

INTRODUCTION

Product: 1991-1995 Acura Legend Car Service Repair Workshop Manual
Full Download: <https://www.aresairmanual.com/downloads/1991-1995-acura-lege>

This supplement contains information for the 1992 LEGEND COUPE. Refer to following shop manuals for service procedures and data not included in this supplement.

Description	Code No.
LEGEND Maintenance and Repair 91	62SP000
LEGEND COUPE SUPPLEMENT 91	62SP100

The first page of each section is marked with a black tab that lines up with one of the thumb index tabs on this page. 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.

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.

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.

All information contained in this manual is based on the latest product information available at the time of printing. We reserve the right to make changes at any time without notice. No part of this publication may be reproduced, stored in retrieval system, or transmitted, in any form by any means, electronic, mechanical, photocopying, recording, or otherwise, without the prior written permission of the publisher. This includes text, figures and tables.

 marked sections are not included in this manual.

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HONDA MOTOR CO., LTD.
Service Publication Office

General Info



Special Tools



Specifications



Maintenance



Engine



Cooling



Fuel and Emissions



* Transaxle



* Steering



Suspension



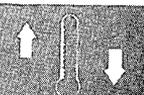
Brakes (Including ABS)



* Body



* Heater and Air Conditioner



* Electrical (Including SRS)



Sample manual. Download All pages at:

<https://www.aresairmanual.com/downloads/1991-1995-acura-legend-car-service-repair-workshop-manual/>

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

Outline of Model Changes

ITEM	DESCRIPTION	MODELS		REFERENCE SECTION
		91	92	
General	Legend Coupe added	○		1, 3, 4
PGM-FI	Changed Component Locations Fuel Tank	○		11
Automatic Transmission	Changed Gearshift Selector	○		14
Body	Changed Dashboard Doors Exterior Moldings/Panels Frame Repair Chart Interior Trim Mirrors Quarter Glass Rear Seat Front Seat Belts Added Trunk Spoiler	○		20
Electrical	Changed Power Supply Circuit Rear Side Marker Lights (KY) Taillights (KY) Locks, Keyless/Power Stereo Sound System Added Power Door Closer Seat Belt Presenters, Power Seat Belt Pretensioner (SRS) Deleted Rear Ashtray Illumination	○		23
Supplemental Restraint System (SRS)	Changed SRS Unit Modified Troubleshooting procedure		○	23



General Information

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Chassis and Engine Numbers

Vehicle Identification Number

JHMKA85500C100001

Manufacturer, Make and
Type of Vehicle

JHM: HONDA MOTOR CO., LTD.
HONDA, Passenger car

Body Type

KA8: LEGEND 2-Door Coupe

Body and Transmission Type

5: 2-Door Coupe/5-speed Manual
6: 2-Door Coupe/4-speed Automatic

Vehicle Grade

5: With SRS

Fixed Code

Auxiliary Number

Factory Code

C: Saitama Factory Sayama Plant

Model Year

1: 1992

Serial Number

Engine Number

C32A2-2000001

Engine Type

Serial Number

<KF, KG, KS KX>

M/T: C32A2-2000001 ~

A/T: C32A2-2500001 ~

<KE>

A/T: C32A2-2500001 ~

<KQ>

A/T: C32A3-2800001 ~

<KY>

A/T: C32A4-2000001 ~

<KT>

A/T: C32A5-2000001 ~

Transmission Number

(Manual Transmission)

K4E6-2000001

Transmission Type

Serial Number

Transmission Number

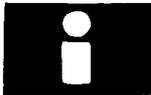
(Automatic Transmission)

MPYA-2000001

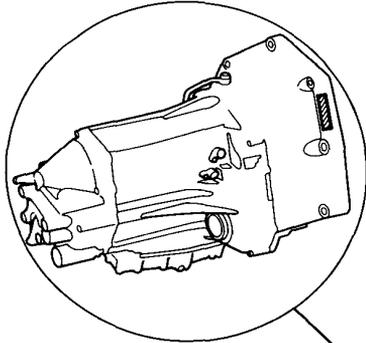
Transmission Type

Serial Number

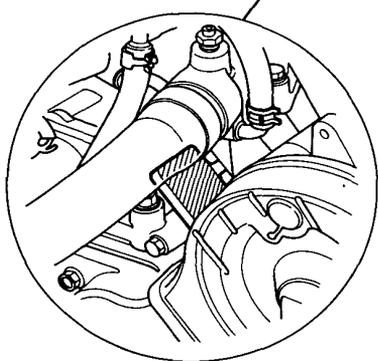
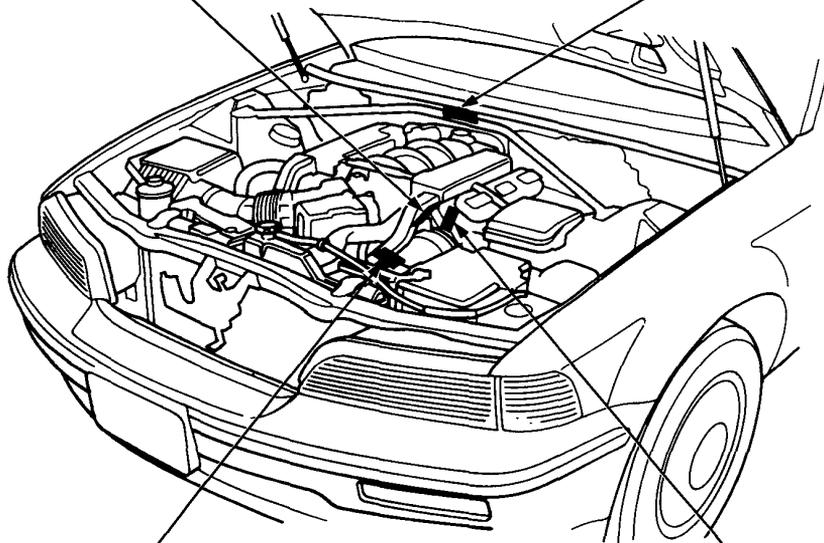
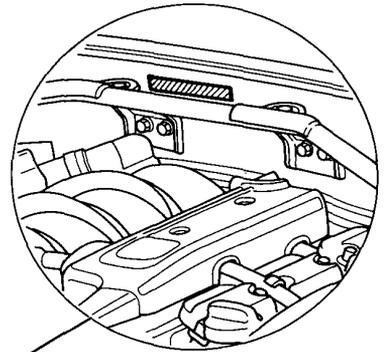
Identification Number Locations



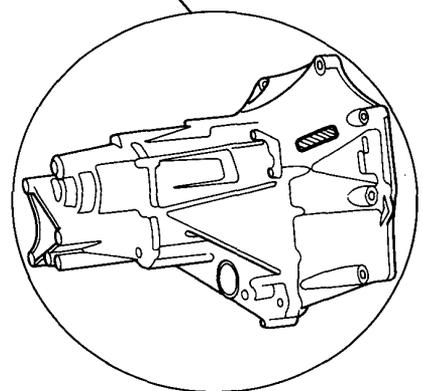
**Transmission Number
(Automatic)**



Vehicle Identification Number



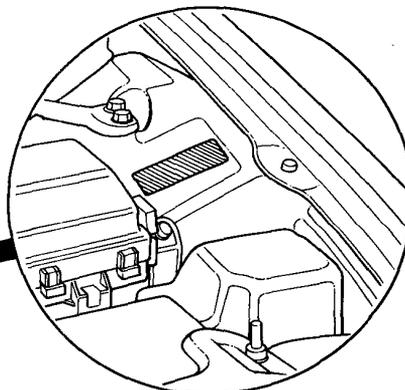
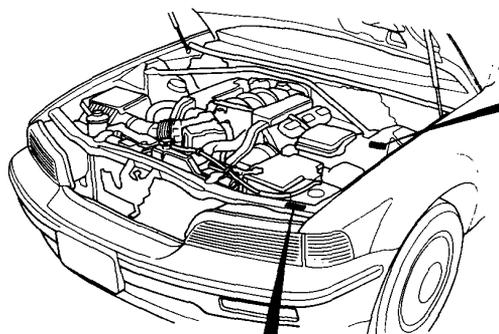
Engine Number



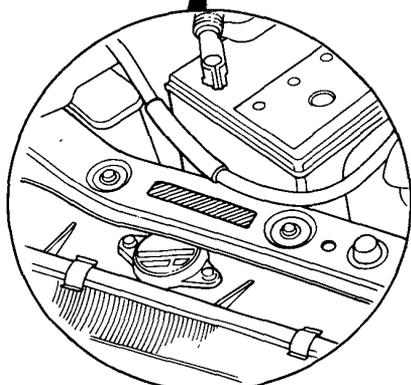
**Transmission Number
(Manual)**

(cont'd)

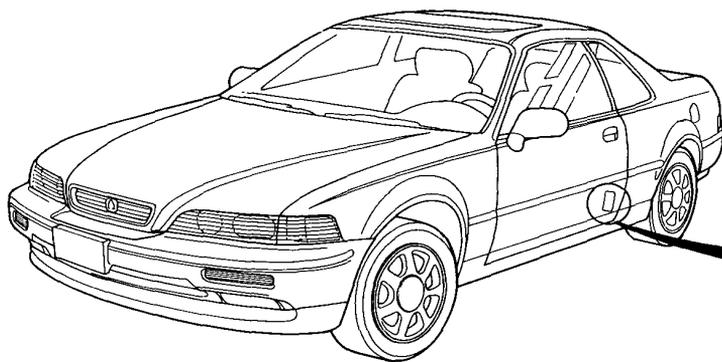
Identification Number Locations (cont'd)



**CHASSIS and ENGINE
No. (EC)**



**CHASSIS and ENGINE No. (KT)
TYPE No. PLATE (KQ)**

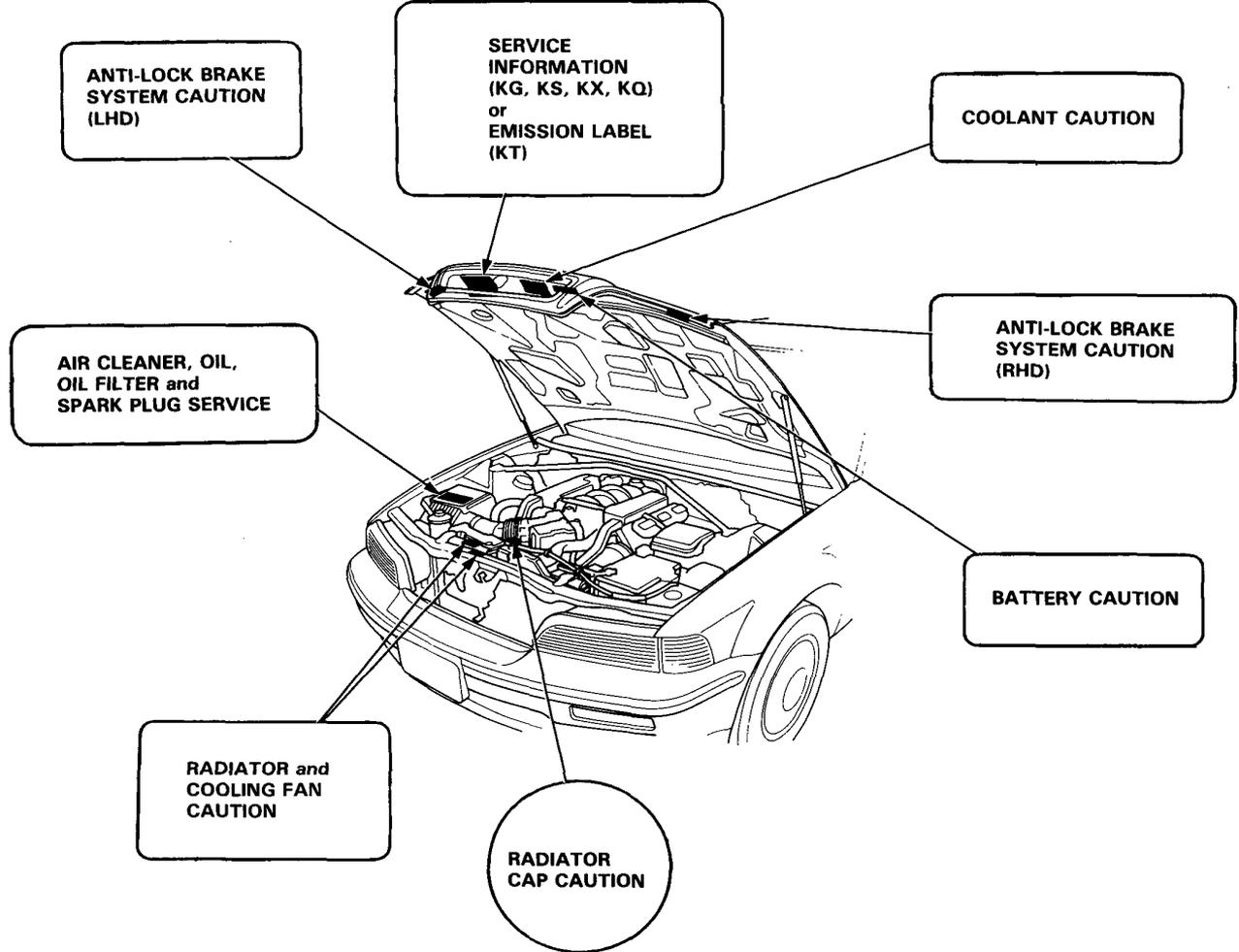


**CERTIFICATION
PLATE (KY)**



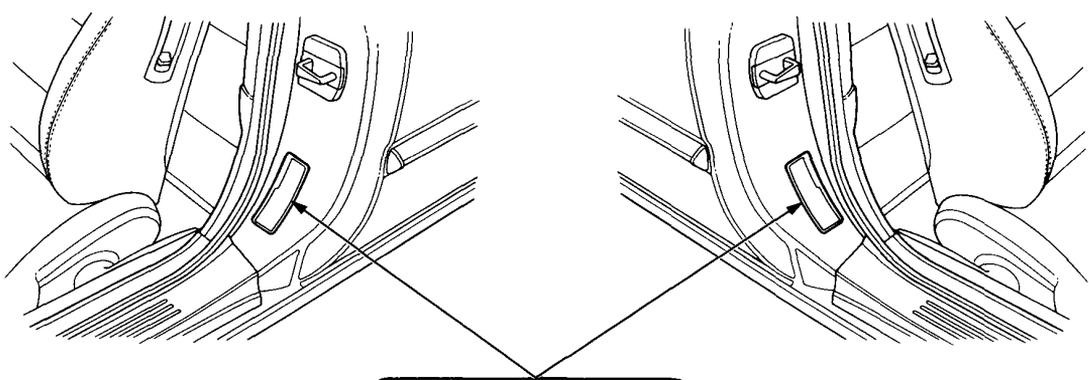
Label Locations

SRS CAUTION LABELS: Refer to page 1-6 thru 12.



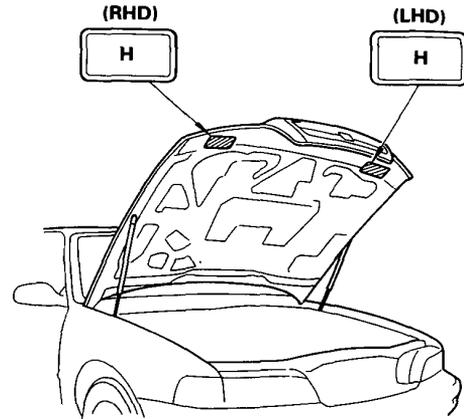
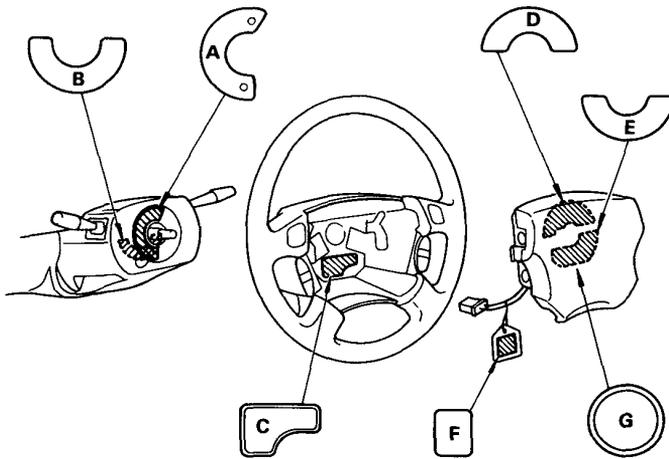
LHD

RHD

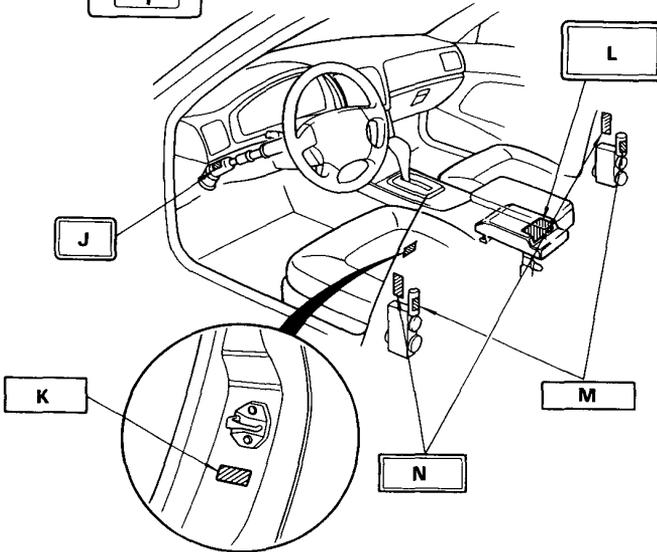
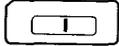


TIRE INFORMATION

Warning/Caution Labels



(SUNVISOR)



A: CABLE REEL CAUTION A
(Except KS, KY models)

SRS

CAUTION

- REFER TO THE SHOP MANUAL.
- ATTENTION**
- SE REPORTER AU MANUAL D'ATELIER.
- ACHTUNG**
- WERKSTATTHANDBUCH LESEN.
- WAARSCHUWING**
- LEES HET WERKPLAATSHANOBEOEK.

(KS, KY models)

SRS

CAUTION

- REFER TO THE SHOP MANUAL.
- OBSERVERA**
- LÄS IGENOM INSTRUKTIONSBOKEN.
- Varoitus**
- Lue huoltokirjanen.

تحذير: (S.R.S.)
● اقرأ دليل الخدمة.



B: CABLE REEL CAUTION B
(Except KS, KY models)

SRS
CAUTION
● REFER TO THE SHOP MANUAL.
ATTENTION
● SE REPORTER AU MANUEL D'ATELIER.
ACHTUNG
● WERKSTATTHANDBUCH LESEN.
WAARSCHUWING
● LES HET WERKPLAATSHANOBOEK.

(KS, KY models)

SRS
CAUTION
● NO SERVICEABLE PARTS INSIDE: DO NOT DISASSEMBLE OR TAMPER.
OBSERVERA
● DET FINNS INGA INRE DELAR DU SJÄLV KAN REPARERA. FÖRSÖK INTE ATT TA ISÄR ELLER ÄNDRA.
Varoitus
● Ei huollettavia osia sisällä. Älä pura äläkä tuki.
(S.R.S.): تحذير
● لا توجد أجزاء بالداخل يمكن صيانتها، لا تحاول الفتح أو العبث.

C: STEERING WHEEL WARNING
(Except KS, KY models)

WARNING SRS
● REFER TO THE SHOP MANUAL.
● SE REPORTER AU MANUEL D'ATELIER.
● WERKSTATTHANDBUCH LESEN.
● LEES HET WERKPLAATSHANDBOEK.

(KS, KY models)

WARNING SRS
● REFER TO THE SHOP MANUAL.
● SE VERKSTADSHANDBOKEN.
● KATSO TYÖKÄSIKIRJAA.
● لمزيد من المعلومات نرجو مراجعة كتيب دليل الاستخدام في الورشة.

D: INFLATOR COVER LABEL
(KF, KG, KX models)

● DANGER
EXPLOSIVE/FLAMMABLE
POISON
REFER TO THE SHOP MANUAL.
● DANGER
EXPLOSIF ET INFLAMMABLE
POISON
● GEFAHR
EXPLOSIV/ENTZÜNDBAR
GIFT
WERKSTATTHANDBUCH LESEN.
● GEVAAR
EXPLOSIEGEVAAR/BPANDBAAR
GIFTIG
LEES HET WERKPLAATSHANDBOEK.

(KE, KQ, KT models)

DANGER
EXPLOSIVE/FLAMMABLE **SRS**
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 100°C. FOR PROPER HANDLING, STORAGE, AND DISPOSAL PROCEDURES REFER TO THE HONDA SHOP 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.

(cont'd)

Warning/Caution Labels (cont'd)

D: INFLATOR COVER LABEL (KS, KY models)

DANGER
EXPLOSIVE/FLAMMABLE POISON
REFER TO THE SHOP MANUAL.
FARLIGT
EXPLOIVT/LÄTTANTÄNDLIGT GIFTIGT SE
VERKSTADSHANDBOKEN.
VAARA
HELPOSTI RÄJÄHTÄVÄ/SYTTYVÄ MYRKKY GIFT
KATSO TYÖKÄSIKIRJAA.

مادة خطيرة
مادة متفجرة/قابلة للاشتعال
مادة سامة

لمزيد من المعلومات نرجو مراجعة كتيب دليل الاستخدام في الورشة.

E: MODULE WARNING (KF, KG, KX models)

WARNING **SRS**
● REFER TO THE SHOP MANUAL.
● SE REPORTER AU MANUEL D'ATELIER.
● WERKSTATTHANDBUCH LESEN.
● LEES HET WERKPLAATSHANDBOEK.

(KE, KQ, KT models)

WARNING **SRS**
TO PREVENT ACCIDENTAL DEPLOYMENT AND
POSSIBLE INJURY:
ALWAYS INSTALL THE PROTECTIVE SHORT CON-
NECTOR ON THE INFLATOR CONNECTOR WHEN
THE HARNESS IS DISCONNECTED.
UNDER NO CIRCUMSTANCES SHOULD DIAG-
NOSIS BE PERFORMED USING ELECTRICAL TEST
EQUIPMENT OR PROBING DEVICES.
NO SERVICEABLE PARTS INSIDE. DO NOT
DISASSEMBLE OR TAMPER.
STORE THE REMOVED AIRBAG ASSEMBLY WITH
THE PAD SURFACE UP.
FOR SPECIAL HANDLING OR STORAGE REFER TO
THE HONDA SHOP MANUAL.
DISPOSE OF THE ENTIRE UNIT AS DIRECTED.

(KS, KY models)

WARNING **SRS**
● REFER TO THE SHOP MANUAL.
● SE VERKSTADSHANDBOKEN.
● KATSO TYÖKÄSIKIRJAA.

لمزيد من المعلومات نرجو مراجعة كتيب دليل الاستخدام في الورشة.

F: STEERING WHEEL WARNING (Except KS, KY models)

WARNING **SRS**
TO PREVENT ACCIDENTAL DEPLOYMENT AND
POSSIBLE INJURY:
ALWAYS INSTALL THE PROTECTIVE SHORT CON-
NECTOR ON THE INFLATOR CONNECTOR WHEN
THE HARNESS IS DISCONNECTED.

POUR EMPECHER UN DEPLOIEMENT ACCIDENT ET
NE PAS RISQUER DES BLESSURES: BRANCHEZ
TOUJOURS LE CONNECTEUR DE COURT-CIRCUIT
AU CONNECTEUR DU GONFLEUR LORSQUE LE
FAISCEAU DE FILS EST DEBRANCHE.

(KS model)

VARNING **SRS**
FÖR ATT FÖRHINDRA OAVSIKTLIG UTLÖSNING
OCH TÄNKBARA
SKADOR:
SÄTT ALLTID DET SKYDDANDE KORT-
SLUTNINGSSTIFTET PÅ TRYCKPUMPSKON-
TAKTEN NÄR KABELNÄTET LOSSAS.

Varoitus **SRS**
Estää vahingollisen käytön ja mahdollisen
vahingoittumisen:
Asenna aina suojaava lyhyt liitin pumpun liittimeen
silloin kun haarniska on irti.

(KY model)

WARNING **SRS**
TO PREVENT ACCIDENTAL DEPLOYMENT AND
POSSIBLE INJURY:
ALWAYS INSTALL THE PROTECTIVE SHORT CON-
NECTOR ON THE INFLATOR CONNECTOR WHEN
THE HARNESS IS DISCONNECTED.

تنبيه (S.R.S.):
لكي تمنع حدوث الانتشار العرضي أو الضرر المحتمل.
قم دائما بتركيب الموصل القصير على موصل النافخ عند فصل
الأحزمة.

G: INFLATOR LABEL

DANGER CONTAINS SODIUM AZIDE AND
POTASSIUM NITRATE.
CONTENTS ARE EXTREMELY FLAMMABLE.
DO NOT DISMANTLE OR INCINERATE.
DO NOT PROBE WITH ELECTRICAL DEVICES.



H: BULKHEAD WARNING
(Except KS, KY models)

WARNING **SRS**
THIS VEHICLE IS EQUIPPED WITH A AIRBAG SYSTEM AS A SUPPLEMENTAL RESTRAINT SYSTEM. (SRS)
ALL S.R.S. ELECTRICAL WIRING AND CONNECTORS ARE COLORED YELLOW.
DO NOT USE ELECTRICAL TEST EQUIPMENT ON THESE CIRCUITS.
TAMPERING WITH OR DISCONNECTING THE S.R.S. WIRING COULD RESULT IN ACCIDENTAL FIRING OF THE INFLATOR OR MAKE THE SYSTEM INOPERATIVE WHICH MAY RESULT IN SERIOUS INJURY.

ATTENTION **SRS**
CE VEHICULE EST EQUIPE D'UN COUSSIN D'AIR DU COTE CONDUCTEUR QUI CONSTITUE UN SYSTEME DE RETENUE COMPLEMENTAIRE (S.R.S.).
TOUS LES FILS ET CONNECTEURS ELECTRIQUES DU SYSTEME DE RETENUE COMPLEMENTAIRE (S.R.S.) SONT DE COULEUR JAUNE. N'UTILISEZ PAS UN EQUIPEMENT D'ESSAIS ELECTRIQUES SUR CES CIRCUITS. NE TOUCHEZ PAS ET NE DEBRANCHEZ PAS LES FILS DU SYSTEME S.R.S. CAR CECI POURRAIT DE TRADUIRE PAR LE DECLENCHEMENT ACCIDENTEL DU GONFLEUR OU RENDRE LE SYSTEME INOPERANT ET VOUS EXPOSER AINSI A DE GRAVES BLESSURES.

WARNUNG **SRS**
DIESES FAHRZEUG IST MIT EINEM FAHRERAIRBAG (SRS) ALS ZUSÄTZLICHEM RÜCKHALTESYSTEM AUSGERÜSTET.
ALLE ELEKTRISCHEN KABEL, SOWIE DIE ZUGEHÖRIGEN STECKVERBINDER DES S.R.S.-SYSTEMS SIND IN GELBER FARBE AUSGEFÜHRT.
KEINE ELEKTRISCHEN PRÜFGERÄTE AN DIE S.R.S.-VERKABELUNG ANSCHLIEßEN.
VERÄNDERN ODER UNTERBRECHEN DER S.R.S.-VERKABELUNG KANN UNKONTROLLIERTES ZÜNDEN DES GASGENERATORS AUSLÖSEN. ODER DAS SYSTEM AUßER FUNKTION SETZEN WAS ZU ERNSTHAFTEN VERLETZUNGEN FÜHREN KANN.

WAARSCHUWING **SRS**
DIT VOERTUIG IS UITGERUST MET EEN LUCHTKUSSEN AAN DE BESTUURDERSKANT ALS EXTRA BESCHERMING (S.R.S.).
ALLE ELEKTRISCHE LEIDINGEN EN AANSLUITINGEN VAN DE S.R.S. ZIJN GEEL GEKLEURD. GEBRUIK GEEN ELEKTRISCHE TESTAPPARATUUR VOOR DEZE CIRCUITS. KNOEIEN MET OF LOSKOPPELEN VAN DE S.R.S. LEIDINGEN KAN LEIDEN TOT BRAND IN DE VULINRICHTING OF TOT UITSCHAKELLEN VAN HET SYSTEEM DIT KAN TOT ERNSTIGE ONGELUKKEN LEIDEN.

H: BULKHEAD WARNING
(KS, KY models)

WARNING **SRS**
THIS VEHICLE IS EQUIPPED WITH A AIRBAG SYSTEM AS A SUPPLEMENTAL RESTRAINT SYSTEM. (SRS)
ALL S.R.S. ELECTRICAL WIRING AND CONNECTORS ARE COLORED YELLOW.
DO NOT USE ELECTRICAL TEST EQUIPMENT ON THESE CIRCUITS.
TAMPERING WITH OR DISCONNECTING THE S.R.S. WIRING COULD RESULT IN ACCIDENTAL FIRING OF THE INFLATOR OR MAKE THE SYSTEM INOPERATIVE, WHICH MAY RESULT IN SERIOUS INJURY.

VARNING **SRS**
DETTA FORDON HAR EN LUFTKUDDE FÖR FÖRARSÄTET SOM ETT KOMPLETTERANDE SKYDSSYSTEM (SRS). SAMTLIGA ELLEDNINGAR OCH KONTAKTER I SRS-SYSTEMET ÄR GULFÄRGADE. ANVÄND INTE ELEKTRISK PROVUTRUSTNING FÖR DESSA KRETSAR. OM DU ÄNDRAR ELLER LOSSAR EN SRS-LEDNING KAN DET RESULTERA I EN OAVSIKTLIG UTLÖSNING AV TRYCKPUMPEN ELLER GÖRA ATT SYSTEMET SLUTAR FUNGERA. DÅ KAN EN ALLVARLIG OLYCKA UPPSTÅ.

VAROITUS **SRS**
TÄSSÄ AUTOSSA ON YLIMÄÄRÄISENÄ TUKIJÄRJESTELMÄNÄ AJAJAN ILMATYÖNY. (SRS)
KAIKKI SRS-SÄHKÖJOHDOT JA -LIITTIMET OVAT Keltaiset.
ÄLÄ KÄYTÄ SÄHKÖKOELAITTEITA NÄISSÄ VIRTAPIIREISÄÄ. SRS-JOHTOJEN TUKKEAMINEN TAI IRROTTAMINEN SAATTAÄ SYTYTTÄÄ VAHINGOSSA PUMPUN TAI TEHDÄ JÄRJESTELMÄN KÄYTTÖKELVOTTOMAKSI. TÄSTÄ TAAS SAATTAÄ AIHEUTUA VAKAVIA VAURIOITA.

(S.R.S.): تنبيه:
تم تجهيز هذه السيارة بكيس هوائي لوقاية السائق كنظام كبح اضافي (S.R.S.).
جميع الأسلاك الكهر بائية الخاصة بنظام الكبح الاضائي (S.R.S.) والموصلات ملونة باللون الأصفر.
لا تستعمل معدات اختبار الكهر باء على هذه الدوائر. ان العبث أو فصل أسلاك نظام الكبح الاضائي (S.R.S.) يمكن أن يؤدي للحريق العرضي للنافخ أو يتسبب في تعطيل النظام عن العمل مما يؤدي الى حدوث أضرار خطيرة.

(cont'd)

Warning/Caution Labels (cont'd)

I: DRIVER INFORMATION (KF, KG, KX models)

- SRS** ALWAYS WEAR YOUR SEAT BELT
- THIS CAR IS EQUIPPED WITH A DRIVER AIRBAG AS A SUPPLEMENTAL RESTRAINT SYSTEM (SRS)
 - IT IS DESIGNED TO SUPPLEMENT THE SEAT BELT.
 - IF YOUR SRS INDICATOR LIGHTS WHILE DRIVING SEE YOUR AUTHORIZED HONDA DEALER.

- SRS** ATTACHEZ TOUJOURS VOTRE CEINTURE
- CE VEHICULE EST EQUIPE D'UN COUSSIN D'AIR DU COTE CONDUCTEUR OUI CONSTITUE UN SYSTEME DE RETENUECOMPLEMENTAIRE (S.R.S.).
 - CE COUSSIN D'AIR COMPLETE LA FONCTION DE LA CEINTURE DE SECURITE.
 - SI LE TEMOIN SRS S'ALLUME PENDANT LA CONDUITE.
ADRESSEZ VOUS A VOTRE CONCESSIONNAIRE HONDA OFFICIEL.

- SRS** SICHERHEITSGURTE BEI JEDER FAHRT ANLEGEN
- DIESES FAHRZEUG BESITZT EINEN FAHRER AIRBAG ALS ZUSÄTZLICHES RÜCKHALETE-SYSTEM (S.R.S.).
 - ES IST EINE ERGÄNZUNG ZUM SICHERHEITSGURT.
 - WENN DIE SRS KONTROLLEUCHE WÄHREND DER FAHRT AUFLEUCHTET UMGEHEND EINEN HONDA HANDLER AUFsuchen.

- SRS** DRAAG ALTIJD UW VEILIGHEIDSGORDEL
- DIT VOERTUIG IS UITGERUST MET EEN LUCHTKUSSEN AAN DE BESTUURDESKANT ALS EXTRA BESCHERMING (S.R.S.).
 - DIT IS ONTWERPEN ALS EXTRA BESCHERMING BIJ DE VEILIGHEIDSGORDEL.
 - ALS HEL SRS-WAARSCHUWINGSLAMPJE GAAT BRANDEN ONDER HET RIJDEN, NEEM DAN KONTAKT OP MET EEN HONDA DEALER.

(KE, KQ, KT models)

- SRS** ALWAYS WEAR YOUR SEAT BELT
- THIS CAR IS EQUIPPED WITH A DRIVER AIRBAG AS A SUPPLEMENTAL RESTRAINT SYSTEM (SRS).
 - IT IS DESIGNED TO SUPPLEMENT THE SEAT BELT.
 - IF YOUR SRS INDICATOR LIGHTS WHILE DRIVING SEE YOUR AUTHORIZED HONDA DEALER.

I: DRIVER INFORMATION (KS, KY models)

- SRS** ALWAYS WEAR YOUR SEAT BELT
- THIS CAR IS EQUIPPED WITH A DRIVER AIRBAG AS A SUPPLEMENTAL RESTRAINT SYSTEM (SRS)
 - IT IS DESIGNED TO SUPPLEMENT THE SEAT BELT.
 - IF YOUR SRS INDICATOR LIGHTS WHILE DRIVING SEE YOUR AUTHORIZED HONDA DEALER.

- SRS** ANVÄND ALLTID BILBÄLTET
- DETTA FORDON HAR EN LUFTKUDDE FÖR FÖRARSÄTET SOM ETT KOMPLETTERANDE SKYDDSSYSTEM (S.R.S).
 - DET ÄR ÄMNAT ATT KOMPLEMENTERA BILBÄLTET.
 - OM SRS-INDIKATORN TÄNDS UNDER KÖRNING SKALL DU KONTAKTA FN AUKTORISERAD HONDA-ATERFORSÄLJARE.

- SRS** KÄYTÄ AINA TURVAVÖITÄ
- TÄMÄ AUTO ON VARUSTETTU AJAJAN ILMATYNYLLX JOKA ON YLIMÄÄRÄINEN TUKIJÄRJESTELMÄ (S.R.S.).
 - SE ON SUUNNITeltu TÄYDENTÄMÄÄN TURVAVYÖTÄ.
 - JOS SRS-MERKKIVALO SYTTY AJON AIKANA, OTTAKAA YHTEYS VALTUUTETTUUN HONDA-MYYJÄÄN.

- (S.R.S.) استعمل دائما حزام المقعد
- تم تجهيز هذه السيارة بكمبيوتر هوائي لوقاية السائق كنظام كبح اضافي (S.R.S.).
 - تم تصميمه لتكميل حزام المقعد.
 - قبل القيادة، اقرأ البطاقة الموجودة بداخل لوحة التحكم.



J: STEERING COLUMN CAUTION
(KF, KG, KX model)

CAUTION **SRS**
TO AVOID DAMAGING THE S.R.S. CABLE OR REEL, WHICH COULD MAKE THE SYSTEM INOPERATIVE, REMOVE THE STEERING WHEEL BEFORE REMOVING THE STEERING SHAFT CONNECTOR BOLT.

ATTENTION **SRS**
POUR NE PAS RISQUER D'ENDOMMAGER LE CABLE OU L'ENROULEUR DU S.R.S. ET DE RENDRE AINST LE SYSTEME INOPERANT, RETIREZ LE VOLANT AVANT DE DEVINSSER LE BOULON D'ACCOUPEMENT D'ARBRE DE DIRECTION.

ACHTUNNG **SRS**
UM EINE BESCHÄDIGUNG DER SRS-VERKABELUNG, DIE ZUM AUSFALL DES SYSTEMS FÜHREN KANN ZU VERHINDERN, IMMER DAS LENKRAD VOR DEM LENKWELLENVERBINDUNGSBOLZEN AUSBAUEN.

WAARSCHUWING **SRS**
OM TE VOORKOMEN DAT DE S.R.S. -KABEL OF -HASPEL BESCHADIGD WORDEN, HETGEEN ERTOE ZOU LEIDEN DAT HET SYSTEEM UITVALT, DIENT U HET STUUR TE VERWIJDEREN VOORDAT U DE STUURSCHACHTCONNECTORBOUT VERWIJDEERT.

J: STEERING COLUMN CAUTION
(KE, KO, KT models)

CAUTION **SRS**
TO AVOID DAMAGING THE S.R.S. CABLE OR REEL, WHICH COULD MAKE THE SYSTEM INOPERATIVE, REMOVE THE STEERING WHEEL BEFORE REMOVING THE STEERING SHAFT CONNECTOR BOLT.

ATTENTION **SRS**
POUR NE PAS RISQUER D'ENDOMMAGER LE CABLE OU L'ENROULEUR DU S.R.S. ET DE RENDRE AINST LE SYSTEME INOPERANT RETIREZ LE VOLANT AVANT DE DEVINSSER LE BOULON D'ACCOUPEMENT D'ARBRE DE DIRECTION.

(KS model)

OBSERVERA **SRS**
FÖR ATT UNDVIKA SKADOR PA SRS-SYSTEMETS KABEL ELLER TRUMMA, NAGOT SOM KAN GÖRA ATT SYSTEMET INTE FUNGERAR, SKALL RATTEN TAS BORT INNAN RATTAXELNS BULT TAS BORT.

Varoitus **SRS**
SRS-kaapelin ja rullan vahingoittumisen estämiseksi, jotta järjestelmä ei menisi käyttökelvottomaksi, irrotetaan ohjauspyörä ennen kuin irrotetaan ohjausvarren liittimen pultti.

(KY model)

CAUTION **SRS**
TO AVOID DAMAGING THE S.R.S. CABLE OR REEL, WHICH COULD MAKE THE SYSTEM INOPERATIVE, REMOVE THE STEERING WHEEL BEFORE REMOVING THE STEERING SHAFT CONNECTOR BOLT.

(S.R.S.): تحذير:
لكي تتجنب اضرار كبل نظام الكبح الاضافي (S.R.S.) أو البكرة، الذي يمكن أن يعطل تشغيل النظام، انزع عجلة القيادة قبل نزع برغي موصل جذع المقود.

K: LABEL

AIRBAG

(cont'd)

Warning/Caution Labels (cont'd)

L: SRS UNIT CAUTION (Except KS, KY models)

CAUTION **SRS**

- NO SERVICEABLE PARTS INSIDE.
- DO NOT DISASSEMBLE OR TAMPER.
- DO NOT DROP.
- STORE IN A CLEAN, DRY AREA.

ATTENTION

- AUCUN POINT D'INTERVENTION A L'INTERIEUR.
- NO PAS DEMONTER OU TOUCHER.
- NO PAS FAIRE TOMBER.
- RANGER DANS UN ENDROIT PROPRE ET SEC.

WAARSCHUWING

- BINNENIN BEVINDEN ZICH GEEN OHDER DELEN DIE AAN ONDERHOUD ONDERHEVIG ZIJN.
- DEMONTEER NIETS EN KNCEI NIET AAN DE S.R.S.
- LAAT DE S.R.S. NIET VALLEN.

ACHTUNG

- WARTUNGSFREIES BAUTEIL: NICHT ÖFFNEN, ZERLEGEN, ODER VERÄNDERN!
- NICHT WERFEN!
- TROCKEN UND GESCHÜTZT LAGERN!

(KS, KY models)

CAUTION **SRS**

- NO SERVICEABLE PARTS INSIDE.
- DO NOT DISASSEMBLE OR TAMPER.
- DO NOT DROP.
- STORE IN A CLEAN, DRY AREA.

OBSERVERA **SRS**

- DET FINNS INGA INRE DELAR DU SJÄLV KAN REPARERA.
- FÖRSÖK INTE TA ISÄR ELLER ÄNDRA.
- TAPPA INTE I GOLVET.
- FÖRVARA PÅ EN REN OCH TORR PLATS.

Varoitus **SRS**

- Ei huollettavia osia sisällä.
- Älä pura äläkä tuki.
- Älä pudota.
- Varastoi puhtaassa, kuivassa paikassa.

(S.R.S.): تحذير

- لا توجد أجزاء يمكن صيانتها بالداخل.
- لا تفتح أو تعبت.
- لا تسقطه على الأرض.
- خزنه في مكان نظيف، وجاف.

M: PRETENSIONER POWER SOURCE CAUTION

DANGER

DO NOT REMOVE IMPACT OR DISASSEMBLE.

DANGER

NE PAS ENLEVER PROVOOUEUR DE CHOC OU DEMONTER.

N: PRETENSIONER ELR CAUTION

CAUTION

FOLLOW THE INSTRUCTION BELOW FOR REMOVAL OF THE PRETENSIONER.

- SHORT COUPLER (RED) IS TO BE INSTALLED IMMEDIATELY WHENEVER COUPLER IS DISASSEMBLED.
- ELECTRIC TESTER SPECIFIED SHALL BE USED FOR CIRCUIT DIAGNOSIS.
- THE ANCHOR BOLT IN THE SHOULDER AREA IS TO BE REMOVED BEFORE THE PRETENSIONER.
- NO DISASSEMBLY OR IMPACT ALLOWED. FOR HANDLING, STORAGE, AND DISPOSAL METHOD, REFER TO THE SHOP MANUAL.

AVIS

SUIVRE LES INSTRUCTIONS CI-DESSOUS POUR ENLEVER LE PRETENSIONER.

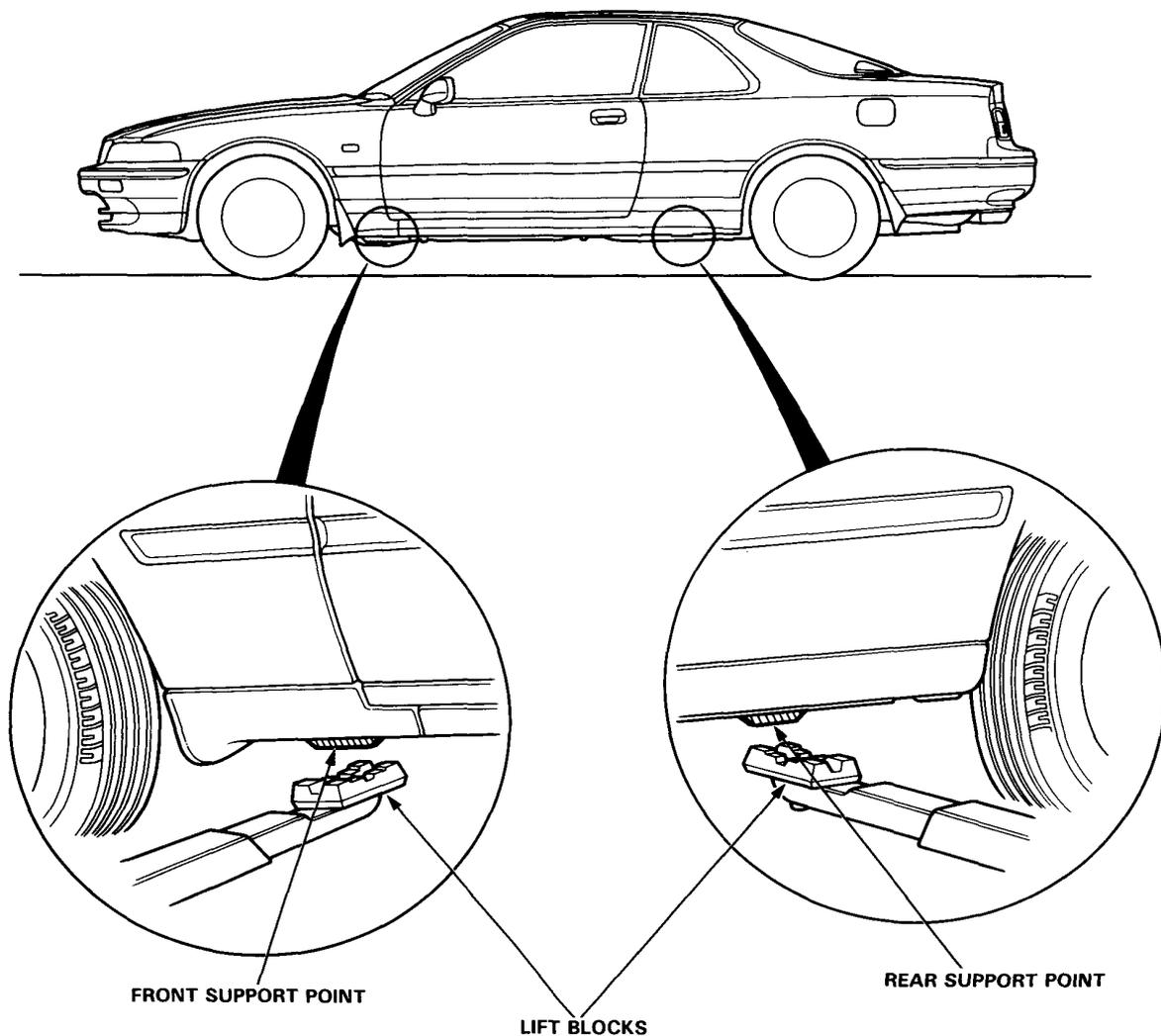
- TOUTES LES FOIS QUE LE COUPLER SERA DÉMONTÉ, POSER IMMÉDIATEMENT LE COUPLER COURT (ROUGE).
- UN VÉRIFICATEUR ÉLECTRIQUE PRÉCIS DOIT ÊTRE UTILISÉ POUR LES CIRCUITS DIAGNOSTIQUES.
- LE BOULON D'ANCRAGE DANS LA PARTIE DE L'ÉPAULE DOIT ÊTRE ENLEVÉ AVANT LE PRETENSIONER.
- NE PAS DÉMONTER NI PROVOQUER DE CHOC. POUR LE MANIEMENT, L'EMMAGASINAGE, ET L'ANNULATION, RÉFÉREZ-VOUS AU SHOP MANUEL.



Lift and Support Points

Hoist

1. Place the lift blocks as shown.
2. Raise the hoist a few inches and rock the car to be sure it is firmly supported.
3. Raise the hoist to full height and inspect lift points for solid support.



(cont'd)

Lift and Support Points (cont'd)

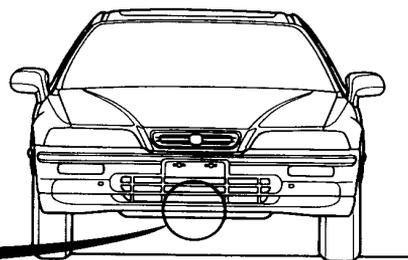
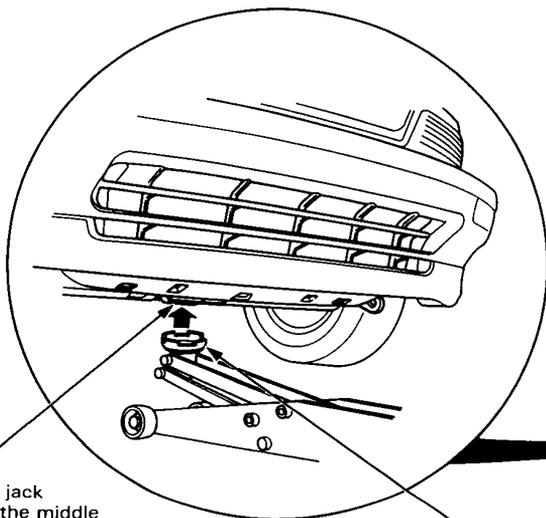
Floor Jack

1. Set the parking brake and block the wheels that are not being lifted.
2. When lifting the rear of the car, put the gearshift lever in reverse (Automatic in PARK).
3. Raise the car high enough to insert the safety stands.
4. Adjust and place the safety stands as shown on page 1-15 so the car will be approximately level, then lower the car 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 car.

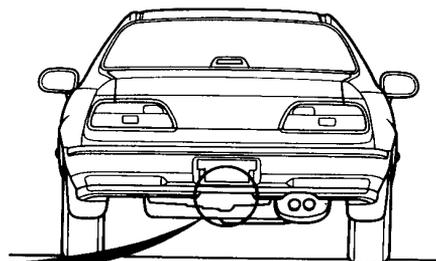
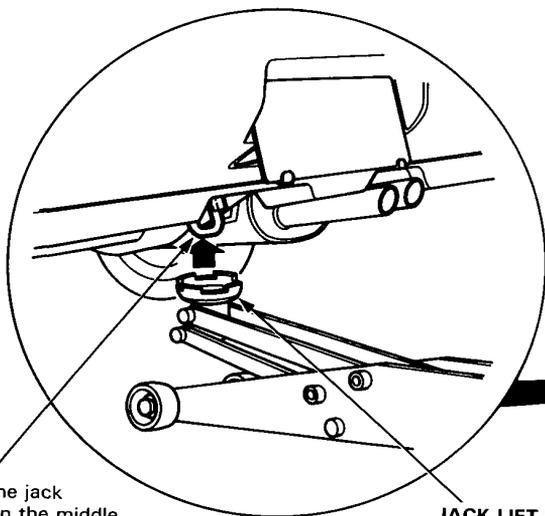
Front



Center the jack bracket in the middle of the jack lift platform.

JACK LIFT PLATFORM

Rear

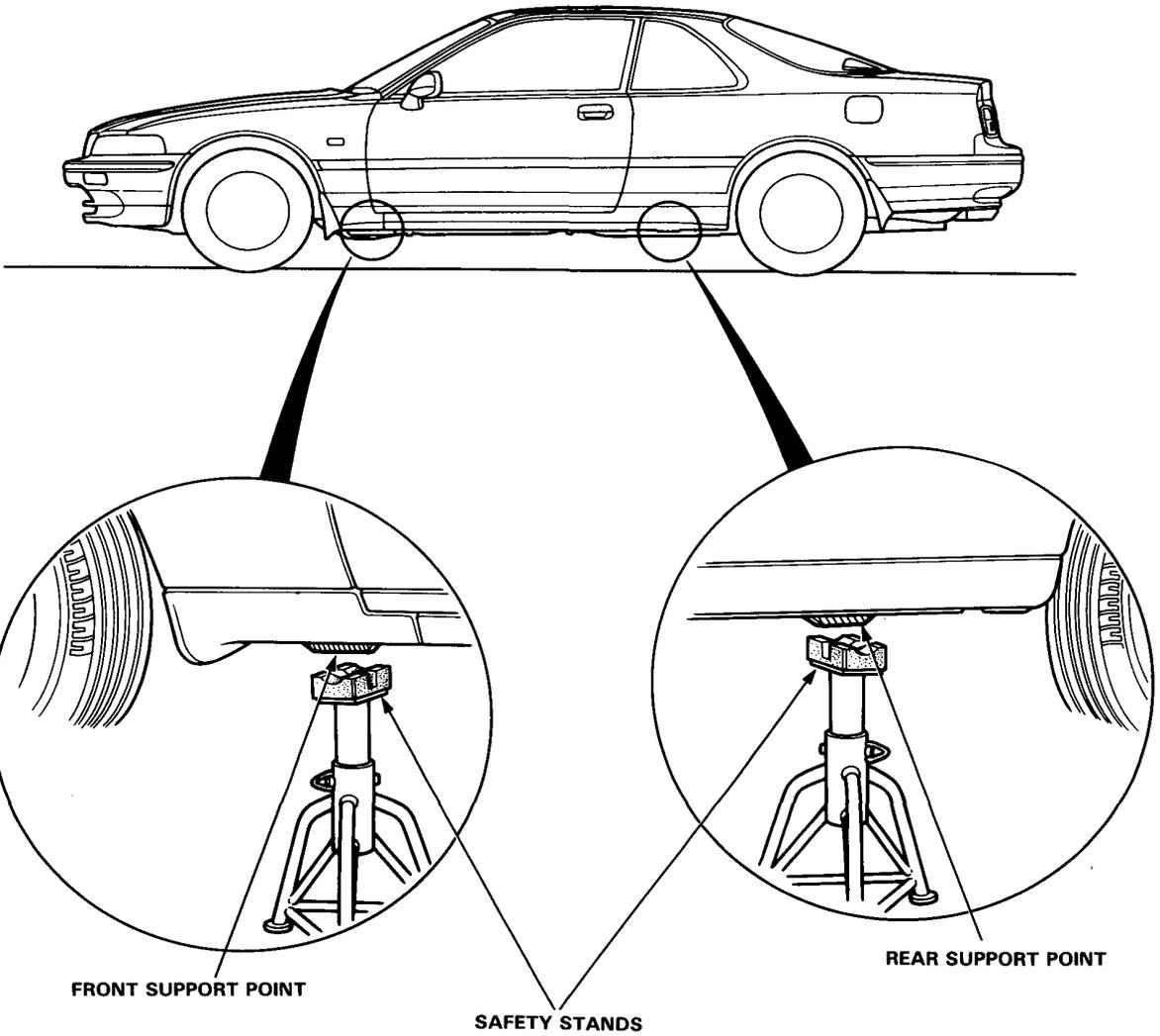


Center the jack bracket in the middle of the jack lift platform.

JACK LIFT PLATFORM



Safety Stands



Towing

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

Emergency Towing

There are three popular methods of towing a car:

Flat-bed Equipment — The operator loads the car on the back of a truck. This is the best way of towing the LEGEND.

Wheel Lift Equipment — The tow truck uses two pivoting arms which 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 car off the ground. The car's suspension and body can be seriously damaged if this method of towing is attempted.

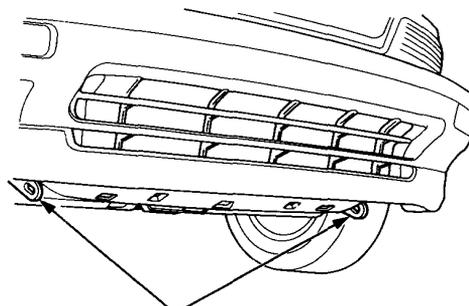
If the LEGEND cannot be transported by flat-bed, it should be towed with the front wheels off the ground. If, due to damage, the car must be towed with the front wheels on the ground, do the following:

- Release the parking brake.
- Shift the 5-speed transmission to Neutral.
- If the car has an automatic transmission, start the engine. Shift the transmission to Drive, then into Neutral, then shut off the engine.

NOTICE: Improper towing preparation will damage the transmission. Follow the above procedure exactly. If you can not shift the transmission, the car must be transported on a flat-bed.

- It is best to tow the car no farther than 80 km (50 miles), and keep the speed below 55 km/h (35 mph).

NOTICE: Trying to lift or tow the car by the bumpers will cause serious damage. The bumpers are not designed to support the car's weight.



**TOW HOOK and
TIE DOWN BRACKETS**



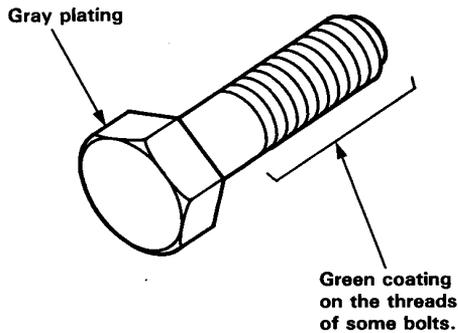
Preparation of Work

Handling of Special Nuts and Bolts

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

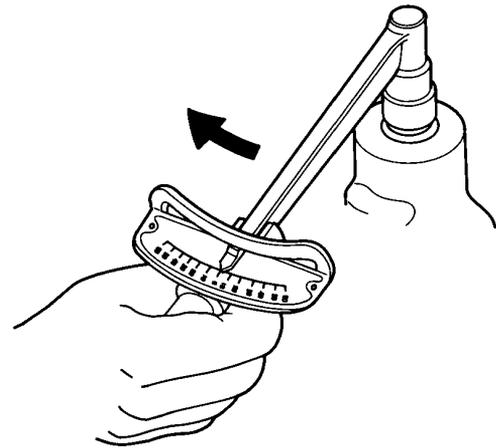
NOTE:

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



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

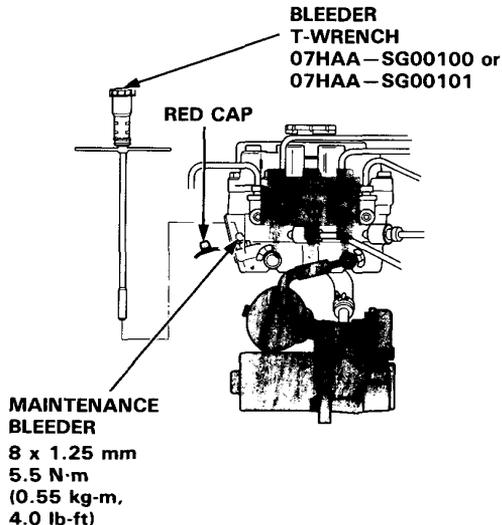
1. When replacing nuts and bolts, use only the same type.
2. Tighten the nuts and bolts with a torque wrench to the specifications provided in this manual.
3. Clean all thread ridges with a non wire type bristle brush. Foreign matter in the threads may cause the bolt to loosen.
4. Sections on this car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



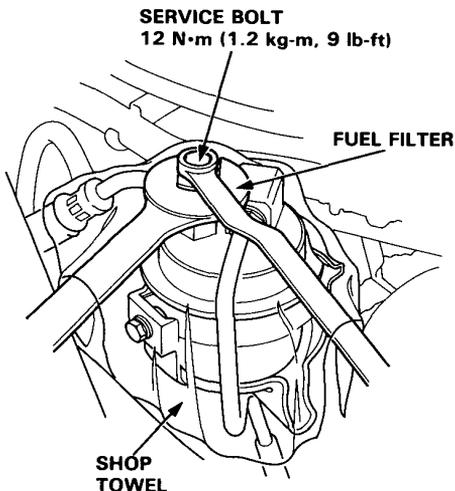
Preparation of Work

Special Caution Items For This Car

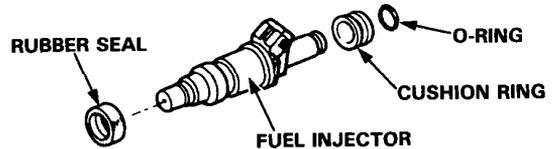
- Anti-lock brake piping system servicing.
 - Disassemble the Anti-lock brake piping system after relieve the high-pressured brake fluid.
 - Otherwise, the high-pressured brake fluid will burst out and it is very dangerous.
 - See section 19 how to relieve the high-pressured brake fluid.



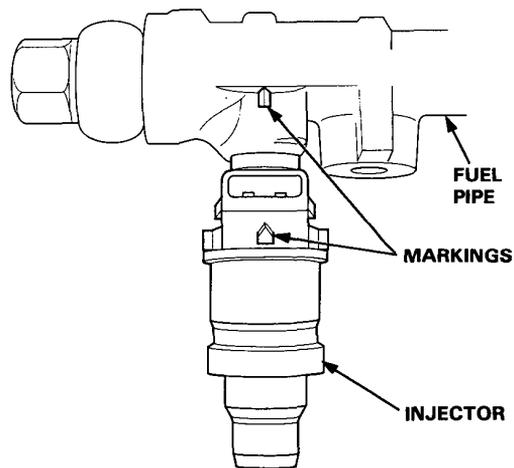
- Fuel Line Servicing.
 - Relieve fuel pressure by loosening the service bolt provided on the top of the fuel filter before disconnecting a fuel hose or a fuel pipe.



- Be sure to replace washers, O-rings, and rubber seals with new ones when servicing fuel line parts.
- Always apply oil to the surfaces of O-rings and seal rings before installation. Never use brake fluid, radiator fluid, vegetable oils or alcohol-based oils.



- When assembling the flare joint of the high-pressure fuel line, clean the joint and coat with new engine oil.
- When installing an injector, check the angle of the coupler. The center line of the coupler should align with the setting mark on the injector holder.



- Inspection for fuel leakage.
 - After assembling fuel line parts, turn ON the ignition switch (do not operate the starter) so that the fuel pump is operated for approximately two seconds and the fuel is pressurized. Repeat this operation two or three times and check whether any fuel leakage has occurred in any of the various points in the fuel line.



- Installation of an amateur radio for cars equipped with PGM-FI.
Care has been taken for the Fuel-Injection, A/T, Cruise control and Anti-lock brake system control units and its wiring to prevent erroneous operation from external interference, but erroneous operation of the control units may be caused by entry of extremely strong radio waves. Attention must be paid to the following items to prevent erroneous operation of the control units.

- The antenna and the body of the radio must be at least 200 mm (7.9 in.) away from the control units.

The control unit locations:

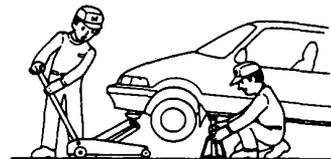
- See section 23 for Relay/Control Unit Locations.
 - Do not lead the antenna feeder and the coaxial cable over a long distance parallel to the car's wiring.
When crossing the wiring is required, execute crossing at a right angle.
 - Do not install a radio with a large output (max. 10 W).
- Apply liquid gasket to the transmission, oil pump cover, right side cover and water outlet. Use HONDA genuine Liquid gasket Part NO. OY740-99986.
 - Check that the mating surfaces are clean and dry before applying liquid gasket. Degrease the mating surfaces if necessary.
 - Apply liquid gasket evenly, being careful to cover all the mating surface.
 - To prevent leakage of oil, apply liquid gasket to the inner threads of the bolt holes.
 - Do not apply liquid gasket to the O-ring grooves.
 - Do not install the parts if 20 minutes or more have elapsed since applying liquid gasket. Instead, reapply liquid gasket after removing the old residue.
 - Wait at least 30 minutes before filling with appropriate liquid (engine oil, coolant and similar fluids).

CAUTION: Observe all safety precautions and notes while working.

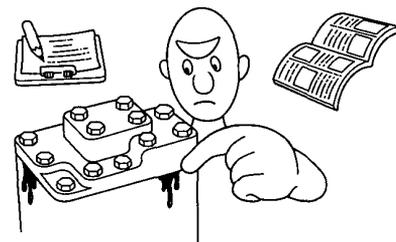
- Protect all painted surfaces and seats against dirt and scratches with a clean cloth or vinyl cover.



- Work safely and give your work your undivided attention. When either the front or rear wheels are to be raised, block the remaining wheels securely. Communicate as frequently as possible when a work involves two or more workers. Do not run the engine unless the shop or working area is well ventilated.



- Prior to removing or disassembling parts, they must be inspected carefully to isolate the cause for which service is necessary. Observe all safety notes and precautions and follow the proper procedures as described in this manual.

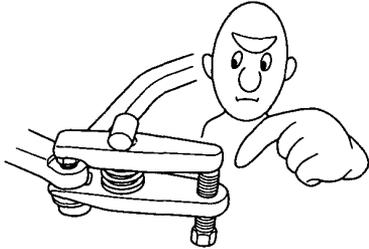


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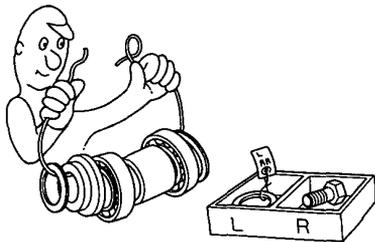
Preparation of Work

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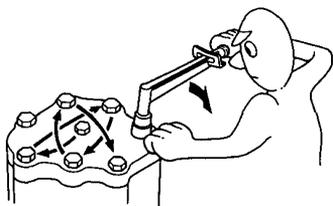
- Mark or place all removed parts in order in a parts rack so they can be reassembled in their original places.



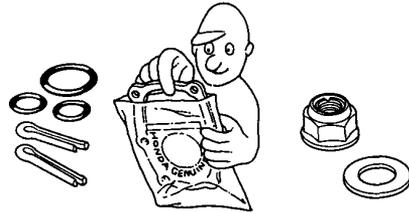
- Use the special tools when use of such is specified.



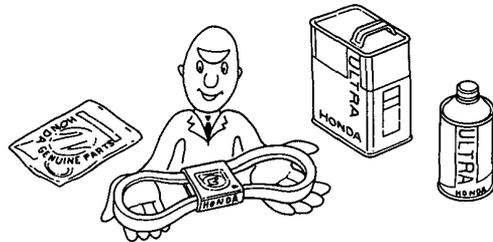
- Parts must be assembled with the proper torque according to the maintenance standards established.
- When tightening a series of bolts or nuts, begin with the center or larger diameter bolts and tighten them in crisscross pattern in two or more steps.



- Use new packings, gaskets, O-rings and cotter pins whenever reassembling.



- Use genuine HONDA parts and lubricants or those equivalent. When parts are to be reused, they must be inspected carefully to make sure they are not damaged or deteriorated and are in good usable condition.



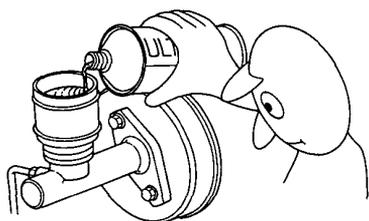
- Coat or fill parts with specified grease as specified (page 4-2). Clean all removed parts with solvent upon disassembly.



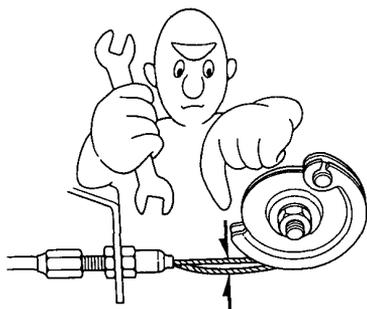


Preparation of Work

- Brake fluid and hydraulic components.
 - When replenishing the system, use extreme care to prevent dust and dirt from entering the system.
 - Do not mix different brands of fluid as they may not be compatible.
 - Do not reuse drained brake fluid.
 - Brake fluid can cause damage to painted surfaces.
- Wipe up spilled fluid at once.
- After disconnecting brake hoses or pipes be sure to plug the openings to prevent loss of brake fluid.
- Clean all disassembled parts only in clean BRAKE FLUID. Blow open all holes and passages with compressed air.
- Keep disassembled parts from air-borne dust and abrasives.
- Check that parts are clean before assembly.



- Avoid oil or grease getting on rubber parts and tubes, unless specified.
- Upon assembling, check every part for proper installation and operation.



Symbol Marks

The following symbols stand for:



: Apply engine oil.



: Apply brake fluid.



: Apply grease.



: Apply Honda Premium Formula Automatic Transmission Fluid or an equivalent DEXRON® II Automatic Transmission Fluid.



: Apply Power Steering Fluid -V.



: Apply or check vacuum.

①, ②, ③, : Sequence for removal or installation.
● ①, ● ②, ● ③, : Sequence for removal or installation.

Abbreviations

ABS	Anti Lock Brake System
A/C	Air Conditioner
A/T	Automatic Transmission
ATF	Automatic Transmission Fluid
B or BAT	Battery
CATA	Catalytic Converter
EACV	Electronic Air Control Valve
ECU	Electronic Control Unit for Fuel-Injection System and/or Automatic Transmission Control System
EGR	Exhaust Gas Recirculation
EX	Exhaust
GND	Ground
IG	Ignition
IN	Intake
INT	Intermittent
L.	Left
LHD	Left Hand Drive
M/T	Manual Transmission
PCV	Positive Crankcase Ventilation
PGM-FI	Programmed Fuel-Injection
P/S	Power Steering
R.	Right
RHD	Right Hand Drive
SW	Switch
SOL. V	Solenoid Valve
TDC	Top Dead Center

P	Parking
R	Reverse
N	Neutral
D4	Drive Position (1st–4th)
D3	Drive Position (1st–3rd)
2	Fixed 2nd speed
1	Fixed 1st speed



Special Tools

Individual tool lists are located at the front of each section.

Specifications

Standards and Service Limits	3-2
Design Specifications	3-15
Body Specifications	3-18

Standards and Service Limits

Cylinder Head/Valve Train — Section 6

MEASUREMENT		STANDARD (NEW)		SERVICE LIMIT	
Compression	200 min ⁻¹ (rpm) and wide open throttle	Nominal Minimum Maximum variation	1,350kPa (13.5kg/cm ² , 192psi) 1,000kPa (10.0kg/cm ² , 142psi) 200kPa (2kg/cm ² , 28psi)		
Cylinder head	Warpage Height		— 99.95-100.05 (3.935-3.939)	0.05 (0.002) —	
Camshaft	End play		0.05-0.15 (0.002-0.006)	0.15 (0.006)	
	Oil clearance		0.050-0.089 (0.002-0.004)	0.10 (0.004)	
	Runout		0.015 (0.0006)	0.03 (0.0012)	
	Cam lobe height	MT	IN	40.005 (1.5750)	—
			EX	37.766 (1.4868)	—
	AT	IN	40.005 (1.5750)	—	
		EX	37.766 (1.4868)	—	
Valve	Valve clearance	IN	0	—	
		EX	0	—	
	Valve stem O.D.	IN	5.48-5.49 (0.2157-0.2161)	5.45 (0.2146)	
		EX	5.45-5.46 (0.2146-0.2159)	5.42 (0.2134)	
	Stem-to-guide clearance	IN	0.068-0.088 (0.0026-0.0035)	—	
EX		0.098-0.118 (0.0039-0.0046)	—		
Valve seat	Width	IN	1.25-1.55 (0.049-0.061)	2.0 (0.079)	
		EX	1.25-1.55 (0.049-0.061)	2.0 (0.079)	
	Stem installed height	IN	46.935-47.375 (1.8478-1.8671)	47.625 (1.8750)	
		EX	47.885-48.375 (1.8852-1.9045)	48.575 (1.9124)	
Valve spring	Free length	IN	50.16 (1.9748) *1	49.20 (1.9476)	
			50.17 (1.9752) *2		
		EX	50.36 (1.9827)	49.47 (1.9476)	
Valve guide	I.D.	IN and EX	5.558-5.568 (0.2188-0.2192)	—	
	Installed height	IN and EX	15.75-16.25 (0.620-0.640)	—	
Rocker arm	Arm-to-shaft clearance		0.018-0.054 (0.0007-0.0021)	0.08 (0.003)	

*1: NIHON HATSUJO made, *2: CHUO HATSUJO made.

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	90.00-90.02 (3.543-3.544)	90.07 (3.546)	
	Bore taper	—	0.05 (0.002)	
	Reboring limit	—	0.5 (0.02)	
Piston	Skirt O.D. at 17mm (0.67in) from bottom of skirt	A	89.98-89.99 (3.5425-3.5429)	
		B	89.97-89.98 (3.5421-3.5425)	
	Clearance in cylinder	Top	0.02-0.04 (0.001-0.002)	0.08 (0.003)
		Second	1.22-1.23 (0.0480-0.0484)	1.25 (0.0492)
Groove width (for ring)	Top	1.22-1.23 (0.0480-0.0484)	1.25 (0.0492)	
	Oil	2.805-2.820 (0.1104-0.1110)	2.84 (0.1118)	
Piston ring	Ring-to-groove clearance	Top	0.035-0.060 (0.0014-0.0024)	
		Second	0.030-0.055 (0.0012-0.0021)	
	Ring end gap	Top	0.25-0.40 (0.010-0.016)	0.70 (0.027)
		Second	0.40-0.55 (0.016-0.022)	0.85 (0.033)
Piston Pin	O.D.	21.994-22.000 (0.8659-0.8661)	—	
	Pin-to-piston clearance	0.012-0.024 (0.0005-0.0009)	—	
Connecting rod	Pin-to-rod interference	0.013-0.032 (0.0005-0.0013)	—	
	Small end bore diameter	21.968-21.981 (0.8649-0.8654)	—	
	Large end bore diameter	57.00 (2.244)	—	
	End play installed on crankshaft	0.15-0.30 (0.006-0.012)	—	
Crankshaft	Small end bore-to-large end bore parallelism	0.12/100 max.	0.15/100	
	Main journal diameter	67.976-68.000 (2.6762-2.6772)	—	
	Rod journal diameter	53.976-53.000 (2.1250-2.0866)	—	
	Taper	0.005 (0.0002) max.	0.01 (0.0004)	
Bearings	Out-of-round	0.004 (0.0002) max.	0.01 (0.0004)	
	End play	0.10-0.29 (0.004-0.011)	0.45 (0.018)	
	Runout	0.01 (0.0004) max.	0.015 (0.0006)	
	Main bearing-to-journal oil clearance	0.020-0.044 (0.0008-0.0017)	0.05 (0.002)	
	Rod bearing-to-journal oil clearance	0.022-0.046 (0.0009-0.0018)	0.05 (0.002)	

Engine Lubrication — Section 8

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Engine oil	Capacity ℓ (US qt, Imp qt)	5.0 (5.3, 4.4) for engine overhaul 4.7 (5.0, 4.1) for oil change, including filter	
Oil pump	Displacement ℓ (US gal, Imp gal)/min @min ⁻¹ (rpm)	42.3 (11.2, 9.3) @6,000	
	Inner-to-outer rotor clearance	0.04-0.16 (0.002-0.006)	0.20 (0.008)
	Pump body-to-outer rotor clearance	0.10-0.18 (0.004-0.007)	0.20 (0.008)
	Pump body-to rotor axial clearance	0.02-0.07 (0.001-0.003)	0.12 (0.005)
Relief valve	Pressure setting 80°C (176° F) at idle	70 (0.7, 10) min.	
	kPa (kg/cm ² , psi) at 3,000 min ⁻¹ (rpm)	350 (3.5, 50)min.	

Standards and Service Limits

Cooling		Section 10	
	MEASUREMENT	STANDARD (NEW)	
Radiator	Coolant capacity ℓ (US gal, Imp gal) including engine, heater, cooling line and reservoir reservoir capacity: 0.65 ℓ (0.69 US qt, 0.57 Imp qt)	M/T: 8.7 (2.30, 1.91) for overhaul 7.5 (1.98, 1.65) for coolant change A/T: 8.7 (2.30, 1.91) for overhaul 7.5 (1.98, 1.65) for coolant change	
Radiator cap	Opening pressure kPa (kg/cm ² , psi)	95-125 (0.95-1.25, 13.5-17.8)	
Thermostat	Start to open °C(° F) Fully open °C(° F) Valve lift at fully open	76-80 (169-176) 90 (194) 10 (0.39) min.	
Water pump	Displacement ℓ (US gal, Imp gal)/min @min ⁻¹ (rpm)	117.6 (31.1, 25.9) @3,840	
Cooling fan	Thermoswitch "ON" temperature (LOW) °C(° F) Thermoswitch "OFF" temperature (LOW) °C(° F) Thermoswitch "ON" temperature (HIGH) °C(° F) Thermoswitch "OFF" temperature (HIGH) °C(° F)	82.8-85.2 (181-185) 76.0-80.0 (169-176) 88.7-91.3 (192-196) 82.0-86.0 (180-187)	

Fuel and Emission		Section 11	
	MEASUREMENT	STANDARD (NEW)	
Fuel pump	Displacement cc in 10 seconds Relief valve opening pressure kPa (kg/cm ² , psi)	230 min. 450-600 (4.5-6.0, 64.0-85.3)	
Pressure regulator	Pressure with regulator vacuum hose disconnected kPa (kg/cm ² , psi)	270-320 (2.7-3.2, 38.4-45.5)	
Fuel tank	Capacity ℓ (US gal, Imp gal)	68 (18.0, 15.0)	
Engine	Fast idle min ⁻¹ (rpm) at 25°C (77°F)	1,500 ± 200	
	Idle speed min ⁻¹ (rpm) (with headlight and cooling fan off)	M/T 650 ± 50 A/T 600 ± 50 (N or P)	
	Idle Co %	0.1 min.	

Clutch		Section 12	
	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Clutch pedal	Pedal height to floor	199.5 (7.85)	—
	Stroke	142-148 (5.6-5.8)	—
	Pedal play	1.0-7.0 (0.04-0.28)	—
	Disengagement height to floor	90 (3.5) min	—
Flywheel	Clutch surface runout	0.05 (0.002) max.	0.15 (0.006)
Clutch disc	Rivet head depth	1.5 (0.06)	0.5 (0.02)
	Surface runout	0.6 (0.02) max.	0.8 (0.03)
	Thickness	9.6—10.3 (0.38—0.41)	6.8 (0.27)
Clutch cover	Pressure plate warpage	0.03 (0.001) max.	0.15 (0.006)

Manual Transmission Section 13

MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Transmission oil	Capacity ℓ (US qt, Imp qt)	2.6 (2.7, 2.3) for overhaul including oil cooler 2.5 (2.6, 2.2) for oil change including oil cooler 2.3 (2.4, 2.0) for oil change excluding oil cooler	
Mainshaft	End play	0.183–0.375 (0.007–0.015)	0.525 (0.021)
	Diameter of bearing contact area		
	Clutch housing side	27.977–27.990 (1.101–1.102)	27.93 (1.100)
	Transmission housing side	30.987–31.000 (1.2200–1.2205)	30.94 (1.218)
	Transmission cover side	27.987–28.000 (1.1018–1.1024)	27.937 (1.100)
3rd gear (needle bearing)		37.989–38.000 (1.4956–1.4961)	37.935 (1.494)
	Runout	0.02 (0.0008) max.	0.05 (0.002)
Countershaft	End play	0.173–0.340 (0.007–0.013)	0.490 (0.019)
	Diameter of bearing contact area		
	Clutch housing side	33.000–33.015 (1.299–1.300)	32.95 (1.297)
	Transmission housing side	31.975–31.988 (1.2589–1.2594)	31.928 (1.257)
	Transmission cover side	27.987–28.000 (1.1018–1.1024)	27.937 (1.100)
Runout	0.02 (0.0008) max.	0.05 (0.002)	
Reverse idle shaft	Diameter bearing contact area	19.989–20.000 (0.7870–0.7874)	19.93 (0.785)
Reverse drive gear	I.D.	25.007–25.020 (0.9845–0.9850)	25.078 (0.987)
	Thickness	26.45–26.50 (1.041–1.043)	26.38 (1.039)
Mainshaft 3rd gear	I.D.	44.009–44.025 (1.7326–1.7333)	44.080 (1.735)
	Thickness	31.39–31.47 (1.236–1.239)	31.32 (1.233)
	End play (when tightened by specified torque)	0.06–0.19 (0.002–0.007)	0.3 (0.012)
Mainshaft 4th gear	I.D.	44.009–44.025 (1.7326–1.7333)	44.080 (1.735)
	Thickness	29.39–29.47 (1.157–1.160)	29.32 (1.154)
	End play (when tightening by specified torque)	0.06–0.19 (0.002–0.007)	0.3 (0.012)
Mainshaft 5th gear	I.D.	44.009–44.025 (1.7326–1.7333)	44.080 (1.735)
	Thickness	29.39–29.47 (1.157–1.160)	29.32 (1.154)
	End play (when tightening by specified torque)	0.06–0.19 (0.002–0.007)	0.3 (0.012)
Distance collar	I.D.	31.002–31.012 (1.2205–1.2209)	31.060 (1.223)
	Diameter of needle bearing contact area	37.989–38.000 (1.4956–1.4961)	37.940 (1.494)
	Thickness of needle bearing contact area	29.56–29.61 (1.164–1.166)	29.54 (1.163)
Countershaft 1st gear	I.D.	53.010–53.029 (2.087–2.088)	53.081 (2.090)
	Thickness	35.92–36.001 (1.414–1.417)	35.85 (1.411)
	End play (when tightening by specified torque)	0.04–0.10 (0.02–0.04)	Adjust with a shim
Countershaft 2nd gear	I.D.	53.010–53.029 (2.087–2.088)	53.081 (2.090)
	Thickness	35.92–36.00 (1.414–1.417)	35.85 (1.411)
	End play (when tightening by specified torque)	0.04–0.10 (0.02–0.04)	Adjust with a shim