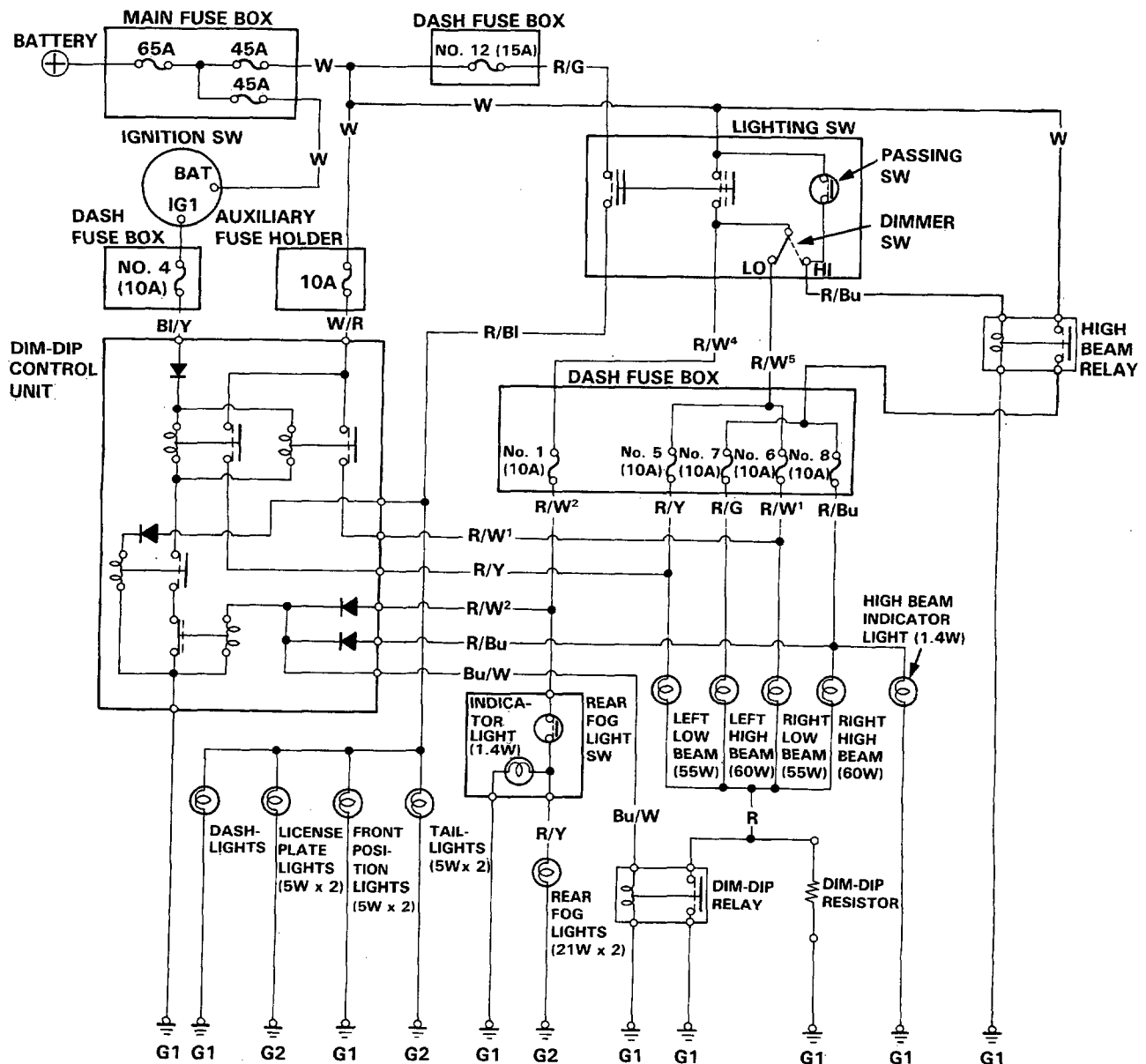
CR-X



Circuit Diagram

Description:

When the lighting switch is set to the first position (•) with the ignition switch ON, the headlights will rise and light up as the DIM-DIP headlights. The light is dimmed to approx. ten percent of the headlights' brightness in the second position (●) of the lighting switch.



G1: Left/Right front engine compartment
G2: Right trunk area



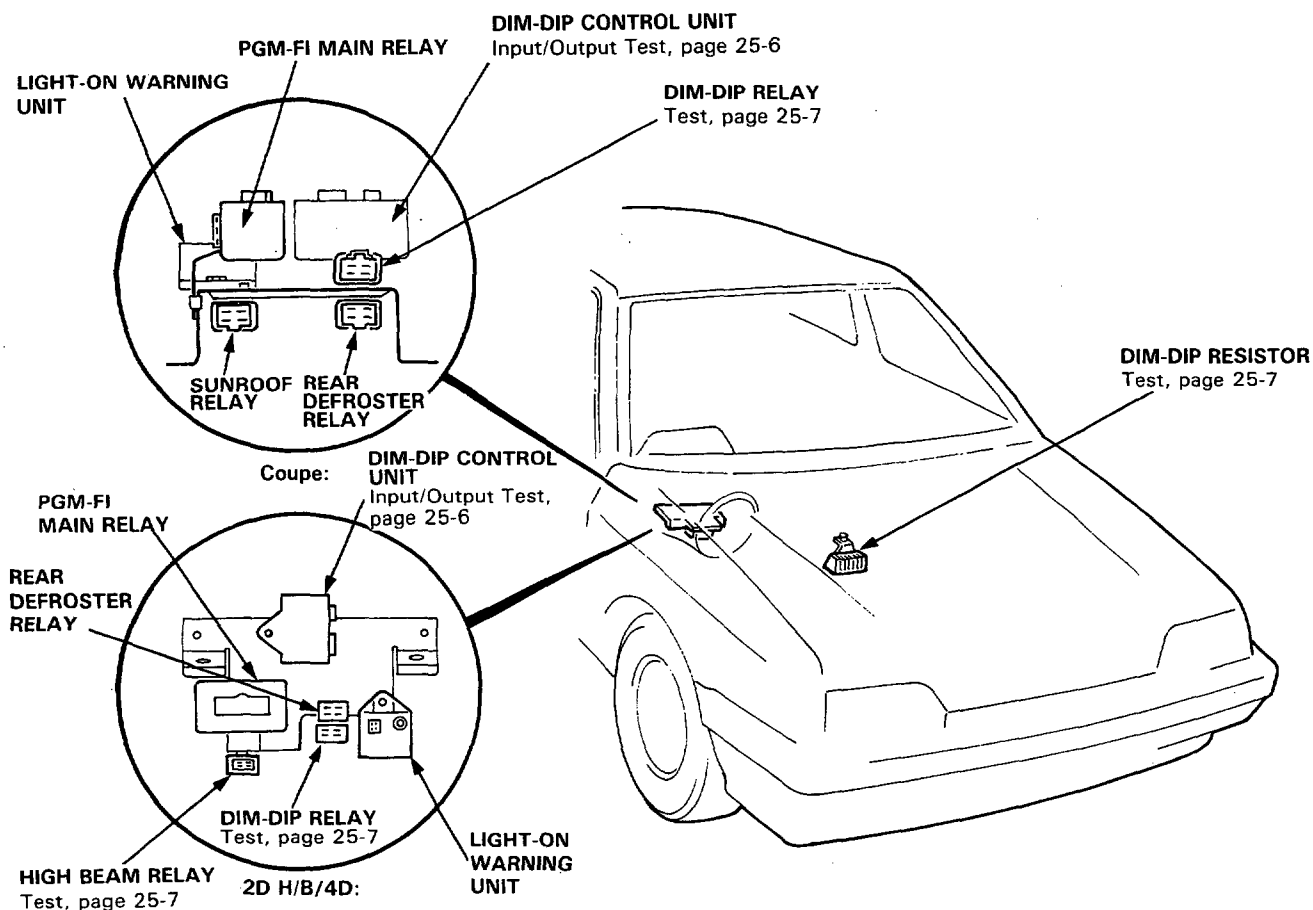
Component Location Index

NOTE:

- The carbureted engine is shown; the Fuel-Injected engine is similar except for the location of the DIM-DIP resistor.
- Refer to the base manual (No. 62SB200) of Civic for service procedures indicated by page or section numbers with superscript "***".

- LIGHTING SWITCH
Removal, section 19*
Test, page 25-8*
- HEADLIGHTS
Replacement, section 22*
Adjustment, section 22*
- TAILLIGHTS
Replacement, section 22*
- REAR FOG LIGHT SWITCH
Removal, section 22*
Test, page 25-19*

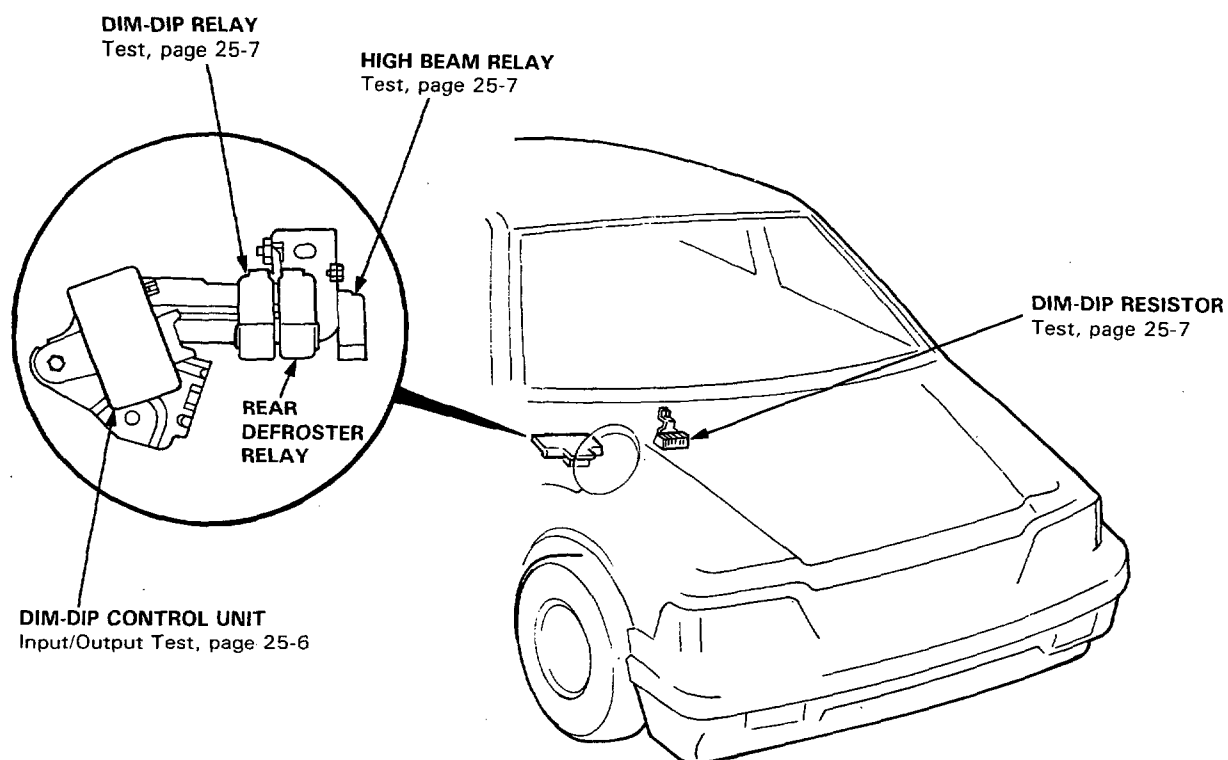
Coupe/2D H/B/4D:



Lighting System

Component Location Index

4D H/B:





Troubleshooting

CAUTION: DIM-DIP resistor becomes very hot in use of DIM-DIP headlights; therefore do not touch it or the attaching hardware immediately after they have been turned off.

NOTE:

- The numbers in the table show the troubleshooting sequence.
- Before troubleshooting:
 - Check the No. 1 and No. 4 thru 8 (10A) fuses, and NO. 12 (15A) fuse in the dash fuse box.
 - Check the 10A fuse in the auxiliary fuse holder newly installed to the dash fuse box and the 45A and 65A fuses in the main fuse box.
- Several different wires have the same color. They have been given a number suffix to distinguish them (for example R/W¹ and R/W² are not the same).

Symptom \ Items to inspected		DIM-DIP relay	Lighting switch	Passing switch	DIM-DIP control unit	DIM-DIP resistor	Rear fog light switch	Blown bulb	Poor ground	Open circuit in wires or loose or disconnected terminals
Lighting switch "•"	Any lights to be on do not light.		1						G1 or G2	R/G or R/BI
	Only headlights do not light.	3			2	1			G1	BI/Y, W/R, R/BI R/W ¹ , R/Y, Bu/W or R
	Headlights light up same as in "•" position.	1								
Lighting switch "•"	Headlight is still dimmed.	1	2		3					
Rear fog light switch ON	Rear fog lights do not light.						1	2	G2	R/W ² , R/W ⁴ or R/Y
	Indicator light does not light.							1	G1	

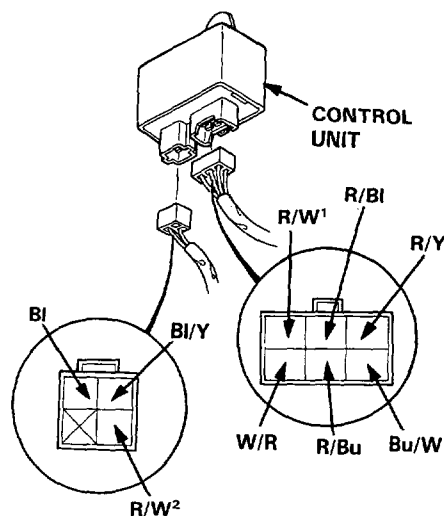
Lighting System

DIM-DIP Control Unit Input/Output Test

NOTE:

- Several different wires have the same color. They have been given a number suffix to distinguish them (for example R/W¹ and R/W² are not the same).

Recheck connections between the 6-P connector and the control unit, or the 4-P connector and the control unit, then replace the control unit if all input tests prove OK.



Input Test:

Remove the dashboard lower panel to disconnect the 6-P and 4-P connectors from the control unit. Make the following input tests at the harness pins.

No.	Wire	Test condition	Test: desired result	Possible cause (if result is not obtained)
1	BI	Under all conditions	Check for continuity to ground: should be continuity.	- Poor ground. - An open in the wire.
2	BI/Y	Ignition switch ON	Check for voltage to ground: should be battery voltage.	- Blown No. 4 (10A) fuse. - An open in the wire.
3	W/R	Under all conditions	Check for voltage to ground: should be battery voltage.	- Blown 10A fuse in the fuse holder. - An open in the wire.
4	R/W ²	Lighting switch "●"	Check for voltage to ground: should be battery voltage.	- Blown No. 1 (10A) fuse. - Faulty lighting switch. - An open in the wire.
5	R/Bu	Lighting switch "●" and dimmer switch Hi or passing switch ON	Check for voltage to ground: should be battery voltage.	- Blown No. 8 (10A) fuse. - Faulty lighting switch. - An open in the wire.
6	R/BI	Lighting switch "•" or "●"	Check for voltage to ground: should be battery voltage.	- Blown No. 12 (15A) fuse. - Faulty lighting switch. - An open in the wire.

Output Test:

Reconnect the 4-P and 6-P connectors to the control unit.

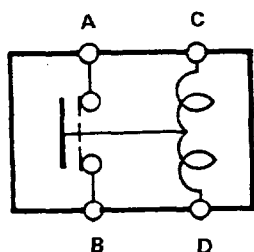
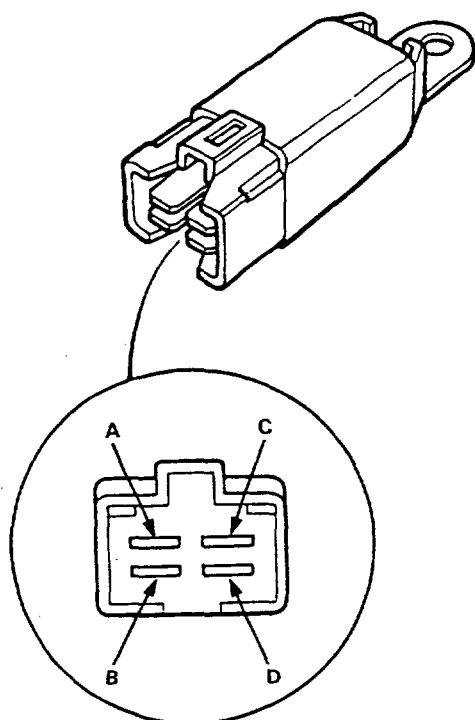
Make the following output tests at the harness pins.

7	R/W	Lighting switch "•"	Check for voltage to ground: should be battery voltage.	Faulty DIM-DIP control unit
8	R/Y			
9	Bu/W	Lighting switch "●"	Check for voltage to ground: should be battery voltage.	
		Lighting switch "●" and timmer switch Hi or passing switch ON		



Relay Test

1. Remove the DIM-DIP or high beam relay on the relay bracket above the dash fuse box.
2. There should be continuity between the A and B terminals when the battery is connected to the C and D terminals. There should be no continuity when the battery is disconnected.



Resistor Test

CAUTION: DIM-DIP resistor becomes very hot in use of DIM-DIP headlights; do not touch it or the attaching hardware immediately after they have been turned off.

1. Disconnect the 2-P connector from the resistor.
2. Check for continuity between the A and B terminals. (RX100 scale)
There should be continuity.
 - The illustration below is for Coupe, 2D H/B and 4D types.

