

Chassis and Paint Codes

1996 U.S. Model

Vehicle Identification Number

JH4 UA3 6 4 * T C 000001

Manufacturer, Make and Type of Vehicle

JH4: HONDA MOTOR CO., LTD.
ACURA Passenger vehicle

Line, Body and Engine Type

UA3: 3.2TL/C32A6

Body Type and Transmission Type

6: 4-door sedan/4-speed Automatic

Vehicle Grade (Series)

4: without moonroof

5: with moonroof (Premium Package)

Check Digit

Model Year

T: 1996

Factory Code

C: Saitama Factory in Japan (Sayama)

Serial Number

Transmission Number

M5HA - 1000001

Transmission Type

Serial Number

Paint Code

Paint Code	Color
R-91P	Garnet Red Pearl
G-79P	Bayern Green Pearl
NH-503P	Granada Black Pearl
NH-578	Taffeta White
YR-509P	Granite Silver Pearl
YR-506M	Arbere Taupe Metallic
NH-585P	Cayman White Pearl

Engine Number

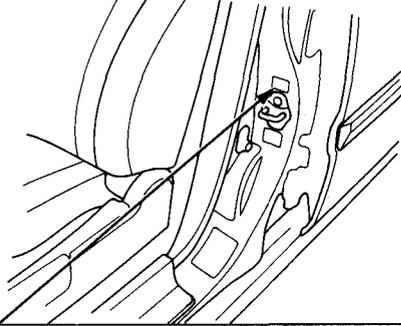
C32A6 - 13 00001

Engine Type

Emission Group

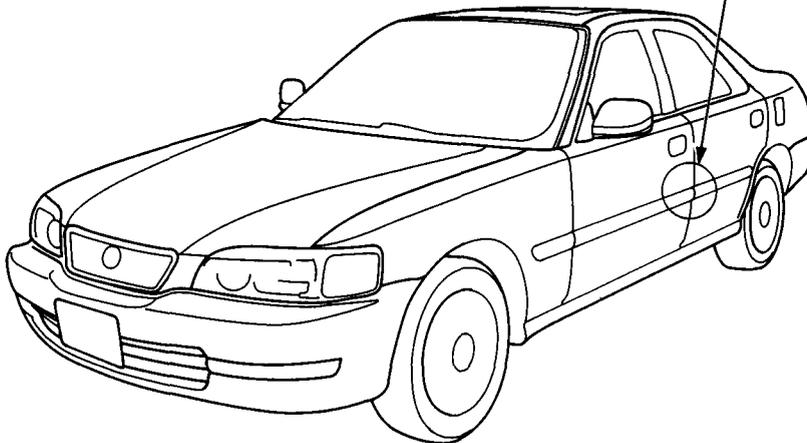
Serial Number

Vehicle Identification Number and Federal Motor Vehicle Safety Standard Certification.



Paint Code

COLOR
NH-503P



Engine Removal/Installation

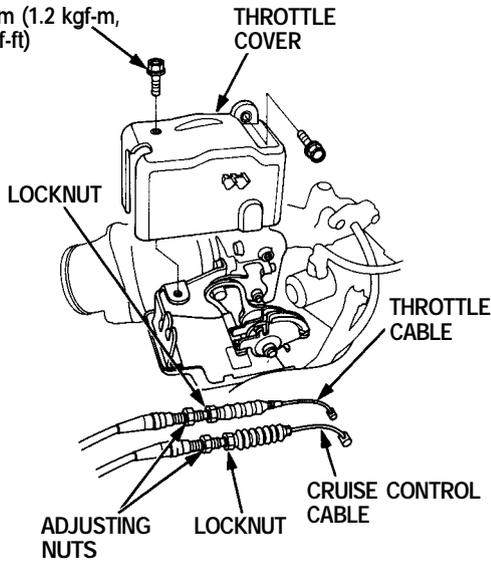
Removal (cont'd)

7. Remove the throttle cover.
8. Remove the throttle cable and cruise control cable by loosening the locknuts, then slip the cable ends out of the accelerator linkage.

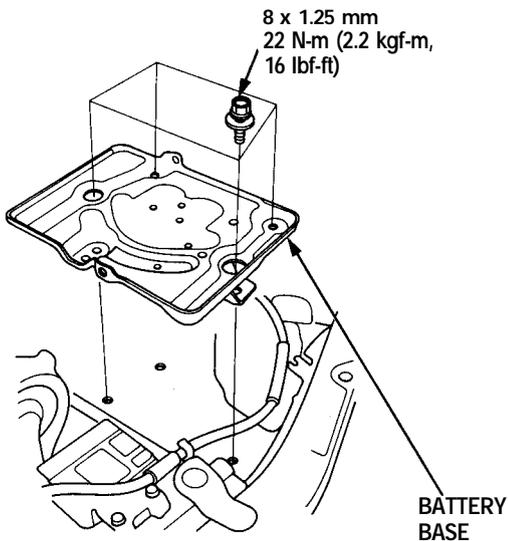
NOTE:

- Take care not to bend a cable when removing it. Always replace any kinked cable with a new one.
- Adjust the throttle cable when installing (see [section 11](#)).
- Adjust the cruise control cable when installing (see [section 23](#)).

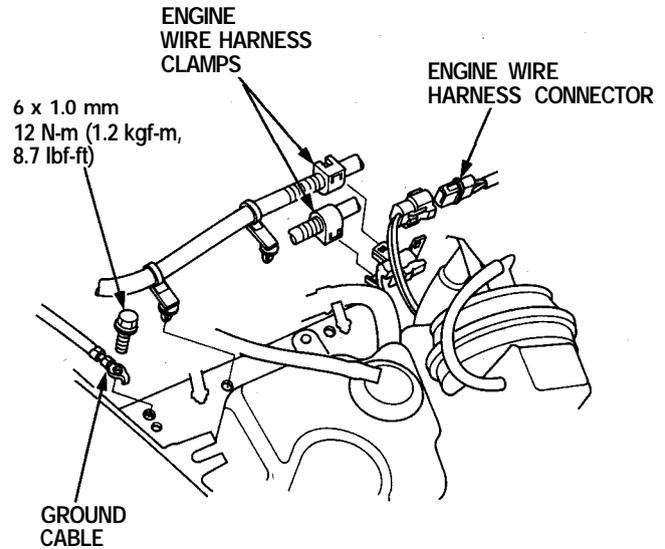
6 x 1.0 mm
12 N-m (1.2 kgf-m,
8.7 lbf-ft)



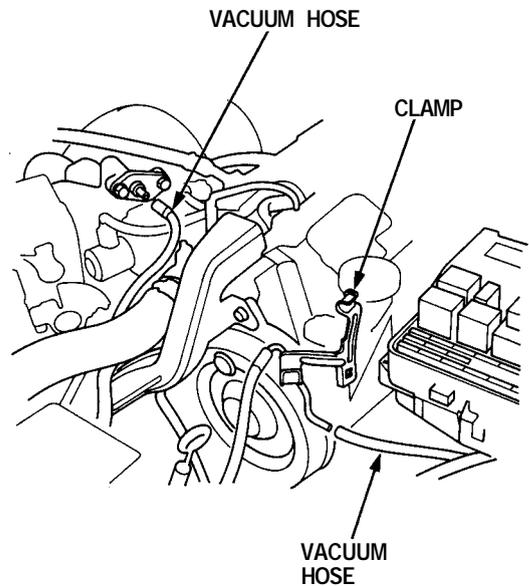
9. Remove the battery and battery base.



10. Disconnect the engine wire harness connector on the left side of the engine compartment.
11. Remove the engine ground cable and engine wire harness clamps.



12. Remove the vacuum hoses, then remove the clamp from the under-hood fuse/relay box.



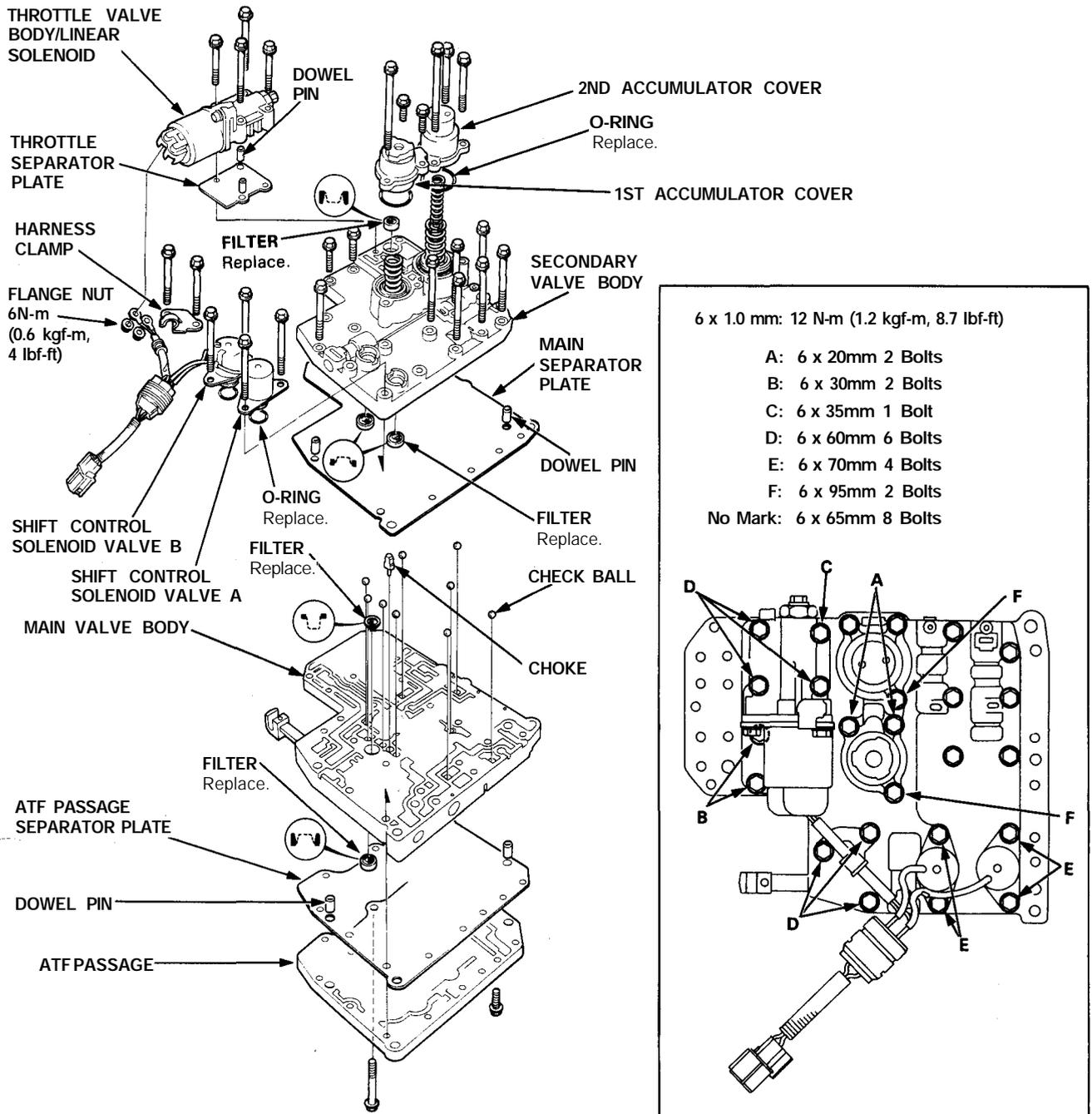
Lower Valve Body Assembly — '96 Model

Disassembly/Reassembly

NOTE:

- Clean all parts thoroughly in solvent or carburetor cleaner, and dry with compressed air.
- Blow out all passages.
- Do not let the check balls fall out of the main valve body when removing the main valve body.
- Coat all parts with ATF before reassembly.
- Replace the O-rings and filters.
- Install the filters in the direction shown.
- Refer to page 14-153 when installing the check balls on the main valve body.

CAUTION: Do not use a magnet to remove the check balls; it may magnetize the balls.

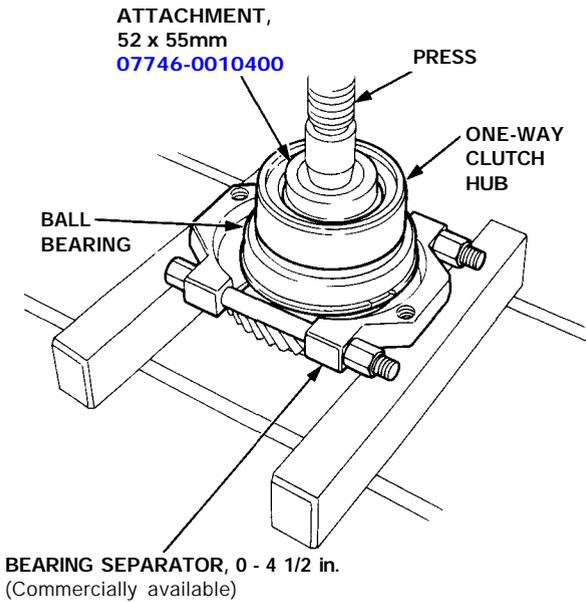


Countershaft 2nd Gear Assembly

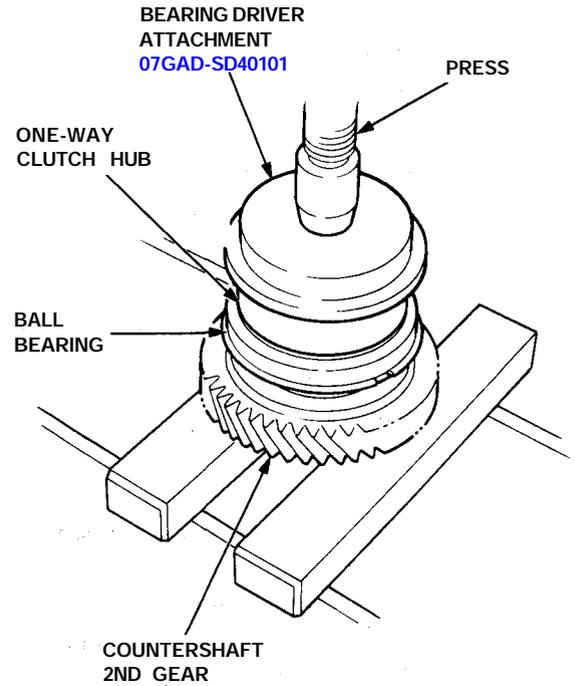
Ball Bearing Replacement

NOTE: Lubricate all parts with ATF during assembly.

1. Remove the one-way clutch hub and ball bearing from the countershaft 2nd gear using the special tool and a press as shown.



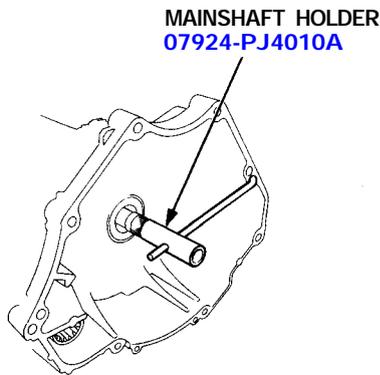
2. Install a new ball bearing and the one-way clutch hub on the countershaft 2nd gear using the special tool and a press as shown.



Transmission

Reassembly (cont'd)

33. Install the special tool onto the mainshaft as shown.

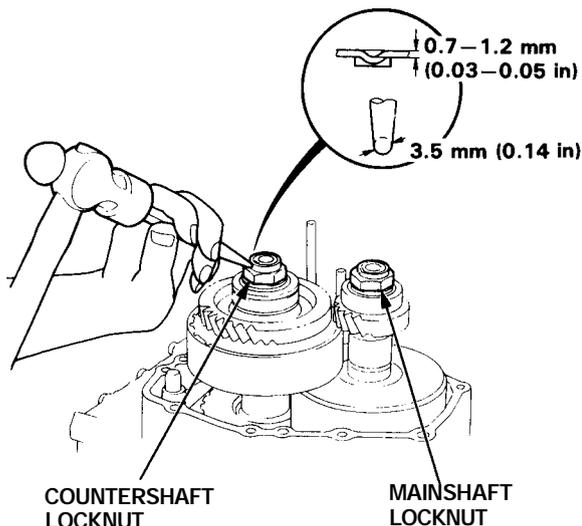


34. Engage the parking brake pawl with the parking gear by moving the detent lever to the **P** position.
35. Coat the 24 mm washers with ATF, then install them and new locknuts on each shaft.
36. Tighten the locknuts to the specified torque using a torque wrench.

TORQUE: 127 N-m (13.0 kgf-m, 94 lbf-ft)

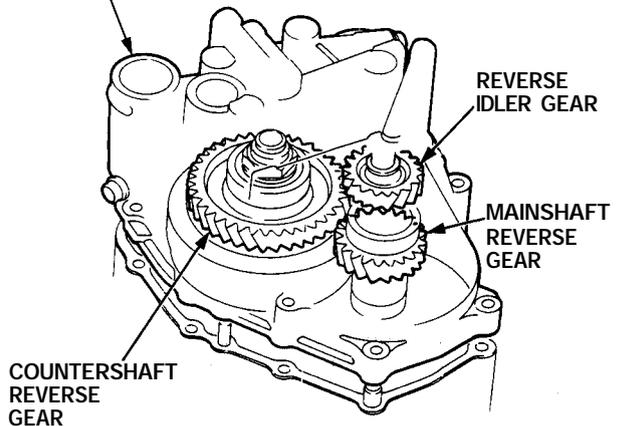
NOTE: Countershaft locknut has left-hand threads.

37. Stake each locknut into its shaft, using a 3.5 mm (0.14 in) punch as shown.

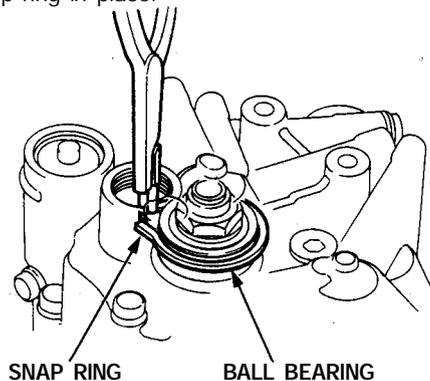


38. Install two dowel pins, four ATF feed pipes with new O-rings, and a new rear cover gasket on the transmission housing.
39. Install the rear cover and engage the reverse gears while rotating the mainshaft.

REAR COVER



40. Push the rear cover with expanding the snap ring with the snap ring pliers until the ring snaps in place around the bearing.
- NOTE: Make sure the snap ring fits in place around the bearing. If not, raise the countershaft to fit the snap ring in place.



41. Tighten the bolts on the rear cover (ten bolts).
- TORQUE: 26 N-m (2.7 kgf-m, 20 lbf-ft)**
42. Apply liquid gasket (P/N 08718 - 0001) to the sealing bolt threads, and install the washer and the sealing bolt on the rear cover.

NOTE: The washer on the rear cover is used on '96 models with the transmission No. M5HA - 1021049 and above, and on '97 - '98 models; '96 models with the transmission No. M5HA - 1000001 to M5HA - 1021048 do not have this part.

TORQUE:

78 N-m (8.0 kgf-m, 58 lbf-ft): '96 models with transmission No. M5HA - 1000001 to M5HA - 1021048
98 N-m (10.0 kgf-m, 72.3 lbf-ft): '96 models with transmission No. M5HA - 1021049 and above, and '97 - '98 models (transmission No. M5HA - 2000001 -)



Power Steering Hoses and Pipes

Replacement

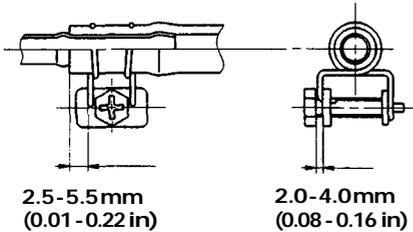
NOTE:

- Slide each hose over the corresponding pipe up to the stop on the pipe. Install the clamp or adjustable clamp at the specified distance from the hose end as shown.
- Add the power steering fluid to the specified level on the reservoir and check for leaks (refer to the '95 - 98 Acura 2.5TL Service Manual, P/N 61SW504).

CAUTION: Check all clamps for deterioration and deformation; replace the clamps with new ones if necessary.

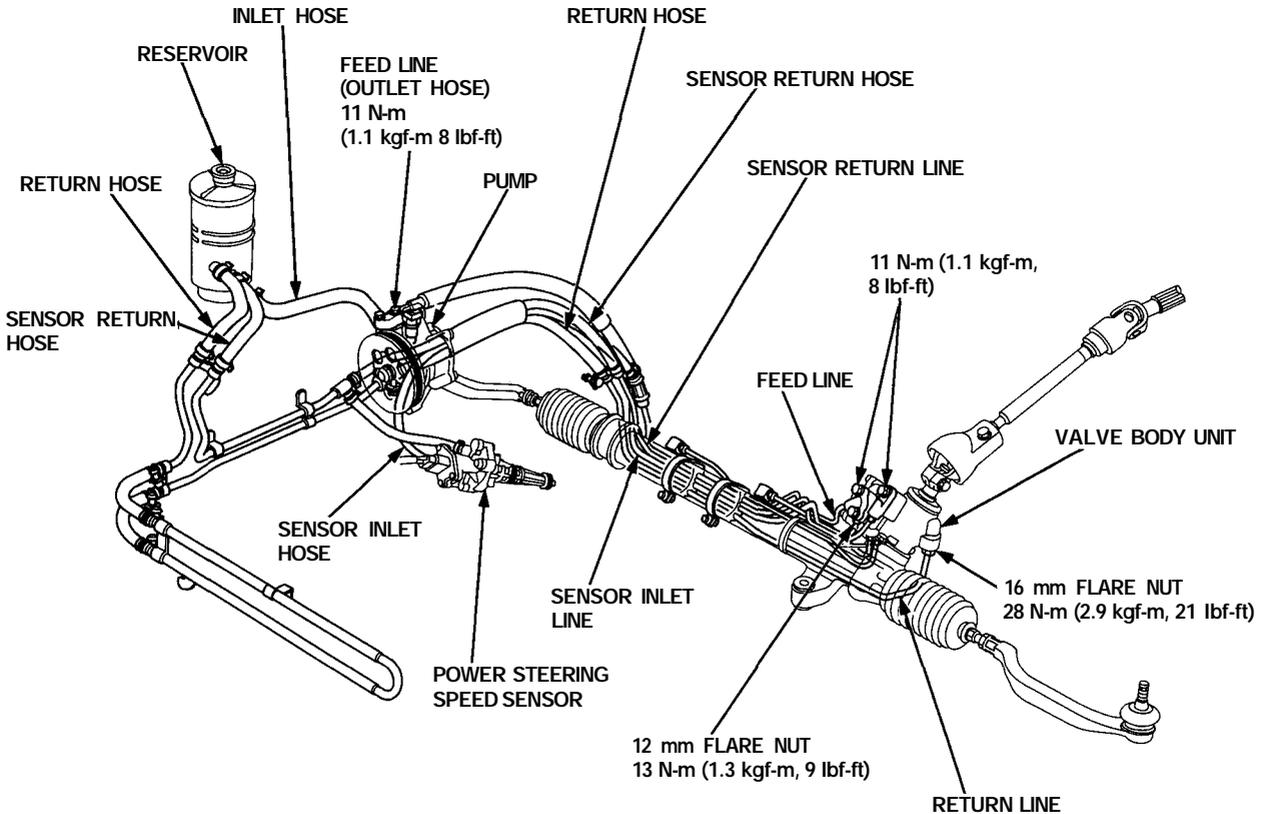
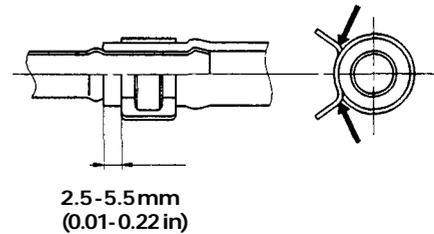
ADJUSTABLE HOSE CLAMP:

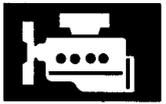
Slide the hose over the pipe until it contacts the stop.



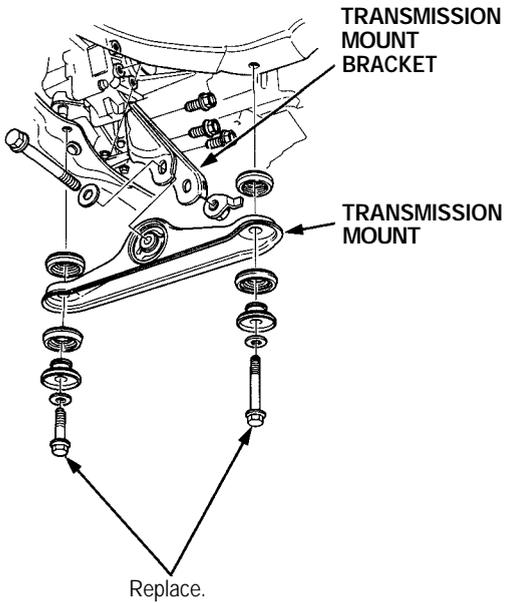
HOSE CLAMP:

Slide the hose over the pipe until it contacts the stop.





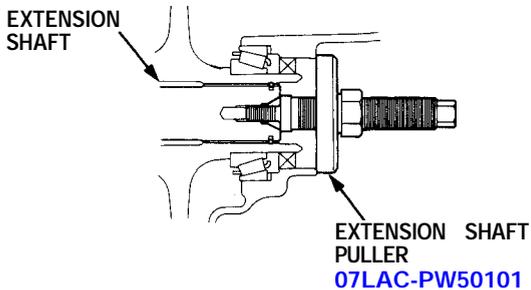
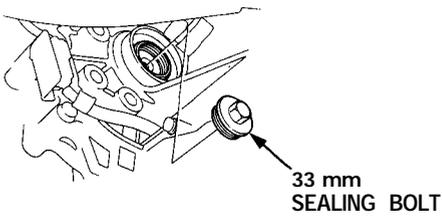
36. Remove the transmission mount and mount bracket.



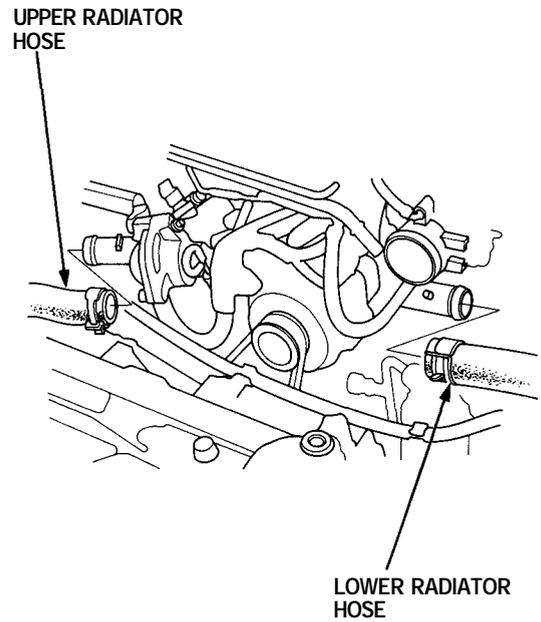
37. Shift the transmission to the **P** position.

38. Remove the 33 mm sealing bolt.

39. Remove the extension shaft from the differential using the special tool as shown.

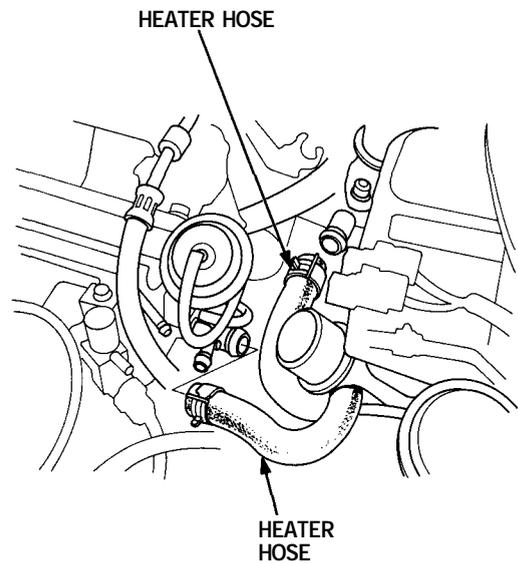


40. Lower the hoist, then remove the upper and lower radiator hoses.



41. Remove the radiator assembly (see page 10-4).

42. Remove the heater hoses.

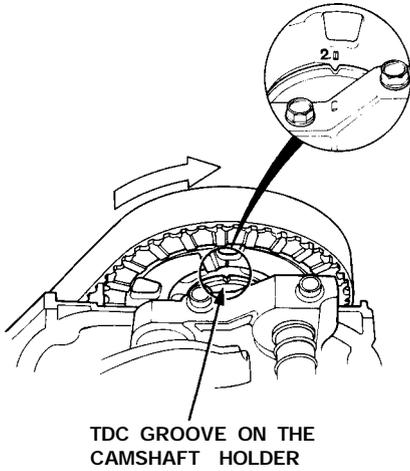


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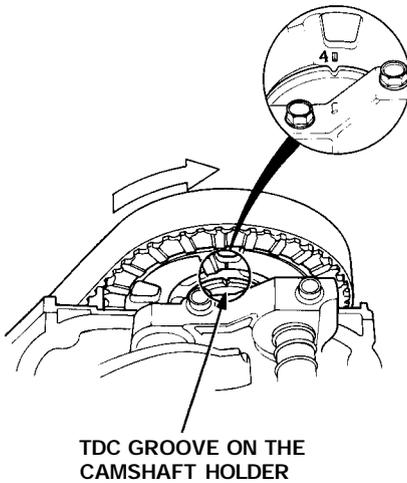
Valve Clearance

Adjustment (cont'd)

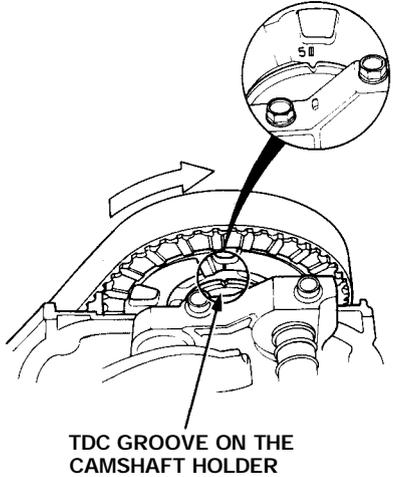
- 6. Rotate the crankshaft 144° counterclockwise (camshaft pulley turns 72°). Align the No. 2 piston TDC mark with the TDC groove on the No. 1 camshaft holder. Adjust the valves on No. 2 cylinder.



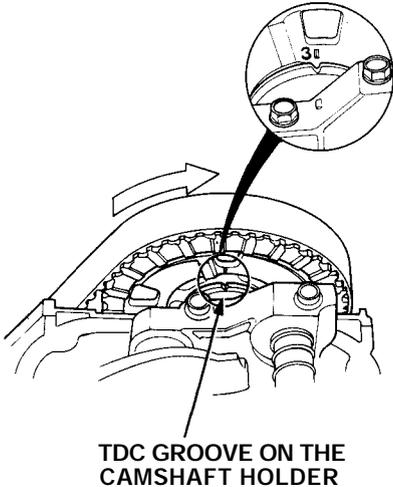
- 7. Rotate the crankshaft 144° counterclockwise (camshaft pulley turns 72°). Align the No. 4 piston TDC mark with the TDC groove on the No. 1 camshaft holder. Adjust the valves on No. 4 cylinder.



- 8. Rotate the crankshaft 144° counterclockwise (camshaft pulley turns 72°). Align the No. 5 piston TDC mark with the TDC groove on the No. 1 camshaft holder. Adjust the valves on No. 5 cylinder.



- 9. Rotate the crankshaft 144° counterclockwise (camshaft pulley turns 72°). Align the No. 3 piston TDC mark with the TDC groove on the No. 1 camshaft holder. Adjust the valves on No. 3 cylinder.

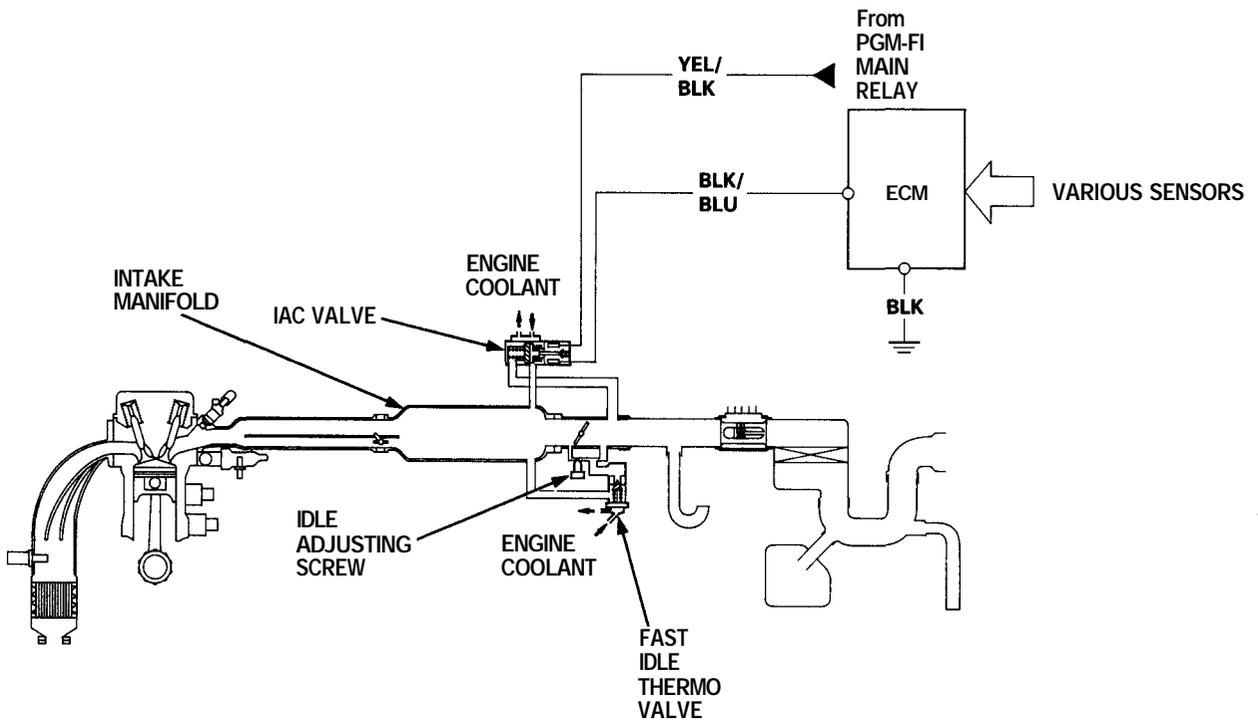




Idle Control System

System Description

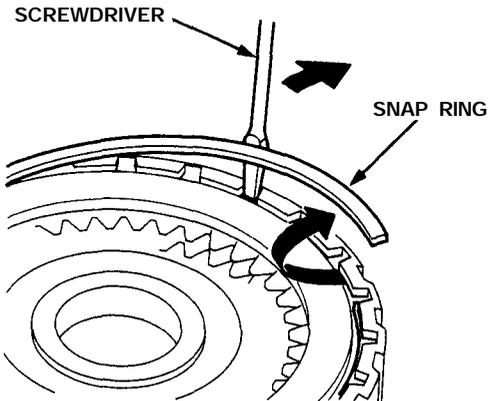
The idle speed of the engine is controlled by the Idle Air Control (IAC) Valve. The valve changes the amount of air bypassing into the intake manifold in response to electric current controlled by the ECM. When the IAC Valve is activated, the valve opens to maintain the proper idle speed.



Clutch

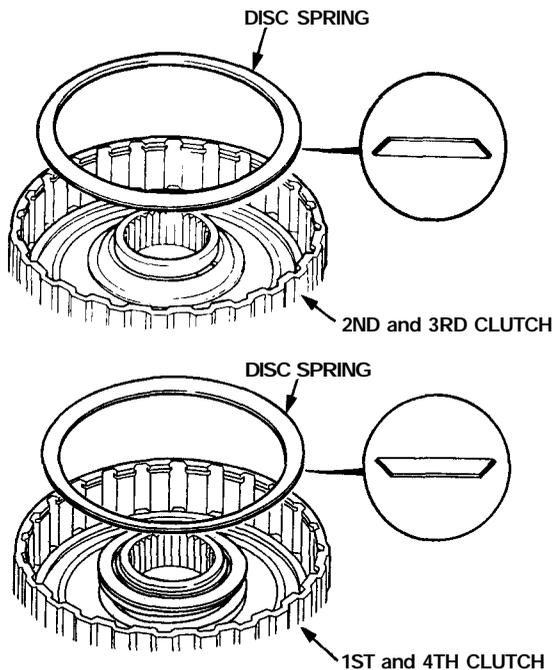
Disassembly

1. Remove the snap ring, then remove the clutch end plate, clutch discs, and plates.



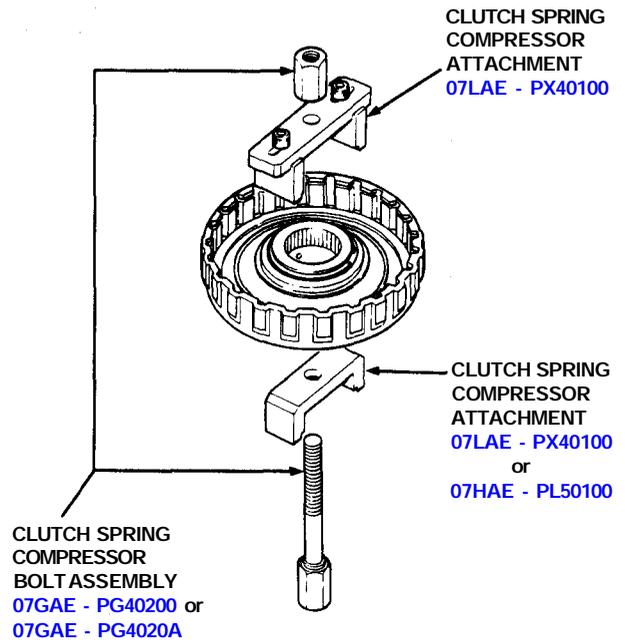
2. Remove the disc springs.

NOTE: The 1st-hold clutch does not have a disc spring.

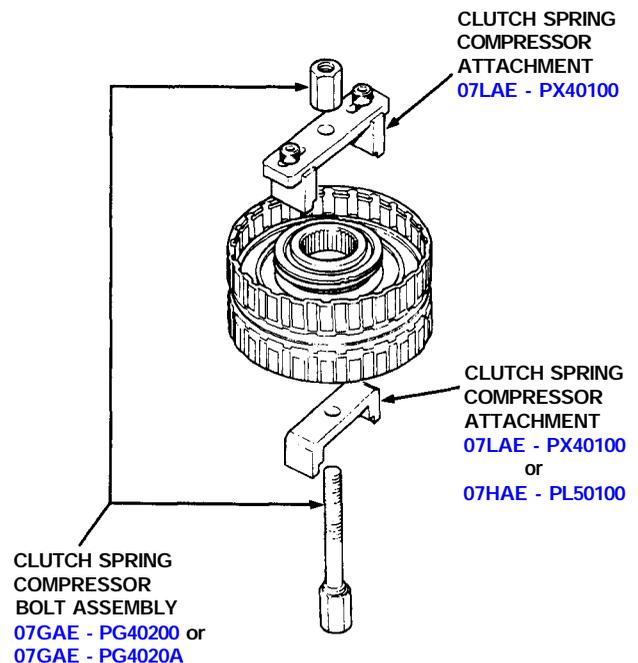


3. Install the special tools as shown.

NOTE: For 1st, 3rd, and 1st-hold clutches.



NOTE: For 2nd and 4th clutches.



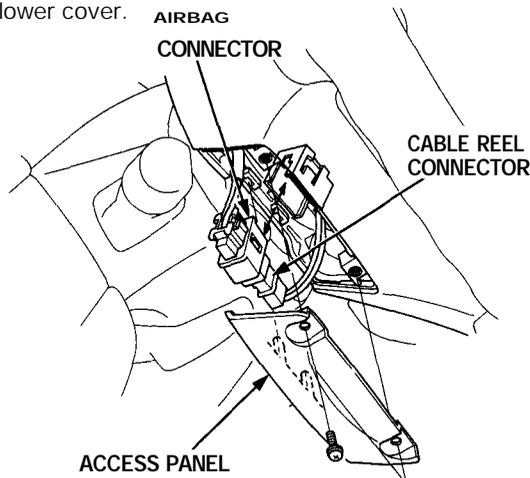


Removal

Airbag Removal

SRS components are located in this area. Review the SRS component locations, precautions, and procedures in the SRS (section 24) before performing repairs or service.

1. Disconnect the battery negative cable, then disconnect positive cable.
2. Remove the access panel from the steering wheel lower cover.

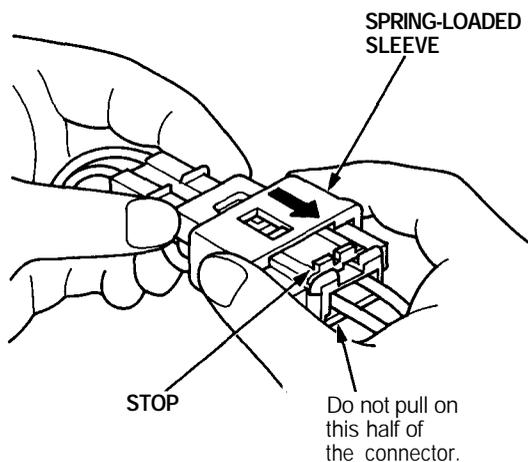


3. Disconnect the connector between the airbag and cable reel.

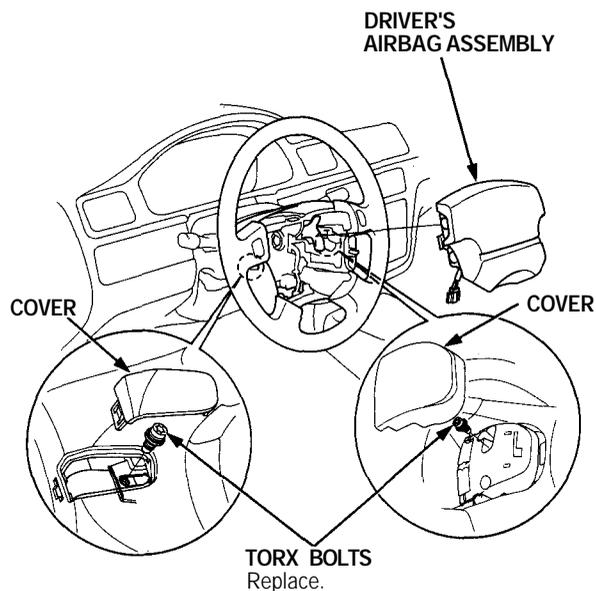
NOTE: Some SRS system connectors have a spring loaded lock.

To release the lock, pull the spring-loaded sleeve toward the stop. Then pull the connector halves apart.

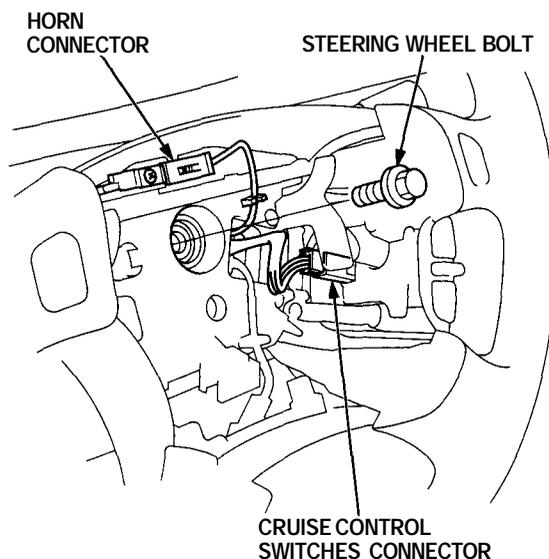
Be sure to pull on the sleeve and not on the connector half itself.



4. Remove the covers.
5. Remove the Torx T30 bit bolts, then remove the airbag assembly.



6. Disconnect the connectors from the horn and cruise control switches.
7. Remove the steering wheel bolt.



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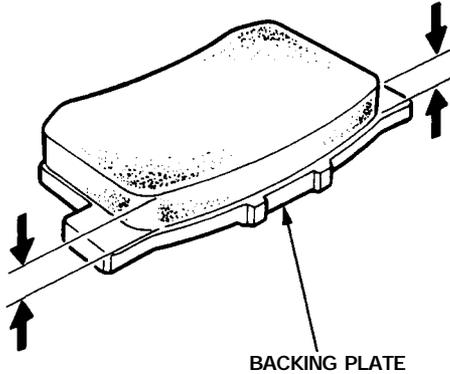


- Using vernier calipers, measure the thickness of each brake pad lining.

Brake Pad Thickness:

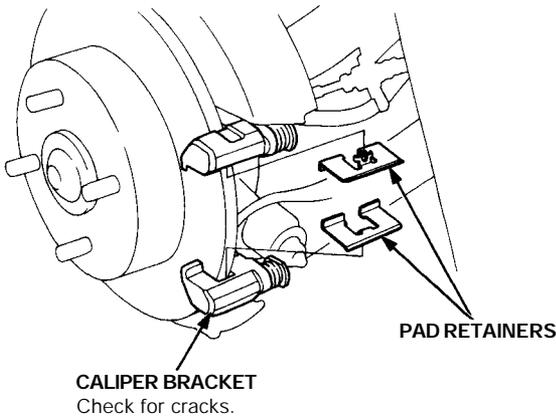
Standard: 8.5 - 9.5 mm (0.33 - 0.37 in)

Service Limit: 1.6 mm (0.06 in)



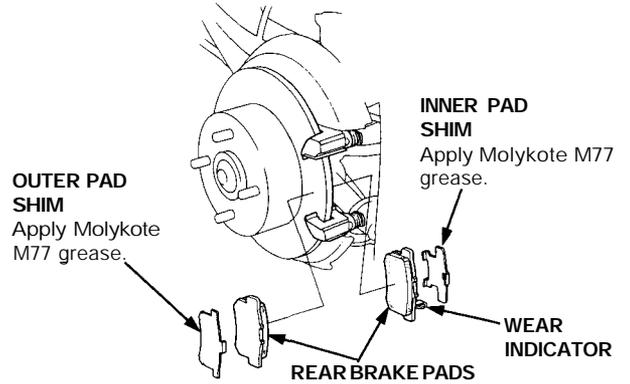
NOTE: Measurement does not include pad backing plate thickness.

- Remove the pad retainers.



- Clean the caliper thoroughly; remove any rust, and check for grooves and cracks.
- Check the brake disc for damage and cracks.
- Make sure that the pad retainers are installed in the correct positions.

- Apply Molykote M77 grease to the pad side of the shims. Wipe excess grease off the shims.



- Install the brake pads and pad shims on the caliper bracket.

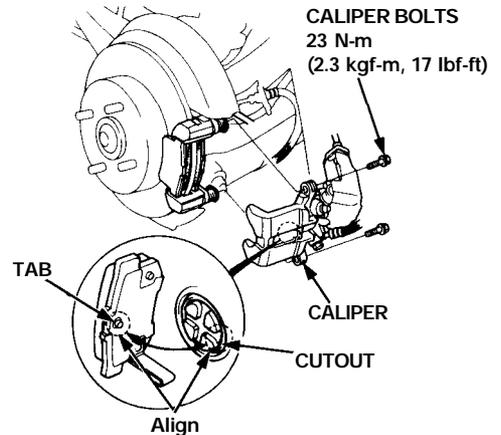
WARNING

- When reusing the pads, always reinstall the brake pads in their original positions to prevent loss of braking efficiency.
- Contaminated brake discs or pads reduce stopping ability. Keep grease off the discs and pads.

NOTE: Install the inner pad with its wear indicator facing downward.

- Rotate the caliper piston clockwise into place in the cylinder, then align the cutout in the piston with the tab on the inner pad by turning the piston back.

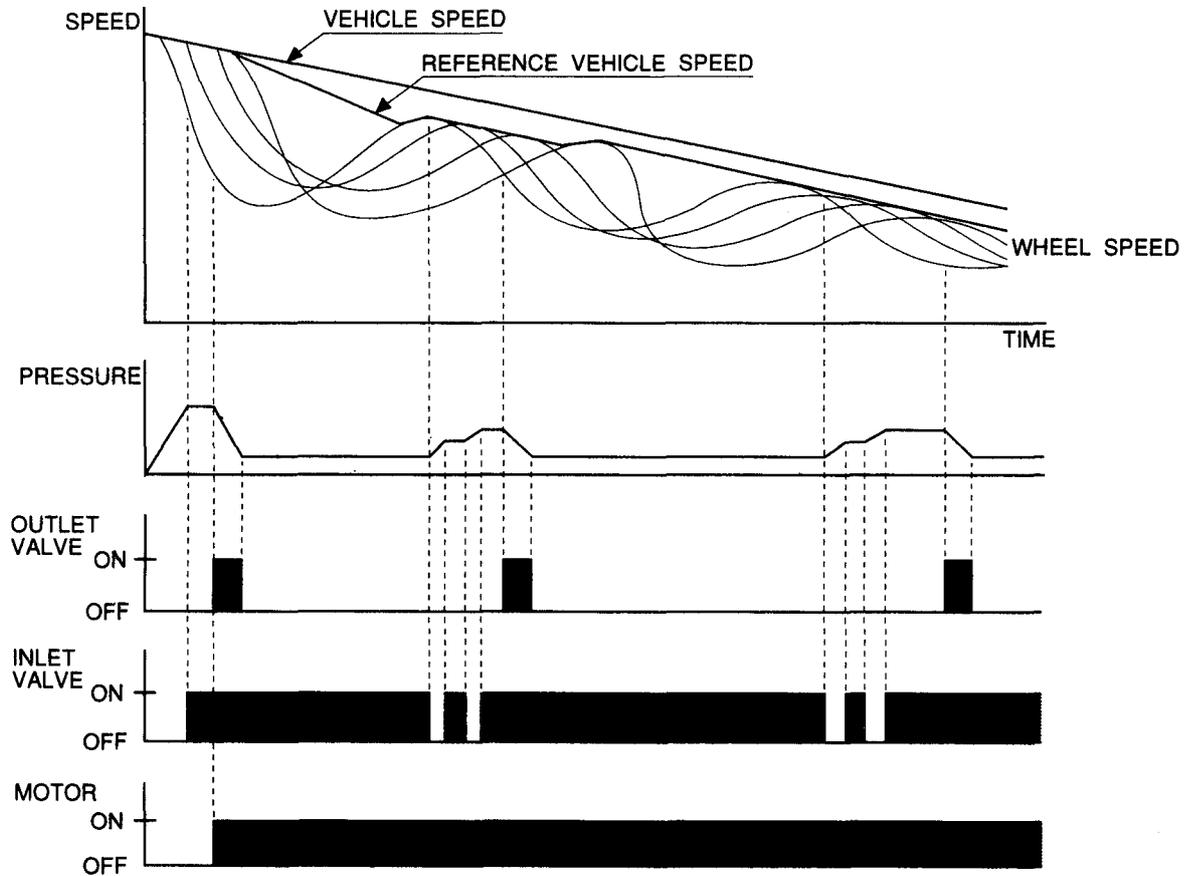
CAUTION: Lubricate the boot with rubber grease to avoid twisting the piston boot. If the piston boot is twisted, back it out so it sits properly.



- Install the brake caliper.
- Install and tighten the caliper bolts.

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Wheel Speed and Modulator Control



When the wheel speed drops sharply below the vehicle speed, the inlet valve closes to retain the caliper fluid pressure. When the wheel speed drops further, the outlet valve opens momentarily to reduce the caliper fluid pressure. The pump motor starts at this time.

As the wheel speed is restored, the inlet valve opens momentarily to increase the caliper fluid pressure.

Wheel Sensor

The wheel sensors are the magnetic contactless type.

As the gear pulser teeth rotate past the wheel sensor's magnetic coil, AC current is generated. The AC frequency changes in accordance with the wheel speed. The ABS control unit detects the wheel sensor signal frequency and thereby detects the wheel speed.

There are four wheel sensors, one for each wheel.

The gear pulser has 50 teeth.



Diagnostic Trouble Code (DTC)

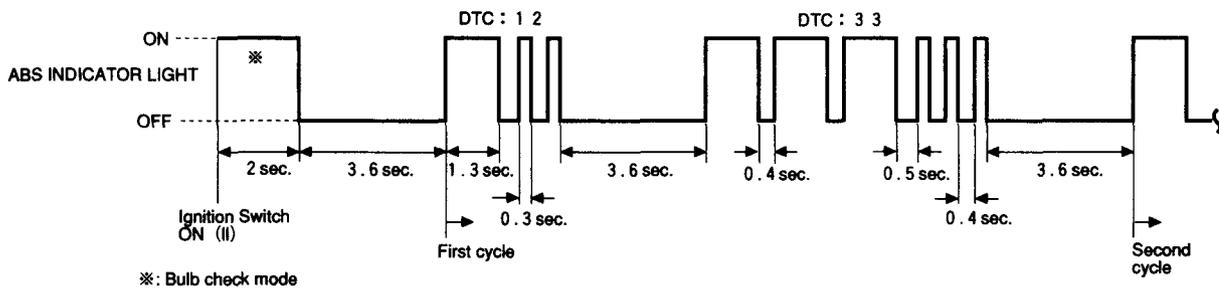
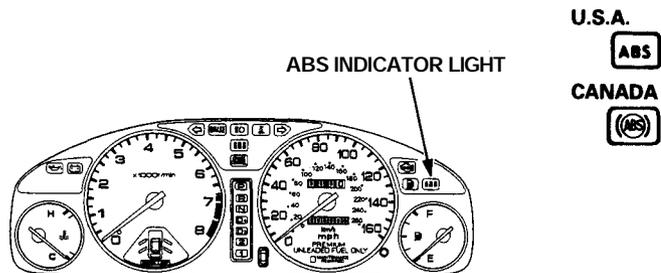
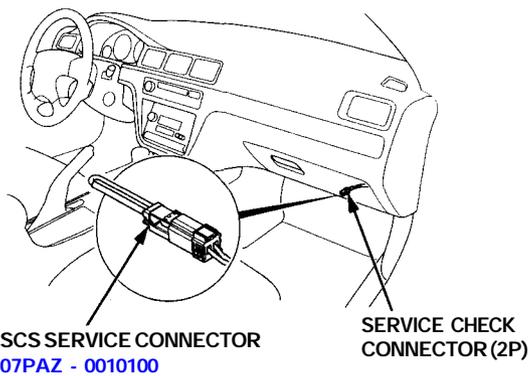
Diagnostic Trouble Code (DTC) Indication (SCS Mode)

NOTE: This operation can also be done with the Honda PGM Tester.

1. Connect the SCS service connector to the service check connector (2P) under the glove box.
2. Turn the ignition switch ON (II) without brake pedal depressed.
NOTE: If the brake pedal is depressed when turning the ignition switch ON (II), the system shifts to MES mode.
3. The blinking frequency indicates the DTC.
NOTE: If the DTC is not memorized, the ABS indicator light goes off for 3.6 seconds and then stays on.
4. Turn the ignition switch OFF, and remove the SCS service connector.
NOTE: The Malfunction Indicator Lamp (MIL) will stay on after the engine is started if the SCS service connector is connected.

Conditions for DTC indication

- Vehicle speed is at 6 mph (10 km/h) or less.
- The SCS service connector is connected before the ignition switch is turned ON (II).
- The brake pedal is released.



- When ignition switch is turned ON (II), the ABS indicator light comes on for two seconds to check the bulb. Do not count this as a DTC.

Power Door Locks

Control Unit Input Test (Without Keyless Entry) ('95 -97 models)

1. Remove the driver's door panel (see [section 20](#)).
2. Disconnect the 14P connector from the control unit.
3. Inspect the connector and socket terminals to be sure they are all making good contact.
 - If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
 - If the terminals look OK, make the following input tests at the connector.
 - If any test indicates a problem, find and correct the cause, then recheck the system.
 - If all the input tests prove OK, the control unit must be faulty; replace it.

