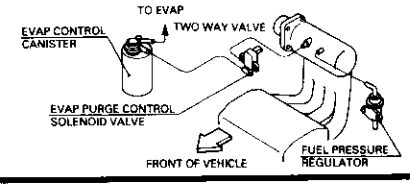
Under-hood Emissions Control Label

Emission Group Identification (1997 model)

Example:

VACUUM HOSE ROUTING DIAGRAM



IMPORTANT VEHICLE INFORMATION

ENGINE FAMILY-VHN2.01JGKEK
DISPLACEMENT-2.0 LITER
EVAPORATIVE FAMILY-VHN1077BYMBP

CATALYST

REFER TO SERVICE MANUAL FOR ADDITIONAL INFORMATION.
TUNE UP CONDITIONS:
ENGINE AT NORMAL OPERATING TEMPERATURE.
ALL ACCESSORIES TURNED OFF. COOLING FAN OFF.
TRANSMISSION IN NEUTRAL
NO OTHER ADJUSTMENTS NEEDED.

IDLE SPEED	AUTOMATIC TRANSMISSION		750 ± 50 rpm
IGNITION TIMING AT IDLE			16° ± 2° BTDC
VALVE LASH	IN		0.10 ± 0.02 mm COLD
	EX		0.18 ± 0.02 mm COLD
SPARK PLUG	TYPE	NGK: ZFR5F-11	ND: KJ16CR-L11
	GAP		1.1 $^{0}_{0.1}$ mm

THIS VEHICLE CONFORMS TO U.S. EPA REGULATIONS APPLICABLE TO 1997 MODEL YEAR NEW LIGHT-DUTY TRACKS.

(K•A) 201JGKEE

HONDA MOTOR CO., LTD.

17275-P3F-A01

LOADED I/M TESTING OF PERMANENT FOUR-WHEEL DRIVE OR TRACTION CONTROL-EQUIPPED VEHICLES MUST BE CONDUCTED ON A FOUR-WHEEL DRIVE SPEED SYNCHRONIZED DYNAMOMETER.
OTHERWISE, A NON-LOADED TEST PROCEDURE MUST BE PERFORMED.

50ST (50 States):
THIS VEHICLE CONFORMS TO U.S. EPA AND STATE OF CALIFORNIA REGULATIONS APPLICABLE TO 1997 MODEL YEAR NEW LIGHT DUTY TRUCKS.

49ST (49 States/Federal):
THIS VEHICLE CONFORMS TO U.S. EPA REGULATIONS APPLICABLE TO 1997 MODEL YEAR NEW LIGHT DUTY TRUCKS.

CAL (California):
THIS VEHICLE CONFORMS TO U.S. EPA AND STATE OF CALIFORNIA REGULATIONS APPLICABLE TO 1997 MODEL YEAR NEW TLEV LIGHT DUTY TRUCKS PROVIDED THAT THIS VEHICLE IS ONLY INTRODUCED INTO COMMERCE FOR SALE IN THE STATE OF CALIFORNIA.

Engine and Evaporative Families

Engine Family: V HN 2.0 1 J G K E K

Model Year
V: 1997
Manufacturer
HN: Honda
Displacement
Class
1: Light Duty Vehicle
Fuel System and Number of Valves
J: Electronic Sequential Multiport Injection (three or more valves per cylinder)
Fuel Type
G: Gasoline
Standard
F: 49 or 50 States Tier 1
K: 49 or 50 States Tier 1
1: California Tier 1
2: California TLEV
3: California LEV
4: California ULEV
Catalyst
E, F, G, H: Three Way Catalyst
OBD
K – T: OBD Equipped

Evaporative Family: V HN 1 077 B Y M B P

Model Year
V: 1997
Manufacturer
HN: Honda
Storage System
1: Canister
Canister Working Capacity (grams)
Canister Configuration
A: Plastic Housing (Closed Bottom)
B: Plastic Housing (Open Bottom)
Fuel System
Y: Fuel Injection
Fuel Tank
M: Metal
Standard
A: Current Evap
B: Enhanced Evap
Wild Card

Follow the Normal Conditions Maintenance Schedule if the severe driving conditions specified in the Severe Conditions Maintenance Schedule on pages 3-6 and 3-7 do not apply.

Service at the indicated distance or time whichever comes first.										NOTE	SECTION and PAGE
	miles x 1,000	15	30	45	60	75	90	105	120		
	km x 1,000	24	48	72	96	120	144	168	192		
	months	12	24	36	48	60	72	84	96		
Replace engine oil		Every 7,500 miles (12,000 km) or 12 months								Capacity for change with filter: 3.8 ℓ (4.0 US qt, 3.3 Imp qt)	8-4, 5
Replace engine oil filter		●	●	●	●	●	●	●	●		8-5, 6
Check engine oil and coolant		Check oil and coolant at each fuel stop								Check levels and check for leaks.	8-4, 10-5
Replace air cleaner element			●		●		●		●		11-194
Inspect valve clearance		Adjust only if noisy						●		Intake 0.08 – 0.12 mm (0.003 – 0.005 in) Exhaust 0.16 – 0.20 mm (0.006 – 0.008 in) Measured between the camshaft and rocker arm when cold.	6-3, 4
Replace spark plugs			●		●		●		●	NGK: ZFR5F-11, DENSO: KJ16CR-L11 Gap: 1.0 – 1.1 mm (0.039 – 0.043 in)	4-21
Replace timing belt and inspect water pump								●		Check water pump for signs of seal leakage.	6-10, 11, 10-11
Inspect and adjust drive belts			●		●		●		●	Check for cracks and damage. Check deflection and tension at center of following belts pressing with 98 N (10 kgf, 22 lbf) tension: Alternator belt: 8.5 – 11.5 mm (0.33 – 0.45 in) P/S pump belt: 11.0 – 14.5 mm (0.43 – 0.57 in) A/C compressor belt: 7.5 – 10.5 mm (0.30 – 0.41 in)	4-34 17-14 22-69
Inspect idle speed								●		750 ± 50 rpm (in N or P position)	11-169, 170
Replace engine coolant				●		●		●		Capacity for change: 3.9 ℓ (4.1 US qt, 3.4 Imp qt) Check specific gravity for freezing point.	10-5
Replace transmission fluid							●			2.9 ℓ (3.1 US qt, 2.6 Imp qt) for change with Genuine Honda Premium Formula ATF	14-161
Replace rear differential fluid							●			1.0 ℓ (1.1 US qt, 0.9 Imp qt) for change with Genuine Honda CVT Fluid	15-14
Inspect front and rear brakes		●	●	●	●	●	●	●	●	• Check the brake pad, disc thickness, and free movement. • Check the calipers for leakage.	19-4, 9, 11
Replace brake fluid				●			●			Use Genuine Honda DOT 3 brake fluid. Check that brake fluid level is between the upper and lower marks on the reservoir.	19-7
Check parking brake adjustment		●	●	●	●	●	●	●	●	Fully engaged 2 to 6 notches.	19-6
Replace air conditioning filter			●		●		●		●	Replace every 15,000 miles (24,000 km) if the vehicle is driven primarily in urban areas that have high concentrations of soot in the air from industry and diesel-powered vehicles. Replace the air conditioning filter more often if air flow from the climate control system becomes less than usual.	22-50
Rotate tires (Check tire inflation and condition at least once per month)		Rotate tires every 7,500 miles (12,000 km)								The suggested rotation method is shown in the diagram in the Owner's Manual.	——

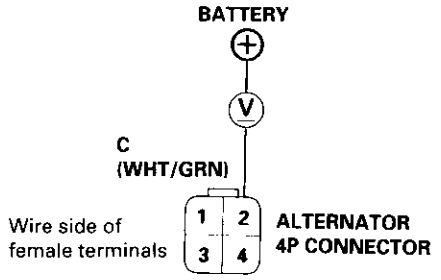
Troubleshooting (cont'd)

'97 model: Alternator Control System Test (U.S.A. model)

NOTE: Before testing, check proper operation of the ELD by checking for a DTC (see section 11).

Check for a short in the circuit (ALTC line):
1. Disconnect the 4P connector from the alternator.
2. Start the engine, and turn the headlights (high beam) ON.
3. Measure voltage between the 4P connector terminal No. 2 and the positive terminal of the battery.

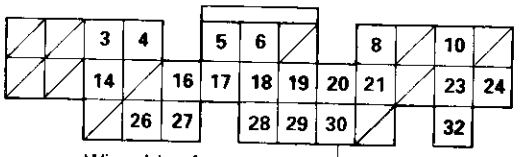
CAUTION: Be sure to use a voltmeter with its positive terminal connected to battery positive and its negative terminal to the 4P connector terminal No. 2.



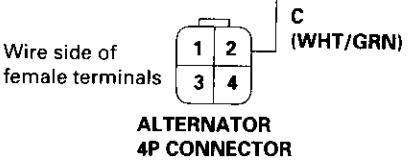
Is there 1 V or less?

YES

NO



Check for an open in the wire (ALTC line):
1. Turn the headlight and ignition switch OFF.
2. Disconnect the 32P connector from the ECM/PCM.
3. Check for continuity between the ECM/PCM 32P connector terminal No. 30 and alternator 4P connector terminal No. 2.



Is there continuity?

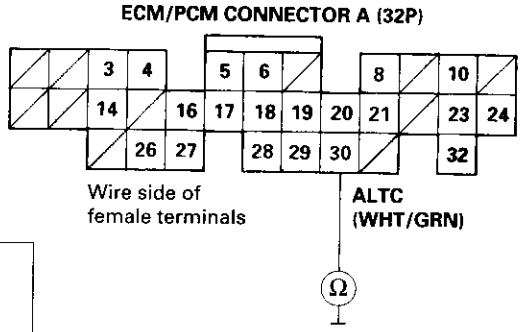
NO

Repair open in the wire between the alternator and ECM/PCM.

YES

Test and repair the alternator components.

Check for a short in the wire (ALTC line):
1. Turn the headlight and ignition switch OFF.
2. Disconnect the 32P connector from the ECM/PCM.
3. Check for continuity between the ECM/PCM 32P connector terminal No. 30 and body ground.



Is there continuity?

NO

Substitute a known-good ECM/PCM, and recheck.
If prescribed voltage is now available, replace the original ECM/PCM.

YES

Repair short in the wire between the alternator and the ECM/PCM.

Valve Seals

Replacement (cylinder head removal not required) (cont'd)

12. Using an upward motion on the lever arm, compress the valve spring and remove the keepers from the valve stem. Slowly release pressure on the spring.

13. Repeat step 11 for the other valve in that cylinder.

14. Remove the valve seals (see page 6-24).

15. Install the valve seals (see page 6-29).

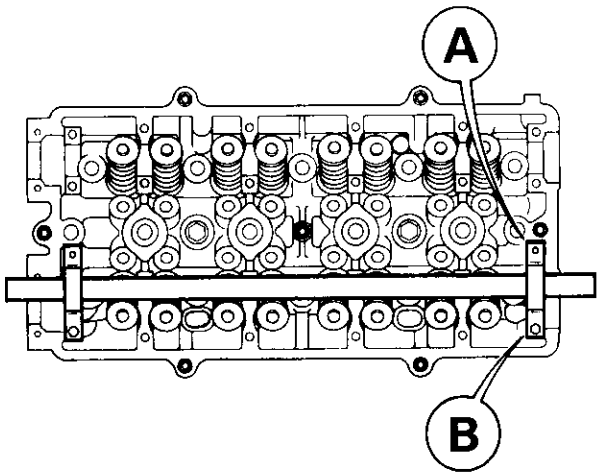
16. Install the springs, the retainers and the keepers in reverse order of removal.

17. Repeat steps 9 to 16 for the other three cylinders.

Exhaust Valve Seals

18. Using the 6 mm bolts supplied with the tool, mount the two uprights to the cylinder head at the end camshaft holders. The uprights fit as shown.

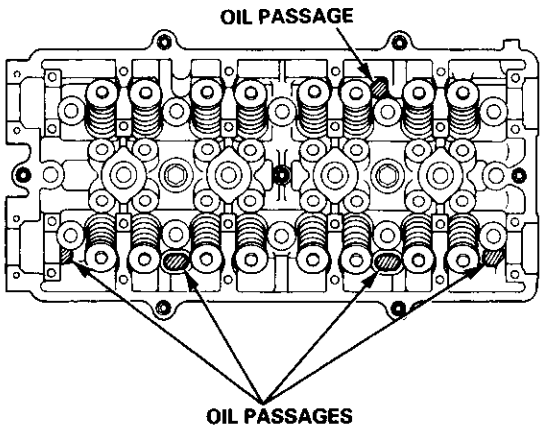
19. Insert the cross shaft through the bottom hole of the two uprights.



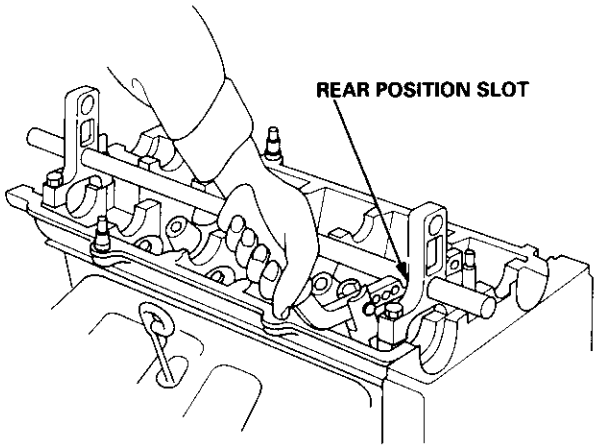
20. Select the 7/8 in. diameter short compressor attachment, and fasten the attachment to the No. 4 hole of the lever arm with the speed pin supplied.

21. Position the piston at TDC, and insert an air adaptor into the spark plug hole. Pump air into the cylinder to keep the valve closed while compressing the springs and removing the valve keepers.

22. Put shop towels over the oil passages to prevent the valve keepers from falling into the cylinder head.



23. Position the lever arm under the cross shaft so the lever is perpendicular to the shaft and the compressor attachment rests on top of the retainer for the spring being compressed. Use the rear position slot on the lever as shown.



24. Using a downward motion on the lever arm, compress the valve spring and remove the keepers from the valve stem. Slowly release pressure on the spring.

25. Repeat step 24 for the other valve in that cylinder.

26. Remove the valve seals (see page 6-24).

27. Install the valve seals (see page 6-29).

28. Install the springs, the retainers and the keepers in reverse order of removal.

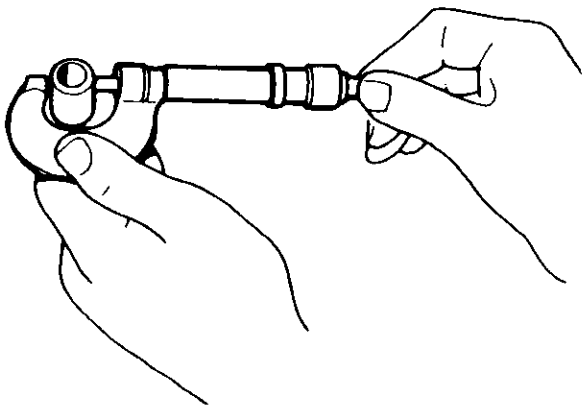
29. Repeat steps 21 to 28 on the other three cylinders.

Piston Pins

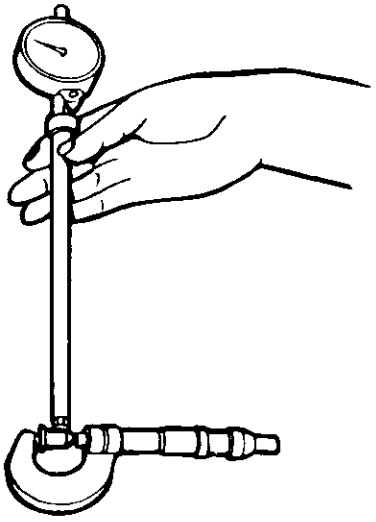
Inspection

1. Measure the diameter of the piston pin.

   Piston Pin Diameter:
   Standard (New): 20.996 – 21.000 mm
   (0.8266 – 0.8268 in)
   Oversize: 20.998 – 21.002 mm
   (0.8267 – 0.8268 in)



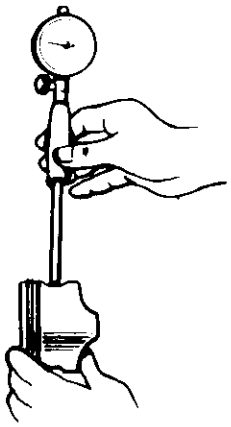
2. Zero the dial indicator to the piston pin diameter.



3. Measure the piston pin-to-piston clearance. If the piston pin clearance is greater than 0.024 mm (0.0009 in), remeasure using an oversized piston pin.

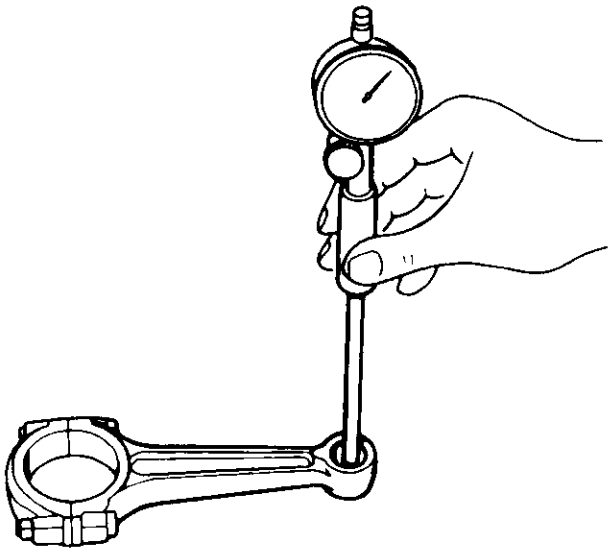
   NOTE: All replacement piston pins are oversize.

   Piston Pin-to-Piston Clearance:
   Standard (New): 0.010 – 0.017 mm
   (0.0004 – 0.0007 in)



4. Check the difference between the piston pin diameter and the connecting rod small end diameter.

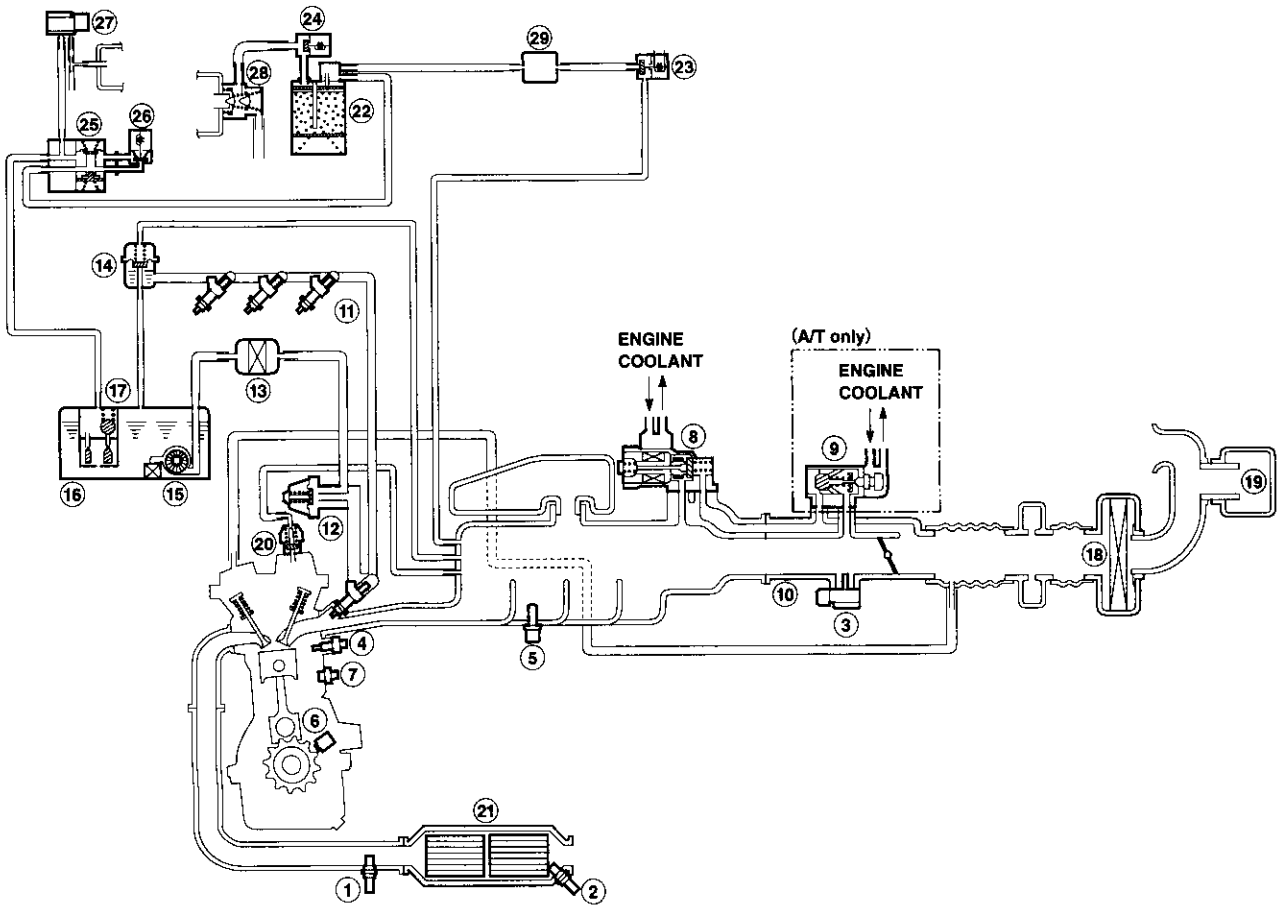
   Piston Pin-to-Connecting Rod Interference:
   Standard (New): 0.015 – 0.032 mm
   (0.0006 – 0.0013 in)



System Description

Vacuum Connections (cont'd)

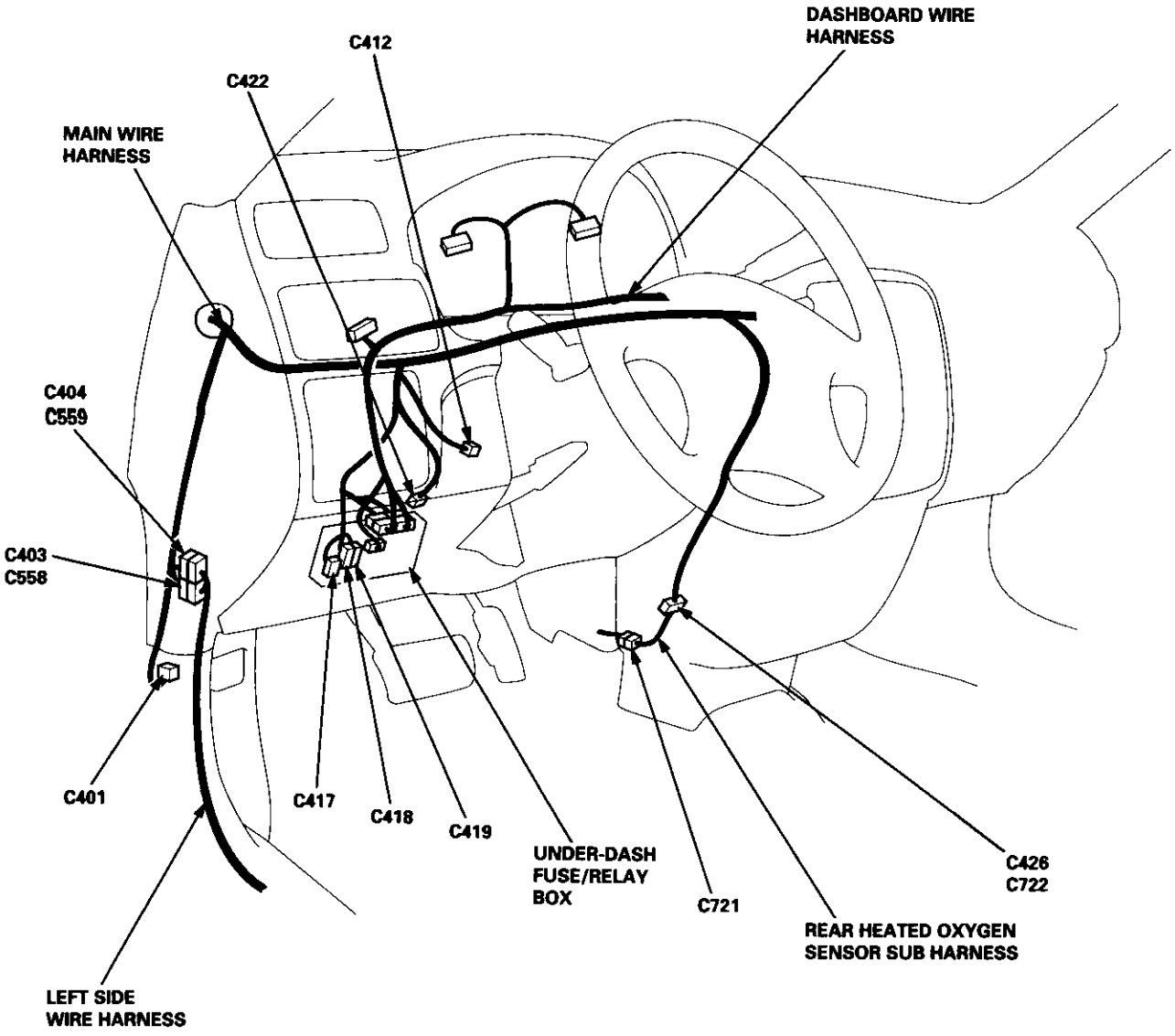
'99 – 00 models:



① PRIMARY HEATED OXYGEN SENSOR (PRIMARY HO2S, SENSOR 1)
② SECONDARY HEATED OXYGEN SENSOR (SECONDARY HO2S, SENSOR 2)
③ MANIFOLD ABSOLUTE PRESSURE (MAP) SENSOR
④ ENGINE COOLANT TEMPERATURE (ECT) SENSOR
⑤ INTAKE AIR TEMPERATURE (IAT) SENSOR
⑥ CRANKSHAFT SPEED FLUCTUATION (CKF) SENSOR
⑦ KNOCK SENSOR (KS)
⑧ IDLE AIR CONTROL (IAC) VALVE
⑨ FAST IDLE THERMO VALVE (A/T)
⑩ THROTTLE BODY (TB)
⑪ FUEL INJECTOR
⑫ FUEL PULSATION DAMPER
⑬ FUEL FILTER
⑭ FUEL PRESSURE REGULATOR
⑮ FUEL PUMP
⑯ FUEL TANK
⑰ FUEL TANK EVAPORATIVE EMISSION (EVAP) VALVE
⑱ AIR CLEANER
⑲ RESONATOR
⑳ POSITIVE CRANKCASE VENTILATION (PCV) VALVE
㉑ THREE WAY CATALYTIC CONVERTER (TWC)
㉒ EVAPORATIVE EMISSION (EVAP) CONTROL CANISTER
㉓ EVAPORATIVE EMISSION (EVAP) PURGE CONTROL SOLENOID VALVE
㉔ EVAPORATIVE EMISSION (EVAP) CONTROL CANISTER VENT SHUT VALVE
㉕ EVAPORATIVE EMISSION (EVAP) TWO WAY VALVE
㉖ EVAPORATIVE EMISSION (EVAP) BYPASS SOLENOID VALVE
㉗ FUEL TANK PRESSURE SENSOR
㉘ EVAPORATIVE EMISSION (EVAP) THREE WAY VALVE
㉙ PURGE JOINT

System Description

System Connectors [Dash and Floor] — '98 – 00 Models



Secondary Heated Oxygen Sensor (Secondary HO2S) (Sensor 2) (cont'd)

P0138 The scan tool indicates Diagnostic Trouble Code (DTC) P0138: A high voltage problem in the Secondary Heated Oxygen Sensor (Secondary HO2S) (Sensor 2) circuit.

— The MIL has been reported on.
— DTC P0138 is stored.

Problem verification:
1. Do the ECM/PCM Reset Procedure.
2. Start the engine. Hold the engine at 3,000 rpm with no load (in Park or neutral) until the radiator fan comes on.
3. Check the Secondary HO2S (Sensor 2) output voltage at 3,000 rpm with the scan tool.

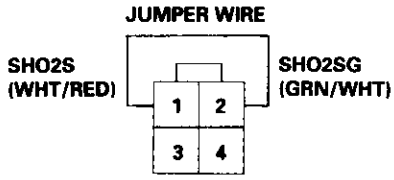
Does the voltage stay at 0.6 V or more?

NO → **Intermittent failure, system is OK at this time. Check for poor connections or loose wires at C127 (located on ECM/PCM bracket), C721 (Secondary HO2S, Sensor 2) and at the ECM/PCM.**

YES

Check for an open in the Secondary HO2S:
1. Turn the ignition switch OFF.
2. Disconnect the Secondary HO2S (Sensor 2) 4P connector.
3. Connect the Secondary HO2S (Sensor 2) 4P connector terminals No. 1 and No. 2 with a jumper wire.
4. Turn the ignition switch ON (II).
5. Check the Secondary HO2S (Sensor 2) output voltage with the scan tool.

SECONDARY HO2S (Sensor 2) 4P CONNECTOR (C721)



Wire side of female terminals

Is there 0.6 V or more?

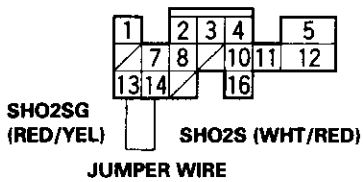
NO → **Replace the Secondary HO2S (Sensor 2).**

YES

('97 model)

Check for an open in the wires (SHO2S, SG2 lines):
1. Turn the ignition switch OFF.
2. Connect PCM connector terminals D14 and D13 with a jumper wire.
3. Turn the ignition switch ON (II).
4. Check the Secondary HO2S (Sensor 2) output voltage with the scan tool.

PCM CONNECTOR D (16P)



Wire side of female terminals

Is there 0.6 V or more?

NO → **Repair open in the wire between the PCM (D14 or D13) and the Secondary HO2S (Sensor 2).**

YES

(To page 11-119)

Fuel Supply System

System Description

The fuel supply system consists of a fuel tank, in-tank high-pressure fuel pump, PGM-FI main relay, fuel filter, fuel pressure regulator, fuel injectors, and fuel delivery and return lines. This system delivers pressure-regulated fuel to the fuel injectors and cuts the fuel delivery when the engine is not running.

Fuel Pressure

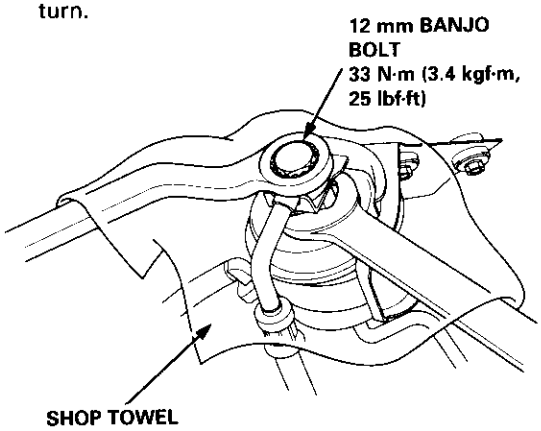
Relieving

Before disconnecting fuel pipes or hoses, release pressure from the system by loosening the 12 mm banjo bolt on the top of the fuel filter.

⚠ WARNING

- **Do not smoke while working on the fuel system. Keep open flames or sparks away from your work area.**
- **Be sure to relieve fuel pressure while the ignition switch is off.**

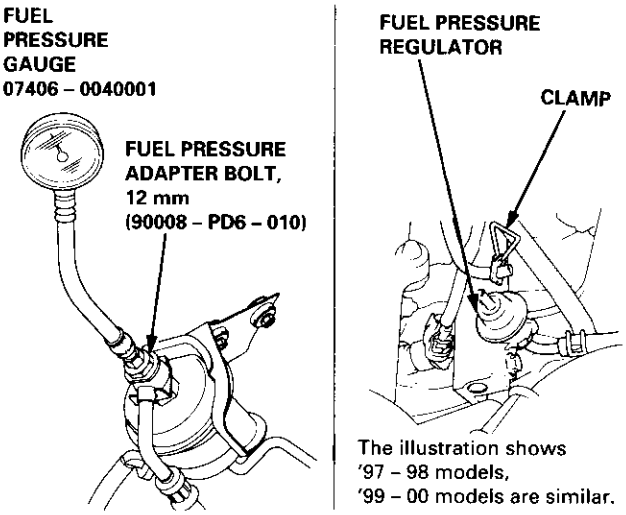
1. Write down the frequencies for the radio's preset buttons.
2. Disconnect the battery negative cable from the battery negative terminal.
3. Remove the fuel fill cap.
4. Use a box end wrench on the 12 mm banjo bolt at the fuel filter while holding the fuel filter with another wrench.
5. Place a rag or shop towel over the 12 mm banjo bolt.
6. Slowly loosen the 12 mm banjo bolt one complete turn.



NOTE: Replace the washers whenever the 12 mm banjo bolt is loosened or removed.

Inspection

1. Relieve fuel pressure.
2. Remove the 12 mm banjo bolt on the fuel filter while holding the fuel filter with another wrench. Attach the 12 mm fuel pressure adapter bolt and the special tool.



The illustration shows '97 – 98 models, '99 – 00 models are similar.

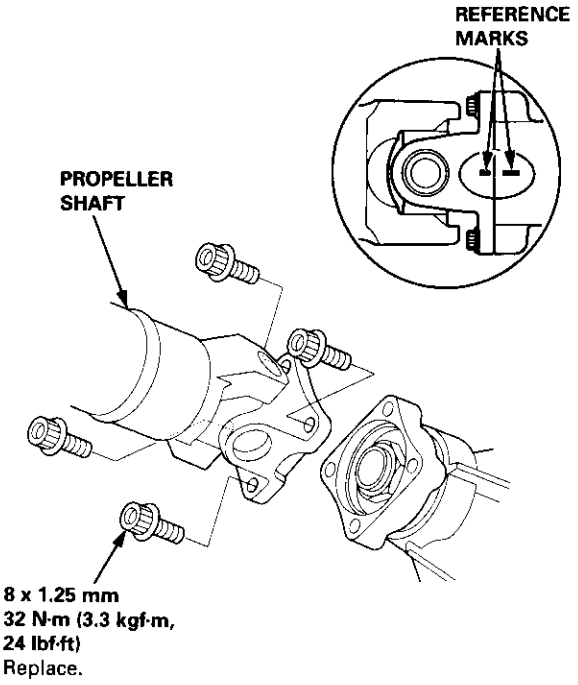
3. Start the engine. Measure the fuel pressure with the engine idling and the vacuum hose of the fuel pressure regulator disconnected from the fuel pressure regulator and pinched. If the engine will not start, turn the ignition switch on (II), wait for two seconds, turn it off, then back on again and read the fuel pressure.
   Pressure should be:
   '97 – 98 models:
   260 – 310 kPa (2.7 – 3.2 kgf/cm², 38 – 46 psi)
   '99 – 00 models:
   270 – 320 kPa (2.8 – 3.2 kgf/cm², 40 – 47 psi)
4. Reconnect vacuum hose to the fuel pressure regulator.
   Pressure should be:
   '97 – 98 models:
   210 – 250 kPa (2.1 – 2.6 kgf/cm², 30 – 37 psi)
   '99 – 00 models:
   220 – 260 kPa (2.2 – 2.7 kgf/cm², 31 – 38 psi)
   If the fuel pressure is not as specified, first check the fuel pump (see page 11-183). If the fuel pump is OK, check the following:
   - If the fuel pressure is higher than specified, inspect for:
     — Pinched or clogged fuel return hose or line.
     — Faulty fuel pressure regulator (see page 11-181).
   - If the fuel pressure is lower than specified, inspect for:
     — Clogged fuel filter.
     — Faulty fuel pressure regulator (see page 11-181).
     — Fuel line leakage.

Transfer Assembly

Inspection

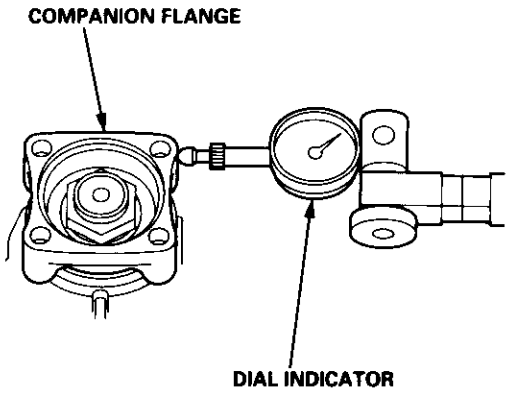
⚠ WARNING Make sure lifts, jacks, and safety stands are placed properly (see section 1).

1. Raise the front of the vehicle, and support it with safety stands (see section 1).
2. Set the parking brake, and block both rear wheels securely.
3. Shift to neutral position.
4. Make a reference mark across the propeller shaft and the transfer assembly flanges.



5. Separate the propeller shaft from the transfer assembly.
6. Set a dial indicator on the transfer assembly flange, then measure the transfer gear backlash.

STANDARD: 0.06 – 0.16 mm (0.002 – 0.006 in)



7. If the measurement is out of specification, remove the transfer assembly and adjust transfer gear backlash (see page 13-44 thru 13-61).
8. Check the transfer oil seal for damage and fluid leaks.
9. If oil seal replacement is required, remove the transfer assembly, replace the oil seal, and adjust the total starting torque (see page 13-44 thru 13-61).

   NOTE: Do not replace the oil seal when the transfer assembly is installed on the transmission.

Transfer Assembly

Reassembly

Note these items during reassembly:

- While reassembling the transfer assembly:
  - — Check and adjust the transfer gear tooth contact.
  - — Measure and adjust the transfer gear backlash.
  - — Check and adjust the tapered roller bearing starting torque.
- Coat all parts with MTF during reassembly.
- Replace the tapered roller bearing and the bearing outer race as a set if either part is replaced.
- Replace the transfer drive gear and the transfer driven gear shaft as a set if either part is replaced.

Outline of Assembly

1. Select the 35 mm thrust shim.
   Perform this procedure if the transfer driven gear shaft or the tapered roller bearing on the transfer driven gear shaft is replaced.

2. Preassemble the parts to check and adjust transfer gear backlash and transfer gear tooth contact.

3. Disassemble the parts, then assemble the transfer driven gear shaft and its related parts.

4. Measure and adjust the starting torque of the transfer driven gear shaft tapered roller bearing.

5. Assemble the transfer shaft and its related parts.

6. Measure and adjust the total starting torque.

35 mm Thrust Shim Selection

1. Select the 35 mm thrust shim if the transfer driven gear shaft or the tapered roller bearing on the transfer driven gear shaft is replaced.

   Calculate the thickness of the 35 mm thrust shim using the formula below.

   FORMULA: $\frac{A}{100} - \frac{B}{100} + C = X$

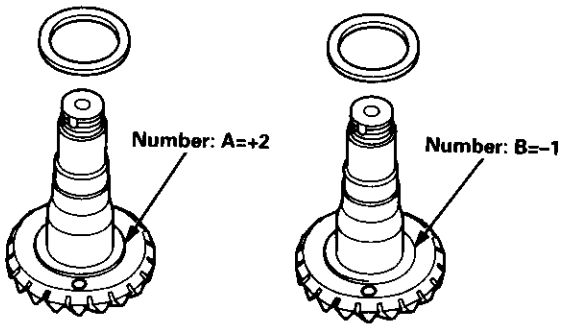
   A: Number on the existing transfer driven gear shaft
   B: Number on the replacement transfer driven gear shaft
   C: Thickness of the existing 35 mm thrust shim
   X: Thickness needed for the replacement 35 mm thrust shim

   NOTE: The number on the transfer driven gear shaft is shown in 1/100 mm.

EXAMPLE:

C: EXISTING 35 mm THRUST SHIM Thickness: C=1.05 mm

X: REPLACEMENT 35 mm THRUST SHIM Thickness: X=?? mm



A: EXISTING TRANSFER DRIVEN GEAR SHAFT

B: REPLACEMENT TRANSFER DRIVEN GEAR SHAFT

$$X = \frac{A}{100} - \frac{B}{100} + C$$
$$= \frac{2}{100} - \frac{-1}{100} + 1.05$$
$$= 0.02 + 0.01 + 1.05$$
$$= 1.08 \text{ (mm)}$$

Select 35 mm thrust shim thickness of 1.08 mm (0.043 in). If the tapered roller bearing on the transfer driven gear shaft is replaced.

Measure the thickness of the replacement bearing and the existing bearing, and calculate the difference of the bearing thickness. Adjust the thickness of the existing 35 mm thrust shim by the amount of difference in bearing thickness, and select the replacement 35 mm thrust shim. Do not use more than one 35 mm thrust shim to adjust the transfer gear backlash.

THRUST SHIM, 35 mm

Shim No.	Part Number	Thickness
A	41361 – PS3 – 000	0.72 mm (0.028 in)
B	41362 – PS3 – 000	0.75 mm (0.030 in)
C	41363 – PS3 – 000	0.78 mm (0.031 in)
D	41364 – PS3 – 000	0.81 mm (0.032 in)
E	41365 – PS3 – 000	0.84 mm (0.033 in)
F	41366 – PS3 – 000	0.87 mm (0.034 in)
G	41367 – PS3 – 000	0.90 mm (0.035 in)
H	41368 – PS3 – 000	0.93 mm (0.037 in)
I	41369 – PS3 – 000	0.96 mm (0.038 in)
J	41370 – PS3 – 000	0.99 mm (0.039 in)
K	41371 – PS3 – 000	1.02 mm (0.040 in)
L	41372 – PS3 – 000	1.05 mm (0.041 in)
M	41373 – PS3 – 000	1.08 mm (0.043 in)
N	41374 – PS3 – 000	1.11 mm (0.044 in)

Description

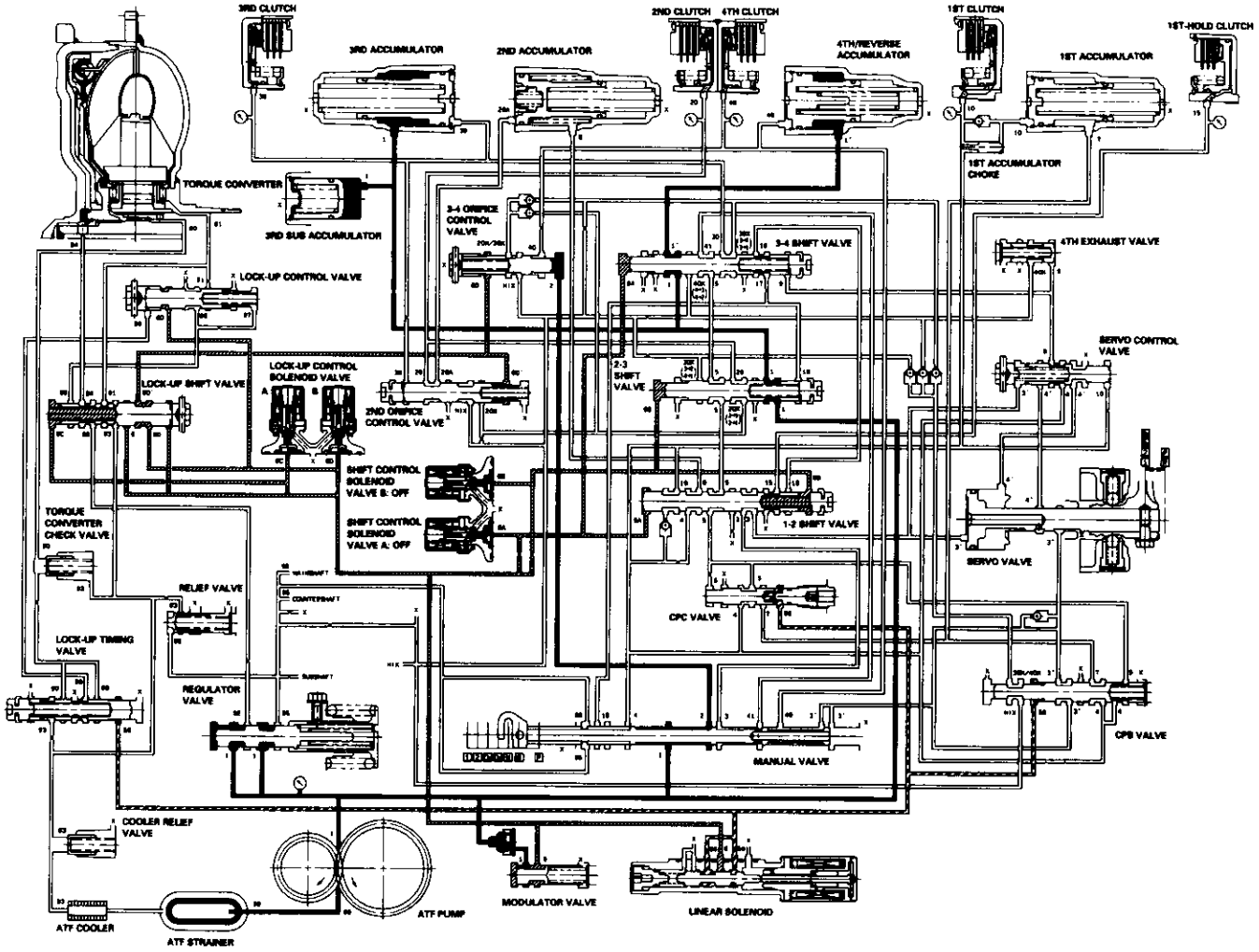
Hydraulic Flow (cont'd)

[N] Position

As the engine turns, the ATF pump starts to operate. Automatic transmission fluid (ATF) is drawn from (99) and discharged into (1). Then, ATF flowing from the ATF pump becomes line pressure (1). Line pressure (1) is regulated by the regulator valve. Torque converter inlet pressure (92) enters (94) of the torque converter through the lock-up shift valve and discharges into (90). The torque converter check valve prevents torque converter pressure from rising. Under this condition, hydraulic pressure is not applied to the clutches.

NOTE:

- When used, "left" or "right" indicates direction on the hydraulic circuit.
- The hydraulic circuit shows the '97 – 98 models (7 positions); the '99 – 00 models (6 positions) is similar.

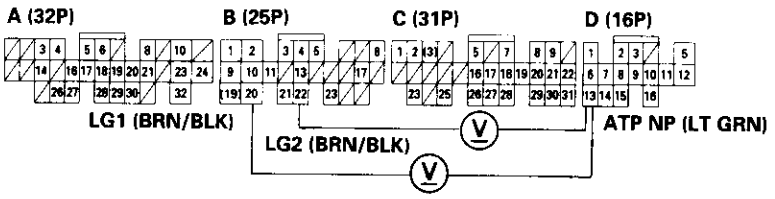


Troubleshooting Flowchart — A/T Gear Position Switch (Short) (cont'd)

From page 14-99

Measure ATP NP Voltage:
1. Shift to all positions other than [P] or [N].
2. Measure the voltage between the D13 and B20 or B22 terminals.

PCM CONNECTORS



Wire side of female terminals

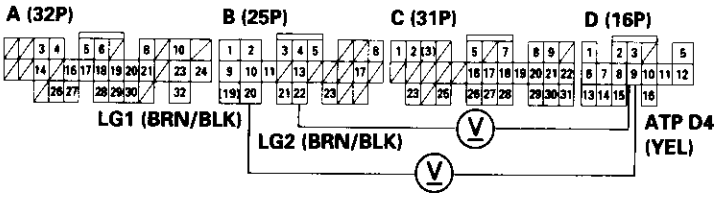
Is there 5 V?

NO

Check for short in the wire between the D13 terminal and the A/T gear position switch, and in the [P] and [N] position signal wires between the A/T gear position indicator and the A/T gear position switch. If wires are OK, check for loose terminal fit in the PCM connectors. If necessary, substitute a known-good PCM and recheck.

YES

Measure ATP D4 Voltage:
1. Shift to all positions other than [D4] ('98) or [D] ('99 – 00).
2. Measure the voltage between the D9 and B20 or B22 terminals.



Is there 5 V?

NO

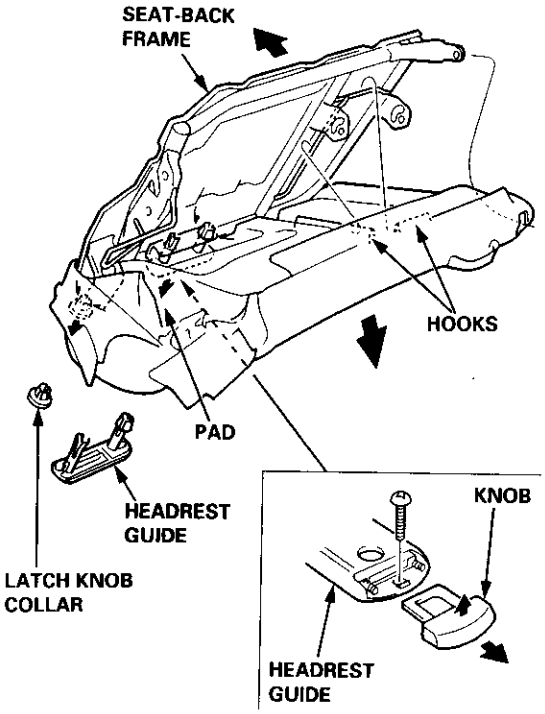
Check for short in the wire between the D9 terminal and the A/T gear position switch or A/T gear position indicator. If wires are OK, check for loose terminal fit in the PCM connectors. If necessary, substitute a known-good PCM and recheck.

YES

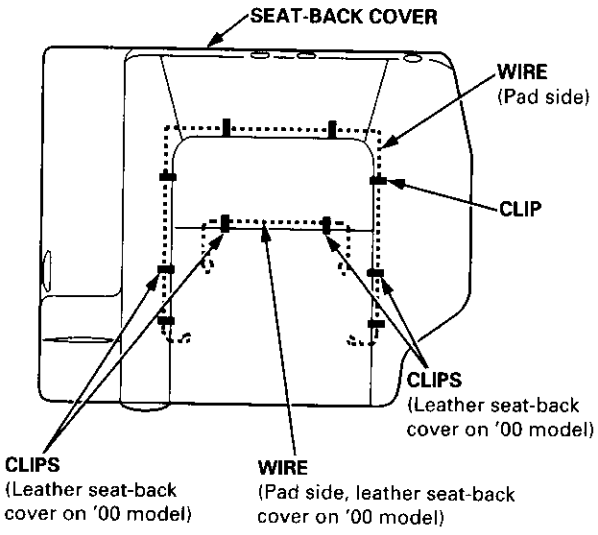
To page 14-101

Rear Seat Cover Replacement (cont'd)

5. Remove the headrest guide and latch knob collar, then remove the seat-back frame.



6. Pull back the edge of the seat-back cover all the way around, release the clips, and remove the seat-back cover.



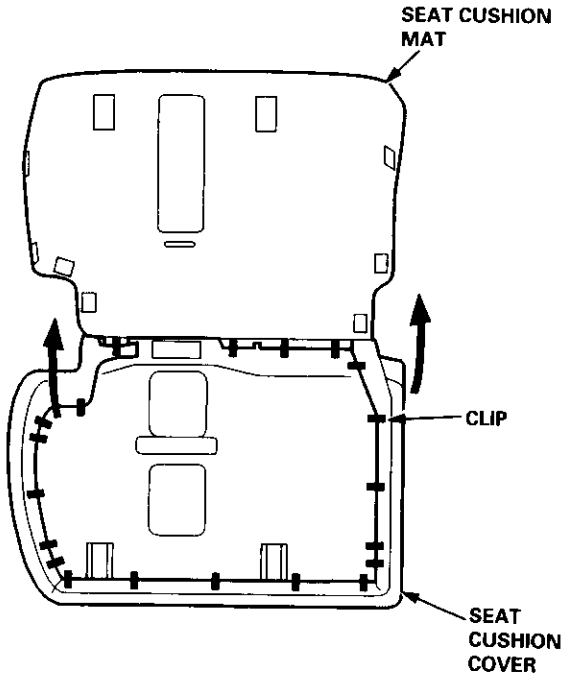
7. Installation is the reverse of the removal procedure.

NOTE:

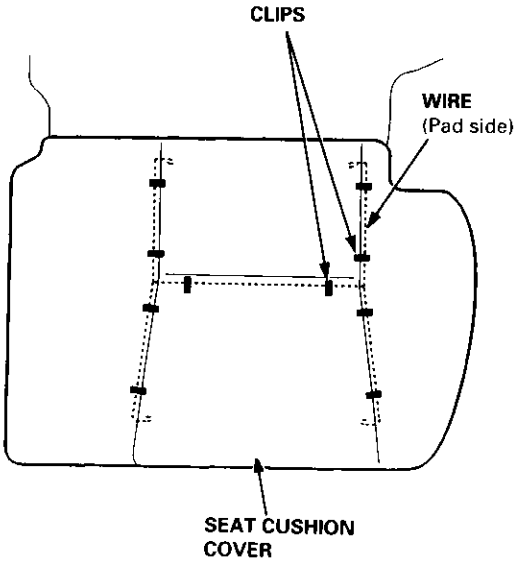
- To prevent wrinkles when installing a seat-back cover, make sure the material is stretched evenly over the pad before securing the hook and clips.
- Replace the released clips with new ones.

Seat cushion cover:

1. Remove the seat cushion (see page 20-65).
2. Remove the seat cushion latch and seat cushion strap (see page 20-66).
3. Pull back the edge of the seat cushion mat, then release all of the clips.



4. Pull back the edge of the seat cushion cover all the way around, release the clips, and remove the seat cushion cover.



Airbag/Seat Belt Tensioner

Disposal (cont'd)

7. Connect a 12 volt battery to the tool:

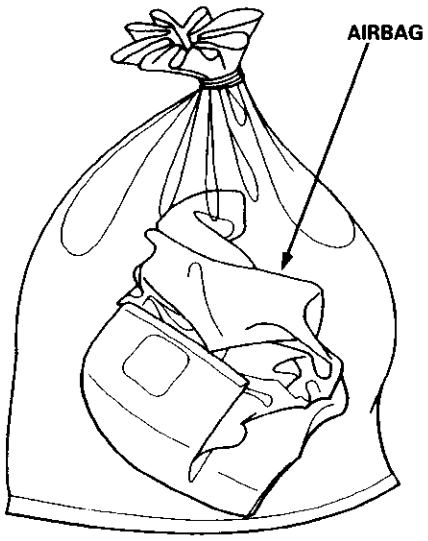
   - If the green light on the tool comes on, the airbag igniter circuit is defective and cannot deploy the airbag. Go to Damaged Airbag Special Procedure.
   - If the red light on the tool comes on, the airbag is ready to be deployed.

8. Push the tool's deployment switch. The airbag should deploy (deployment is both highly audible and visible; a loud noise and rapid inflation of the bag, followed by slow deflation).

   - If the airbags deploy and the green light on the tool comes on, continue with this procedure.
   - If an airbag doesn't deploy, yet the green light comes ON, its igniter is defective. Go to Damaged Airbag Special Procedure.
   - During deployment, the airbag can become hot enough to burn you. Wait thirty minutes after deployment before touching the airbag.

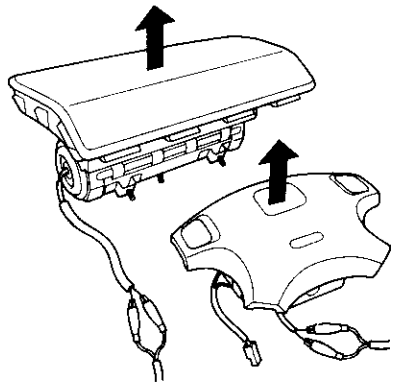
9. Dispose of the complete airbag. No part of it can be reused. Place it in a sturdy plastic bag, and seal it securely.

   CAUTION:
   - **Wear a face shield and gloves when handling a deployed airbag.**
   - **Wash your hands and rinse them well with water after handling a deployed airbag.**



Deploying the Airbag: Out-of-vehicle

If an intact airbag has been removed from a scrapped vehicle, or has been found defective or damaged during transit, storage or service, it should be deployed as follows:



1. Confirm that the special tool is functioning properly by following the check procedure on this page or on the tool label.
2. Position the airbag face up, outdoors on flat ground at least thirty feet (10 m) from any obstacles or people.
3. Follow steps 6, 7, 8, and 9 of the in-vehicle deployment procedure.

Damaged Airbag (or Seat Belt Tensioner) Special Procedure

⚠ WARNING If an airbag (or Seat Belt Tensioner) cannot be deployed, it should not be treated as normal scrap; it should still be considered a potentially explosive device that can cause serious injury.

1. If installed in a vehicle, follow the removal procedure on page 24-3 and 24-87 through 90.
2. In all cases, make a short circuit by twisting together the two airbag inflator wires.
3. Package the airbag in exactly the same packaging that the new replacement part came in.
4. Mark the outside of the box "DAMAGED AIRBAG (or TENSIONER) NOT DEPLOYED" so it does not get confused with your parts stock.
5. Contact your Honda District Service Manager for how and where to return it for disposal.

Deployment Tool: Check Procedure

1. Connect the yellow clips to both switch protector handles on the tool; connect the tool to a battery.
2. Push the operation switch: green means the tool is OK; red means the tool is faulty.
3. Disconnect the battery and the yellow clips.