General Information

Chassis and Paint Codes

Vehicle Identification Number

2HH MB45 4 * V H 900001

Manufacturer, Make and Type of Vehicle
- 2HH: HONDA OF CANADA MFG., INC. ACURA Passenger car

Line, Body and Engine Type
- MB4: 1.6EL/D16Y8

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

Vehicle Grade
- 4: Standard
- 5: Standard with ABS
- 6: Sport
- 7: Premium

Check Digit

Model Year
- V: 1997

Factory Code
- H: Alliston Plant, Ontario, Canada

Serial Number

Engine Number

D16Y8 - 2750001

Engine Type
- D16Y8: 1.6 ℓ SOHC VTEC 16-valves Sequential Multiport Fuel-injected Engine

Serial Number

Transmission Number

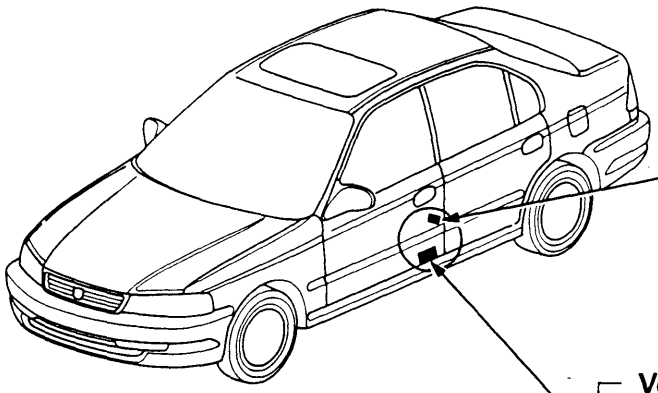
APBA - 1000001

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

Serial Number
- APBA: 1000001~
- S40 : 1000001~

Paint Code

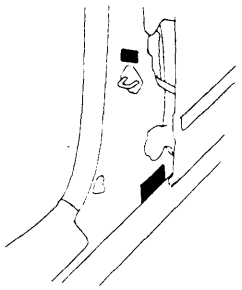
Paint Code	Color
B-73M	Cyclone Blue Metallic
G-82P	Cypress Green Pearl
NH-503P	Granada Black Pearl
R-97	Roma Red
RP-27M	Primrose Mist Metallic



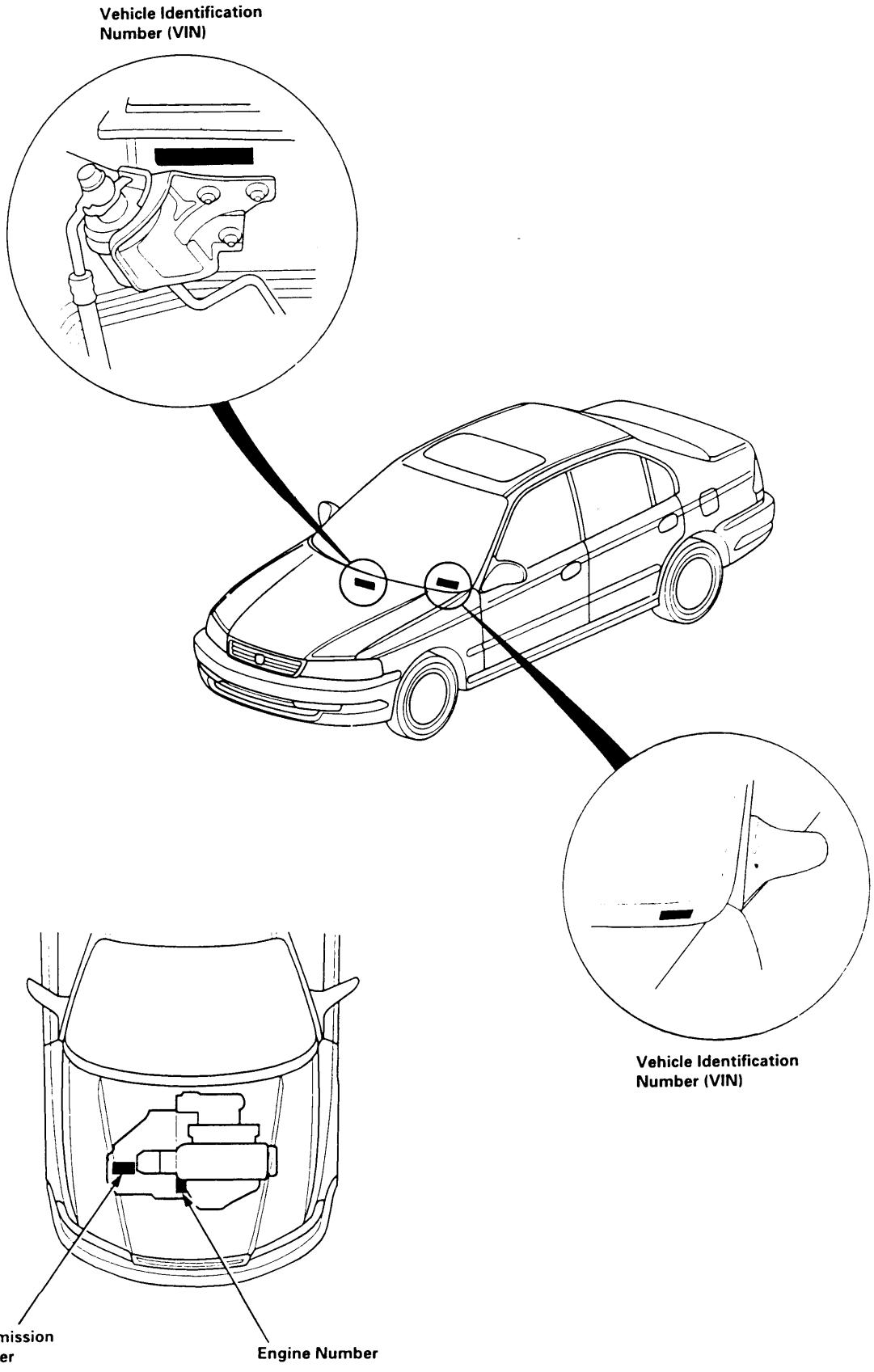
Paint Code

COLOR B-73M

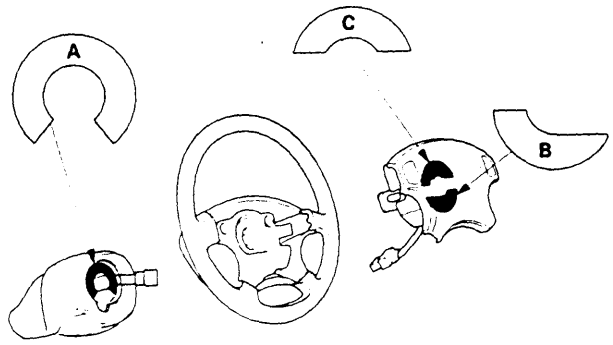
Vehicle Identification Number and Canadian Motor Vehicle Safety Standard Certification



Identification Number Locations



Warning/Caution Label Locations



A: CABLE REEL CAUTION

SRS
INSTALLATION OF THE SRS CABLE REEL IS CRITICAL TO THE PROPER OPERATION OF THE SRS AIRBAG SYSTEM. REFER TO SERVICE MANUAL FOR 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 SUCH AS COPPER. LEAD OR MERCURY MAY PRODUCE HARMFUL AND IRRITATING GASES OR EXPLOSIVE COMPOUNDS. STORAGE TEMPERATURES MUST NOT EXCEED 200°F (100°C). FOR PROPER HANDLING, STORAGE AND DISPOSAL PROCEDURES REFER TO SERVICE MANUAL, SRS SUPPLEMENT.
POISON
CONTAINS POISONOUS SODIUM AZIDE AND POTASSIUM NITRATE.
FIRST AID:
IF CONTENTS ARE SWALLOWED, INDUCE VOMITING. FOR EYE CONTACT, FLUSH EYES WITH WATER FOR 15 MINUTES. IF GASES (FROM ACID OR WATER CONTACT) ARE INHALED, SEEK FRESH AIR. IN EVERY CASE, GET PROMPT MEDICAL ATTENTION.
KEEP OUT OF REACH OF CHILDREN.

D: DRIVER INFORMATION: (SUNVISOR)

SRS AIRBAG ALWAYS WEAR YOUR SEAT BELT
- THIS CAR IS EQUIPPED WITH A DRIVER AIRBAG AND A FRONT SEAT PASSENGER AIRBAG AS A SUPPLEMENTAL RESTRAINT SYSTEM (SRS).
- IT IS DESIGNED TO SUPPLEMENT THE SEAT BELT.
- BEFORE DRIVING, READ LABEL INSIDE THE GLOVE BOX.

E: SRS WARNING (HOOD)

SUPPLEMENTAL RESTRAINT SYSTEM (SRS)
THIS VEHICLE IS EQUIPPED WITH DRIVER AND FRONT SEAT PASSENGER AIRBAGS.
ALL SRS ELECTRICAL WIRING AND CONNECTORS ARE COLORED YELLOW.
TAMPERING WITH, DISCONNECTING OR USING ELECTRICAL TEST EQUIPMENT ON THE SRS WIRING CAN MAKE THE SYSTEM INOPERATIVE OR CAUSE ACCIDENTAL FIRING OF THE INFLATOR.

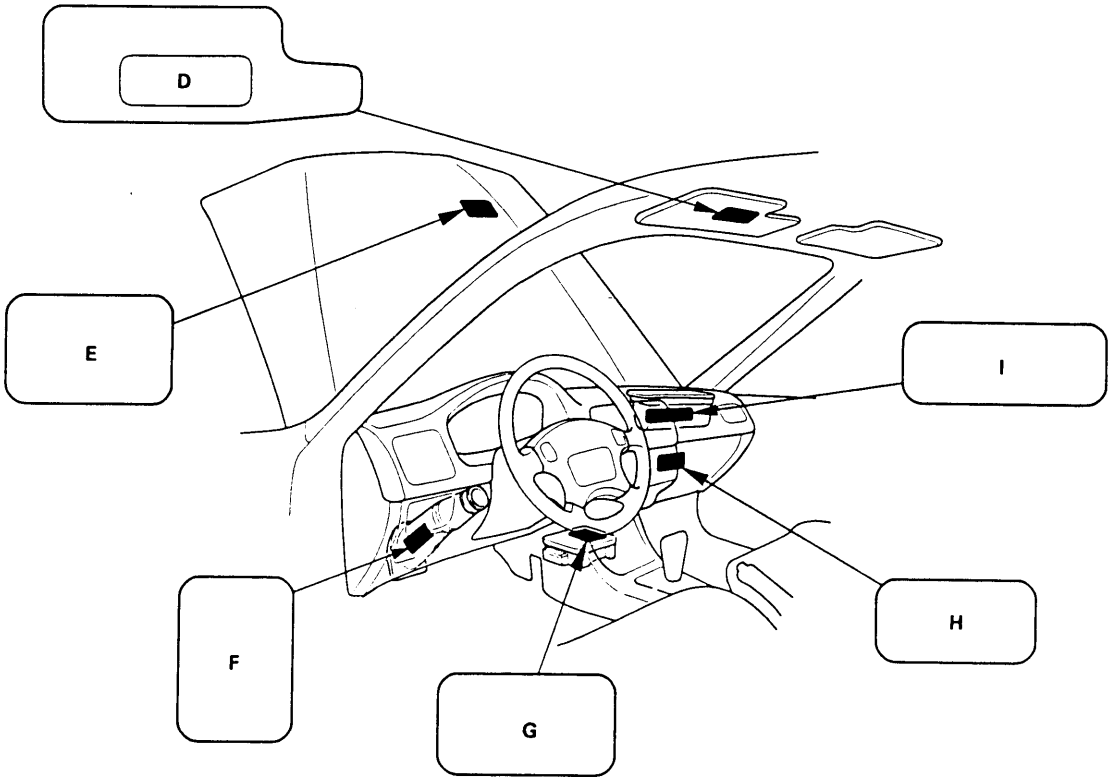
⚠ WARNING
THE AIRBAG INFLATOR IS EXPLOSIVE AND, IF ACCIDENTALLY DEPLOYED, CAN SERIOUSLY HURT YOU. FOLLOW SERVICE MANUAL INSTRUCTIONS CAREFULLY.

F: STEERING COLUMN NOTICE

NOTICE
TO PREVENT SRS DAMAGE, REMOVE STEERING WHEEL BEFORE REMOVING STEERING SHAFT CONNECTING BOLT.

G: MONITOR CAUTION

NOTICE SRS
- NO SERVICEABLE PARTS INSIDE.
- REFER TO SERVICE MANUAL FOR DETAILED INSTRUCTIONS.



H: SRS INFORMATION LABEL (GLOVE BOX)

AIRBAG INFORMATION
SUPPLEMENTAL RESTRAINT SYSTEM (SRS)

- THE SRS MUST BE INSPECTED TEN YEARS AFTER IT IS INSTALLED. THE DATE OF INSTALLATION IS SHOWN ON THE CERTIFICATION PLATE, LOCATED ON THE DRIVER'S DOORJAMB.
- DIAGNOSTIC CHECKS AND REPLACEMENT OF SRS COMPONENTS MUST BE DONE BY AN AUTHORIZED DEALER.
- SEE YOUR OWNER'S MANUAL FOR ADDITIONAL SRS INFORMATION.

I: FRONT SEAT PASSENGER MODULE DANGER

⚠ DANGER
EXPLOSIVE/FLAMMABLE
CONTACT WITH ACID, WATER OR HEAVY METALS SUCH AS COPPER, LEAD OR MERCURY MAY PRODUCE HARMFUL AND IRRITATING GASES OR EXPLOSIVE COMPOUNDS. STORAGE TEMPERATURES MUST NOT EXCEED 200°F (100°C). FOR PROPER HANDLING, STORAGE AND DISPOSAL PROCEDURES REFER TO SERVICE MANUAL, SRS SUPPLEMENT.
POISON
CONTAINS POISONOUS SODIUM AZIDE AND POTASSIUM NITRATE.
FIRST AID
IF CONTENTS ARE SWALLOWED, INDUCE VOMITING. FOR EYE CONTACT, FLUSH EYES WITH WATER FOR 15 MINUTES. IF GASES (FROM ACID OR WATER CONTACT) ARE INHALED, SEEK FRESH AIR IN EVERY CASE, GET PROMPT MEDICAL ATTENTION.
KEEP OUT OF REACH OF CHILDREN.

⚠ 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.

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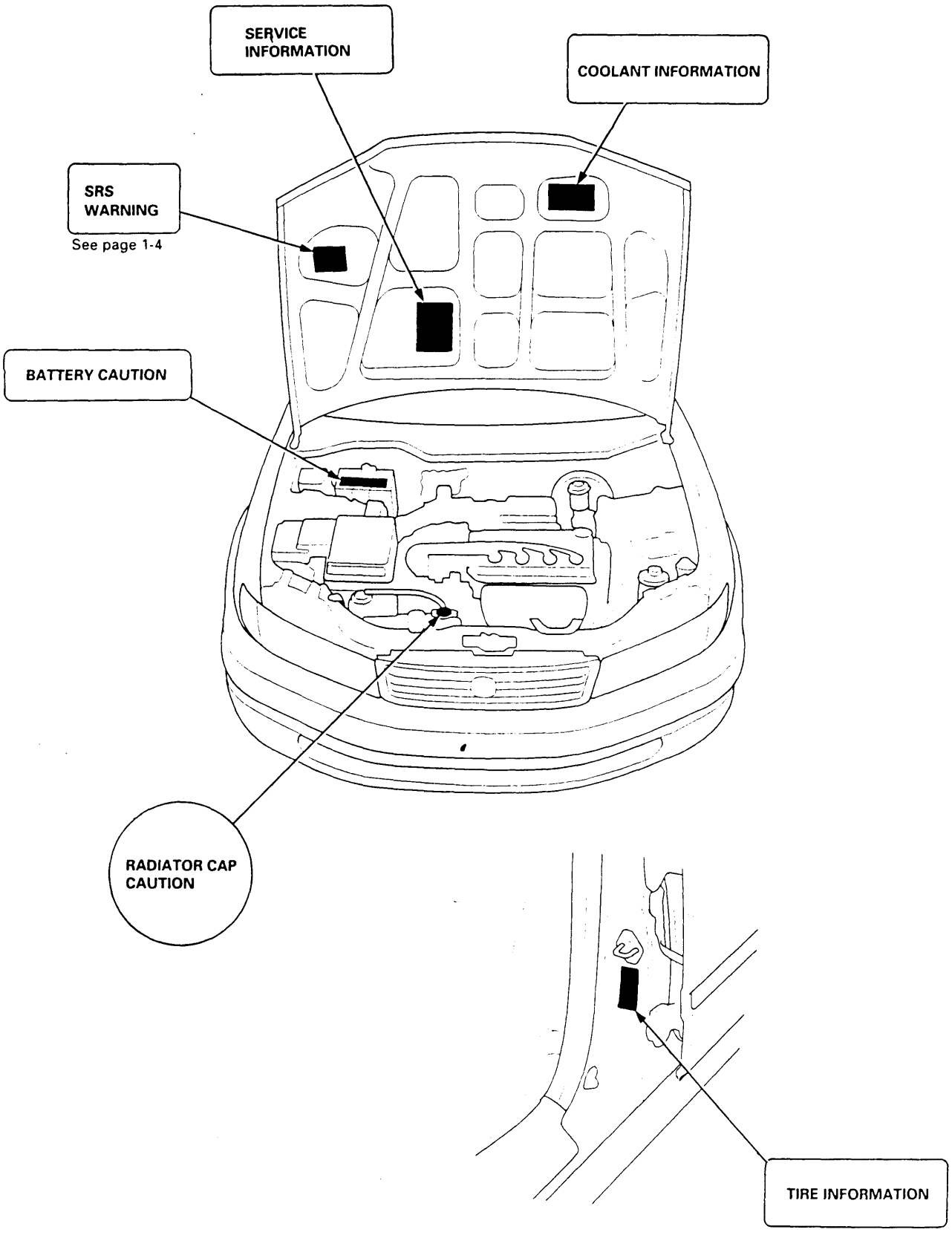
Warning/Caution Label Locations

(cont'd)



Lift and Support Points

Lift and Safety Stands

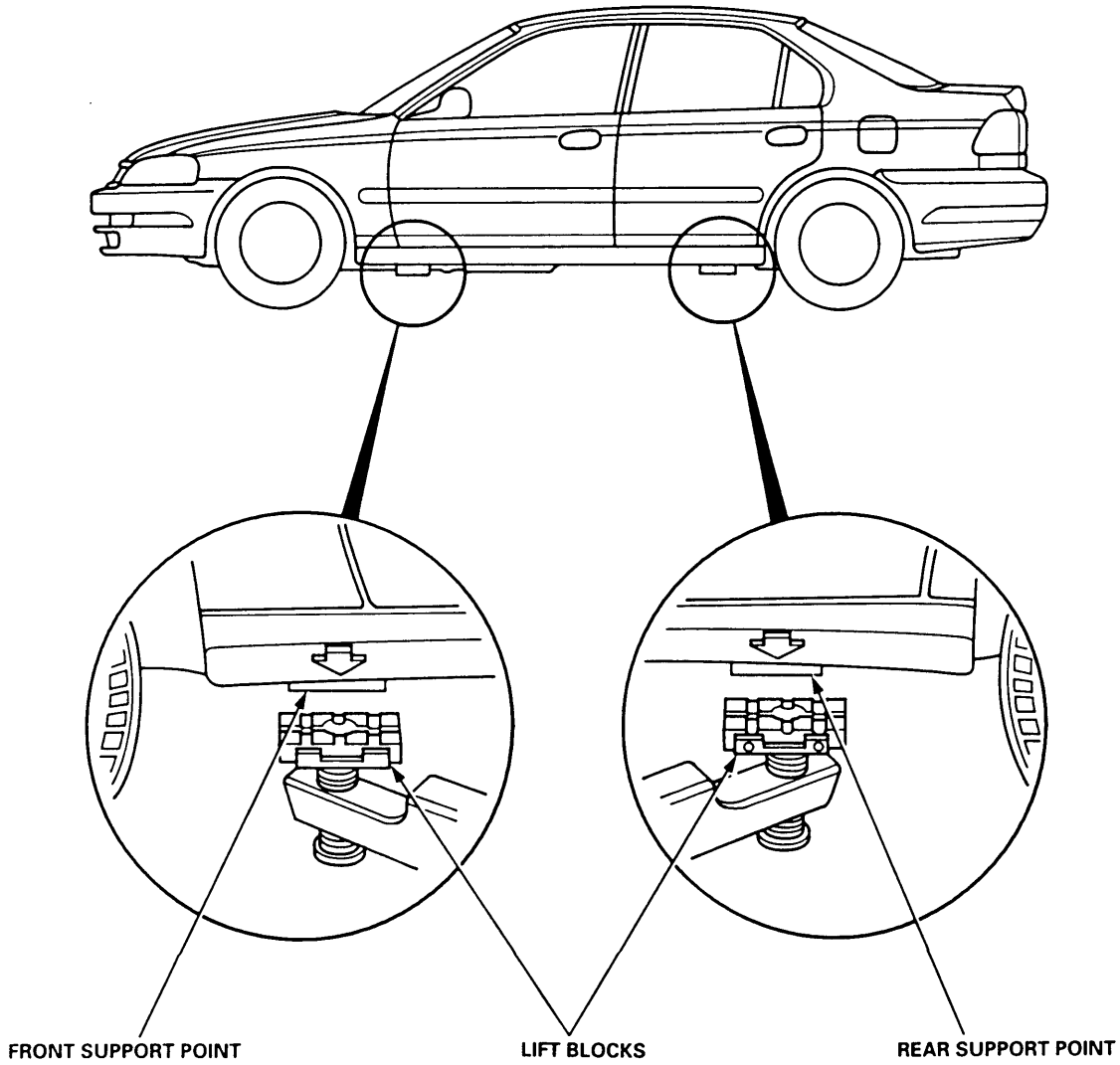
⚠WARNING When heavy rear components such as suspension, fuel tank, spare tire, and trunk lid are to be removed, place additional weight in the luggage area before hoisting. When substantial weight is removed from the rear of the vehicle, the center of gravity may change and can cause the vehicle to tip forward on the hoist.

NOTE:
- Since each tire/wheel assembly weighs approximately 30 lbs (14 kg), placing the front wheels in the luggage area can assist with the weight distribution.
- Use the same support points to support the vehicle on safety stands.

1. Place the lift blocks as shown.

2. Raise the hoist a few inches (centimeters) and rock the vehicle to be sure it is firmly supported.

3. Raise the hoist to full height and inspect lift points for solid support.



Lift and Support Points

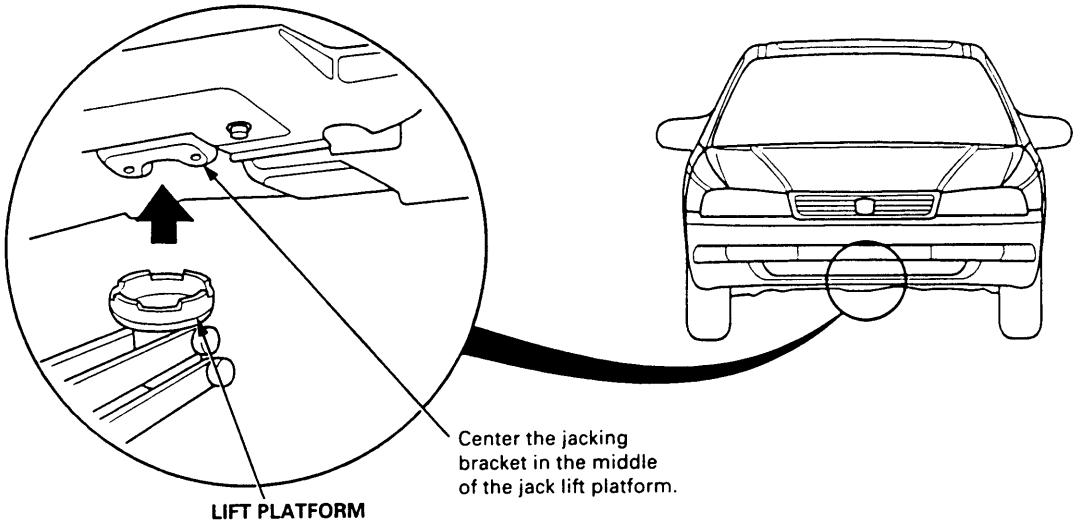
Floor Jack

1. Set the parking brake and block the wheels that are not being lifted.
2. When lifting the rear of the vehicle, put the gearshift lever in reverse (Automatic transmission in [P] position).
3. Raise the vehicle high enough to insert the safety stands.
4. Adjust and place the safety stands so the vehicle will be approximately level, then lower the vehicle onto them.

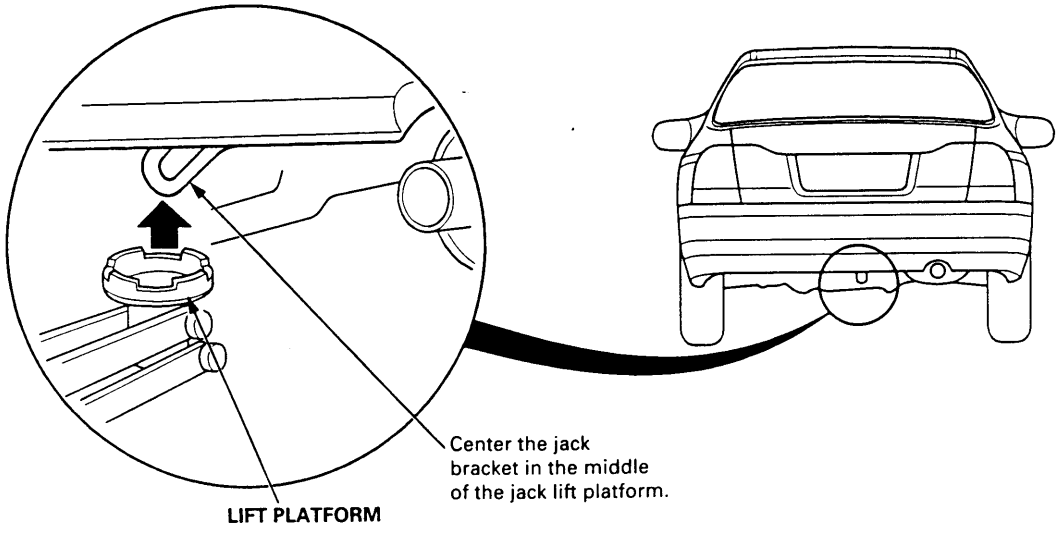
⚠ WARNING

- **Always use safety stands when working on or under any vehicle that is supported by only a jack.**
- **Never attempt to use a bumper jack for lifting or supporting the vehicle.**

FRONT:



REAR:



Towing

If the vehicle needs to be towed, call a professional towing service. Never tow the vehicle behind another vehicle with just a rope or chain. It is very dangerous.

Emergency Towing
There are three popular methods of towing a vehicle:

Flat-bed Equipment — The operator loads the vehicle on the back of a truck. This is the best way of transporting the vehicle.

Wheel Lift Equipment — The tow truck uses two pivoting arms that go under the tires (front or rear) and lifts them off the ground. The other two wheels remain on the ground.

Sling-type Equipment — The tow truck uses metal cables with hooks on the ends. These hooks go around parts of the frame or suspension, and the cables lift that end of the vehicle off the ground. The vehicle's suspension and body can be seriously damaged if this method of towing is attempted.

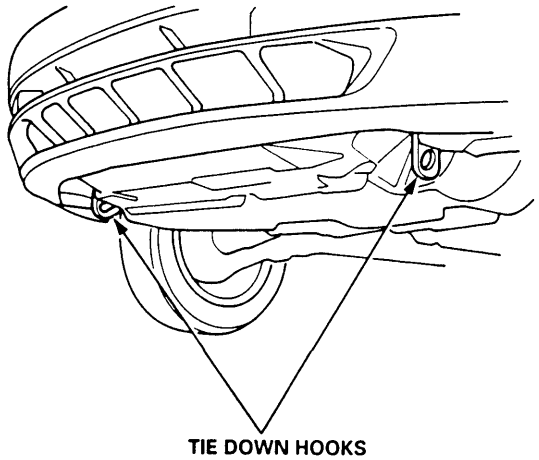
If the vehicle cannot be transported by flat-bed, it should be towed with the front wheels off the ground. If due to damage, the vehicle must be towed with the front wheels on the ground, do the following:

Manual Transmission
- Release the parking brake.
- Shift the transmission to neutral.

Automatic Transmission
- Release the parking brake.
- Start the engine.
- Shift to D4 position, then N position.
- Turn off the engine.

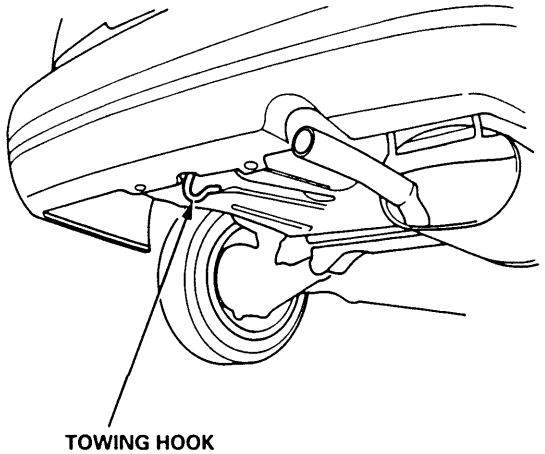
CAUTION:
- **Improper towing preparation will damage the transmission. Follow the above procedure exactly. If you cannot shift the transmission or start the engine (automatic transmission), your vehicle must be transported on a flat-bed.**
- **It is best to tow the vehicle no farther than 50 miles (80 km), and keep the speed below 35 mph (55 km/h).**
- **Trying to lift or tow your vehicle by the bumpers will cause serious damage. The bumpers are not designed to support the vehicle's weight.**

Front:



TIE DOWN HOOKS

Rear:



TOWING HOOK

Specifications

Standards and Service Limits

Engine Electrical — Section 4

	MEASUREMENT	STANDARD (NEW)	
Ignition coil	Rated voltage V Primary winding resistance at 68°F (20°C) Ω Secondary winding resistance at 68°F (20°C) kΩ	12 0.63 – 0.77 12.8 – 19.2	
Ignition wire	Resistance at 68°F (20°C) kΩ	25 max.	
Spark plug	Type Gap	See section 4 1.0 – 1.1 (0.043 $^{0}_{-0.004}$)	
Ignition timing	At idle ° BTDC (Red)	12° ± 2°	
Alternator belt*	Deflection with 98 N (10 kgf, 22 lbf) between pulleys	8.0 – 10.5 (0.31 – 0.41) with used belt 6.0 – 8.5 (0.24 – 0.33) with new belt	
	Belt tension N (kgf, lbf) Measured with belt tension gauge	340 – 490 (35 – 50, 77 – 110) with used belt 540 – 740 (55 – 75, 121 – 165) with new belt	
		STANDARD (NEW)	SERVICE LIMIT
Alternator (MITSUBISHI)	Output 12 V at hot A Coil resistance (rotor) at 68°F (20°C) kΩ Slip ring O.D. Brush length Brush spring tension g (oz)	75 3.4 – 3.8 22.7 (0.89) 19.0 (0.75) 300 – 450 (10.6 – 15.9)	—— 22.2 (0.87) 5.0 (0.20) ——
Starter motor (MITSUBA 1.0 kW 1.2 kW)	Type Commutator mica depth Commutator runout Commutator O.D. Brush length Brush spring tension (new) N (kgf, lbf)	Gear reduction 0.4 – 0.5 (0.016 – 0.020) 0 – 0.02 (0 – 0.0008) 28.0 – 28.1 (1.102 – 1.106) 15.8 – 16.2 (0.62 – 0.64) 15.7 – 17.7 (1.60 – 1.80, 3.5 – 4.0)	 0.15 (0.006) 0.05 (0.002) 27.5 (1.083) 11.0 (0.43) ——

*: When using a new belt, adjust deflection or tension to new values. Run the engine for 5 minutes then turn it off. Readjust deflection or tension to used belt values.

Cylinder Head/Valve Train — Section 6

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Compression	250 rpm and wide open throttle kPa (kgf/cm², psi) Nominal Minimum Maximum variation		 1,270 (13.0, 184) 930 (9.5, 135) 200 (2.0, 28)	
Cylinder head	Warpage Height		—— 92.95 – 93.05 (3.659 – 3.663)	0.05 (0.002) ——
Camshaft	End play Camshaft-to-holder oil clearance Total runout Cam lobe height	IN Primary Mid Secondary EX	0.05 – 0.15 (0.002 – 0.006) 0.050 – 0.089 (0.002 – 0.004) 0.03 (0.001) max. 37.065 (1.4592) 38.274 (1.5068) 36.778 (1.4479) 38.008 (1.4964)	0.5 (0.02) 0.15 (0.006) 0.04 (0.002) —— —— —— ——
Valve	Valve clearance (Cold)	IN EX	0.18 – 0.22 (0.007 – 0.009) 0.23 – 0.27 (0.009 – 0.011)	—— ——
	Valve stem O.D.	IN EX	5.48 – 5.49 (0.2157 – 0.2161) 5.45 – 5.46 (0.2146 – 0.2150)	5.45 (0.2146) 5.42 (0.2134)
	Stem-to-guide clearance	IN EX	0.02 – 0.05 (0.001 – 0.002) 0.05 – 0.08 (0.002 – 0.003)	0.08 (0.003) 0.11 (0.004)
Valve seat	Width	IN EX	0.85 – 1.15 (0.033 – 0.045) 1.25 – 1.55 (0.049 – 0.061)	1.6 (0.063) 2.0 (0.079)
	Stem installed height	IN EX	53.17 – 53.64 (2.093 – 2.112) 53.17 – 53.64 (2.093 – 2.112)	53.89 (2.122) 53.89 (2.122)
Valve spring	Free length	IN EX	58.0 (2.28) 58.7 (2.31)	—— ——
Valve guide	I.D.	IN EX	5.51 – 5.53 (0.217 – 0.218) 5.51 – 5.53 (0.217 – 0.218)	5.55 (0.219) 5.55 (0.219)
	Installed height	IN EX	17.85 – 18.35 (0.703 – 0.722) 18.65 – 19.15 (0.734 – 0.754)	—— ——
Rocker arm	Arm-to-shaft clearance	IN EX	0.017 – 0.050 (0.0007 – 0.0020) 0.018 – 0.054 (0.0007 – 0.0021)	0.08 (0.003) 0.08 (0.003)

Unit of length: mm (in)

Engine Block — Section 7

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Cylinder block	Warpage of deck surface		0.07 (0.003) max.	0.10 (0.004)
	Bore diameter		75.00 – 75.02 (2.953 – 2.954)	75.07 (2.956)
	Bore taper		———	0.05 (0.002)
	Reboring limit		———	0.5 (0.02)
Piston	Skirt O.D. at 5 mm (0.2 in) from bottom of skirt		74.980 – 74.990 (2.9520 – 2.9524)	74.970 (2.9516)
	Clearance in cylinder		0.010 – 0.040 (0.0004 – 0.0016)	0.05 (0.002)
	Groove width (for ring)	Top	1.020 – 1.030 (0.0402 – 0.0406)	1.05 (0.041)
		Second	1.220 – 1.230 (0.0480 – 0.0484)	1.25 (0.049)
		Oil	2.805 – 2.820 (0.1104 – 0.1110)	2.85 (0.112)
Piston ring	Ring-to-groove clearance	Top	0.035 – 0.060 (0.0014 – 0.0024)	0.13 (0.005)
		Second	0.030 – 0.055 (0.0012 – 0.0022)	0.13 (0.005)
	Ring end gap	Top	0.15 – 0.30 (0.006 – 0.012)	0.60 (0.024)
		Second	0.30 – 0.45 (0.012 – 0.018)	0.70 (0.028)
		Oil	0.20 – 0.70 (0.008 – 0.028)	0.80 (0.031)
Piston pin	O.D.		18.994 – 19.000 (0.7478 – 0.7480)	———
	Pin-to-piston clearance		0.010 – 0.022 (0.0004 – 0.0009)	———
Connecting rod	Pin-to-rod interference		0.014 – 0.040 (0.0006 – 0.0016)	———
	Small end bore diameter		18.96 – 18.98 (0.746 – 0.747)	———
	Large end bore diameter Nominal		48.0 (1.89)	———
	End play installed on crankshaft		0.15 – 0.30 (0.006 – 0.012)	0.40 (0.016)
Crankshaft	Main journal diameter		54.976 – 55.000 (2.1644 – 2.1654)	———
	Rod journal diameter		44.976 – 45.000 (1.7707 – 1.7717)	———
	Taper		0.0025 (0.0001) max.	0.005 (0.0002)
	Out-of-round		0.0025 (0.0001) max.	0.005 (0.0002)
	End play		0.10 – 0.35 (0.004 – 0.014)	0.45 (0.018)
	Total runout		0.03 (0.001) max.	0.04 (0.002)
Bearings	Main bearing-to-journal oil clearance			
		No. 1 and 5 journals	0.018 – 0.036 (0.0007 – 0.0014)	0.05 (0.002)
		No. 2, 3 and 4 journals	0.024 – 0.042 (0.0009 – 0.0017)	0.05 (0.002)
	Rod bearing-to-journal oil clearance		0.020 – 0.038 (0.0008 – 0.0015)	0.05 (0.002)

Engine Lubrication — Section 8

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Engine oil	Capacity ℓ (US qt, Imp qt)	4.0 (4.2, 3.5) for engine overhaul 3.6 (3.8, 3.2) for oil change, including filter 3.3 (3.5, 2.9) for oil change, without filter	
Oil pump	Inner-to-outer rotor radial clearance	0.02 – 0.14 (0.001 – 0.006)	0.20 (0.008)
	Pump housing-to-outer rotor radial clearance	0.10 – 0.18 (0.004 – 0.007)	0.20 (0.008)
	Pump housing-to rotor axial clearance	0.03 – 0.08 (0.001 – 0.003)	0.15 (0.006)
Relief valve	Pressure setting with oil temperature 176°F (80°C) kPa (kgf/cm², psi) at idle	70 (0.7, 10) min.	
	at 3,000 rpm	340 (3.5, 50) min.	

Standards and Service Limits

Cooling — Section 10

	MEASUREMENT		STANDARD (NEW)
Radiator	Engine coolant capacity ℓ (US qt, Imp qt) including engine, heater, cooling line and reservoir Reservoir capacity: 0.4 ℓ (0.42 US qt, 0.35 Imp qt)	M/T A/T	4.2 (4.4, 3.7) for overhaul 3.8 (4.0, 3.3) for coolant change 4.3 (4.5, 3.8) for overhaul 3.9 (4.1, 3.4) for coolant change
Radiator cap	Opening pressure kPa (kgf/cm², psi)		93 – 123 (0.95 – 1.25, 13.5 – 17.8)
Thermostat	Start to opening °F (°C) Fully open °F (°C) Valve lift at fully open		169 – 176 (76 – 80) 194 (90) 8.0 (0.31) min.
Cooling fan	Thermoswitch "ON" temperature Thermoswitch "OFF" temperature	°F (°C) °F (°C)	196 – 203 (91 – 95) Subtract 5 – 15 (3 – 8) from actual "ON" temperature

Fuel and Emission — Section 11

	MEASUREMENT	STANDARD (NEW)	
Fuel pressure regulator	Pressure with fuel pressure regulator vacuum hose disconnected kPa (kgf/cm², psi)	260 – 310 (2.7 – 3.2, 38 – 46)	
Fuel tank	Capacity ℓ (US gal, Imp gal)	45 (11.9, 9.9)	
Engine	Idle speed rpm	M/T (neutral)	A/T (N or P position)
		750 ± 50	750 ± 50
	Idle CO %	0.1 max.	

Clutch — Section 12

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Clutch pedal	Pedal height Stroke Pedal play Disengagement height	to floor to floor to carpet	165 (6 1/2) 130 – 140 (5.12 – 5.51) 12 – 21 (0.47 – 0.83) 83 (3.27) 44 (1.73) min. Reference	—— —— —— —— ——
Flywheel	Clutch surface runout		0.05 (0.002) max.	0.15 (0.006)
Clutch disc	Rivet head depth Thickness		1.3 – 1.9 (0.05 – 0.07) 8.5 – 9.1 (0.33 – 0.36)	0.2 (0.01) 5.5 (0.22)
Pressure plate	Warpage Diaphragm spring fingers alignment		0.03 (0.001) max. 0.6 (0.02) max.	0.15 (0.006) 1.0 (0.04)

Manual Transmission — Section 13

Unit of length: mm (in)

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Transmission oil	Capacity ℓ (US qt, Imp qt)	1.9 (2.0, 1.7) for overhaul 1.8 (1.9, 1.6) for oil change	
Mainshaft	End play	0.11 – 0.18 (0.004 – 0.007)	Adjust
	Diameter of ball bearing contact area A (Transmission housing side)	21.987 – 22.000 (0.8656 – 0.8661)	21.930 (0.8634)
	Diameter of 4th, 5th gear contact area B	26.980 – 26.993 (1.0622 – 1.0627)	26.930 (1.0602)
	Diameter of 3rd gear contact area C	33.984 – 34.000 (1.3380 – 1.3386)	33.930 (1.3358)
	Diameter of ball bearing contact area D (Clutch housing side)	25.977 – 25.990 (1.0227 – 1.0232)	25.920 (1.0205)
	Runout	0.02 (0.001) max.	0.05 (0.002)
Mainshaft 3rd and 4th gears	I.D.	39.009 – 39.025 (1.5358 – 1.5364)	39.07 (1.538)
	End play 3rd	0.06 – 0.21 (0.002 – 0.008)	0.33 (0.013)
	4th	0.06 – 0.19 (0.002 – 0.007)	0.31 (0.012)
	Thickness 3rd	30.22 – 30.27 (1.190 – 1.192)	30.15 (1.187)
	4th	30.12 – 30.17 (1.186 – 1.188)	30.05 (1.183)
Mainshaft 5th gear	I.D.	37.009 – 37.025 (1.4570 – 1.4577)	37.07 (1.459)
	End play	0.06 – 0.19 (0.002 – 0.007)	0.31 (0.012)
	Thickness	28.42 – 28.47 (1.119 – 1.121)	28.35 (1.116)
Countershaft	Diameter of needle bearing contact area A	30.000 – 30.015 (1.1811 – 1.1817)	29.950 (1.1791)
	Diameter of 1st gear contact area B	35.984 – 36.000 (1.4167 – 1.4173)	35.930 (1.4146)
	Diameter of ball bearing contact area C	24.980 – 24.993 (0.9835 – 0.9840)	24.930 (0.9815)
	Runout	0.02 (0.001) max.	0.05 (0.002)
Countershaft 1st gear	I.D.	41.009 – 41.025 (1.6145 – 1.6152)	41.07 (1.617)
	End play (When tightened by the specified torque)	0.03 – 0.10 (0.001 – 0.004)	0.22 (0.009)
	Thickness	30.41 – 30.44 (1.197 – 1.198)	30.36 (1.195)
Countershaft 2nd gear	I.D.	44.009 – 44.025 (1.7326 – 1.7333)	44.07 (1.735)
	End play (When tightened by the specified torque)	0.04 – 0.12 (0.002 – 0.005)	0.24 (0.009)
	Thickness	31.92 – 31.97 (1.257 – 1.259)	31.85 (1.254)
Spacer collar (Countershaft 2nd gear)	I.D.	32.988 – 32.998 (1.2987 – 1.2991)	33.04 (1.301)
	O.D.	38.989 – 39.000 (1.5350 – 1.5354)	38.93 (1.533)
	Length	32.03 – 32.06 (1.261 – 1.262)	32.01 (1.260)
Spacer collar (Mainshaft 4th and 5th gear)	I.D.	27.002 – 27.012 (1.0631 – 1.0635)	27.06 (1.065)
	O.D. 4th	33.989 – 34.000 (1.3381 – 1.3386)	33.93 (1.336)
	5th	31.989 – 32.000 (1.2594 – 1.2598)	31.93 (1.257)
	Length 4th	22.83 – 22.86 (0.899 – 0.900)	22.81 (0.898)
	5th	23.53 – 23.56 (0.926 – 0.928)	23.51 (0.926)
Reverse idler gear	I.D.	15.016 – 15.043 (0.5912 – 0.5922)	15.08 (0.594)
	Gear-to-reverse gear shaft clearance	0.032 – 0.077 (0.0013 – 0.0030)	0.14 (0.006)
Synchro ring	Ring-to-gear clearance (Ring pushed against gear)	0.73 – 1.18 (0.029 – 0.046)	0.4 (0.016)
Shift fork	Fork finger thickness 1st/2nd	6.2 – 6.4 (0.244 – 0.252)	———
	3rd/4th	7.4 – 7.6 (0.291 – 0.299)	———
	Fork-to-synchro sleeve clearance	0.35 – 0.65 (0.014 – 0.026)	1.0 (0.04)
Reverse shift fork	Fork pawl groove width	12.7 – 13.0 (0.50 – 0.51)	———
	Fork-to-reverse idler gear clearance	0.5 – 1.1 (0.020 – 0.043)	1.8 (0.07)
	L-groove width	7.05 – 7.25 (0.278 – 0.285)	———
	Fork-to-5th/reverse shift piece pin clearance	0.05 – 0.35 (0.002 – 0.014)	0.5 (0.02)
Shift arm A	Inner diameter of shift arm C contact point	13.005 – 13.130 (0.5120 – 0.5169)	———
	Shift arm A-to-shift arm C clearance	0.005 – 0.230 (0.0002 – 0.0091)	0.35 (0.014)
Shift arm B	Inner diameter of shift arm B shaft contact point	13.973 – 14.000 (0.5501 – 0.5512)	———
	Shift arm B-to-shaft clearance	0.013 – 0.070 (0.0005 – 0.0028)	0.16 (0.006)
	Shift arm B-to-shift piece clearance	0.2 – 0.5 (0.008 – 0.020)	0.62 (0.0244)
	Diameter of shift piece contact point	12.9 – 13.0 (0.508 – 0.512)	12.78 (0.5031)
Final driven gear	Backlash	0.07 – 0.130 (0.0028 – 0.0051)	0.180 (0.0071)
Differential carrier	Pinion shaft bore diameter	18.010 – 18.028 (0.7091 – 0.7098)	———
	Carrier-to-pinion shaft clearance	0.023 – 0.057 (0.0009 – 0.0022)	0.095 (0.004)
	Driveshaft bore diameter	26.025 – 26.045 (1.0246 – 1.0254)	———
	Carrier-to-driveshaft clearance	0.045 – 0.086 (0.0018 – 0.0034)	0.14 (0.006)
Differential pinion gear	Backlash	0.05 – 0.15 (0.002 – 0.006)	———
	Pinion gear bore diameter	18.042 – 18.066 (0.7103 – 0.7113)	———
	Pinion gear-to-pinion shaft clearance	0.055 – 0.095 (0.0021 – 0.0037)	0.15 (0.006)
Set ring-to-bearing outer race		0 – 0.1 (0 – 0.004)	Adjust with shim

Standards and Service Limits

Automatic Transmission — Section 14

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Transmission fluid	Capacity ℓ (US qt, Imp qt)		5.9 (6.2, 5.2) for overhaul 2.7 (2.9, 2.4) for fluid change	
Hydraulic pressure kPa (kgf/cm², psi)	Line pressure at 2,000 rpm in [N] or [P] position		830 – 880 (8.5 – 9.0, 120 – 130)	780 (8.0, 110)
	1st clutch pressure at 2,000 rpm in [D4] position			
	2nd clutch pressure at 2,000 rpm in [D4] position		800 – 850 (8.2 – 8.7, 120 – 124) with linear solenoid connector disconnected 0 – 150 (0 – 1.5, 0 – 21) with linear solenoid connected to battery voltage	760 (7.7, 110) with linear solenoid connector disconnected 150 (1.5, 21) with linear solenoid connected to battery voltage
	3rd and 4th clutch pressure at 2,000 rpm in [D4] position		810 – 860 (8.3 – 8.8, 118 – 125) with linear solenoid connector disconnected 0 – 150 (0 – 1.5, 0 – 21) with linear solenoid connected to battery voltage	760 (7.8, 110) with linear solenoid connector disconnected 150 (1.5, 21) with linear solenoid connected to battery voltage
Stall speed rpm (Check with vehicle on level ground)			2,700	2,550 – 2,850
Clutch	Clutch initial clearance	1st, 2nd	0.65 – 0.85 (0.026 – 0.033)	———
		3rd, 4th	0.40 – 0.60 (0.016 – 0.024)	———
	Clutch return spring free length	1st	32.0 (1.26)	30.0 (1.18)
		2nd, 3rd, 4th	30.5 (1.20)	28.5 (1.12)
	Clutch disc thickness		1.88 – 2.00 (0.074 – 0.079)	Until grooves worn out
	Clutch plate thickness	1st	1.55 – 1.65 (0.061 – 0.065)	Discoloration
		2nd, 3rd, 4th	1.95 – 2.05 (0.077 – 0.081)	
	Clutch end plate thickness	Mark 1	2.05 – 2.10 (0.081 – 0.083)	Discoloration
		Mark 2	2.15 – 2.20 (0.085 – 0.087)	
		Mark 3	2.25 – 2.30 (0.089 – 0.091)	
		Mark 4	2.35 – 2.40 (0.093 – 0.094)	
		Mark 5	2.45 – 2.50 (0.096 – 0.098)	
		Mark 6	2.55 – 2.60 (0.100 – 0.102)	
		Mark 7	2.65 – 2.70 (0.104 – 0.106)	
		Mark 8	2.75 – 2.80 (0.108 – 0.110)	
		Mark 9	2.85 – 2.90 (0.112 – 0.114)	Discoloration

Automatic Transmission — Section 14

Unit of length: mm (in)

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Transmission	Diameter of needle bearing contact area		
	On mainshaft stator shaft bearing	22.980 – 22.993 (0.9047 – 0.9052)	Wear or damage
	On mainshaft 2nd gear	35.975 – 35.991 (1.4163 – 1.4169)	↕
	On mainshaft 4th gear collar	31.975 – 31.991 (1.2589 – 1.2595)	↕
	On mainshaft 1st gear collar	30.975 – 30.991 (1.2195 – 1.2201)	↕
	On countershaft (left side)	36.004 – 36.017 (1.4175 – 1.4180)	↕
	On countershaft 3rd gear collar	35.980 – 35.996 (1.4165 – 1.4172)	↕
	On countershaft 4th gear	27.980 – 27.993 (1.1016 – 1.1021)	↕
	On countershaft reverse gear collar	31.975 – 31.991 (1.2589 – 1.2595)	↕
	On countershaft 1st gear collar	31.975 – 31.991 (1.2589 – 1.2595)	↕
	On reverse idler gear shaft	13.990 – 14.000 (0.5508 – 0.5512)	Wear or damage
	Inside diameter of needle bearing contact area		
	On mainshaft 1st gear	35.000 – 35.016 (1.3780 – 1.3786)	Wear or damage
	On mainshaft 2nd gear	41.000 – 41.016 (1.6142 – 1.6148)	↕
	On mainshaft 4th gear	38.000 – 38.016 (1.4961 – 1.4967)	↕
	On countershaft 1st gear	38.000 – 38.016 (1.4961 – 1.4967)	↕
	On countershaft 3rd gear	41.000 – 41.016 (1.6142 – 1.6148)	↕
	On countershaft 4th gear	33.000 – 33.016 (1.2992 – 1.2998)	↕
	On countershaft reverse gear	38.000 – 38.016 (1.4961 – 1.4967)	↕
	On reverse idler gear	18.007 – 18.020 (0.7089 – 0.7094)	↕
	On stator shaft (ATF pump side)	29.000 – 29.013 (1.1417 – 1.1422)	↕
	On stator shaft (stator side)	27.000 – 27.021 (1.0630 – 1.0638)	↕
	Reverse idler gear shaft holder I.D.	14.416 – 14.434 (0.5676 – 0.5683)	Wear or damage
	End play		
	Mainshaft 1st gear	0.08 – 0.19 (0.003 – 0.007)	———
	Mainshaft 2nd gear	0.05 – 0.13 (0.002 – 0.005)	———
	Mainshaft 4th gear	0.075 – 0.185 (0.003 – 0.007)	———
	Countershaft 1st gear	0.1 – 0.5 (0.004 – 0.020)	———
	Countershaft 3rd gear	0.05 – 0.17 (0.002 – 0.007)	———
	Countershaft 4th gear	0.10 – 0.18 (0.004 – 0.007)	———
	Reverse idler gear	0.05 – 0.18 (0.002 – 0.007)	———
	Countershaft reverse gear	0.10 – 0.25 (0.004 – 0.010)	———
	Selector hub O.D.	51.87 – 51.90 (2.042 – 2.043)	Wear or damage
	Mainshaft 4th gear collar length	45.00 – 45.03 (1.771 – 1.773)	———
	Mainshaft 4th gear collar flange thickness	4.435 – 4.525 (0.1746 – 0.1781)	Wear or damage
	Mainshaft 1st gear collar length	27.00 – 27.15 (1.063 – 1.069)	———
	Countershaft distance collar length	38.87 – 38.90 (1.530 – 1.531)	———
		38.92 – 38.95 (1.532 – 1.533)	———
		38.97 – 39.00 (1.534 – 1.535)	———
		39.02 – 39.05 (1.536 – 1.537)	———
		39.07 – 39.10 (1.538 – 1.539)	———
		39.12 – 39.15 (1.540 – 1.541)	———
		39.17 – 39.20 (1.542 – 1.543)	———
		39.22 – 39.25 (1.544 – 1.545)	———
		39.27 – 39.30 (1.546 – 1.547)	———
	Countershaft 3rd gear collar length	21.15 – 21.20 (0.8327 – 0.8346)	———
	Countershaft reverse gear collar length	14.5 – 14.6 (0.571 – 0.575)	———
	Countershaft reverse gear collar flange thickness	2.4 – 2.6 (0.094 – 0.102)	Wear or damage
	Countershaft 1st gear collar length	14.5 – 14.6 (0.571 – 0.575)	———
	Countershaft 1st gear collar flange thickness	2.4 – 2.6 (0.094 – 0.102)	Wear or damage

(cont'd)

Standards and Service Limits

Automatic Transmission (cont'd) — Section 14

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Transmission	Mainshaft 2nd gear thrust washer thickness	3.97 – 4.00 (0.156 – 0.157) 4.02 – 4.05 (0.158 – 0.159) 4.07 – 4.10 (0.160 – 0.161) 4.12 – 4.15 (0.162 – 0.163) 4.17 – 4.20 (0.164 – 0.165) 4.22 – 4.25 (0.166 – 0.167) 4.27 – 4.30 (0.168 – 0.169) 4.32 – 4.35 (0.170 – 0.171) 4.37 – 4.40 (0.172 – 0.173) 4.42 – 4.45 (0.174 – 0.175)	Wear or damage ↕ Wear or damage
	Thrust washer thickness Mainshaft ball bearing left side Mainshaft 1st gear Countershaft 3rd gear splined washer	 2.95 – 3.05 (0.116 – 0.120) 2.43 – 2.50 (0.096 – 0.098) 4.45 – 4.50 (0.175 – 0.177)	 Wear or damage ↕ Wear or damage
	One-way clutch contact area I.D. Countershaft 1st gear Parking gear Mainshaft feed pipe A, O.D. (at 15 mm from end) Mainshaft feed pipe B, O.D. (at 30 mm from end) Countershaft feed pipe O.D. (at 15 mm from end) Mainshaft sealing ring thickness (29 mm and 35 mm) Mainshaft bushing I.D. Mainshaft bushing I.D. Countershaft bushing I.D. Mainshaft sealing ring goove width	 83.339 – 83.365 (3.2810 – 3.2821) 66.685 – 66.698 (2.6254 – 2.6259) 8.97 – 8.98 (0.353 – 0.354) 5.97 – 5.98 (0.2350 – 0.2354) 7.97 – 7.98 (0.3138 – 0.3142) 1.87 – 1.97 (0.074 – 0.078) 6.018 – 6.030 (0.2369 – 0.2374) 9.000 – 9.015 (0.3543 – 0.3549) 8.000 – 8.015 (0.3150 – 0.3156) 2.025 – 2.075 (0.0797 – 0.0817)	 Wear or damage Wear or damage 8.95 (0.352) 5.95 (0.234) 7.95 (0.313) 1.80 (0.071) 6.045 (0.2380) 9.03 (0.356) 8.03 (0.316) 2.08 (0.082)
Regulator valve body	Sealing ring contact area I.D.	35.000 – 35.025 (1.3780 – 1.3782)	35.050 (1.3799)
Shifting device and parking brake control	Reverse shift fork finger thickness Parking brake pawl Parking gear	5.90 – 6.00 (0.232 – 0.236) ——— ———	5.40 (0.213) Wear or other defect
Servo body	Shift fork shaft bore I.D. Shift fork shaft valve bore I.D.	14.000 – 14.010 (0.5512 – 0.5516) 37.000 – 37.039 (1.4567 – 1.4582)	——— 37.045 (1.4585)
ATF pump	ATF pump gear side clearance ATF pump gear-to-body clearance Drive Driven ATF pump driven gear I.D. ATF pump driven gear shaft O.D.	0.03 – 0.05 (0.001 – 0.002) 0.1050 – 0.1325 (0.0041 – 0.0052) 0.0350 – 0.0625 (0.0014 – 0.0025) 14.016 – 14.034 (0.5518 – 0.5525) 13.980 – 13.990 (0.5504 – 0.5508)	0.07 (0.003) ——— ——— Wear or damage Wear or damage
Differential carrier	Pinion shaft contact area I.D. Carrier-to-pinion clearance Driveshaft contact are I.D. Carrier-to-driveshaft clearance	18.000 – 18.018 (0.7087 – 0.7094) 0.016 – 0.052 (0.0006 – 0.0020) 26.005 – 26.025 (1.0238 – 1.0246) 0.025 – 0.066 (0.0010 – 0.0026)	——— 0.1 (0.004) ——— 0.12 (0.005)
Differential pinion gear	Backlash I.D. Pinion gear-to-pinion shaft clearance	0.05 – 0.15 (0.002 – 0.006) 18.042 – 18.066 (0.7103 – 0.7113) 0.059 – 0.095 (0.0023 – 0.0037)	——— ——— 0.15 (0.006)
Set ring-to-bearing outer race clearance		0 – 0.15 (0 – 0.006)	Adjust

Automatic Transmission — Section 14

Unit of length: mm (in)

	MEASUREMENT	STANDARD (NEW)			
		Wire Dia.	O.D.	Free Length	No. of Coils
Springs	Regulator valve spring A	1.8 (0.071)	14.7 (0.584)	87.8 (3.457)	16.5
	Regulator valve spring B	1.8 (0.071)	9.6 (0.381)	44.0 (1.732)	11.0
	Stator reaction spring	4.5 (0.177)	35.4 (1.407)	30.3 (1.193)	1.9
	Modulator valve spring	1.4 (0.055)	9.4 (0.374)	35.0 (1.378)	10.9
	Torque converter check valve spring	1.0 (0.039)	8.4 (0.334)	33.8 (1.331)	8.2
	Cooler relief valve spring	1.0 (0.039)	8.4 (0.334)	33.8 (1.331)	8.2
	Relief valve spring	1.1 (0.043)	8.6 (0.342)	37.1 (1.461)	13.4
	2nd orifice control valve spring	0.7 (0.028)	6.6 (0.262)	34.8 (1.370)	22.0
	1-2 shift valve spring	0.9 (0.035)	7.6 (0.302)	41.3 (1.626)	16.3
	2-3 shift valve spring	0.9 (0.035)	7.6 (0.302)	57.0 (2.244)	26.8
	3-4 shift valve spring	0.9 (0.035)	7.6 (0.302)	57.0 (2.244)	26.8
	1st accumulator spring	2.1 (0.083)	16.0 (0.636)	89.1 (3.508)	16.2
	4th accumulator spring B	2.3 (0.091)	10.2 (0.402)	51.6 (2.031)	13.8
	4th accumulator spring A	2.6 (0.102)	17.0 (0.676)	87.0 (3.425)	14.2
	2nd accumulator spring A	2.4 (0.094)	29.0 (1.152)	39.0 (1.535)	2.9
	3rd accumulator spring A	2.8 (0.110)	17.5 (0.695)	89.3 (3.516)	15.6
	2nd accumulator spring B	1.6 (0.063)	9.0 (0.358)	20.7 (0.815)	6.1
	3rd accumulator spring B	2.2 (0.087)	31.0 (1.220)	35.1 (1.382)	2.4
	2nd accumulator spring C	2.2 (0.087)	14.5 (0.576)	68.0 (2.677)	13.9
	Lock-up shift valve spring	0.9 (0.035)	7.6 (0.302)	73.7 (2.902)	32.0
	Lock-up timing valve spring	0.9 (0.035)	8.1 (0.319)	80.7 (3.177)	45.8
	Lock-up control valve spring	0.7 (0.028)	6.6 (0.262)	38.0 (1.496)	14.1
	3-4 orifice control valve spring	0.7 (0.028)	6.6 (0.262)	37.5 (1.476)	24.6
	Servo control valve spring	1.0 (0.039)	8.1 (0.322)	52.1 (2.051)	20.8
	CPC valve spring	0.6 (0.024)	5.6 (0.223)	12.2 (0.480)	5.5
	CPB valve spring	0.9 (0.035)	8.1 (0.322)	47.2 (1.858)	18.3
	4th exhaust valve spring	0.9 (0.035)	6.1 (0.242)	36.4 (1.433)	19.5

Steering — Section 17

	MEASUREMENT	STANDARD (NEW)
Steering wheel	Play at steering wheel circumference	0 – 10 (0 – 0.4)
	Starting load at steering wheel circumference N (kgf, lbf)	
	Manual steering	15 (1.5, 3.3)
	Power steering Engine running	29 (3.0, 6.6)
Gearbox	Angle of rack guide screw loosened from locked position	20° Max
	Preload at pinion gear shaft N·m (kgf·cm, lbf·in)	0.6 – 1.2 (6 – 12, 5.20 – 10.42)
Pump	Pump pressure with valve closed (oil temp./speed: 40°C (105°F) min./idle. Do not run for more than 5 seconds). kPa (kgf/cm², psi)	6,400 – 7,400 (65 – 75, 920 – 1,070)
Power steering fluid	Recommended power steering fluid	HONDA Power Steering Fluid (V or S)
	Fluid capacity ℓ (US qt, Imp qt)	0.85 (0.90, 0.75) at disassembly
	Reservoir	0.4 (0.42, 0.35)
Power steering belt*	Deflection with 98 N (10 kgf, 22 lbf) between pulleys	10.5 – 14.0 (0.41 – 0.55) with used belt 7.5 – 10.0 (0.30 – 0.39) with new belt
	Tension measured with belt tension gauge N (kgf, lbf)	340 – 490 (35 – 50, 77 – 110) with used belt 640 – 780 (65 – 80, 143 – 176) with new belt

M/S: Manual steering, P/S: Power steering

*: When using a new belt, adjust deflection or tension to new values. Run the engine for 5 minutes then turn it off. Readjust the deflection or tension to used belt values.

Standards and Service Limits

Suspension — Section 18

	MEASUREMENT			STANDARD (NEW)	SERVICE LIMIT
Wheel alignment	Camber		Front	0°00′ ± 1°	———
			Rear	-1° ± 1°	———
	Caster		Front	1°40′ ± 1°	———
	Total toe		Front	In 2 ± 2 (0.08 ± 0.08)	———
			Rear	In 2 $^{+2}_{-1}$ (0.08 $^{+0.08}_{-0.04}$)	———
	Front wheel turning angle	Inward wheel		35°50′	———
		Outward wheel		35°50′ (Reference)	———
Wheel	Rim runout	Aluminum wheel	Axial	0 – 0.7 (0 – 0.03)	2.0 (0.08)
			Radial	0 – 0.7 (0 – 0.03)	1.5 (0.06)
		Steel wheel	Axial	0 – 1.0 (0 – 0.04)	2.0 (0.08)
			Radial	0 – 1.0 (0 – 0.04)	1.5 (0.06)
Wheel bearing	End play		Front	0 – 0.05 (0 – 0.002)	———
			Rear	0 – 0.05 (0 – 0.002)	———

Brakes — Section 19

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Parking brake lever	Play in stroke at 196 N (20 kgf, 44 lbf) lever force		To be locked when pulled 6 – 9 notches	———
Foot brake pedal	Pedal height (with floor mat removed)	M/T	156.5 (6.16)	———
		A/T	161 (6 5/16)	———
	Free play		1 – 5 (1/16 – 3/16)	———
Master cylinder	Piston-to-pushrod clearance		0 – 0.4 (0 – 0.02)	———
Disc brake	Disc thickness	Front	20.9 – 21.8 (0.82 – 0.86)	19.0 (0.75)
	Disc runout	Front	———	0.10 (0.004)
	Disc parallelism	Front	———	0.015 (0.0006)
	Pad thickness	Front	9.5 – 10.5	1.6 (0.06)
Rear brake drum	I.D.		200 (7.87)	201 (7.91)
	Lining thickness		4.0 (0.16)	2.0 (0.08)

Air Conditioning — Section 22

	MEASUREMENT		STANDARD (NEW)
Air Conditioning system	Lubricant type: SP-10 (P/N 38899 – P13 – A01 or 38897 – P13 – A01AH) (For refrigerant: HFC-134a (R-134a))		
	Lubricant capacity mℓ (fl oz, Imp oz)	Condenser	20 (2/3 0.7)
		Evaporator	45 (1 1/2, 1.6)
		Line or hose	10 (1/3, 0.4)
		Receiver	10 (1/3, 0.4)
Compressor	Lubricant type: SP-10 (P/N 38899 – P13 – A01 or 38897 – P13 – A01AH) (For refrigerant: HFC-134a (R-134a))		
	Lubricant capacity mℓ (fl oz, Imp oz)		130 – 150 (4 1/3 – 5, 4.6 – 5.3)
	Field coil resistance at 68°F (20°C) Ω		3.05 – 3.35
	Pulley-to-pressure plate clearance		0.5 ± 0.15 (0.020 ± 0.006)
Compressor belt*	Deflection with 98 N (10 kgf, 22 lbf) between pulleys		7.5 – 9.5 (0.30 – 0.37) with used belt 5.0 – 6.5 (0.20 – 0.26) with new belt
	Belt tension N (kgf, lbf) Measured with belt tension gauge		340 – 490 (35 – 50, 77 – 110) with used belt 690 – 830 (70 – 85, 154 – 187) with new belt

*: When using a new belt, adjust deflection or tension to new values. Run the engine for 5 minutes then turn it off. Readjust deflection or tension to used belt values.

Design Specifications

specs

	ITEM	METRIC	ENGLISH	NOTES
DIMENSIONS	Overall Length	4,478 mm	176.3 in	
	Overall Width	1,705 mm	67.1 in	
	Overall Height	1,395 mm	54.9 in	
	Wheelbase	2,620 mm	103.1 in	
	Track Front/Rear	1,475/1,475 mm	58.1/58.1 in	
	Ground Clearance	150 mm	5.9 in	
	Seating Capacity	Five		
WEIGHT	Gross Vehicle Weight Rating (GVWR)	1,600 kg	——	
ENGINE	Type	Water-cooled, 4-stroke SOHC VTEC gasoline engine		
	Cylinder Arrangement	Inline 4-cylinder, transverse		
	Bore and Stroke	75.0 x 90.0 mm	2.95 x 3.54 in	
	Displacement	1,590 cm³ (mℓ)	97.0 cu-in	
	Compression Ratio	9.6		
	Valve Train	Belt driven, SOHC 4 valve per cylinder		
	Lubrication System	Forced and wet sump, trochoid pump		
	Oil Pump Displacement at 6,800 engine rpm	33.4 ℓ (35.3 US qt, 29.4 Imp qt)/minute		
	Water Pump Displacement at 6,000 engine rpm	125 ℓ (132 US qt, 110 Imp qt)/minute		
	Fuel Required	UNLEADED gasoline with 86 Pump Octane Number or higher		
STARTER	Type/Make	Gear reduction/MITSUBA		
	Normal Output	1.0 kW, 1.2 kW		
	Nominal Voltage	12 V		
	Hour Rating	30 seconds		
	Direction of Rotation	Clockwise as viewed from gear end		

(cont'd)

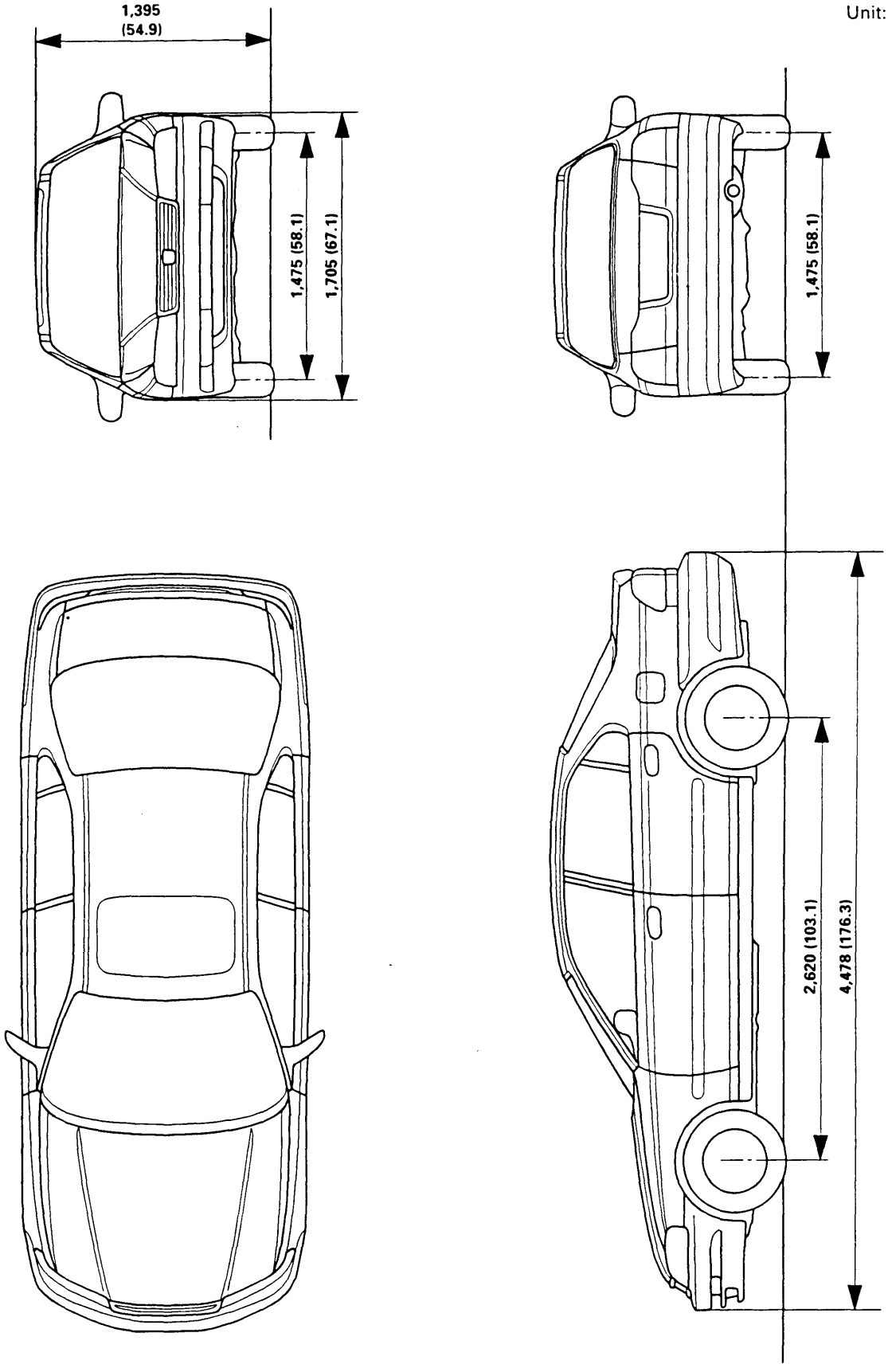
Design Specifications

(cont'd)

	ITEM		METRIC	ENGLISH	NOTES
STARTER (cont'd)	Weight MITSUBA 1.0, 1.2 kW		3.4 kg	7.5 lbf	
CLUTCH	Clutch Type	M/T	Single plate dry, diaphragm spring		
		A/T	Torque converter		
	Clutch Facing Area	M/T	160 cm²	25 sq-in	
TRANSMISSION	Transmission Type	M/T	Synchronized 5-speed forward, 1 reverse		
		A/T	4-speed automatic, 1 reverse		
	Primary Reduction		Direct 1 : 1		
TRANSMISSION	Manual transmission Gear Ratio	1st	3.250		
		2nd	1.909		
		3rd	1.250		
		4th	0.909		
		5th	0.702		
		Reverse	3.153		
	Final Reduction	Gear ratio	4.250		
		Gear type	Single helical gear		
	Automatic transmission Gear Ratio	1st	2.722		
		2nd	1.516		
		3rd	0.975		
		4th	0.638		
		Reverse	1.954		
	Final Reduction	Gear ratio	4.357		
		Gear type	Single helical gear		
AIR CONDITIONING	Cooling Capacity		3,530 Kcal/h	14,000 BTU/h	
	Compressor	Type/Make	Scroll/Sanden		
		No. of Cylinder	—		
		Capacity	85.7 mℓ/rev	5.22 cu-in/rev	
		Max. Speed	10,000 rpm		
		Lubricant Capacity	130 mℓ	4 1/3 fl oz, 4.6 Imp oz	SP-10
	Condenser	Type	Corrugated fin		
	Evaporator	Type	Corrugated fin		
	Blower	Type	Sirocco fan		
		Motor Input	200 W/12 V		
		Speed Control	4-speed variable		
		Max. Capacity	460 m³/h	16,200 cu-ft/h	
	Temperature Control		Air-mix type		
	Compressor Clutch	Type	Dry, single plate, poly-V-belt drive		
		Power Consumption	40 W max./12 V at 68°F (20°C)		
	Refrigerant	Type	HFC-134a (R-134a)		
		Quantity	650^{0}_{-50} g	$22.9^{0}_{-1.8}$ oz	

	ITEM		METRIC	ENGLISH	NOTES
STEERING SYSTEM	Type		Power assisted, rack and pinion		
	Overall Ratio		17.7		
	Turns, Lock-to-Lock		3.6		
	Steering Wheel Dia.		380 mm	15 in	
SUSPENSION	Type	Front and Rear	Independent double wishbone, coil spring		
	Shock Absorber	Front and Rear	Telescopic, hydraulic nitrogen gas-filled		
WHEEL ALIGNMENT	Camber	Front	0°00′		
		Rear	−1°		
	Caster	Front	1°40′		
	Total Toe	Front	In 2 mm	0.08 in	
		Rear	In 2 mm	In 0.08 in	
BRAKE SYSTEM	Type	Front	Power-assisted self-adjusting ventilated disc		
		Rear	Power-assisted self-adjusting solid disc		
	Pad Surface Area	Front	37.5 cm^2 x 2	5.8 sq-in x 2	
	Parking Brake	Type	Mechanical actuating, rear two wheel brakes		
TIRE	Size	Front and Rear	P195/55R15 84V		
	Spare Tire		T125/70D14		
ELECTRICAL	Battery		12 V – 38AH/5HR		
	Starter		12 V – 1.0 kW, 1.2 kW		
	Alternator		12 V – 75 A		
	Fuses	In Under-dash Fuse/Relay Box	7.5 A, 10 A, 15 A, 20 A		
		In Under-hood Fuse/Relay Box	7.5 A, 10 A, 15 A, 20 A, 30 A, 40 A, 80 A		
		In Under-hood ABS Fuse/Relay Box	7.5 A, 20 A, 40 A		
	Headlights	High/Low	12 V – 60/55 W		
	Front Turn Signal		12 V – 50 CP		
	Rear Turn Signal Lights		12 V – 21 W		
	Brake/Taillights		12 V – 21/5 W		
	Taillights		12 V – 5 W		
	High Mount Brake Light		12 V – 21 W		
	Back-up Lights		12 V – 21 W		
	License Plate Lights		12 V – 8 W		
	Ceiling Light		12 V – 8 W (With moonroof) 12 V – 5 W (Without moonroof)		
	Trunk Lights		12 V – 3.4 W		
	Gauge Lights		12 V – 1.4 W, 3 W, 3.4 W		
	Indicator Lights		12 V – 1.12 W, 1.4 W, 3 W		
	Illumination and Pilot Lights		12 V – 0.84 W, 1.4 W		

Unit: mm (in)



Maintenance