Chassis and Engine Numbers

Vehicle Identification Number (VIN)

SHHMA87100U000001

Manufacturer, Make and Type of Vehicle
- SHH: HONDA OF THE U.K. MFG., LTD. England. HONDA Passenger car

Line, Body and Engine Type
- MA8: CIVIC 5-door/D14A2
- MA9: CIVIC 5-door/D15Z3
- MB1: CIVIC 5-door/D16Y2, D16Y3

Body and Transmission Type
- 7: 5-door Hatchback 5-speed Manual
- 8: 5-door Hatchback 4-speed Automatic

Vehicle Grade
- 1: 1.4i, 1.5i VTEC-E
- 2: 1.4i, 1.5i VTEC-E, 1.6i LS
- 3: 1.4i, 1.5i VTEC-E
- 4: 1.4i, 1.5i VTEC-E, 1.6i LS
- 5: 1.6i LS
- 6: 1.6i SR VTEC
- 7: 1.6i SR VTEC

Fixed Code

Auxiliary Number

Factory Code
- U: Honda of the U.K. Manufacturing in England

Model Year
- 0: 1995

Serial Number

Engine Number

D14A2-E100001

Engine Type
- D14A2: 1400 SOHC 16-valves Sequential Multiport Fuel-injected engine
- D15Z3: 1500 SOHC 16-valves Sequential Multiport Fuel-injected VTEC-E engine
- D16Y2: 1600 SOHC 16-valves Sequential Multiport Fuel-injected VTEC engine
- D16Y3: 1600 SOHC 16-valves Sequential Multiport Fuel-injected engine

Serial Number

Transmission Number

S1LA-1000001

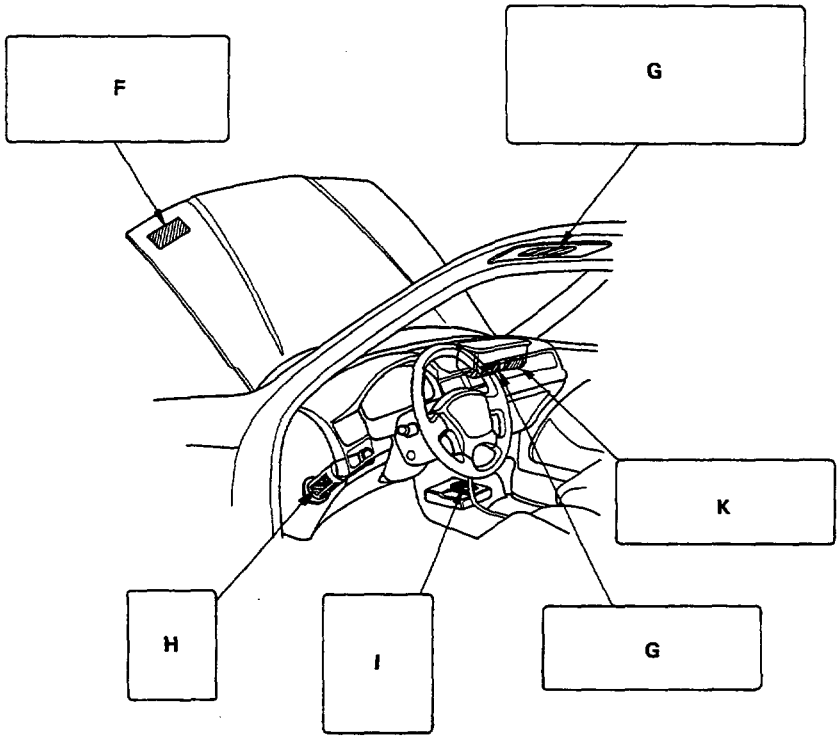
Transmission Type
- S1LA: 4-speed Automatic
- S20: 5-speed Manual

Serial Number
- S1LA: 1000001~
- S20: 2000001~

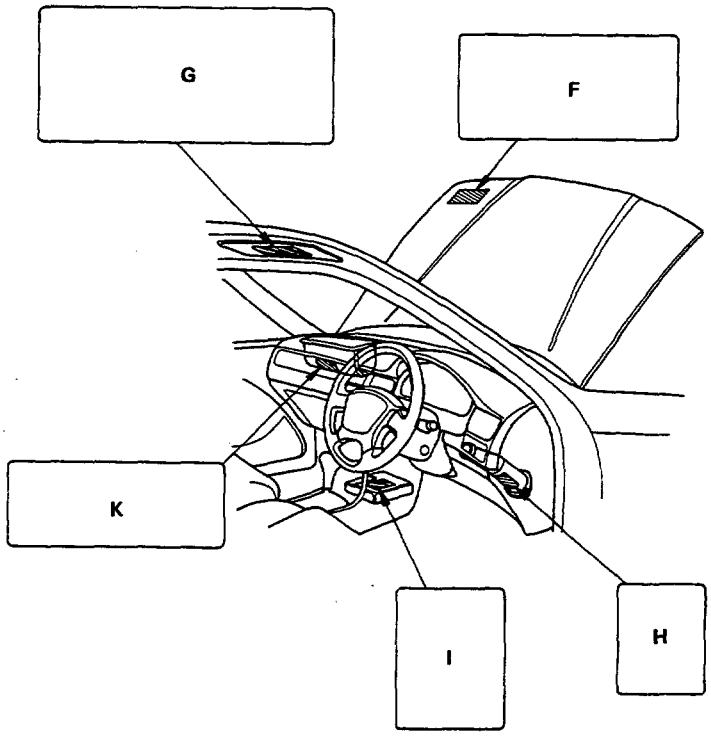
SRS Warning/Caution Label Locations

cont'd

LHD:



RHD:

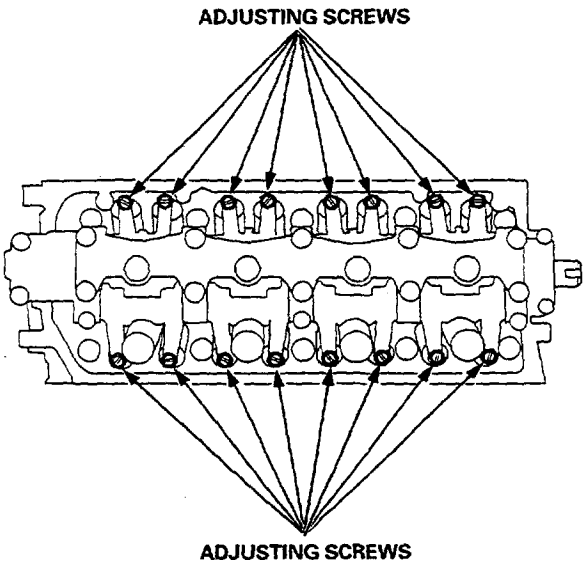


Rocker Arms

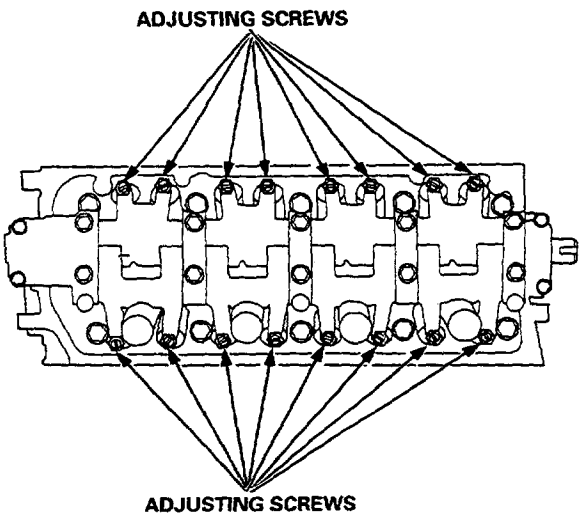
Removal

1. Loosen the adjusting screws.

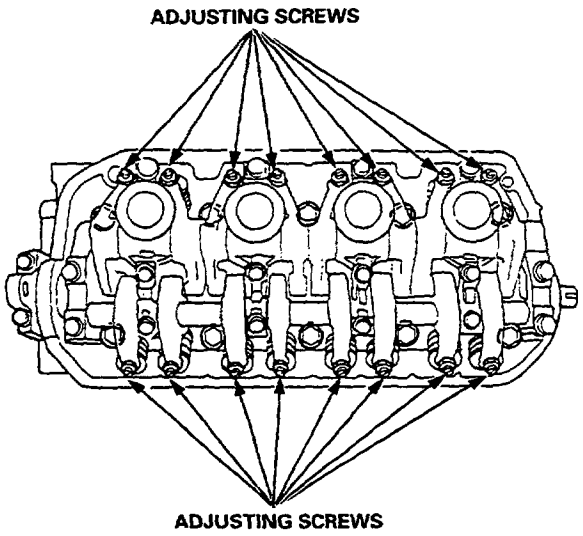
D16Y2 engine:



D15Z3 engine:

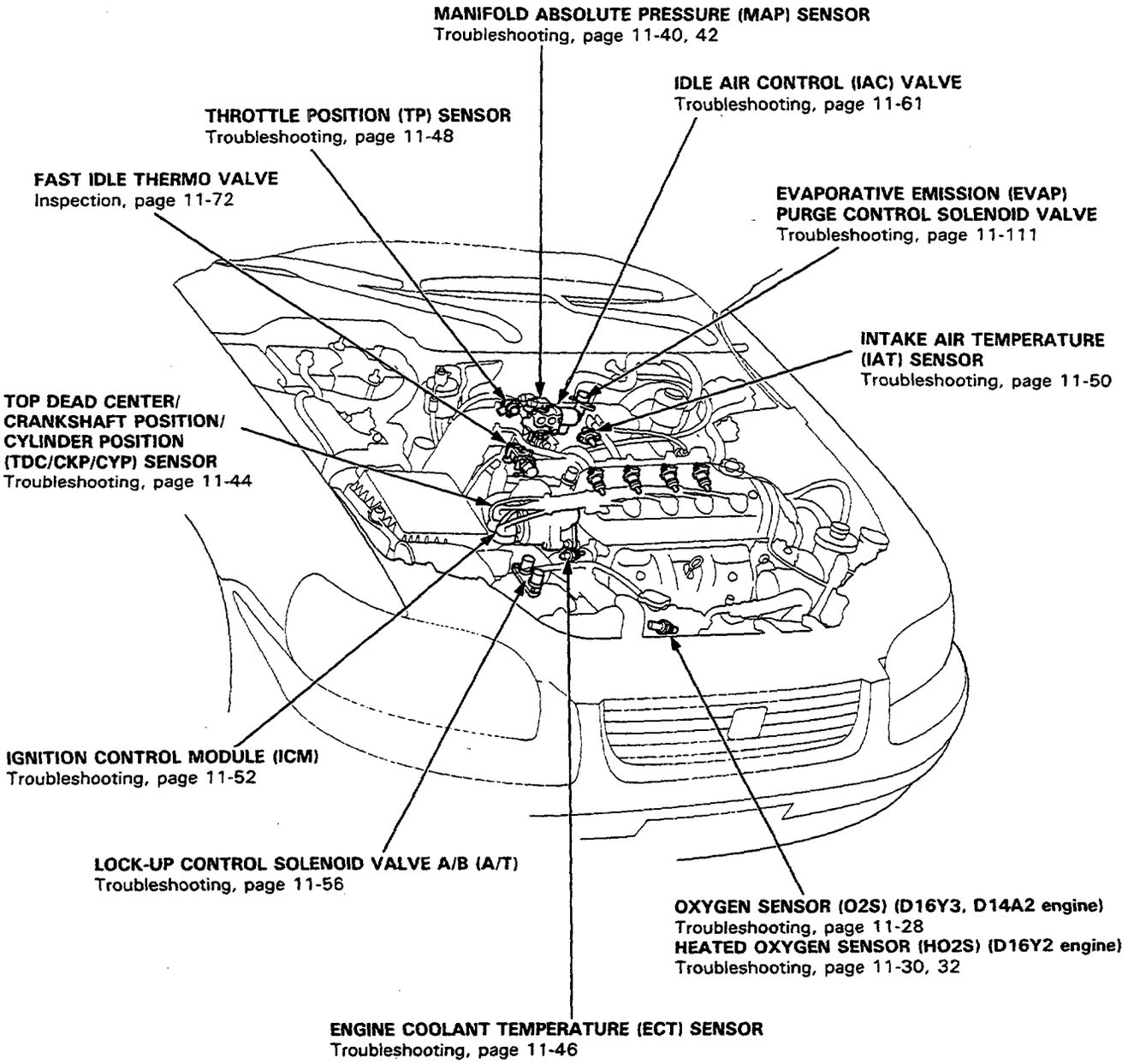


D16Y3, D14A2 engines:



Component Locations

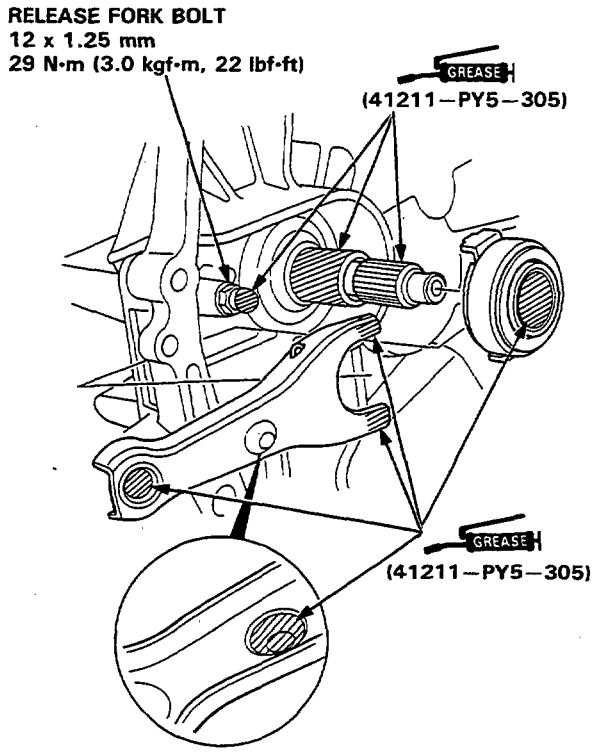
Index (Except D15Z3 engine)



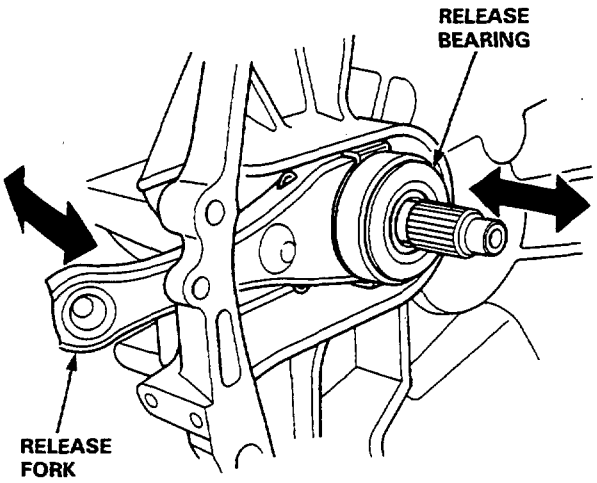
Installation

NOTE: Use only HONDA Genuine Urea Grease UM264 (P/N 41211—PY5—305).

1. With the release fork slid between the release bearing pawls, install the release bearing on the mainshaft while inserting the release fork through the hole in the clutch housing.
2. Align the detent of the release fork with the release fork bolt, then press the release fork over the release fork bolt sequarely.



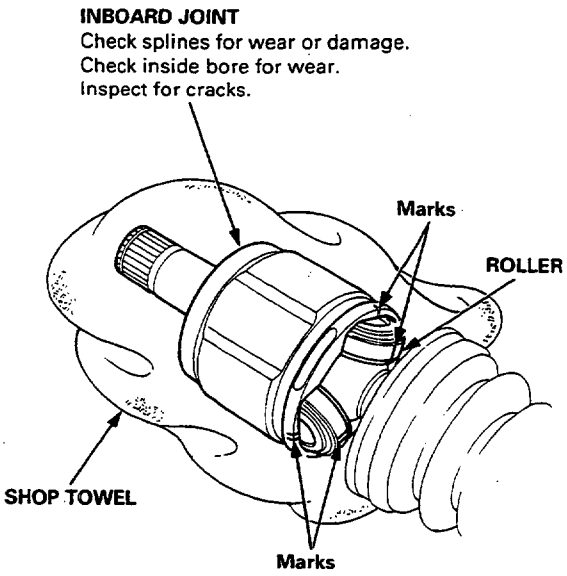
3. Move the release fork right and left to make sure that it fits properly against the release bearing, and that the release bearing slides smoothly.
4. Install the release fork boot; make sure the boot seals around the release fork and clutch housing.



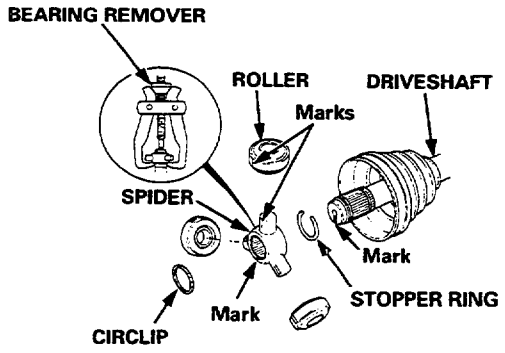
Disassembly (cont'd)

3. Mark each roller and inboard joint to identify the locations of rollers and grooves in the inboard joint. Then remove the inboard joint on the shop towel.

   NOTE: Be careful not to drop the rollers when separating them from the inboard joint.



4. Mark the rollers and spider to identify the locations of rollers on the spider, then remove the rollers.
5. Remove the circlip.
6. Mark the spider and driveshaft to identify the position of the spider on the shaft.
7. Remove the spider using a commercially available bearing remover.
8. Remove the stopper ring.



9. Wrap the splines on the driveshaft with vinyl tape to prevent damage to the boots and dynamic damper.
10. Remove the boot band and inboad boot.

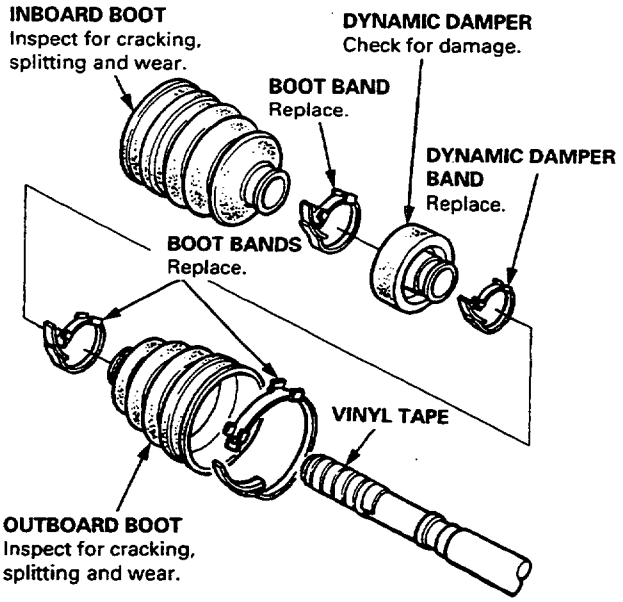
    CAUTION: Take care not to damage the boot.

11. Remove the dynamic damper band and dynamic damper.

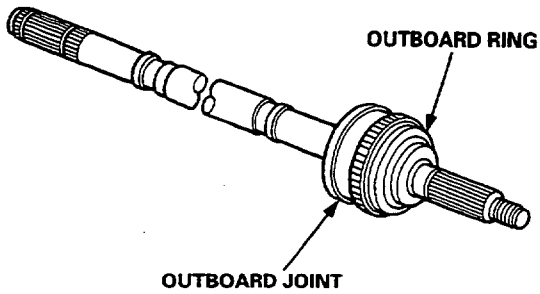
    CAUTION: Take care not to damage the dynamic damper.

12. Remove the boot bands and outboard boot, then remove the vinyl tape.

    CAUTION: Take care not to damage the boot.



13. Inspect the outboard joint for faulty movement and wear. If any roughness or excess play is felt, replace the outboard joint.
14. Check the outboard ring for damage.



Rear Fail-safe Relay (cont'd)

(From page 19-107)

Start the engine.

Measure the voltage between the rear fail-safe relay connector No. 3 (BLU/BLK) terminal and body ground.

NOTE: The fail-safe relays are OFF when the ABS indicator light is kept on.

Is there battery voltage?

YES — **Repair short to power in the BLU/BLK wire between the rear fail-safe relay and modulator unit.**

NO

Turn the ignition switch OFF.

Disconnect the ABS control unit 26P connector.

Start the engine.

Measure the voltage between the ABS control unit 26P connector No. 3 (RED/WHT) terminal and body ground.

NOTE: Check with the modulator unit 14P connector disconnected.

Is there battery voltage?

YES — **Repair short to power in the RED/WHT wire between the ABS control unit and modulator unit.**

NO

Measure the voltage between the ABS control unit 26P connector No. 16 (YEL/WHT) terminal and body ground.

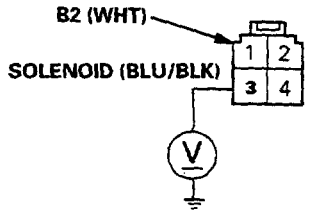
Is there battery voltage?

YES — **Repair short to power in the YEL/WHT wire between the ABS control unit and modulator unit.**

NO

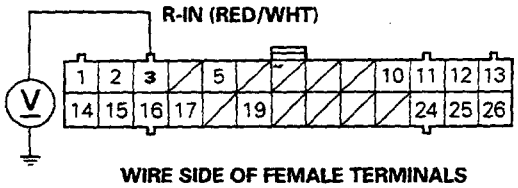
Check for loose ABS control unit connectors. If necessary, substitute a known-good ABS control unit and recheck.

REAR FAIL-SAFE RELAY CONNECTOR

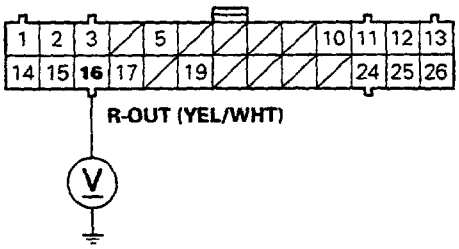


WIRE SIDE OF FEMALE TERMINALS

ABS CONTROL UNIT 26P CONNECTOR



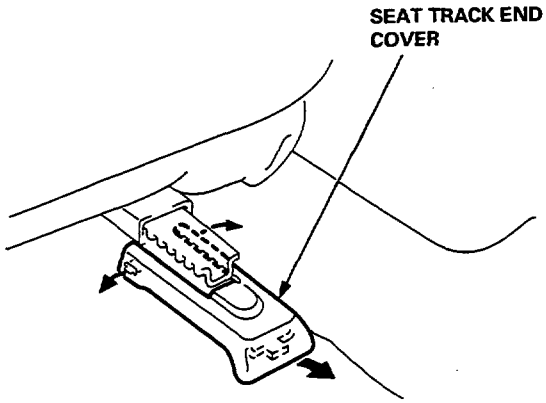
WIRE SIDE OF FEMALE TERMINALS

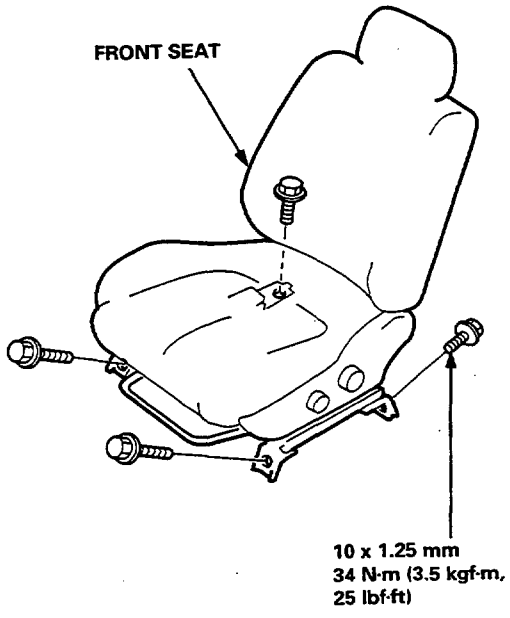


Front Seat Removal

NOTE: Take care not to scratch the seat covers and body.

1. Remove the seat track end cover.
2. Remove the bolts, then remove the front seat.



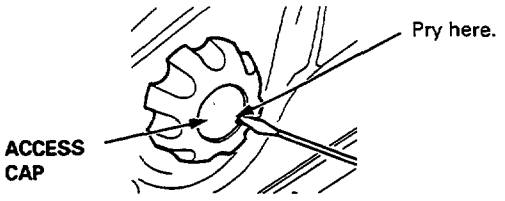


3. Installation is the reverse of the removal procedure.

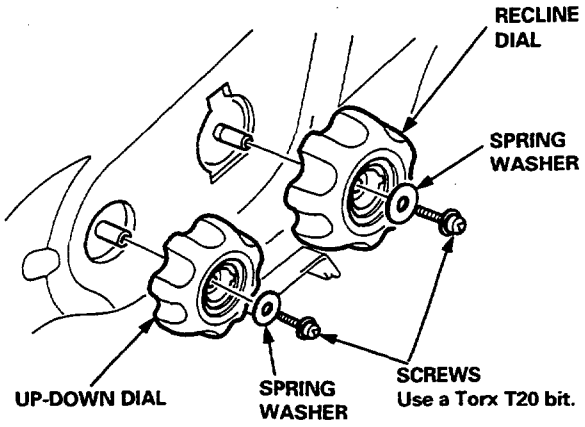
Front Seat Replacement

NOTE: Take care not to scratch the seat covers and body.

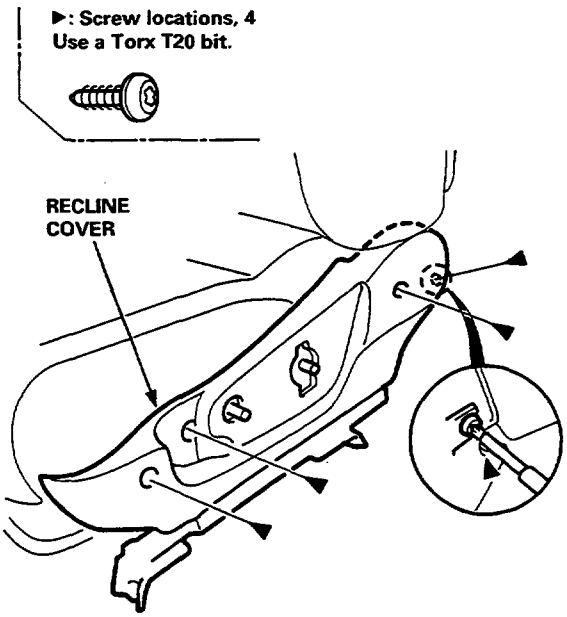
1. Remove the front seat through the door opening.
2. Remove the access cap.



3. Remove the screws, then remove the recline dial and up-down dial.



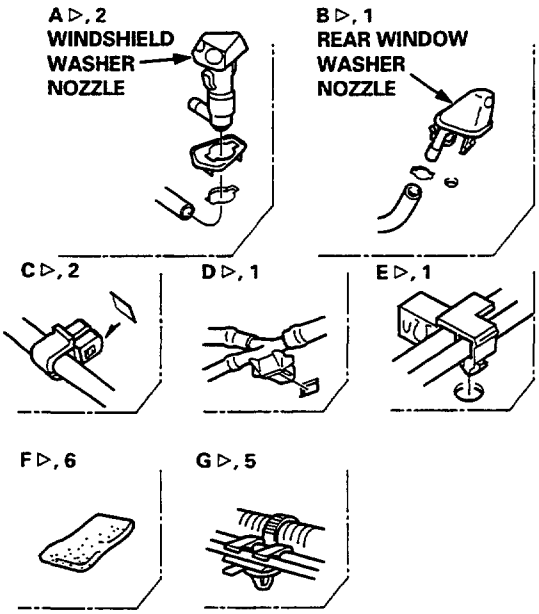
4. Remove the recline cover.

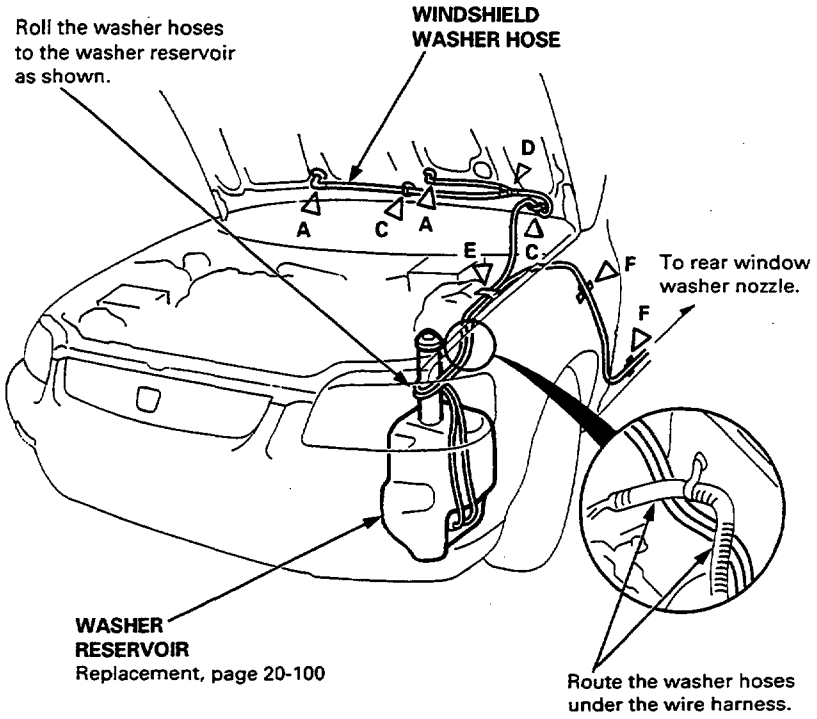


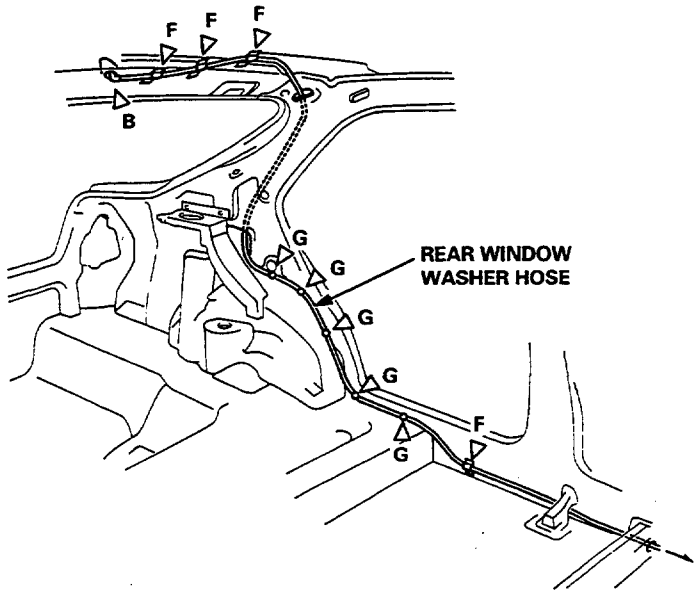
(cont'd)

Washer Hose Replacement

▷: Washer nozzle, clip and hose cushion locations







To remove the rear window washer hose, frirst remove the following parts.

- Kick panel (see page 20-55)
- Front and rear door sill molding (see pages 20-55, 57)
- Center pillar lower trim (see page 20-56)
- Rear seat-back (see page 20-66)
- Rear shelf and rear side shelf (see page 20-56)
- Rear seat side trim (see page 20-57)
- Rear pillar trim panel (see page 20-57)
- Rear edge of the headliner (see page 20-59)
- Carpet as necessary (see page 20-75)

Installation is the reverse of the removal procedure.

NOTE:

- Take care not to pinch the washer hoses.
- If necessary, replace any damaged clips.
- After installing, adjust the aim of the washer nozzles.

Charging

NOTE:
- Only use a gauge set for refrigerant HFC-134a (R-134a).
- Use a vacuum pump adapter which is equipped with a check valve to prevent the backflow of the vacuum pump oil.

⚠ WARNING When handling refrigerant (R-134a):
- **always wear eye protection.**
- **do not let refrigerant get on your skin or in your eyes. If it does:**
  - **— do not rub your eyes or skin.**
  - **— splash large quantities of cool water into your eyes or on your skin.**
  - **— rush to a physician or hospital for immediate treatment. Do not attempt to treat it yourself.**
- **keep refrigerant containers (cans of R-134a) stored below 40°C (104°F).**
- **keep away from open flame. Refrigerant, although non-flammable, will produce poisonous gas if burned.**
- **work in well-ventilated area. Refrigerant evaporates quickly, and can force all the air out of a small, enclosed area.**

CAUTION: Do not overcharge the system; the compressor will be damaged.

1. After the leak test, check that the high pressure valve is closed and start the engine.

   NOTE: Run the engine below 1,500 rpm (min^{-1}).

2. Open the front door.
   Turn the A/C switch ON.
   Set the temperature control lever to MAX. COOL.
   Push the mode control button to VENT.
   Slide the heater fan switch to MAX.

3. Open the low pressure valve and charge with R-134a refrigerant.

   ⚠ WARNING
   - **Do not open the high pressure valve.**
   - **Do not turn the cans upside down.**

4. Charge the system with refrigerant capacity.
   Refrigerant capacity: 550 $^{+0}_{-50}$ g (19.4 $^{+0}_{-1.8}$ oz)

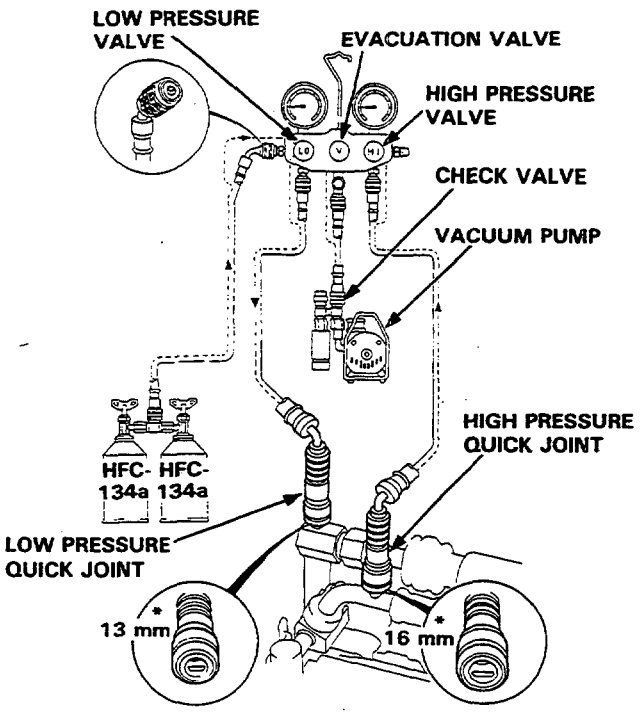
5. When fully charged, close the low pressure valve and the refrigerant cans. Check the system.

6. Stop the engine and disconnect the charge hose quickly.

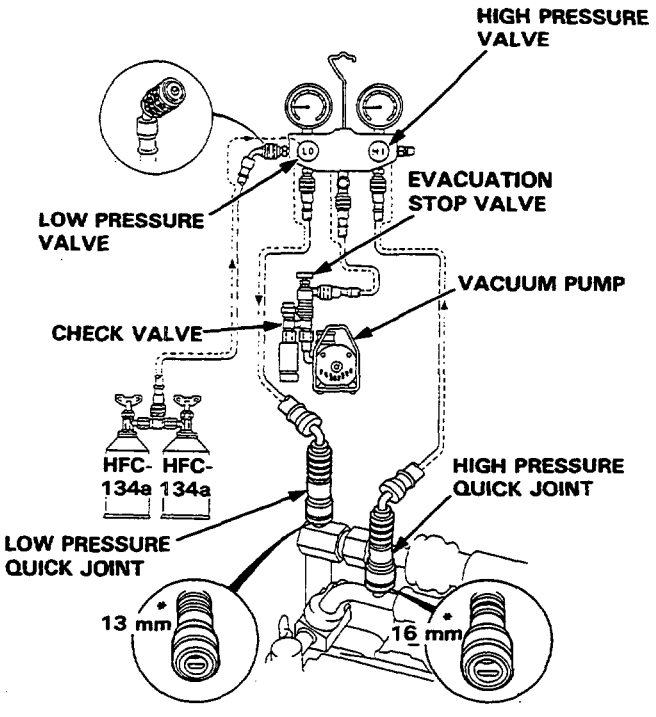
7. Check the system for leaks using a leak detector proper to refrigerant R-134a.

   NOTE: Particularly check for leaks around the compressor, condenser, and receiver/dryer.

THREE VALVE GAUGE



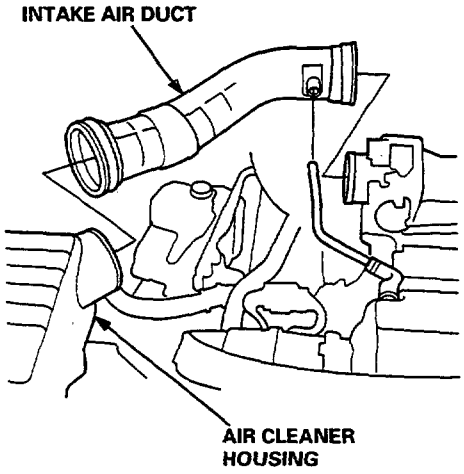
TWO VALVE GAUGE



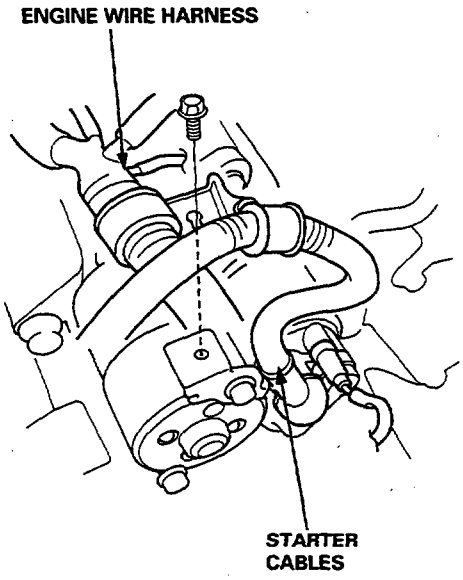
* INNER DIAMETER (mm)

Starter Replacement

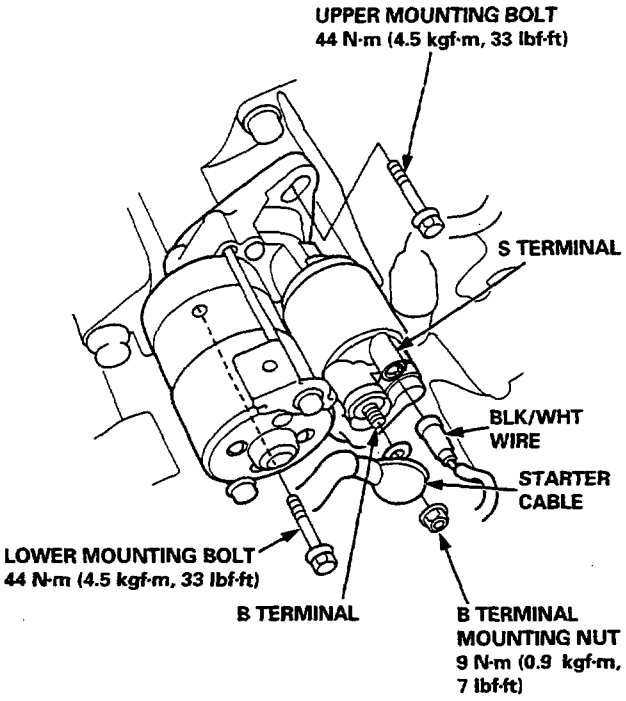
1. Disconnect the negative cable from the battery.
2. Remove the intake air duct.



3. Remove the engine wire harness and starter cables from their brackets.

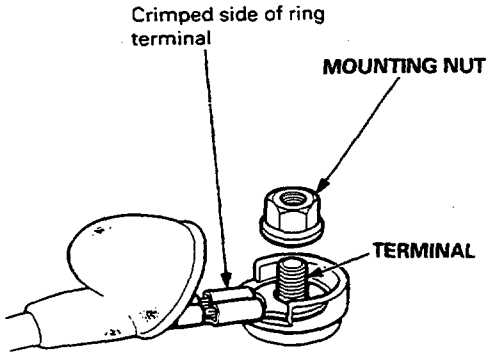


4. Disconnect the starter cable from the B terminal on the solenoid, then disconnect the BLK/WHT wire from the S terminal.
5. Remove the two bolts holding the starter, then remove the starter.



6. Install in the reverse order of removal.

NOTE: When installing the starter cable, make sure that the crimped side of the ring terminal is facing out.



Troubleshooting (cont'd)

Charging System Light Test:
1. Turn the ignition switch on (II).

Does the charging system light come on?

YES

Start the engine.

Does the charging system light go off?

YES

Charging system light circuit is OK.
Check voltage at the IG terminal (see page 23-A101).

NO

1. Turn the ignition switch off.
2. Disconnect the 4-P connector.
3. Turn the ignition switch on (II).

Does the charging system light come off?

YES

Disconnect the ABS control unit.
If the charging system light stays on, there must be a short in the WHT/BLU terminal wire.

Check voltage at the IG terminal (see page 23-A101).

NO

1. Turn the ignition switch off.
2. Disconnect the 4-P connector and short its L (WHT/BLU) terminal to body ground.
3. Turn the ignition switch on (II).

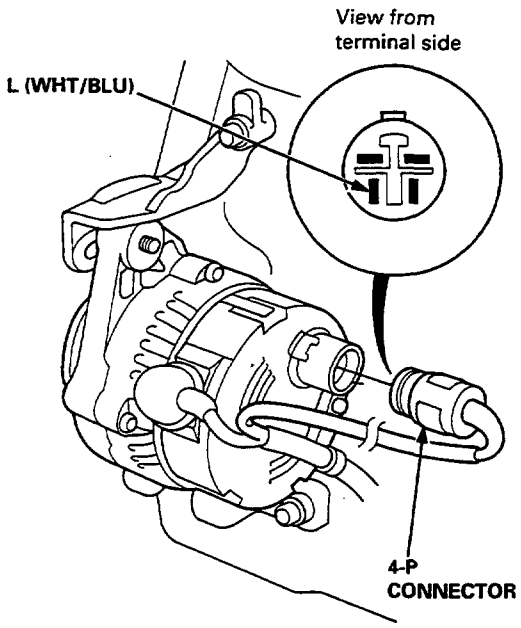
Does the charging system light come on?

YES

- **Blown bulb**
- **An open in the WHT/BLU wire**
- **Loose/disconnected terminal**

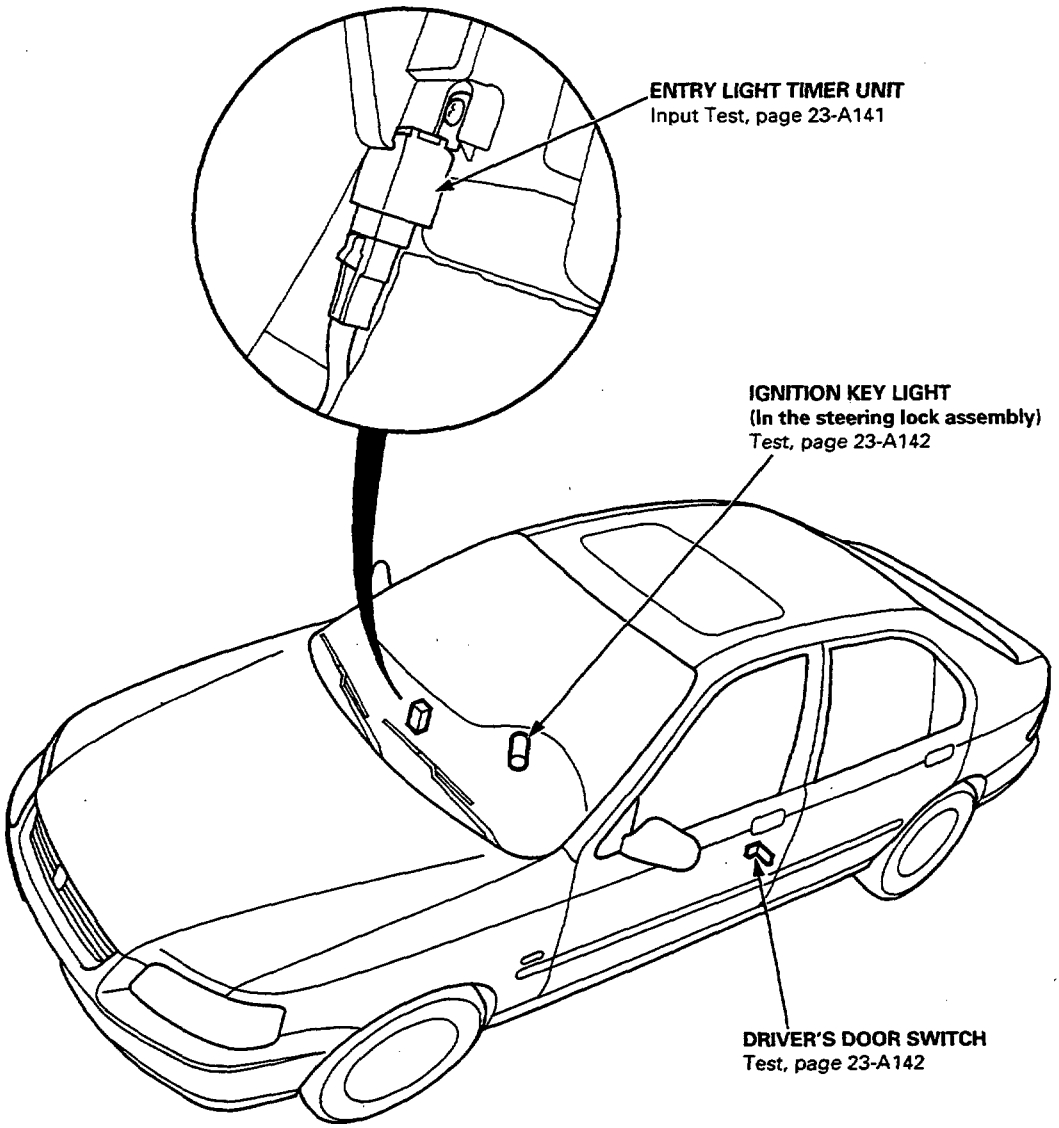
Charging system light circuit is OK. Check voltage at the IG terminal (see page 23-A101).

NO



Entry Light Timer System

Component Location Index



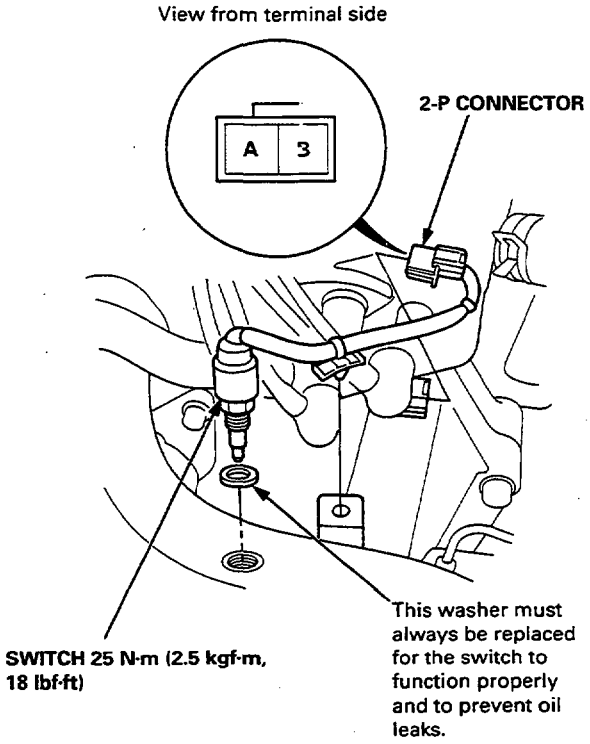
Back-up Lights

Test

Manual Transmission:

NOTE: Check the No. 15 (10 A) fuse in the under-dash fuse/relay box before testing.

1. Test the back-up light switch by moving the shift lever to reverse and turning the ignition switch ON (II).
2. If the back-up lights do not go on, check the back-up light bulbs in the taillight assembly.
3. If the fuse and bulbs are OK, disconnect the connector from the back-up light switch.



4. Check for continuity between the terminals in each switch position according to the table.

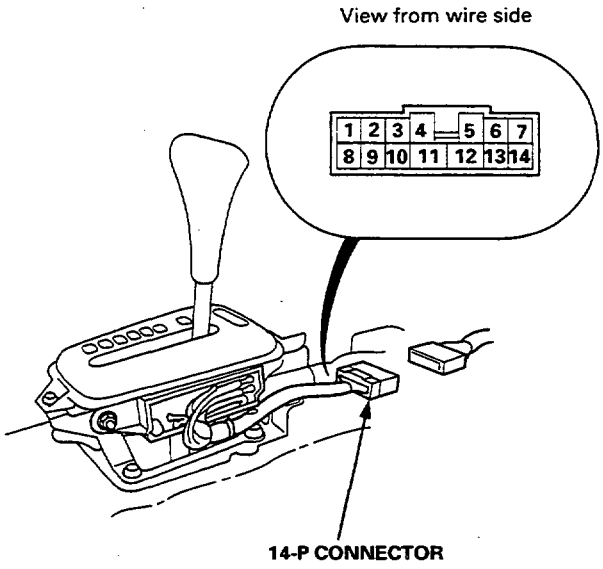
Terminal / Position	A	B
REVERSE	○	○
ALL EXCEPT REVERSE		

- If there is no continuity, replace the back-up light switch.
- If there is continuity, but the back-up lights do not go on, check for:
  — poor ground (G503, G504).
  — an open in the YEL or GRN/BLK wire.

Automatic Transmission:

NOTE: Check the No. 15 (10 A) fuse in the under-dash fuse/relay box before testing.

1. Test the back-up light switch by shifting the shift lever to [R] and turning the ignition switch ON (II).
2. If the back-up lights do not go on, check the back-up light bulbs in the taillight assembly.
3. If the fuse and bulbs are OK, disconnect the 14-P connector from the A/T gear position switch (back-up light switch).



4. Check for continuity between the "4" and "5" terminals. Move the lever back and forth at the [R] position without touching the push button, and check for continuity within the range of free play of the shift lever.

- If there is no continuity within the range of free play, adjust the A/T gear position switch (see page 23-A131).
- If there is continuity, but the back-up lights do not go on, check for:
  — poor ground (G503, G504).
  — an open in the YEL or GRN/BLK wire.

Power Windows

Circuit Diagram (KE model With Rear Power Window)