



2003 2-door Model

Vehicle Identification Number

1HG CM7 1 2 * 3 A 000001

a b c d e f g h

a. Manufacturer, Make and Type of Vehicle
1HG: HONDA OF AMERICA MFG., INC., U.S.A.
HONDA passenger vehicle

b. Line, Body and Engine Type
CM7: ACCORD COUPE/K24A4

c. Body Type and Transmission Type
1: 2-door Coupe/5-speed Manual
2: 2-door Coupe/5-speed Automatic

d. Vehicle Grade (Series)

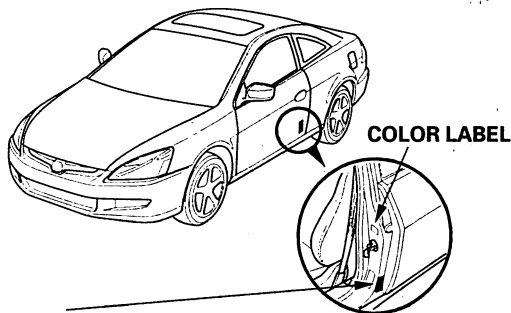
U.S. model	Canada model
2: LX	2: LX
3: LX with Side Airbag	3: LX with Side Airbag
6: EX, EX-L	6: EX, EX-L
7: EX-L	

e. Check Digit

f. Model Year
3: 2003

g. Factory Code
A: Marysville, Ohio Factory in U.S.A.

h. Serial Number
000001—: U.S. model
800001—: Canada model



Vehicle Identification Number and Federal Motor Vehicle Safety Standard Certification.

Vehicle Identification Number and Canadian Motor Vehicle Safety Standard Certification.

Engine Number

K24A4 - 1000001

a b

a. Engine Type
K24A4: 2.4 L DOHC i-VTEC Sequential Multiport Fuel-injected engine

b. Serial Number

Transmission Number

APG6 - 1500001

a b

a. Transmission Type
APG6: 5-speed Manual (1000001—, 1500001—)
MCLA: 5-speed Automatic (1000001—)

b. Serial Number

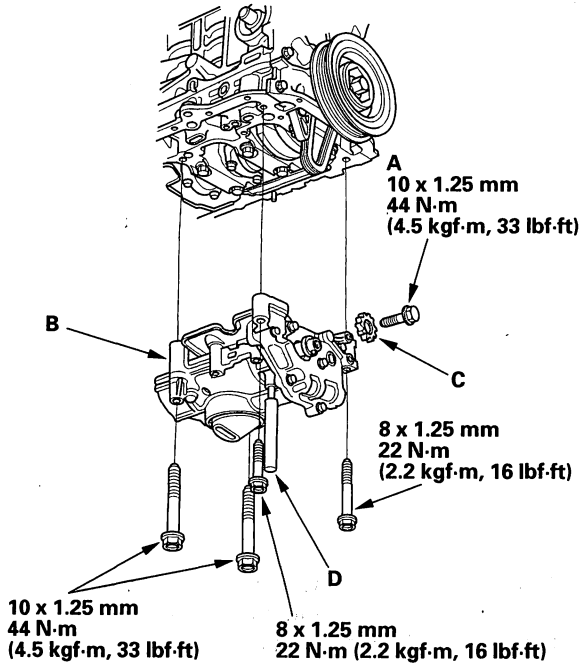
Paint Code

Code	Color	U.S.	Canada
B-92P	Nighthawk Black Pearl	○	○
G-508P	Noble Green Pearl	○	
B-517P	Sapphire Blue Pearl	○	○
NH-578	Taffeta White	○	
NH-623M	Satin Silver Metallic	○	○
NH-658P	Graphite Pearl	○	
R-94P	San Marino Red	○	
R-522P	Redondo Red Pearl		○
YR-538M	Desert Mist Metallic	○	○

Engine Lubrication

Oil Pump Overhaul (cont'd)

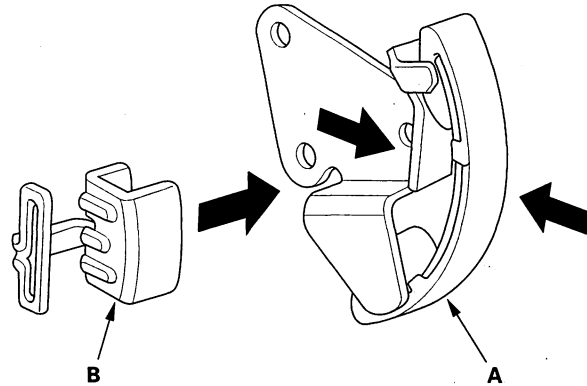
4. Apply new engine oil to the threads of the oil pump sprocket mounting bolt (A).



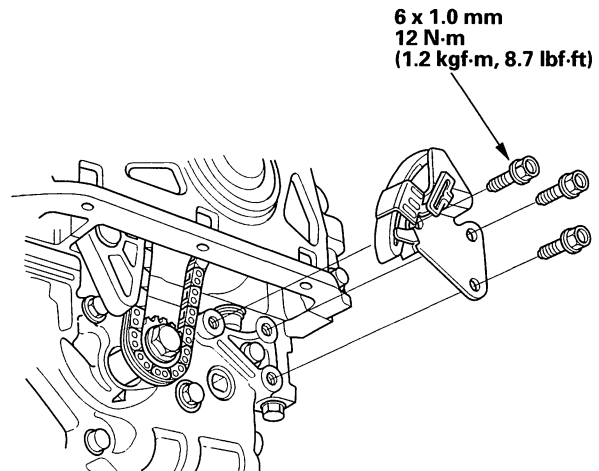
5. Loosely install the oil pump (B), then install the oil pump sprocket (C).
6. Remove the pin driver (D).
7. Tighten the oil pump mounting bolts.

8. Squeeze the new oil pump chain tensioner (A), then install the set clip (B) on it as shown.

NOTE: The set clip is supplied with the oil pump chain tensioner.



9. Install the new oil pump chain tensioner.





**DTC P0111: IAT Sensor Circuit Range/
Performance Problem
(2005-2006 models)**

1. Check for poor connections or loose terminals at the ECT sensor and the IAT sensor.

Are the connections and terminals OK?

YES—Go to step 2.

NO—Repair the connectors or terminals, then go to step 15.

2. Replace the MAF sensor/IAT sensor (see page 11-226).
3. Allow IAT sensor to cool to 77° F (25 °C).
4. Note the ambient temperature.
5. Connect the MAF sensor/IAT sensor to the 5P connector, but do not install the sensor to the air cleaner.
6. Turn the ignition switch ON (II).
7. Note the value of the IAT SENSOR quickly in the DATA LIST with the HDS.
8. Compare the value of IAT SENSOR and the ambient temperature.

Does the value of IAT SENSOR differ 5.4 °F (3 °C) or more?

YES—Go to step 13.

NO—Go to step 9.
9. Disconnect the MAF sensor/IAT sensor from the 5P connector.
10. Using a heat gun, blow hot air on the MAF sensor/IAT sensor for a few seconds. Do not apply the heat longer than a few seconds or you will damage the sensor.
11. Connect MAF sensor/IAT sensor to the 5P connector, but do not install the sensor to the air cleaner.

12. Check the IAT SENSOR in the DATA LIST with the HDS.

Does the IAT SENSOR change 58 °F (32 °C) or more?

YES—Intermittent failure, system is OK at this time. Check for poor connections or loose terminals at the IAT sensor and the ECM/PCM. ■

NO—Go to step 13.

13. Turn the ignition switch OFF.
14. Replace the MAF sensor/IAT sensor (see page 11-226).
15. Turn the ignition switch ON (II).
16. Reset the ECM/PCM with the HDS.
17. Do the ECM/PCM idle learn procedure (see page 11-316).
18. Check for Temporary DTCs or DTCs with the HDS.

Are any Temporary DTCs or DTCs indicated?

YES—If DTC P0111 is indicated, check for poor connections or loose terminals at the IAT sensor and the ECM/PCM, then go to step 1. If any other Temporary DTCs or DTCs are indicated, go to the indicated DTC's troubleshooting.

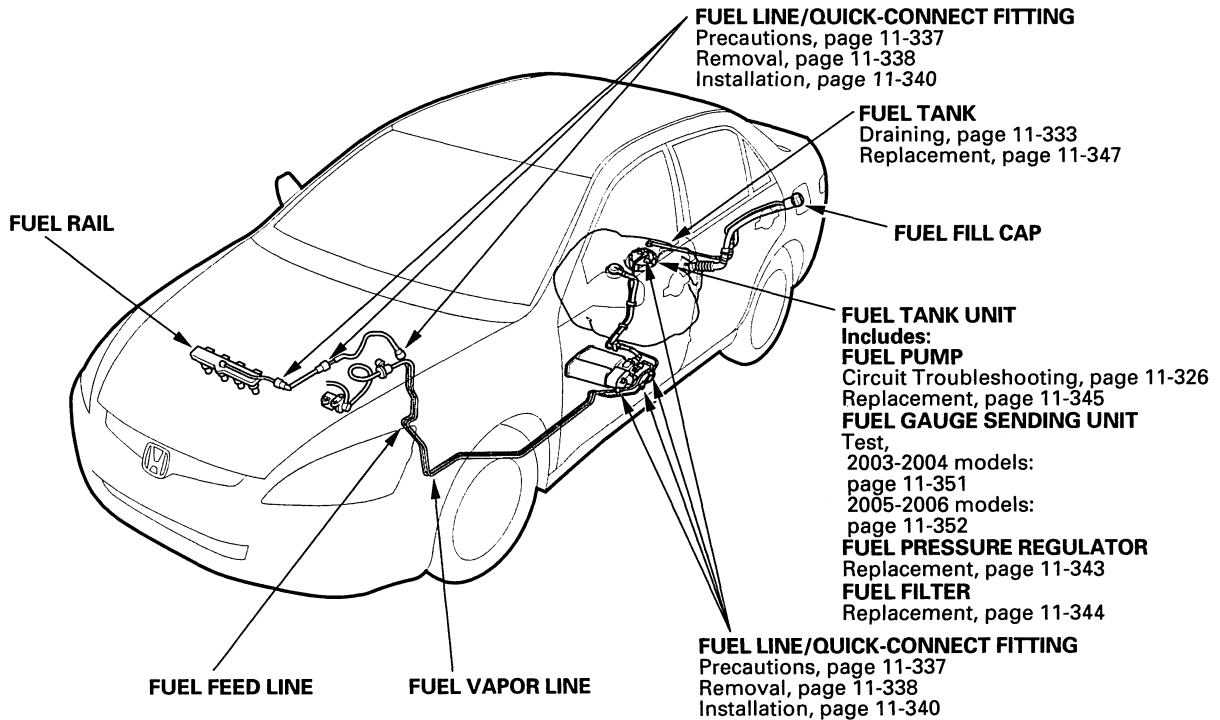
NO—Troubleshooting is complete. ■

Fuel Supply System

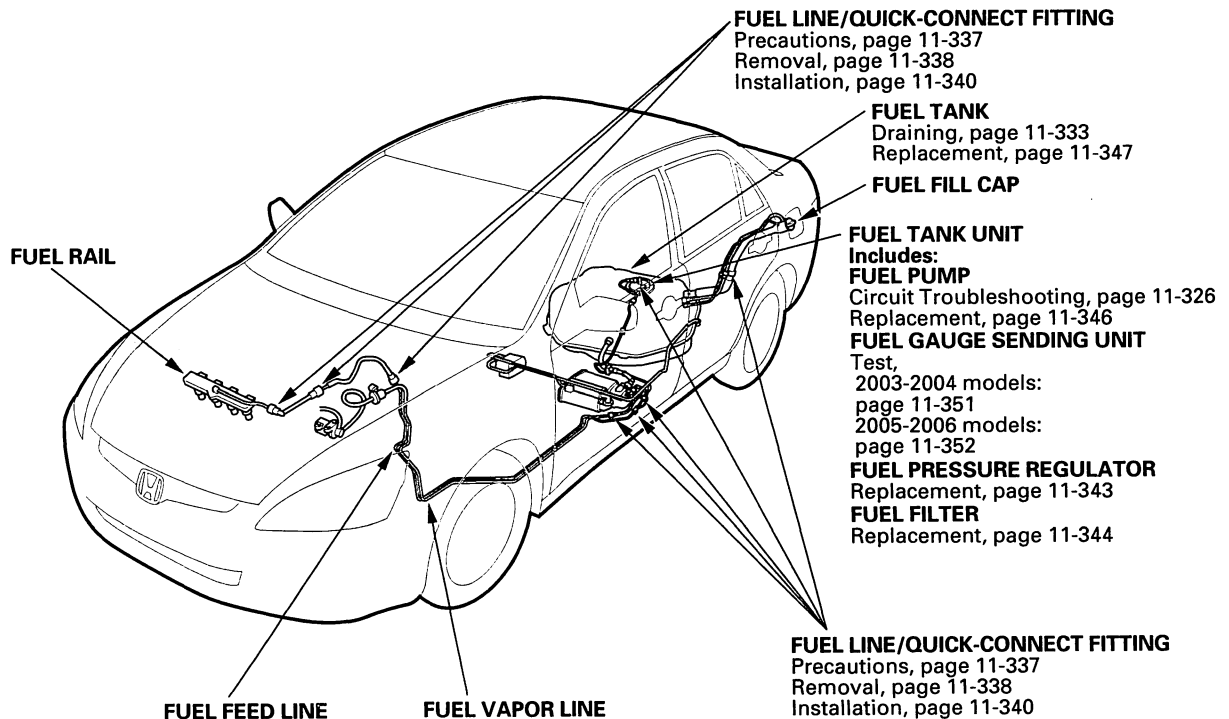


Component Location Index

Non-SULEV model



SULEV model



(cont'd)

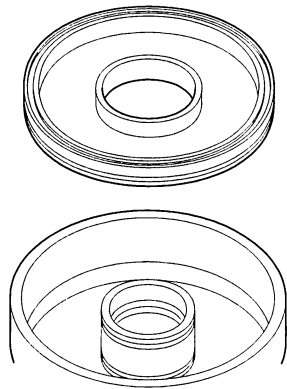
Shafts and Clutches

Clutch Clearance Inspection

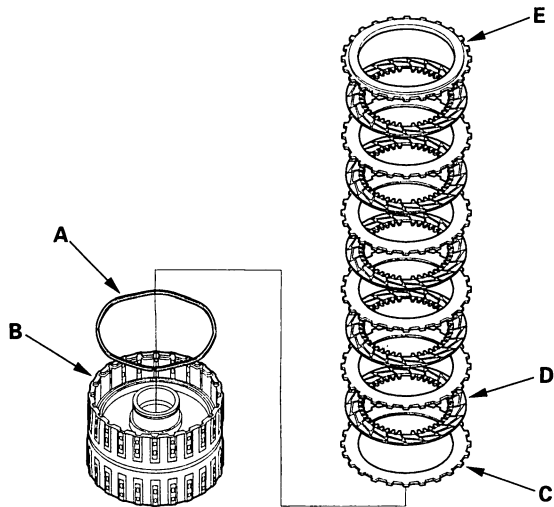
Special Tools Required

Clutch compressor attachment 07ZAE-PRP0100

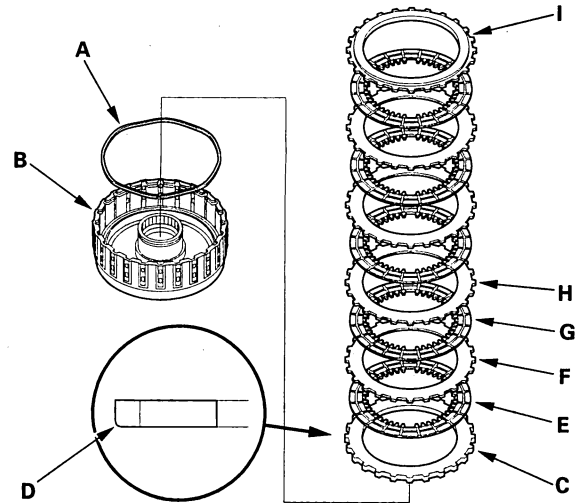
1. Inspect the clutch piston, discs, plates, and end plate for wear and damage (see page 14-308), and inspect clutch waved-plate phase difference (see page 14-309), if necessary.
2. Install the clutch piston in the clutch drum. Do not install the O-rings during inspection.



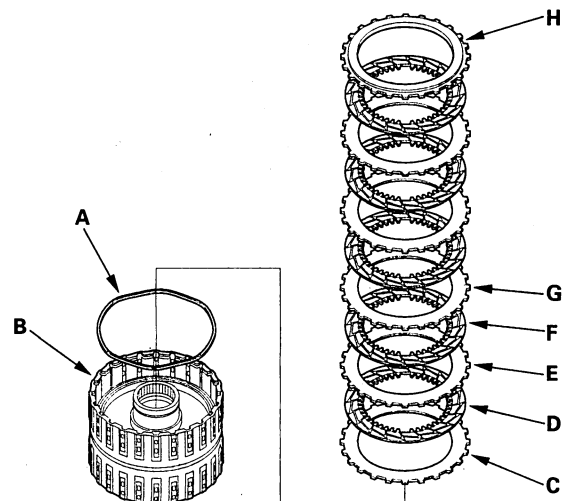
3. 2003-2005-model 1st clutch:
Install the waved spring (A) in the 1st clutch drum (B). Starting with the clutch waved-plate, alternately install the clutch plate (C) (5) and discs (D) (5). Install the clutch-end-plate (E) with the flat side down on the top disc.



4. 2003-2005-model 2nd clutch:
Install the waved spring (A) in the 2nd clutch drum (B). Install the 4.0 mm-thick plate (C) with the shear droop side (D) toward the inside of the drum, clutch disc (E), and 2.0 mm-thick flat-plate (F), then starting with the disc, alternately install the discs (G) (4) and waved-plates (H) (3). Install the clutch-end-plate (I) with the flat side down on the top disc.



5. 2003-2005-model 3rd clutch:
Install the waved spring (A) in the 3rd clutch drum (B). Install the clutch flat-plate (C), clutch disc (D), and clutch flat-plate (E). Starting with the clutch disc, alternately install the clutch discs (F) (4) and clutch waved-plates (G) (3). Install the clutch-end-plate (H) with the flat side down on the top disc.



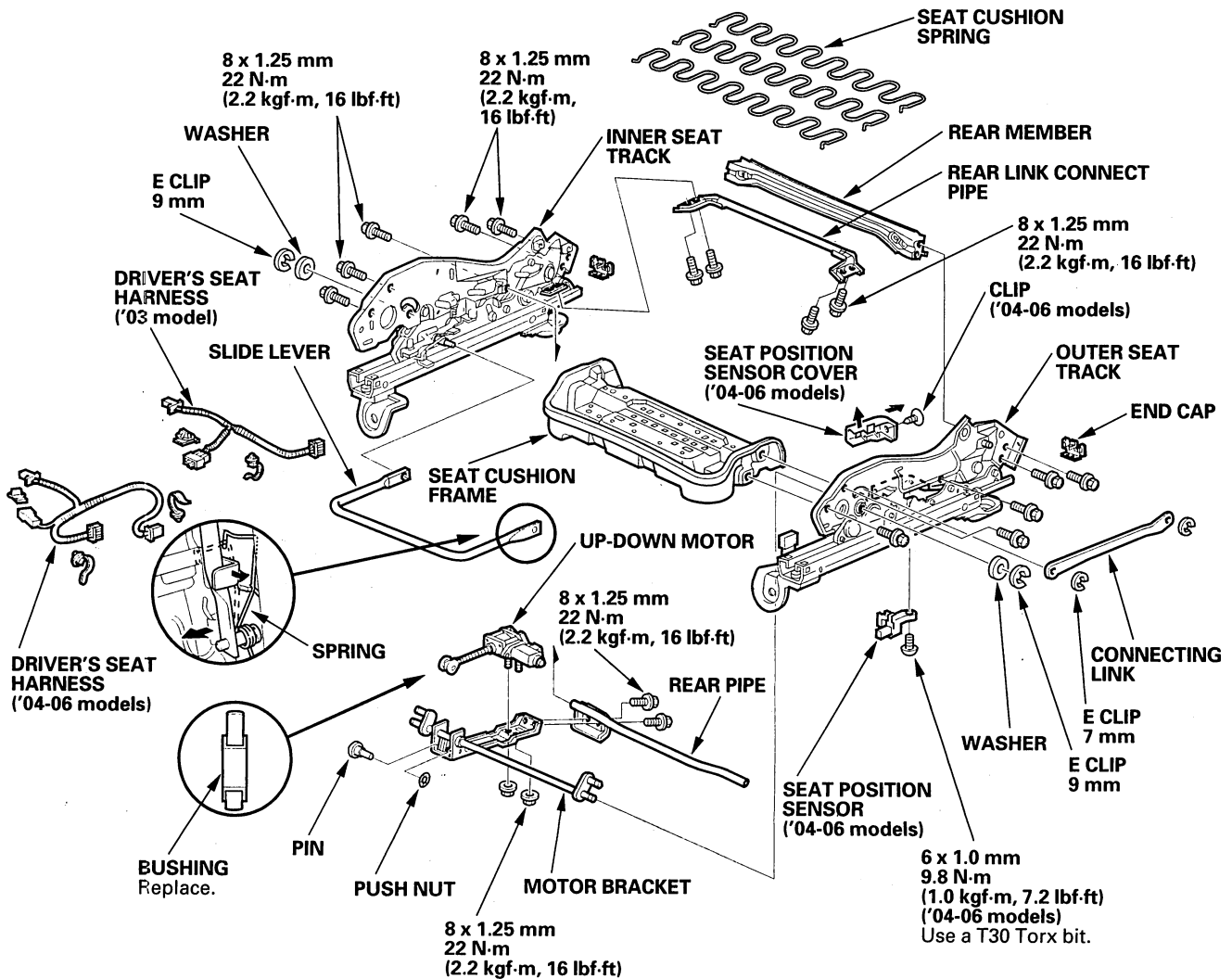
Seats

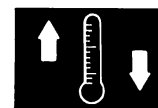
Front Seat Linkage Disassembly/Reassembly - 2-Way Power

- '04-06 models: The operation of the driver's seat position sensor must be checked after any of these actions (see page 23-37):
 - Driver's seat position sensor replacement
 - Cover plate (front side of driver's seat slide rail) replacement

NOTE:

- Put on gloves to protect your hands.
- Apply oil to the pivot portions of the slide lock.
- Apply multipurpose grease to the sliding portions and pivot portions of the seat tracks.
- Replace the bushing on the up-down motor with a new one.





Passenger's Air Mix Control Motor Test

4-door

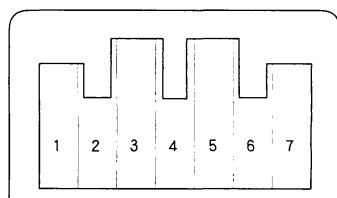
1. Disconnect the 7P connector from the passenger's air mix control motor.

NOTICE

Incorrectly applying power and ground to the passenger's air mix control motor will damage it. Follow the instructions carefully.

2. Connect battery power to the No. 1 terminal of the passenger's air mix control motor, and ground the No. 2 terminal; the passenger's air mix control motor should run, and stop at Max Cool. If it doesn't, reverse the connections; the passenger's air mix control motor should run, and stop at Max Hot.
3. If the passenger's air mix control motor did not run in step 2, remove it, then check the passenger's air mix control linkage and door for smooth movement.
 - If the linkage and door move smoothly, replace the passenger's air mix control motor.
 - If the linkage or door sticks or binds, repair them as needed.
 - If the passenger's air mix control motor runs smoothly, go to step 4.

PASSENGER'S AIR MIX CONTROL MOTOR



4. Measure the resistance between the No. 5 and No. 7 terminals. It should be between 4.2 to 7.8 k Ω .
5. Reconnect the passenger's air mix control motor 7P connector, then turn the ignition switch ON (II).
6. Using the backprobe set, measure the voltage between the No. 3 and No. 5 terminals.
Max Cool—about 1.5 V
Max Hot—about 4.5 V
7. If either the resistance or voltage readings are not as specified, replace the passenger's air mix control motor (see page 21-126).

2-door

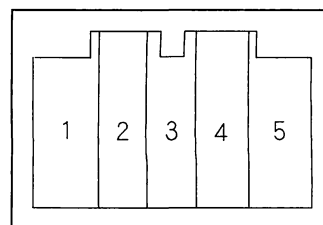
1. Disconnect the 5P connector from the passenger's air mix control motor.

NOTICE

Incorrectly applying power and ground to the passenger's air mix control motor will damage it. Follow the instructions carefully.

2. Connect battery power to the No. 1 terminal of the passenger's air mix control motor, and ground the No. 2 terminal; the passenger's air mix control motor should run, and stop at Max Hot. If it doesn't, reverse the connections; the passenger's air mix control motor should run, and stop at Max Cool.
3. If the passenger's air mix control motor did not run in step 2, remove it, then check the passenger's air mix control linkage and door for smooth movement.
 - If the linkage and door move smoothly, replace the passenger's air mix control motor.
 - If the linkage or door sticks or binds, repair them as needed.
 - If the passenger's air mix control motor runs smoothly, go to step 4.

PASSENGER'S AIR MIX CONTROL MOTOR

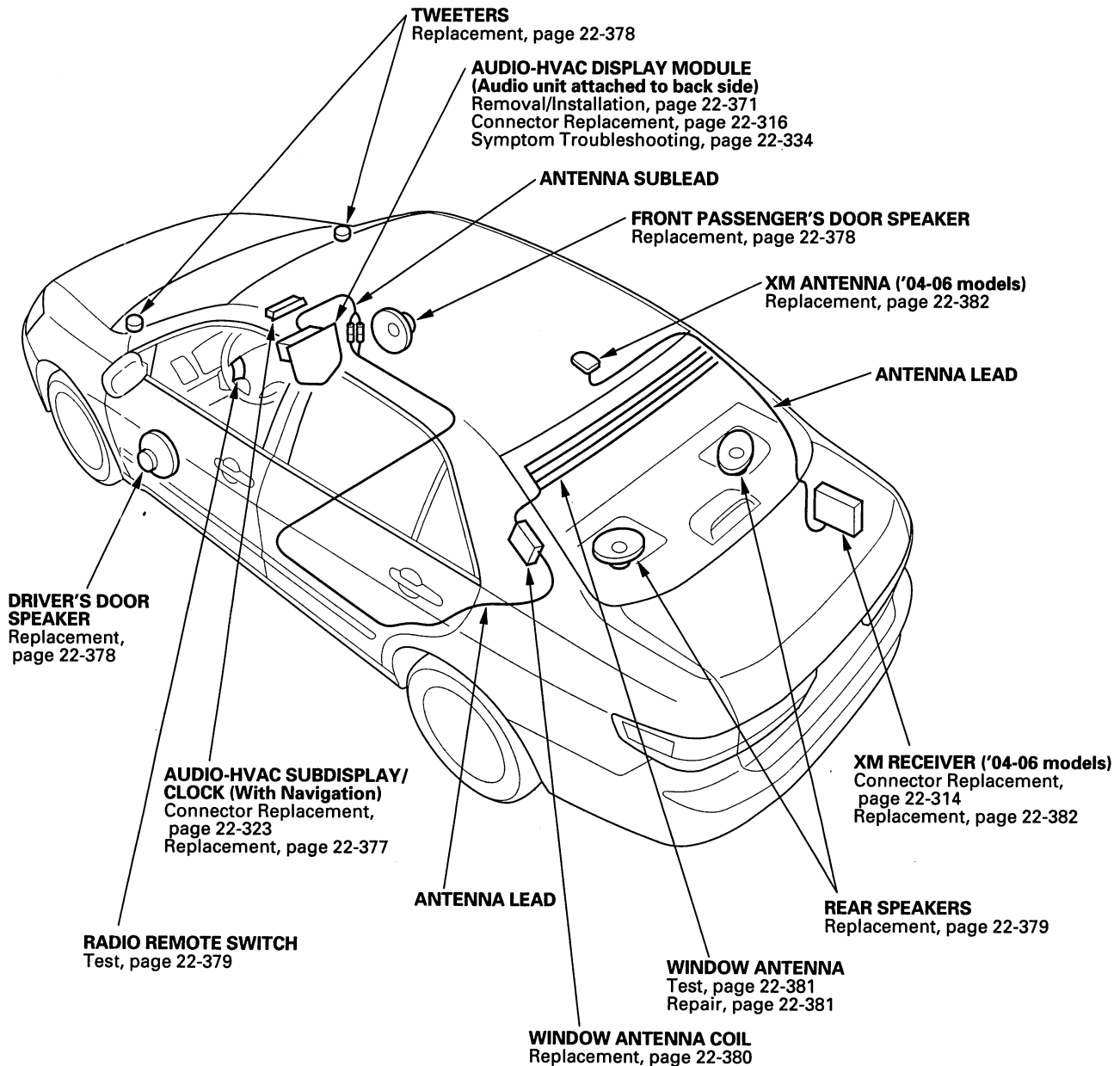


4. Measure the resistance between the No. 4 and No. 5 terminals. It should be between 4.2 to 7.8 k Ω .
5. Reconnect the passenger's air mix control motor 5P connector, then turn the ignition switch ON (II).
6. Using the backprobe set, measure the voltage between the No. 3 and No. 5 terminals.
Max Cool—about 1.0 V
Max Hot—about 4.0 V
7. If either the resistance or voltage readings are not as specified, replace the passenger's air mix control motor (see page 21-126).

Audio System

Component Location Index

4-door



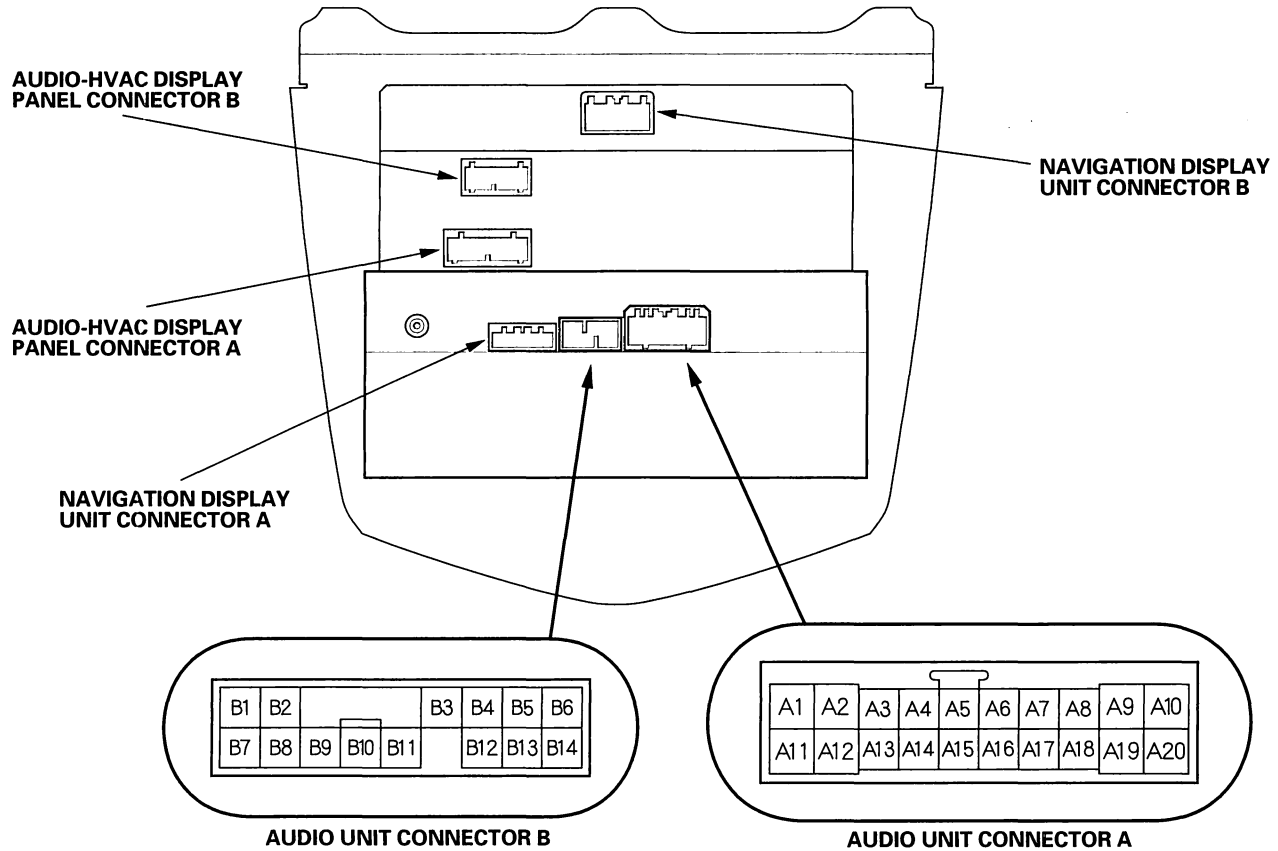
Audio System

System Description (cont'd)

Audio Unit Connector Inputs and Outputs

When replacing an audio unit connector, match the wires to the cavities listed in the following table.

With Navigation



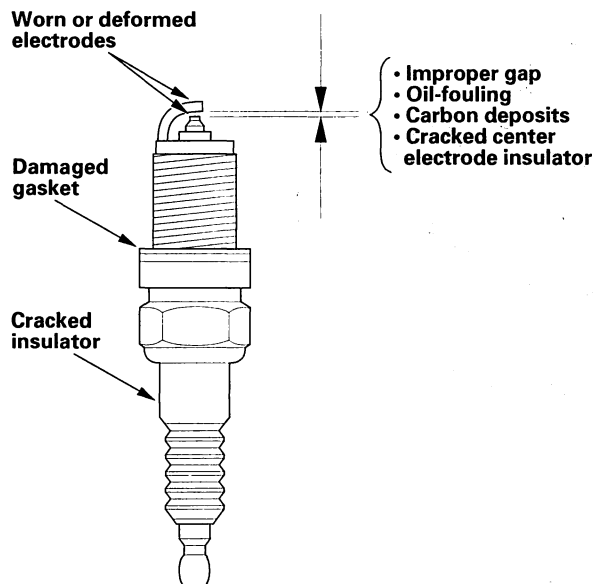
Cavity	Wire	Connect to	Cavity	Wire	Connect to
A1	YEL/GRN	Radio switch (Amp.)	A11	BRN	Radio remote switch ground
A2	YEL/RED	ACC (main stereo power supply)	A12	BLU/RED	Navigation unit (RG GND)
A3	GRN/RED	Radio remote switch	A13	WHT	Navigation unit (RG L+)
A4	RED/BLU	(Security input)	A14	—	Not used
A5	PNK	Right rear speaker (+)	A15	BLU/YEL	Right rear speaker (-)
A6	BLU/WHT	Left rear speaker (+)	A16	BLU/BLK	Left rear speaker (-)
A7	GRN/YEL	Front passenger's door speaker (+), Right tweeter (+)	A17	GRY	Front passenger's door speaker (-), Right tweeter (-)
A8	GRN/BLK	Driver's door speaker (+), Left tweeter (+)	A18	LT GRN	Driver's door speaker (-), Left tweeter (-)
A9	RED/BLK	Lights-on signal	A19	RED	Dash lights brightness controller
A10	WHT/GRN	Constant power	A20	BLK	Ground (G504)



Spark Plug Inspection

1. Inspect the electrodes and ceramic insulator.

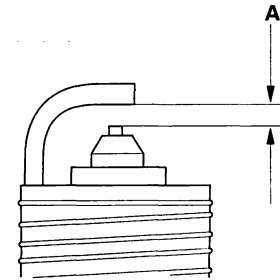
- Burned or worn electrodes may be caused by:
 - Advanced ignition timing
 - Loose spark plug
 - Plug heat range too hot
 - Insufficient cooling
- Fouled plug may be caused by:
 - Retarded ignition timing
 - Oil in combustion chamber
 - Incorrect spark plug gap
 - Plug heat range too cold
 - Excessive idling/low speed running
 - Clogged air cleaner element
 - Deteriorated ignition coils



- ### 2. Do not adjust the gap (A) of iridium tip plugs ; replace the spark plug if the gap is out of specification.

Electrode Gap

Standard (New): 1.0–1.1 mm (0.039–0.043 in.)

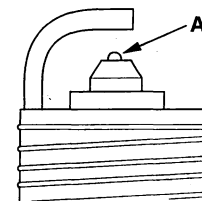


- ### 3. Replace the plug at the specified interval or if the center electrode is rounded (A). Use only the spark plugs listed.

Spark Plugs

NGK: IZFR6K11

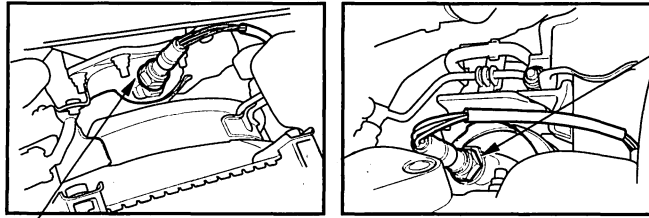
DENSO: SKJ20DR-M11



- ### 4. Apply a small amount of anti-seize compound to the plug threads, and screw the plugs into the cylinder head, finger-tight. Then torque them to 18 N·m (1.8 kgf·m, 13 lbf·ft).

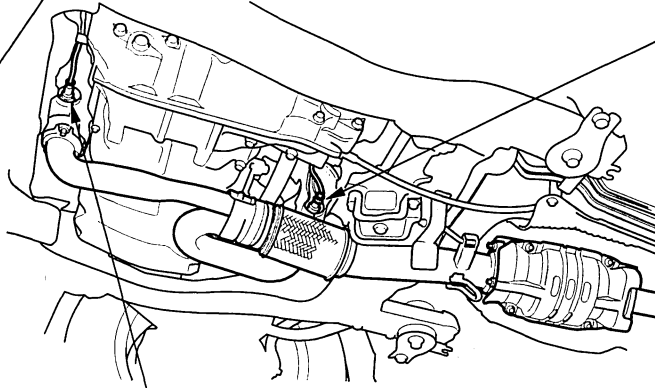
PGM-FI System

Component Location Index (cont'd)



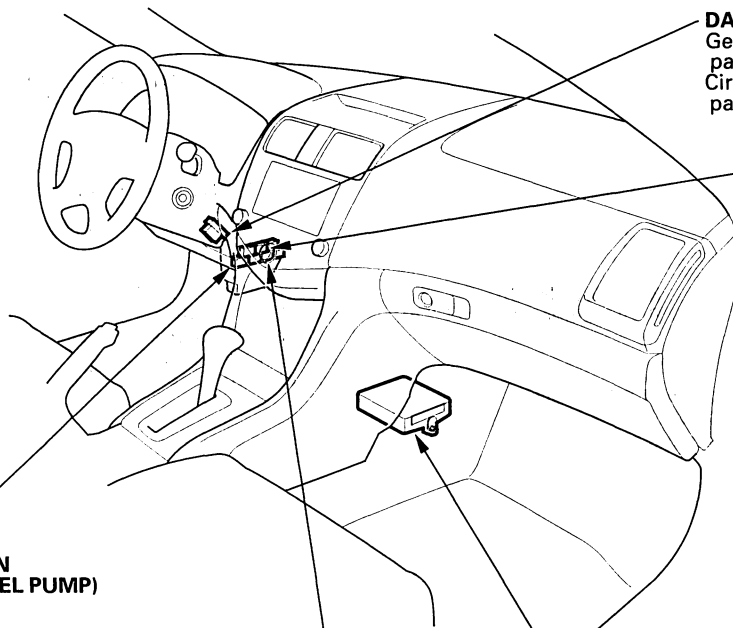
REAR AIR FUEL RATIO (A/F) SENSOR (BANK 1, SENSOR 1)
Replacement, page 11-217

REAR SECONDARY HEATED OXYGEN SENSOR (SECONDARY HO2S) (BANK 1, SENSOR 2)
Replacement, page 11-218



FRONT AIR FUEL RATIO (A/F) SENSOR (BANK 2, SENSOR 1)
Replacement, page 11-217

FRONT SECONDARY HEATED OXYGEN SENSOR (SECONDARY HO2S) (BANK 2, SENSOR 2)
Replacement, page 11-218



DATA LINK CONNECTOR (DLC)
General Troubleshooting Information, page 11-3
Circuit Troubleshooting, page 11-213

PGM-FI MAIN RELAY 1 (FI MAIN)

PGM-FI MAIN RELAY 2 (FUEL PUMP)

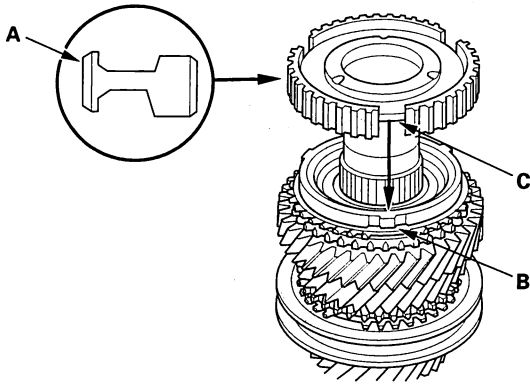
AIR FUEL RATIO (A/F) SENSOR RELAY (LAF)

ENGINE CONTROL MODULE (ECM)/ POWERTRAIN CONTROL MODULE (PCM)
General Troubleshooting Information, page 11-3
Replacement, page 11-224

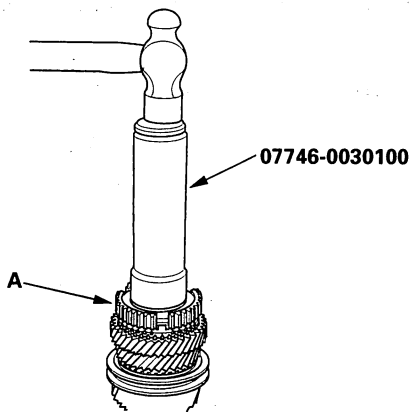
Manual Transmission

Mainshaft Reassembly (cont'd)

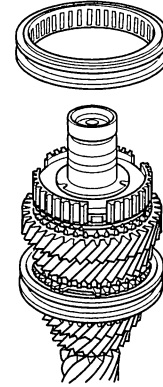
12. Install the 5th/6th synchro hub (A) by aligning the outer synchro ring fingers (B) with the grooves in the 5th/6th synchro hub (C).



13. Install the 5th/6th synchro hub (A) using the special tool.



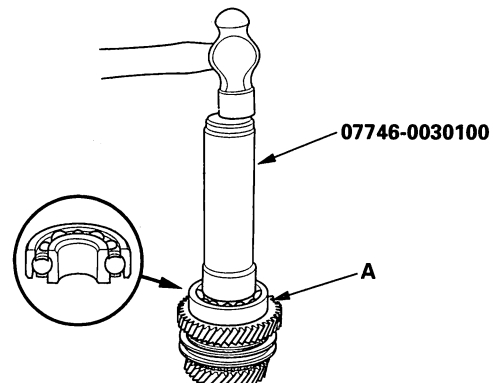
14. Install the 5th/6th synchro sleeve.



15. Install the synchro spring and synchro ring.

16. Install the distance collar, needle bearing, and 6th gear.

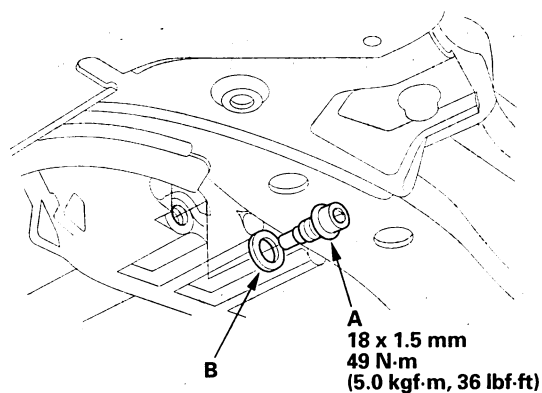
17. Install the new angular ball bearing (A) using the special tool. Note the direction of installation.





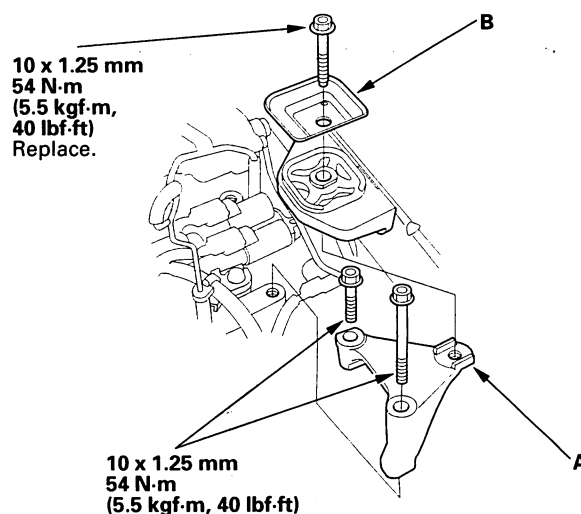
ATF Temperature Sensor Replacement

1. Get the audio and navigation anti-theft codes, and write down the audio presets.
2. Lift the vehicle up on a hoist or apply the parking brake, block rear wheels, and raise the front of the vehicle. Make sure it is securely supported.
3. Remove the splash shield.
4. Remove the drain plug (A), and drain the automatic transmission fluid (ATF). Then reinstall the drain plug with a new sealing washer (B).

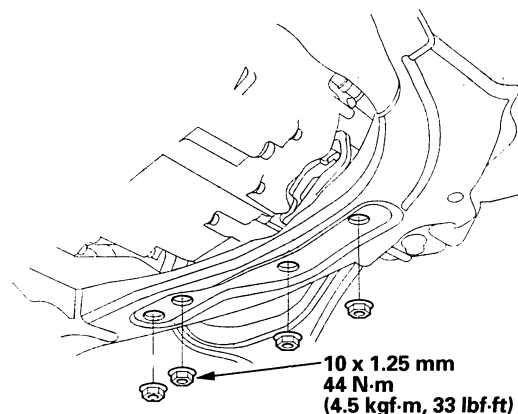


5. Disconnect the negative cable from the battery, then disconnect the positive cable from the battery.
6. Remove the battery hold-down bracket, then remove the battery cover, battery, and battery tray.
7. Remove the intake air duct and air cleaner housing.
8. Loosen the two bolts securing the battery base from under the vehicle, and remove the two bolts securing the battery base in the engine compartment, then remove the battery base.

9. Remove the transmission upper mount bracket (A) and bracket plate (B).



10. Place the transmission jack under the transmission, and remove the transmission lower mount nuts.



(cont'd)

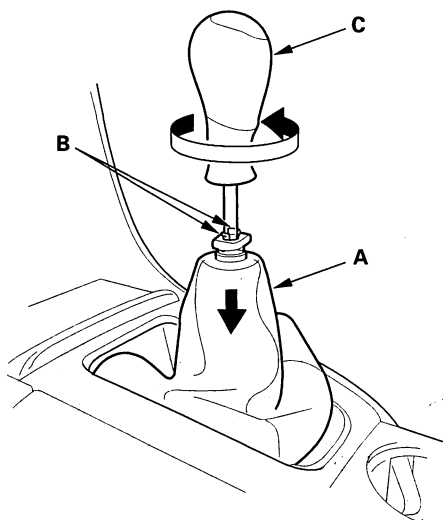
VSA System Components

Yaw Rate-Lateral Acceleration Sensor Replacement

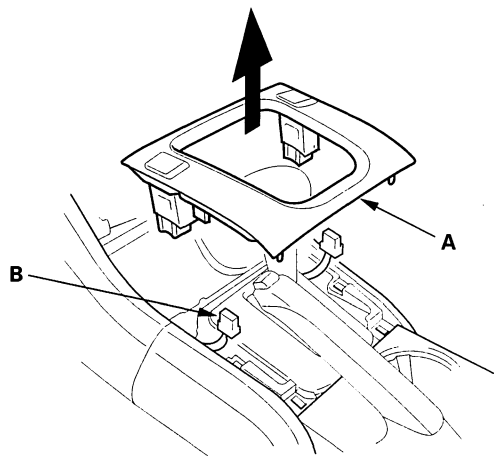
NOTE:

- Do not damage or drop the sensor as it is sensitive.
- Do not use an impact wrench.

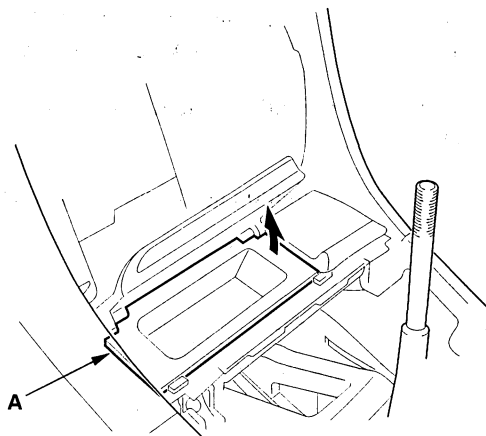
1. M/T model: Lower the shift lever boot (A) to release the hooks (B) from the knob, then remove the shift knob (C).



2. Remove the center console front panel (A). If equipped, disconnect the seat heater switch connectors (B).



3. Remove the console packet (A).



4. Remove the screws (A), then remove the center holder (B) and disconnect the front accessory power socket connector (C).

