

ELECTRICAL

Accessory Power Sockets - Accord

COMPONENT LOCATION INDEX

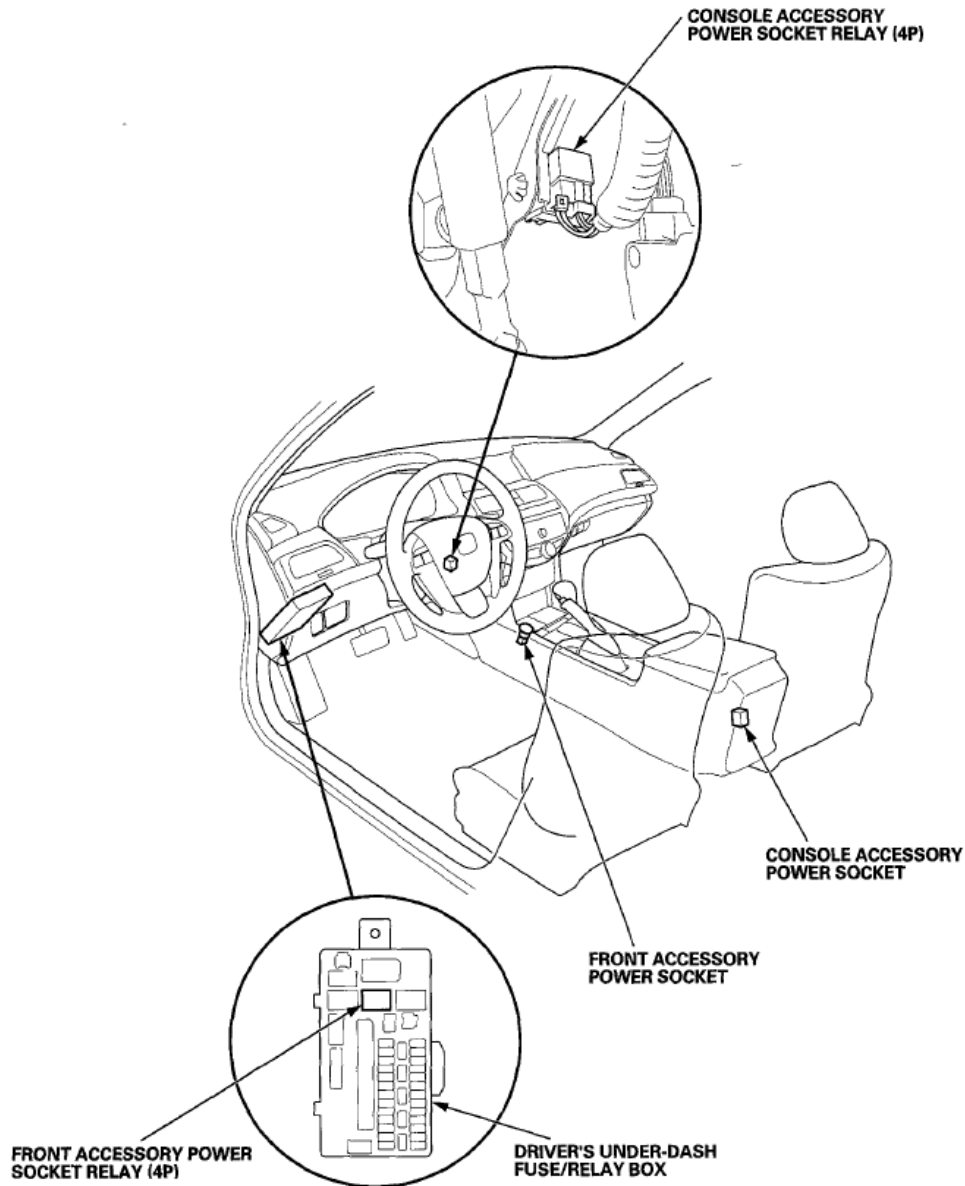


Fig. 1: Identifying Accessory Power Socket Components Location
Courtesy of AMERICAN HONDA MOTOR CO., INC.

CIRCUIT DIAGRAM

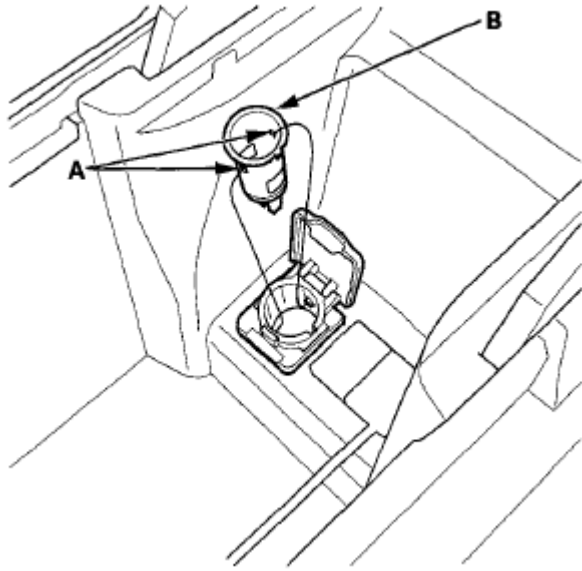


Fig. 9: Identifying Socket Tabs (11-12 Models)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

10. Gently depress the tabs (A), then remove the housing (B) from the panel. Note the location of the indexing tabs (C).

'08-10 models

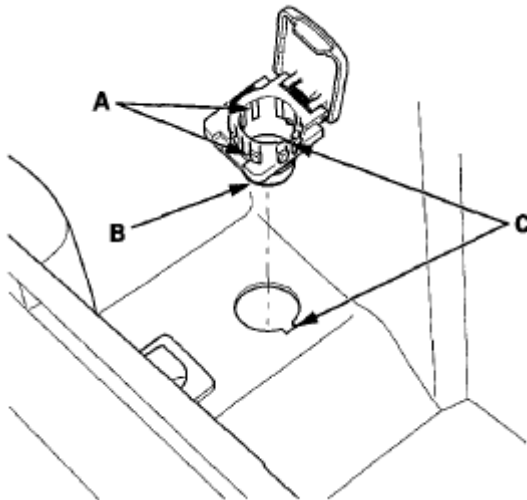


Fig. 10: Identifying Housing Tabs (08-10 Models)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

'11-12 models

GENERAL DESCRIPTION (L4 ENGINE)

Hydraulic pressure to each clutch is controlled by the shift valve. The shift valve activates according to the ON/OFF status of shift solenoid valves A, B, C, D, and E. Hydraulic pressure supply in D is shown above. The line pressure or the clutch pressure control pressure (CPC A, CPC B, or CPC C) is supplied to each clutch by the shift valve activated. The powertrain control module (PCM) computes the actual ratio of mainshaft and countershaft revolutions. If a difference between the actual ratio and the commanded gear occurs when shifting to each gear position, a malfunction in A/T clutch pressure control solenoid valve C or the hydraulic system is detected and a DTC is stored.

MONITOR EXECUTION, SEQUENCE, DURATION, DTC TYPE, OBD STATUS (L4 ENGINE)

MONITOR EXECUTION, SEQUENCE, DURATION, DTC TYPE, OBD STATUS ENABLE CONDITIONS

Execution	Continuous
Sequence	None
Duration	3 seconds (symptom 1-A, 1-B, 2-B)
	6 seconds (symptom 2-A)
DTC Type	Two drive cycles, MIL ON, D indicator blinks
OBD Status	PASSED/FAILED/NOT COMPLETED (STILL TESTING)

ENABLE CONDITIONS (L4 ENGINE)

ENABLE CONDITIONS

Condition	Minimum	Maximum
Vehicle speed	2 mph (4 km/h) ⁽¹⁾ , ⁽³⁾ , ⁽⁴⁾	-
Battery voltage	11.0 V	-
Throttle position	6.0 % or more, or fully closed ⁽²⁾	
Shift lever position	D or D3	
Shift status	3rd ⁽¹⁾ , ⁽⁴⁾	
	2nd ⁽²⁾	
	5th ⁽³⁾	
No active DTCs	P0122, P0123, P0705, P0706, P0716, P0717, P0718, P0721, P0722, P0723, P0747, P0752, P0756, P0757, P0761, P0771, P0776, P0777, P0780, P0797, P0962, P0963, P0966, P0967, P0970, P0971, P0973, P0974, P0976, P0977, P0979, P0980, P0982, P0983, P0985, P0986, P1730, P1731, P1732, P1733, P1734, P2122, P2123	

(1) Symptom 1-A

(2) Symptom 1-B

(3) Symptom 2-A

(4) Symptom 2-B

Does the disc load?

YES -Go to step 3.

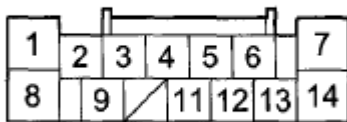
NO -Go to **AUDIO DISC DOES NOT LOAD TROUBLESHOOTING** .

3. Turn the ignition switch to LOCK (0).
4. Disconnect audio unit connector G (14P).
5. Disconnect the audio disc changer 14P connector.
6. Check for continuity between body ground and audio unit connector G (14P) according to the table.

CONNECTOR TERMINALS REFERENCE CHART

Audio unit connector	Wire color
G2	RED
G9	GRN

AUDIO UNIT CONNECTOR G (14P)



Wire side of female terminals

Fig. 148: Identifying Audio Unit Connector G (14P) Terminals
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES -There is a short to body ground in the wire(s) between the audio unit and the audio disc changer. Replace the affected shielded harness.

NO -Go to step 7.

7. Check for continuity between the terminals of audio unit connector G (14P) according to the table.

CONNECTOR TERMINALS REFERENCE CHART

From terminal	To terminals
G2 (RED)	G3 (GRY), G9 (GRN)
G3 (GRY)	G9(GRN)

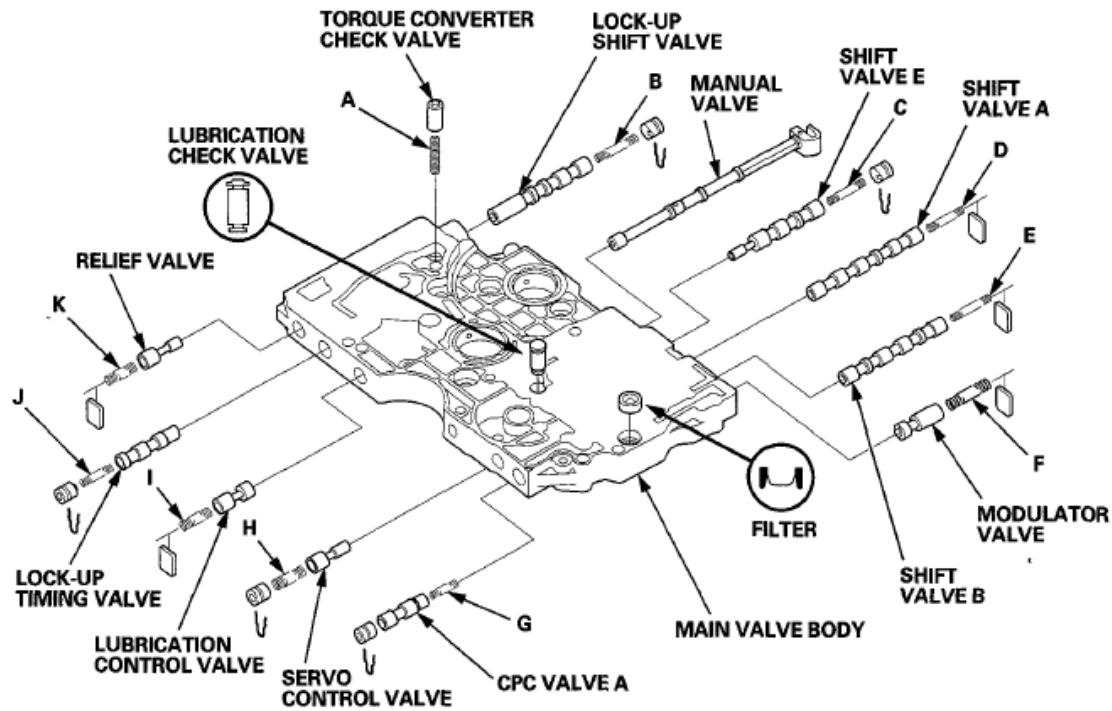


Fig. 403: Identifying Different Valves
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

SPRING SPECIFICATIONS

SPRING SPECIFICATIONS

Springs	Wire Diameter	Standard (New)-Unit: mm (in)		No. of Coils
		O.D.	Free Length	
A Torque converter check valve spring	1.1 (0.043)	8.6 (0.339)	35.0 (1.378)	12.6
B Lock-up shift valve spring	1.0 (0.039)	6.6 (0.26)	35.5 (1.398)	18.2
C Shift valve E spring	0.7 (0.028)	6.6 (0.26)	42.4 (1.669)	17.6
D Shift valve A spring	0.9 (0.035)	6.6 (0.26)	50.5 (1.988)	23.3
E Shift valve B spring	0.8 (0.03)	6.6 (0.26)	49.1 (1.933)	21.7
F Modulator valve spring	1.6 (0.063)	10.4 (0.409)	33.5 (1.319)	9.8
G CPC valve A spring	0.7 (0.028)	6.1 (0.240)	17.8 (0.701)	7.9
H Servo control valve spring	0.9 (0.035)	9.6 (0.378)	30.2 (1.189)	8.4
I Lubrication	0.9 (0.035)	8.7 (0.343)	25.0 (0.98)	7.2

Courtesy of AMERICAN HONDA MOTOR CO., INC.

2. Turn the crankshaft counterclockwise to compress the auto-tensioner.

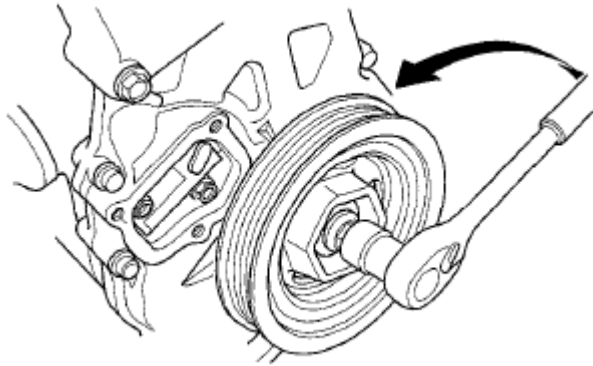


Fig. 52: Identifying Crankshaft Counterclockwise Auto Tensioner
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Rotate the crankshaft counterclockwise to align the holes on the lock (A) and the auto-tensioner (B), then insert a 1.2 mm (3/64 in) diameter pin (C) into the holes. Turn the crankshaft clockwise to secure the pin.

NOTE: If the holes in the lock and the auto-tensioner do not align, continue to rotating the crankshaft counterclockwise until the holes align, then install the pin.

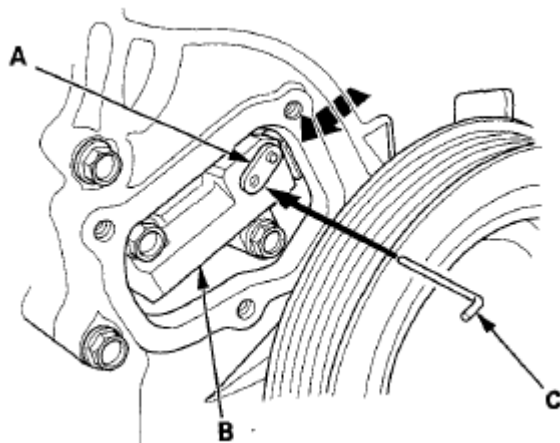


Fig. 53: Identifying Lock, Auto Tensioner And Diameter Pin
Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. Remove the auto-tensioner.

Is DTC P0223 indicated?

YES -Check for poor connections or loose terminals at the throttle body and the ECM/PCM. If the ECM/PCM was updated, substitute a known-good ECM/PCM (see **SUBSTITUTING THE ECM/PCM**), then recheck. If the ECM/PCM was substituted, go to step 1.

NO -If the ECM/PCM was updated, troubleshooting is complete. If the ECM/PCM was substituted, replace the original ECM/PCM (see **ECM/PCM REPLACEMENT**). If any other Pending or Confirmed DTCs are indicated, go to the indicated **DTC'S TROUBLESHOOTING**.

DTC P1658: ETCS CONTROL RELAY ON MALFUNCTION

NOTE: Before you troubleshoot, record all freeze data and any on-board snapshot, and review the general troubleshooting information (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Turn the ignition switch to ON (II).
2. Do the ETCS TEST in the INSPECTION MENU with the HDS.

Is the RELAY circuit OK?

YES -Intermittent failure, the system is OK at this time. Check for poor connections or loose terminals at the ETCS control relay and the ECM/PCM.

NO -Go to step 3.

3. Turn the ignition switch to LOCK (0).
4. Remove the ETCS control relay (A) from the under-hood fuse/relay box.

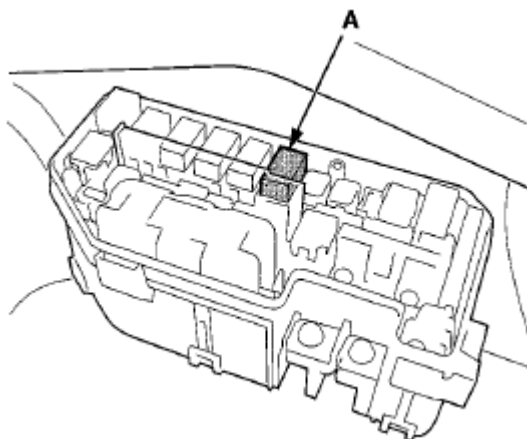


Fig. 14: Identifying ETCS Control Relay In Under-Hood Fuse/Relay Box
Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Test the ETCS control relay (see **POWER RELAY TEST**).

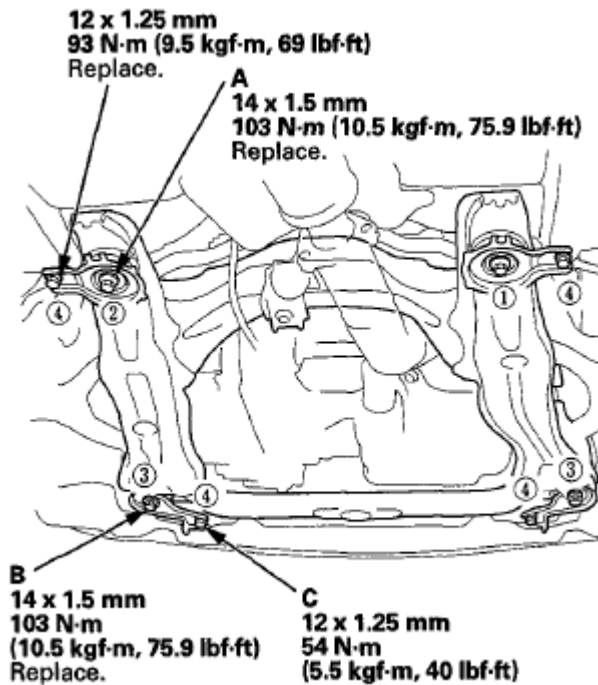


Fig. 61: Identifying Front Side Subframe Mounting Bolts In Front Wheel With Torque Specifications
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

36. Check all of the front subframe mounting bolts, and retighten if necessary.
37. Install all of the removed parts in the reverse order of removal, and note these items:
 - Refer to stabilizer link removal/installation to connect the stabilizer bar to the links (see **STABILIZER LINK REMOVAL/INSTALLATION**).
 - If the center guide is in place, use it to determine the steering joint installation angle.
 - If the center guide is gone, check the steering joint installation angle (see step 3 under **STEERING COLUMN REMOVAL AND INSTALLATION**).
 - Check the steering wheel installation (see **STEERING WHEEL INSTALLATION**).
 - When connecting the rear engine mount to the rear engine mount bracket, first lightly tighten the mounting bolt, then remove the engine support hanger, and tighten it to the specified torque.
 - Before installing the wheel, clean the mating surfaces between the brake disc and inside of the wheel.
38. Do the battery terminal reconnection procedure (see **BATTERY TERMINAL DISCONNECTION AND RECONNECTION**), then turn the ignition switch to ON (II) and check that the SRS indicator should come on for about 6 seconds and then go off.
39. Check the wheel alignment, and adjust it if necessary (see **WHEEL ALIGNMENT**).

DAMPER/SPRING REMOVAL AND INSTALLATION

REMOVAL

4. Remove the screw from the field coil ground terminal (A). Disconnect the connector (B) from the field coil, then remove the snap ring (C) with snap ring pliers, then remove the field coil (D). Be careful not to damage the field coil or the A/C compressor.

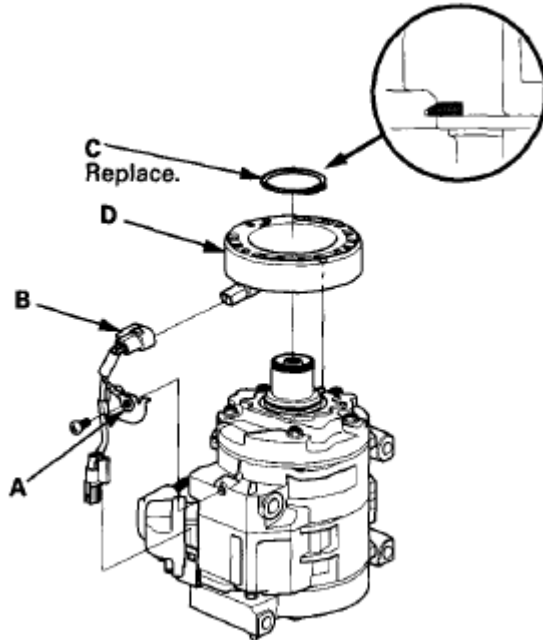


Fig. 91: Identifying Field Coil Ground Terminal, Connector And Snap Ring
Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Reassemble the clutch in the reverse order of disassembly, and note these items:
 - When replacing the field coil, check that the new coil has the correct resistance (see step 4).
 - When replacing field coil, check that the new coil has the correct resistance, see 3
 - Install the field coil with the wire side facing down, and align the boss on the field coil with the hole in the A/C compressor.
 - If the clutch surface is oil soaked, check the compressor front seal for leakage. Installing a new clutch assembly on the leaking compressor will damage the new clutch assembly friction surfaces.
 - Clean the pulley and A/C compressor sliding surfaces with contact cleaner or other non-petroleum solvent.
 - Install new snap rings, note the installation direction, and make sure they are fully seated in the grooves.
 - Make sure that the pulley turns smoothly after it's reassembled.
 - Route and clamp the wires properly, or they can be damaged by the pulley.

A/C COMPRESSOR RELIEF VALVE REPLACEMENT

NOTE: If the A/C compressor relief valve released refrigerant to the atmosphere, determine and correct the cause of the excessive system pressure, then replace the relief valve.

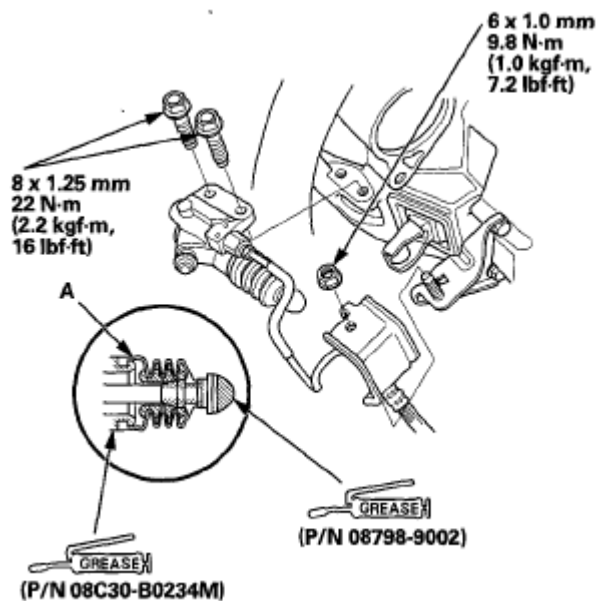


Fig. 31: Applying Silicone Grease (P/N 08C30-B0234M) To Boot And Slave Cylinder With Torque Specifications

Courtesy of AMERICAN HONDA MOTOR CO., INC.

7. Apply a light coat of super high temp urea grease (P/N 08798-9002) to the end of the slave cylinder pushrod. Install the slave cylinder mounting bolts and the bracket mounting nut.
8. Bleed the clutch hydraulic system (see **CLUTCH HYDRAULIC SYSTEM BLEEDING**).
9. Check the clutch operation and check for leaks.
10. Do the battery installation procedure (see **BATTERY REMOVAL AND INSTALLATION**).
11. Install the splash separator (A) with the clip (B).

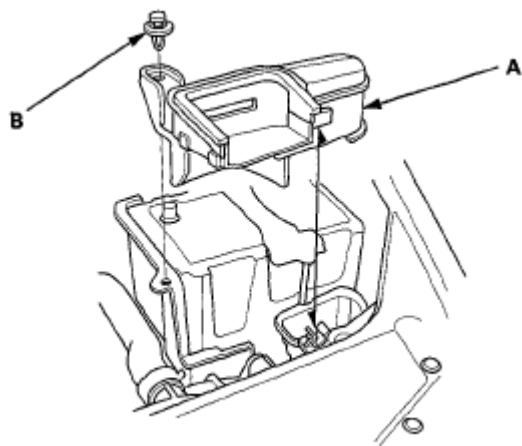


Fig. 32: Identifying Splash Separator And Clip

Courtesy of AMERICAN HONDA MOTOR CO., INC.

12. Test-drive the vehicle.

YES -Go to step 21.

NO -Go to step 13.

13. Turn the key to LOCK (0).
14. Replace the A/F sensor (Sensor 1) (see **A/F SENSOR REPLACEMENT**).
15. Reconnect all connectors.
16. Turn the ignition switch to ON (II).
17. Reset the PCM with the HDS.
18. Do the PCM idle learn procedure (see **ECM/PCM IDLE LEARN PROCEDURE**).
19. Check for Pending or Confirmed DTCs with the HDS.

Is DTC P0134 and/or P0154 indicated?*

YES -Check for poor connections or loose terminals at the A/F sensor (Sensor 1), the PGM-FI subrelay, and the PCM, then go to step 1.

NO -Go to step 20.

20. Monitor the OBD STATUS for DTC P0134 and/or P0154* in the DTCs MENU with the HDS.

Does the screen indicate PASSED?

YES -Troubleshooting is complete. If any other Pending or Confirmed DTCs were indicated in step 19, go to the indicated **DTC'S TROUBLESHOOTING**.

NO -If the screen indicates FAILED, check for poor connections or loose terminals at the A/F sensor (Sensor 1), the PGM-FI subrelay, and the PCM, then go to step 1. If the screen indicates NOT COMPLETED, keep idling until a result comes on.

21. Turn the ignition switch to LOCK (0).
22. Reconnect all connectors.
23. Update the PCM if it does not have the latest software (see **ECM/PCM UPDATE**), or substitute a known-good PCM (see **SUBSTITUTING THE ECM/PCM**).
24. Start the engine, and let it idle without load (in P or N) for at least 1 minute.
25. Check for Pending or Confirmed DTCs with the HDS.

Is DTC P0134 and/or P0154 indicated?*

YES -Check for poor connections or loose terminals at the A/F sensor (Sensor 1), the PGM-FI subrelay, and the PCM, If the PCM was updated, substitute a known-good PCM (see **SUBSTITUTING THE ECM/PCM**), then go to step 24. If the PCM was substituted, go to step 1.

NO -Go to step 25.

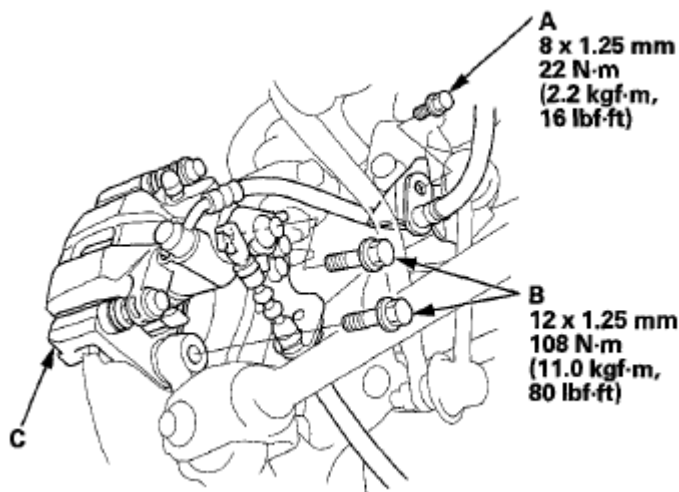


Fig. 4: Identifying Brake Hose Mounting Bolt With Torque Specifications
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

7. Remove the brake caliper bracket mounting bolts (B), then remove the caliper assembly (C) from the knuckle. To prevent damage to the caliper assembly or the brake hose, use a short piece of wire to hang the caliper assembly from the undercarriage. Do not twist the brake hose excessively.
8. Remove the two washers (A).

NOTE: During installation, make sure the washers are installed between the brake caliper bracket and the knuckle.

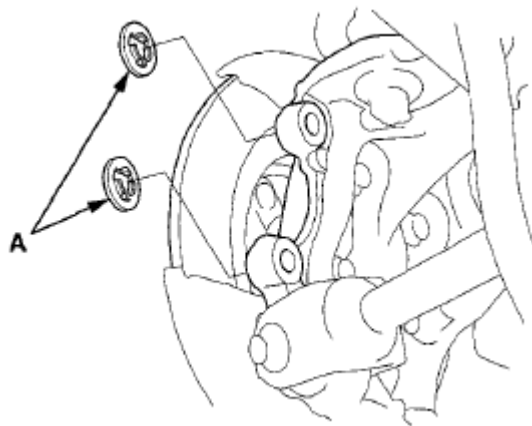


Fig. 5: Identifying Brake Caliper Bracket And Knuckle Washers
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

9. Remove the rear brake disc (see **REAR BRAKE DISC REPLACEMENT**).
10. Remove the hub bearing unit (A) and the O-ring (B).

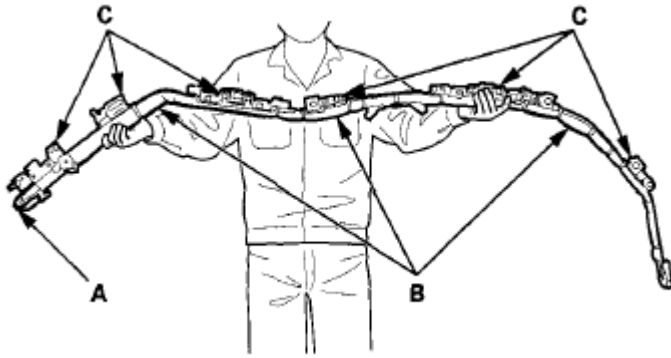


Fig. 10: Identifying Side Curtain Airbag Module Assembly (Inflator, Flexible Bag And Brackets) - 4-Door
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

2-Door

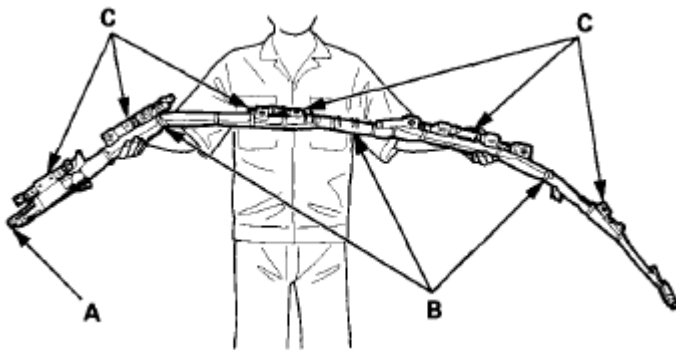


Fig. 11: Identifying Side Curtain Airbag Module Assembly (Inflator, Flexible Bag And Brackets) - 2-Door
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

SRS UNIT, FRONT AND SIDE IMPACT SENSORS, REAR SAFING SENSOR, DRIVER'S SEAT POSITION SENSOR, AND FRONT PASSENGER'S WEIGHT SENSORS

NOTE: Some systems store data in memory that is lost when the battery is disconnected. Before disconnecting the battery, refer to **Battery Terminal Disconnection and Reconnection** (see **BATTERY TERMINAL DISCONNECTION AND RECONNECTION**).

- Turn the ignition switch to LOCK (0), disconnect the negative cable from the battery, then wait at least 3 minutes before starting installation or replacement of the SRS unit, or disconnecting the connectors from the SRS unit.
- Be careful not to bump or impact the SRS unit, the front impact sensors, the side impact sensors, or the rear safing sensor when the ignition switch is in ON (II), or for at least 3 minutes after the ignition switch is turned to LOCK (0).
- Do not reconnect any connectors to the SRS unit until it is fully installed, including torquing the bolts.

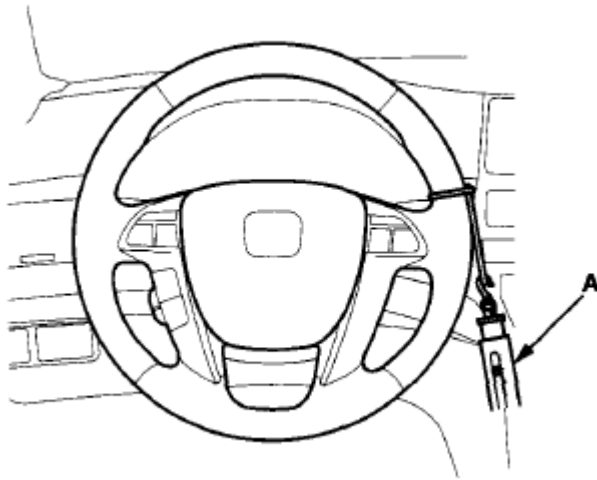


Fig. 4: Attaching Commercially Spring Scale To Steering Wheel
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

STEERING LINKAGE AND GEARBOX INSPECTION

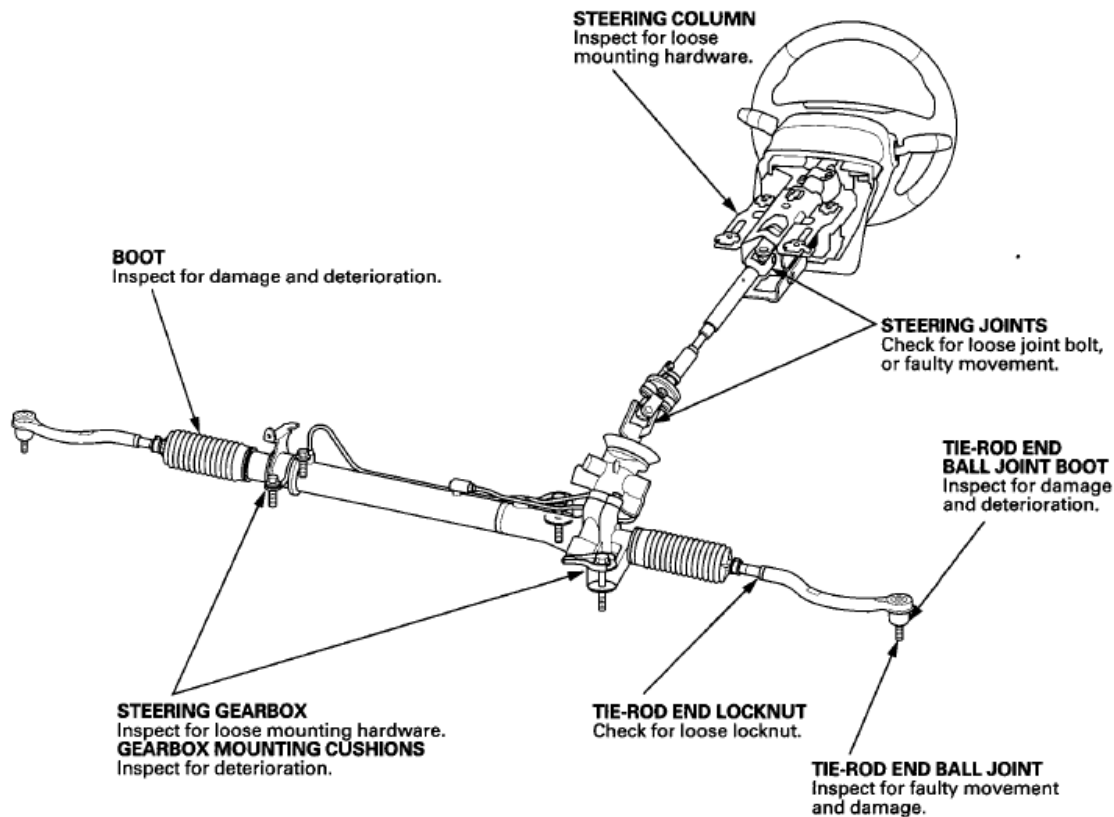


Fig. 5: Inspecting Steering Linkage And Gearbox
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

STEERING WHEEL REMOVAL

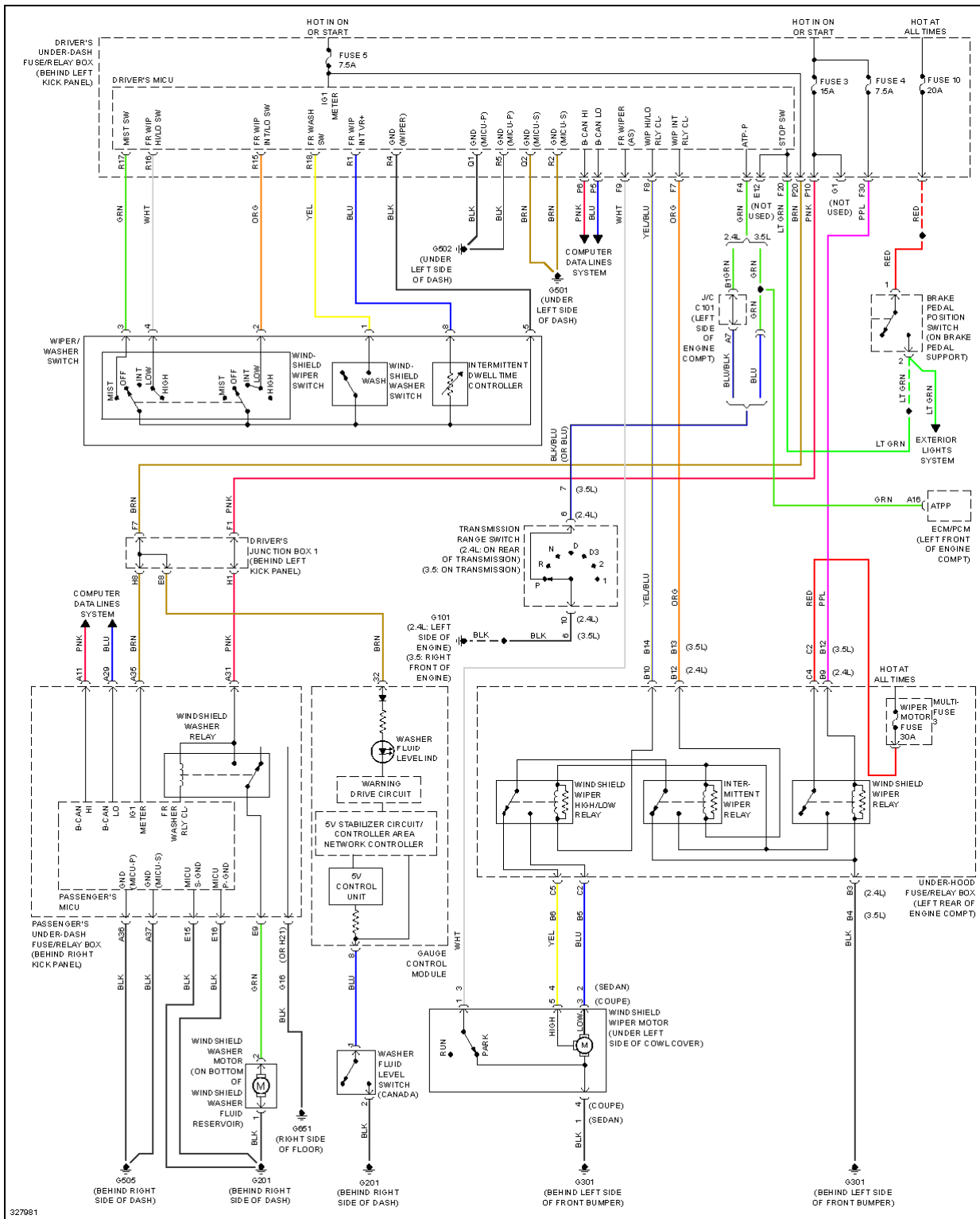


Fig. 131: Wiper/Washer Circuit