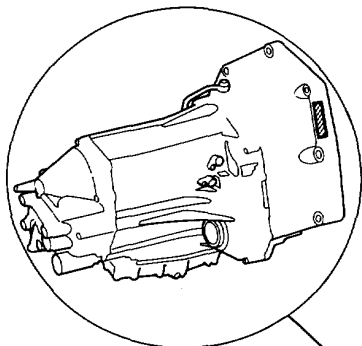


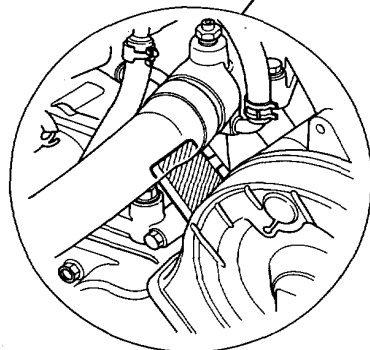
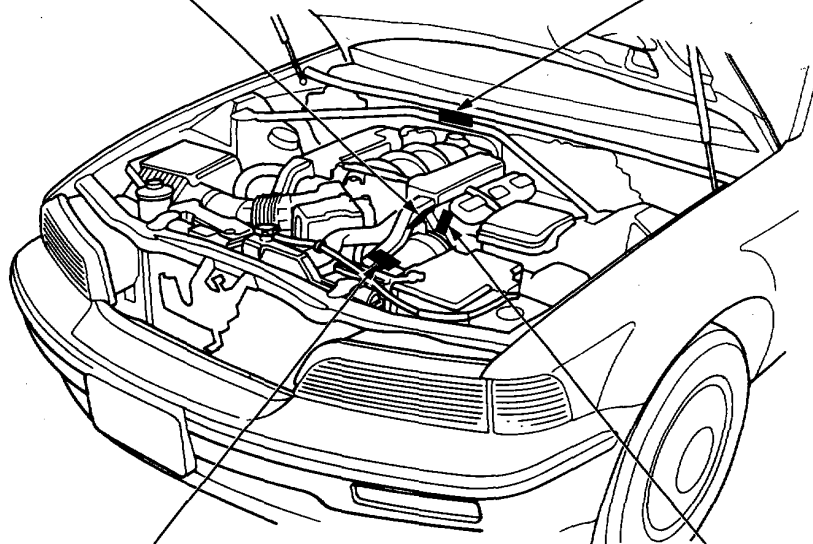
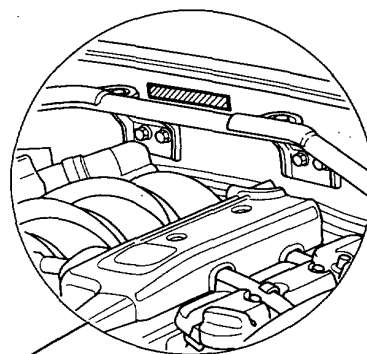
Identification Number Locations



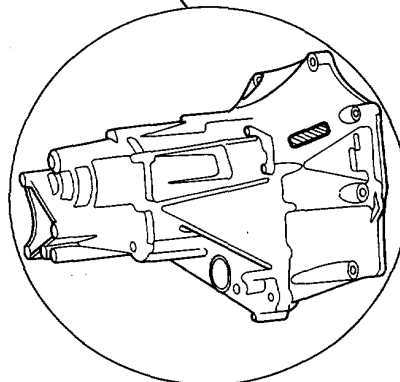
**Transmission Number
(Automatic)**



Vehicle Identification Number



Engine Number



**Transmission Number
(Manual)**

(cont'd)

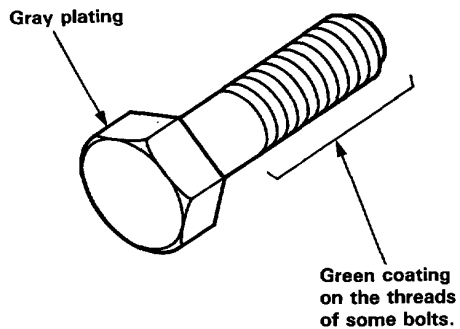
Preparation of Work

Handling of Special Nuts and Bolts

Because the front sub frame sections on this car are constructed with aluminum alloys, use only the special "Dacro" type nuts and bolts recommended by Honda.

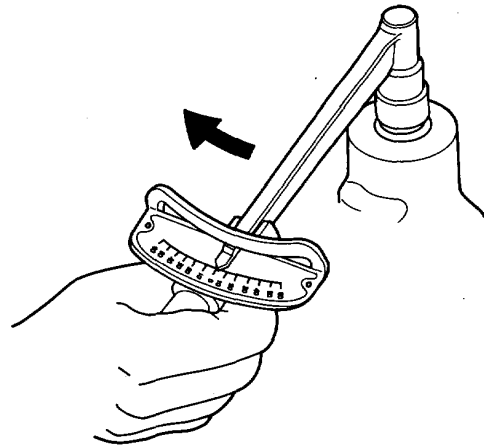
NOTE:

- Dacro finish can be identified by gray plating.
- Some Dacro finish bolts have a green coating on the thread section of the bolt for easier application. This type of bolt is called a "Torquer" bolt.
- Use of other types of nuts and bolts may cause electrolysis and corrosion, which in turn could cause the bolt to loosen.



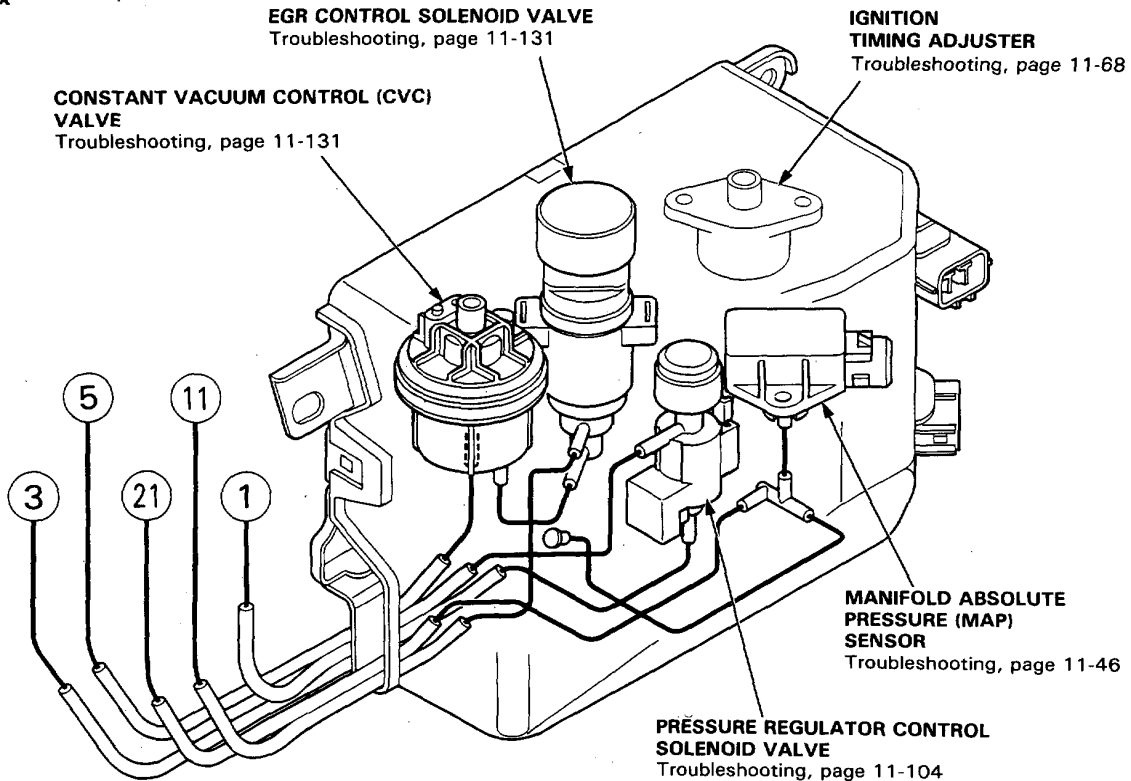
Gray plating: "Dacro" type
Gray plating + Green coating on the threads:
"Torquer" type

1. When replacing nuts and bolts, use only the same type.
2. Tighten the nuts and bolts with a torque wrench to the specifications provided in this manual.
3. Clean all thread ridges with a non wire type bristle brush. Foreign matter in the threads may cause the bolt to loosen.
4. Sections on this car requiring the use of Dacro nuts and bolts will be indicated by a (☆) in this manual.

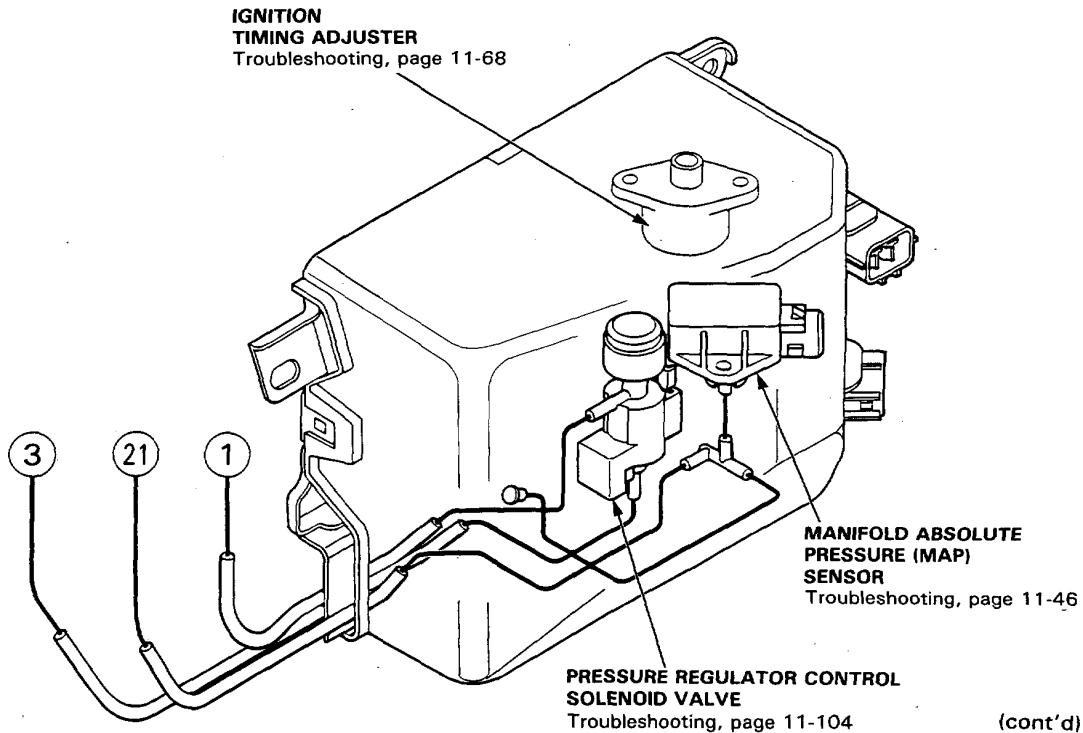




**Control Box
[KE,KT]**



[KQ]



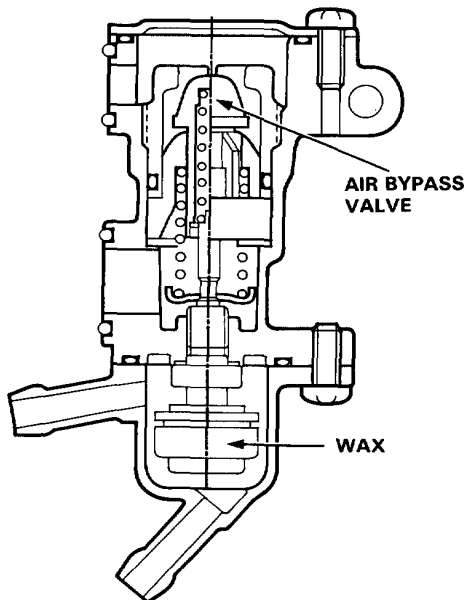
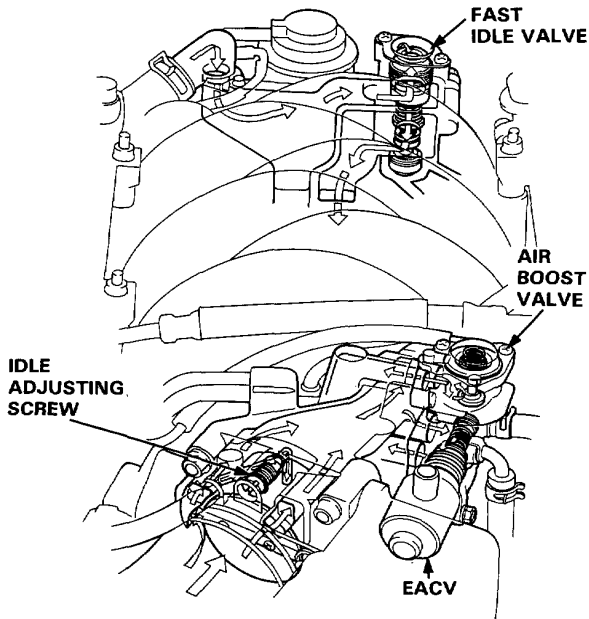
(cont'd)



Fast Idle Valve

Description

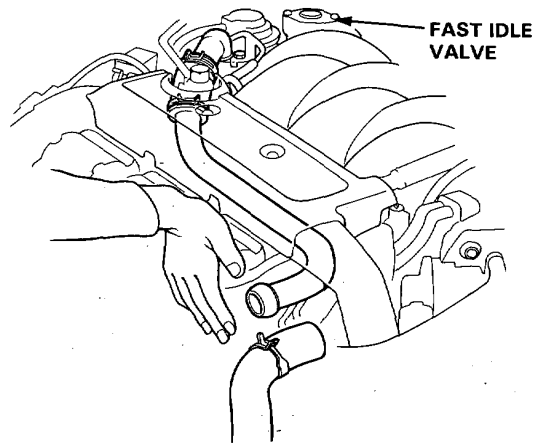
To prevent erratic running when the engine is warming up, it is necessary to raise the idle speed. The fast idle air bypass valve is controlled by a thermowax plunger. When the engine is cold, the engine coolant surrounding the thermowax contracts the plunger, allowing additional air to be bypassed into the intake manifold so that the engine idles faster. When the engine reaches operating temperature, the valve closes, reducing the amount of air bypassing into the manifold.



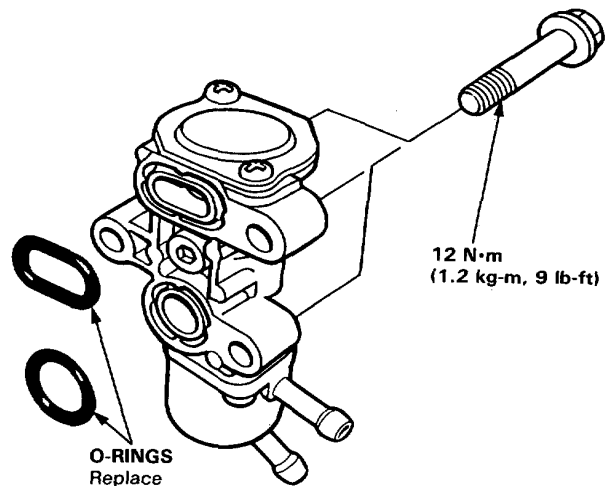
Inspection

NOTE: The fast idle valve is factory adjusted; it should not be disassembled.

1. Start the engine.
2. Remove the hose from pipe. Put your finger over the pipe and check for air flow (vacuum) with the engine cold (coolant temperature below 30°C, 86°F) and idling.



- If no vacuum is felt, replace the fast idle valve and retest.



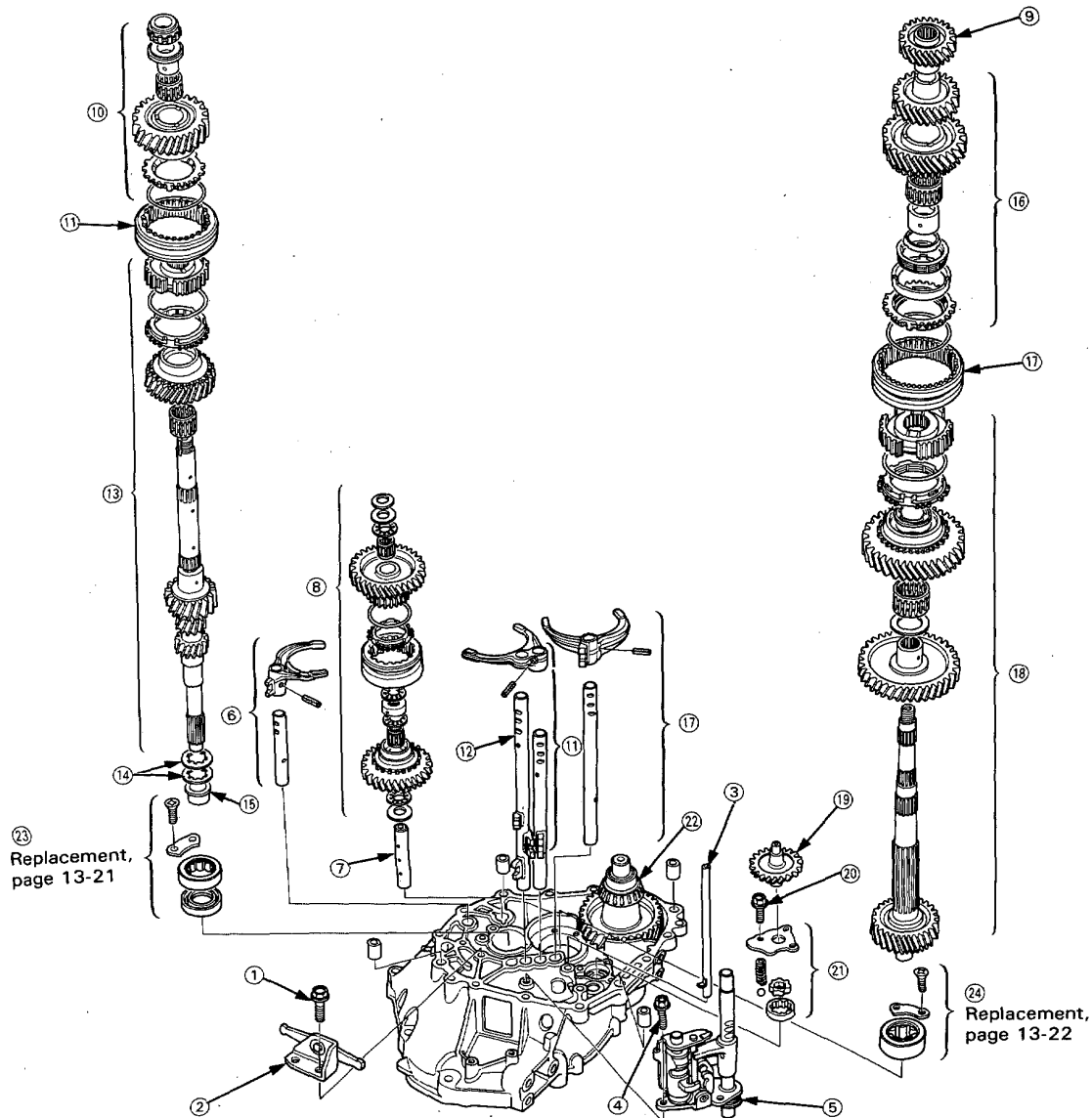
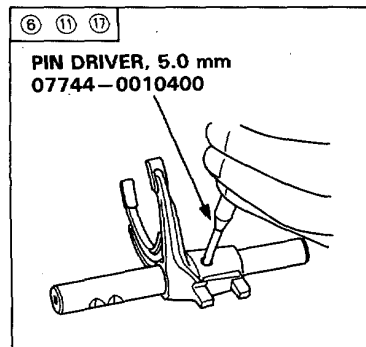
4. Warm up the engine (cooling fan comes on).
5. Check that the valve is completely closed. If not, air suction can be felt in the valve pipe.
 - If any suction is felt, the valve is leaking. Replace the fast idle valve and recheck.

Mainshaft, Countershaft, Reverse Gear Shaft

Disassembly

1. Disassemble the mainshaft, countershaft and the reverse gear shaft assemblies following the numbered sequence.

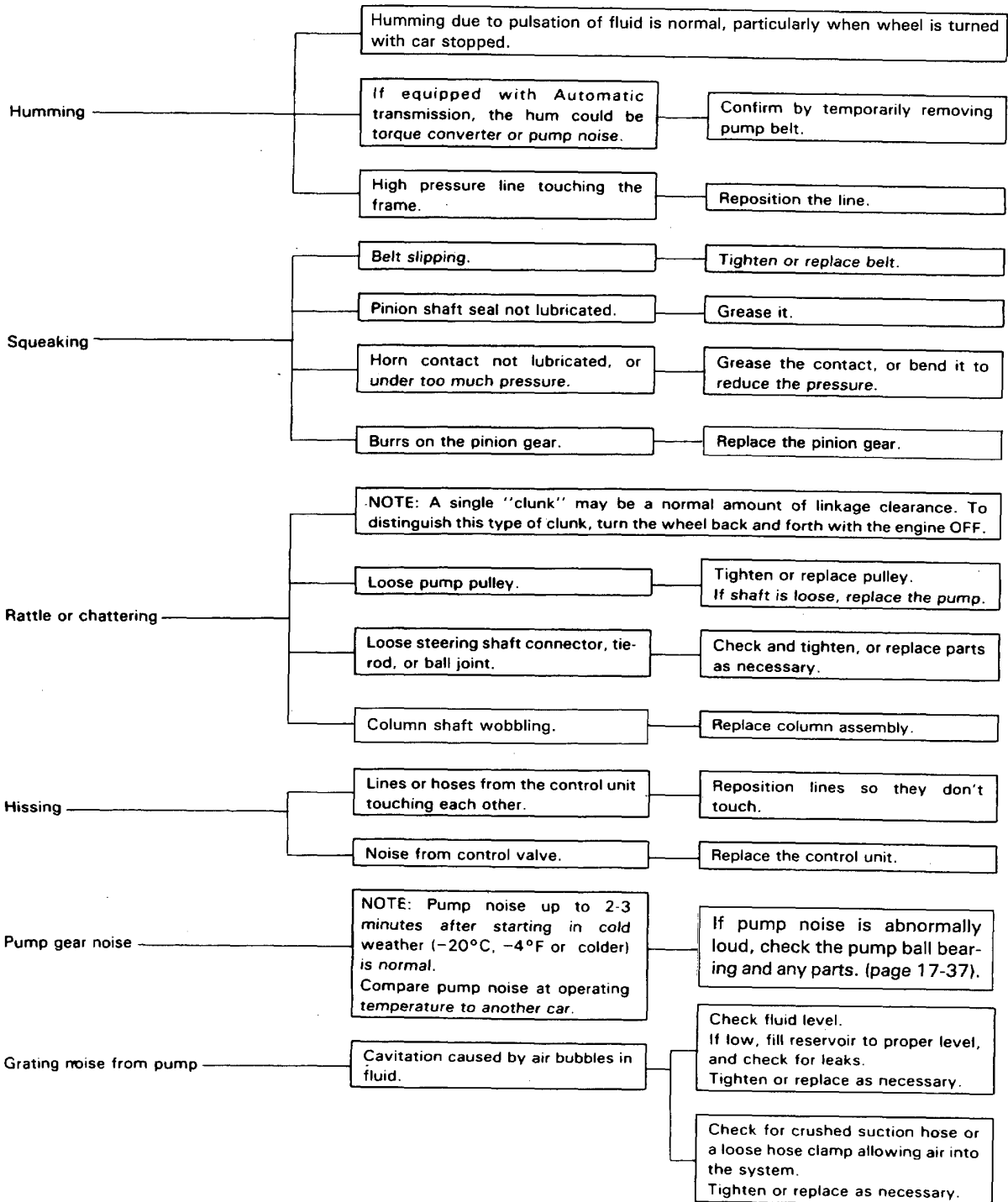
NOTE: Always replace the spring pins when removed.





Noise and Vibration

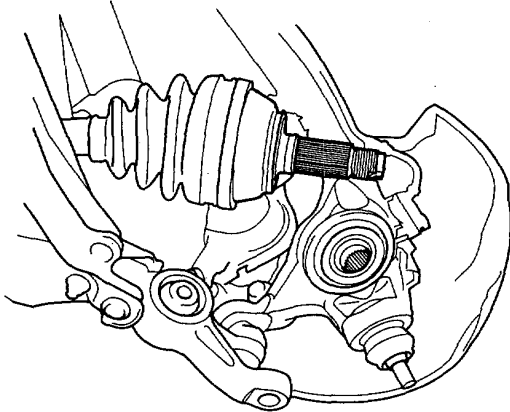
NOTE: Pump noise in first 2–3 minutes after starting in cold weather (–20°C, –4°F or colder) is normal.



Front Suspension

Knuckle/Hub Replacement (cont'd)

24. Pull the knuckle outward and remove the driveshaft outboard joint from the knuckle using a plastic hammer.



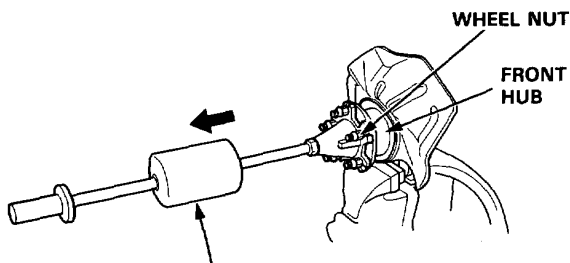
Wheel bearing Replacement:

NOTE: Replace the bearing with a new one after removal.

25. Carefully clamp the caliper bracket mount section of the knuckle in a vise with soft jaws.
26. Separate the hub from the knuckle using a commercially available hub puller.

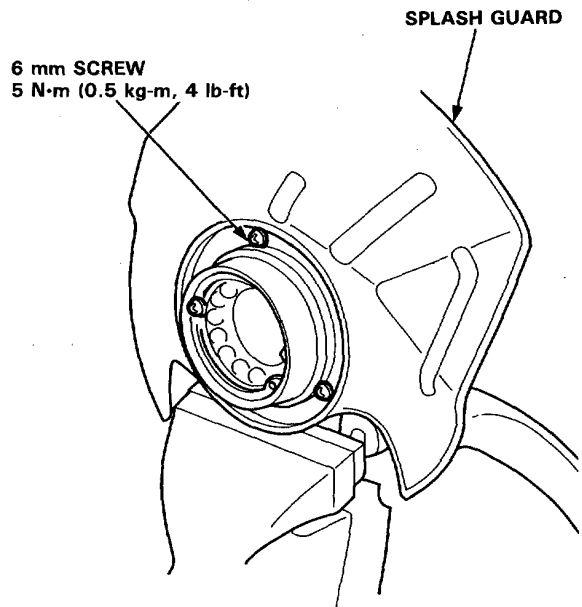
CAUTION:

- Hold the knuckle securely so it does not slip out of the vise from the impact.
- Take care not to distort the splash guard.

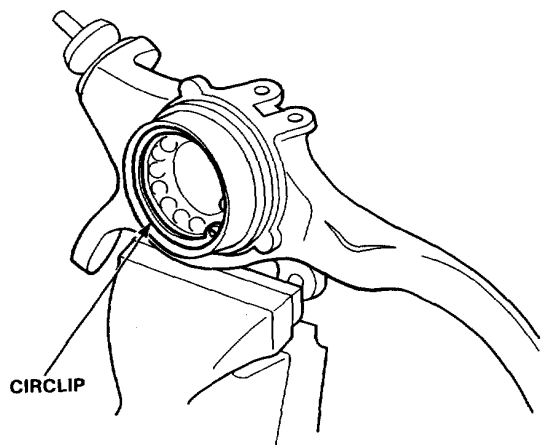


SNAP-ON:
T/N CJ123-1 Adapter Plate
T/N CJ105-4A Shaft Assembly
T/N CJ97-3 Remover Weight
or
Equivalent commercially available

27. Remove the splash guard.



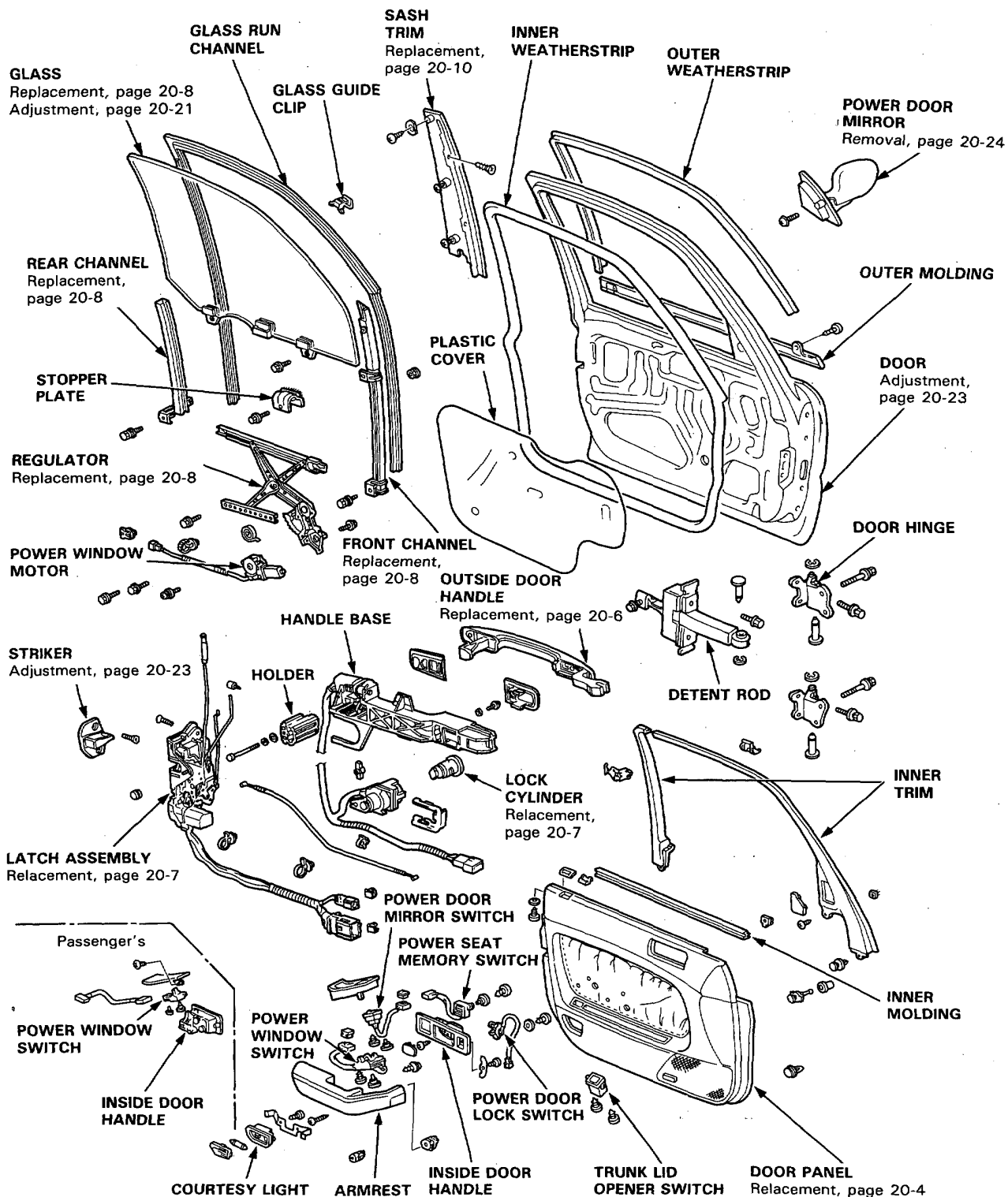
28. Remove the circlip from the knuckle.



Front Door



Index

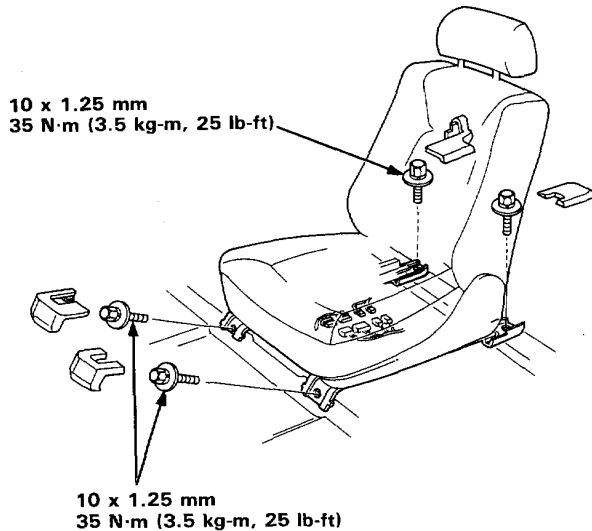


Front Seat

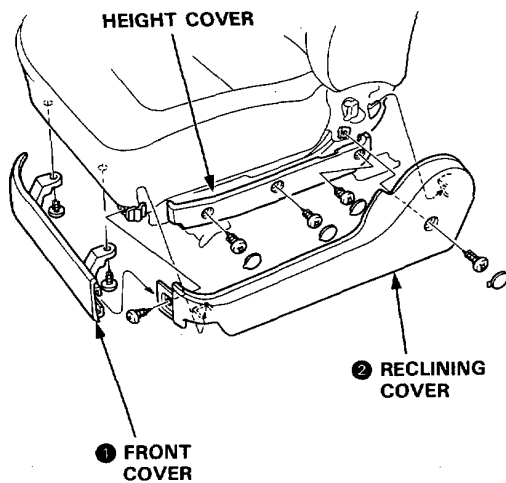
Replacement

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

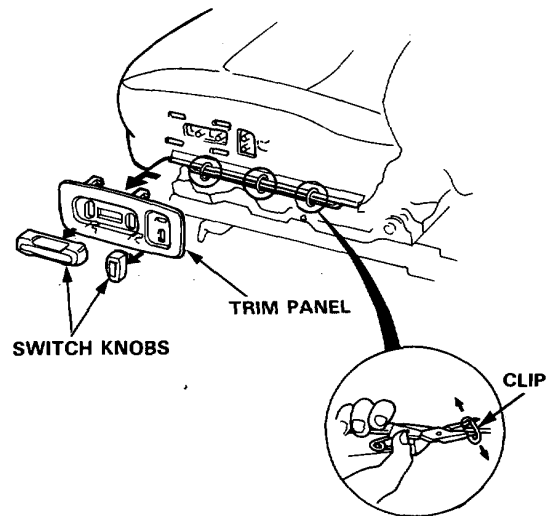
1. Remove the seat track end covers as shown.
2. Remove the mounting bolts and disconnect the connectors, then remove the seat assembly.



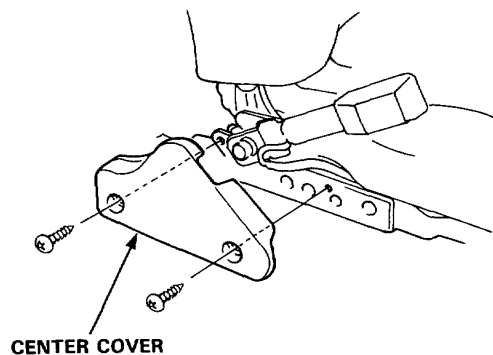
3. Remove the seat cushion front cover.
4. Remove the reclining cover and height cover.



5. Pull the switch knobs. Remove the trim panel by sliding it forward.
6. Remove the clips as shown.



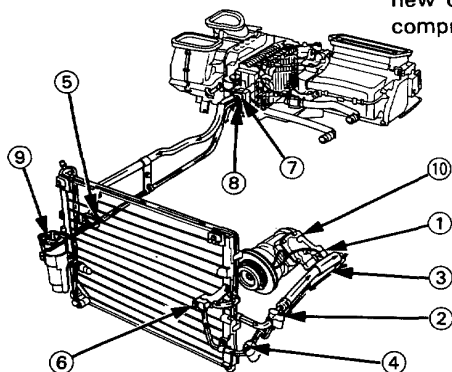
7. Remove the center cover.



A/C Service Tips and Precautions

1. Always disconnect the negative cable from the battery whenever replacing air conditioner parts.
2. Keep moisture and dust out of the system. When disconnecting any lines, plug or cap the fittings immediately; don't remove the caps or plugs until just before you reconnect each line.
3. Before connecting any hose or line, apply a few drops of refrigerant oil to the O-ring.
4. When tightening or loosening a fitting, use a second wrench to support the matching fitting.
5. When discharging the system, use a refrigerant recovery system; don't release refrigerant into the atmosphere.
6. Add refrigerant oil after replacing the following parts:

Condenser	30 cc (1/2 fl oz)
Evaporator	60 cc (1/2 fl oz)
Line or hose	10 cc (1/3 fl oz)
Receiver	10 cc (1/3 fl oz)
Compressor	On compressor replacement, subtract the volume of oil drained from the removed compressor from 100 cc (3 fl oz), and drain the calculated volume of oil from the new compressor: 100 cc (3 fl oz) minus the Volume of oil from the removed compressor = Volume to drain from new compressor.



Don't overtighten fittings; you could damage them. Leaks are caused by faulty O-rings; overtightening won't stop them.

- | | |
|--|--|
| ① Suction hose at the compressor
29 N·m (2.9 kg–21 lb-ft) | ⑥ Discharge hose at the condenser
29 N·m (2.9 kg–21 lb-ft) |
| ② Suction hose and suction line
9 N·m (0.9 kg–6.5 lb-ft) | ⑦ Suction line at the heater unit
10 N·m (1.0 kg–7.2 lb-ft) |
| ③ Discharge hose at the compressor
29 N· (2.9 kg–21 lb-ft) | ⑧ Receiver line at the heater unit
10 N·m (1.0 kg–7.2 lb-ft) |
| ④ Discharge hose to the Discharge line
9 N·m (0.9 kg–6.5 lb-ft) | ⑨ Receiver line at the receiver/dryer
10 N·m (1.0 kg–7.2 lb-ft) |
| ⑤ Suction line to suction line
10 N·m (1.0 kg–7.2 lb-ft) | ⑩ Compressor mounting bolts
25 N·m (2.5 kg–18 lb-ft) |

⚠ WARNING

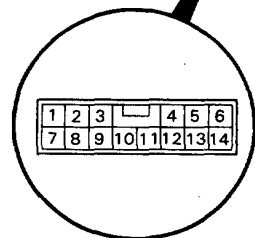
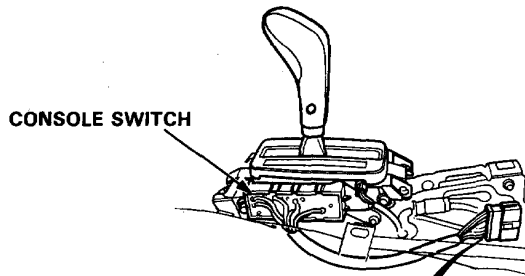
When handling refrigerant (R-12):

- 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 in 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 stored below 40°C (100°F).
- Do not handle or discharge refrigerant in an enclosed area near an open flame: it may ignite and produce a poisonous gas.
- Chlorine from chemicals called chlorofluorocarbons (CFCs) destroys the ozone in the stratosphere. Automotive air conditioning systems currently use chlorofluorocarbons as the refrigerant. Auto air conditioning service equipment has been developed to minimize the release of CFCs to the atmosphere. All service procedures should be performed using this equipment and the manufacturer's instructions.

Shift Lever Position Indicator

Shift Position Console Switch Test

1. Remove the console, then disconnect the 14-P connector from the console switch.
2. Check for continuity between the terminals in each switch position according to the table.
 - Move the lever back and forth without touching the push button at each switch position, and check for continuity within the range of free play of the shift lever.
 - If there's no continuity within the range of free play, adjust the position of the console switch.



View from wire side.

Back-up Light Switch Neutral Safety Switch

Shift Position Console Switch

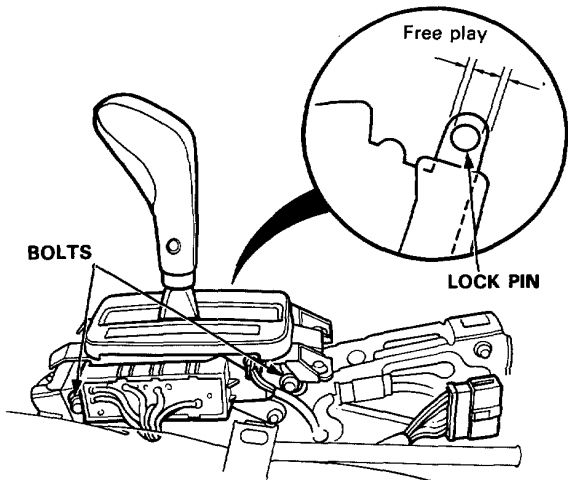
Terminal Position	9	1	2	3	4	5	7	8	12	10	11	6	14
1	○				○								
2	○			○		○							
3	○		○			○							
D	○	○				○							
N	○						○					○	○
R	○							○		○	○		
P	○								○			○	○

Adjustment:

1. Shift to the "P" position, then loosen the bolts.
2. Slide the switch in the direction of D position [within 2.0 mm (0.079 in)] so that there is continuity between No. 9 and No. 12 terminals (within the range of free play of the shift lever).
3. Recheck for continuity between each of the terminals.

NOTE:

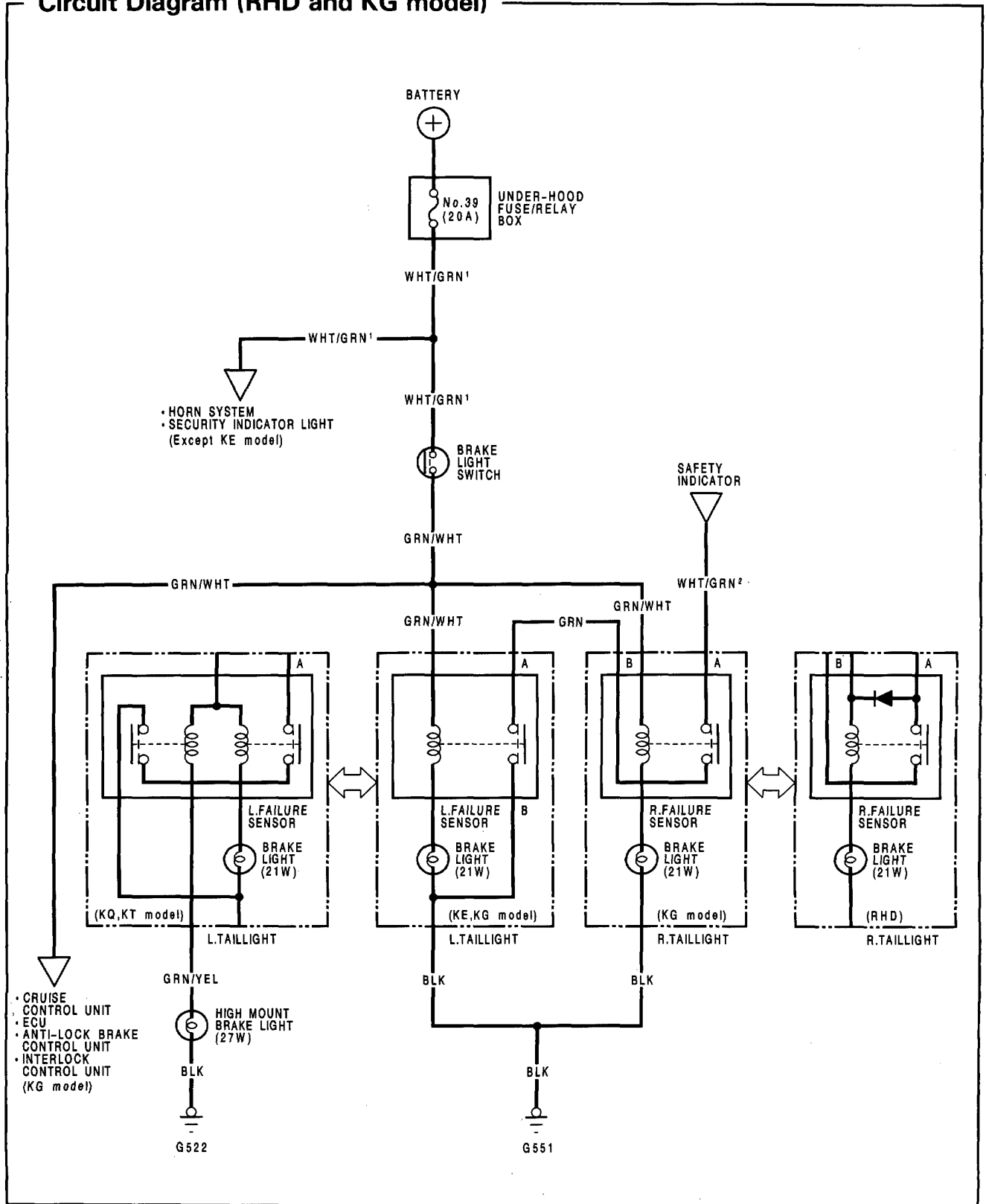
- If adjustment is not possible, check for damage to the shift lever detent and/or bracket. If there is no damage, replace the console switch.
- The engine should start when the shift lever is in N position (within the range of free play).





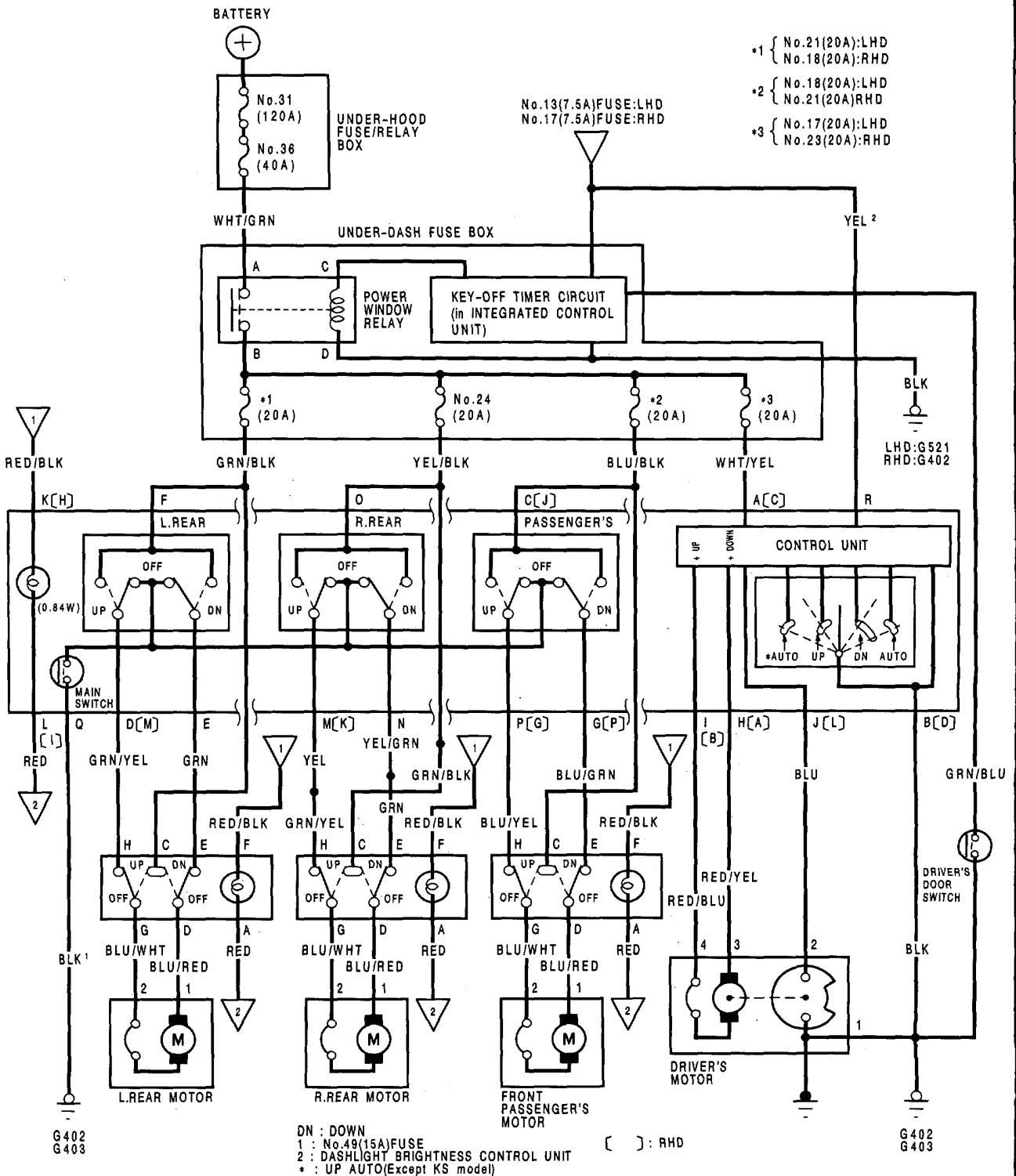
Brake Lights

Circuit Diagram (RHD and KG model)



Power Windows

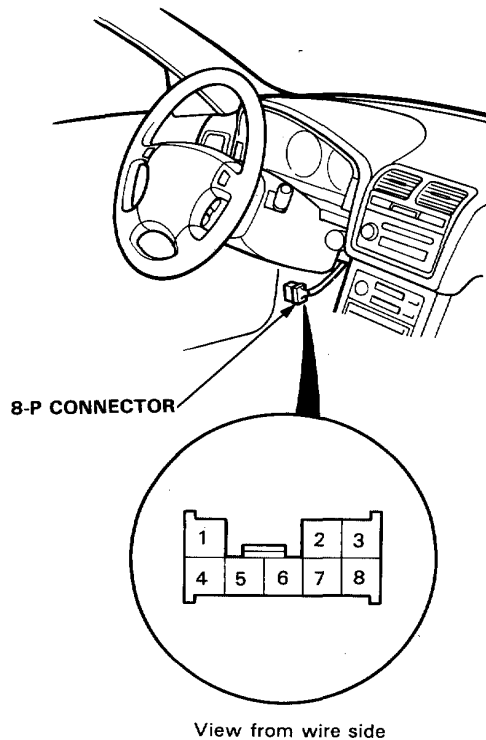
Circuit Diagram (Except KQ)



Security Alarm System

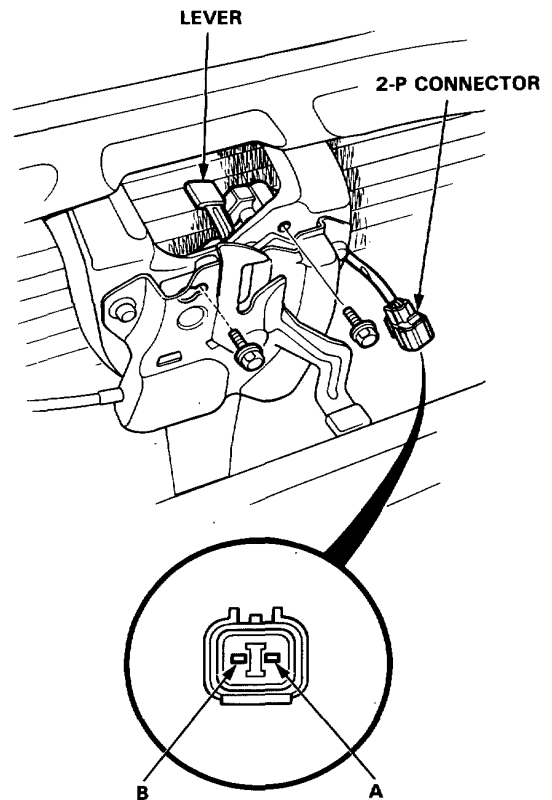
Ignition Key Switch Test

1. Remove the dashboard lower panel.
2. Disconnect the 8-P connector from the main wire harness.
3. There should be continuity between the No. 2 and No. 7 terminal when the ignition key is inserted into the ignition key cylinder.
There should be no continuity when the ignition key is removed.



Hood Switch Test/Replacement

1. Open the hood.
2. Disconnect the 2-P connector from the hood switch.
3. There should be continuity between the A and B terminals with the lever released (hood opened).
There should be no continuity with the lever pushed down (hood closed).



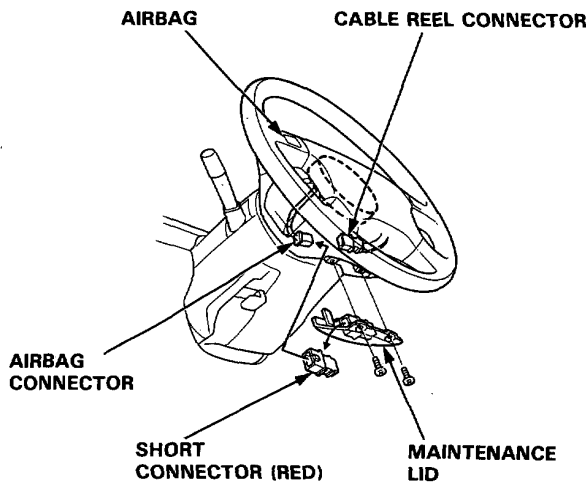
Supplemental Restraint System (SRS)

SRS Unit Removal

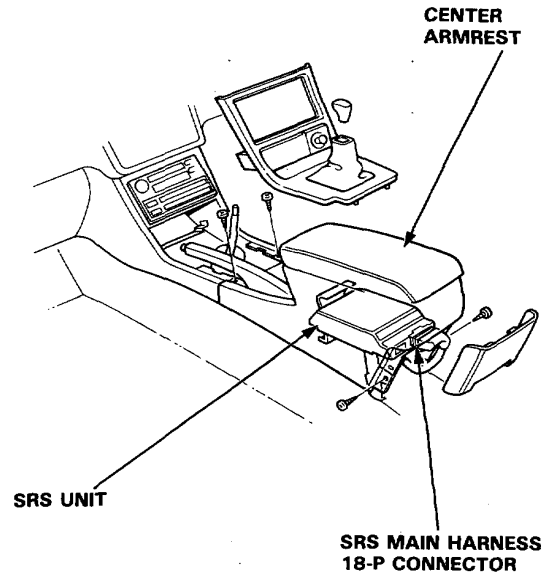
CAUTION:

- Always keep the short connector on the airbag connector when the harness is disconnected.
- Do not damage the SRS unit terminal or connectors.
- Do not disassemble the SRS unit; it has no serviceable parts.
- Store the SRS unit in a clean, dry area.
- Do not use any SRS unit which has been subjected to water damage or shows signs of being dropped or improperly handled, such as dents, cracks or deformation.

1. Disconnect the battery negative cable, then disconnect the positive cable.
2. Install the short connector on airbag. (See page 23-412).



3. Remove the center armrest, then disconnect the SRS main harness 18-P connector from the SRS unit.



4. Remove the 4 SRS unit mounting bolts, then remove the SRS unit.

