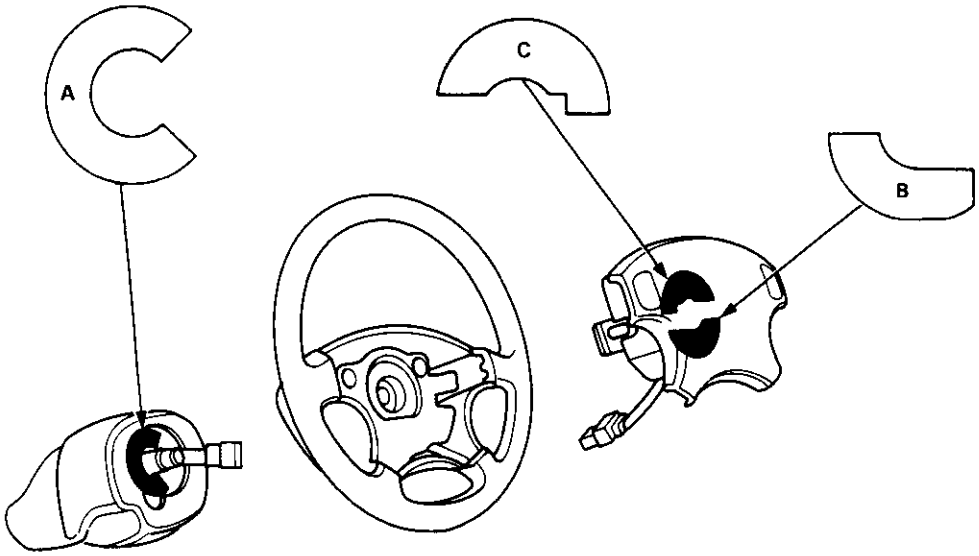
Warning/Caution Label Locations



A: CABLE REEL CAUTION A: '96 – 99 model

SRS
REFER TO SERVICE MANUAL FOR DETAILED INSTRUCTIONS.

'00 model

SRS
INSTALLATION OF THE SRS CABLE REEL IS CRITICAL TO THE PROPER OPERATION OF THE SRS SYSTEM. REFER TO THE SERVICE MANUAL DETAILED INSTALLATION INSTRUCTIONS.

B: DRIVER MODULE WARNING

WARNING
THE AIRBAG INFLATOR IS EXPLOSIVE AND, IF ACCIDENTALLY DEPLOYED, CAN SERIOUSLY HURT OR KILL YOU.
- DO NOT USE ELECTRICAL TEST EQUIPMENT OR PROBING DEVICES.
  THEY CAN CAUSE ACCIDENTAL DEPLOYMENT.
- NO SERVICEABLE PARTS INSIDE. DO NOT DISASSEMBLE.
- PLACE AIRBAG UPRIGHT WHEN REMOVED.
- FOLLOW SERVICE MANUAL INSTRUCTIONS CAREFULLY.

C: DRIVER MODULE DANGER

DANGER
EXPLOSIVE/FLAMMABLE
CONTACT WITH ACID, WATER OR HEAVY METALS SU
AS COPPER, LEAD OR MERCURY MAY PRODUCE HARMI
AND IRRITATING GASES OR EXPLOSIVE COMPOUN
STORAGE TEMPERATURES MUST NOT EXCEED 20
(100°C). FOR PROPER HANDLING, STORAGE AND DISP
AL PROCEDURES REFER TO SERVICE MANUAL, SRS S
PLEMENT.
POISON
CONTAINS POISONOUS SODIUM AZIDE AND POTASSI
NITRATE.
FIRST AID:
IF CONTENTS ARE SWALLOWED, INDUCE VOMITING. I
EYE CONTACT, FLUSH EYES WITH WATER FOR 15 MINUT
IF GASES (FROM ACID OR WATER CONTACT) ARE INHAL
SEEK FRESH AIR. IN EVERY CASE, GET PROMPT MEDI
ATTENTION.
KEEP OUT OF REACH OF CHILDREN.

(co

U.S. 1996 Model (4-door Sedan)

Vehicle Identification Number

1HG EJ6 5 2 * T L 000001

Manufacturer, Make and Type of Vehicle
- 1HG: HONDA OF AMERICA MFG., INC. HONDA Passenger vehicle
- 2HG: HONDA OF CANADA MFG., INC. HONDA Passenger vehicle

Line, Body and Engine Type
- EJ6: CIVIC 4-door/D16Y7
- EJ8: CIVIC 4-door/D16Y8

Body Type and Transmission Type
- 5: Sedan/5-speed Manual
- 6: Sedan/4-speed Automatic

Vehicle Grade
- 2: DX
- 4: EX
- 6: LX
- 7: LX with A/C

Check Digit

Model Year
- T: 1996

Factory Code
- L: East Liberty, Ohio Plant, U.S.A.
- H: Alliston Plant, Ontario, Canada

Serial Number

Engine Number

D16Y7 - 1500

Engine Type
- D16Y7: 1600 SOHC 16-valves Sequential Multiport Fuel-injected Engine
- D16Y8: 1600 SOHC VTEC 16-valves Sequential Multiport Fuel-injected Engine

Serial Number
- U.S.A : D16Y7, D16Y8 – 1500001~

Transmission Number

A4RA - 500

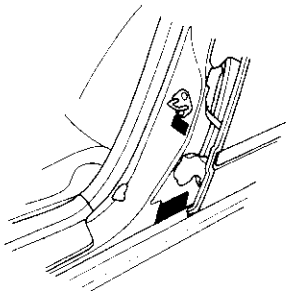
Transmission Type
- A4RA: 4-speed Automatic Transmission
- S40 : 5-speed Manual Transmission

Serial Number
- A4RA (U.S.A.): 5000001~
- S40 (JAPAN) : 1000001~

Paint Code

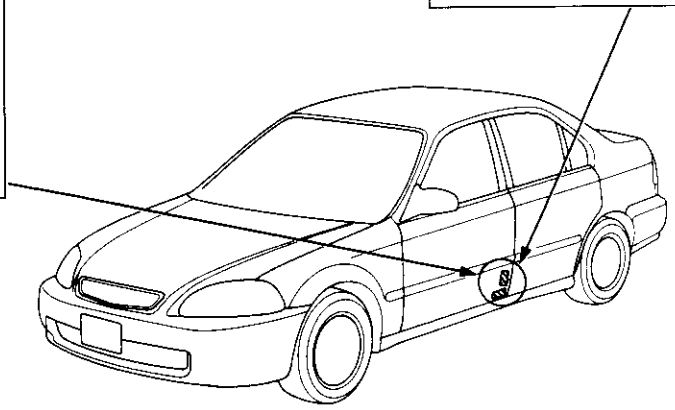
Paint Code	Color
B-73M	Cyclone Blue Metallic
G-82P	Cypress Green Pearl
NH-538	Frost White
NH-503P	Granada Black Pearl
NH-583M	New Vogue Silver Metallic
R-95P	Island Coral Pearl

Vehicle Identification Number and Federal Motor Vehicle Safety Standard Certification



Paint Code

COLOR B-73M



Unit of length: mm (in)

Cylinder Head/Valve Train (B16A2 engine) — Section 6

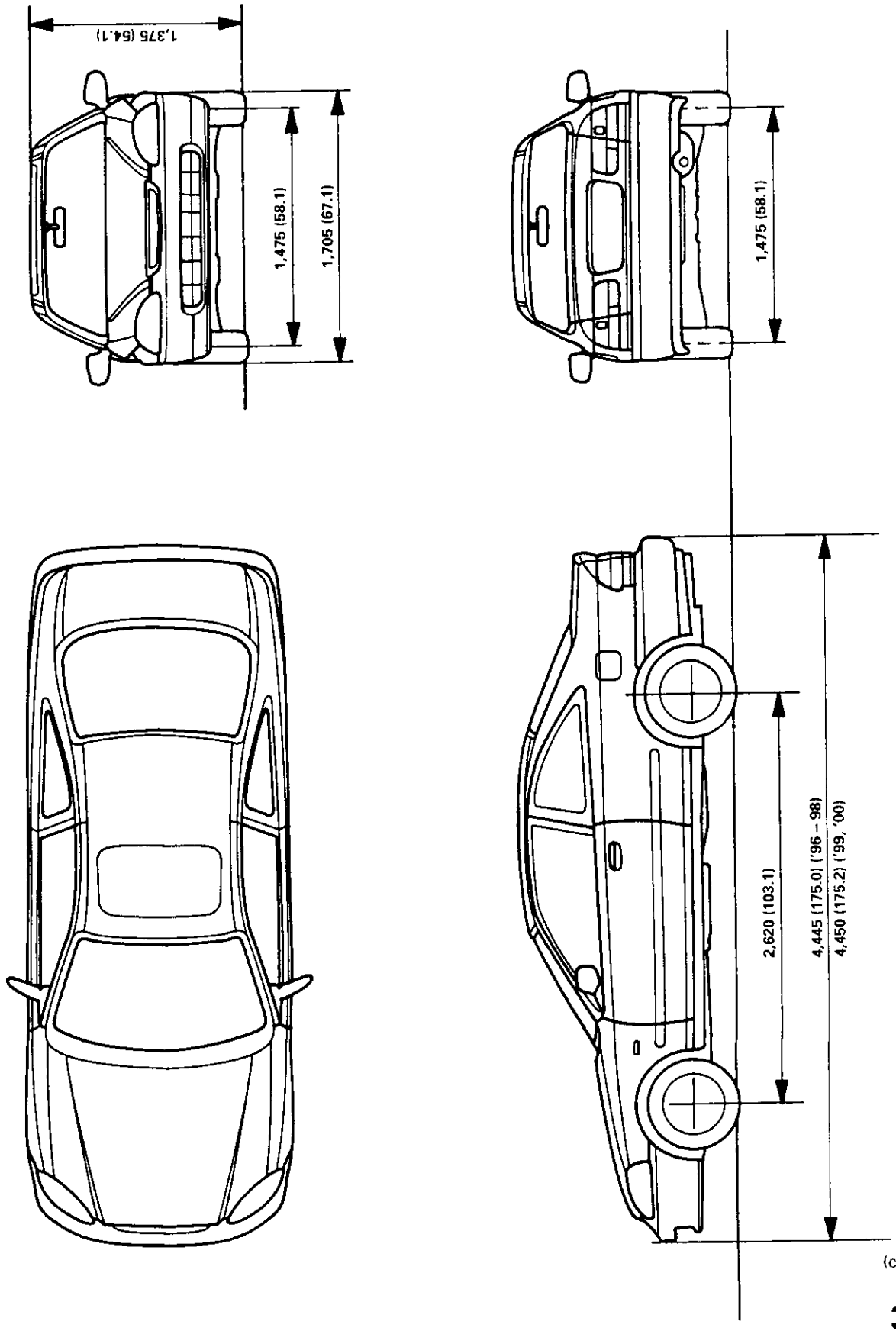
	MEASUREMENT			STANDARD (NEW)	SERVICE LIM
Compression	250 rpm (min^{-1}) and wide open throttle	Nominal		———	
	kPa (kgf/cm^2, psi)	Minimum		930 (9.5, 135)	
		Maximum variation		200 (2.0, 28)	
Cylinder head	Warpage			———	0.05 (0.002)
	Height			141.95 – 142.05 (5.589 – 5.593)	———
Camshaft	End play			0.05 – 0.15 (0.002 – 0.006)	0.5 (0.02)
	Camshaft-to-holder oil clearance			0.050 – 0.089 (0.002 – 0.004)	0.15 (0.006)
	Total runout			0.03 (0.001) max.	0.04 (0.002)
	Cam lobe height	IN	Primary	33.088 (1.3027)	———
			Mid	36.267 (1.4278)	———
			Secondary	34.978 (1.3771)	———
		EX	Primary	32.785 (1.2907)	———
			Mid	35.720 (1.4063)	———
			Secondary	34.691 (1.3658)	———
Valve	Valve clearance		IN	0.15 – 0.19 (0.006 – 0.007)*	———
			EX	0.17 – 0.21 (0.007 – 0.008)*	———
	Valve stem O.D.		IN	5.475 – 5.485 (0.2156 – 0.2159)	5.445 (0.2144)
			EX	5.450 – 5.460 (0.2146 – 0.2150)	5.420 (0.2134)
	Stem-to-guide clearance		IN	0.025 – 0.055 (0.0010 – 0.0022)	0.08 (0.003)
			EX	0.050 – 0.080 (0.0020 – 0.0031)	0.11 (0.004)
Valve seat	Width		IN	1.25 – 1.55 (0.049 – 0.061)	2.0 (0.08)
			EX	1.25 – 1.55 (0.049 – 0.061)	2.0 (0.08)
	Stem installed height		IN	37.465 – 37.935 (1.4750 – 1.4935)	38.185 (1.5033)
			EX	37.165 – 37.635 (1.4632 – 1.4817)	37.885 (1.4915)
Valve spring	Free length	IN	OUTER	40.92 (1.611)*1	———
				40.91 (1.611)*2	———
			INNER	36.71 (1.445)	———
		EX		41.96 (1.652)*1	———
				41.94 (1.651)*2	———
Valve guide	I.D.		IN	5.51 – 5.53 (0.217 – 0.218)	5.55 (0.219)
			EX	5.51 – 5.53 (0.217 – 0.218)	5.55 (0.219)
	Installed height		IN	12.55 – 13.05 (0.494 – 0.514)	———
			EX	12.55 – 13.05 (0.494 – 0.514)	———
Rocker arm	Arm-to-shaft clearance		IN	0.025 – 0.052 (0.0010 – 0.0020)	0.08 (0.003)
			EX	0.025 – 0.052 (0.0010 – 0.0020)	0.08 (0.003)

*: Measuring point between camshaft and rocker arm.
*1: NIHON HATSUJO manufactured valve spring. *2: CHUO HATSUJO manufactured valve spring.

Body Specifications

2-door Coupe:

Unit: mm (in)

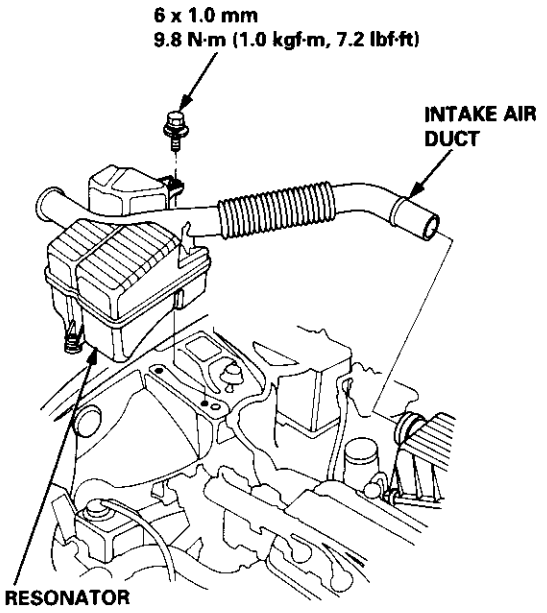


(cont'd

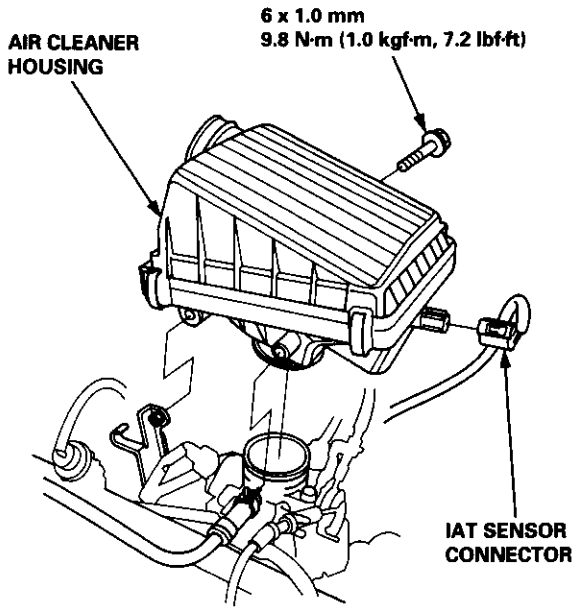
8. Remove the intake air duct and air cleaner housing.

D16Y7 engine:

a. Remove the resonator and intake air duct.

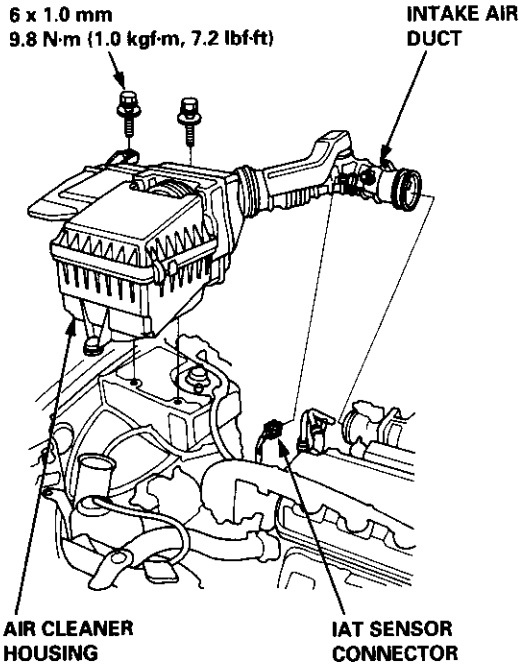


b. Disconnect the intake air temperature (IAT) sensor connector, then remove the air cleaner housing.

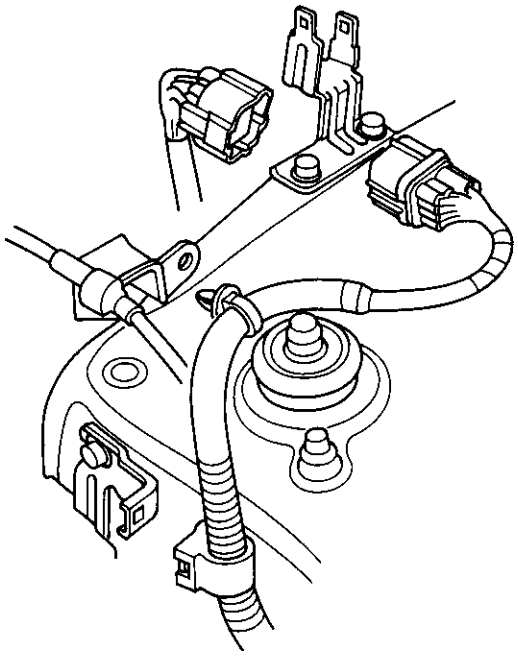


D16Y5, D16Y8, B16A2 engines:

a. Disconnect the IAT sensor connector, t
remove the intake air duct and air cleaner h
ing.



9. Disconnect the engine wire harness connectc
the left side of the engine compartment.



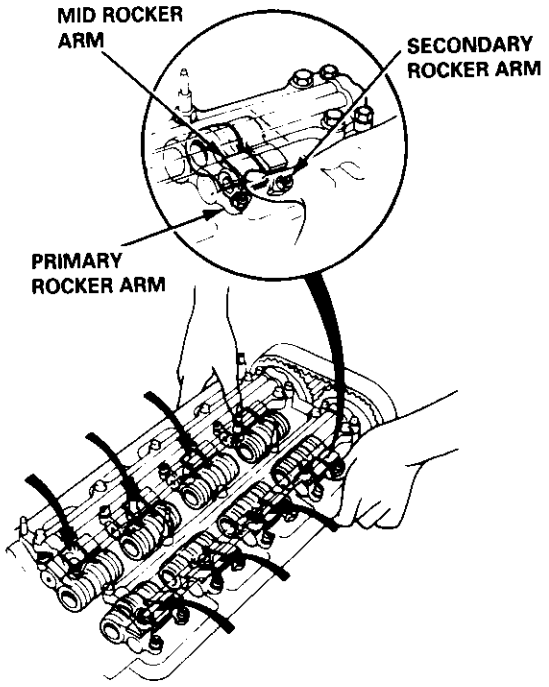
(co

4. Remove the cylinder head cover.

   NOTE: Refer to page 6-88 when installing the cylinder head cover.

5. Push the mid rocker arm on the No. 1 cylinder manually.

6. Check that the mid rocker arm moves independently of the primary and secondary rocker arms.



7. Check the mid rocker arm of each cylinder at TDC.

   - If the mid rocker arm does not move, remove the mid, primary and secondary rocker arms as an assembly and check that the pistons in the mid and primary rocker arms move smoothly.
   - If any rocker arm needs replacing, replace the primary, mid, and secondary rocker arms as an assembly.

Inspection Using Special Tools

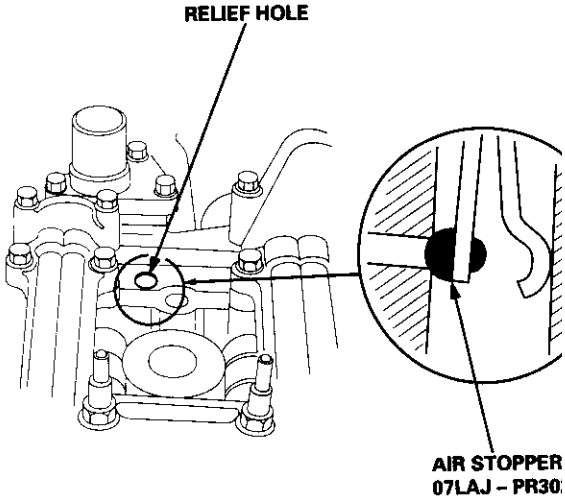
CAUTION:

- **Before using the valve inspection tool, make that the air pressure gauge on the air compre indicates over 400 kPa (4 kgf/cm², 57 psi)**
- **Inspect the valve clearance before rocker arm ins tion.**
- **Cover the timing belt with a shop towel to pre getting oil on the belt.**
- **Check the mid rocker arm of each cylinder at TD(**

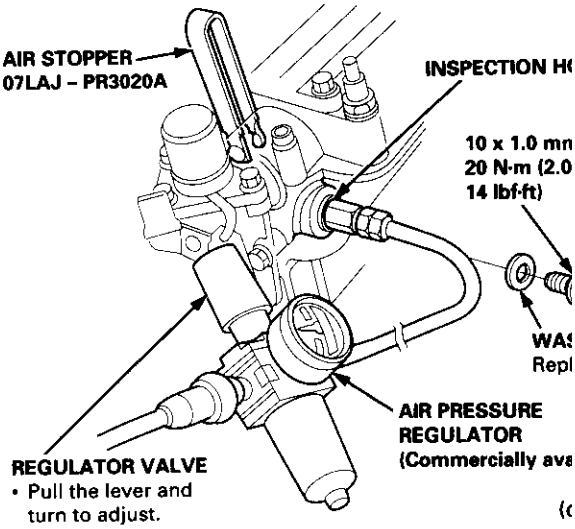
1. Remove the cylinder head cover.

   NOTE: Refer to page 6-86 when installing the (der head cover.

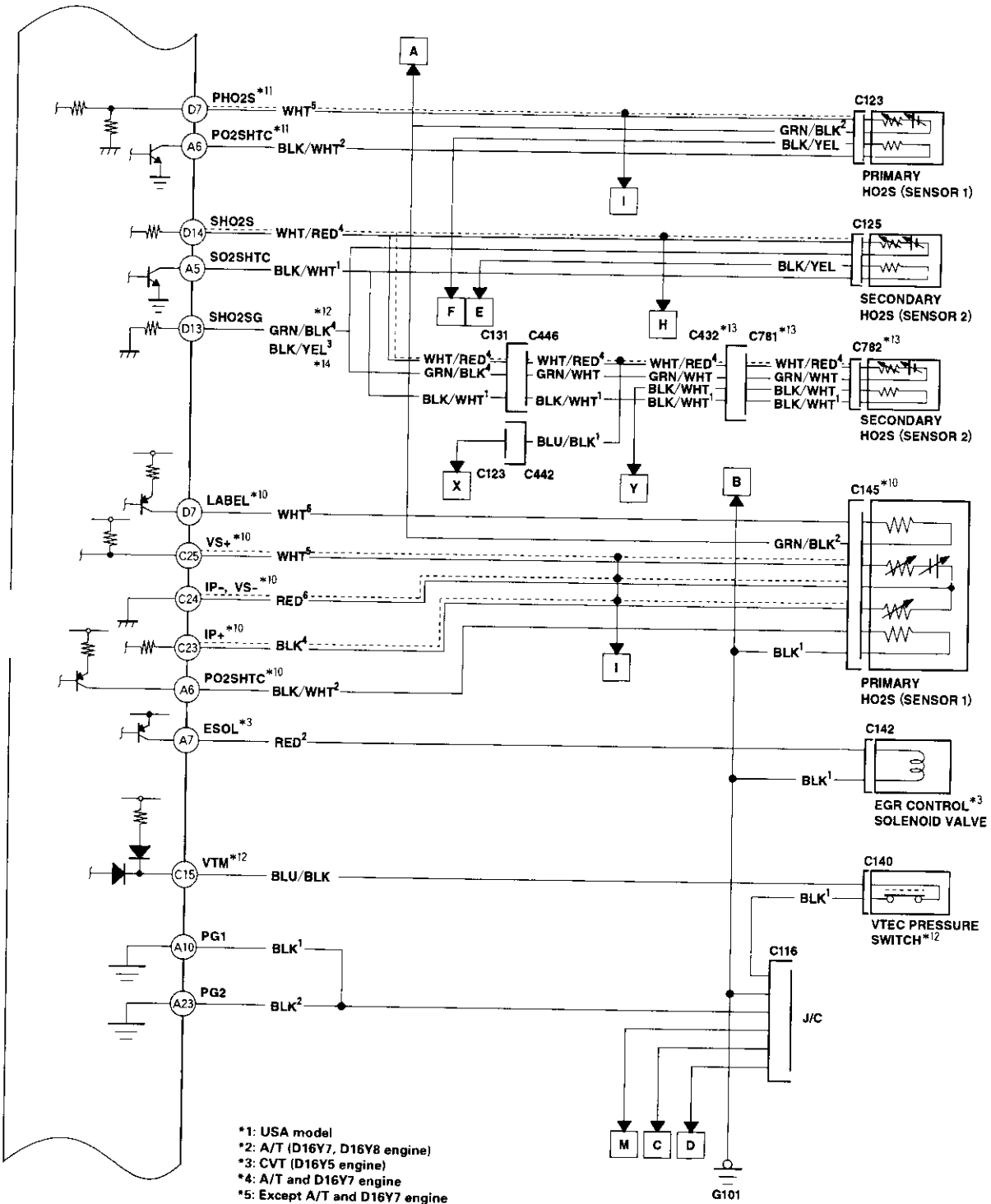
2. Plug the relief hole with the special tool (Air per).



3. Remove the bolt and washer from the inspe hole and connect the an air pressure regulato a 0 – 100 psi gauge.



:trical Connections ('96 – 98 Models, '99 – 00 D16Y5 engine with M/T) ıt'd)

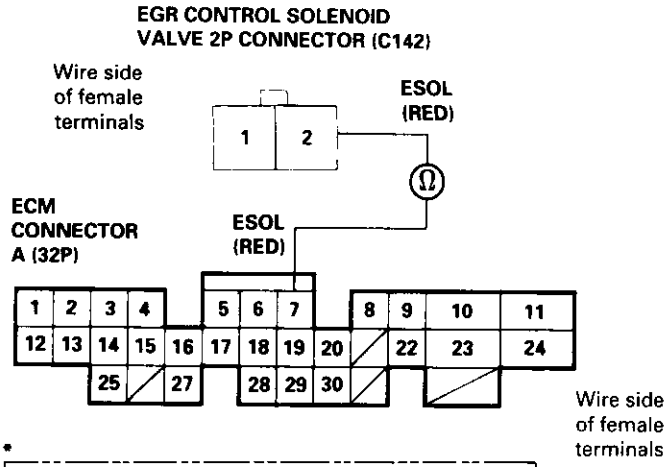


*1: USA model
*2: A/T (D16Y7, D16Y8 engine)
*3: CVT (D16Y5 engine)
*4: A/T and D16Y7 engine
*5: Except A/T and D16Y7 engine
*6: A/T (D16Y8 engine)
*7: CVT (D16Y5 engine) and D16Y8 engine
*8: '96 D16Y8 engine (coupe), '97 D16Y5 engine (coupe: all models, sedan: KL model), '98 D16Y5 engine, '98 D16Y8 engine, '99 – 00 D16Y5 (M/T) engine
*9: D16Y5 engine
*10: M/T (D16Y5 engine)
*11: Except M/T (D16Y5 engine)
*12: D16Y5, D16Y8 engine
*13: D16Y8 engine
*14: D16Y7 engine
*15: '97 D16Y7 engine (coupe: KL model, sedan: KL (LX) model), '98 D16Y7 engine

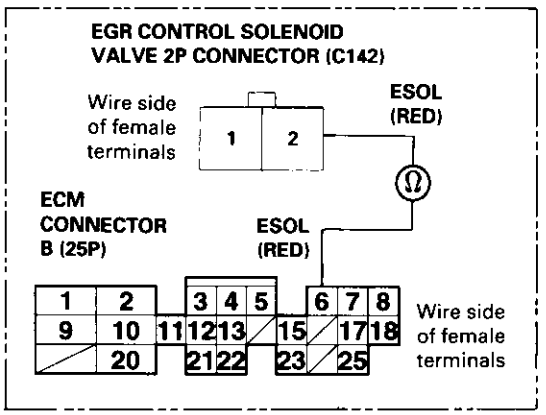
aust Gas Recirculation (EGR) System (D16Y5 engine with CVT) (cont'd)

(From page 11-259)

Check for an open in the wire (E SOL line):
1. Turn the ignition switch OFF.
2. Disconnect the 2P connector from the EGR control solenoid valve.
3. Disconnect the ECM/PCM connector A (32P) (B (25P))* from the ECM/PCM.
4. Check for continuity between ECM/PCM connector terminal A7 (B6)* and the EGR control solenoid valve 2P connector terminal No. 2.



*

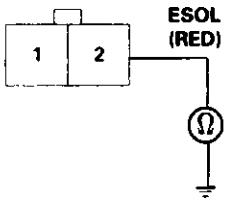


Is there continuity?

NO → **Repair open in the wire between the EGR control solenoid valve and the ECM/PCM (A7 (B6)*).**

YES

Check for a short in the wire (ESOL line):
Check for continuity between the EGR control solenoid valve 2P connector terminal No. 2 and body ground.

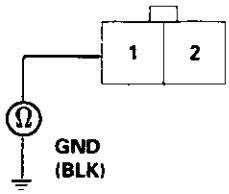


Is there continuity?

YES → **Repair short in the wire between the EGR control solenoid valve and the ECM/PCM (A7 (B6)*).**

NO

Check for an open in the wire (GND line):
Check for continuity between the EGR control solenoid valve 2P connector terminal No. 1 and body ground.



Is there continuity?

NO → **Repair open in the wire between the EGR control solenoid valve and G101.**

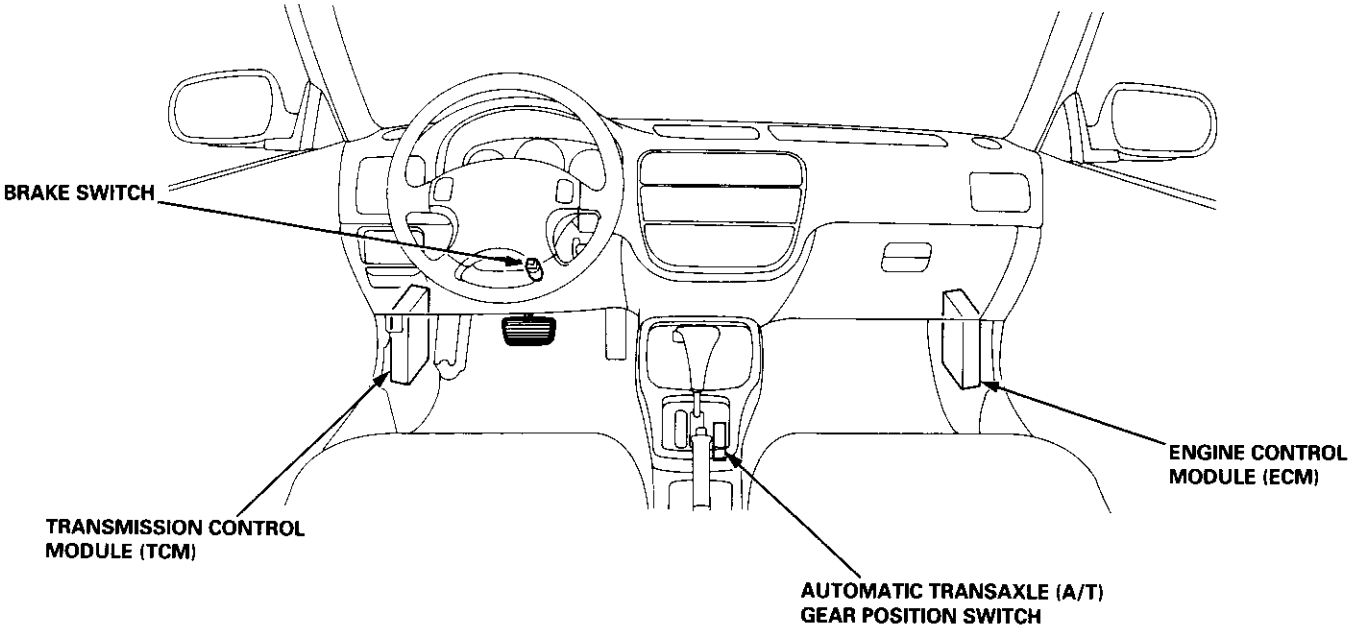
YES

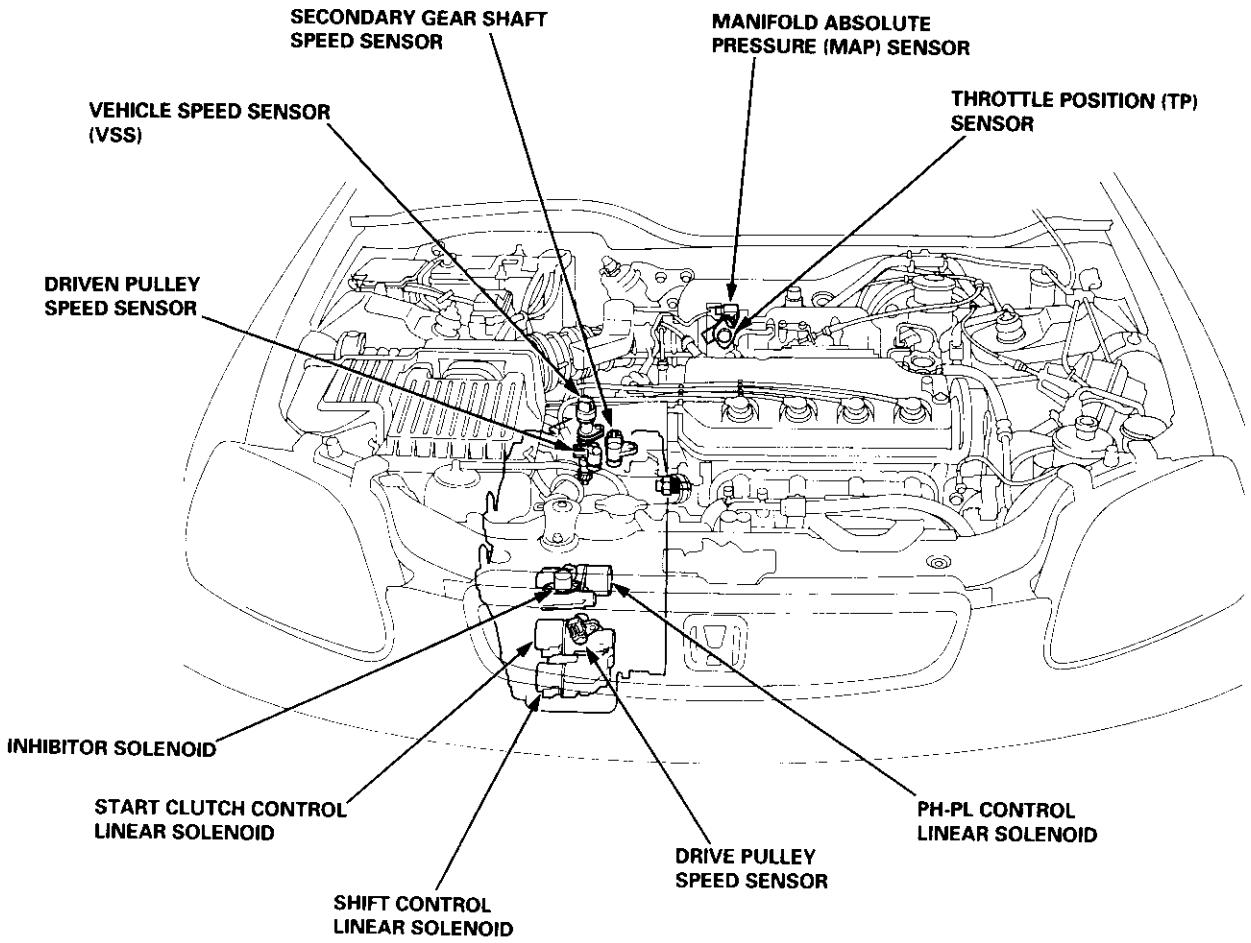
stitute a known-good ECM/ ll and recheck. If symptom/ indication goes away, replace the original ECM/PCM.

*: '99 – 00 models

Component Locations

98 Models



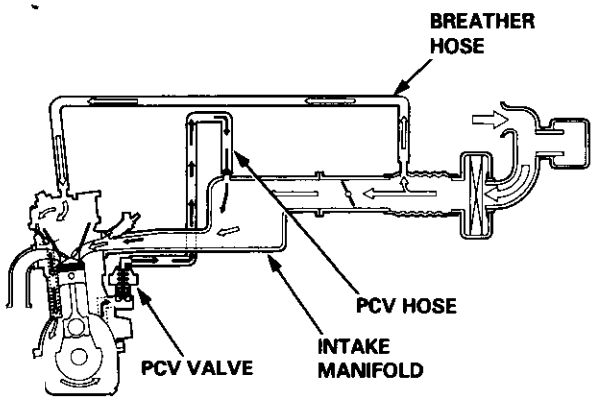


itive Crankcase Ventilation (PCV) System

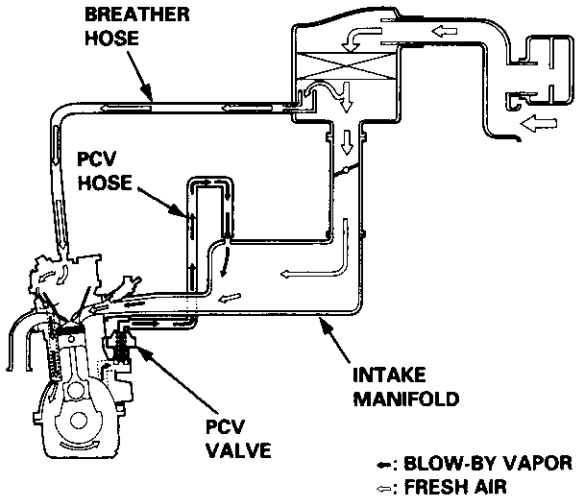
...scription

The Positive Crankcase Ventilation (PCV) system is designed to prevent blow-by gas from escaping to the atmosphere. The PCV valve contains a spring-loaded plunger. When the engine starts, the plunger in the PCV valve is lifted in proportion to intake manifold vacuum and the blow-by gas is drawn directly into the intake manifold.

D16Y5, D16Y8, B16A2 engine:



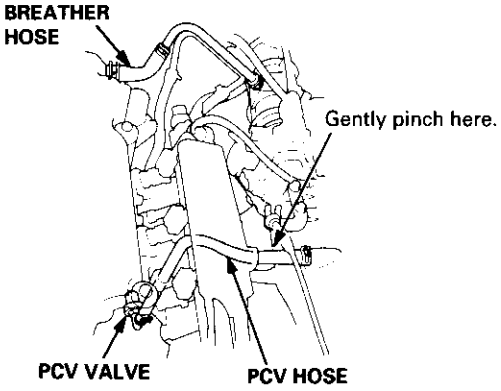
D16Y7 engine:



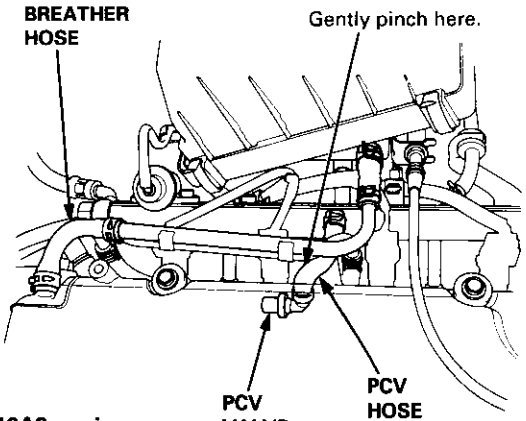
Inspection

1. Check the PCV hoses and connections for leaks and clogging.
2. At idle, make sure there is a clicking sound from the PCV valve when the hose between the PCV valve and the intake manifold is lightly pinched with your fingers or pliers.

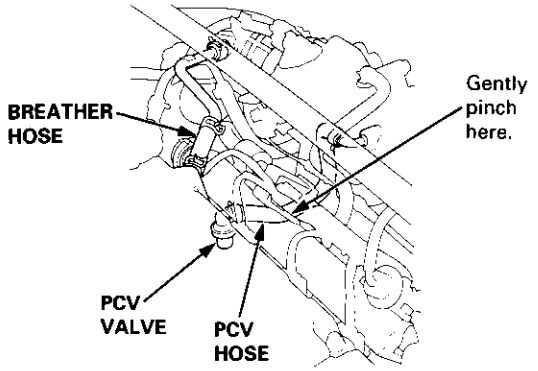
D16Y5, D16Y8 engine:



D16Y7 engine:



B16A2 engine:



If there is no clicking sound, check the PCV valve grommet for cracks and damage. If the grommet is OK, replace the PCV valve and recheck.

Troubleshooting Flowchart — D4 Indicator Light On Constantly

The D4 indicator light is on constantly (not blinking) whenever the ignition switch is ON (II).

Measure D4 IND Voltage:
1. Turn the ignition switch OFF.
2. Disconnect the A (32P) connector from the PCM.
3. Turn the ignition switch ON (II).
4. Measure the voltage between the A14 terminal and body ground.

Is there voltage?

YES → **Repair short to power in the wire between the A14 terminal and the gauge assembly.**

NO

Measure ATP D4 Voltage:
1. Turn the ignition switch OFF.
2. Connect the A (32P) connector to the PCM.
3. Turn the ignition switch ON (II).
4. Shift to any position other than D4.
5. Measure the voltage between the D9 terminal and body ground.

Is there approx. 5 V?

YES → **Replace the PCM.**

NO

Test the A/T gear position switch (see section 23).

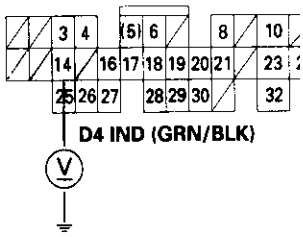
Is the switch OK?

NO → **Replace the A/T gear position switch.**

YES

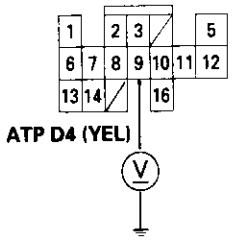
Check for a short to ground in the wire between the D9 terminal and A/T gear position switch. If wire is OK, substitute a known-good PCM and recheck.

PCM CONNECTOR A (32P)



Wire side of female termin

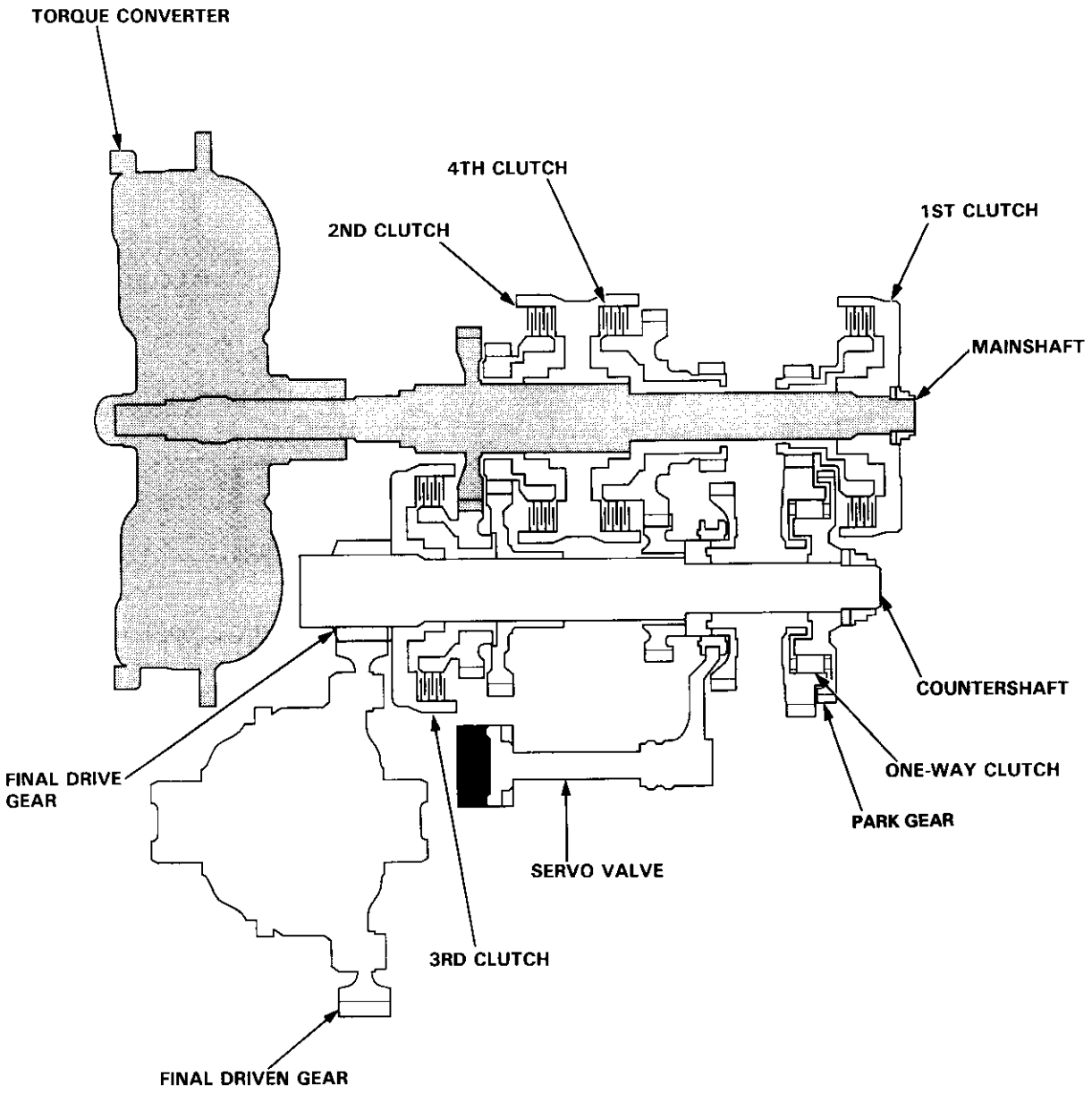
PCM CONNECTOR D (16P)



Wire side of female termina

[N] Position
Hydraulic pressure is not applied to the clutches. Power is not transmitted to the countershaft.

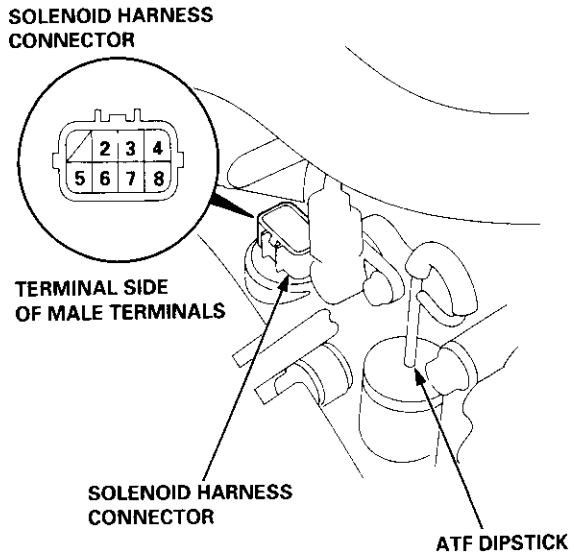
[P] Position
Hydraulic pressure is not applied to the clutches. Power is not transmitted to the countershaft. The countershaft is locked by the park pawl interlocking the park gear.



(cc

Test

1. Disconnect the 8P connector from the solenoid harness connector.



2. Measure the resistance of the shift control linear solenoid between the No. 3 and No. 7 terminals of the solenoid harness connector.

3. Measure the resistance of the PH-PL control linear solenoid between the No. 2 and No. 6 terminals.

4. Measure the resistance of the start clutch control linear solenoid between the No. 4 and No. 8 terminals.

   STANDARD: 3.8 – 6.8 Ω

5. Measure the resistance of the inhibitor solenoid between the No. 5 terminal and body ground.

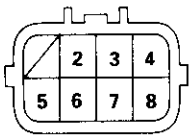
   STANDARD: 11.7 – 21.0 Ω

6. Replace the lower valve body assembly if any solenoid resistance is not within its standard.

7. If all of the resistances are within the standard, a clicking sound should be heard when connecting the battery terminals to the solenoid harness connector terminals below:

   - **Shift control linear solenoid**
     No. 3: Battery positive terminal
     No. 7: Battery negative terminal
   - **PH-PL control linear solenoid**
     No. 2: Battery positive terminal
     No. 6: Battery negative terminal
   - **Start clutch control linear solenoid**
     No. 4: Battery positive terminal
     No. 8: Battery negative terminal
   - **Inhibitor solenoid**
     No. 5: Battery positive terminal
     Body ground: Battery negative terminal

SOLENOID HARNESS CONNECTOR



Terminal side of male terminals

8. If no clicking sound is heard, replace the lower valve body assembly.

   NOTE: If the lower valve body assembly replacement is required, see Lower Valve Body Assembly Replacement (page 14-302).

; 1-5

CAUTION: Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbag(s) could accidentally deploy and cause damage or injuries.

Try to reproduce the SRS indicator light:
1. Erase the DTC memory (See page 24-15).
2. Turn the ignition switch ON (II), and check that the SRS indicator light comes on for about six seconds and goes off.

Does the SRS indicator light stay on?

YES — NO

Intermittent failure, system is OK at this time. See Troubleshooting Intermittent Failures on page 24-15.

Check for a short to ground in the driver's airbag inflator:
1. Turn the ignition switch OFF.
2. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
3. Disconnect the driver's airbag 2P connector from the cable reel 2P connector.
   CAUTION: Do not disconnect the passenger's airbag connector.
   Connect the special tool (2 Ω) to the cable reel 2P connector.
   Reconnect the battery positive cable, then reconnect the negative cable.
6. Erase the DTC memory (see page 24-15).
7. Read the DTC (see page 24-13).

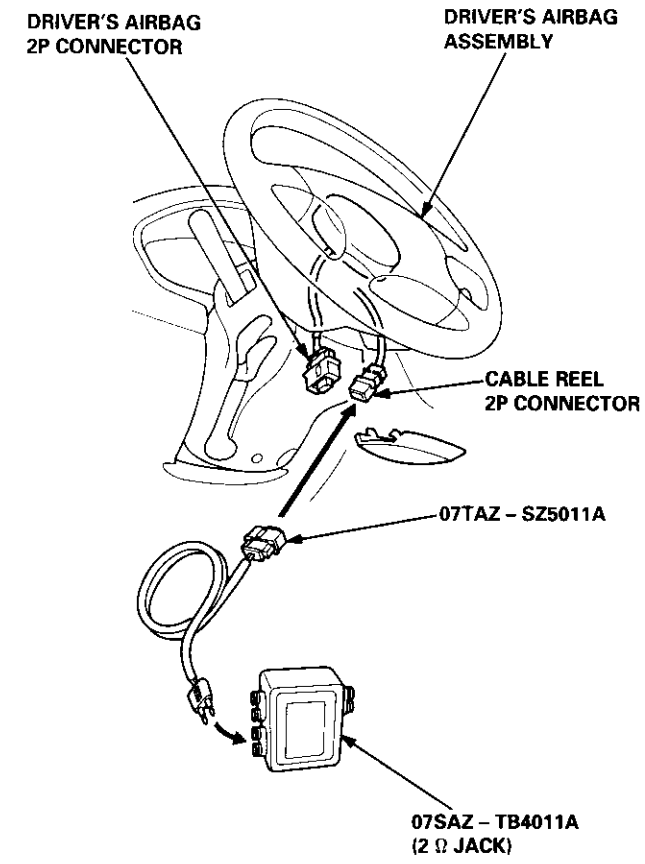
Is DTC 1-5 indicated?

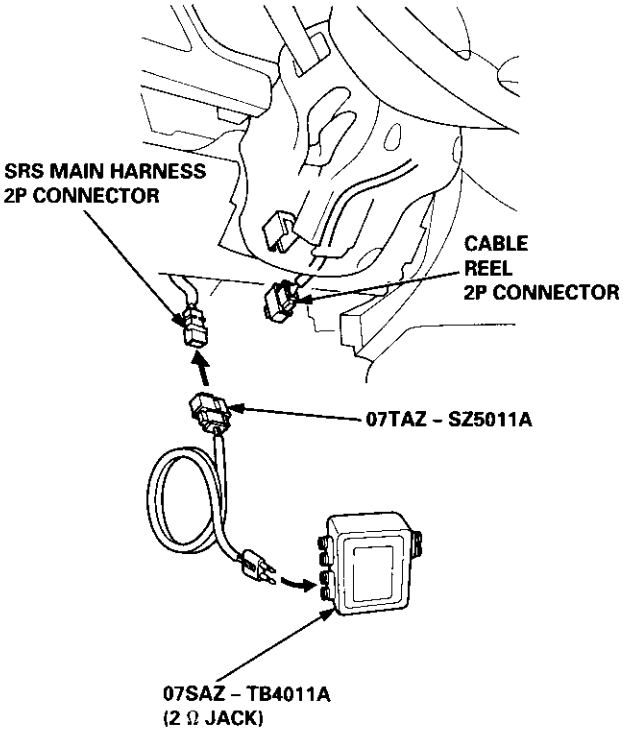
YES — NO

Short to ground in the driver's airbag inflator; replace the driver's airbag (see page 24-67).

Check for a short to ground in the cable reel:
1. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
2. Disconnect the special tool (2 Ω) from the cable reel 2P connector.
3. Remove the dashboard lower cover, and disconnect the cable reel 2P connector from the SRS main harness.
4. Connect the Special tool (2 Ω) to the SRS main harness 2P connector (cont'd).

To page 24-49



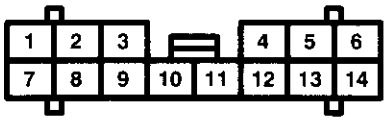


Connector Views (cont'd)

C562

– Gray
– Behind left side of rear seat back
– Connects floor wire harness and rear wire harness

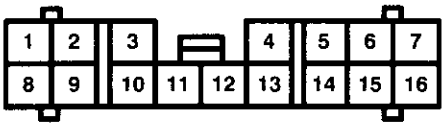
'96-'98 Coupe/Hatchback:



1 LT GRN (Power door locks)
2 BLU/YEL (Stereo sound system)
3 RED/YEL (Stereo sound system)
4 GRN/BLK (Back-up lights)
5 *WHT/RED (Fuse 43)
6 Hatchback: GRN (Rear wiper/washer)
7 GRY/WHT (Stereo sound system)
8 BRN/WHT (Stereo sound system)
9 RED/BLK (Headlight switch)
10 GRN/YEL (Turn signal lights)
11 GRN/RED (Turn signal lights)
12 BLU/BLK (Indicators)
13 Hatchback: LT GRN (Rear wiper/washer)
14 Hatchback: LT GRN/BLK (Rear wiper/washer)

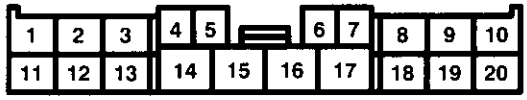
*= Male terminal not used on Hatchback models

'96-'98 Sedan except GX:



1 GRN/RED (Turn signal lights)
2 —
3 Male – YEL/BLK Female – (Not used)
4 Male – WHT/BLU Female – (Not used)
5 LT GRN (Power door locks)
6 —
7 —
8 WHT/RED (Trunk light)
9 GRN/BLK (Back-up lights)
10 RED/YEL (Stereo sound system)
11 BRN/WHT (Stereo sound system)
12 BLU/YEL (Stereo sound system)
13 GRY/WHT (Stereo sound system)
14 RED/BLK (Headlight switch)
15 BLU/BLK (Indicators)
16 GRN/YEL (Turn signal lights)

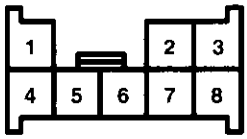
'99-'00 Models except GX:



1 —
2 *1: LT GRN/BLK (Rear wiper/washer)
3 *1: LT GRN (Rear wiper/washer)
4 *1: GRN (Rear wiper/washer)
5 —
6 GRY/WHT (Stereo sound system)
7 BLU/YEL (Stereo sound system)
8 BRN/WHT (Stereo sound system)
9 RED/YEL (Stereo sound system)
10 GRN/WHT (Brake lights)
11 GRN/RED (Turn signal lights)
12 GRN/YEL (Turn signal lights)
13 BLU/BLK (Indicators)
14 —
15 —
16 —
17 BLK/BLU (Rear window defogger)
18 RED/BLK (Headlight switch)
19 GRN/BLK (Back-up lights)
20 *2: WHT/RED (Fuse 43)

* 1= Hatchback
* 2= Female terminal not used on Hatchback models

All GX Models:



1 GRN/RED (Turn signal lights)
2 —
3 —
4 —
5 GRN/BLK (Back-up lights)
6 RED/BLK (Headlight switch)
7 BLU/BLK (Indicators)
8 GRN/YEL (Turn signal lights)