INTRODUCTION

How to Use This Manual

This manual is divided into 23 sections. The first page of each section is marked with a black tab that lines up with its corresponding thumb index tab on this page and the back cover. You can quickly find the first page of each section without looking through a full table of contents. The symbols printed at the top corner of each page can also be used as a quick reference system.

Each section includes:

1. A table of contents, or an exploded view index showing:
   - Parts disassembly sequence.
   - Bolt torques and thread sizes.
   - Page references to descriptions in text.
2. Disassembly/assembly procedures and tools.
3. Inspection.
4. Testing/troubleshooting.
5. Repair.
6. Adjustments.

Special Information

WARNING Indicates a strong possibility of severe personal injury or loss of life if instructions are not followed.

CAUTION: Indicates a possibility of personal injury or equipment damage if instructions are not followed.

NOTICE

The purpose of these messages is to help prevent damage to the vehicle, other property, or the environment.

NOTE: Gives helpful information.

CAUTION: Detailed descriptions of *standard workshop* procedures, safety principles and service operations are not included. Please note that this manual contains warnings and cautions against some specific service methods which could cause PERSONAL INJURY, damage a vehicle, or make it unsafe. Please understand that these warnings cannot cover all conceivable ways in which service, whether or not recommended by HONDA, might be done, or of the possible hazardous consequences of every conceivable way, not could HONDA investigate all such ways. Anyone using service procedures or tools, whether or not recommended by HONDA, *must satisfy himself thoroughly* that neither personal safety nor vehicle safety will be jeopardized.

First Edition 11/97 1416 pages
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Specifications apply to U.S.A. and Canada

HONDA MOTOR CO., LTD.
Service Publication Office

As sections with * include SRS components; special precautions are required when servicing.

General Information

Chassis and Paint Codes

U.S. Model

Vehicle Identification Number

JH4 DB7 5 5 * W S 000001

Manufacturer, Make and Type of Vehicle
- JH4: HONDA MOTOR CO., LTD. ACURA Passenger vehicle

Line, Body and Engine Type
- DB7: INTEGRA 4-door/B18B1
- DB8: INTEGRA 4-door/B18C1
- DC2: INTEGRA 3-door/B18C1, B18C5
- DC4: INTEGRA 3-door/B18B1

Body Type and Transmission Type
- 3: 2-door Hatchback/5-speed Manual
- 4: 2-door Hatchback/4-speed Automatic
- 5: 4-door Sedan/5-speed Manual
- 6: 4-door Sedan/4-speed Automatic

Vehicle Grade (Series)
- 1: Type R
- 4: RS
- 5: LS
- 6: GS
- 8: GS-R
- 9: GS-R with leather seats

Check Digit

Model Year
- W: 1998

Factory Code
- S: Suzuka Factory in Japan

Serial Number

Engine Number

B18B1 - 5300001

Engine Type
- B18B1: 1.8 ℓ DOHC Sequential Multiport Fuel-injected engine
- B18C1, B18C5: 1.8 ℓ DOHC VTEC Sequential Multiport Fuel-injected engine

Serial Number

Transmission Number

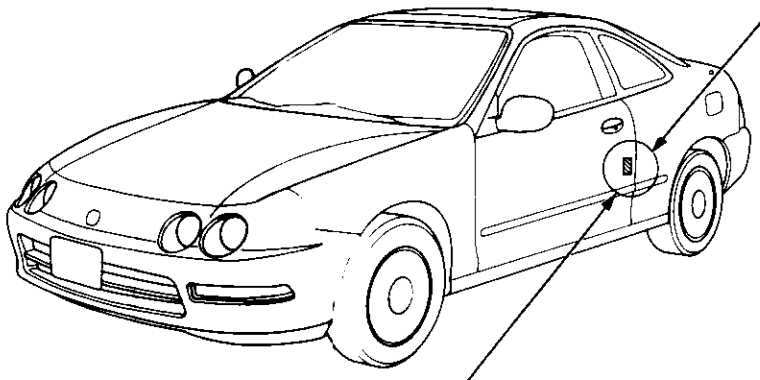
S80 - 3000001

Transmission Type
- S80: Manual
- S4XA: Automatic

Serial Number

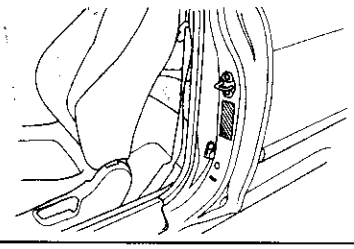
Paint Code

COLOR
G-82P

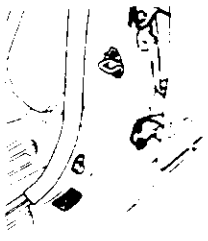


Vehicle Identification Number and Federal Motor Vehicle Safety Standard Certification

3-door



4-door



Paint Code

Paint Code	Color
B-74P	Adriatic Blue Pearl
B-90P*3	Supersonic Blue Pearl
G-82P	Cypress Green Pearl
NH-0*3	Championship White
NH-538	Frost White
NH-583M*3	New Vogue Silver Metallic
NH-592P*3	Flamenco Black Pearl
R-505P	Cayenne Red Pearl
R-81*3	Milano Red

*3: 3-door

Canada Model

Vehicle Identification Number

JH4 DC2 3 8 * W S 800001

Manufacturer, Make and Type of Vehicle
- JH4: HONDA MOTOR CO., LTD. ACURA Passenger car

Line, Body and Engine Type
- DC2: INTEGRA 3-door/B18C1, B18C5
- DC4: INTEGRA 3-door/B18B1

Body Type and Transmission Type
- 3: 2-door Hatchback/5-speed Manual
- 4: 2-door Hatchback/4-speed Automatic

Vehicle Grade (Series)
- 1: Type R
- 4: RS
- 5: LS
- 6: LS with moonroof
- 7: GS
- 8: GS-R

Check Digit

Model Year
- W: 1998

Factory Code
- S: Suzuka Factory in Japan

Serial Number

Engine Number

B18B1 - 570000*

Engine Type
- B18B1: 1.8 ℓ DOHC Sequential Multiport Fuel-injected engine
- B18C1, B18C5: 1.8 ℓ DOHC VTEC Sequential Multiport Fuel-injected engine

Serial Number

Transmission Number

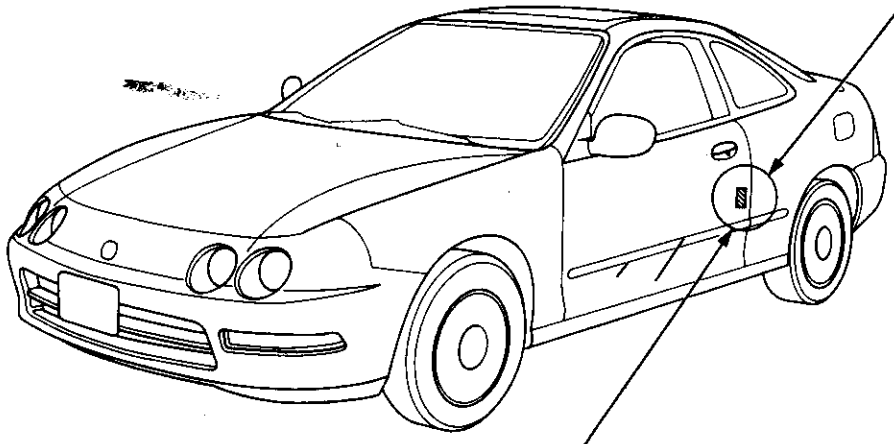
S80 - 3000001

Transmission Type
- S80: Manual
- S4XA: Automatic

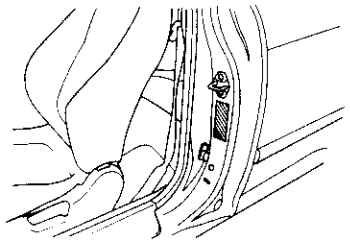
Serial Number

Paint Code

COLOR
NH-0



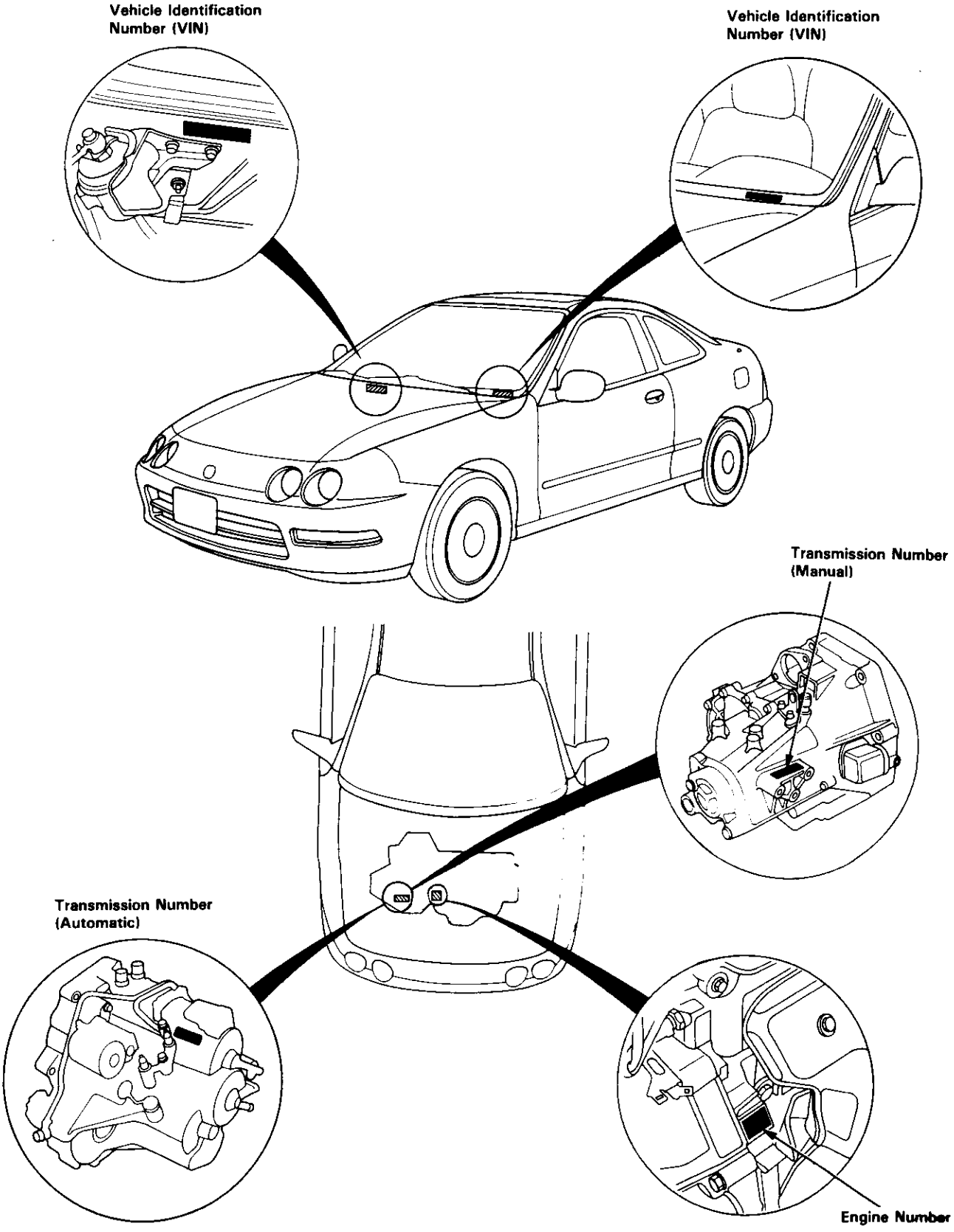
Vehicle Identification Number and Canadian Motor Vehicle Safety Standard Certification



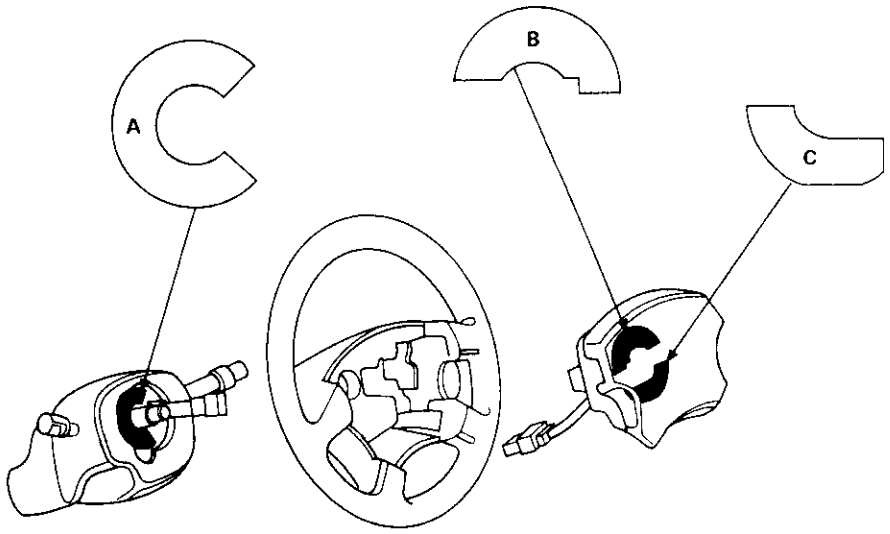
Paint Code

Paint Code	Color
B-90P	Supersonic Blue Pearl
G-82P	Cypress Green Pearl
NH-0	Championship White
NH-592P	Starlight Black Pearl
NH-597M	Citrus Silver Metallic
R-81	Milano Red

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 SYSTEM, REFER TO THE SERVICE MANUAL FOR DETAILED INSTALLATION INSTRUCTIONS.

B: DRIVER MODULE DANGER

⚠DANGER
EXPLOSIVE/FLAMMABLE
STORAGE TEMPERATURES MUST NOT EXCEED 200°F (93°C). FOR PROPER HANDLING, STORAGE, AND DISPOSAL PROCEDURES REFER TO SERVICE MANUAL, SRS SUPPLEMENT.
FIRST AID
IF CONTENTS ARE SWALLOWED, INDUCE VOMITING.
FOR EYE CONTACT, FLUSH EYES WITH WATER FOR 15 MINUTES. IN EVERY CASE, GET PROMPT MEDICAL ATTENTION.
KEEP OUT OF REACH OF CHILDREN.

C: 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.

D: SRS INFORMATION
U.S. Model

WARNING
DEATH OR SERIOUS INJURY CAN OCCUR.
- CHILDREN AGES 12 AND UNDER CAN BE KILLED BY THE AIRBAG.
- THE BACK SEAT IS THE SAFEST PLACE FOR CHILDREN.
- NEVER PUT A REAR-FACING CHILD SEAT IN THE FRONT.
- SIT AS FAR BACK AS POSSIBLE FROM THE AIRBAG.
- ALWAYS USE SEAT BELTS AND CHILD RESTRAINTS.

Canada Model

CAUTION
TO AVOID SERIOUS INJURY:
- FOR MAXIMUM SAFETY PROTECTION IN ALL TYPES OF CRASHES, YOU MUST ALWAYS WEAR YOUR SAFETY BELT.
- DO NOT INSTALL REARWARD FACING CHILD SEATS IN ANY FRONT PASSENGER SEAT POSITION.
- DO NOT SIT OR LEAN UNNECESSARILY CLOSE TO THE AIRBAG.
- DO NOT PLACE ANY OBJECTS OVER THE AIR BAG OR BETWEEN THE AIR BAG AND YOURSELF.
- SEE THE OWNER'S MANUAL FOR FURTHER INFORMATION AND EXPLANATIONS.

E: ASSISTANT INFORMATION
U.S. Model

AIR BAG WARNING
FLIP VISOR OVER

F: STEERING COLUMN NOTICE

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

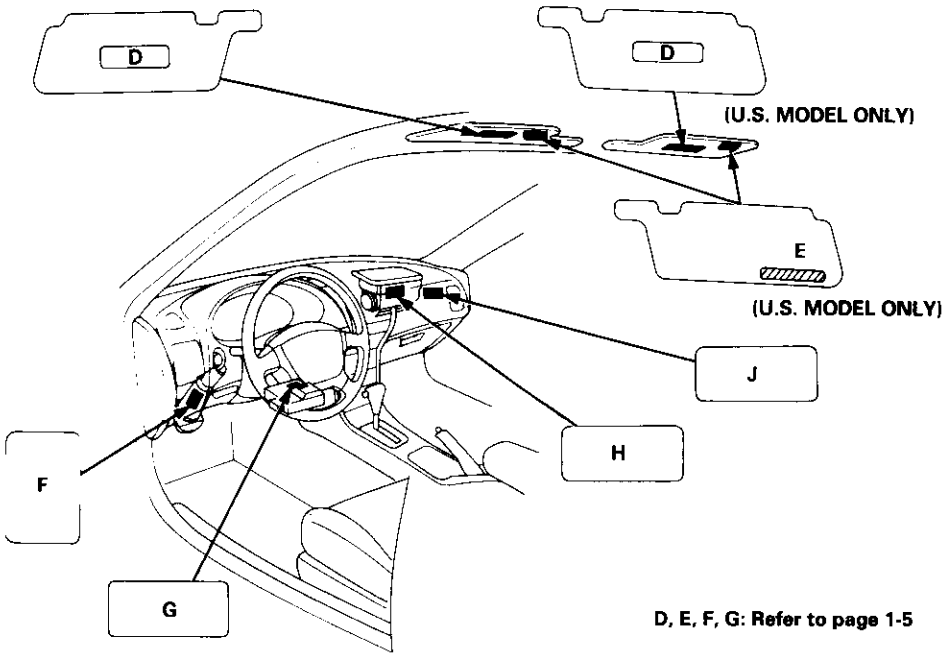
G: MONITOR NOTICE

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

(cont'd)

Warning/Caution Label Locations

(cont'd)



D, E, F, G: Refer to page 1-5

H: FRONT SEAT PASSENGER MODULE DANGER

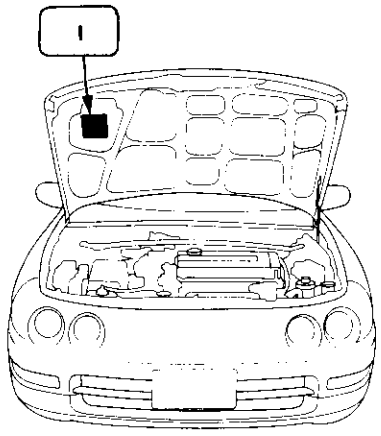
⚠DANGER
EXPLOSIVE/FLAMMABLE
STORAGE TEMPERATURES MUST NOT EXCEED 200°F (93°C). FOR PROPER HANDLING, STORAGE, AND DISPOSAL PROCEDURES, REFER TO SERVICE MANUAL, SRS SUPPLEMENT.
FIRST AID
IF CONTENTS ARE SWALLOWED, INDUCE VOMITING.
FOR EYE CONTACT, FLUSH EYES WITH WATER FOR 15 MINUTES.
IN EVERY CASE, GET 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.

I: SRS WARNING (ENGINE HOOD)

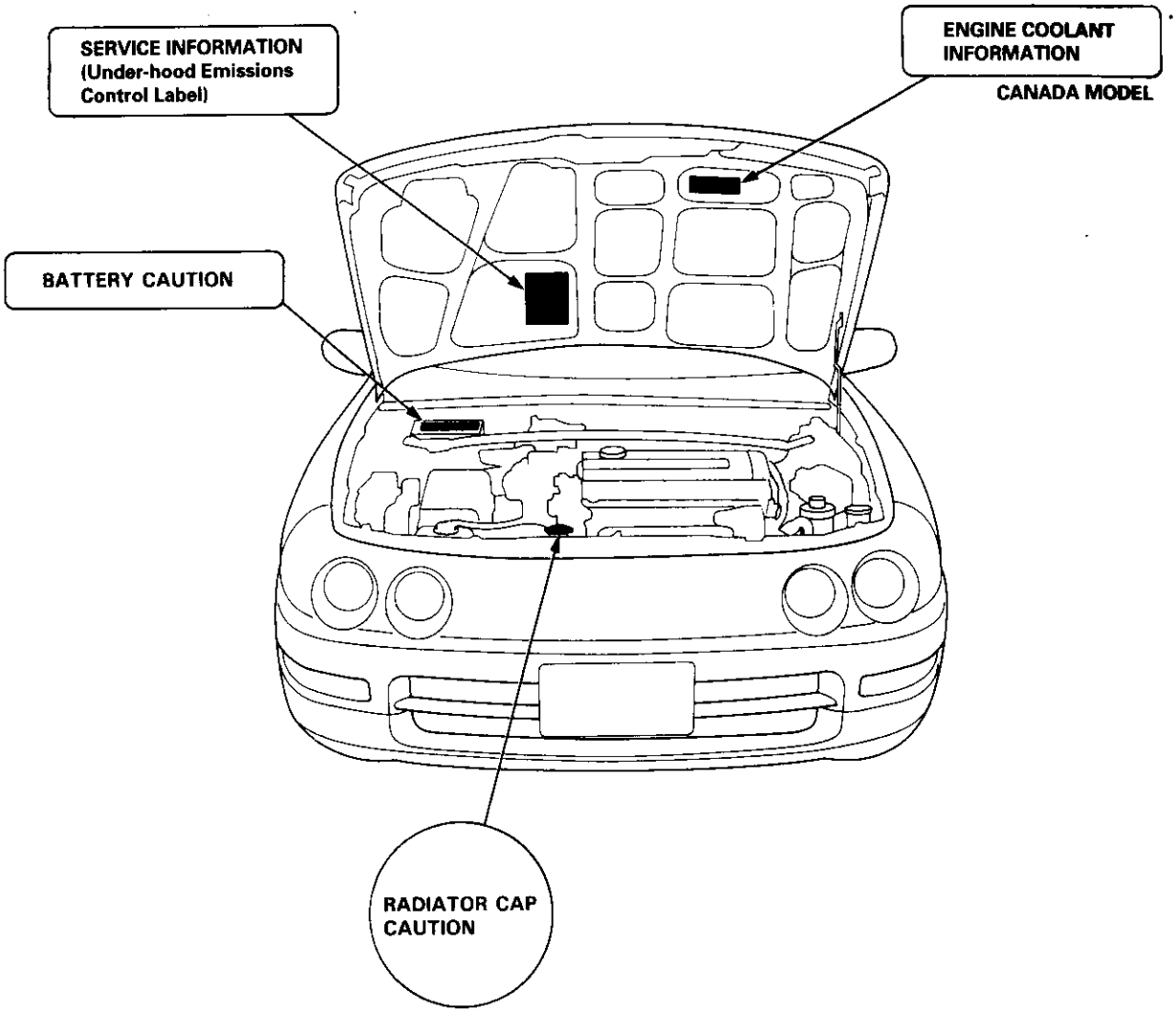
SUPPLEMENTAL RESTRAINT SYSTEM (SRS)
THIS VEHICLE IS EQUIPPED WITH DRIVER AND FRONT SEAT PASSENGER AIRBAGS.
ALL SRS ELECTRICAL WIRING AND CONNECTORS ARE COLORED YELLOW.
TAMPERING WITH, DISCONNECTING, OR USING ELECTRICAL TEST EQUIPMENT ON THE SRS WIRING CAN MAKE THE SYSTEM INOPERATIVE OR CAUSE ACCIDENTAL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

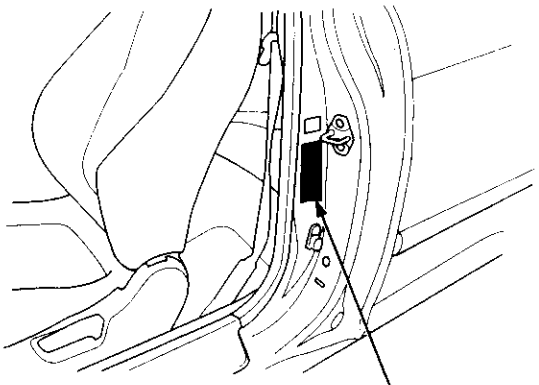
⚠WARNING
THE AIRBAG INFLATOR IS EXPLOSIVE, AND IF ACCIDENTALLY DEPLOYED, CAN SERIOUSLY HURT YOU.
FOLLOW SERVICE MANUAL INSTRUCTIONS CAREFULLY.

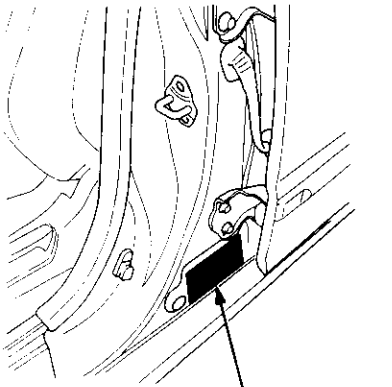


J: PASSENGER AIRBAG CAUTION
U.S. Model

WARNING
CHILDREN CAN BE KILLED OR INJURED BY A PASSENGER AIRBAG.
THE BACK SEAT IS THE SAFEST PLACE FOR CHILDREN. AGES 12 AND UNDER. MAKE SURE ALL CHILDREN USE SEAT BELTS OR CHILD SEATS.


SERVICE INFORMATION
(Under-hood Emissions
Control Label)
ENGINE COOLANT
INFORMATION
CANADA MODEL
BATTERY CAUTION
RADIATOR CAP
CAUTION

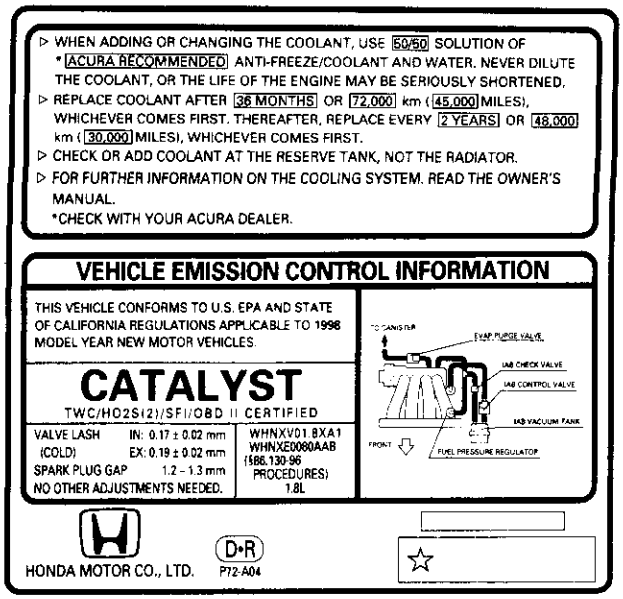

TIRE INFORMATION
(3-door)


TIRE INFORMATION
(4-door)

Under-hood Emissions Control Label

Emission Group Identification

Example:



50ST (50 States):
THIS VEHICLE CONFORMS TO THE U.S. EPA AND THE STATE OF CALIFORNIA REGULATIONS APPLICABLE TO 1998 MODEL YEAR NEW MOTOR VEHICLES.

49ST (49 States/Federal):
THIS VEHICLE CONFORMS TO THE U.S. EPA REGULATIONS APPLICABLE TO 1998 MODEL YEAR NEW MOTOR VEHICLES.

CAL (California):
THIS VEHICLE CONFORMS TO THE U.S. EPA AND STATE OF CALIFORNIA REGULATIONS APPLICABLE TO 1998 MODEL YEAR NEW PASSENGER CARS PROVIDED THAT THIS VEHICLE IS ONLY INTRODUCED INTO COMMERCE FOR SALE IN THE STATE OF CALIFORNIA.

Engine and Evaporative Families

Engine Family: W HNX V 01.8 XA1

Model Year
W: 1998
Manufacturer
HNX: Honda
Type
V: Light Duty Vehicle/Passenger Car
Displacement
Sequence Characters

Evaporative Family: W HNX E 0080 AAB

Model Year
W: 1998
Manufacturer
HNX: Honda
Type
E: EVAP
Canister Work Capacity (grams)
Sequence Characters

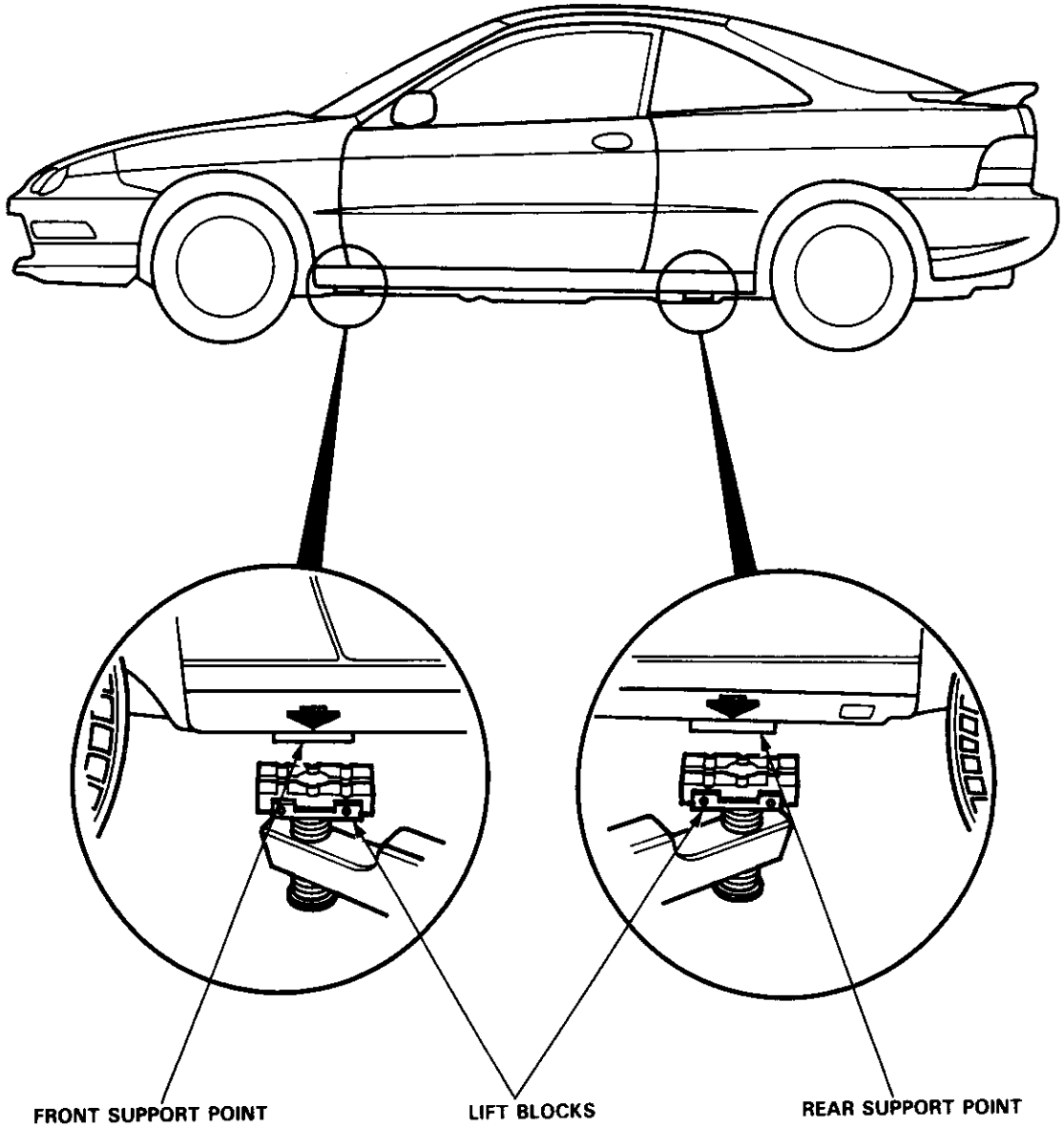
Lift and Safety Stands

⚠ WARNING When heavy rear components such as suspension, fuel tank, spare tire hatch 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.

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 the lift points for solid support.

NOTE: Use the same support points to support the vehicle on safety stands.



Lift and Support Points

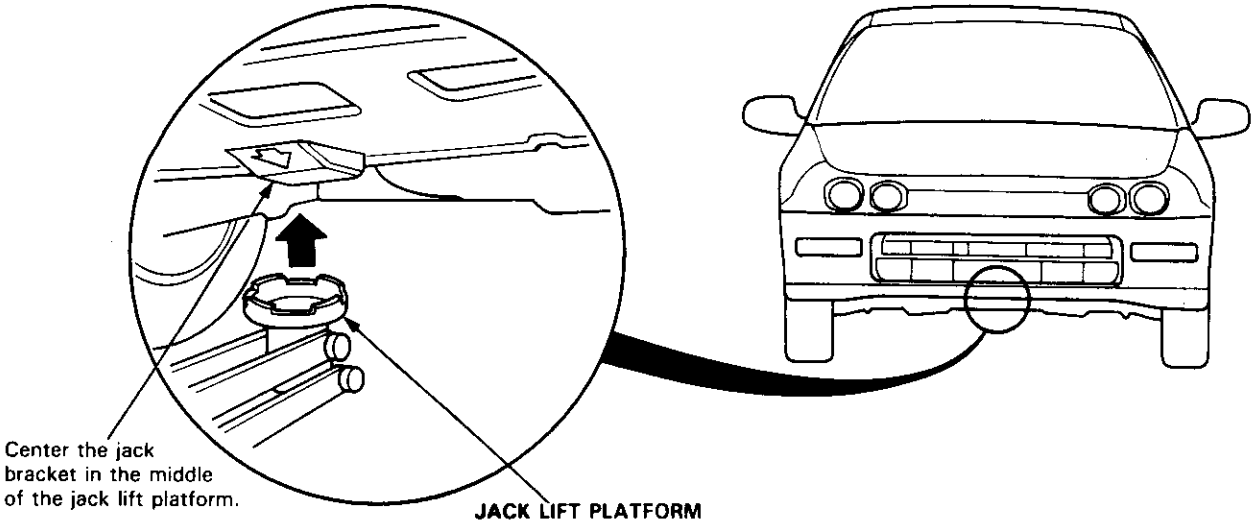
Floor Jack

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.

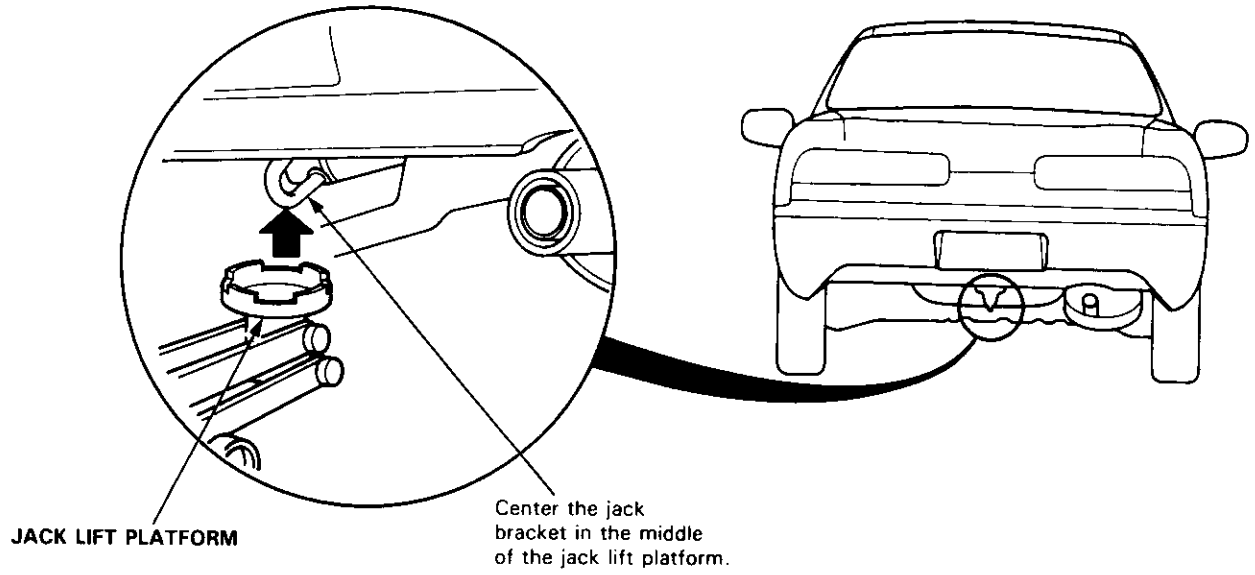
⚠ WARNING

- ***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.

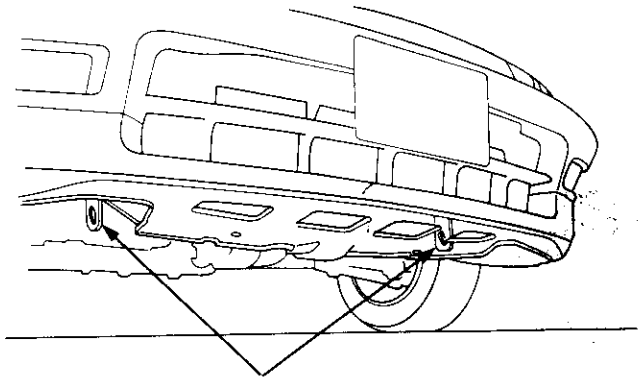
If the vehicle cannot be transported by flat-bed, it should be towed with the front wheels off the ground. If due to damage, the vehicle must be towed with the front wheels on the ground, do the following:

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 to N position.
- Turn off the engine.

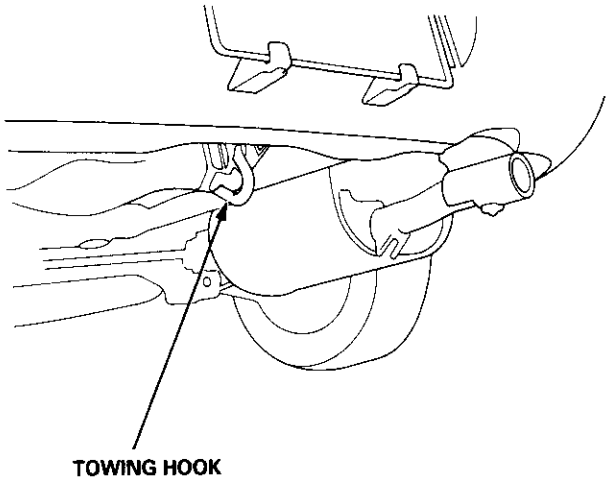
CAUTION:
- **Improper towing preparation will damage the transmission. Follow the above procedure exactly. If you cannot shift the transmission or start the engine (automatic transmission), your vehicle must be transported on a flat-bed.**
- **It is best to tow the vehicle no farther than 50 miles (80 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:



TOWING HOOKS

Rear:



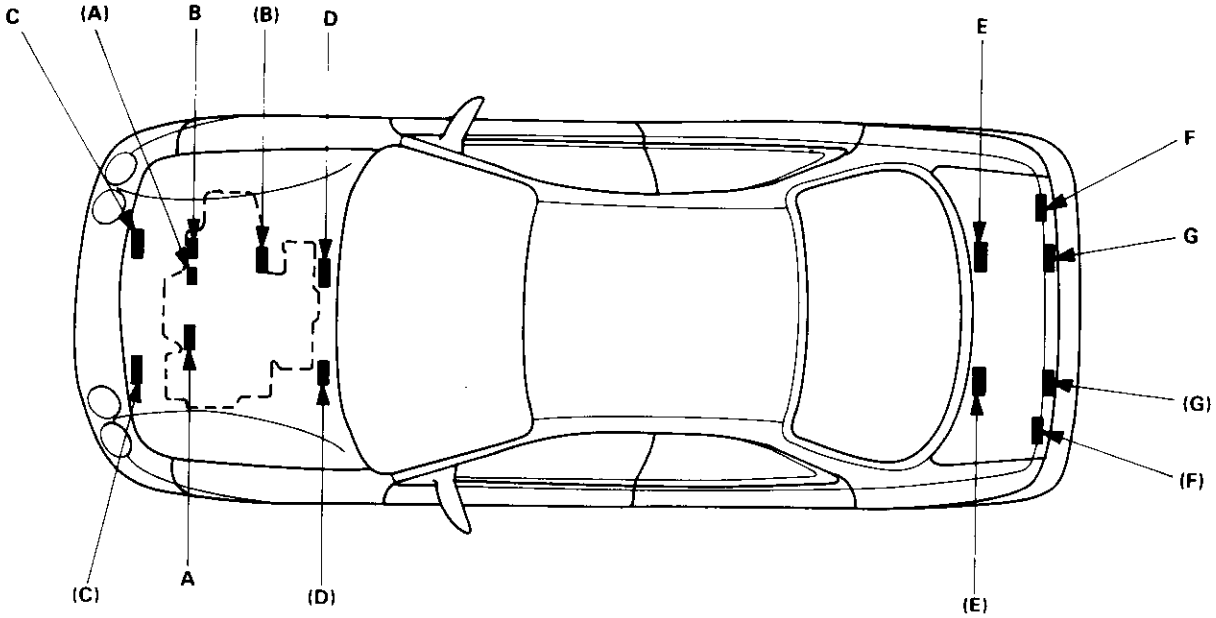
TOWING HOOK

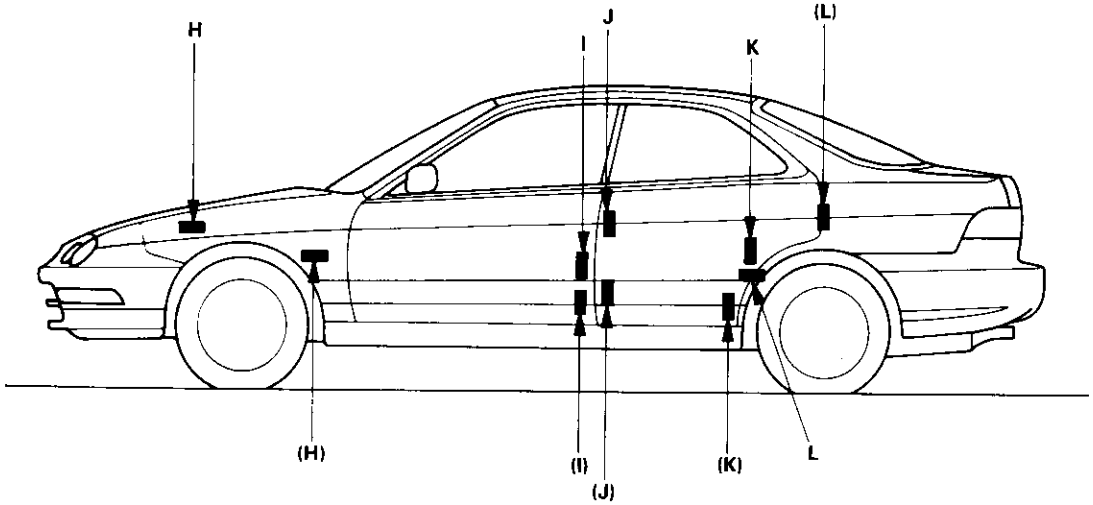
Parts Marking Locations

To deter vehicle theft, certain major components are marked with the vehicle identification number (VIN). Original parts will have self-adhesive labels or labels attached with a break-off bolt. Replacement body parts will have self-adhesive labels, and replacement engine and transmission parts will be stamped with a code for spare parts.

NOTE
- Be careful not to damage the parts marking labels during body repairs, and mask the labels before repainting.
- Label location letters without parenthesis indicate original parts. Letters with parenthesis indicate replacement parts.

Label Locations
A or (A): Engine
B or (B): Transmission
C or (C): Front Bumper
D or (D): Hood
E or (E): Trunk Lid (4 Door)
F or (F): Tail Gate (3 Door)
G or (G): Rear Bumper
H or (H): Front Fender
I or (I): Front Door
J or (J): Outer Rear Panel (3 Door)
K or (K): Rear Door (4 Door)
L or (L): Outer Rear Panel (4 Door)





Specifications

Standards and Service Limits

Cylinder Head/Valve Train (B18B1 engine) — Section 6

	MEASUREMENT			STANDARD (NEW)	SERVICE LIMIT
Compression	250 rpm and wide open throttle kPa (kgf/cm², psi)	Nominal Minimum Maximum variation		1,370 (14.0, 199) 930 (9.5, 135) 200 (2.0, 28)	
Cylinder head	Warpage Height			—— 131.95 – 132.05 (5.195 – 5.199)	0.05 (0.002) ——
Camshaft	End play Camshaft-to-holder oil clearance Total runout Cam lobe height		 IN EX	0.05 – 0.15 (0.002 – 0.006) 0.030 – 0.069 (0.0012 – 0.0027) 0.03 (0.001) max. 33.716 (1.3274) 33.528 (1.3200)	0.5 (0.02) 0.15 (0.006) 0.04 (0.002) —— ——
Valve	Valve clearance (Cold)*		IN EX	0.08 – 0.12 (0.003 – 0.005) 0.16 – 0.20 (0.006 – 0.008)	—— ——
	Valve stem O.D.		IN EX	6.580 – 6.590 (0.2591 – 0.2594) 6.550 – 6.560 (0.2579 – 0.2583)	6.55 (0.258) 6.52 (0.257)
	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	1.25 – 1.55 (0.049 – 0.061) 1.25 – 1.55 (0.049 – 0.061)	2.0 (0.08) 2.0 (0.08)
	Stem installed height		IN EX	40.765 – 41.235 (1.6049 – 1.6234) 42.765 – 43.235 (1.6837 – 1.7022)	41.485 (1.6333) 43.485 (1.7120)
Valve spring	Free length (Reference)	IN EX	NH CH	41.27 (1.625) 41.28 (1.625) 44.32 (1.745)	—— —— ——
Valve guide	I.D.		IN EX	6.61 – 6.63 (0.260 – 0.261) 6.61 – 6.63 (0.260 – 0.261)	6.65 (0.262) 6.65 (0.262)
	Installed height		IN EX	13.75 – 14.25 (0.541 – 0.561) 15.75 – 16.25 (0.620 – 0.640)	—— ——

*: Measured between the camshaft and rocker arm.
NH: NIHON HATSUJO manufactured valve spring
CH: CHUO HATSUJO manufactured valve spring

Unit of length: mm (in)

Engine Block (B18B1 engine) — Section 7

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Cylinder block	Warpage of deck surface		0.07 (0.003) max.	0.10 (0.004)
	Bore diameter		81.00 – 81.02 (3.189 – 3.190)	81.07(3.192)
	Bore taper		———	0.05 (0.002)
	Reboring limit		———	0.25 (0.010)
Piston	Skirt O.D. at 15 mm (0.6 in) from bottom of skirt		80.98 – 80.99 (3.188 – 3.189)	80.97 (3.188)
	Clearance in cylinder		0.01 – 0.04 (0.0004 – 0.0016)	0.05 (0.002)
	Groove width (For ring)	Top	1.030 – 1.040 (0.0406 – 0.0409)	1.06 (0.042)
		Second	1.230 – 1.240 (0.0484 – 0.0488)	1.26 (0.050)
		Oil	2.805 – 2.820 (0.1104 – 0.1110)	2.84 (0.112)
Piston ring	Ring-to-groove clearance	Top	0.045 – 0.070 (0.0018 – 0.0028)	0.13 (0.005)
		Second R	0.040 – 0.065 (0.0016 – 0.0026)	0.13 (0.005)
		T	0.045 – 0.070 (0.0018 – 0.0028)	0.13 (0.005)
	Ring end gap	Top R	0.20 – 0.35 (0.008 – 0.014)	0.60 (0.024)
		T	0.20 – 0.30 (0.008 – 0.012)	0.60 (0.024)
		Second	0.40 – 0.55 (0.016 – 0.022)	0.70 (0.028)
		Oil R	0.20 – 0.50 (0.008 – 0.020)	0.70 (0.028)
		T	0.20 – 0.45 (0.008 – 0.018)	0.70 (0.028)
Piston Pin	O.D.		20.994 – 21.000 (0.8265 – 0.8268)	———
	Pin-to-piston clearance		0.010 – 0.022 (0.0004 – 0.0009)	———
Connecting rod	Pin-to-rod interference		0.013 – 0.032 (0.0005 – 0.0013)	———
	Small end bore diameter		20.968 – 20.981 (0.8255 – 0.8260)	———
	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			
	No. 1, 2, 4 and 5 journals		54.976 – 55.000 (2.1644 – 2.1654)	———
	No. 3 journal		54.970 – 54.994 (2.1642 – 2.1651)	———
	Rod journal diameter		44.976 – 45.000 (1.7707 – 1.7717)	———
	Taper		0.005 (0.0002) max.	0.010 (0.0004)
	Out-of-round		0.005 (0.0002) max.	0.010 (0.0004)
	End play		0.10 – 0.35 (0.004 – 0.014)	0.45 (0.018)
	Runout		0.03 (0.001) max.	0.05 (0.002)
Bearing	Main bearing-to-journal oil clearance			
	No. 1, 2, 4 and 5 journals		0.024 – 0.042 (0.0009 – 0.0017)	0.050 (0.0020)
	No. 3 journal		0.030 – 0.048 (0.0012 – 0.0019)	0.060 (0.0024)
	Rod bearing-to-journal oil clearance		0.020 – 0.038 (0.0008 – 0.0015)	0.050 (0.0020)

R: RIKEN manufactured piston ring
T: TEIKOKU PISTON RING manufactured piston ring

Standards and Service Limits

Cylinder Head/Valve Train (B18C1, B18C5 engines) — Section 6

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Compression	250 rpm and wide open throttle kPa (kgf/cm², psi) Nominal	1,860 (19.0, 270)	
	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 (0.0020 – 0.0035)	0.15 (0.006)
	Total runout	0.03 (0.001) max.	0.04 (0.002)
	Cam lobe height IN		———
	Primary B18C1/B18C5 engine	33.411 (1.3154)/33.088 (1.3027)	———
	Mid B18C1/B18C5 engine	36.377 (1.4322)/36.865 (1.4138)	———
	Secondary B18C1/B18C5 engine	34.547 (1.3601)/34.732 (1.3674)	———
	EX		———
	Primary B18C1/B18C5 engine	33.111 (1.3036)/32.785 (1.2907)	———
	Mid B18C1/B18C5 engine	35.720 (1.4063)/36.333 (1.4304)	
	Secondary B18C1/B18C5 engine	34.381 (1.3536)/34.691 (1.3658)	
Valve	Valve clearance (Cold)* 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 B18C1 engine	1.25 – 1.55 (0.049 – 0.061)	2.0 (0.08)
	B18C5 engine	0.85 – 1.15 (0.033 – 0.045)	2.0 (0.08)
	EX B18C1 engine	1.25 – 1.55 (0.049 – 0.061)	2.0 (0.08)
	B18C5 engine	0.85 – 1.15 (0.033 – 0.045)	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 (Reference) B18C1 engine:		
	IN Outer	41.05 (1.616)	———
	Inner NH	36.16 (1.424)	———
	CH	36.19 (1.425)	———
	EX NH	41.96 (1.652)	———
	CH	41.94 (1.651)	———
	B18C5 engine:		
	IN Outer	43.19 (1.700)	———
	Inner	36.84 (1.450)	———
	EX Outer	41.05 (1.616)	———
	Inner	36.16 (1.424)	———
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)

*: Measured between the camshaft and rocker arm.
NH: NIHON HATSUJO manufactured valve spring
CH: CHUO HATSUJO manufactured valve spring

Unit of length: mm (in)

Engine Block (B18C1, B18C5 engines) — Section 7

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Cylinder block	Warpage of deck surface		0.05 (0.002) max.	0.08 (0.003)
	Bore diameter		81.00 – 81.02 (3.189 – 3.190)	81.07 (3.192)
	Bore taper		———	0.05 (0.002)
	Reboring limit		———	0.25 (0.010)
Piston	Skirt O.D. at 15 mm (0.6 in) from bottom of skirt		80.98 – 80.99 (3.188 – 3.189)	80.97 (3.188)
	Clearance in cylinder		0.01 – 0.04 (0.0004 – 0.0016)	0.05 (0.002)
	Groove width (For ring)	Top	1.030 – 1.040 (0.0406 – 0.0409)	1.060 (0.0417)
		Second	1.230 – 1.240 (0.0484 – 0.0488)	1.260 (0.0496)
		Oil	2.805 – 2.820 (0.1104 – 0.1110)	2.840 (0.1118)
Piston ring	Ring-to-piston groove clearance	Top	0.045 – 0.070 (0.0018 – 0.0028)	0.13 (0.005)
		Second	0.040 – 0.065 (0.0016 – 0.0026)	0.13 (0.005)
	Ring end gap	Top	0.20 – 0.35 (0.008 – 0.014)	0.60 (0.024)
		Second	0.40 – 0.55 (0.016 – 0.022)	0.70 (0.028)
		Oil	0.20 – 0.50 (0.008 – 0.020)	0.70 (0.028)
Piston Pin	O.D.		20.994 – 21.000 (0.8265 – 0.8268)	———
	Pin-to-piston clearance		0.010 – 0.022 (0.0004 – 0.0009)	———
Connecting rod	Pin-to-rod interference		0.017 – 0.036 (0.0007 – 0.0014)	———
	Small end bore diameter		20.964 – 20.997 (0.8254 – 0.8267)	———
	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			
	No. 1, 2, 4 and 5 journals		54.976 – 55.000 (2.1644 – 2.1654)	———
	No. 3 journal		54.974 – 54.998 (2.1643 – 2.1653)	———
	Rod journal diameter		44.976 – 45.000 (1.7707 – 1.7717)	———
	Taper		0.005 (0.0002) max.	0.010 (0.0004)
	Out-of round		0.005 (0.0002) max.	0.010 (0.0004)
	End play		0.10 – 0.35 (0.004 – 0.014)	0.45 (0.018)
	Runout		0.03 (0.001) max.	0.05 (0.002)
Bearing	Main bearing-to-journal oil clearance			
	No. 1, 2, 4 and 5 journals		0.024 – 0.042 (0.0009 – 0.0017)	0.050 (0.0020)
	No. 3 journal		0.030 – 0.048 (0.0012 – 0.0019)	0.060 (0.0024)
	Rod bearing-to-journal oil clearance		0.032 – 0.050 (0.0013 – 0.0020)	0.060 (0.0024)

Engine Lubrication — Section 8

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Engine oil	Capacity	B18B1 engine	4.6 (4.9, 4.0) for engine overhaul	
	ℓ (US qt, Imp qt)		3.8 (4.0, 3.3) for oil change, including filter	
			3.5 (3.7, 3.1) for oil change, without filter	
		B18C1, B18C5 engines	4.8 (5.1, 4.2) for engine overhaul	
			4.0 (4.2, 3.5) for oil change, including filter	
			3.7 (3.9, 3.3) for oil change, without filter	
Oil pump	Inner-to-outer rotor clearance		0.04 – 0.16 (0.002 – 0.006)	0.20 (0.008)
	Pump housing-to-outer rotor clearance		0.10 – 0.19 (0.004 – 0.007)	0.20 (0.008)
	Pump housing-to-rotor axial clearance		0.02 – 0.07 (0.001 – 0.003)	0.15 (0.006)
Relief valve	Pressure setting at engine oil temp. 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	Coolant capacity ℓ (US qt, Imp qt) [Including engine, heater, cooling line and reservoir]	B18B1 engine	M/T: 6.4 (6.8, 5.6) for overhaul 4.4 (4.6, 3.9) for coolant change* A/T: 6.7 (7.1, 5.9) for overhaul 4.7 (5.0, 4.1) for coolant change*
	Reservoir capacity: 0.6 ℓ (0.63 US qt, 0.53 Imp qt)	B18C1 engine	M/T: 6.7 (7.1, 5.9) for overhaul 4.7 (5.0, 4.1) for coolant change*
		B18C5 engine	M/T: 6.5 (6.9, 5.7) for overhaul 4.5 (4.8, 4.0) for coolant change*
Radiator cap	Opening pressure kPa (kgf/cm², psi)		93 – 123 (0.95 – 1.25, 13.5 – 17.8)
Thermostat	Start to open °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 °F (°C) Thermoswitch "OFF" temperature °F (°C)		196 – 203 (91 – 95) Subtract 5 – 14 (3 – 8) from actual "ON" temperature

*: Including the coolant in the reservoir and that remaining in the engine.

Fuel and Emissions — Section 11

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Pressure regulator	Pressure with regulator vacuum hose disconnected kPa (kgf/cm², psi)	B18B1 engine	270 – 320 (2.8 – 3.3, 40 – 47)	
		B18C1 engine	329 – 378 (3.35 – 3.85, 48 – 55)	
		B18C5 engine	320 – 370 (3.3 – 3.8, 47 – 54)	
Fuel tank	Capacity ℓ (US gal, Imp gal)		50 (13.2, 11.0)	
Engine	Idle speed with headlight and cooling fan off rpm		B18B1, B18C1 engines 750 ± 50 (M/T: neutral) 750 ± 50 (A/T: N or P position) B18C5 engine 800 ± 50 (M/T: neutral)	
	Fast idle rpm		B18B1, B18C1 engines 1,600 ± 200 (M/T: neutral) 1,600 ± 200 (A/T: N or P position) B18C5 engine 1,500 ± 200 (M/T: neutral)	
	Idle CO %		0.1 max.	

Clutch — Section 12

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Clutch pedal	Pedal height	to floor	164 (6 7/16)	——
	Stroke		130 – 140 (5.12 – 5.51)	——
	Pedal play		12 – 21 (1/2 – 13/16)*	——
	Disengagement height	to floor	83 (3.27) min.	——
Flywheel	Clutch surface runout		0.05 (0.002) max.	0.15 (0.006)
Clutch disc	Rivet head depth		1.2 – 1.7 (0.05 – 0.07)	0.2 (0.01)
	Thickness		8.3 – 9.0 (0.33 – 0.35)	6.0 (0.24)
Pressure plate	Warpage		0.03 (0.001) max.	0.15 (0.006)
	Diaphragm spring finger alignment		0.6 (0.02) max.	0.8 (0.03)

* Including the pedal play 1 – 10 mm (0.04 – 0.39 in).

Unit of length: mm (in)

Manual Transmission — Section 13

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Transmission oil	Capacity ℓ (US qt, Imp qt)	2.2 (2.3, 1.9) for oil change 2.3 (2.4, 2.0) for overhaul	
Mainshaft	End play	0.11 – 0.18 (0.004 – 0.007)	Adjust
	Diameter of ball bearing contact area (clutch housing side)	27.977 – 27.990 (1.101 – 1.102)	27.93 (1.10)
	Diameter of 3rd gear contact area	37.984 – 38.000 (1.495 – 1.496)	37.93 (1.493)
	Diameter of ball bearing contact area (transmission housing side)	27.987 – 28.000 (1.1018 – 1.1024)	27.94 (1.10)
	Runout	0.02 (0.0008) max.	0.05 (0.002)
Mainshaft 3rd and 4th gears	I.D.	43.009 – 43.025 (1.6933 – 1.6939)	43.08 (1.696)
	End play	0.06 – 0.21 (0.0024 – 0.0083)	0.3 (0.012)
	Thickness 3rd B18B1 engine	34.42 – 34.47 (1.355 – 1.357)	34.3 (1.350)
	3rd B18C1, B18C5 engines	34.92 – 34.97 (1.375 – 1.377)	34.8 (1.370)
	4th B18B1 engine	30.92 – 30.97 (1.217 – 1.219)	30.8 (1.213)
	4th B18C1, B18C5 engines	31.42 – 31.47 (1.237 – 1.239)	31.3 (1.232)
Mainshaft 5th gear	I.D.	43.009 – 43.025 (1.6933 – 1.6939)	43.08 (1.696)
	End play	0.06 – 0.21 (0.0024 – 0.0083)	0.3 (0.012)
	Thickness	31.42 – 31.47 (1.237 – 1.239)	31.3 (1.232)
Countershaft	Diameter of needle bearing contact area	33.000 – 33.015 (1.299 – 1.300)	32.95 (1.297)
	Diameter of ball bearing contact area	24.980 – 24.993 (0.9835 – 0.9840)	24.94 (0.982)
	Diameter of 1st gear contact area	36.984 – 37.000 (1.4561 – 1.4567)	36.93 (1.454)
	Runout	0.02 (0.0008) max.	0.05 (0.002)
Countershaft 1st gear	I.D.	42.009 – 42.025 (1.6539 – 1.6545)	42.08 (1.657)
	End play	0.045 – 0.205 (0.0018 – 0.0081)	———
	Thickness	31.45 – 31.50 (1.238 – 1.240)	———
Countershaft 2nd gear	I.D.	47.009 – 47.025 (1.8507 – 1.8514)	47.08 (1.854)
	End play	0.07 – 0.14 (0.003 – 0.006)	0.20 (0.008)
	Thickness B18B1 engine	34.62 – 34.67 (1.3630 – 1.3650)	34.5 (1.358)
	Thickness B18C1, B18C5 engines	28.92 – 28.97 (1.1386 – 1.1405)	28.8 (1.134)
Spacer collar (Countershaft 2nd gear)	I.D.	36.48 – 36.49 (1.4362 – 1.4366)	36.5 (1.437)
	O.D.	41.989 – 42.000 (1.6531 – 1.6535)	41.94 (1.651)
	Length	29.07 – 29.09 (1.1445 – 1.1453)	———
Spacer collar (Mainshaft 4th and 5th gears)	I.D.	31.002 – 31.012 (1.2205 – 1.2209)	31.06 (1.223)
	O.D.	37.989 – 38.000 (1.4956 – 1.4961)	37.94 (1.494)
	Length A	56.45 – 56.55 (2.2224 – 2.2264)	———
	Length B	26.03 – 26.08 (1.0248 – 1.0268)	———

(cont'd)

Standards and Service Limits

Manual Transmission (cont'd) — Section 13

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Reverse idler gear	I.D.	B18B1 engine	20.016 – 20.043 (0.7880 – 0.7891)	20.09 (0.7909)
		B18C1 engine	20.028 – 20.049 (0.7885 – 0.7893)	20.09 (0.7909)
		B18C5 engine	20.030 – 20.110 (0.7886 – 0.7917)	20.09 (0.7909)
	Gear-to-reverse gear shaft clearance	B18B1 engine	0.036 – 0.084 (0.0014 – 0.0033)	0.16 (0.006)
		B18C1 engine	0.028 – 0.053 (0.0011 – 0.0020)	0.16 (0.006)
		B18C5 engine	0.030 – 0.117 (0.0012 – 0.0046)	0.16 (0.006)
Synchro ring	Ring-to-gear clearance (ring pushed against gear)		0.85 – 1.10 (0.033 – 0.043)	0.4 (0.016)
Double cone synchro ring *	Clearance (ring pushed against gear)			
	Outer synchro ring-to-gear		0.95 – 1.68 (0.037 – 0.066)	0.6 (0.024)
	Inner synchro ring-to-gear		0.5 – 1.0 (0.02 – 0.04)	0.3 (0.01)
	Outer synchro ring-to-synchro cone		0.5 – 1.0 (0.02 – 0.04)	0.3 (0.01)
Shift fork	Shift fork finger thickness		7.4 – 7.6 (0.291 – 0.299)	———
	Fork-to-synchro sleeve clearance		0.35 – 0.65 (0.014 – 0.026)	1.0 (0.039)
Reverse shift fork	Shift fork pawl groove width		13.0 – 13.3 (0.512 – 0.524)	———
	Fork-to-reverse idler gear clearance		0.5 – 1.1 (0.020 – 0.043)	1.8 (0.07)
	"L" groove width	at 5th gear side	7.40 – 7.70 (0.291 – 0.303)	———
		at reverse gear side	7.05 – 7.25 (0.278 – 0.285)	———
	Fork-to-5th/reverse shift piece pin clearance			
		at 5th gear side	0.4 – 0.9 (0.016 – 0.035)	———
		at reverse gear side	0.05 – 0.45 (0.0020 – 0.018)	———
Shift arm	Groove width of change piece contact area		11.8 – 12.0 (0.46 – 0.47)	———
	Change piece-to-shift arm clearance		0.05 – 0.35 (0.002 – 0.014)	0.80 (0.031)
Shift piece	Groove width of shift arm contact area		8.1 – 8.2 (0.319 – 0.323)	———
	Shift piece-to-shift arm clearance		0.10 – 0.30 (0.004 – 0.012)	0.60 (0.024)
	I.D.		14.000 – 14.068 (0.551 – 0.554)	———
	Shift piece-to-shaft clearance		0.011 – 0.092 (0.0004 – 0.0036)	0.150 (0.0059)
	Diameter of shift fork contact area		11.90 – 12.00 (0.469 – 0.472)	———
	Shift piece-to-shift fork shaft clearance		0.20 – 0.50 (0.008 – 0.020)	0.80 (0.031)
Selector arm	Diameter of change piece contact area		11.8 – 12.0 (0.46 – 0.47)	———
	Arm-to-change piece clearance		0.05 – 0.35 (0.002 – 0.014)	0.50 (0.020)
	Groove width of interlock contact area		10.05 – 10.15 (0.3957 – 0.3996)	———
	Arm-to-interlock clearance		0.05 – 0.25 (0.002 – 0.010)	0.50 (0.020)

*: B18C1, B18C5 engines

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 (N or P position)		830 – 880 (8.5 – 9.0, 120 – 130)	780 (8.0, 110)
	2nd clutch pressure at 2,000 rpm (D4 position)		420 – 480 (4.3 – 4.9, 61 – 70) throttle fully closed 830 – 880 (8.5 – 9.0, 120 – 130) throttle more than 1/4 opened	400 (4.1, 58) throttle fully closed 780 (8.0, 110) throttle more than 1/4 opened
	3rd clutch pressure at 2,000 rpm (D4 position)		440 – 480 (4.5 – 4.9, 64 – 70) throttle fully closed	400 (4.1, 58) throttle fully closed
	4th clutch pressure at 2,000 rpm (D4 position)		830 – 880 (8.5 – 9.0, 120 – 130) throttle more than 1/4 opened	780 (8.0, 110) throttle more than 1/4 opened
	2nd clutch pressure at 2,000 rpm (2 position)		830 – 880 (8.5 – 9.0, 120 – 130)	780 (8.0, 110)
	1st clutch pressure at 2,000 rpm (D4 or 1 position)		830 – 880 (8.5 – 9.0, 120 – 130)	780 (8.0, 110)
	1st-hold clutch pressure at 2,000 rpm (1 position)		830 – 880 (8.5 – 9.0, 120 – 130)	780 (8.0, 110)
	Throttle pressure B (D4 or D3 position)	Throttle fully closed	0 – 15 (0 – 0.15, 0 – 2.1)	———
		Throttle fully opened	830 – 880 (8.5 – 9.0, 120 – 130)	780 (8.0, 110)
Stall speed rpm (Check with vehicle on level ground)		B18B1 engine	2,500	2,350 – 2,650
		B18C1 engine	2,400	2,250 – 2,550

Unit of length: mm (in)

Automatic Transmission — Section 14

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Clutch	Clutch initial clearance	1st, 2nd	0.65 – 0.85 (0.026 – 0.033)	———
		3rd, 4th	0.40 – 0.60 (0.016 – 0.024)	———
		1st-hold	0.5 – 0.8 (0.020 – 0.031)	———
	Clutch return spring free length	1st, 2nd, 3rd, 4th	31.0 (1.22)	29.1 (1.15)
		1st-hold	34.6 (1.36)	32.6 (1.28)
	Clutch disc thickness		1.88 – 2.00 (0.074 – 0.079)	Until grooves wear out
	Clutch plate thickness	1st, 1st-hold	1.55 – 1.65 (0.061 – 0.065)	
		2nd, 3rd, 4th	1.95 – 2.05 (0.077 – 0.081)	Discoloration
	Clutch end plate thickness (1st, 2nd, 3rd, 4th)	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)	↕
		MARK 10	2.95 – 3.00 (0.116 – 0.118)	Discoloration
	Clutch end plate thickness (1st-hold)	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)	↕
		NO MARK	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)	Discoloration

(cont'd)

Standard and Service Limits

Automatic Transmission (cont'd) — Section 14

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Transmission	Diameter of needle bearing contact area		
	On mainshaft stator shaft bearing	23.980 – 23.993 (0.9441 – 0.9446)	Wear or damage
	On mainshaft 2nd gear	35.975 – 35.991 (1.4163 – 1.4170)	
	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 sub-shaft (left side)	25.991 – 26.000 (1.0233 – 1.0236)	
	On sub-shaft 4th gear collar	27.980 – 27.993 (1.1016 – 1.1021)	
	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 sub-shaft 4th gear	32.000 – 32.016 (1.2598 – 1.2605)	
	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	0.05 – 0.16 (0.002 – 0.006)	——
	Mainshaft 2nd gear	0.05 – 0.13 (0.002 – 0.005)	——
	Mainshaft 4th gear	0.05 – 0.16 (0.002 – 0.006)	——
	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)	——
	Sub-shaft 4th gear	0.05 – 0.17 (0.002 – 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	49.50 – 49.55 (1.949 – 1.951)	——
	Mainshaft 4th gear collar flange thickness	4.435 – 4.525 (0.175 – 0.178)	Wear or damage
	Mainshaft 1st gear collar length	27.00 – 27.05 (1.063 – 1.065)	——
	Countershaft distance collar length	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)	——
		38.87 – 38.90 (1.530 – 1.531)	——
		38.92 – 38.95 (1.532 – 1.533)	——
	Countershaft 3rd gear collar length	20.65 – 20.70 (0.813 – 0.815)	——
	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
	Sub-shaft 4th gear collar length	24.0 – 24.1 (0.945 – 0.949)	——
	Sub-shaft 4th gear collar flange thickness	2.95 – 3.10 (0.116 – 0.122)	Wear or damage

Automatic Transmission — Section 14

Unit of length: mm (in)

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Transmission (cont'd)	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 right side Countershaft 3rd gear splined washer thickness Sub-shaft 4th gear thrust washer thickness One-way clutch contact area Countershaft 1st gear I.D. Parking gear O.D. 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) Sub-shaft 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. Sub-shaft bushing I.D. Mainshaft sealing ring goove width	 2.95 – 3.05 (0.116 – 0.120) 2.43 – 2.50 (0.096 – 0.098) 4.95 – 5.00 (0.195 – 0.197) 2.93 – 3.00 (0.115 – 0.118) 83.339 – 83.365 (3.2811 – 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) 7.97 – 7.98 (0.3138 – 0.3142) 1.87 – 1.97 (0.0736 – 0.0775) 6.018 – 6.030 (0.2369 – 0.2374) 9.000 – 9.015 (0.3543 – 0.3549) 8.000 – 8.022 (0.3150 – 0.3158) 8.000 – 8.022 (0.3150 – 0.3158) 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) 7.95 (0.313) 1.82 (0.072) 6.045 (0.2380) 9.03 (0.356) 8.03 (0.316) 8.03 (0.316) 2.095 (0.082)
Regulator valve body	Sealing ring contact area I.D.	35.000 – 35.025 (1.3780 – 1.3789)	35.050 (1.3799)
Shifting device and parking brake control	Reverse shift fork finger thickness Parking brake ratchet pawl Parking gear Throttle cam stopper height	5.90 – 6.00 (0.232 – 0.236) ——— ——— 27.0 – 27.1 (1.063 – 1.067)	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) 0.210 – 0.265 (0.0083 – 0.0104) 0.070 – 0.125 (0.0028 – 0.0049) 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

(cont'd)

Standards and Service Limits

Automatic Transmission (cont'd) — Section 14

	MEASUREMENT	STANDARD (NEW)			
		Wire Dia.	O.D.	Free Length	No. of Coils
Springs	Regulator valve spring A	1.8 (0.071)	14.7 (0.579)	87.8 (3.457)	16.5
	Regulator valve spring B	1.8 (0.071)	*6.0 (0.236)	44.0 (1.732)	7.5
	Stator reaction spring	4.5 (0.177)	26.4 (1.039)	30.3 (1.193)	1.92
	Modulator valve spring	1.3 (0.051)	9.4 (0.370)	39.3 (1.547)	12.4
	Torque converter check valve	1.0 (0.039)	8.4 (0.331)	33.8 (1.331)	8.2
	Cooler check valve spring	1.0 (0.039)	8.4 (0.331)	33.8 (1.331)	8.2
	Relief valve spring	1.1 (0.043)	8.6 (0.339)	37.1 (1.461)	13.4
	2-3 orifice control valve spring	0.9 (0.035)	6.6 (0.260)	33.0 (1.299)	14.9
	Throttle valve B adjusting spring	0.7 (0.028)	6.2 (0.244)	34.0 (1.339)	15.2
	Throttle valve B spring	1.4 (0.055)	8.5 (0.335)	41.5 (1.634)	10.5
	Throttle valve B spring	1.4 (0.055)	8.5 (0.335)	41.5 (1.634)	11.2
	Throttle valve B spring	1.4 (0.055)	8.5 (0.335)	41.6 (1.638)	12.4
	1-2 shift valve spring	0.9 (0.035)	8.6 (0.339)	40.4 (1.591)	14.5
	2-3 shift valve spring	0.9 (0.035)	7.6 (0.299)	57.0 (2.244)	26.8
	3-4 shift valve spring	0.9 (0.035)	7.6 (0.299)	52.0 (2.047)	26.8
	1st-hold accumulator spring	4.0 (0.157)	21.5 (0.846)	71.7 (2.823)	8.3
	1st accumulator spring	2.5 (0.098)	16.3 (0.642)	105.4 (4.150)	16 + 8.6
	2nd accumulator spring	3.6 (0.142)	22.0 (0.866)	108.9 (4.287)	15.2
	3rd accumulator spring	2.8 (0.110)	17.5 (0.689)	105.2 (4.142)	19.1
	4th accumulator spring	2.6 (0.102)	16.3 (0.642)	103.3 (4.067)	21.2
	Lock-up shift valve spring	0.9 (0.035)	7.6 (0.299)	73.7 (2.902)	32.0
	Lock-up timing B valve spring	0.8 (0.031)	6.6 (0.260)	60.8 (2.394)	22.1
	Lock-up control valve spring	0.8 (0.031)	6.6 (0.260)	41.6 (1.638)	27.6
	CPC valve spring	1.3 (0.051)	9.4 (0.370)	35.3 (1.390)	12.4
	4-3 kick-down valve spring	1.0 (0.039)	6.6 (0.260)	28.5 (1.122)	14.7
	3-2 kick-down valve spring	1.3 (0.051)	8.6 (0.339)	45.6 (1.795)	17.0
	Servo control valve spring	0.9 (0.035)	6.4 (0.252)	34.1 (1.343)	17.5
	4th exhaust valve spring	1.0 (0.039)	7.1 (0.280)	60.3 (2.374)	18.5
	Orifice control valve spring	0.8 (0.031)	6.6 (0.260)	48.2 (1.898)	33.0

*: Inside Diameter

Differential (Manual Transmission) — Section 15

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Differential carrier	Pinion shaft contact area I.D.	B18B1 engine	18.000 – 18.016 (0.7087 – 0.7093)	———
		B18C1, B18C5 engines	18.000 – 18.018 (0.7087 – 0.7094)	———
	Carrier-to-pinion clearance	B18B1 engine	0.013 – 0.045 (0.0005 – 0.0018)	0.1 (0.004)
		B18C1, B18C5 engines	0.013 – 0.047 (0.0005 – 0.0019)	0.1 (0.004)
	Driveshaft/intermediate shaft contact area I.D.			
		B18B1 engine	28.000 – 28.021 (1.1024 – 1.1032)	———
		B18C1, B18C5 engines	28.005 – 28.025 (1.1026 – 1.1033)	———
	Carrier-to-driveshaft clearance	B18B1 engine	0.020 – 0.062 (0.0008 – 0.0024)	———
		B18C1, B18C5 engines	0.025 – 0.066 (0.0010 – 0.0026)	———
	Carrier-to-intermediate shaft clearance			
		B18B1 engine	0.050 – 0.087 (0.0020 – 0.0034)	———
		B18C1, B18C5 engines	0.055 – 0.091 (0.0022 – 0.0036)	———
Differential pinion gear	Backlash		0.05 – 0.15 (0.002 – 0.006)	Adjust
	I.D.		18.042 – 18.066 (0.7103 – 0.7113)	———
	Pinion gear-to-pinion shaft clearance		0.055 – 0.095 (0.0022 – 0.0037)	0.15 (0.006)
Set ring-to-bearing outer race clearance		B18B1 engine	0 – 0.10 (0 – 0.004)	Adjust
Differential taper roller bearing preload Starting torque N·m (kgf·cm, lbf·in)		B18C1, B18C5 engines	2.11 – 3.04 (21.5 – 31.0, 18.7 – 26.9)	Adjust

Differential (Automatic Transmission) — Section 15

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Differential carrier	Pinion shaft contact area I.D.	18.010 – 18.028 (0.7091 – 0.7098)	———
	Carrier-to-pinion clearance	0.023 – 0.057 (0.0009 – 0.0022)	0.1 (0.004)
	Driveshaft/intermediate shaft contact are I.D.	26.025 – 26.045 (1.0246 – 1.0254)	———
	Carrier-to-driveshaft clearance	0.045 – 0.086 (0.0018 – 0.0034)	0.12 (0.005)
Differential pinion gear	Backlash	0.05 – 0.15 (0.002 – 0.006)	———
	I.D.	18.042 – 18.066 (0.7103 – 0.7113)	———
	Pinion gear-to-pinion shaft clearance	0.055 – 0.095 (0.0022 – 0.0037)	0.15 (0.006)
Set ring-to-bearing outer race clearance		0 – 0.15 (0 – 0.006)	Adjust

Unit of length: mm (in)

Steering — Section 17

	MEASUREMENT		STANDARD (NEW)
Steering wheel	Rotational play at steering wheel circumference Starting load at steering wheel circumference N (kgf, lbf) Engine running		0 – 10 (0 – 0.39) 34 (3.5, 7.7)
Gearbox	Angle of rack-guide-screw loosened from locked position		20° MAX
Pump	Pump pressure with shut-off valve closed kPa (kgf/cm², psi)		6,400 – 7,400 (65 – 75, 924 – 1,067)
Power steering fluid	Recommended fluid Fluid capacity ℓ (US qt, Imp qt)	 GS, GSR, Type R RS, LS Reservoir	Honda Power Steering Fluid-V or S 1.06 (1.12, 0.93) 1.0 (1.06, 0.88) 0.4 (0.42, 0.35)
Power steering belt*	Deflection with 98 N (10 kgf, 22 lbf) between pulleys		11.5 – 13.5 (0.45 – 0.53) with used belt 8.0 – 10.0 (0.31 – 0.39) with new belt
	Belt tension N (kgf, lbf) Measured with belt tension gauge		390 – 540 (40 – 55, 88 – 120) with used belt 740 – 880 (75 – 90, 170 – 200) 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.

Suspension — Section 18

	MEASUREMENT			STANDARD (NEW)	
Wheel alignment	Camber	Front	Type R	–0° 30′ ± 1°	
			All except Type R	–0° 10′ ± 1°	
		Rear		–0° 45′ $^{+0°45'}_{-1°15'}$	
	Caster	Front		1° 10′ ± 1°	
	Total toe	Front		0 ± 2 (0 ± 1/16)	
		Rear		IN 2 $^{+2}_{-1}$ (1/16 ± 1/16)	
	Front wheel turning angle		Inward wheel	36° 00′ ± 2°	
			Outward wheel	30° 30′	
Wheel bearing	End play		Front	0 – 0.05 (0 – 0.002)	
			Rear	0 – 0.05 (0 – 0.002)	
				STANDARD (NEW)	SERVICE LIMIT
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)
	Rim runout (Steel wheel)		Axial	0 – 1.0 (0 – 0.04)	2.0 (0.08)
			Radial	0 – 1.0 (0 – 0.04)	1.5 (0.06)

Brake — Section 19

	MEASUREMENT			STANDARD (NEW)	
Parking brake lever	Play in stroke at 196 N (20 kgf, 44 lbf) lever force			To be locked when pulled 6 –10 notches	
Foot brake pedal	Pedal height (With floor mat removed)		M/T	160 (6 5/16)	
			A/T	165 (6 1/2)	
	Free play			1 – 5 (1/16 – 3/16)	
Master cylinder	Piston-to-pushrod clearance			0 – 0.4 (0 – 0.02)	
				STANDARD (NEW)	SERVICE LIMIT
Disc brake	Disc thickness	Front	Type R	22.9 – 23.1 (0.90 – 0.91)	21.0 (0.83)
			All except Type R	20.9 – 21.1 (0.82 – 0.83)	19.0 (0.75)
		Rear		8.9 – 9.1 (0.35 – 0.36)	8.0 (0.31)
	Disc runout	Front		———	0.10 (0.004)
		Rear		———	0.10 (0.004)
	Disc parallelism	Front and rear		———	0.015 (0.0006)
	Pad thickness	Front	Type R	10.5 – 11.5 (0.41 – 0.45)	1.6 (0.06)
			All except Type R	9.5 – 10.5 (0.37 – 0.41)	1.6 (0.06)
		Rear	Type R	8.5 – 9.5 (0.33 – 0.37)	1.6 (0.06)
			All except Type R	7.0 – 8.0 (0.28 – 0.31)	1.6 (0.06)

Standards and Service Limits

Air Conditioning — Section 22

	MEASUREMENT	STANDARD (NEW)
Air conditioning system	Lubricant capacity mℓ (fl oz) Condenser Evaporator Line or hose Receiver/Dryer Lubricant type: ND-OIL8 (P/N 38897 – PR7 – A01AH or 38899 – PR7 – A01)	25 (5/6) 40 (1 1/3) 10 (1/3) 10 (1/3)
Compressor	Lubricant capacity mℓ (fl oz) Lubricant type: ND-OIL8 Stator coil resistance at 68°F (20°C) Ω Pulley-to-pressure plate clearance	140 $^{+15}_{0}$ (4 2/3 $^{+1/2}_{0}$) 3.4 – 3.8 0.5 ± 0.15 (0.02 ± 0.006)
Compressor belt*1	Deflection with 98 N (10 kgf, 22 lbf) between pulleys	7.5 – 9.5 (0.30 – 0.37) with used belt 5.0 – 7.0 (0.20 – 0.28) with new belt
	Belt tension N (kgf, lbf) Measured with belt tension gauge	390 – 540 (40 – 55, 88 – 120) with used belt 740 – 880 (75 – 90, 170 – 200) with new belt

*1: 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.

Electrical — Section 23

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Ignition coil	Rated voltage V Primary winding resistance at 68°F (20°C) Ω Secondary winding resistance at 68°F (20°C) kΩ	12 0.6 – 0.8 12.8 – 19.2	
Ignition wire	Resistance at 68°F (20°C) kΩ F: ring order	25 max. 1 – 3 – 4 – 2	
Spark plug		STANDARD (NEW)	SERVICE LIMIT
	Type Gap B18B1, B18C5 engines B18C1 engine	See Section 23 1.0 – 1.1 (0.039 – 0.043) ———	——— ——— 1.3 (0.051)*1
Ignition timing	At idling M/T Except B18C5 engine B18C5 engine ° BTDC (Red) – rpm A/T	16 ± 2 –750 ± 50 (Neutral) 16 ± 2 – 800 ± 50 (Neutral) 16 ± 2 –750 ± 50 (N or P position)	
Alternator belt*2	Deflection with 98 N (10 kgf, 22 lbf) between pulleys Except B18C5 engine B18C5 engine	9.0 – 11.0 (0.35 – 0.43) with used belt 6.0 – 8.0 (0.24 – 0.31) with new belt 7.0 – 9.0 (0.28 – 0.35) with new belt	
	Belt tension N (kgf, lbf) Measured with belt tension gauge Except B18C5 engine B18C5 engine	340 – 490 (35 – 50, 77 – 110) with used belt 690 – 880 (70 – 90, 154 – 198) with new belt 540 – 740 (55 – 75, 121 – 165) with new belt	
		STANDARD (NEW)	SERVICE LIMIT
Alternator (Except B18C5 engine)	Output 13.5 V at normal operating temperature A Coil resistance (rotor) at 68°F (20°C) Ω Slip ring O.D. Brush length Brush spring tension N (kgf, lbf)	90 2.9 14.4 (0.57) 10.5 (0.41) 3.2 (0.33, 0.73)	——— ——— 14.0 (0.55) 1.5 (0.06) ———
Alternator (B18C5 engine)	Output 13.5 V at normal operating temperature A Coil resistance (rotor) at 68°F (20°C) Ω Slip ring O.D. Brush length Brush spring tension N (kgf, lbf)	85 2.6 – 2.9 22.7 (0.89) 19.0 (0.75) 3.3 – 4.1 (0.34 – 0.42, 0.75 – 0.93)	——— ——— 21.2 (0.83) 14.0 (0.55) ———
Starter	Output Mica depth Commutator runout Commutator O.D. Brush length Brush spring tension (new) N (kgf, lbf) M/T A/T	M/T: 1.2 kW, A/T: 1.4 kW 0.5 – 0.8 (0.02 – 0.03) 0 – 0.02 (0 – 0.0008) 29.9 – 30.0 (1.177 – 1.181) 15.0 – 15.5 (0.59 – 0.61) 12.7 – 20.6 (1.3 – 2.1, 2.9 – 4.6) 17.7 – 23.5 (1.8 – 2.4, 4.0 – 5.3)	——— 0.2 (0.008) 0.05 (0.002) 29.0 (1.142) 10.0 (0.39) ——— ———

*1: Do not adjust the gap, replace spark plug if it is out of spec.
*2: 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

	ITEM		METRIC	ENGLISH	NOTES
DIMENSIONS	Overall Length	3-door	4,380 mm	172.4 in	
		4-door	4,525 mm	178.1 in	
	Overall Width		1,710 mm	67.3 in	
	Overall Height	3-door	1,335 mm	52.6 in	
		4-door	1,370 mm	53.9 in	
	Wheelbase	3-door	2,570 mm	101.2 in	
		4-door	2,620 mm	103.1 in	
	Track F/R		1,475/1,470 mm	58.1/57.9 in	Except Type R
			1,480/1,470 mm	58.3/57.9 in	Type R
	Ground Clearance		150 mm	5.9 in	Except Type R
			140 mm	5.5 in	Type R
	Seating Capacity		Four (3-door), Five (4-door)		
Weight (USA)	Gross Vehicle Weight Rating (GVWR)		———	3,680 lbs	
Weight (CANADA)	Gross Vehicle Weight Rating (GVWR)		1,670 kg	———	
ENGINE	Type	B18B1 engine	Water-cooled, 4-stroke DOHC gasoline engine		
		B18C1, B18C5 engines	Water-cooled, 4-stroke DOHC VTEC gasoline engine		
	Cylinder Arrangement		Inline 4-cylinder, transverse		
	Bore and Stroke	B18B1 engine	81.0 x 89.0 mm	3.19 x 3.50 in	
		B18C1, B18C5 engines	81.0 x 87.2 mm	3.19 x 3.43 in	
	Displacement	B18B1 engine	1,834 cm³ (mℓ)	112 cu-in	
		B18C1, B18C5 engines	1,797 cm³ (mℓ)	110 cu-in	
	Compression Ratio	B18B1 engine	9.2		
		B18C1, B18C5 engines	10.0		
	Valve Train	B18B1 engine	Belt driven, DOHC 4 valve per cylinder		
		B18C1, B18C5 engines	Belt driven, DOHC VTEC 4 valve per cylinder		
	Lubrication System		Forced and wet sump, trochoid pump		
	Oil Pump Displacement	B18B1 engine	50 ℓ (53 US qt, 44 Imp qt)/minute*1		
		B18C1, B18C5 engines	71 ℓ (75 US qt, 62 Imp qt)/minute*2		
	Water Pump Displacement	B18B1 engine	140 ℓ (148 US qt, 123 Imp qt)/minute*1		
		B18C1, B18C5 engines	140 ℓ (148 US qt, 123 Imp qt)/minute*2		
	Fuel Required	B18B1 engine	UNLEADED gasoline with 86 Pump Octane Number or higher		
		B18C1, B18C5 engines	Premium UNLEADED gasoline with 91 Pump Octane Number or higher		
STARTER	Type		Gear reduction		
	Normal Output		M/T: 1.2 kW, A/T: 1.4 kW		
	Nominal Voltage		12 V		
	Hour Rating		30 seconds		
	Direction of Rotation		Clockwise as viewed from gear end		
	Weight	M/T	3.5 kg	7.7 lbs	
		A/T	3.7 kg	8.2 lbs	
CLUTCH	Clutch Type	M/T	Single plate dry, diaphragm spring		
		A/T	Torque converter		
	Clutch Facing Area	M/T B18B1, B18C1 engines	203 cm²	31 sq-in	
		M/T B18C5 engine	176 cm²	27 sq-in	
TRANSMISSION	Transmission Type	M/T	Synchronized 5-speed forward, 1 reverse		
		A/T	Electronically controlled 4-speed automatic, 1 reverse		
	Primary Reduction		Direct 1 : 1		

*1: At 6,000 engine rpm
*2: At 7,600 engine rpm

(cont'd)

Design Specifications

(cont'd)

	ITEM		METRIC		ENGLISH	NOTES
TRANSMISSION	Type		Manual transmission			
		Engine type	B18B1	B18C1	B18C5	
	Gear Ratio	1st	3.230	3.230	3.230	
		2nd	1.900	1.900	2.105	
		3rd	1.269	1.360	1.458	
		4th	0.966	1.034	1.107	
		5th	0.714	0.787	0.848	
		Reverse	3.000	3.000	3.000	
	Final Reduction	Gear type	Single helical gear			
		Gear ratio	4.266	4.400	4.400	
	Type		Automatic transmission			
	Gear Ratio	1st	2.722			
		2nd	1.468			
		3rd	0.975			
		4th	0.638			
		Reverse	1.954			
	Final Reduction	Gear type	Single helical gear			
		Gear ratio	4.357			
AIR CONDITIONING	Cooling Capacity		3,570 Kcal/h		14,200 BTU/h	
	Compressor	Type/Make	Swash-plate/DENSO			
		No. of Cylinders	10			
		Capacity	150 mℓ/rev		9.15 cu-in/rev	
		Max. Speed	7,600 rpm			
		Lubricant Capacity	140 mℓ		4-2/3 fl oz 4.73 Imp oz	
		Lubricant Type	ND-OIL8			
	Condenser	Type	Corrugated fin			
	Evaporator	Type	Corrugated fin			
	Blower	Type	Sirocco fan			
		Motor Input	200 W/12 V			
		Speed Control	4-speed			
		Max. Capacity	450 m³/h		15,900 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	700 $^{0}_{-50}$ g		24.7 $^{0}_{-1.8}$ oz	
STEERING SYSTEM	Type		Power assisted, rack and pinion			
	Overall Ratio		16.1			
	Turns, Lock-to-Lock		2.98			
	Steering Wheel Dia.		380 mm		15.0 in	
SUSPENSION	Type	Front	Independent double wishbone, coil spring with stabilizer			
		Rear	Independent double wishbone, coil spring with stabilizer			
	Shock Absorber, Front and Rear		Telescopic, hydraulic nitrogen gas-filled			

ITEM			METRIC	ENGLISH	NOTES
WHEEL ALIGNMENT	Camber	Front B18C5 engine	−0°30′		
		Except B18C5 engine	−0°10′		
		Rear	−0°45′		
	Caster	Front	1°10′		
	Total Toe	Front	0 mm In 2 mm	0 in In 1/16 in	
		Rear			
BRAKE SYSTEM	Type	Front	Power-assisted self-adjusting ventilated disc		
		Rear	Power-assisted self-adjusting solid disc		
	Pad Surface Area	Front	50.0 cm² x 2	7.75 sq in x 2	
		Rear	21.0 cm² x 2	3.26 sq in x 2	
	Parking Brake	Type	Mechanical actuating, rear two wheel brakes		
TIRE	Size	Front and rear	P195/60R14 85H*1 P195/55R15 84V*2		
		Spare Tire	T115/70D14*3 T125/70D14*4 T125/70D15*5		
ELECTRICAL	Battery		12 V – 36 AH/5 HR		
	Starter		12 V – 1.2/1.4 kW		
	Alternator		12 V – 90 A/85 A		
	Fuses				
	In Under-dash Fuse/Relay Box		7.5 A, 10 A, 15 A, 20 A, 30 A		
	In Under-hood Fuse/Relay Box		7.5 A, 10 A, 15 A, 20 A, 30 A, 40 A 50 A, 100 A		
	In Under-hood ABS Fuse/Relay Box		10 A, 15 A, 20 A, 40 A		
	Headlights	High	12 V – 60 W (HB3)		
		Low	12 V – 51 W (HB4)		
	Front Side Marker Lights		12 V – 3 CP		SAE 168
	Front Turn Signal/Parking Lights		12 V – 32/3 CP		SAE 1157
	Rear Turn Signal Lights		12 V – 32 CP		SAE 1156
	Brake/Taillights		12 V – 32/3 CP		SAE 1157
	High Mount Brake Light*6		12 V – 21 W		SAE 7440
	Rear Side Marker Lights		12 V – 3 CP		SAE 168
	Back-up Lights		12 V – 32 CP		SAE 1156
	License Plate Lights		12 V – 8 W		
	Ceiling Lights		12 V – 5 W		
	Cargo Area Lights (3-door)		12 V – 3.4 W		
	Trunk Lights (4-door)		12 V – 3.4 W		
	Spotlights		12 V – 5 W		
	Glove Box Light		12 V – 3.4 W		
	Gauge Lights		12 V – 3.4 W		
	Indicator Lights		12 V – 0.84 W, 0.91 W, 1.12 W, 1.4 W, 3 W		
	Illumination and Pilot Lights		12 V – 0.84 W, 0.91 W, 1.4 W, LED		
	Heater Illumination Lights		12 V – 1.4 W		

*1: RS, LS
*2: GS, GS-R, TYPE R
*3: RS
*4: LS, GS-R
*5: TYPE R
*6: Except high mount brake light installed in rear spoiler.