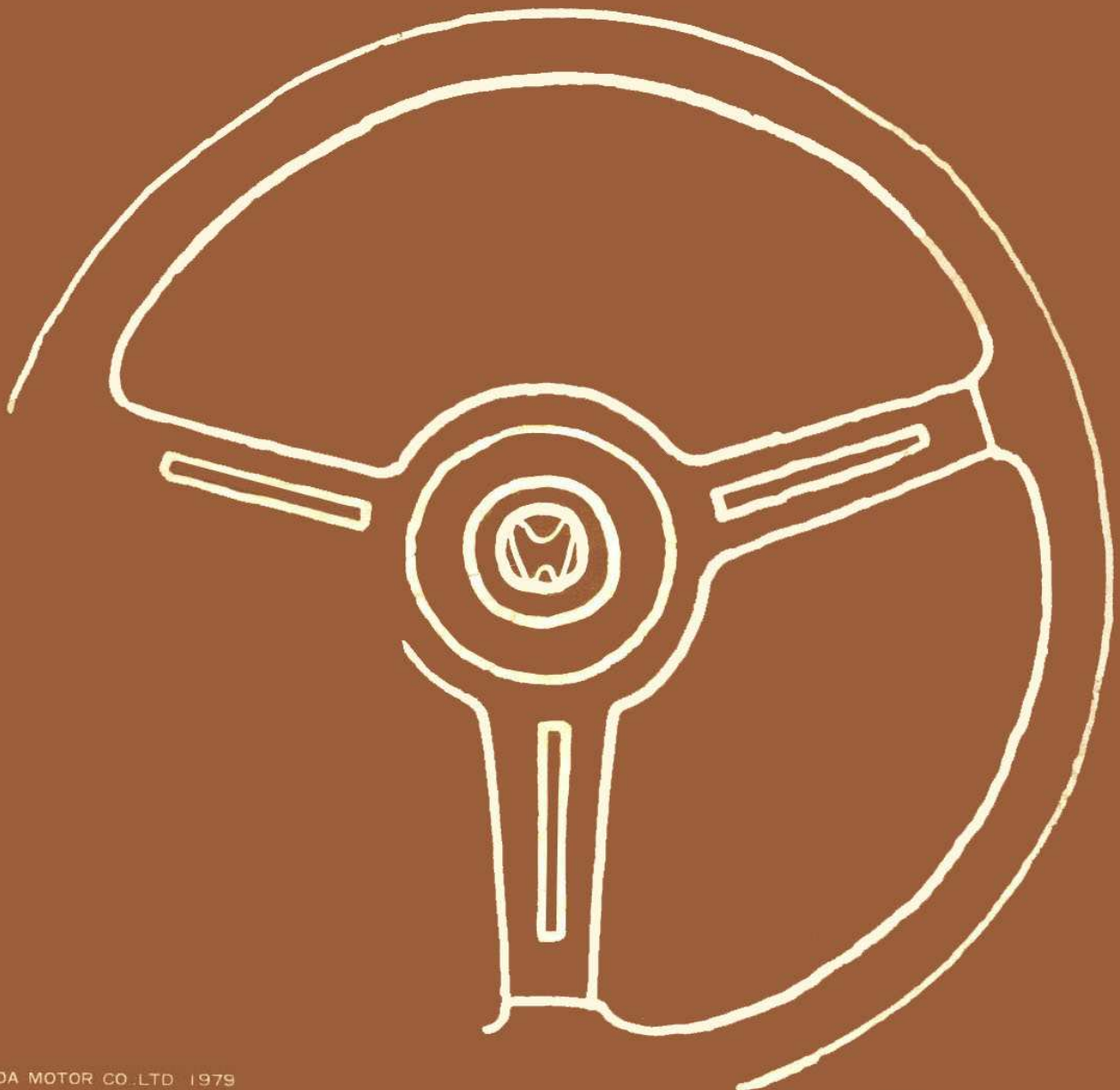


# SHOP MANUAL

**HONDA ACCORD**

**SUPPLEMENT**



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# INTRODUCTION

## How To Use This Manual

This supplement contains information for the 1980 Accord. Refer to the base Shop Manual (No. 6267102) for service procedures and data not included in this supplement.

The first page of each section is marked with a black tab that lines up with one of the thumb index tabs on the front and back covers. 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 instructions are not followed.

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

**NOTE:** Gives helpful information to make the job easier.

**CAUTION:** Detailed descriptions of *standard* workshops procedures, safety principles and service operations are not included. Please note that this manual does contain warnings and cautions against some specific service methods which could cause **PERSONAL INJURY**, or could 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 Motor might be done, or of the possible hazardous consequences of each conceivable way, nor could Honda Motor investigate all such ways. Anyone using service procedures or tools, whether or not recommended by Honda Motor, *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 or by any means, electronic, mechanical, photocopying, recording, or otherwise, without the prior written permission of the publisher. This includes text, figures and tables.

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Service Publication Office

General Info



Special Tools

tools

Maintenance



Specifications

specs

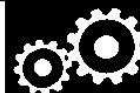
Engine



Engine Electrical



Transaxle



Brakes

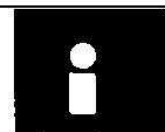


Suspension



Body Electrical





## **General Information**

Chassis and Engine codes ..... 1-2

# Chassis and Engine Codes

## Vehicle Identification Number (Canada Model)

Honda Accord \_\_\_\_\_ SJ — E 2 000001  
 Model designation \_\_\_\_\_  
   B: 4 Door Sedan Hondamatic  
   D: Hatchback Hondamatic  
   F: 4 Door Sedan 5-speed  
   E: Hatchback 5-speed  
 Model Year \_\_\_\_\_  
   1980  
 Serial Number \_\_\_\_\_

## Engine Serial Number

\_\_\_\_\_ EL — 1 2 00001  
 Engine Type \_\_\_\_\_  
 Serial Number \_\_\_\_\_

## Vehicle Identification Number (Except for Canada Model)

\_\_\_\_\_ JHMA SJ 5 3 2 0 C 000001  
 Honda Accord \_\_\_\_\_  
 Transmission \_\_\_\_\_  
   3: 3-speed Hondamatic  
   5: 5-speed Manual  
 Number of Doors \_\_\_\_\_  
   3: 3 Door  
   4: 4 Door  
 Vehicle Version \_\_\_\_\_  
   1: Basic Model  
   2: Standard Model  
   3: Higher Cost Versions  
 Supplementary Serial Number \_\_\_\_\_  
 Plant \_\_\_\_\_  
   C: Sayama Plant  
   S: Suzuka Plant  
 Serial Number \_\_\_\_\_

## Transmission Number (Manual)

\_\_\_\_\_ GK 5000001  
 Transmission Type \_\_\_\_\_  
 Serial Number \_\_\_\_\_

## Transmission Number (Hondamatic)

\_\_\_\_\_ AK — 5000001  
 Transmission Type \_\_\_\_\_  
 Serial Number \_\_\_\_\_



## **Special Tools**

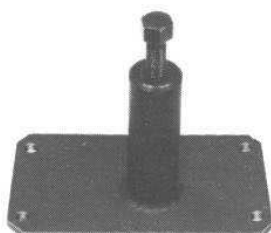
Special Tools (Newly Provided).....	2-2
Special Tools (Common with Other Model) .....	2-2

## Special Tools

NOTE: Following tools are added to service 1980 model Accord. Refer to base manual for other special tools.

### Special Tools (Newly Provided)

No.	Tool Number	Description	Q'ty	Remarks
1	07933-6890200	Transmission Housing Puller	1	Hondamatic Transmission
2	07960-6890100	Clutch Spring Compressor Attachment	1	Hondamatic Transmission
3	07965-6920101	Front Hub Dis/Assembly Tool	1	Front Hub and Brake Rotor
4	07406-0020200	Oil Pressure Gauge Attachment/Hose	2 or 3	Hondamatic Transmission



①



②



③



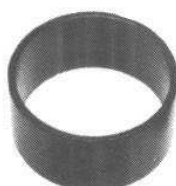
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### Special Tools (Common With Other Model)

No.	Tool Number	Description	Q'ty	Remarks
1	07965-6920200	Front Hub Dis/Assembly Tool B	1	Front Hub
2	07965-6920300	Front Hub Dis/Assembly Tool C	1	Front Hub
3	07965-6920400	Front Hub Dis/Assembly Tool D	1	Front Hub
4	07965-6920500	Front Hub Dis/Assembly Tool E	1	Front Hub
5	07965-6920600	Front Hub Dis/Assembly Tool F	1	Front Hub



①



②



③



④



⑤



## **Maintenance**

Required Maintenance Schedule....3-2

Maintenance Specifications.....3-4

# Required Maintenance Schedule

## Canadian Model

SERVICE SHOULD BE PERFORMED AT THE INTERVAL LISTED x 1,000 km (miles) OR AFTER THAT NUMBER OF MONTHS OF OPERATION, WHICHEVER OCCURS FIRST.

(As part of inspection, clean, adjust or replace as necessary)  
\* Tension adjust only  
\*\* Every 30,000 miles or 24 months, whichever comes first.

ITEMS		km	8	12	24	36	48	60	72	84	96
		miles/month	5	7.5	15	22.5	30	37.5	45	52.5	60
ENGINE	IDLE SPEED AND IDLE CO		I		I		I		I		I
	VALVE CLEARANCE				I		I		I		I
	ALTERNATOR DRIVE BELT				I*		I		I		I
	ENGINE OIL			R	R	R	R	R	R	R	R
	ENGINE OIL FILTER			R	R	R	R	R	R	R	R
	TRANSMISSION OIL	MANUAL TRANSMISSION					R				R
		HONDAMATIC			R				R		
	RADIATOR COOLANT						R**				R**
FUEL SYSTEM	COOLING SYSTEM, HOSES AND CONNECTIONS				I		I		I		I
	AIR CLEANER ELEMENT				R		R		R		R
	FUEL FILTER						R				R
	INTAKE AIR TEMP. CONTROL SYSTEM				I		I		I		I
	FUEL HOSES						I				I
	THROTTLE OPENER AND CONTROL VALVE (only for manual transmission)				I		I		I		I
	CHOKE MECHANISM				I		I		I		I
EVAPORATIVE CONTROL SYSTEM	CHARCOAL CANISTER						R				R
	IDLE CUT-OFF VALVE				I		I		I		I
	TWO WAY VALVE				I		I		I		I
IGNITION COMPONENTS	IGNITION TIMING AND CONTROL SYSTEM						I				
	SPARK PLUGS				R		R		R		R
	DISTRIBUTOR CAP AND ROTOR						I				I
	IGNITION WIRING						I				I
CRANKCASE EMISSION CONTROL SYSTEM					I		I		I		I
REAR BRAKE				A	A	A	I	A	A	A	I
PARKING BRAKE				I							
BRAKE HOSES, LINES, FLUID LEVEL				I	I		I		I		I
BRAKE FLUID							R				R
FRONT BRAKE PADS, DISC AND CALIPER					I		I		I		I
WHEEL BEARING GREASE											R
FRONT WHEEL ALIGNMENT					I		I		I		I
CLUTCH RELEASE ARM TRAVEL AND FLUID LEVEL				I	I	I	I	I	I	I	I
ENGINE EXHAUST SILENCER, SUSPENSION MOUNTING BOLTS				I	I		I		I		I
STEERING OPERATION, TIE ROD ENDS AND STEERING BEAR BOX				I			I				I

I — AFTER INSPECTION, CLEAN, ADJUST, REPAIR OR REPLACE IF NECESSARY R — REPLACE A — ADJUST

### CAUTION:

- If the vehicle is operated under severe conditions; driving in severe cold condition, short distance driving or driving in dusty condition, change engine oil and engine oil filter every 3,000 miles (5,000 km) or 3 months, whichever comes first.
- Disc brakes should be serviced every 15 months or 15,000 miles (24,000 km), however, in areas using a high concentration of road salt or other corrosive materials more frequent servicing may be required.

**REMARK:** DAY TO DAY CARE (such as oil or coolant check and replenishment) should be done practically according to the pages 59 to 67 of Owner's Manual.



## Except for Canadian Model

SERVICE AT THE INTERVAL LISTED x 1,000 MILES (OR KM)		(As part of inspection, clean, adjust or replace as necessary) * Tension Adjust Only ** Every 30,000 miles (48,000 km) or 24 months, whichever comes first.									
ITEMS		miles (x 1,000)	5	7.5	15	22.5	30	37.5	45	52.5	60
		Km (x 1,000)	8	12	24	36	48	60	72	84	96
ENGINE	IDLE SPEED AND IDLE CO		I		I		I		I		I
	VALVE CLEARANCE				I		I		I		I
	ALTERNATOR DRIVE BELT				I*		I		I		I
	ENGINE OIL			R	R	R	R	R	R	R	R
	ENGINE OIL FILTER			R	R	R	R	R	R	R	R
	TRANSMISSION OIL	MANUAL					R				R
		HONDAMATIC			R				R		
	RADIATOR COOLANT						R**				R**
	COOLING SYSTEM HOSES AND CONNECTIONS				I		I		I		I
FUEL SYSTEM	AIR CLEANER ELEMENT				R		R		R		R
	FUEL FILTER						R				R
	INTAKE AIR TEMP. CONTROL SYSTEM				I		I		I		I
	FUEL HOSES						I				I
	THROTTLE CONTROLLING UNIT				I		I		I		I
	CHOKE MECHANISM				I		I		I		I
EVAPORATIVE EMISSION SYSTEM	CHARCOAL CANISTER						R				R
	EVAP. EMISSION CONTROL DEVICES				I*		I		I		I
IGNITION COMPONENTS	IGNITION TIMING AND CONTROL SYSTEM						I				I
	SPARK PLUGS				R		R		R		R
	DISTRIBUTOR CAP AND ROTOR						I				I
	IGNITION WIRING						I				I
CRANK CASE EMISSION CONTROL SYSTEM					I		I		I		I
FRAME	BRAKE HOSES, LINES, FLUID LEVEL			I	I		I		I		I
	BRAKE FLUID ***						R				R
	REAR BRAKE			A	A	A	I	A	A	A	I
	FRONT BRAKE PADS, DISC AND CALIPER				I		I		I		I
	PARKING BRAKE			I							
	CLUTCH RELEASE ARM TRAVEL AND FLUID LEVEL			I	I	I	I	I	I	I	I
	ENGINE EXHAUST SILENCER, SUSPENSION MOUNTING BOLTS			I	I		I		I		I
	WHEEL ALIGNMENT (FRONT)				I		I		I		I
	STEERING OPERATION, TIE ROD ENDS, STEERING GEAR BOX			I			I				I
	WHEEL BEARING GREASE										R
	POWER STEERING SYSTEM			I	I	I	I	I	I	I	I
	POWER STEERING DRIVE BELT			I*	I	I	I	I	I	I	I
	POWER STEERING OIL			I	I	I	I	I	I	I	I

I – AFTER INSPECTION, CLEAN, ADJUST, REPAIR OR REPLACE IF NECESSARY R – REPLACE A – ADJUST

### CAUTION:

- If vehicle is operated under severe conditions; driving in severe cold condition, short distance driving, driving in dusty condition, or long distance driving towing a trailer, change engine oil and engine oil filter every 3,000 miles (5,000 km) or 3 months, whichever comes first.
- Disc brakes should be serviced every 15 months, or 15,000 miles (24,000 km), however, in area using a high concentration of road salt or other corrosive materials more frequent servicing may be required.

\*\*\* Every 30,000 miles (48,000 km) or 30 months whichever comes first.

**REMARK:** DAY TO DAY CARE (such as oil, coolant level check, replenishment) should be done practically according to the page 55 through 61 of Owner's Manual.



# Maintenance Specifications/Settings

## Canadian Model

SUBJECT		ITEMS OR CONDITIONS	REQUIREMENTS
ENGINE	Ignition timing (At idle)	Manual transmission	$6 \pm 2^\circ$ BTDC
		Hondamatic (in gear)	$6 \pm 2^\circ$ BTDC
	Valve clearance	Intake	0.12–0.17 mm (0.0047–0.0067 in.)
		Exhaust	0.25–0.30 mm (0.0098–0.0118 in.)
	Idle speed (With headlights off and cooling fan off)	Manual transmission (At neutral)	$800 \pm 50 \text{ min}^{-1}$ (rpm)
		Hondamatic (in gear)	$800 \pm 50 \text{ min}^{-1}$ (rpm)
	Idle Co	Manual and Hondamatic	2% max.
	Choke fast idle	Manual transmission	$2,100\text{--}2,700 \text{ min}^{-1}$ (rpm)
		Hondamatic	$2,000\text{--}2,600 \text{ min}^{-1}$ (rpm)
	Pulser Generator	Resistance	600–800 ohms
	Ignition coil	Resistance Primary	1.78–2.08 ohms
		Resistance Secondary	8,800–13,200 ohms
	Spark plug	Type: NGK: BPR5ES *BPR6ES Denso: W16EXR-U *W20EXR-U Champion: RN-10Y *RN-8Y * For extended high speed driving	Gap: 0.7–0.8 mm (0.028–0.032 in.)
	Compression	$300 \text{ min}^{-1}$ (rpm) and wide-open throttle	1,128 kPa (11.5 kg/cm <sup>2</sup> , 164 psi)
	Alternator belt	Belt deflection with 10 kg (22 lb) tension	12–17 mm (0.48–0.67 in.)
	Ignition wire	Resistance	25,000 ohms maximum
	Radiator cooling fan	Fan operating temperature	Above $90 \pm 1.5^\circ \text{C}$ ( $194 \pm 3^\circ \text{F}$ )
CRANKCASE EMISSION CONTROLS	Intake manifold	Fixed orifice passage	1.4 mm (0.055 in.) dia. drill bit
EVAPORATIVE EMISSION CONTROLS	Idle cut-off valve	Valve open (vacuum)	38–80 mmHg (1.5–3.1 in. Hg)
	Two-way valve	Pressurize	35–70 mm Hg (1.4–2.8 in. Hg)
		Draw	5–15 mm Hg (0.2–0.6 in. Hg)
	Charcoal canister	Draws	Partial open throttle
	Air intake control	COLD (cranking) (air cleaner below $37^\circ \text{C}$ ( $99^\circ \text{F}$ ))	Valve stays up
		HOT (air cleaner $25^\circ \text{C}$ ( $77^\circ \text{F}$ ) nominal)	Valve door down
	Throttle control	Throttle Opener Throttle return time	2 to 4 seconds
		Throttle Opener Engine speed control (Manual Transmission)	$1,000\text{--}2,000 \text{ min}^{-1}$ (rpm)



SUBJECT		ITEMS OR CONDITIONS	REQUIREMENTS
CLUTCH	Manual transmission	Pedal free play	20–30 mm (0.8–1.2 in.)
		Release fork free play	2.0–2.6 mm (0.08–0.10 in.)
SUSPENSION	Tires	Pressure (front/rear) (cold)	170 kPa (1.7 kg/cm <sup>2</sup> , 24 psi)
	Wheel alignment	Front Camber Caster Toe-out Kingpin inclination	40' 1° 30' 1 mm (0.04 in.) 12° 10' ± 30'
		Rear Toe-in	1 mm (0.04 in.)
BRAKES	Pedal	Free play	1 to 5 mm (0.04 to 0.2 in.)
		Pedal-to-floor clearance	184 mm (7.24 in.)
	Pad and shoe	Pad wear limit	1.0 mm (0.039 in.) min. thickness
		Shoe lining wear limit	2.0 mm (0.079 in.) min. thickness
	Drum	Absolute refinishing limit	181 mm (7.126 in.) maximum diameter
	Rotor disc	Absolute refinishing limit	10.5 mm (0.413 in.) minimum thickness

## European Model

SUBJECT		ITEMS OR CONDITIONS	REQUIREMENTS
ENGINE	Ignition timing (At idle)	Manual transmission	6 ± 2° BTDC
		Hondamatic (in gear)	6 ± 2° BTDC
	Valve clearance	Below 38° C (100° F) Intake	0.12–0.17 mm (0.0047–0.0067 in.)
		Exhaust	0.25–0.30 mm (0.0098–0.0118 in.)
	Idle speed (With headlights off and cooling fan off)	Manual transmission (At neutral)	800 ± 50 min <sup>-1</sup> (rpm)
		Hondamatic (in gear)	800 ± 50 min <sup>-1</sup> (rpm)
	Idle CO	Manual and Hondamatic	3% max.
	Choke fast idle	Manual transmission	2,100–2,700 min <sup>-1</sup> (rpm)
		Hondamatic	2,000–2,600 min <sup>-1</sup> (rpm)
	Spark plug	Type: NGK BPR5ES, *BPR6ES Denso W-16EXR-U, *W-20EXR-U * For extended high speed driving	Gap: 0.7–0.8 mm (0.028–0.032 in.)
	Compression	300 rpm and wide-open throttle	1,127 kPa (11.5 kg/cm <sup>2</sup> , 164 psi)
	Alternator belt	Belt deflection with 10 kg (22 lb) tension	12–17 mm (0.48–0.67 in.)
	Ignition wire	Resistance	25,000 ohms maximum
	Radiator cooling fan	Fan operating temperature	Above 90 ± 1.5° C (194 ± 3° F)

# Maintenance Specifications/Settings

## European Model (cont'd)

SUBJECT		ITEMS OR CONDITIONS	REQUIREMENTS
CRANKCASE EMISSION CONTROLS (Only for Swedish Model)	Intake manifold	Fixed orifice passage	1.4 mm (0.055 in.) dia. drill bit
	Idle cut-off valve	Valve open (Vacuum)	38–80 mm Hg. (1.5–3.1 in. Hg)
EVAPORATIVE EMISSION CONTROLS (Only for Swedish Model)	One-way valve	Valve open (Vacuum)	20–43 mm Hg. (0.8–1.7 in. Hg)
	Air intake control	COLD (cranking) (air cleaner below 37°C (99°F))	Valve stays up
EXHAUST EMISSION CONTROLS (Only for Swedish Model)		HOT (air cleaner 25°C (77°F) nominal)	Valve door down
	Throttle control	Throttle Opener Throttle return time	2–4 seconds
		Throttle Opener Engine speed control (Manual Transmission)	1,000–2,000 min <sup>-1</sup> (rpm)
CLUTCH	Manual transmission	Pedal free play	20–30 mm (0.8–1.2 in.)
		Release fork free play	2.0–2.6 mm (0.08–0.10 in.)
SUSPENSION	Tires	Pressure (front/rear) (cold)	170 kPa (1.7 kg/cm <sup>2</sup> , 24 psi)
	Wheel alignment	Front Camber Caster Toe-out Kingpin inclination	40' 1° 20' 1 mm (0.04 in.) 12° 10' ± 30'
		Rear Toe-in	1 mm (0.04 in.)
BRAKES	Pedal	Free play	1–5 mm (0.0394–0.1969 in.)
		Pedal-to-floor clearance	184 mm (7.24 in.)
	Pad and shoe	Pad wear limit	1.0 mm (0.04 in.) min. thickness
		Shoe lining wear limit	2.0 mm (0.08 in.) min. thickness
	Drum	Absolute refinishing limit	181 mm (7.126 in.) maximum diameter
	Rotor disc	Absolute refinishing limit	10.5 mm (0.413 in.) minimum thickness



## Australian Model and General Export Model

Only the maintenance specifications and settings for above two models different from those of the European model are listed.

For the other items not given here, refer to the European model maintenance specifications and settings.

SUBJECT		ITEMS OR CONDITIONS	REQUIREMENTS
ENGINE	Spark plug	Type: NGK BP5ES, *BP6ES Denso W-16EX-20EX-U * For extended high speed driving	0.7–0.8 mm (0.028–0.032 in.)
CRANKCASE EMISSION CONTROLS	Intake manifold	Fixed orifice passage	1.0 mm (0.039 in.) dia. drill bit
EVAPORATIVE EMISSION CONTROLS	Idle cut-off valve	Valve open (Vacuum)	38–80 mm Hg (1.5–3.1 in. Hg)
	One-Way valve	Valve open (Vacuum)	20–43 mm Hg (0.8–1.7 in. Hg)
EXHAUST EMISSION CONTROLS	Air intake control	COLD (cranking) (air cleaner below 37°C (99°F))	Valve stays up
		HOT (air cleaner 25°C (77°F) nominal)	Valve door down
	Throttle control	Throttle Opener Throttle return time	• 2–4 seconds
		Throttle Opener Engine speed control (Manual Transmission)	1,000–2,000 min <sup>-1</sup> (rpm)

## **Specifications**

Standard and Service Limits .....	4-2
Design Specifications .....	5-1



# Standard and Service Limit

Engine		
	MEASUREMENT	STANDARD
Water pump	Capacity	135ℓ/min/5,000 min <sup>-1</sup> (rpm) (35.7 US gal, 29.7 Imp gal/min/5,000 rpm)

Hondamatic Transmission			
			Unit: mm (in.)
	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Hydraulic pressure	Line pressure at 1,000 min <sup>-1</sup> (rpm)	638–834 kPa (6.5–8.5 kg/cm <sup>2</sup> , 92–121 psi)	540 kPa (5.5 kg/cm <sup>2</sup> , 78 psi)
	D clutch pressure at 1,000 min <sup>-1</sup> (rpm)	638–834 kPa (6.5–8.5 kg/cm <sup>2</sup> , 92–121 psi)	540 kPa (5.5 kg/cm <sup>2</sup> , 78 psi)
	L clutch pressure at 1,000 min <sup>-1</sup> (rpm)	638–834 kPa (6.5–8.5 kg/cm <sup>2</sup> , 92–121 psi)	540 kPa (5.5 kg/cm <sup>2</sup> , 78 psi)
	OD clutch pressure at 1,000 min <sup>-1</sup> (rpm)	638–834 kPa (6.5–8.5 kg/cm <sup>2</sup> , 92–121 psi)	540 kPa (5.5 kg/cm <sup>2</sup> , 78 psi)
Stall rpm	Check with car on level ground	2,600 min <sup>-1</sup> (rpm)	2,300–2,900 min <sup>-1</sup> (rpm)
Torque converter	Thickness, turbine washer contact area	16.9–17.0 (0.6654–0.6693)	16.5 (0.6496)
	Stator ring I.D.	49.000–49.025 (1.9291–1.9301)	—
	Stator side plate thickness	5.95–6.00 (0.2343–0.2362)	5.90 (0.232)
	Cover bushing I.D.	16.000–16.018 (0.6299–0.6306)	16.1 (0.6339)
	Thrust washer thickness 22 x 52 x 3	2.920–3.000 (0.1150–0.1181)	2.87 (0.1130)
Clutch	Clutch initial clearance	0.4–0.7 (0.016–0.028)	—
	Clutch return spring free length	26.8 (1.055)	25.3 (0.996)
	Clutch disc thickness	1.9–2.0 (0.075–0.079)	Until grooves worn out
	Clutch plate thickness	1.95–2.05 (0.077–0.081)	Discoloration
	Clutch end plate thickness Mark 1	2.2–2.3 (0.087–0.091)	Discoloration
	Mark 2	2.5–2.6 (0.098–0.102)	Discoloration
	Mark 3	2.8–2.9 (0.110–0.114)	Discoloration
	Mark 4	3.1–3.2 (0.122–0.126)	Discoloration
	Mark 5	3.4–3.5 (0.134–0.138)	Discoloration
Transmission	Diameter of needle bearing contact area on main and stator shaft	19.980–19.993 (0.7866–0.7871)	Damage or dent
	Diameter of needle bearing contact area on mainshaft D gear	31.975–31.991 (1.2589–1.2595)	Damage or dent
	Dimension of needle bearing contact area on mainshaft L gear collar	25.980–25.993 (1.0228–1.0233)	Damage or dent
	Dimension of needle bearing contact area on countershaft (L side)	32.984–33.000 (1.2986–1.2992)	Damage or dent
	Dimension of OD gear needle bearing contact area on countershaft	31.975–31.991 (1.2589–1.2595)	Damage or dent
	Dimension of D gear needle bearing contact area on countershaft	27.980–27.993 (1.1016–1.1021)	Damage or dent
	Dimension of needle bearing contact area on countershaft reverse gear collar	29.980–29.993 (1.1803–1.1808)	Damage or dent
	Reverse idler shaft diameter	13.994–14.000 (0.5509–0.5512)	Damage or dent
	Reverse idler shaft holder diameter	14.000–14.018 (0.5512–0.5519)	Damage or dent
	Mainshaft 2nd gear/countershaft 3rd gear I.D.	38.000–38.016 (1.4961–1.4967)	Damage or dent
	Mainshaft L gear/countershaft reverse gear I.D.	36.000–36.016 (1.4173–1.4179)	Damage or dent
	Countershaft 2nd gear I.D.	33.000–33.016 (1.2992–1.2998)	Damage or dent
	Mainshaft 2nd gear/countershaft 3rd gear end play	0.1–0.2 (0.004–0.008)	—
	Mainshaft L gear end play	0.15–0.27 (0.006–0.011)	—
	Reverse idler gear end play	0.05–0.30 (0.002–0.012)	—
	Countershaft reverse gear end play	0.10–0.25 (0.004–0.010)	—
	Reverse gear hub I.D.	51.87–51.90 (2.0421–2.0433)	Damage or dent

# Hondamatic Transmission (cont'd)

Unit: mm (in)

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Transmission	Thrust washer thickness (mainshaft D gear)	2.95–3.05 (0.1161–0.1201) 3.05–3.15 (0.1201–0.1240) 3.15–3.25 (0.1240–0.1280) 3.25–3.35 (0.1280–0.1319) 3.35–3.45 (0.1319–0.1358)	— — — — —
	Thrust washer thickness (mainshaft R side bearing)	3.95–4.05 (0.1555–0.1594)	Damage or dent
	Thrust washer thickness (mainshaft L gear)	2.43–2.50 (0.0957–0.0984)	Damage or dent
	Thrust washer thickness (countershaft OD gear)	2.95–3.05 (0.1161–0.1201)	—
		3.05–3.15 (0.1201–0.1240)	—
		3.15–3.25 (0.1240–0.1280)	—
		3.25–3.35 (0.1280–0.1319)	—
		3.35–3.45 (0.1319–0.1358)	—
	Thrust washer thickness (countershaft D gear)	2.35–2.45 (0.0925–0.0965)	—
		2.45–2.55 (0.0965–0.1004)	—
		2.55–2.65 (0.1004–0.1043)	—
	Spacer collar length (mainshaft D gear)	25.35–25.40 (0.9980–1.0000)	—
	Mainshaft L gear collar length	22.50–22.55 (0.8858–0.8878)	—
	Mainshaft L gear collar flange thickness	2.5–2.6 (0.0984–0.1024)	Damage or dent
	Countershaft reverse gear collar length	14.0–14.1 (0.5512–0.5551)	—
	Countershaft reverse gear collar flange thickness	2.45–2.50 (0.0965–0.0984)	Damage or dent
	Mainshaft and countershaft feed pipe O.D. (at 20 mm from end)	7.97–7.98 (0.3138–0.3142)	7.9 (0.311)
	Mainshaft sealing ring		
	Thickness	1.975–1.995 (0.0778–0.0785)	1.8 (0.071)
	O.D.	31.7–32.0 (1.2480–1.2598)	31.0 (1.220)
	Mainshaft bushing I.D.	8.000–8.015 (0.3150–0.3156)	8.1 (0.319)
	Countershaft bushing I.D.	8.000–8.015 (0.3150–0.3156)	8.1 (0.319)
	Mainshaft sealing ring groove width	2.05–2.10 (0.0807–0.0827)	2.2 (0.087)
Regulator valve body	Sealing ring contact area diameter	32.000–32.025 (1.2598–1.2608)	32.5 (1.2795)
Shifting device and parking brake control	Reverse shift fork thickness	5.8–5.9 (0.2284–0.2323)	5.2 (0.205)
	Parking brake ratchet pawl	—	Wear or other defect
	Parking gear	—	Wear or other defect
Servo body	Shift fork shaft bore I.D.	14.000–14.005 (0.5512–0.5514)	—
		14.006–14.010 (0.5514–0.5516)	—
		14.011–14.015 (0.5516–0.5518)	—
	Shift fork shaft valve bore I.D.	37.000–37.039 (1.4567–1.4582)	37.045 (1.4585)
Valve body	Check valve spring free length	39.6 (1.559)	34 (1.339)
	Oil pump gear side clearance	0.03–0.05 (0.0012–0.0020)	0.08 (0.003)
	Oil pump gear-to-body clearance	Drive: 0.110–0.165 (0.0043–0.0065)	—
		Driven: 0.100–0.175 (0.0039–0.0069)	—
	Stator cam needle bearing bore I.D.	24.000–24.021 (0.9449–0.9457)	Damage or dent
	Stator cam needle bearing contact area O.D.	19.980–19.993 (0.7866–0.7871)	Damage or dent
	Oil pump driven gear I.D.	14.016–14.034 (0.5518–0.5525)	Damage or dent
	Oil pump shaft O.D.	13.982–13.988 (0.5505–0.5507)	Damage or dent

## Design Specifications

**specs**

Canadian Model .....	5-2
European Model .....	5-5

# Design Specifications

## Canadian Model

	ITEMS		METRIC	ENGLISH	NOTE
DIMENSION	Overall Length	Hatchback	4,145 mm	163.2 in.	
		Sedan	4,365 mm	171.9 in.	
	Overall Width	Hatchback/Sedan	1,640 mm	64.6 in.	
	Overall Height	Hatchback	1,335 mm	52.6 in.	
		Sedan	1,355 mm	53.3 in.	
	Wheelbase	Hatchback/Sedan	2,380 mm	93.7 in.	
	Tread F/R	Hatchback/Sedan	1,400/1,390 mm	55.1/54.7 in.	
	Ground Clearance	Hatchback/Sedan	165 mm	6.49 in.	
	Seating Capacity	Hatchback/Sedan			
	Overhang F/R	Hatchback	860/905 mm	33.9/35.6 in.	include bumper
		Sedan	860/1,125 mm	33.9/44.3 in.	
	Curb weight	Hatchback 3-SP	940 kg	2,073 lb.	3-SP: 3 speed manual transmission with Honda-matic
		5-SP	935 kg	2,060 lb.	
		Sedan 3-SP	972 kg	2,143 lb.	
		5-SP	959 kg	2,115 lb.	
	Weight Distribution (F/R)	Hatchback 3-SP	570/370 kg	1,257/816 lb.	5-SP: 5 speed manual transmission
		5-SP	565/370 kg	1,244/816 lb.	
		Sedan 3-SP	568/404 kg	1,252/891 lb.	
		5-SP	555/404 kg	1,224/891 lb.	
	Carrying (loading) Weight Capacity		45 kg	99 lb.	
ENGINE	Type		Water cooled, 4-cycle O.F.C.		
	Cylinder Arrangement		4-cylinder in line, transverse		
	Bore and Stroke		77.0 x 86.0 mm	3.03 x 3.39 in.	
	Displacement		1,602 cm <sup>3</sup>	97.8 cu. in.	
	Compression Ratio		8.4 : 1		MAX 8.6:1 MIN 8.2:1
	Carburetor Type		Downdraft		
	Carburetor, Venturi Dia. P/S		Venturi dia. 20/26 mm	0.787/1.024 in.	P: Primary S: Secondary
	Valve Train		Timing belt driven, single overhead camshaft		
	Lubrication System		Trochoid pump		
	Fuel Required		Low lead regular gasoline with 91 research octane number or higher.		
	Engine Weight		105 kg	231.5 lb.	Include oil and coolant
TRANSMISSION	Clutch	3-SP	Torque Converter		
		5-SP	Single plate dry, diaphragm spring		
	Transmission	3-SP	3 forward speed 1 reverse with torque converter		
		5-SP	Synchronized 5 forward 1 reverse		
	Primary Reduction		5-SP	3-SP	
	Gear Ratio	I	1.000	2.700	
		II	3.181	2.047	
		III	1.842	1.370	
		IV	1.200	0.969	
		V	0.896	—	
		Reverse	0.718	—	
	Final Reduction	3-SP	3.000	1.954	
		5-SP	Single helical gear, 3.105		
	Clutch Facing Area		Single helical gear, 4.384		
			160 cm <sup>2</sup>	24.8 sq. in.	

	ITEMS		METRIC	ENGLISH	NOTE
STEERING SYSTEM	Type		Rack and Pinion		
		Power Steering	Integral		
	Overall Ratio		17.3 : 1		
		Power Steering	16.2 : 1		
	Turns, lock-to-lock		3.3		
		Power Steering	3.1		
	Steering Wheel Dia.		385 mm	15 in.	
SUSPENSION SYSTEM	Type, F		Independent, Mac'Pherson strut, coil spring		
	Type, R		Independent, Mac'Pherson strut, coil spring		
WHEEL ALIGNMENT	Shock Absorber F/R		Telescopic, hydraulic		
	Wheel Alignment				
	camber	Front	0° 40'		
		Rear	0° 10'		
	caster	Front	1° 30'		
	Toe	Front	out 1 mm	out 0.04 in.	
		Rear	in 1 mm	in 0.04 in.	
BRAKE SYSTEM	Kingpin Inclination		12° 10'		
	Type, F		Self-adjusting power assisted disc brake type		
	Type, R		Power assisted leading-trailing shoe and drum type		
	Lining Surface Area F/R		36.1/56 cm <sup>2</sup>	5.6/8.9 sq. in.	
	Effective Disc Dia.		187 mm	7.4 in.	Q'ty 4
	Effective Brake Drum I.D.		180 mm	7.1 in.	Q'ty 4
	Parking Brake Kind and Type		Mechanical expanding, rear two wheel brakes		
TIRES	F/R		155 SR13		
ELECTRICAL SYSTEM	Battery		12V-47AH (cold cranking current -17.7° C [0° F] 410A)		
	Starting Motor		12V-1.4 KW		
	Generator		12V-50 AH		
	Fuses		12V-10A x 7, 15A x 4, 20A x 1		
	Main Fuse		55A		
	Headlight		12V-37.5/50W, 37.5W (SAE 4002/4001)		
	Meter/Gauge Illumination Lights		12V-3.4/1.2W		
	Front Turn Signal Lights/Position Lights (Combination)		12V-32CP/3CP (SAE 1157)		
	Illumination Light (Steering)		12V-2W		Steering
	Side Marker Lights (front and rear)		12V-2CP (SAE 194)		
	Warning/Indicator Lights		12V-1.2W		
	Interior Light		12V-8W		
	Rear Turn/Stop/Taillight		12V-32CP/32CP/3CP (SAE 1156/1157)		
	Turn Signal Indicator Lights		12V-1.2W		
	Tail Gate Light		12V-5W		
	Back-up Light		12V-32CP (SAE 1156)		
	Licence Plate Lights		12V-4CP (SAE 67)		
	Glove Box Light		12V-2W		
SERVICE DATA (Engine)	Ignition Timing	3-SP	6° BTDC		(at Idling)
		5-SP	6° BTDC		
	Valve Timing	IN open	10° ATDC		
		IN close	40° ABDC		
		EX open	40° BBDC		
		EX close	10° BTDC		



# Design Specifications

## Canadian Model (cont'd)

	ITEMS	METRIC	ENGLISH	NOTE
SERVICE DATA (Engine)	Spark Plug	NGK BPR5ES *BPR6ES *For extended high speed driving	Denso W16EXR-U *W20EXR-U CHAMPION RN-10Y *RN-8Y	Standard
	Spark Plug Gap	0.7-0.8 mm	0.028-0.031 in.	
	Idling Speed (with headlights off and cooling fan off.)			
	3-SP	800 ± 50 min <sup>-1</sup> (rpm)		(in gear)
	5-SP	800 ± 50 min <sup>-1</sup> (rpm)		(At neutral)
	Engine Oil Capacity/Adding Engine Oil	3.8/3.0 lit.	4.0/3.7 US. qt. 3.3/3.1 Imp. qt.	Capacity: mean designed value.
	Transmission Oil Capacity/Adding Trans. Oil	2.6/2.4 lit.	2.8/2.5 US. qt. 2.3/2.1 Imp. qt.	Adding: eng. oil-replace oil filter.
	Fuel Tank Capacity/Remaining Gasoline Capacity	50/0.5 lit.	13.2/0.1 US. Gal. 11.0/0.1 Imp. Gal.	
	Coolant Capacity/Adding Coolant	7.2/4.6 lit.	1.9/1.2 US. Gal. 1.8/1.0 Imp. Gal.	
	Alternator Belt Tension (Applied load)	12-17 mm (9-11 kg)	0.47-0.67 in. (19.9-24.3 lb.)	
	Valve Clearance Intake/Exhaust Cold IN	0.15 + 0.02 - 0.03 mm	0.006 + 0.0008 - 0.0012 in.	
	EX	0.28 + 0.02 - 0.03 mm	0.011 + 0.0008 - 0.0012 in.	
	Compression Pressure	1,127 ± 196 kPa (11.5 ± 2 kg/cm <sup>2</sup> , 164 ± 28 psi)		at 300 ± 50 min <sup>-1</sup> (rpm)
	Engine Oil	API Service SE		
	Transmission Oil	API Service SE		
	Automatic Transmission Fluid	DEXRON ®		
	Automatic Oil Capacity	4.9 lit.	5.2 US. qt. 4.3 Imp. qt.	
	Adding Fluid	2.5 lit.	2.6 US. qt. 2.2 Imp qt.	
(Chassis)	Tire Pressure F/R	170/170 kPa (1.7/1.7 kg/cm <sup>2</sup> , 24/24 psi)		
	Brake Fluid	DOT 3 or 4 Type	SAE J1703	
	Brake Pedal Free Play	1-5 mm	0.04-0.2 in.	
	Brake Pedal-to-Floor clearance	184 mm	7.24 in.	
	Brake Pad Wearing Limit	1.0 mm	0.04 in.	
	Brake Shoe Wearing Limit	2.0 mm	0.08 in.	
	Clutch Pedal Free Play	20-30 mm	0.78-1.18 in.	

## European Model

	ITEMS		METRIC	ENGLISH	NOTE
<b>DIMENSION</b>	Overall Length	Hatchback	4,125 mm	162.4 in.	
		Sedan	4,365 mm	171.9 in.	
	Overall Width	Hatchback/Sedan	1,620 mm	63.8 in.	
	Overall Height	Hatchback	1,335 mm	52.6 in.	
		Sedan	1,355 mm	53.3 in.	
	Wheelbase	Hatchback/Sedan	2,380 mm	93.7 in.	
	Tread F/R	Hatchback/Sedan	1,400/1,390 mm	55.1/54.7 in.	
	Ground Clearance	Hatchback/Sedan	165 mm	6.49 in.	
	Seating Capacity			5	
	Overhang F/R	Hatchback	860/905 mm	33.9/35.6 in.	include bumper
		Sedan	860/1,125 mm	33.9/44.3 in.	
	Curb weight	Hatchback 3/5-SP	905 kg [915 kg]	1,996 lb. [2,017 lb.]	3-SP: 3 speed manual transmission with Honda-matic
		Sedan 3/5-SP	935 kg [945 kg]	2,062 lb. [2,084 lb.]	
			* For power steering type 13 kg (29 lb.) has to be added.		
	Weight Distribution (F/R)	Hatchback 3/5-SP	545/360 kg [555/360 kg]	1,202/794 lb. [1,224/794 lb.]	5-SP: 5 speed manual transmission
		Sedan 3/5-SP	545/390 kg [555/390 kg]	1,202/860 lb. [1,224/860 lb.]	
			* For power steering type 13 kg (29 lb.) has to be added to the front distribution weight.		
	Gross Weight	Hatchback	1,360 kg	2,998 lb.	[ ] only for Swedish model
		Sedan	1,390 kg	3,064 lb.	
<b>ENGINE</b>	Max Permissible Weight		1,390 kg	3,065 lb.	
			(1,360 kg)	(2,999 lb.)	only for Germany
	Carrying (loading) Weight Capacity		45 kg	99 lb.	
	Type		Water cooled, 4-cycle O.H.C.		
	Cylinder Arrangement		4-cylinder in line, transverse		
	Bore and Stroke		77.0 x 86.0 mm	3.03 x 3.39 in.	
	Displacement		1,602 cm <sup>3</sup>	97.75 cu. in.	
	Compression Ratio		8.4 : 1		Max 8.6 : 1 Min 8.2 : 1
	Carburetor Type		Downdraft		
	Carburetor, Venturi Dia. P/S		Venturi dia. 20/26 mm	0.787/1.025 in.	P: Primary S: Secondary
	Valve Train		Timing belt driven, single overhead camshaft		
	Lubrication System		Trochoid pump		
	Fuel Required		Low lead regular gasoline with 91 research, octane number or higher.		
	Engine Weight		105 kg	231 lb.	Include oil and coolant

# Design Specifications

## European Model (cont'd)

European Model (cont'd)					
	ITEMS		METRIC	ENGLISH	NOTE
TRANSMISSION	Clutch	3-SP	Torque converter		
		5-SP	Single plate dry diaphragm spring		
	Transmission	3-SP	3 speed forward 1 reverse with torque converter		
		5-SP	Synchronized 5 forward 1 reverse		
	Primary Reduction		5-SP	3-SP	
	Gear Ratio	I	1.000	2.700	
		II	3.181	2.047	
		III	1.842	1.370	
		IV	1.200	0.969	
		V	0.896	—	
		Reverse	0.718	—	
	Final Reduction	3-SP	3.000	1.954	
		5-SP	Single helical gear, 3,105		
		Single helical gear, 4,384			
	Clutch Facing Area	160 cm <sup>3</sup>	24.8 sq. in.		
STEERING SYSTEM	Type		Rack and Pinion		
		Power Steering	Integral		
	Overall Ratio		17.3 : 1		
		Power Steering	16.2 : 1		
	Turns, lock-to-lock		3.3		
		Power Steering	3.1		
	Steering Wheel Dia.		385 mm	15 in.	
	Power Steering Oil Capacity	1.4 lit.	1.5 US. qt., 1.3 Imp. qt.		
	Power Steering Oil	HONDA Genuine Power Steering Fluid			
SUSPENSION SYSTEM	Type, F		Independent Mac'Pherson strut, coil spring		
	Type, R		Independent Mac'Pherson strut, coil spring		
	Shock Absorber F/R		Telescopic, hydraulic		
WHEEL ALIGNMENT	Wheel Alignment				
	camber	Front	0° 40'		
		Rear	0° 10'		
	caster	Front	1° 30'		
	Toe	Front	out 1 mm	out 0.04 in.	
		Rear	in 1 mm	in 0.04 in.	
	Kingpin Inclination		12° 10'		
BRAKE SYSTEM	Type, F		Self-adjusting power assisted disc brake type		(Pad and Shoe) Q'ty 4 Q'ty 4
	Type, R		Power assisted leading-trailing shoe and drum type		
	Lining Surface Area F/R		36.1/56 cm <sup>2</sup>	5.6/8.9 sq. in.	
	Effective Disc Dia		187 mm	7.4 in.	
	Effective Brake Drum I.D.		180 mm	7.1 in.	
	Parking Brake Kind and Type		Mechanical Expanding, rear two wheel brakes		
TIRES	F/R	155SR13			
ELECTRICAL SYSTEM	Battery		12V-45AH		for English, France, and Belgian model
			12V-47AH		
	Starting Motor		12V-0.8KW		
	Generator		12V-50AH		
	Fuses		12V-10A x 7, 15A x 5, 20A x 1		(Only for English Model)
			12V-10A x 9, 15A x 5, 20A x 1		
	Main Fuse		55A		
	Headlight		12V-55W, 60/55W		

	ITEMS		METRIC	ENGLISH	NOTE
ELECTRICAL SYSTEM	Meter/Gauge Illumination Light		12V-3.4/1.2W		
	Front Turn Signal Lights/Position Light		12V-21/5W		
	Illumination Light		12V-1.2W		
	Side Turn Signal Lights (Front)		12V-4W		
	Warning/Indicator Lights		12V-1.2W		
	Interior Light (Steering)		12V-8W		
	Rear Turn/Stop/Taillight		12V-21/21/5W		
	Turn Signal Indicator Light		12V-1.2W		
	Tail Gate Light		12V-5W		
	Back-up Light		12V-21W		
	Licence Plate Lights		12V-5W		
	Glove Box Light		12V-2W		
SERVICE DATA (Engine)	Ignition Timing	3-SP	6° BTDC		(at Idling)
		5-SP	6° BTDC		
	Valve Timing	IN open	10° ATDC		
		IN close	40° ABDC		
		EX open	40° BBDC		
		EX close	10° BTDC		
	Spark plug		NGK BPR5ES	Denso W16EXR-U	
			*BPR6ES	*W20EXR-U	
			* For extended high speed driving		
	Spark Plug Gap		0.7-0.8 mm	0.028 - 0.031 in.	
	Idling Speed (with headlights off and cooling fan off.)				
		3-SP	800 ± 50 min <sup>-1</sup> (rpm)		In gear
		5-SP	800 ± 50 min <sup>-1</sup> (rpm)		At neutral
	Engine Oil Capacity/Adding Engine Oil		3.8/3.0 lit.	4.0/3.2 US. qt.	Capacity:
				3.3/2.6 Imp. qt.	mean designed value
	Transmission Oil Capacity/Adding Trans. Oil		2.6/2.4 lit.	2.8/2.5 US. qt.	Adding:
				2.3/2.1 Imp. qt.	eng. oil-replace oil filter
	Fuel Tank Capacity/Remaining Gasoline Capacity		50/0.5 lit.	13.2/0.1 US. Gal.	
				11.0/0.1 Imp. Gal.	
	Coolant Capacity/Adding Coolant		7.2/4.6 lit.	1.9/1.2 US. Gal.	
				1.8/1.0 Imp. Gal.	
	Alternator Belt Tension (Applied load)		12-17 mm (9-11 kg)	0.47 -0.67 in. (19.9-24.3 lb.)	
	Valve Clearance Intake/Exhaust (Cold)		0.15/0.28 +0.02 -0.03 mm	0.006/0.011 + 0.0008 -0.0012 in.	
	Compression Pressure		1,128 ± 196 kPa (11.5 ± 2 kg/cm <sup>2</sup> , 164 ± 28 psi)		at 300 ± 50 min <sup>-1</sup> (rpm)
	Engine Oil		API Service SE		
	Transmission Oil		API Service SE		
	Automatic Transmission Fluid		DEXRON ®		
Automatic Capacity		4.9 lit.	5.2 US. qt.		
			4.3 Imp. qt.		
Adding Fluid		2.5 lit.	2.6 US. qt.		
			2.2 Imp. qt.		
(Chassis)	Tire Pressures F/R		170/170 kPa (1.7/1.7 kg/cm <sup>2</sup> , 24/24 psi)		
	Brake Fluid		DOT 3 or 4 Type	SEA J 1703	
	Brake Pedal Free Play		1-5 mm	0.04-0.2 in.	
	Brake Pedal-to-Floor Clearance		184 mm	7.24 in.	
	Brake Pad Wearing Limit		1.0 mm	0.04 in.	
	Brake Shoe Wearing Limit		2.0 mm	0.08 in.	
	Clutch Pedal Free Play		20-30 mm	0.78-1.18 in.	

# Design Specifications

NOTE: Only the design specifications for models below different from those of the European model are listed. For the other items not given here, refer to the European model design specification.

Australian Model					
	ITEMS		METRIC	ENGLISH	NOTE
DIMENSION	Curb Weight	Hatchback 3/5-SP	931 kg	2,052 lb.	3-SP: 3 speed manual transmission with Honda-matic
		Sedan 3/5-SP	960 kg	2,116 lb.	
			*For power steering type 13 kg (29 lbs) has to be added		5-SP: 5 speed manual
	Weight Distribution	Hatchback 3/5-SP	559/372 kg	1,232/820 lb.	
		Sedan 3/5-SP	564/396 kg	1,243/873 lb.	
	Maximum Loaded Vehicle Weight	Hatchback 3/5-SP	1,351 kg	2,978 lb.	
Sedan 3/5-SP		1,380 kg	3,042 lb.		
ELECTRICAL SYSTEM	Battery Fuses Headlight		12V-40AH 10A x 7, 15A x 4, 20A x 1 12V-37.5/50W, 37.5W		
SERVICE DATA (Engine)	Spark Plug		NGK BP5ES      Denso W16EX-U *BP6ES              *W20EX-U * For extended high speed driving		Standard

General Export Model				
	ITEMS	METRIC	ENGLISH	NOTE
ELECTRICAL SYSTEM	Battery	12V-40AH		
	Fuse	10A x 7, 15A x 4, 30A x 1		
	Headlight	12V-37.5/50W, 37.5W		
TIRES	F/R	155SR13, 6.15-13		
SERVICE DATA (Engine)	Refer to the Australian model.			



# Engine Removal Installation

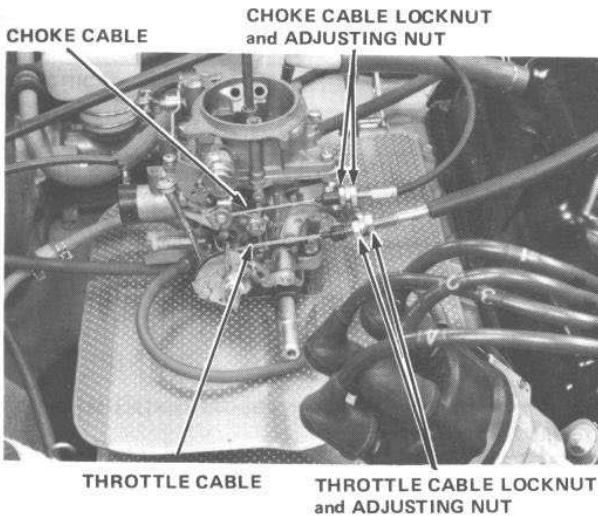


# Engine Removal/Installation

11. Remove choke and throttle cables by loosening locknut and cable adjusting nut, then slip cable end out of throttle bracket and carburetor linkage.

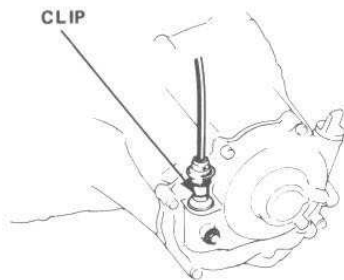
## CAUTION:

- Take care not to bend cables when disconnecting.
- Do not use pliers when disconnecting cable end from carburetor linkage to prevent damaging cable.



13. Remove cable clip, then pull the speedometer cable out of holder.

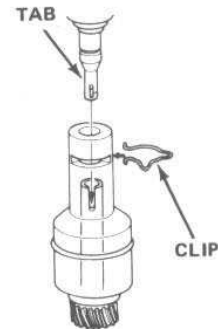
**CAUTION:** Do not remove holder because speedometer gear may fall into transmission housing.



E689041

## During Installation:

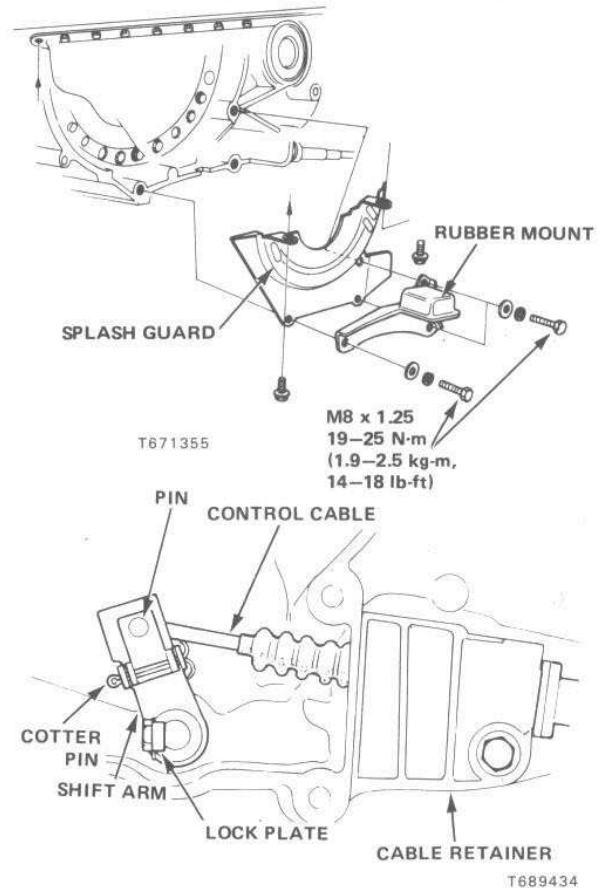
- Align tab on cable end with slot in holder.
- Install clip so bent leg is on groove side.



T671347

After installing, pull speedometer cable to make sure it is secure.

26. On Hondamatic Transmission Cars:  
Remove splash guard and shift cable.



T671355

T689434

## Engine Electrical

Ignition..... 16-2

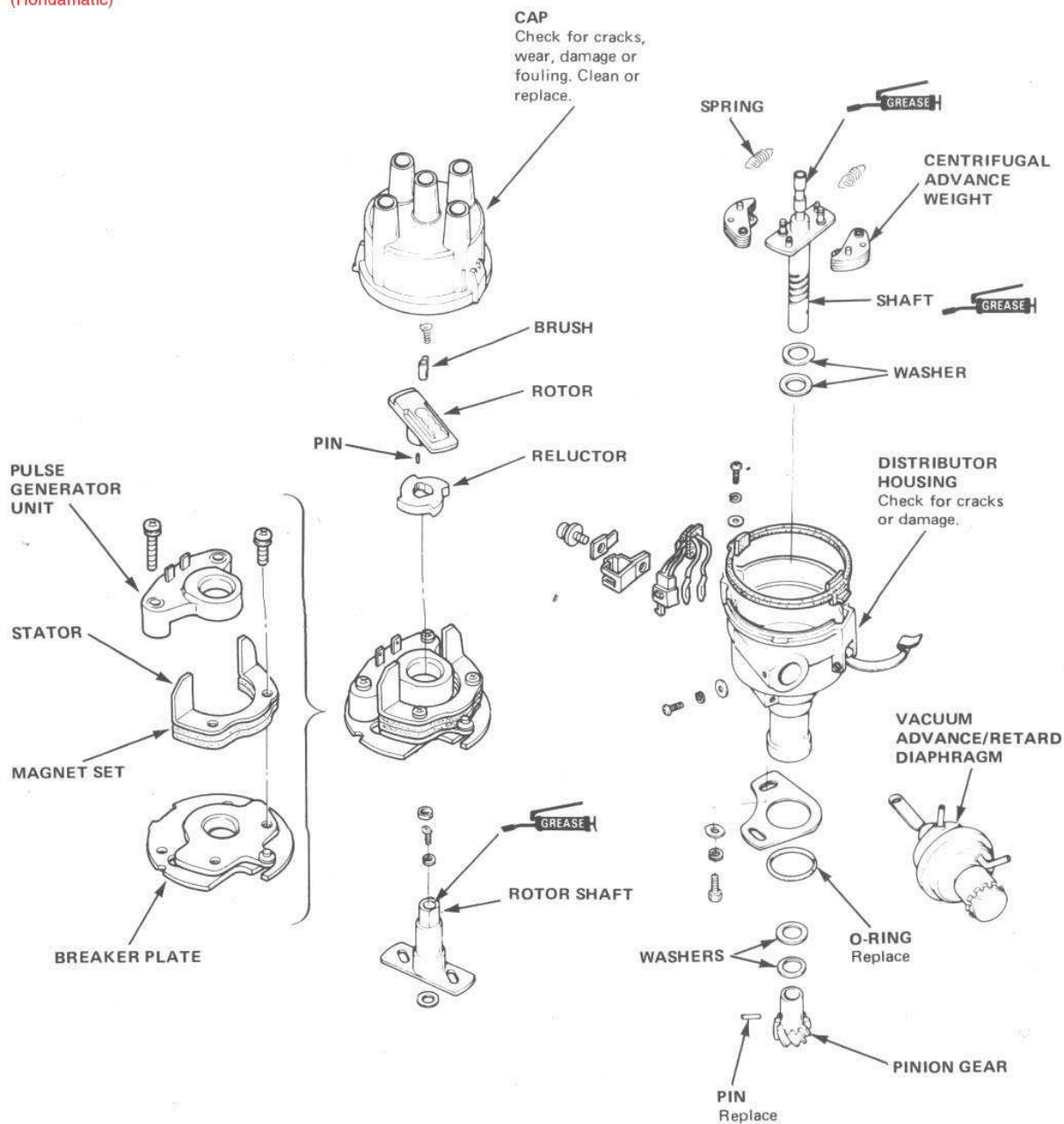


# Ignition

## Distributor Disassembly/Reassembly

### Dual Vacuum Chamber Type

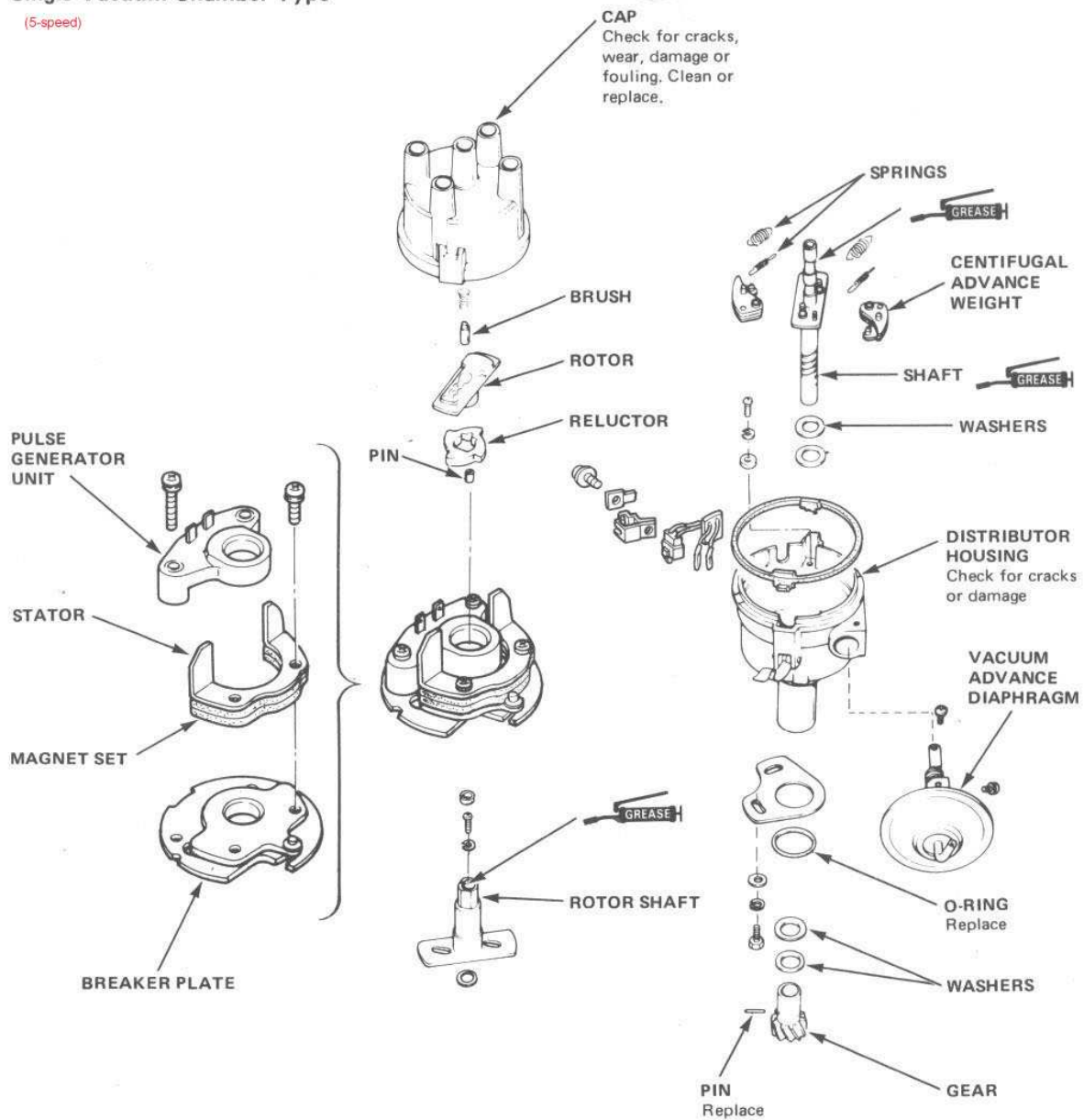
(Hondamatic)





## Single Vacuum Chamber Type

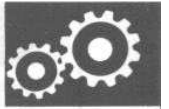
(5-speed)





## Manual Transmission

Main/Countershaft Reassembly/ Measurement .....	32-2
Gearshift Mechanism Disassembly/Reassembly .....	32-5



# Manual Transmission

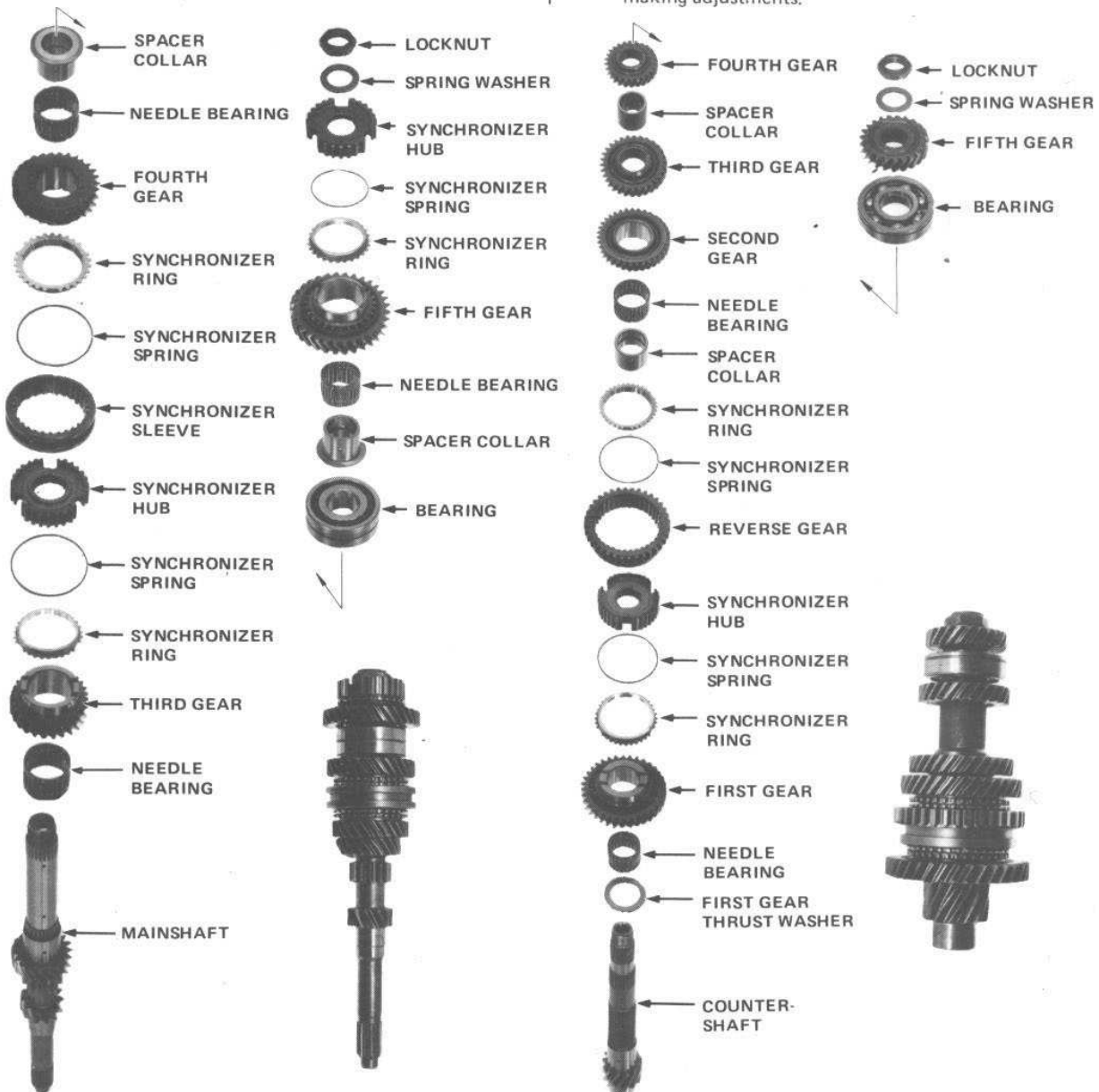
## Main/Countershaft Reassembly/Measurement

1. Remove both mainshaft and countershaft bearings from transmission housing.
2. Assemble mainshaft and countershaft including bearings and fifth gear components.
3. Install mainshaft/countershaft assembly into clutch housing.
4. Install the mainshaft holder to prevent the shafts from turning and shift transmission into gear.
5. Torque the countershaft and mainshaft locknuts to 70–100 N·m (7.0–10.0 kg·m, 51–72 lb·ft) before checking clearances.

**CAUTION:** Insufficient gear clearances can be caused by overtightening the countershaft or mainshaft locknuts, usually with an uncalibrated impact air wrench. Whenever the locknuts are installed, a calibrated torque wrench must be used.

6. Remove the transmission shafts from the clutch housing and measure the clearances described on next two pages.

**NOTE:** Make all measurements before changing thrust washers or spacer collars. Recheck after making adjustments.



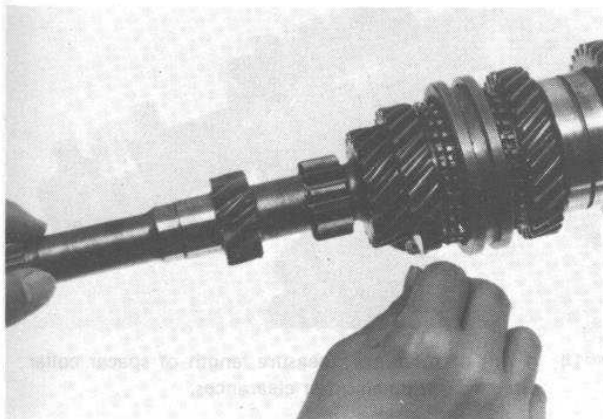


7. Measure clearance between shoulder on third gear and shoulder on second gear.

**Third Gear Clearance**

**Standard (New):** 0.03–0.18 mm  
(0.0012–0.0071 in.)

**Service Limit:** 0.3 mm (0.012 in.)



If out of limit, replace third gear if necessary after all other measurements are complete.

8. Measure clearance between spacer collar and shoulder on fourth gear.

**Fourth Gear Clearance**

**Standard (New):** 0.03–0.18 mm  
(0.0012–0.0071 in.)

**Service Limit:** 0.3 mm (0.012 in.)

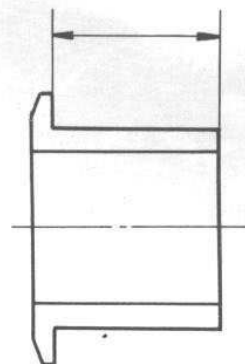


9. If clearance is not within service limit, measure length of spacer collar after all other measurements are complete.

**Fourth Gear Spacer Collar Length**

**Standard (New):** 27.03–27.08 mm  
(1.064–1.066 in.)

**Service Limit:** 27.02 mm (1.063 in.)

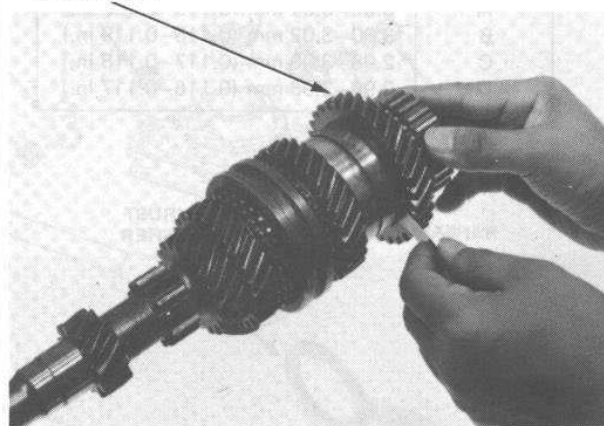


If out of limit, replace spacer collar.

10. Measure clearance between spacer collar and shoulder on fifth gear.

**Standard (New):** 0.03–0.1 mm (0.0012–0.004 in.)

**FIFTH GEAR**



11. If out of tolerance, measure length of spacer collar, after all other measurements are complete.

**Fifth Gear Spacer Collar Length**

**Standard (New):** 27.03–27.08 mm  
(1.064–1.066 in.)

**Service Limit:** 27.02 mm (1.063 in.)

If out of limit, replace spacer collar.

(cont'd)



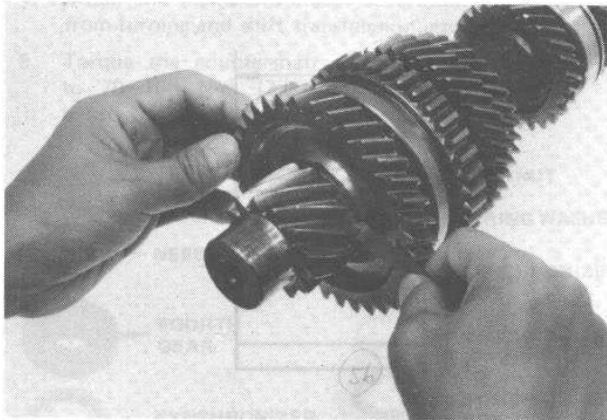
# Manual Transmission

## Main/Countershaft Reassembly/ Measurement (cont'd)

12. Measure clearance between first gear thrust washer and shoulder on first gear.

### First Gear Clearance

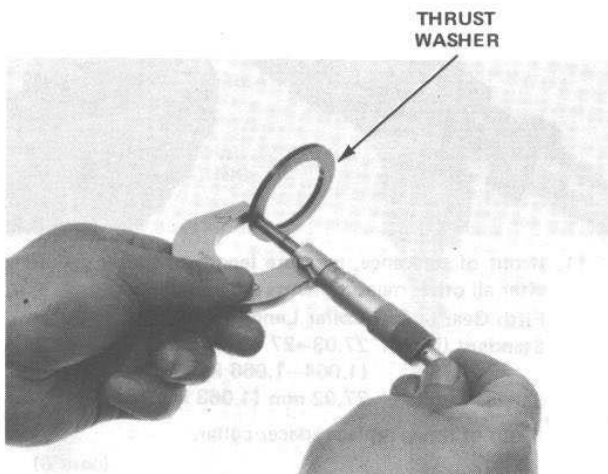
Standard (New): 0.03–0.08 mm  
(0.0012–0.003 in.)



If out of tolerance, change thickness of first gear thrust washer after measuring all other clearances.

### Replacement Thrust Washers

CLASS	THICKNESS
A	3.02–0.04 mm (0.119–0.120 in.)
B	3.00–3.02 mm (0.118–0.119 in.)
C	2.98–3.00 mm (0.117–0.118 in.)
D	2.96–2.98 mm (0.116–0.117 in.)



13. Measure clearance between shoulder on third gear and shoulder on second gear.

### Second Gear Clearance

Standard (New): 0.03–0.1 mm (0.0012–0.004 in.)



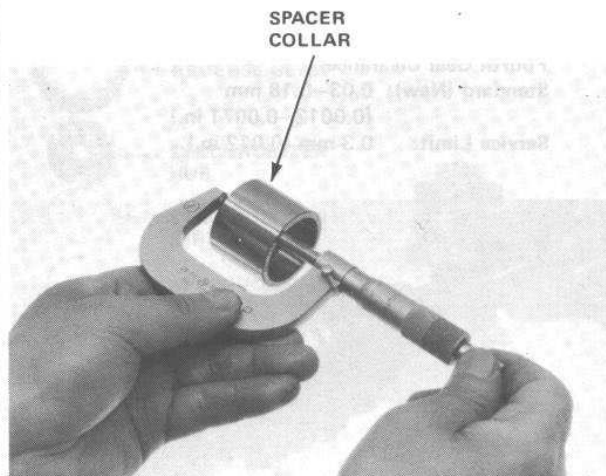
14. If out of tolerance, measure length of spacer collar after measuring all other clearances.

### Second Gear Spacer Collar Length

Standard (New): 30.53–30.55 mm  
(1.202–1.203 in.)

Service Limit: 30.52 mm (1.2016 in.)

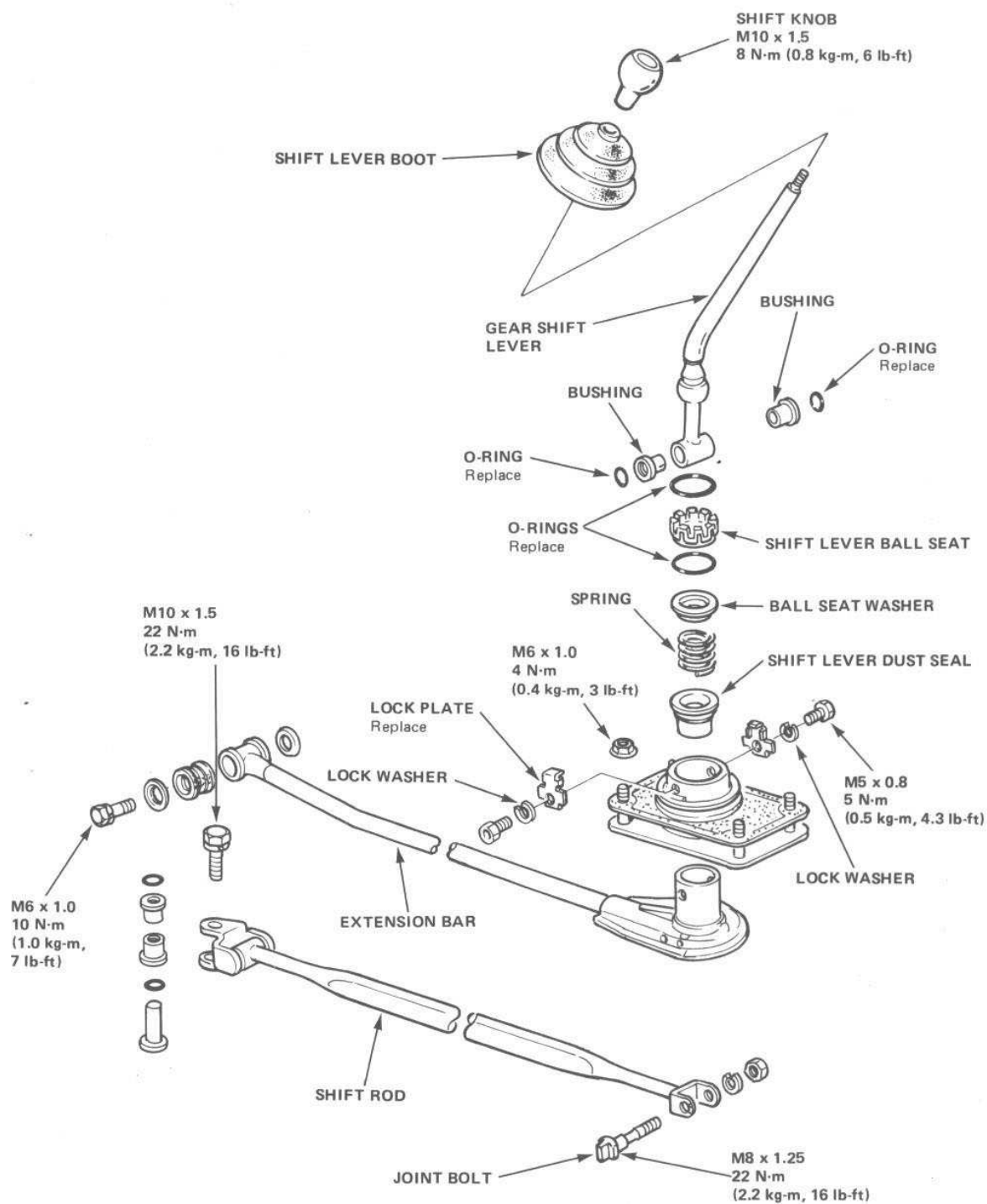
If out of limit, replace spacer collar.



15. After all clearances have all been checked and adjusted, reassemble transmission mainshaft and countershaft and recheck all clearances. If clearances are correct, disassemble fifth gear components and reinstall bearings in transmission housing.



## Gearshift Mechanism Disassembly/Reassembly



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## Hondamatic

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Neutral/Back-up Light Switch.....	33-41
Gear Selector.....	33-43
Road Teat .....	33-45

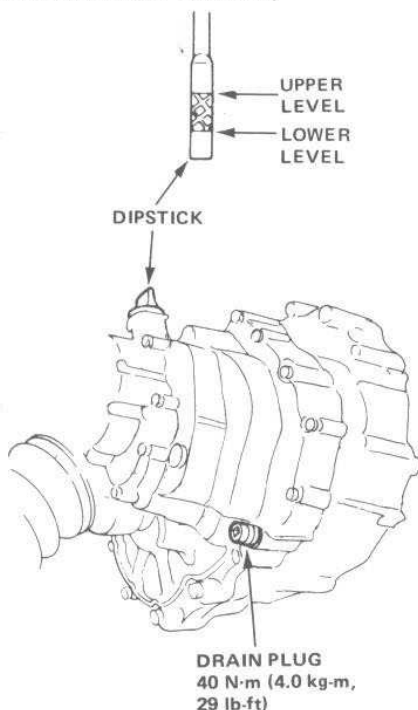


# Hondamatic

## Maintenance

### Checking Fluid

With car on level ground, unscrew transmission dipstick and check level of fluid immediately after (within one minute) engine is shut off. Add DEXRON type automatic transmission fluid to upper level if necessary. Do not screw dipstick in to check fluid level.



### Changing Fluid

Change fluid at 24,000 km (15,000 miles) and every 72,000 km (45,000 miles) thereafter.

Use only:

Dexron® Automatic Transmission Fluid.

**Capacity:** 2.5ℓ (2.6 US qt, 2.2 Imp. qt)  
at change  
4.9ℓ (5.2 US qt, 4.3 Imp. qt)  
at assembly.

Remove drain plug and drain transmission. Reinstall drain plug with new washer, and refill with new fluid through dipstick hole, to upper level.

**NOTE:** Drain and refill quantity will be slightly less than capacity above, because some fluid always remains in recesses of the housing. So, check the dipstick after adding about 2 litres (2 quarts), to be sure you don't overfill.

## Troubleshooting

Trouble	Pressure Test	Check or Cause
Car does not move in all gears		1. Defective drive plate.
— No LINE pressure	1, 2	2. Sticking or broken pump.
— Low and unstable LINE pressure	3, 4, 5, 6	3. Check fluid level.
— Normal LINE pressure	7, 8, 9, 10, 11	4. Clogged pump strainer.
		5. Worn pump gears.
Car does not move in L but move in D and OD	12, 13, 14, 15, 16	6. Sticking or broken regulator valve or spring.
Car does not move in D but move in L and OD	17, 18, 19, 20, 21	7. Sticking servo shaft.
Car does not move in OD but move in L and D	22, 23, 24, 25, 26	8. Sticking or seized reverse hub spline.
Car does not move in R but move in L, D and OD.	27, 28, 29	9. Broken mainshaft.
Poor acceleration and engine slips at start.		10. Disconnected control cable.
— L, D and OD stall rpm is too high.	3, 4, 5, 6, 31	11. Broken control cable.
— L stall rpm is too high but D and OD normal.	13, 14, 15, 16	12. Defective LOW gear system.
— D stall rpm is too high but L and OD normal.	18, 19, 20, 21	13. Sticking LOW clutch piston or broken O-ring.
— OD stall rpm is too high but L and D normal.	23, 24, 25, 26	14. Sticking LOW clutch check valve.
— Stall rpm is too low.	30, 31, 32	15. Broken LOW clutch feed pipe or O-ring.
— Stall rpm is normal.	3, 32	16. Worn LOW clutch discs.
Engine slips at L → D.	21, 33	17. Defective DRIVE gear system.
Engine slips at D → OD.	26, 34	18. Sticking DRIVE clutch piston or broken O-ring.
		19. Sticking DRIVE clutch check valve.
		20. Broken DRIVE clutch feed pipe or O-ring.
		21. Worn DRIVE clutch discs.
		22. Defective OD gear system.
		23. Sticking OD clutch piston or broken O-ring.
		24. Sticking OD clutch check valve.
		25. Broken OD clutch feed pipe or O-ring.
		26. Worn OD clutch discs.
		27. Sticking servo piston.
		28. Defective REVERSE gear system.
		29. Worn reverse selector spline.
		30. Check ignition timing, carburetor, compression pressure.
		31. Throttle control cable not adjusted properly.
		32. Defective torque converter one-way clutch.
		33. Sticking DRIVE clutch orifice.
		34. Sticking OD clutch orifice.



## Stall Speed Test

Trouble	Probable Cause
Stall rpm high in L, D, OD & R	Fluid level, oil pump, clogged oil strainer, pressure regulator
Stall rpm high in D & R	Slippage of drive clutch
Stall rpm high in L	Slippage of low clutch
Stall rpm low in L, D, OD & R	<ul style="list-style-type: none"> <li>Engine output low, throttle control cable misadjusted.</li> <li>Slippage of torque converter one-way clutch.</li> </ul>

1. Engage parking brake and block front wheels.
2. Connect tachometer, and start engine.
3. After engine has warmed up to normal operating temperature, shift into Drive.
4. Fully depress brake pedal and accelerator for 6 to 8 seconds, and note engine speed.

**CAUTION:** Do not test stall speed for more than 10 seconds at a time.

5. Allow 2 minutes for cooling, then repeat same test in Low and Reverse.

Stall speed in OD, D, L and R must be the same, and must also be within limits:

**Stall Speed RPM:**

**Specification:** 2,600 min<sup>-1</sup> (rpm)

**Service Limit:** 2,300–2,900 min<sup>-1</sup> (rpm)

## Pressure Test

Trouble	Probable Cause
No or low LINE pressure.	Torque converter, oil pump pressure regulator, torque converter check valve.
No or low pressure in L	Low clutch
in D	Drive clutch
in OD	OD clutch
in R	Servo piston, drive clutch

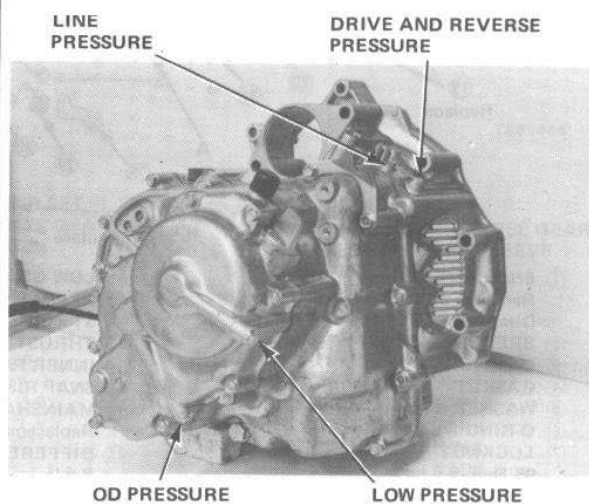
Test pressure with engine at normal operating temperature, idling at 750 min<sup>-1</sup> (rpm).

Hook up gauge at locations shown.

**Hondamatic Fluid Pressure:**

**Specification:** 638–834 kPa (6.5–8.5 kg/cm<sup>2</sup>, 92–121 psi)

**Service Limit:** 540 kPa (5.5 kg/cm<sup>2</sup>, 78 psi)

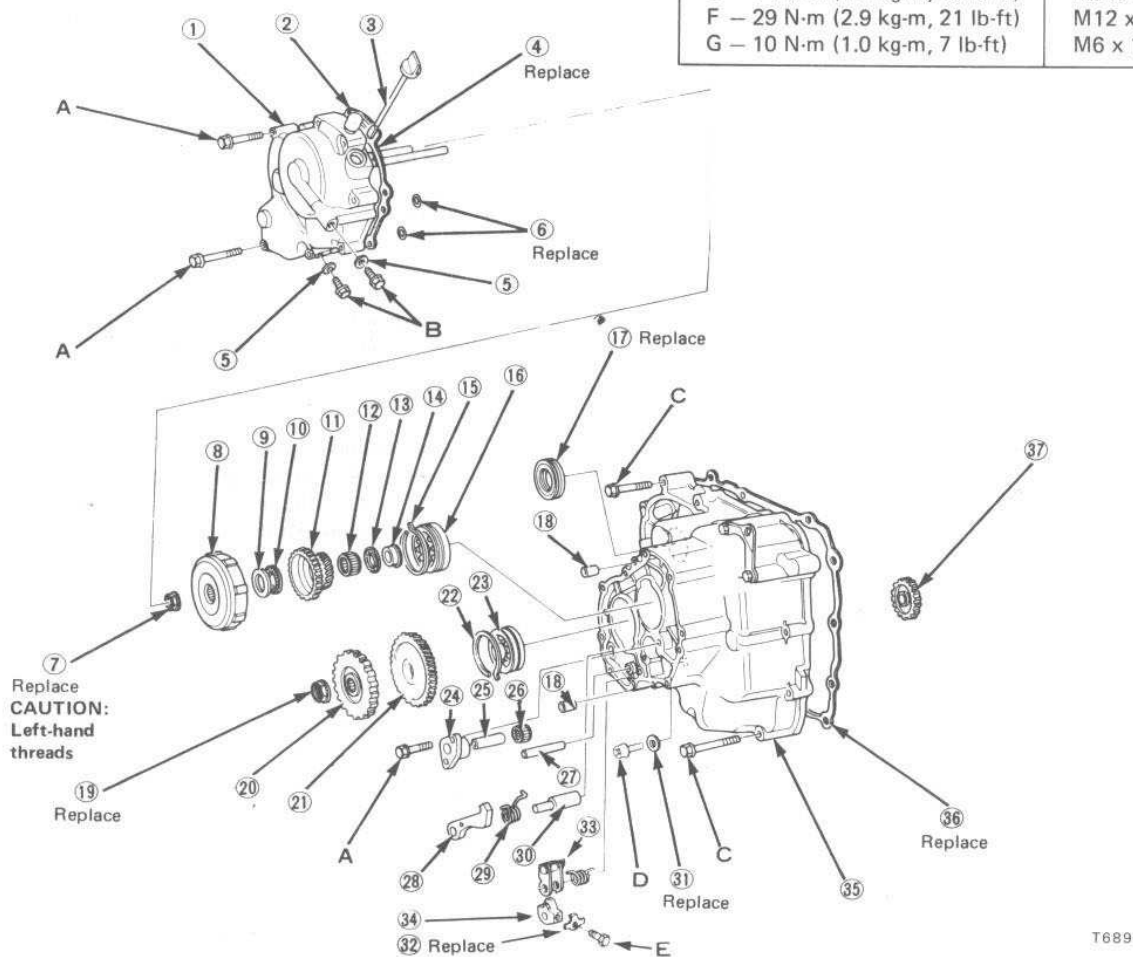


# Hondamatic

## Index

- Clean all parts thoroughly in solvent, dry with compressed air, and blow out all oil passages.
- Lube all parts with ATF during reassembly.
- Replace all lock plates.

Torque Value	Bolt Size
A – 12 N·m (1.2 kg-m, 9 lb-ft)	M6 x 1.0
B – 18 N·m (1.8 kg-m, 13 lb-ft)	M8 x 1.25
C – 27 N·m (2.7 kg-m, 20 lb-ft)	M8 x 1.25
D – 40 N·m (4.0 kg-m, 29 lb-ft)	M14 x 1.5
E – 14 N·m (1.4 kg-m, 10 lb-ft)	M6 x 1.0
F – 29 N·m (2.9 kg-m, 21 lb-ft)	M12 x 1.25
G – 10 N·m (1.0 kg-m, 7 lb-ft)	M6 x 1.0



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**1 END COVER**  
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**2 BREATHER TUBE**

**3 DIPSTICK**

**4 GASKET**

**5 WASHER 8 mm**

**6 O-RING 6 x 23 mm**

**7 LOCKNUT**  
95 N·m (9.5 kg-m,  
69 lb-ft)

**8 LOW CLUTCH**  
Removal, page 33-6  
Disassembly, page 33-20  
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**9 THRUST WASHER 26 mm**

**10 THRUST NEEDLE BEARING**  
31 x 47 x 2 mm

**11 LOW GEAR**

**12 NEEDLE BEARING**  
31 x 36 x 18.5 mm

**13 THRUST NEEDLE BEARING**

**14 INNER RACE**

**15 SNAP RING 68 mm**

**16 MAINSHAFT BEARING**

Replacement, page 33-28

**17 DIFFERENTIAL OIL SEAL**

Replacement, page 33-28

**18 DOWEL PIN 8 x 14 mm**

**19 LOCKNUT**

95 N·m (9.5 kg-m,  
69 lb-ft)

**20 PARKING GEAR**

**21 COUNTERSHAFT LOW GEAR**

**22 SNAP RING 62 mm**

**23 COUNTERSHAFT BEARING**

Replacement, page 33-28

**24 IDLER SHAFT HOLDER**

**25 REVERSE IDLER SHAFT**

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**27 STOP PIN**

**28 PARKING PAWL**

**29 PARKING PAWL SPRING**

**30 PARKING PAWL SHAFT**

**31 DRAIN PLUG WASHER**

**32 LOCK PLATE**

**33 PARKING PAWL LEVER**

**34 PARKING PAWL STOP**

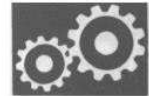
**35 TRANSMISSION HOUSING**

Removal, page 33-8

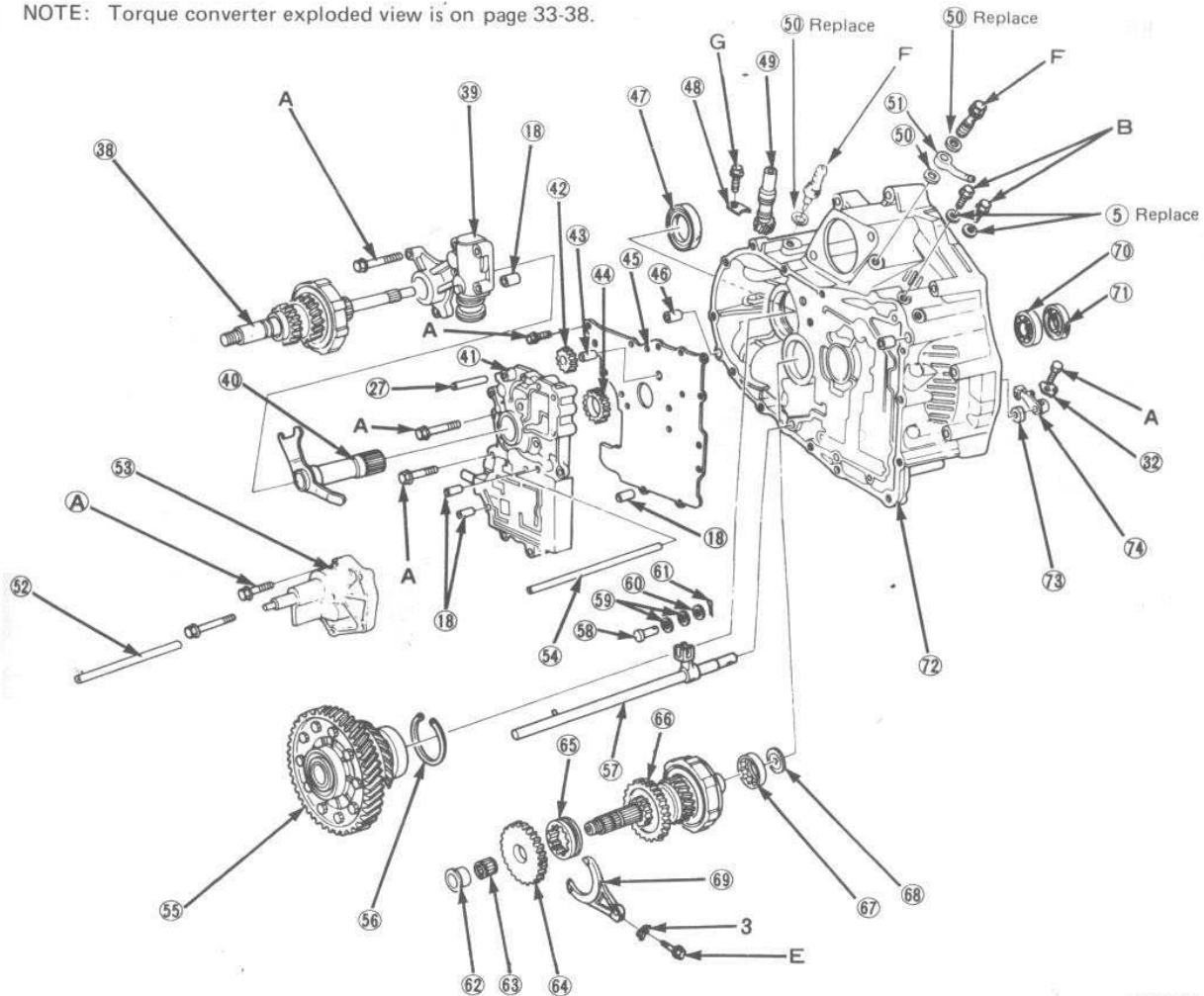
**36 GASKET**

**37 REVERSE IDLER GEAR**





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**39 REGULATOR ASSY**

**40 STATOR SHAFT**

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**41 VALVE BODY**

**42 PUMP DRIVEN GEAR**

**43 PUMP SHAFT**

**44 PUMP DRIVE GEAR**

**45 SEPARATOR PLATE**  
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**51 HOSE JOINT**

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**59 MANUAL VALVE SPACER**

**60 WASHER**

**61 COTTER PIN**

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**63 NEEDLE BEARING**

**64 COUNTERSHAFT REVERSE GEAR**

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**70 MAINSHAFT BEARING**

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**72 TORQUE CONVERTER HOUSING**

**73 SHIFT SHAFT OIL SEAL**

**74 SHIFT ARM**

Removal, page 33-11

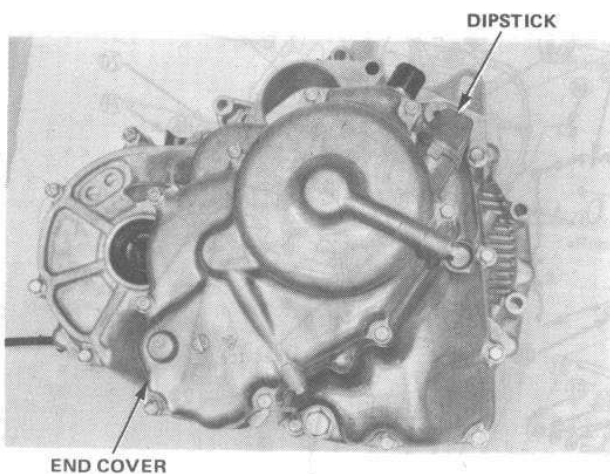
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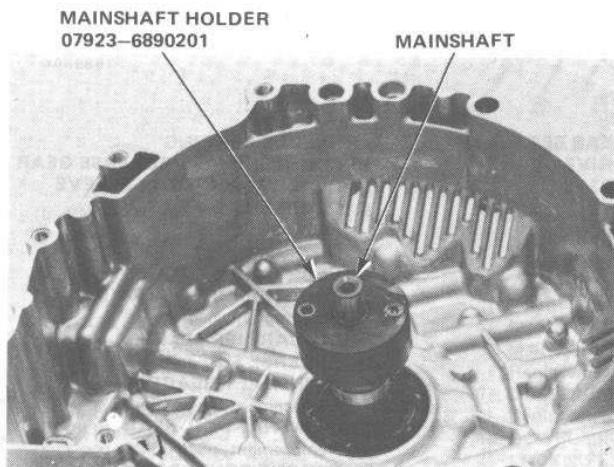
# Hondamatic

## Transmission Housing Removal

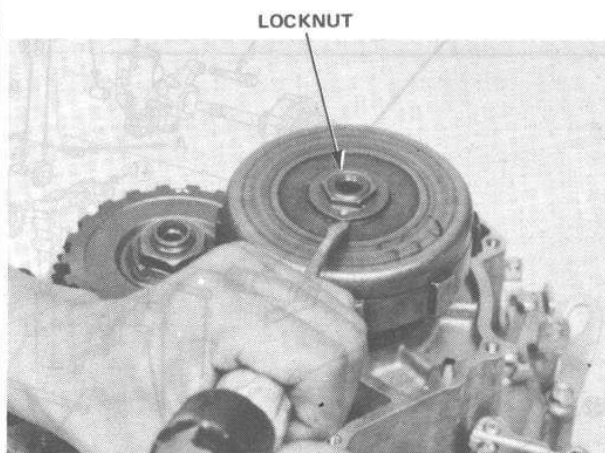
1. Remove dipstick.
2. Remove bolts from end cover, then remove cover.



3. Shift transmission to PARK.
4. Lock mainshaft using Mainshaft Holder.



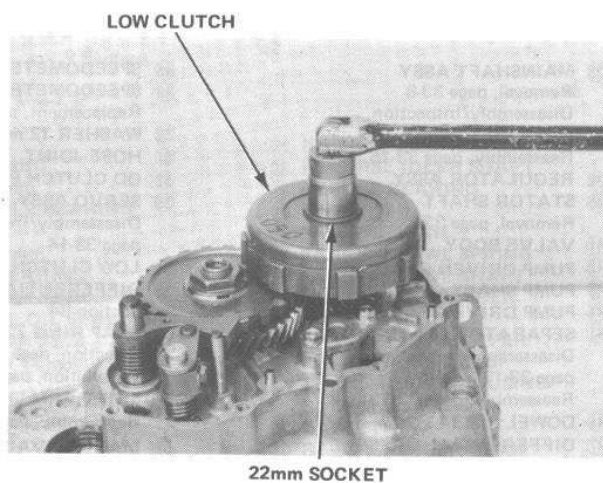
5. Pry staked edge of locknut out of notch in low clutch.



6. Remove mainshaft locknut using 22mm socket wrench, then remove low clutch.

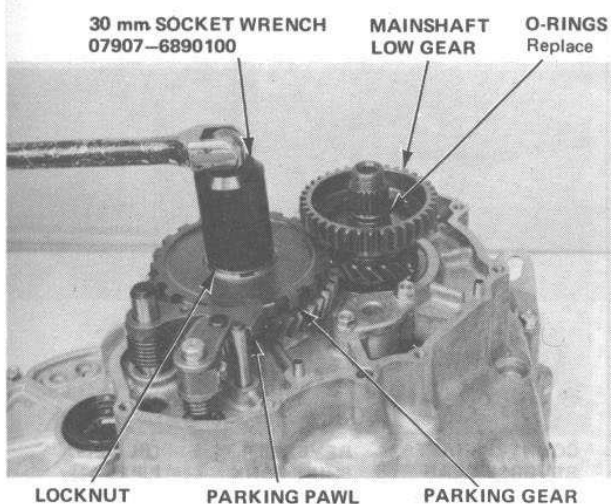
### CAUTION:

- Locknut has left-hand threads.
- Replace 20 x 1.9 mm O-rings whenever low clutch is removed (see step 10).

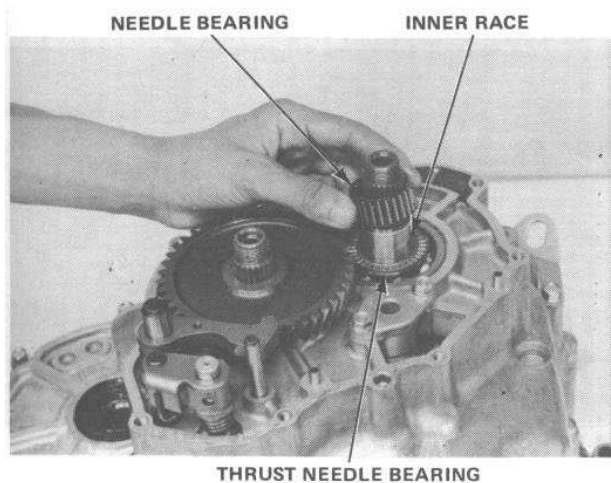




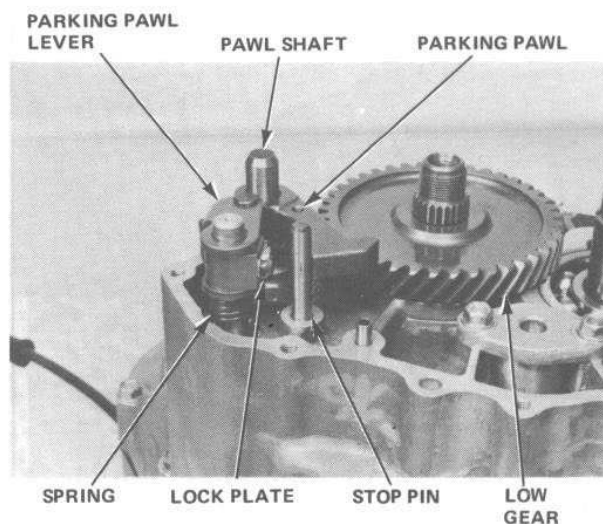
7. Pry staked edge of locknut out of notch in countershaft parking gear.
8. Remove countershaft locknut using 30mm socket wrench.
9. Shift transmission out of PARK.
10. Remove parking gear and mainshaft low gear, then remove 20 x 1.9 mm O-rings.



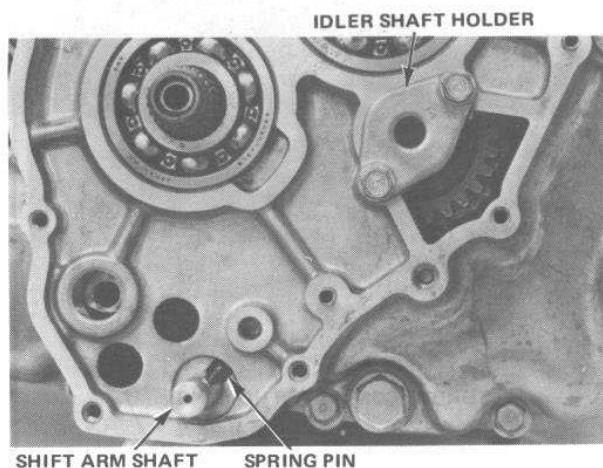
11. Remove needle bearing, thrust needle bearing and inner race from mainshaft.



12. Remove parking pawl, then remove spring, parking pawl shaft and stop pin.
13. Remove countershaft low gear.
14. Bend down tab on lock plate and remove bolt from shift arm shaft, then remove parking pawl lever and spring.



15. Shift control cable in or out until spring pin on shift arm shaft is positioned as shown.
16. Remove idler shaft holder.



(cont'd)

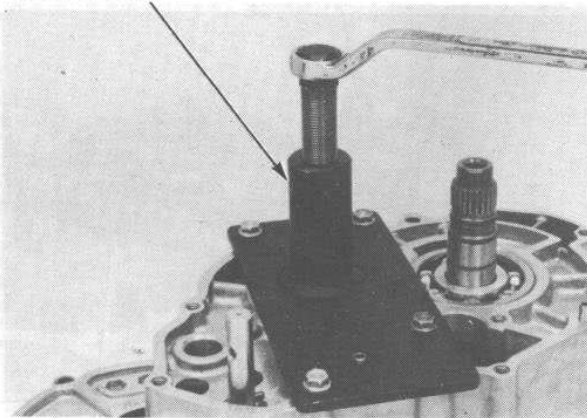


# Hondamatic

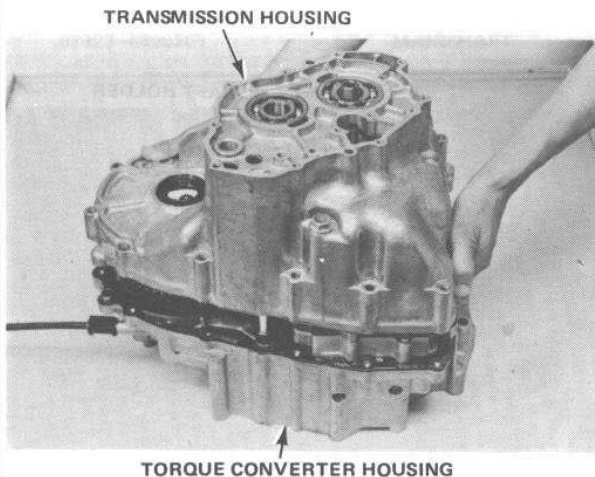
## Transmission Housing Removal (cont'd)

17. Remove 14 bolts holding transmission to torque converter housing.
18. Install Transmission Housing Puller using four 6mm bolts.
19. Remove housing by screwing in tool bolt.

TRANSMISSION HOUSING PULLER  
07933-6890200

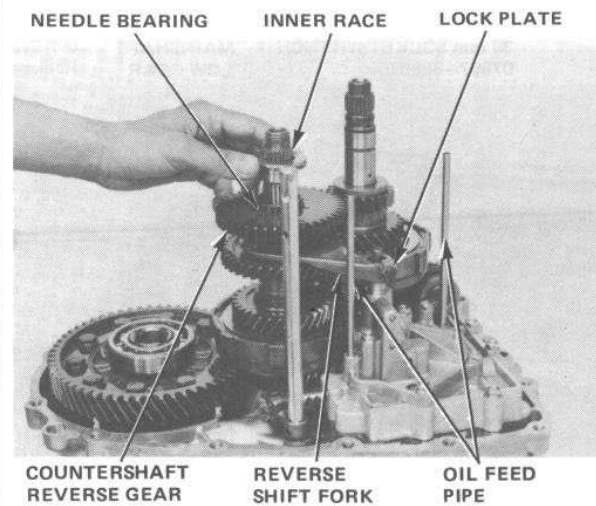


20. Remove tool and lift off housing.

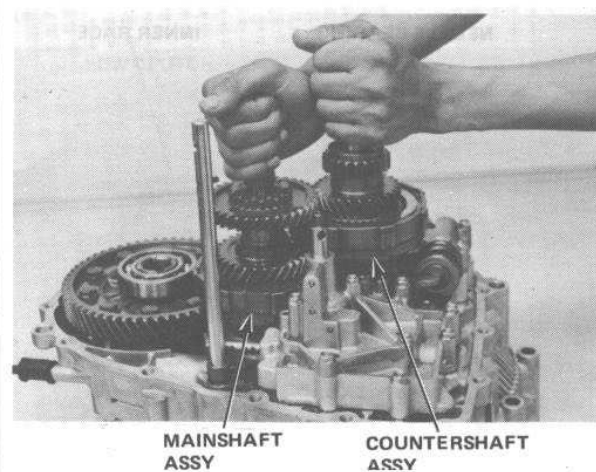


## Mainshaft/Countershaft Removal

1. Remove inner race, needle bearing, and countershaft reverse gear.
2. Bend down tab on lock plate and remove bolt from reverse shift fork.
3. Then remove shift fork and selector sleeve as a unit.
4. Remove oil feed pipes.



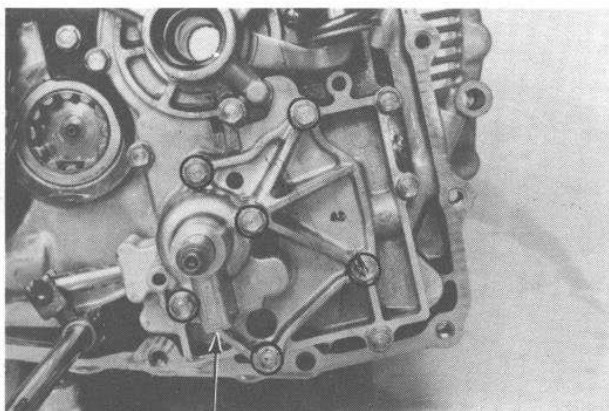
5. Lift mainshaft and countershaft out together as an assembly.



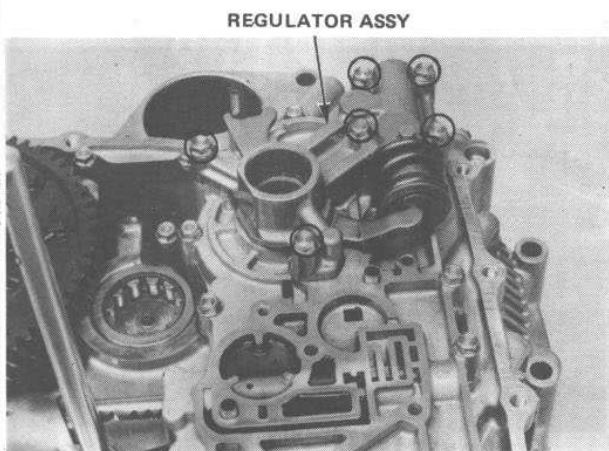


## Valve Body Removal

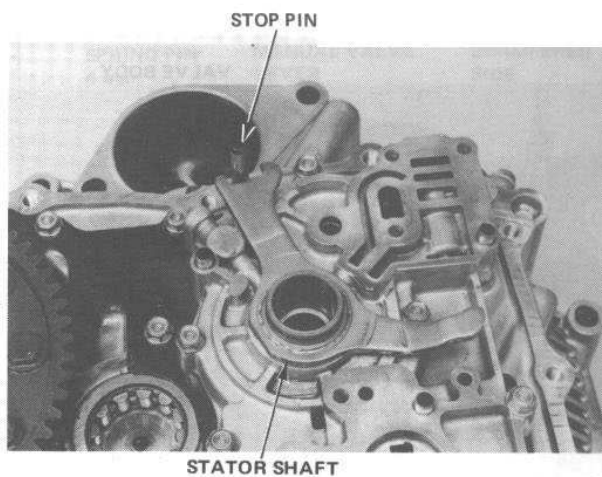
1. Remove servo assembly (6 bolts).



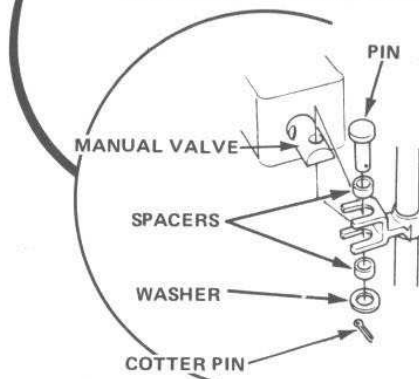
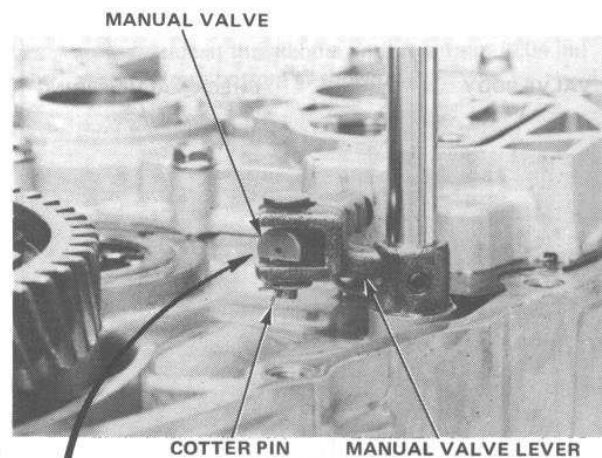
2. Remove regulator assembly (6 bolts).



3. Remove stop pin.
4. Tap stator shaft out from torque converter side of housing.



5. Remove cotter pin, pin and spacers from manual valve.



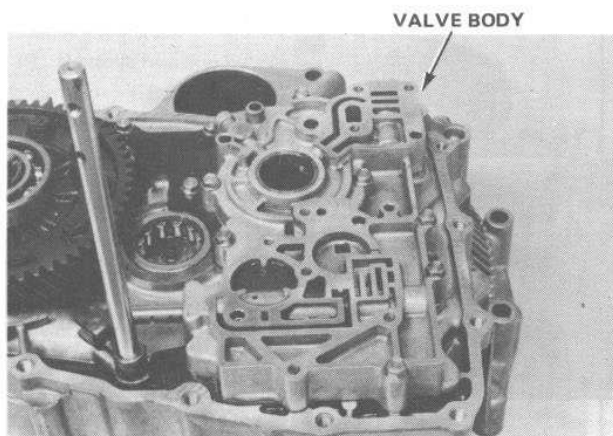
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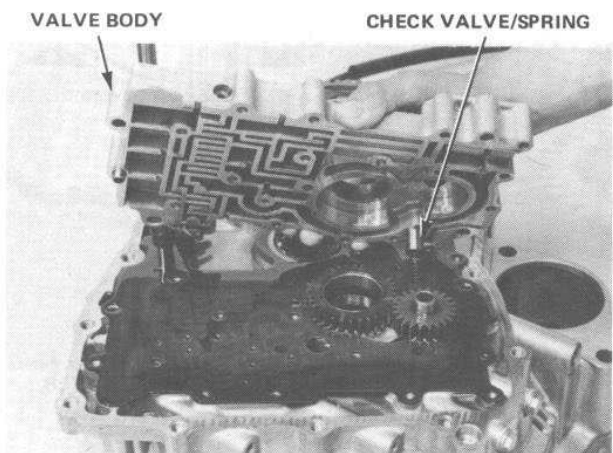
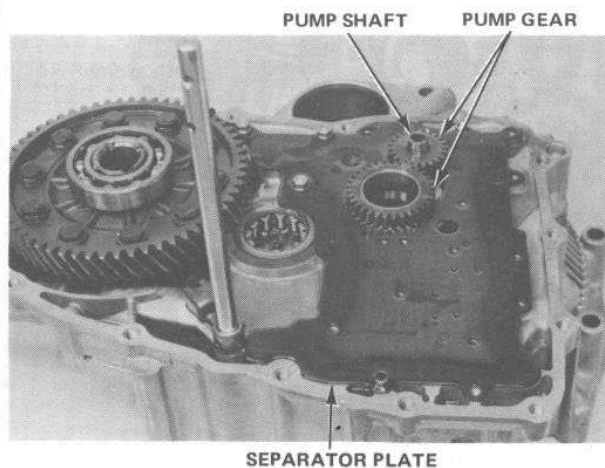
# Hondamatic

## Valve Body Removal (cont'd)

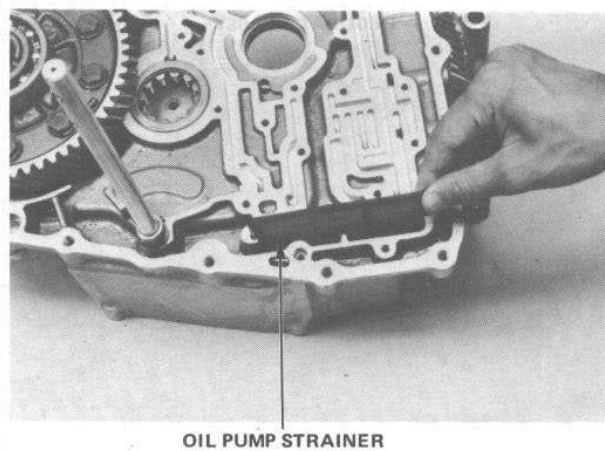
6. Remove valve body, being carefull not to drop the torque converter check valve and spring.



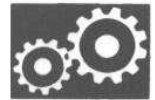
7. Remove pump gear and spring.
8. Remove separator plate.



9. Remove oil pump strainer.

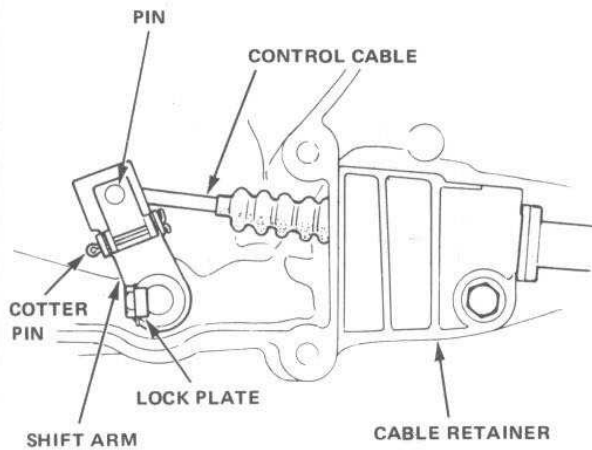






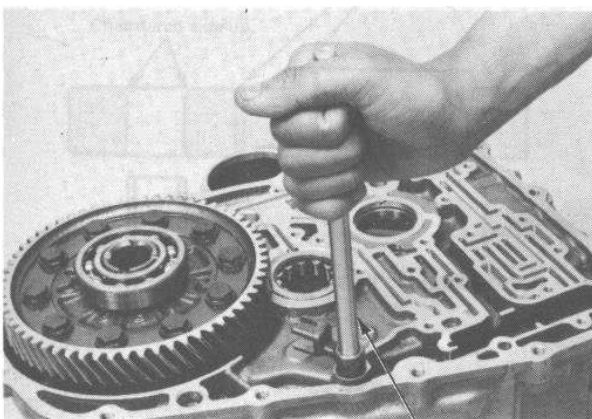
## Shift Arm Shaft Removal

1. Remove control cable retainer.
2. Disconnect control cable from shift arm by removing cotter pin and pin.
3. Bend down tab on shift arm bolt lock plate.

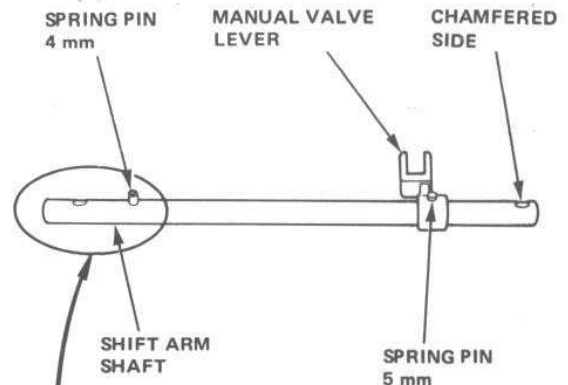


T689434

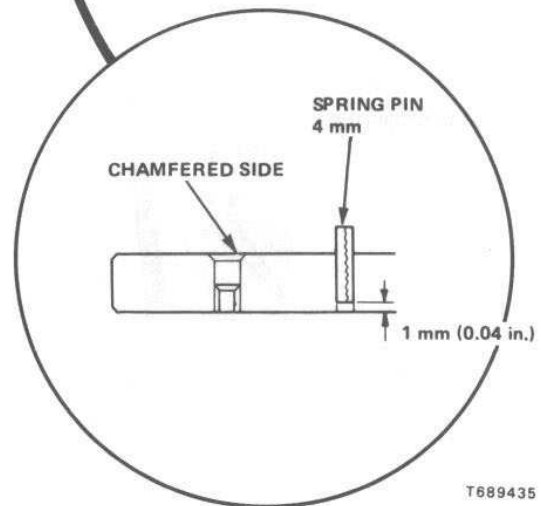
4. Remove bolt, then remove shift arm.
5. Lift out shift arm shaft.



## Shift Arm Shaft Disassembly/ Reassembly



Drive 4 mm spring pin from chamfered side in thread hole until it is 1 mm (0.04 in.) from bottom as shown.



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# Hondamatic

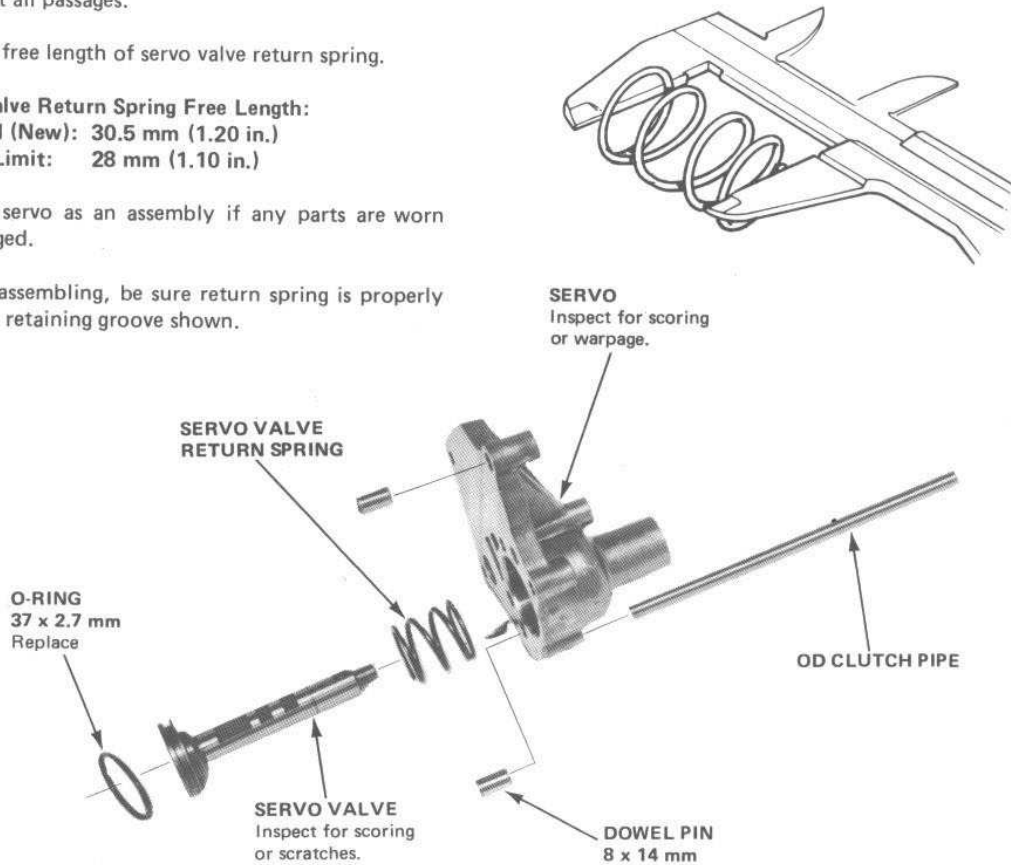
## Servo Disassembly/Reassembly

- Clean all parts thoroughly in solvent, and dry with compressed air.  
Blow out all passages.

- Measure free length of servo valve return spring.

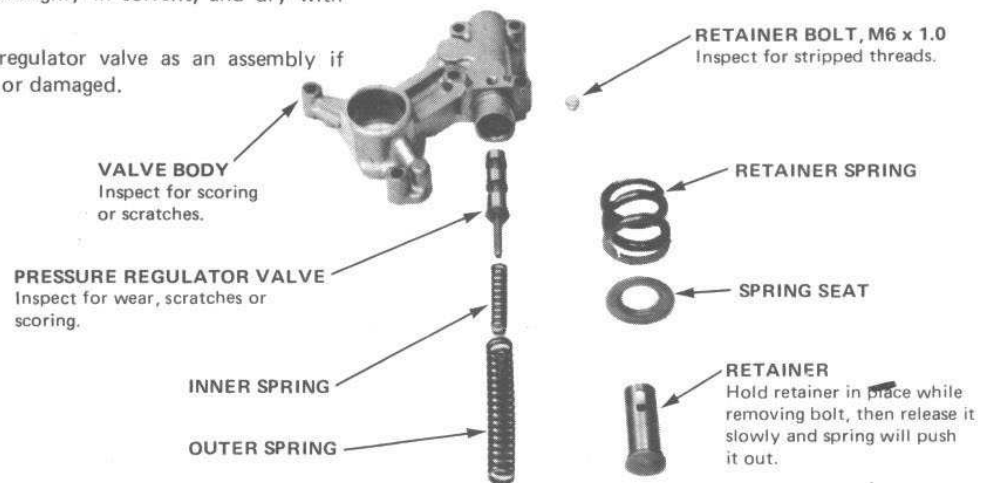
**Servo Valve Return Spring Free Length:**  
**Standard (New):** 30.5 mm (1.20 in.)  
**Service Limit:** 28 mm (1.10 in.)

- Replace servo as an assembly if any parts are worn or damaged.
- When reassembling, be sure return spring is properly seated in retaining groove shown.



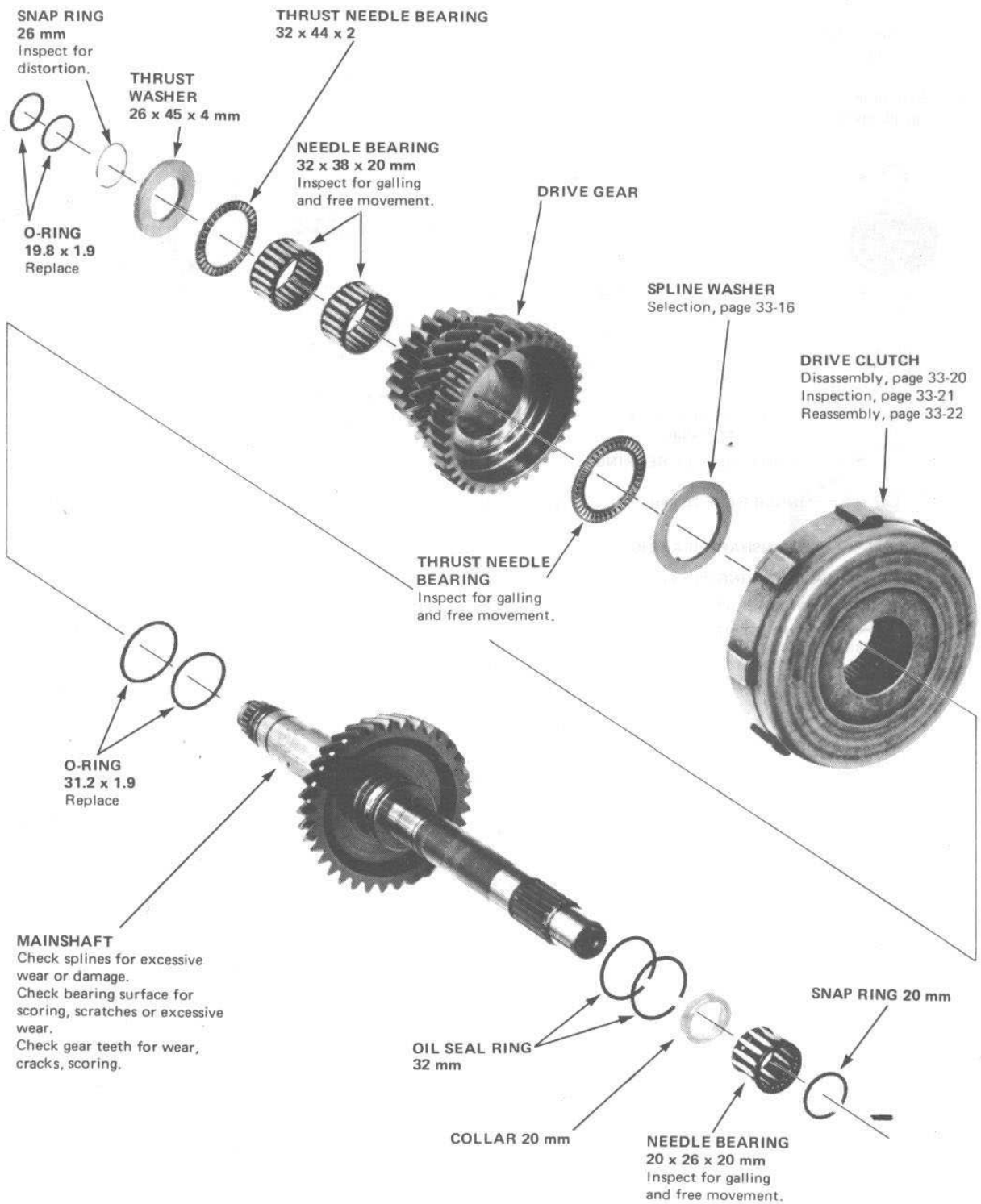
## Pressure Regulator Valve Disassembly/Reassembly

- Clean all parts thoroughly in solvent, and dry with compressed air.
- Replace pressure regulator valve as an assembly if any parts are worn or damaged.





## Mainshaft Disassembly/Inspection

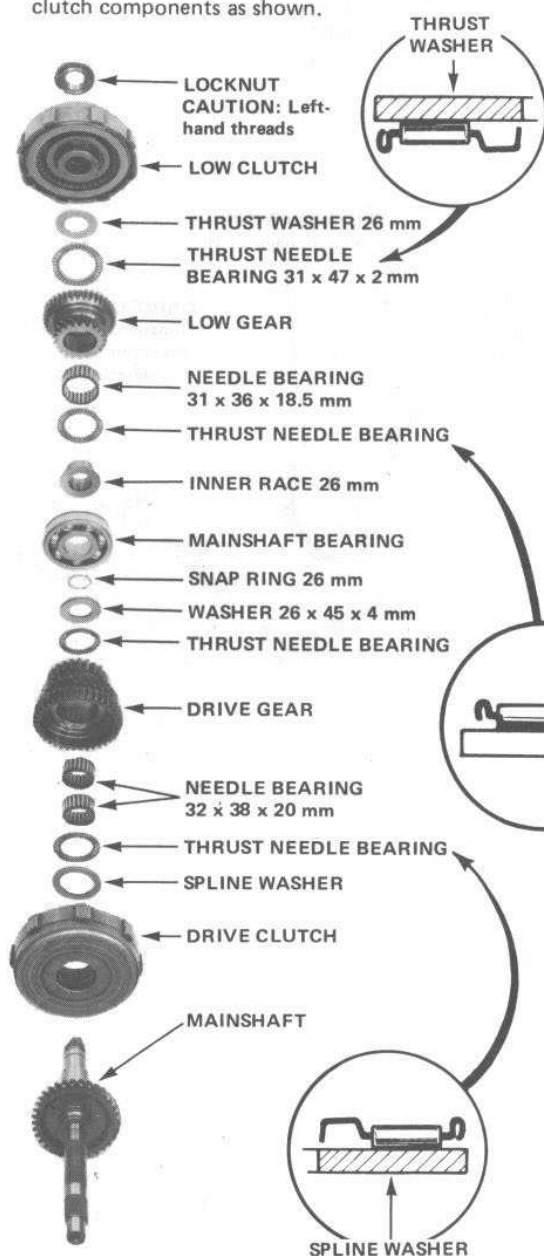




# Hondamatic

## Mainshaft Reassembly/Measurement

- Lubricate all parts with ATF during reassembly.
1. Remove mainshaft bearing from transmission housing.
  2. Assemble mainshaft including bearing and low clutch components as shown.

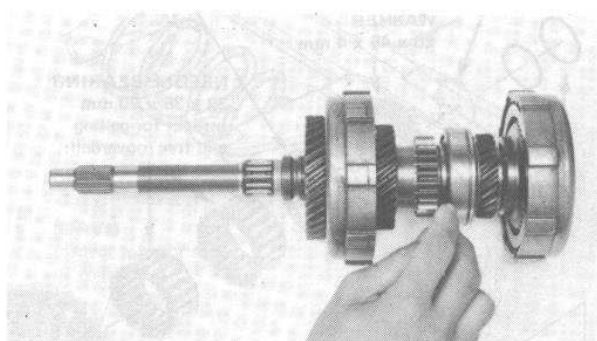


3. Torque mainshaft locknut to 30 N·m (3.0 kg·m, 22 lb·ft).

4. Measure clearance between 26 x 45 x 4mm thrust washer and thrust needle bearing.

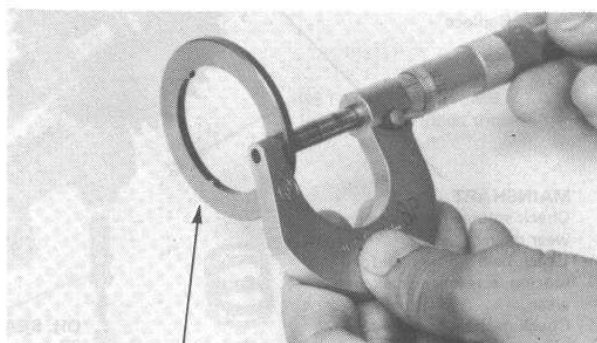
### Clearance:

Standard (New): 0.1–0.2 mm (0.004–0.008 in.)



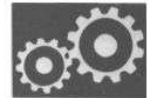
5. If measurement is within tolerance and gears are not worn or damaged, remove locknut, low clutch components and bearing from mainshaft.
6. If measurement is out of tolerance, figure the additional thickness required to bring clearance back within tolerance. Then disassemble mainshaft.
7. Based on what you figured in step 6, select the correct spline washer listed below.

Class	Thickness
A	2.95–3.05 mm (0.116–0.120 in.)
B	3.05–3.15 mm (0.120–0.124 in.)
C	3.15–3.25 mm (0.124–0.128 in.)
D	3.25–3.35 mm (0.128–0.132 in.)
E	3.35–3.45 mm (0.132–0.136 in.)

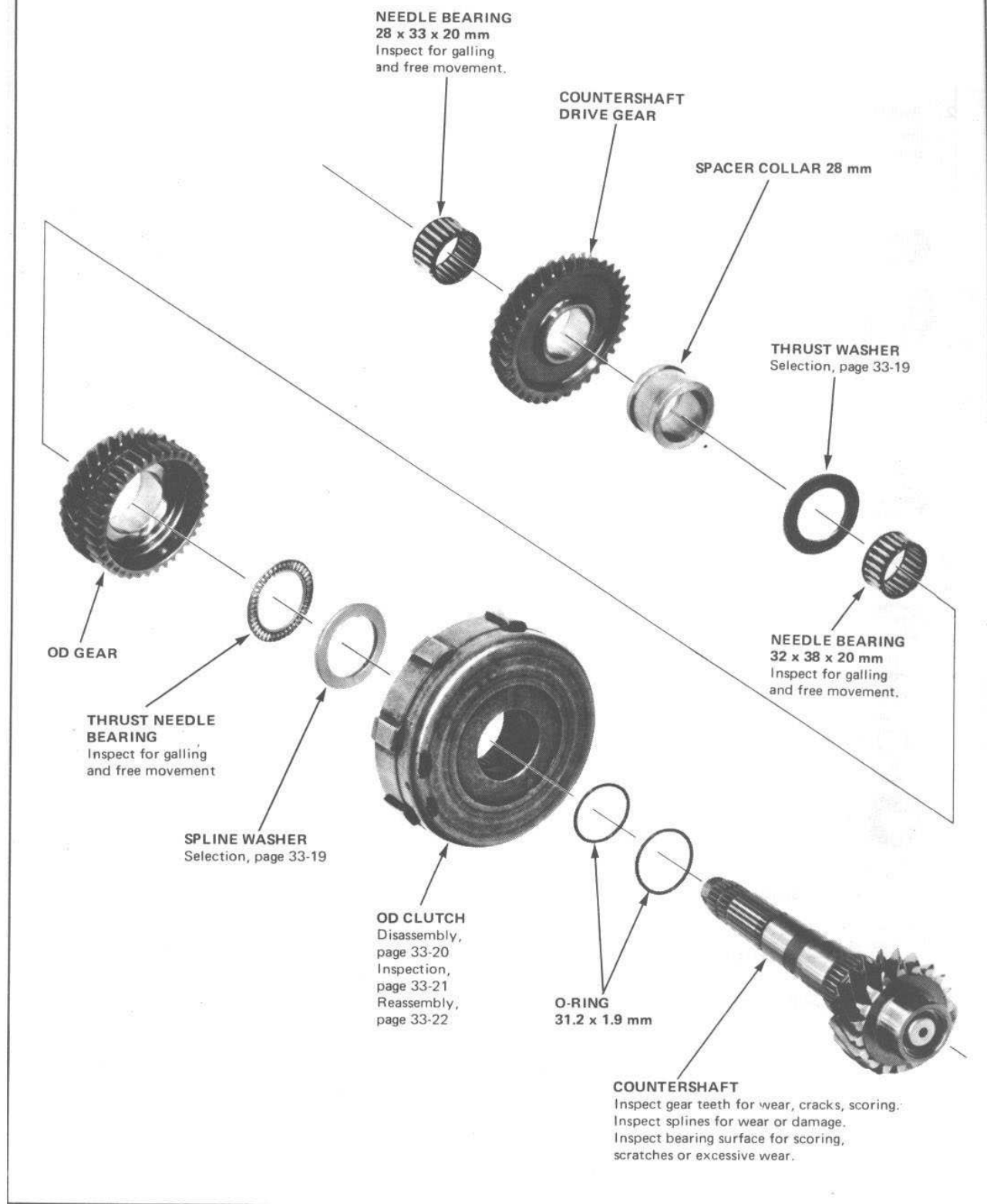


SPLINE WASHER

8. After mainshaft has been reassembled, tighten locknut and recheck clearance. If clearance is within tolerance, remove locknut, low clutch components and bearing.



## Countershaft Disassembly/Inspection

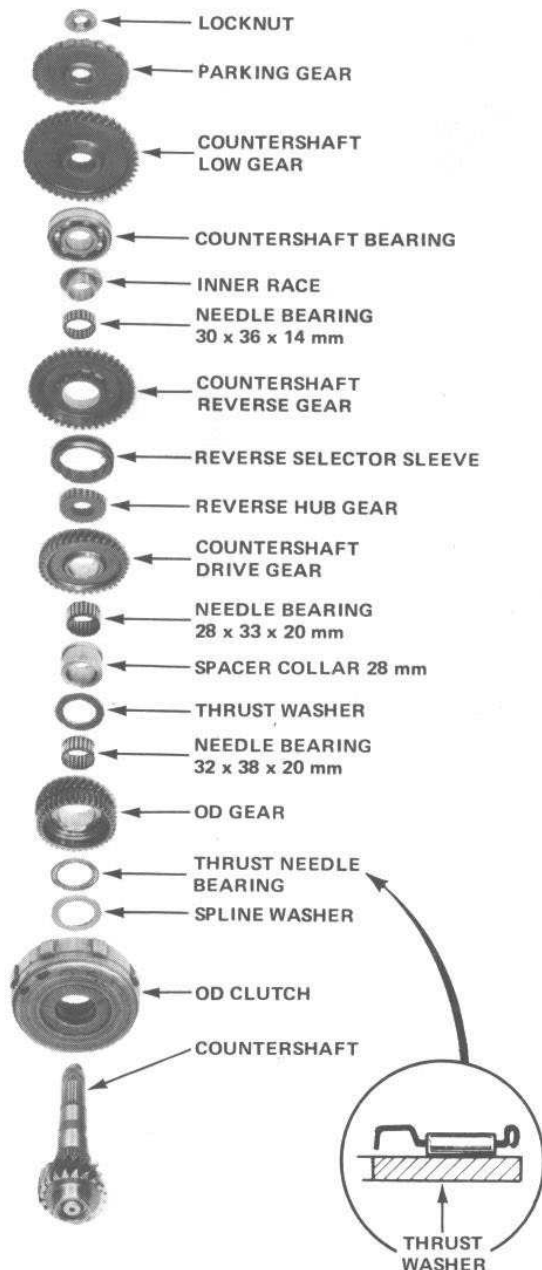




## Countershaft Reassembly/Measurement

- Lubricate all parts with ATF during reassembly.

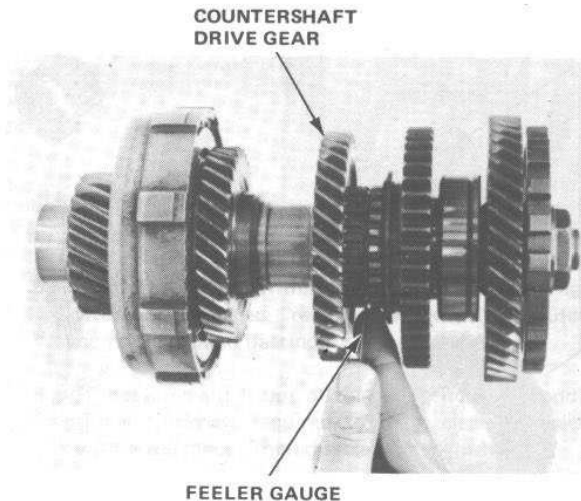
1. Remove countershaft bearing from transmission housing.
2. Assemble countershaft including bearing, parking gear, low gear and reverse gear components as shown.



3. Torque countershaft locknut to 30 N·m (3.0 kg·m, 22 lb·ft).
4. Measure clearance between reverse hub gear and countershaft drive gear with a feeler gauge.

### Drive Gear Clearance:

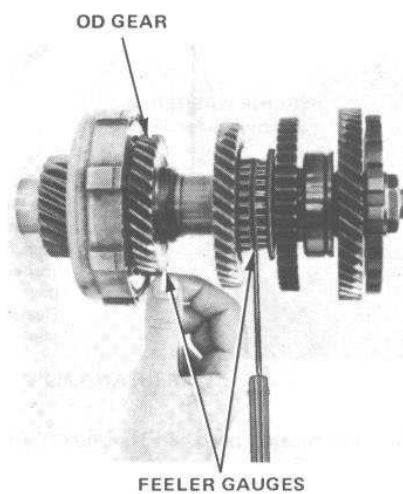
Standard: 0.1–0.2 mm (0.004–0.008 in.)

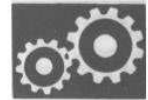


5. With the feeler gauge measured in step 4 inserted between hub gear and drive gear, measure clearance between OD gear and thrust washer.

### OD Gear Clearance:

Standard: 0.1–0.2 mm (0.004–0.008 in.)



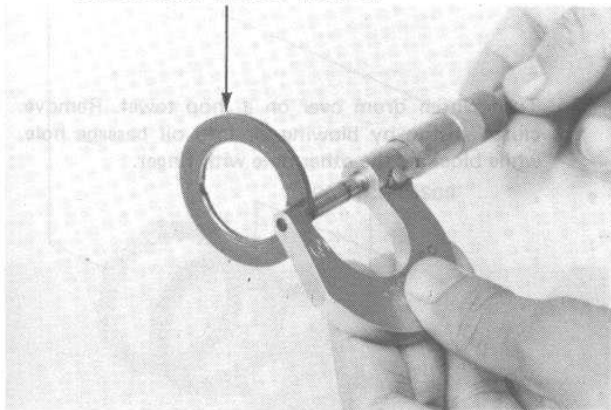


6. If measurement are within tolerance, and gears are not worn or damaged, remove locknut, parking and low gears, bearing and reverse gear components.
7. If any measurement are out of tolerance, figure the additional thickness required to bring each clearance back within tolerance. Then disassemble countershaft.
8. Based on what you figured in step 7, select the correct thrust washer or spline washer listed below.

#### Replacement Drive Gear Thrust Washers

Class	Thickness
A	2.35–2.45 mm (0.093–0.096 in.)
B	2.45–2.55 mm (0.096–0.100 in.)
C	2.55–2.65 mm (0.100–0.104 in.)

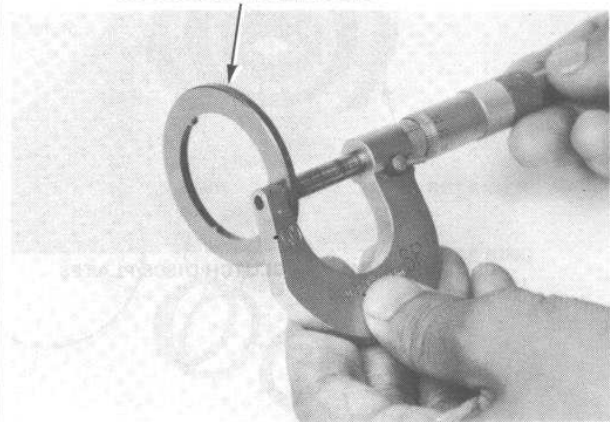
DRIVE GEAR THRUST WASHER



#### Replacement OD Gear Spline Washers

Class	Thickness
A	2.95–3.05 mm (0.116–0.120 in.)
B	3.05–3.15 mm (0.120–0.124 in.)
C	3.15–3.25 mm (0.124–0.128 in.)
D	3.25–3.35 mm (0.128–0.132 in.)
E	3.35–3.45 mm (0.132–0.136 in.)

OD GEAR SPLINE WASHER

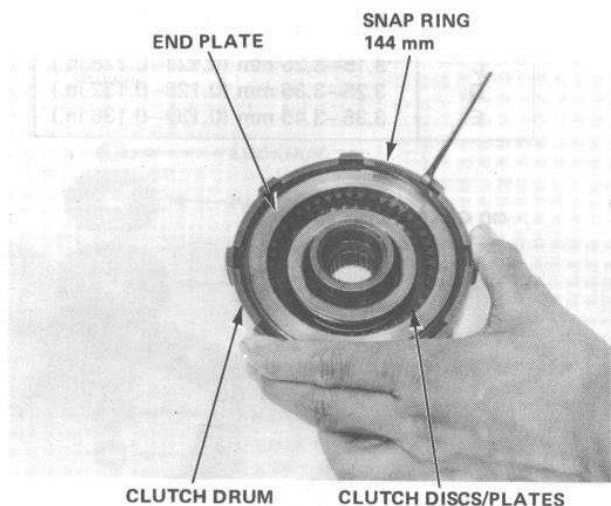


9. After countershaft has been reassembled, retighten locknut and recheck clearances. If clearances are within tolerance, remove locknut, parking and low gears, countershaft bearing and reverse gear components.

# Hondamatic

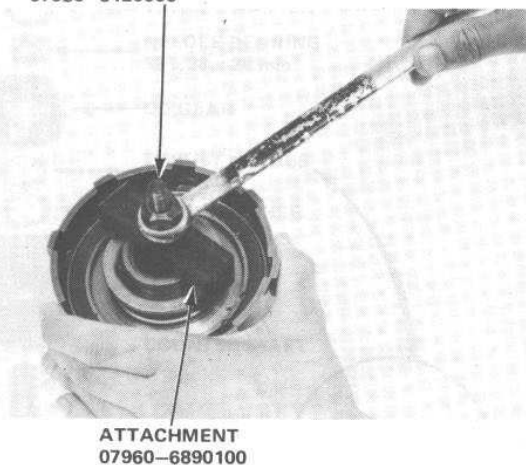
## Low/Drive/OD Clutch Disassembly/Inspection

1. Remove snap ring.
2. Remove end plate, clutch discs and plates.

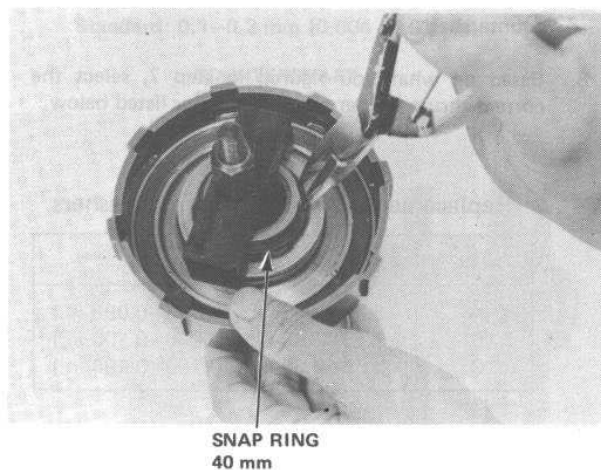


3. Install Clutch Spring Compressor and compress clutch return spring.

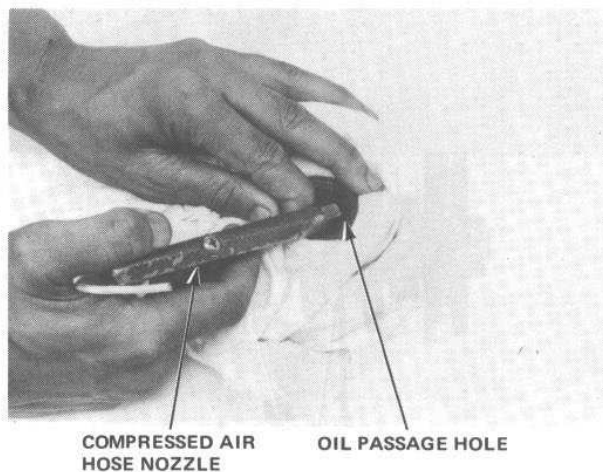
CLUTCH SPRING COMPRESSOR  
07960-6120000



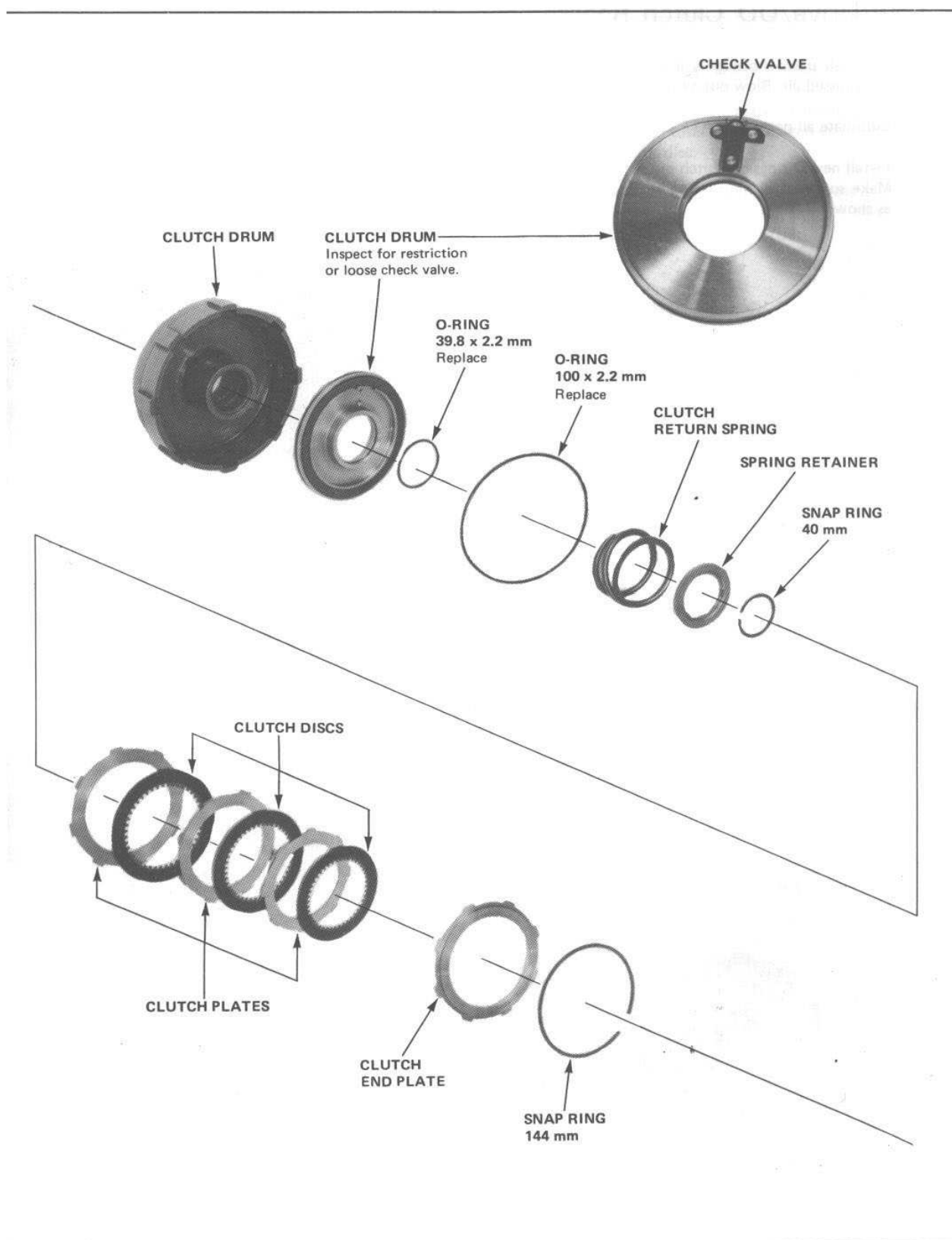
4. Remove snap ring. Remove Clutch Spring Compressor. Remove spring retainer and spring.



5. Turn clutch drum over on a shop towel. Remove clutch piston by blowing air into oil passage hole while blocking the other hole with finger.



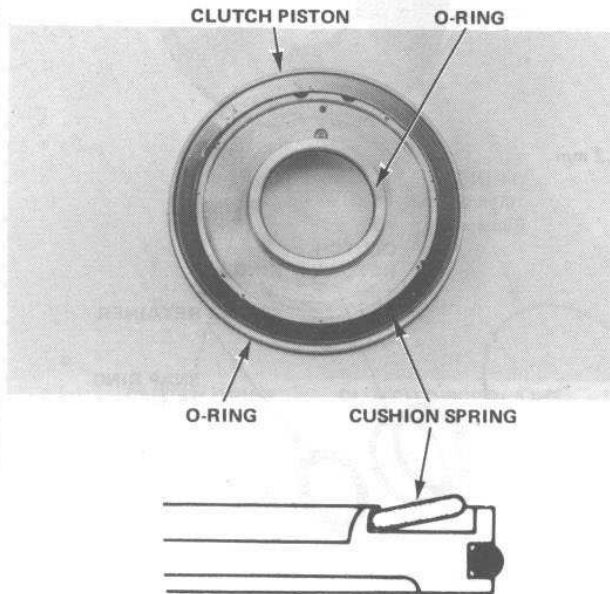




# Hondamatic

## Low/Drive/OD Clutch Reassembly

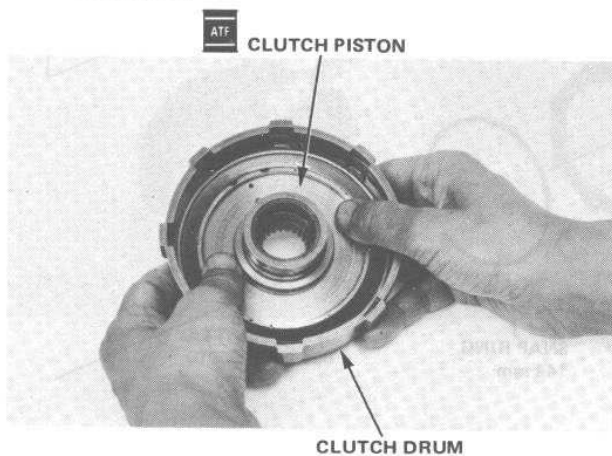
1. Clean all parts thoroughly in solvent, and dry with compressed air. Blow out all passages.
2. Lubricate all parts with ATF before reassembly.
3. Install new O-rings on clutch piston. Make sure that cushion spring is properly positioned as shown.



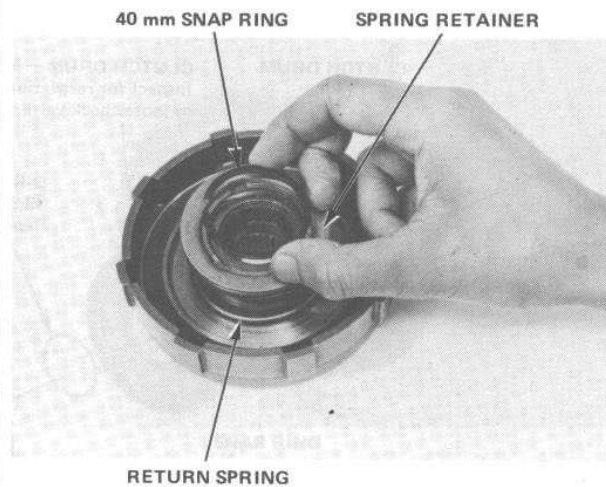
4. Install clutch piston in clutch drum. Apply pressure and rotate to ensure proper seating.

NOTE: Lubricate piston O-rings before installing piston in clutch.

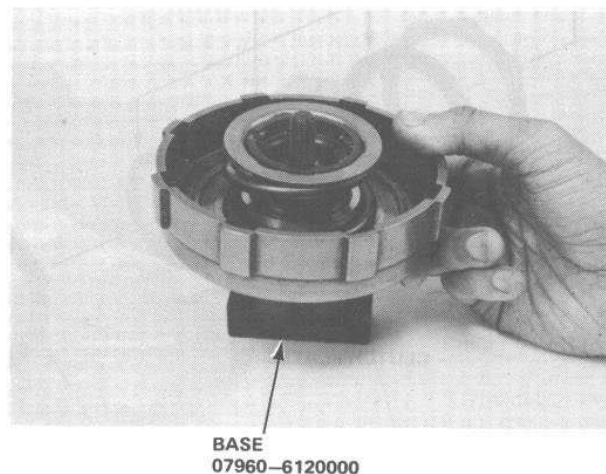
CAUTION: Do not pinch O-ring by forcing piston installation.



5. Install clutch return spring and spring retainer.
6. Position 40 mm snap ring on spring retainer.



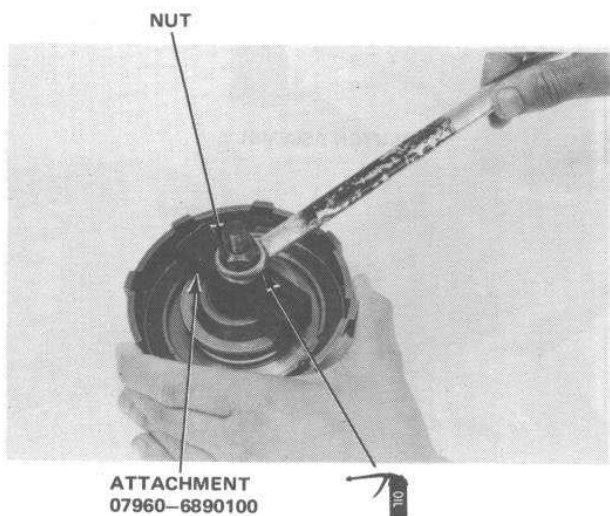
7. Assemble Spring Compressor on clutch drum.



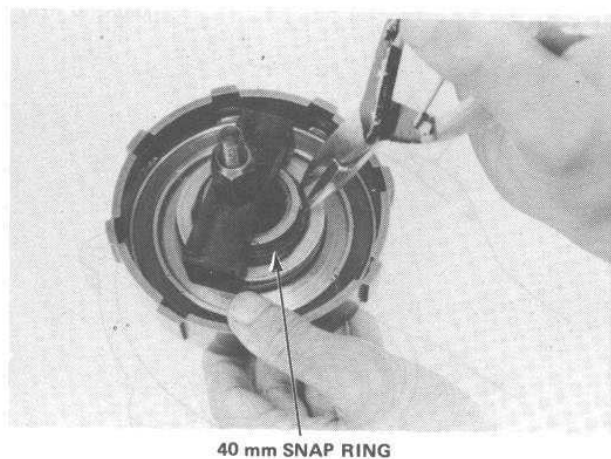




8. Compress spring until retainer is below the snap ring groove in hub.



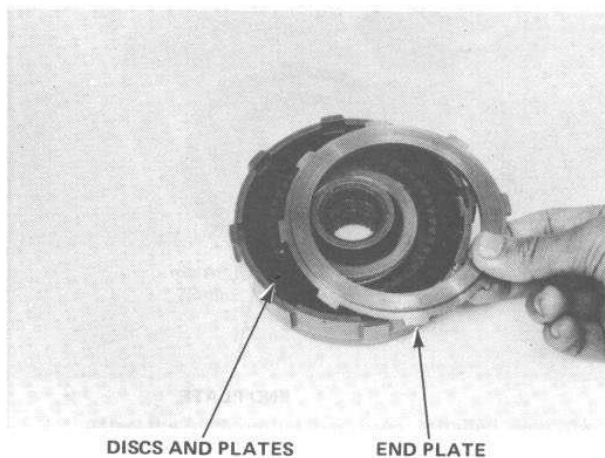
9. Install snap ring in hub groove. Remove Clutch Spring Compressor.



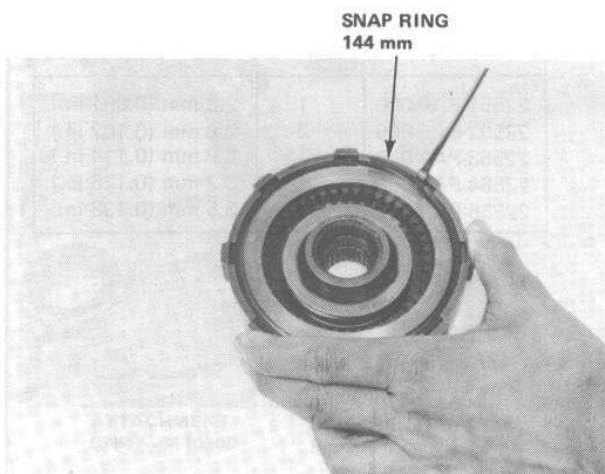
10. Soak clutch discs thoroughly in transmission fluid.

11. Starting with a clutch plate, alternately install clutch plates and discs. Install clutch end plate with flat side towards disc.

NOTE: Before installing plates and discs, make sure inside of clutch drum is free of dust and foreign material.



12. Install 144 mm snap ring.



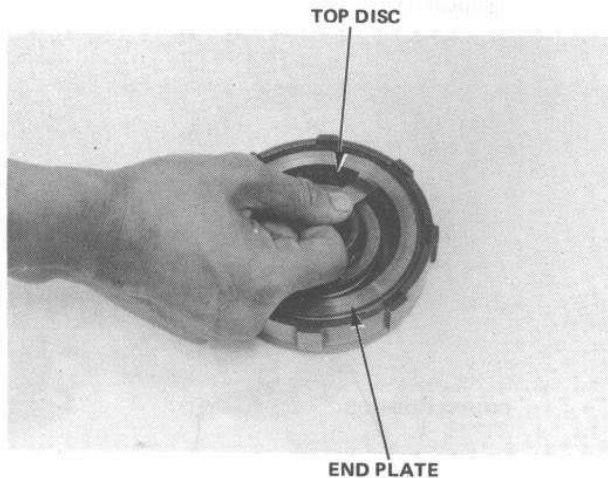
(cont'd)

# Hondamatic

## Low/Drive/OD Clutch Reassembly (cont'd)

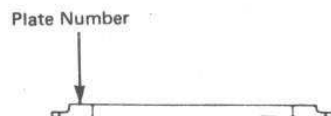
13. Carefully measure clearance between clutch end plate and top disc. Do not damage disc.

**End Plate-to-Top Disc Clearance:**  
Service Limit: 0.4–0.7 mm  
(0.016–0.028 in.)



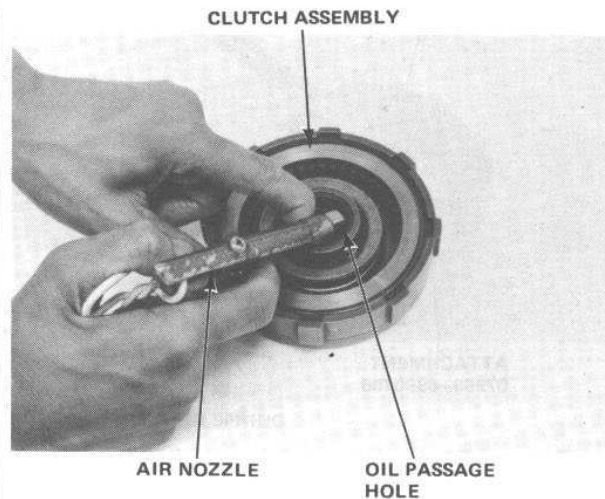
14. If not within service limit, select a new clutch end plate from following table.

Part No.	Plate No.	Thickness
22551-PA9-000	1	2.3 mm (0.091 in.)
22552-PA9-000	2	2.6 mm (0.102 in.)
22553-PA9-000	3	2.9 mm (0.114 in.)
22554-PA9-000	4	3.2 mm (0.126 in.)
22555-PA9-000	5	3.5 mm (0.138 in.)



T671713

15. Check clutch engagement by blowing air into oil passage in clutch drum hub. Remove air pressure and check that clutch releases.

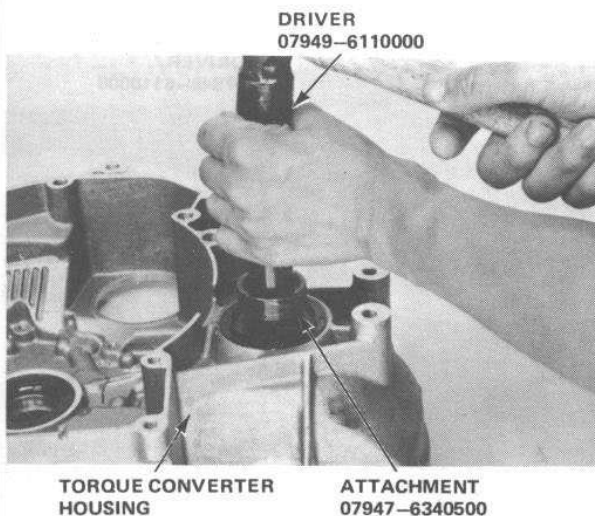






## Differential Assembly Removal

If differential is to be removed, use driver and attachment shown.

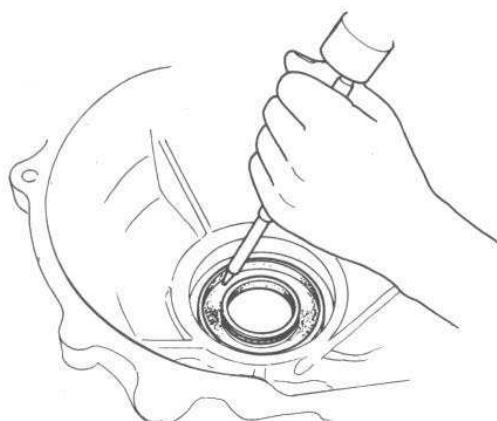


For differential disassembly, inspection, and reassembly, see page 34-4.

## Differential Seal Removal

(Torque converter housing)

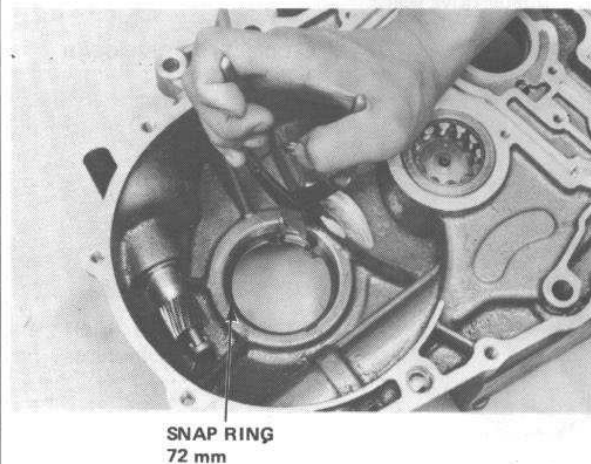
Remove 72 mm snap ring, then drive out seal with a drift or punch.



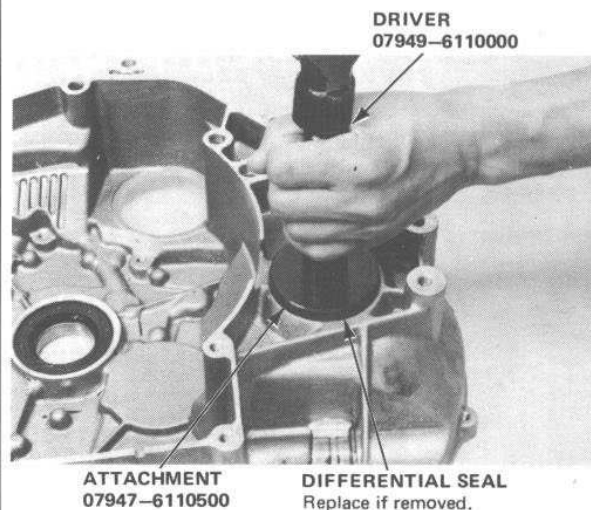
## Differential Seal Installation

(Torque converter housing)

1. Install differential 72 mm snap ring if removed.



2. After the differential has been installed, and the torque converter and transmission housings have been assembled, drive in a new seal as shown.

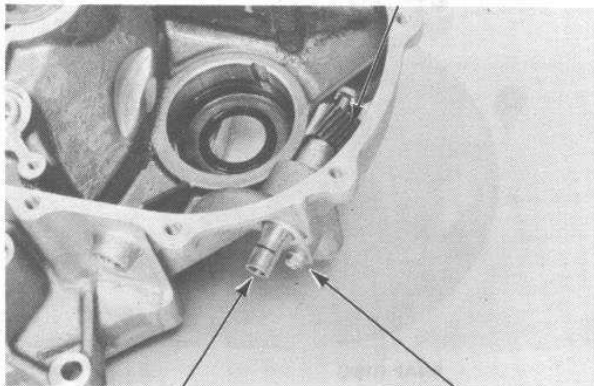


# Hondamatic

## Speedometer Drive Gear Replacement

1. Remove differential assembly, see page 33-25.
2. Remove bolt and lock plate, then remove speedometer drive gear.

**SPEEDOMETER DRIVE GEAR**

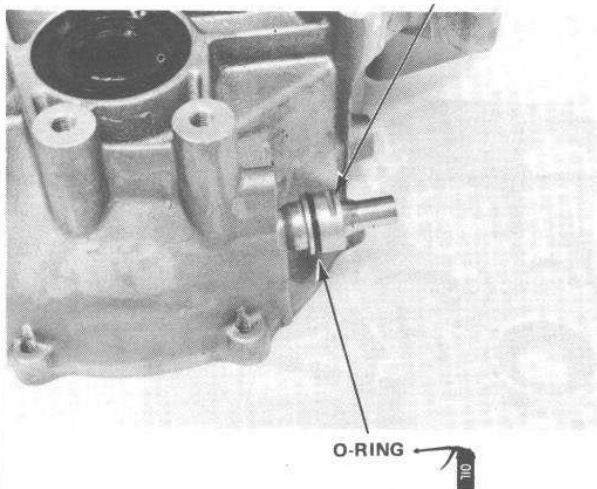


M6 x 1.0  
10 N·m (1.0 kg-m, 7 lb-ft)

**LOCK PLATE**

3. Install new O-ring in groove in gear holder.
4. Install speedometer drive gear with lock plate groove directed as shown.

**LOCK PLATE GROOVE**



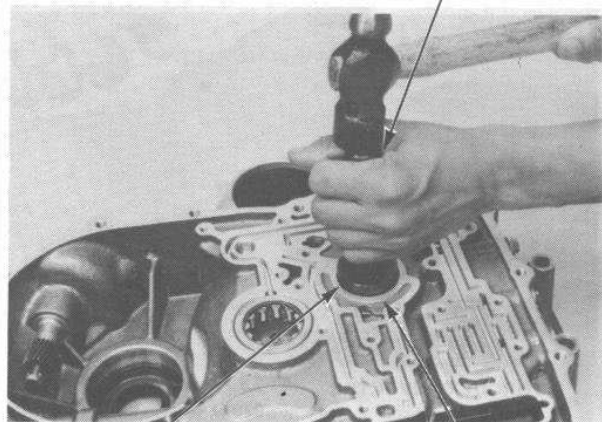
**O-RING**

5. Align lock plate with groove in gear holder, then install bolt and torque to 10 N·m (1.0 kg-m, 7 lb-ft).
6. Apply oil to gear and make sure that gear rotates freely.

## Mainshaft Bearing/Seal Replacement (Torque converter housing)

1. Drive out mainshaft bearing/seal, using driver and attachment shown.

**DRIVER**  
07949-6110000

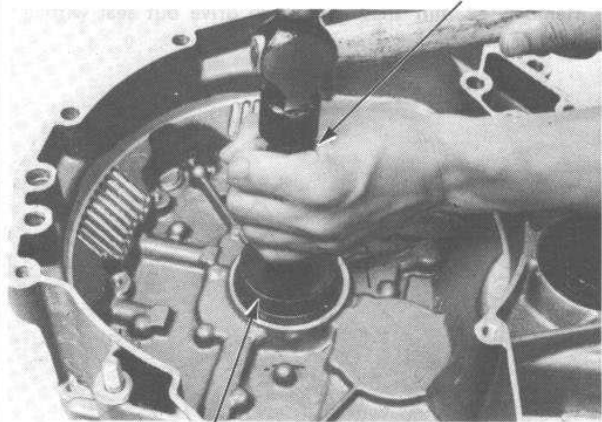


**ATTACHMENT**  
07947-6340500

**MAINSHAFT BEARING**  
Replace if removed.

2. Drive in mainshaft bearing as shown, until it bottoms in housing.

**DRIVER**  
07949-6110000



**ATTACHMENT**  
07947-6340200

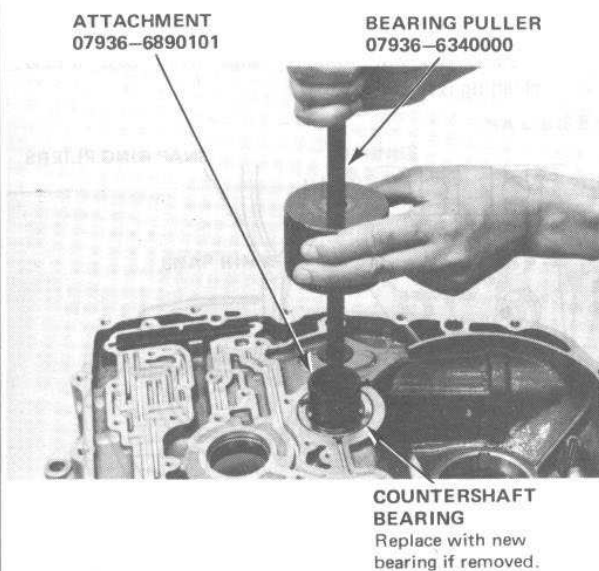
3. Install mainshaft seal flush with housing, using same tools.





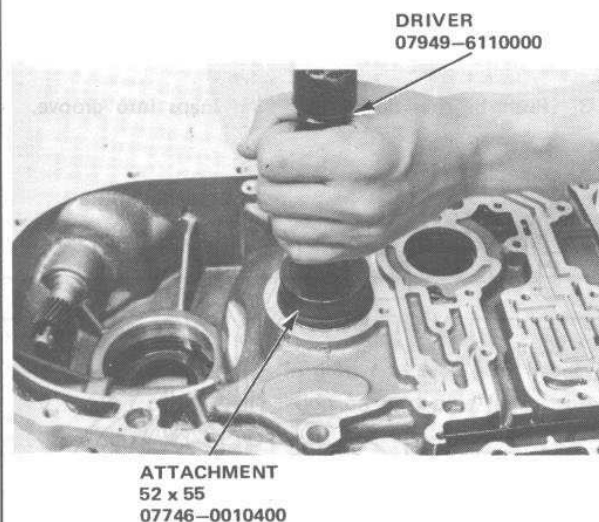
## Countershaft Bearing Replacement (Torque converter housing)

1. Remove bearing as shown.



2. Install new needle bearing.

**CAUTION:** Support housing with a wood block.

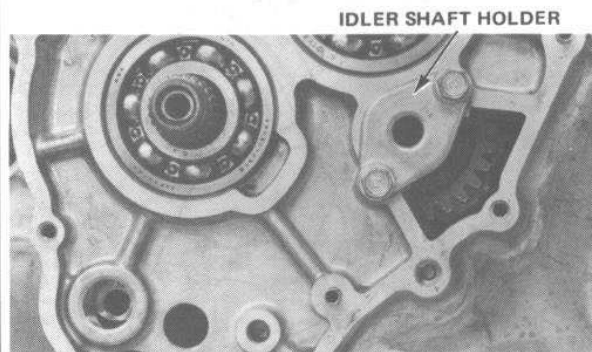


Bearing face should be below housing surface.

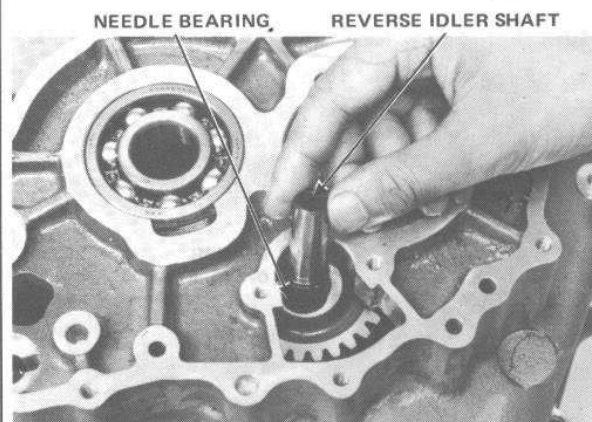


## Reverse Idler Gear Removal/Installation (Transmission housing)

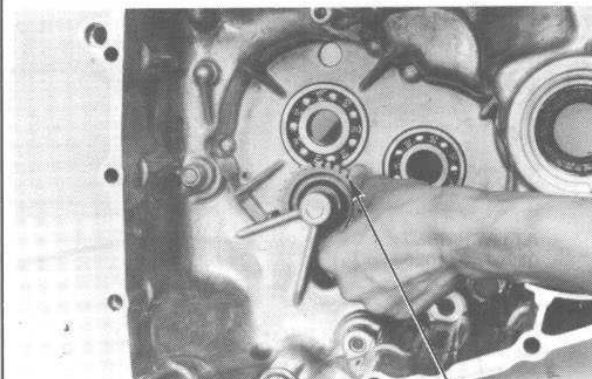
1. Remove idler shaft holder.



2. Push out idler gear shaft and bearing from inside transmission housing.



3. Then remove idler gear.



Inspect teeth for wear.

4. Install in reverse order.



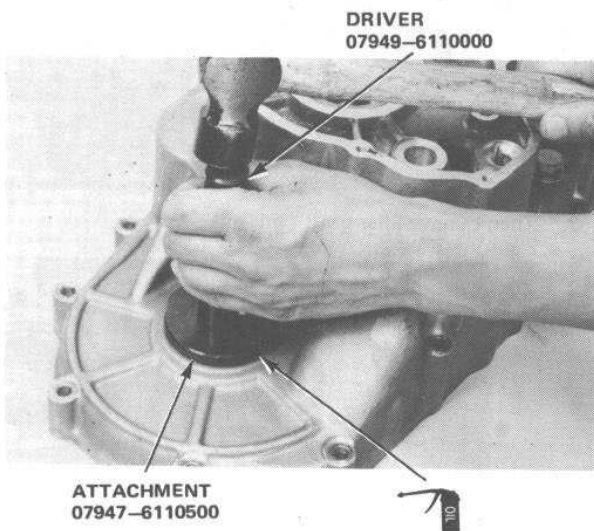
# Hondamatic

## Differential Seal Replacement (Transmission housing)

1. Drive out seal with drift or punch.



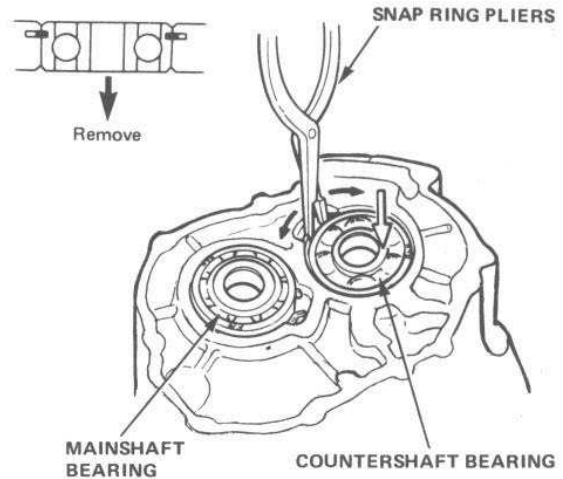
2. Drive new seal in.



## Mainshaft/Countershaft Bearings Replacement (Transmission housing)

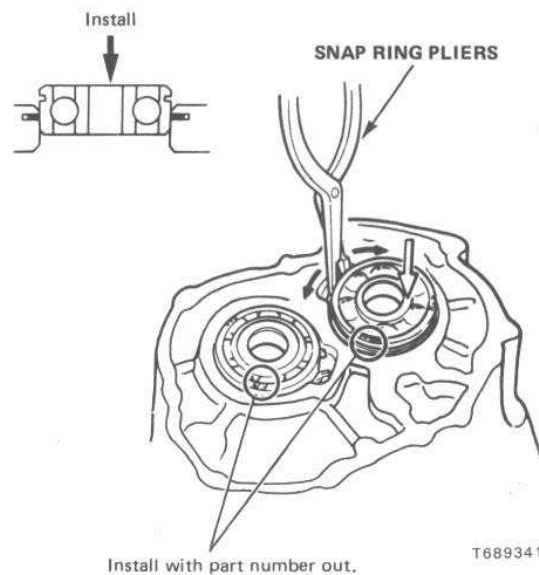
1. Expand each snap ring with snap ring pliers, then push bearing out by hand.

NOTE: Do not remove rings from case unless cleaning is necessary.



T689339, T689340

2. Expand snap ring with snap ring pliers, insert new bearing part-way into housing, then release pliers.
3. Push bearing down until ring snaps into groove.

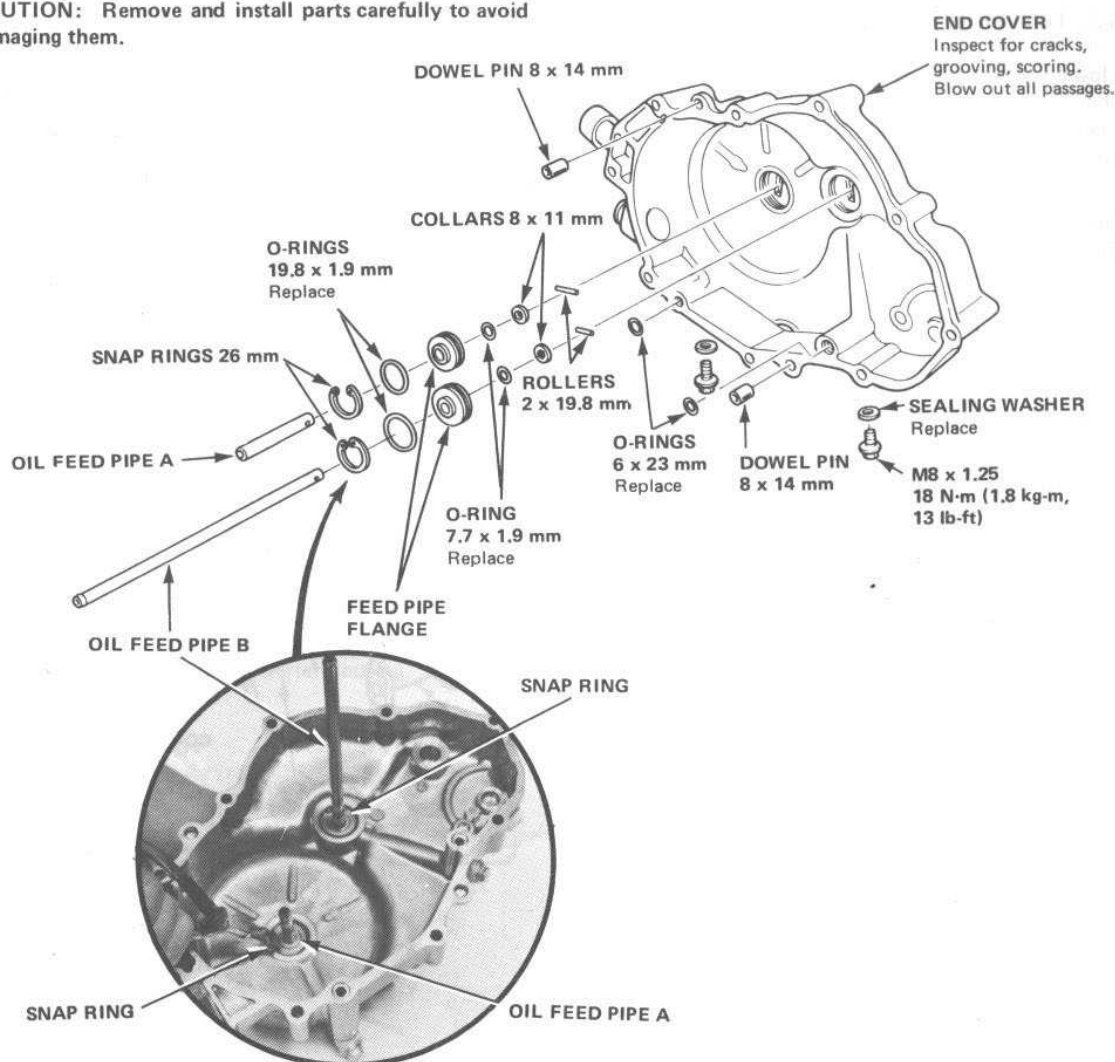


T689341



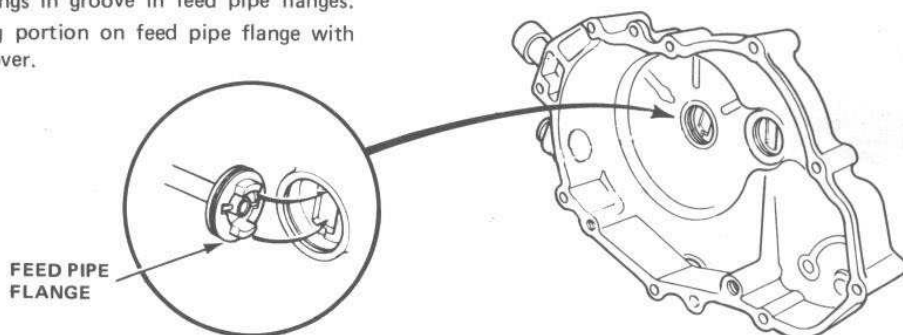
## End Cover Disassembly/Inspection

**CAUTION:** Remove and install parts carefully to avoid damaging them.



## End Cover Reassembly

1. Install new O-rings in groove in feed pipe flanges.
2. Align projecting portion on feed pipe flange with groove in end cover.



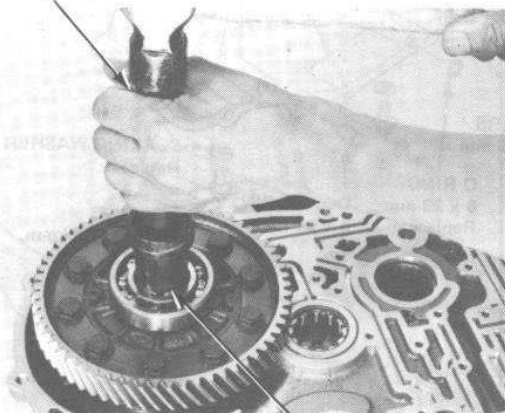
# Hondamatic

## Transmission Reassembly

NOTE: Lubricate all parts with ATF during reassembly.

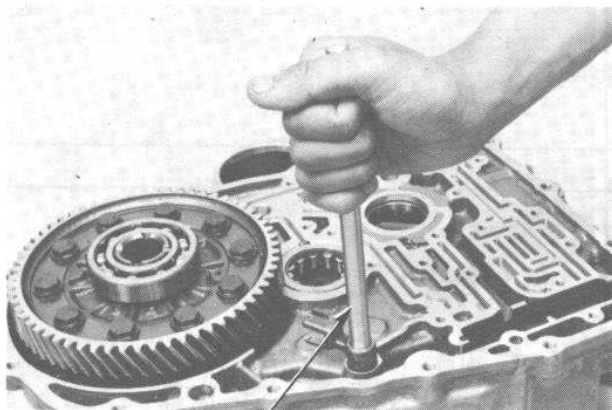
1. Install differential assembly. If torque converter housing, transmission housing and/or differential side bearings were replaced, the differential side clearance must be checked as shown on page 34-8.

DRIVER  
07949-6110000



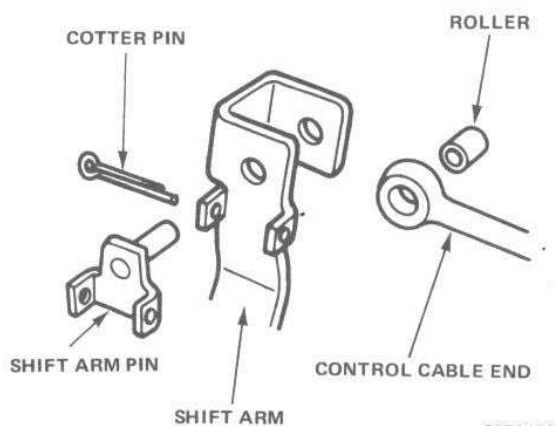
ATTACHMENT  
07947-6340500

2. Install shift arm shaft.

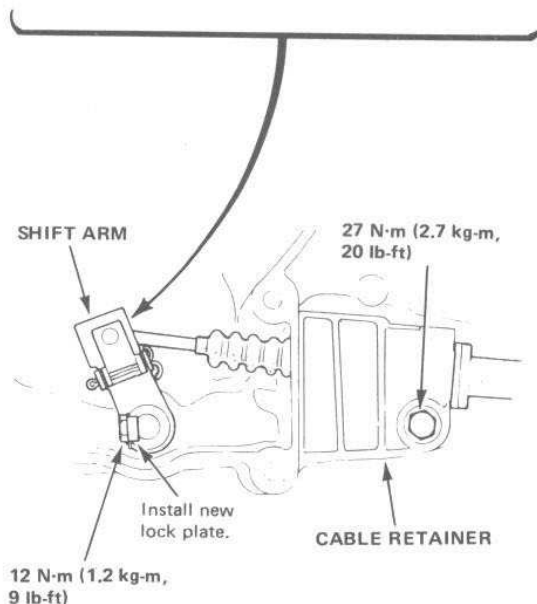


SHIFT ARM SHAFT

3. Install shift arm and new lock plate on other end of shaft. Tighten bolt to torque shown, then bend tab over against bolt head.
4. Insert roller into control cable end.
5. Align cable end with shift arm hole and insert shift arm pin, then secure it with new cotter pin.
6. Install cable retainer and bolt, then tighten bolt to torque shown.



T689436

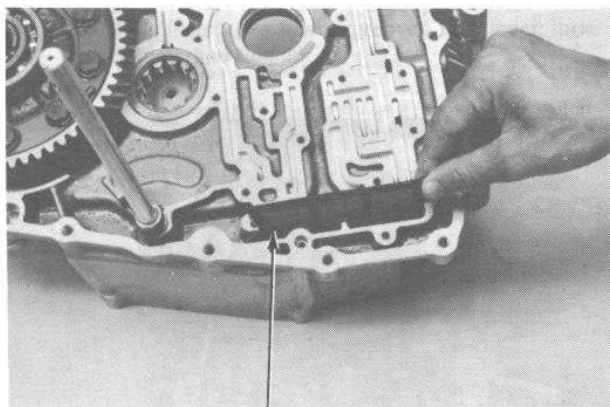


T689434



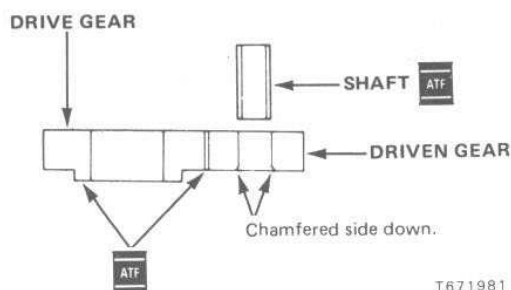
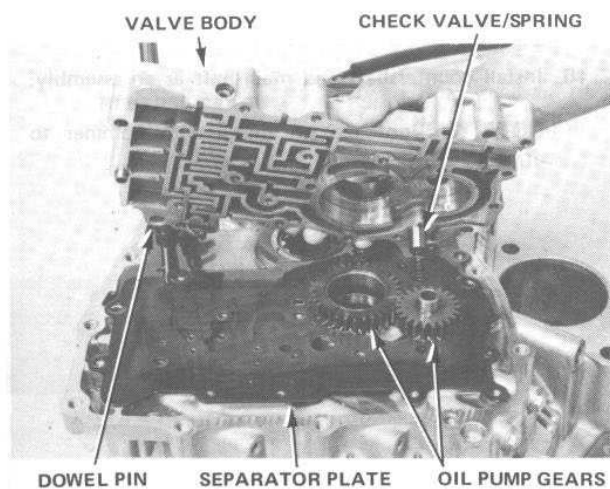


7. Install oil pump strainer with flanged side up.



OIL PUMP STRAINER

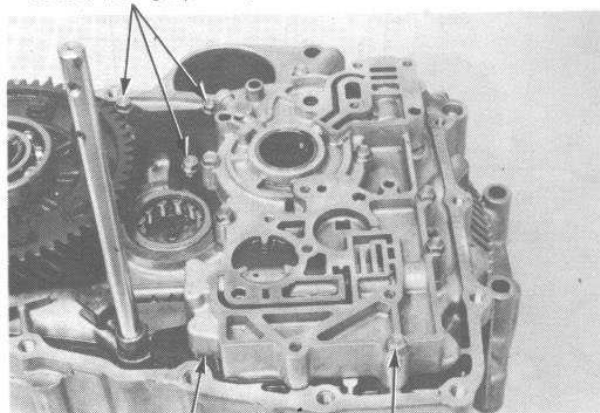
8. Install separator plate, dowel pin, pump gears and shaft.
9. Install torque converter check valve and spring, then install valve body on converter housing.



T671981

10. Torque valve body with 6mm bolts to 12 N·m (1.2 kg-m, 9 lb-ft), then tighten separator plate to same torque using three 6 mm bolts.

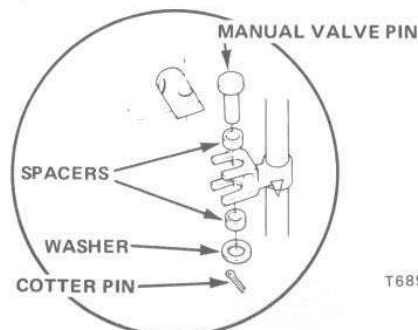
SEPARATOR PLATE  
BOLTS M6 x 1.0  
12 N·m (1.2 kg-m, 9 lb-ft)



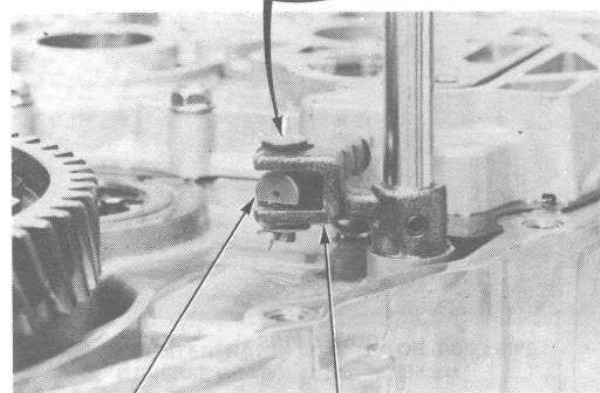
VALVE BODY

M6 x 1.0  
12 N·m (1.2 kg-m, 9 lb-ft)

11. Put spacer on each side of manual valve stem, then attach valve to lever with pin. Secure with new cotter pin.



T689433



MANUAL VALVE

MANUAL VALVE LEVER

(cont'd)

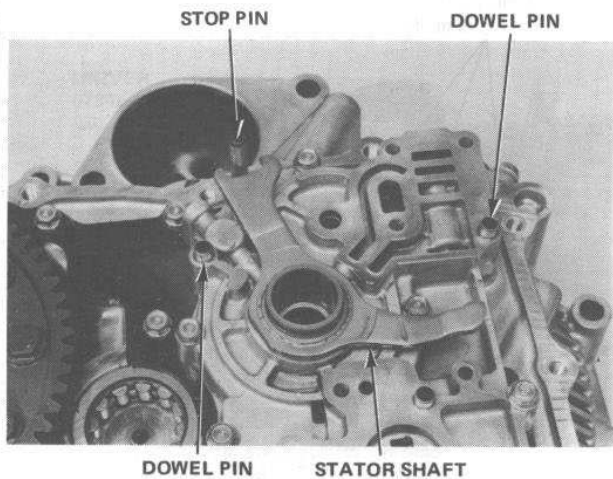


# Hondamatic

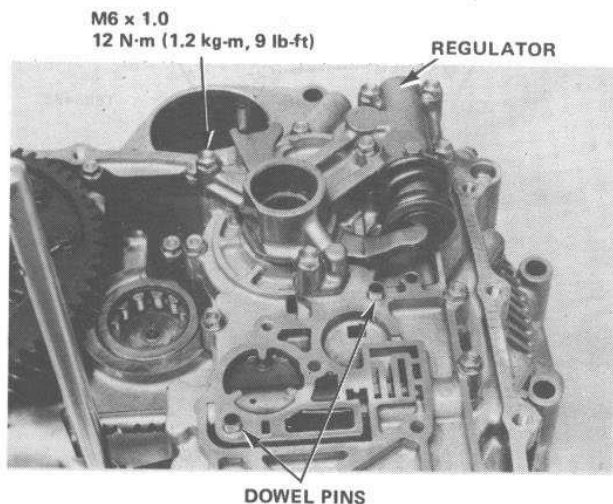
## Transmission Reassembly (cont'd)

12. Install stator shaft and stop pin.

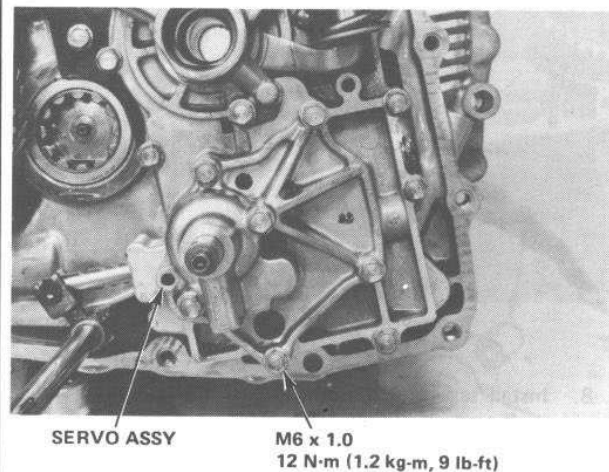
13. Install two dowel pins.



14. Install regulator and tighten five bolts to torque shown.

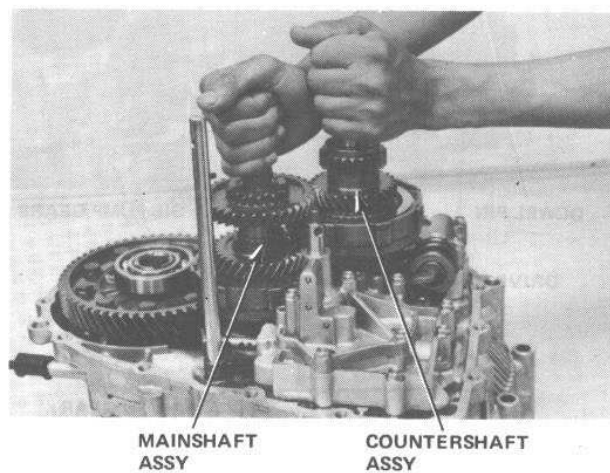


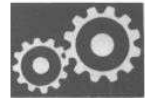
15. Install servo. Use correct length bolt in each hole, and torque in criss-cross pattern.



16. Install countershaft and mainshaft as an assembly.

NOTE: Do not tap on shafts with hammer to drive in.

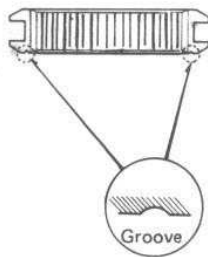




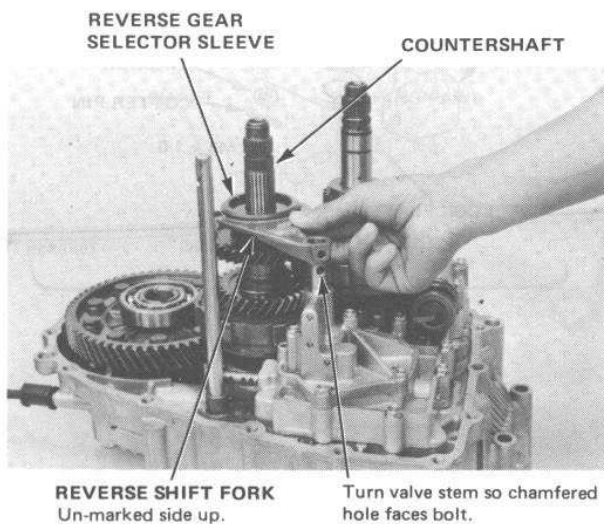
17. Assemble reverse shift fork and selector sleeve, then install them as an assembly on countershaft.

**NOTE:** Install sleeve with grooved side down; fork with unmarked side up.

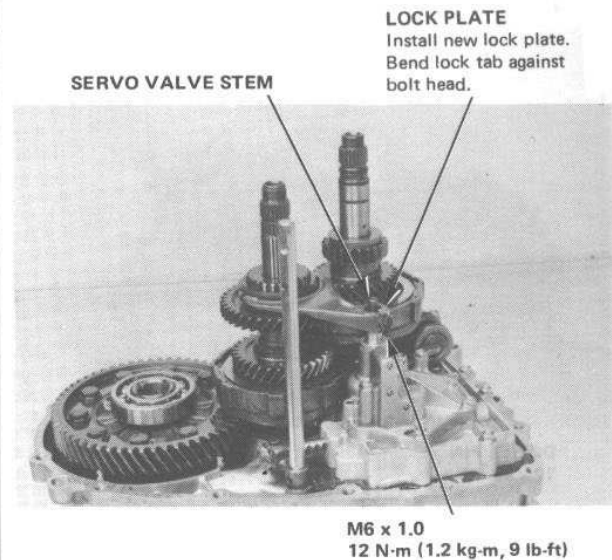
18. Install reverse shift fork over servo valve stem. Align hole in stem with hole in fork as shown.



T671987

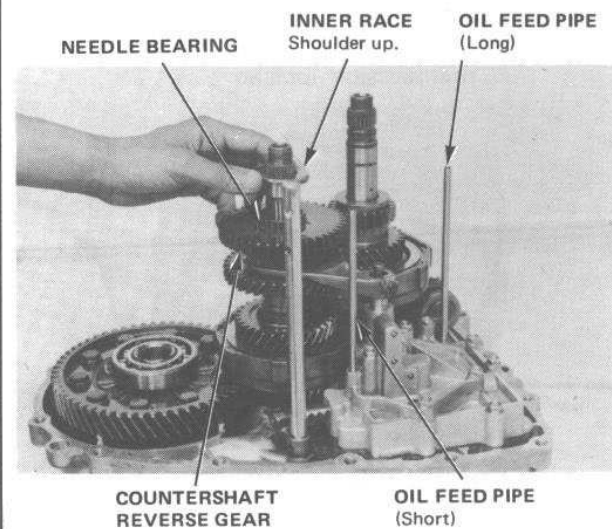


19. Install bolt and new lock plate. Bend lock tab over against bolt head.



20. Install countershaft reverse gear, needle bearing, and inner race on countershaft.

21. Install oil feed pipes.



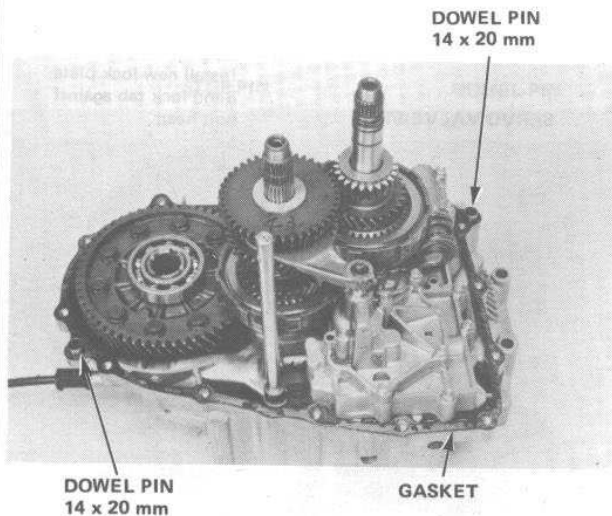
(cont'd)



# Hondamatic

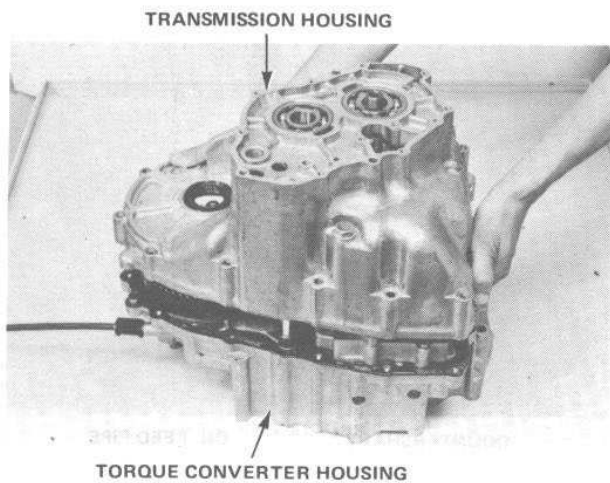
## Transmission Reassembly (cont'd)

22. Install new gasket and two dowel pins.

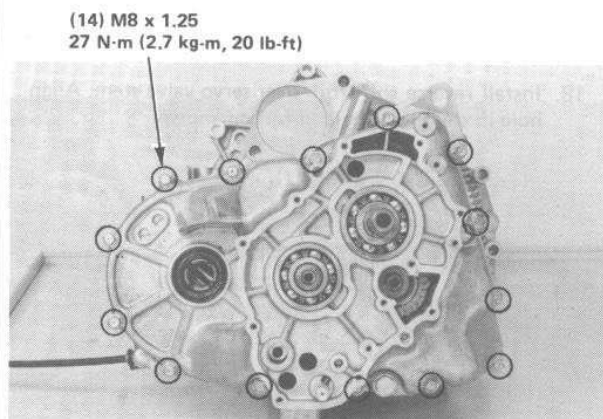


23. Install transmission housing over torque converter housing.

NOTE: Be sure spring pin on shift arm shaft aligns with hole in transmission housing while operating shift arm, and reverse idler gear meshes with mainshaft gear, or housing will not go on.

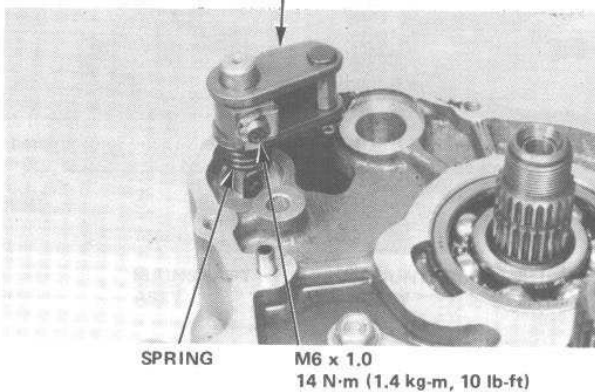
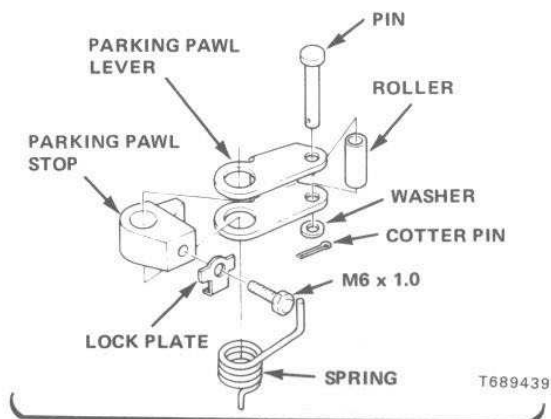


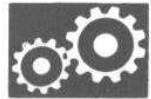
24. Install fourteen bolts and tighten them in criss-cross pattern.



25. Install parking pawl lever and spring on shift arm shaft.

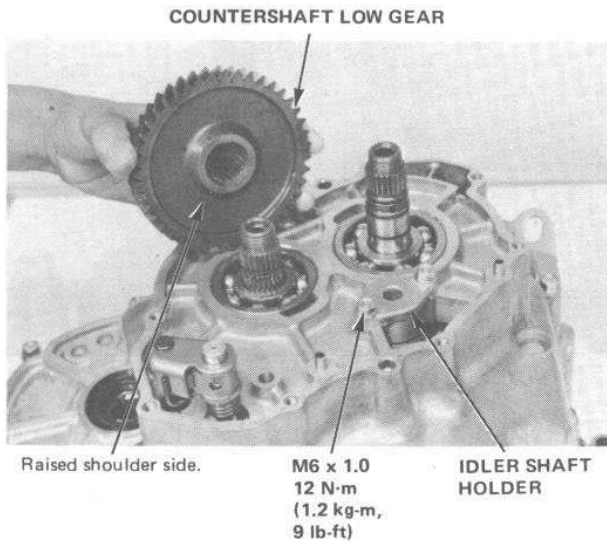
26. Install bolt and new lock plate. Bend lock tab over against bolt head.



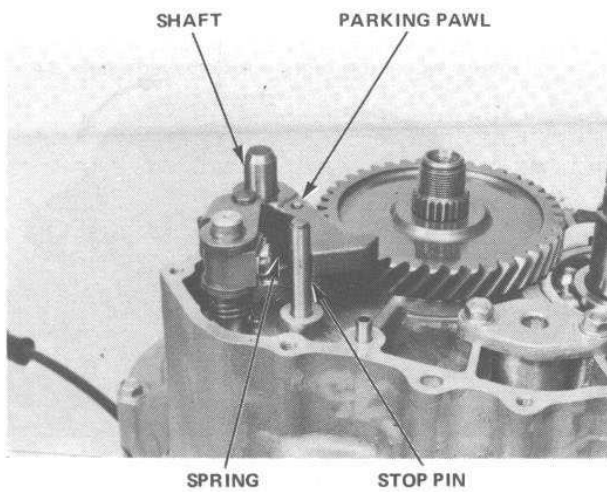


27. Install countershaft low gear with raised shoulder side towards bearing.

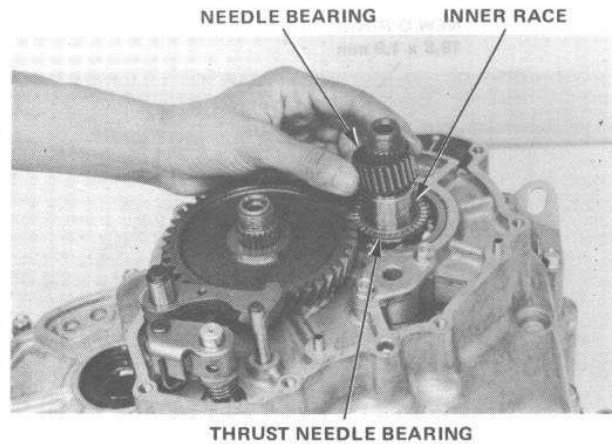
28. Install idler shaft holder.



29. Install parking pawl, spring, shaft and stop pin.

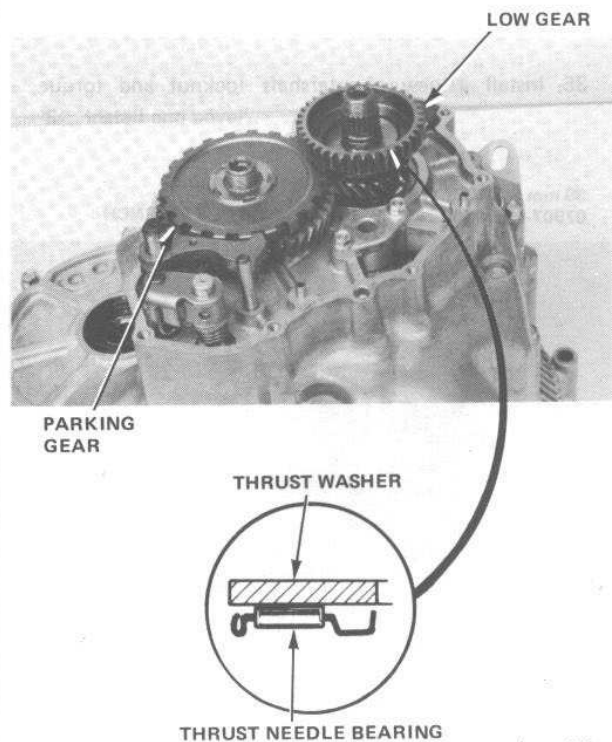


30. Install thrust needle bearing, inner race, needle bearing on mainshaft.



31. Install low gear and parking gear as an assembly.

32. Install thrust needle bearing and 26 mm thrust washer as shown.



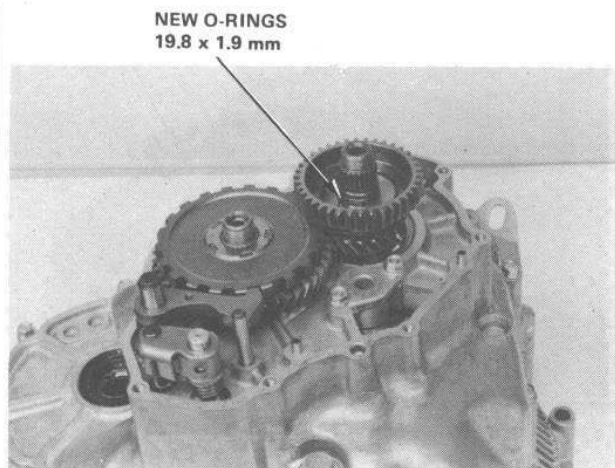
(cont'd)



# Hondamatic

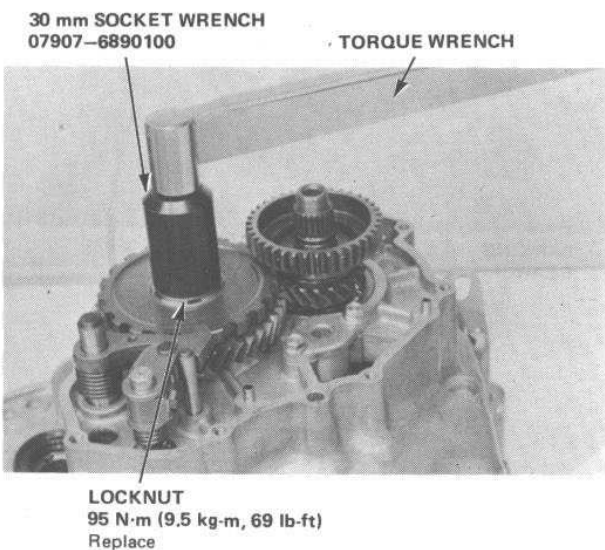
## Transmission Reassembly (cont'd)

33. Install two new O-rings in groove in mainshaft.

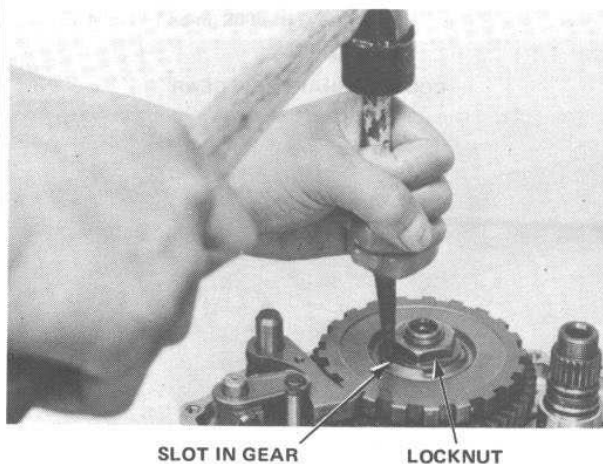


34. Shift transmission to PARK by pushing control cable all the way in.

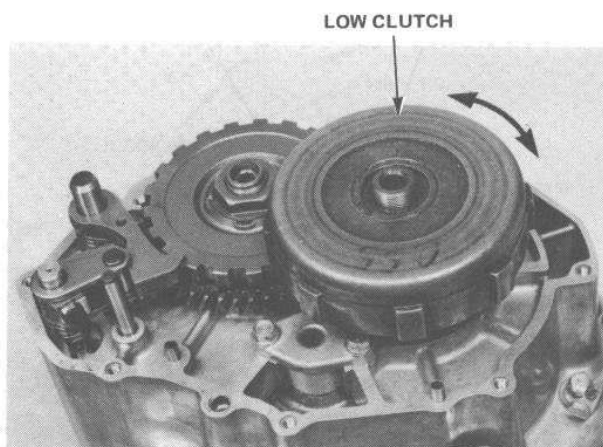
35. Install a new countershaft locknut and torque.



36. Stake base of locknut into slot in parking gear.



37. Install low clutch over low gear.  
Rotate low clutch until fully engaged.

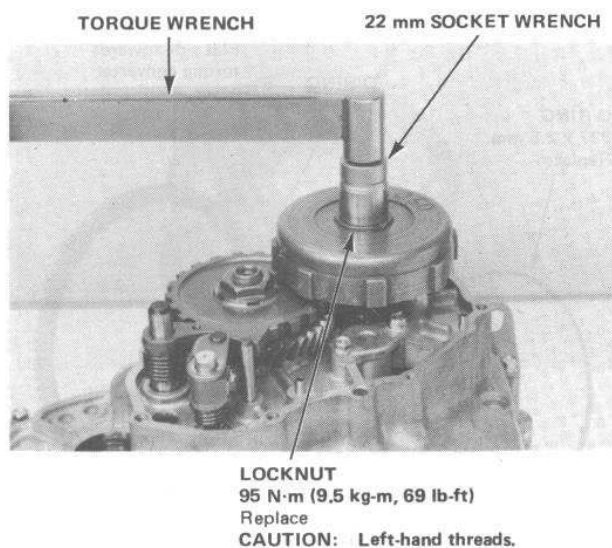




38. Install mainshaft holder.

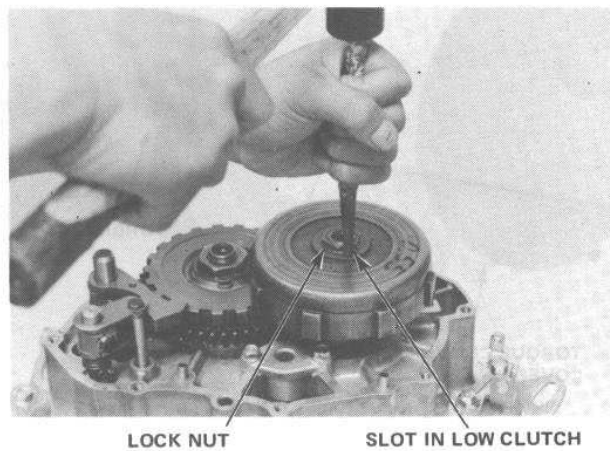
39. Install a new mainshaft locknut and torque.

**CAUTION:** Locknut has left-hand threads.

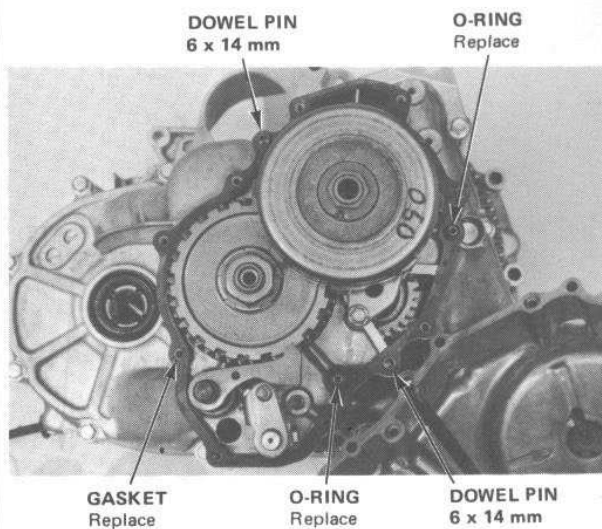


40. Make sure low clutch rotates freely without rotating low gear.

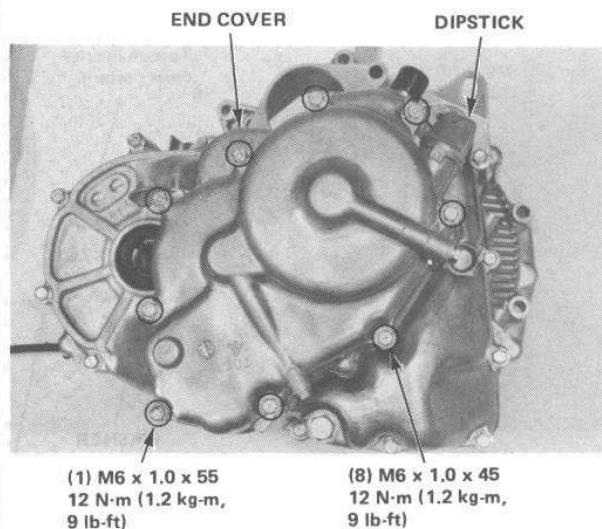
41. Stake base of locknut into slot in low clutch.



42. Install new gasket, two new O-rings and two dowel pins.



43. Install end cover.

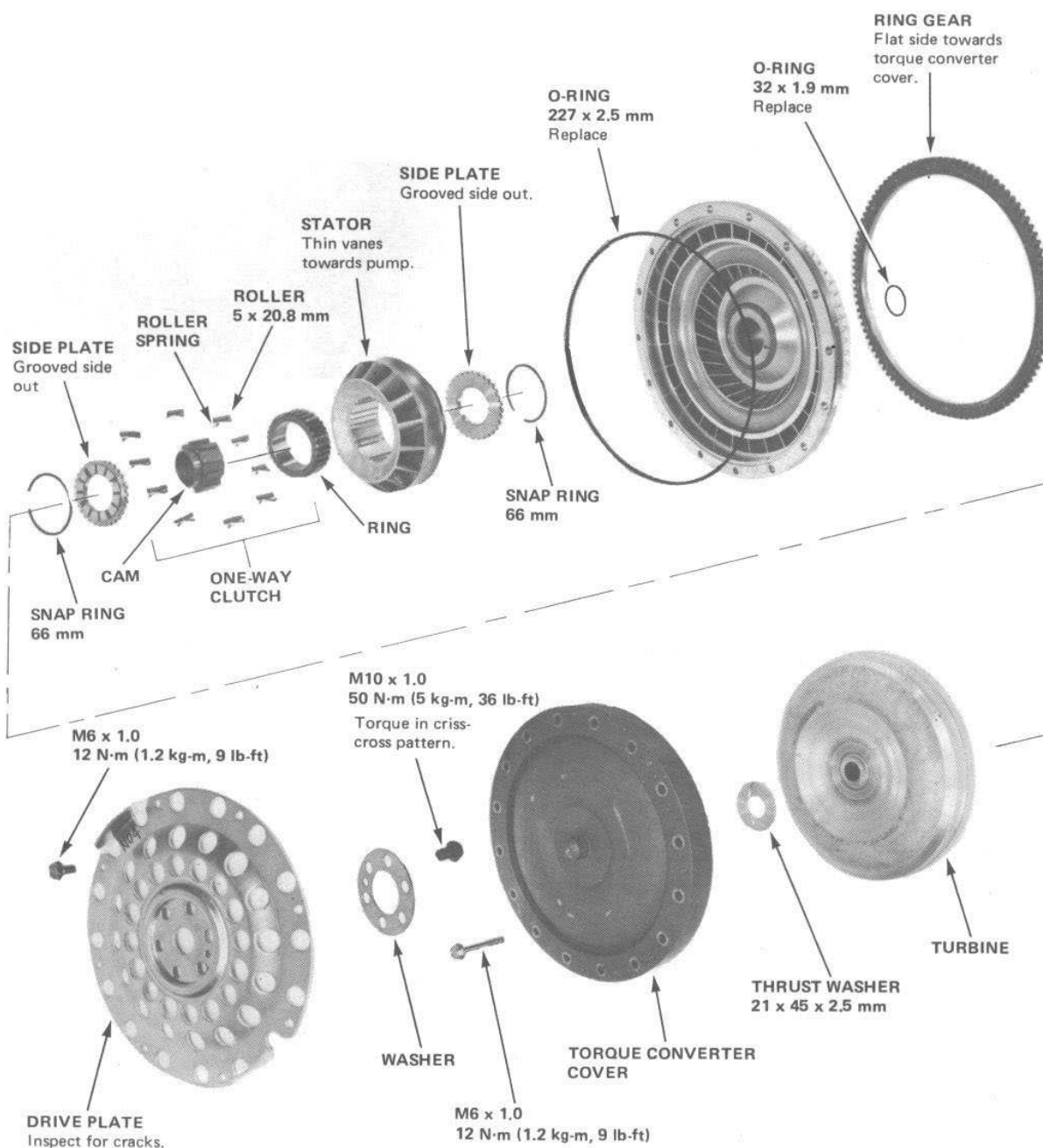




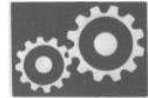
# Hondamatic

## Torque Converter Disassembly

- Before disassembly, scribe an alignment mark across the edge of converter, so you can reassemble cover and pump in same position.
- Clean all parts in solvent, dry with compressed air, and blow out all passages.
- Inspect thrust surfaces for scoring and wear.



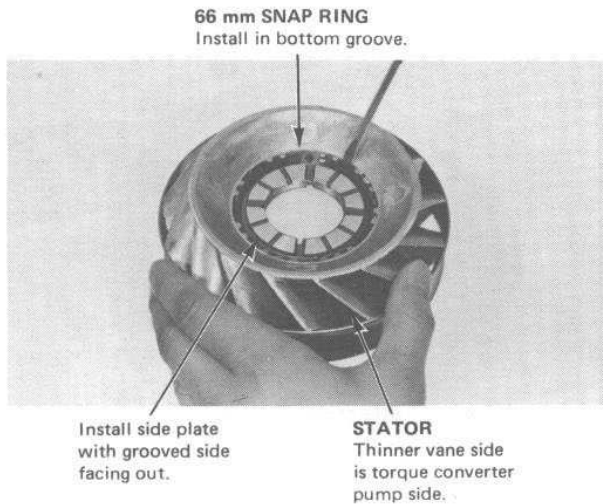




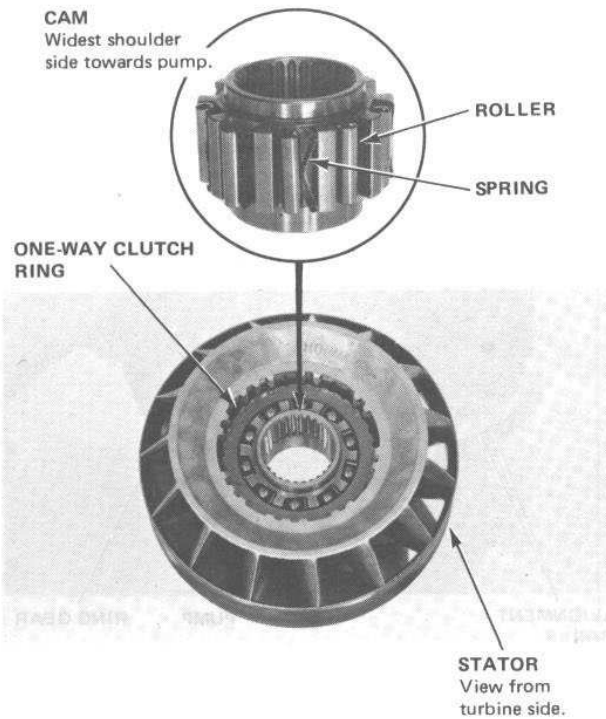
## - Torque Converter Reassembly

1. Install first snap ring and side plate in stator.

NOTE: Stator side plates are identical and interchangeable.

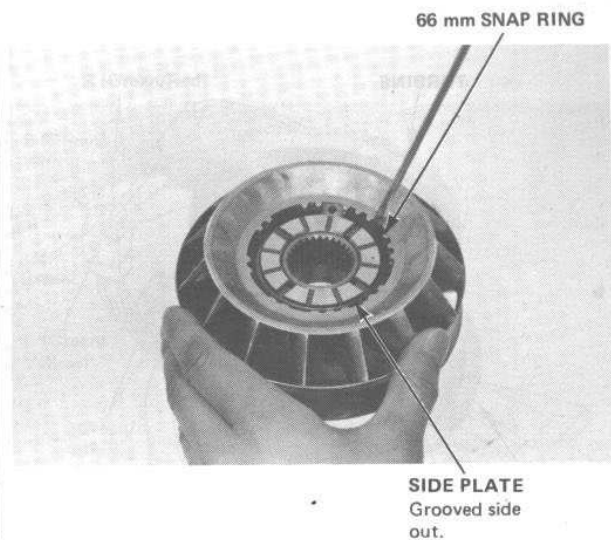


2. Install one-way clutch ring and cam in stator.

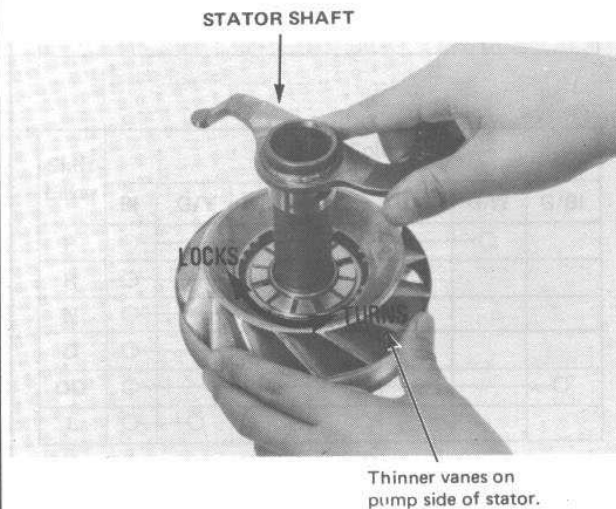


3. Then install clutch rollers and springs.

4. Install the second stator side plate and snap ring.



5. Insert a stator shaft into stator from pump side and check operation of one-way clutch. Clutch should only turn in a counterclockwise direction.

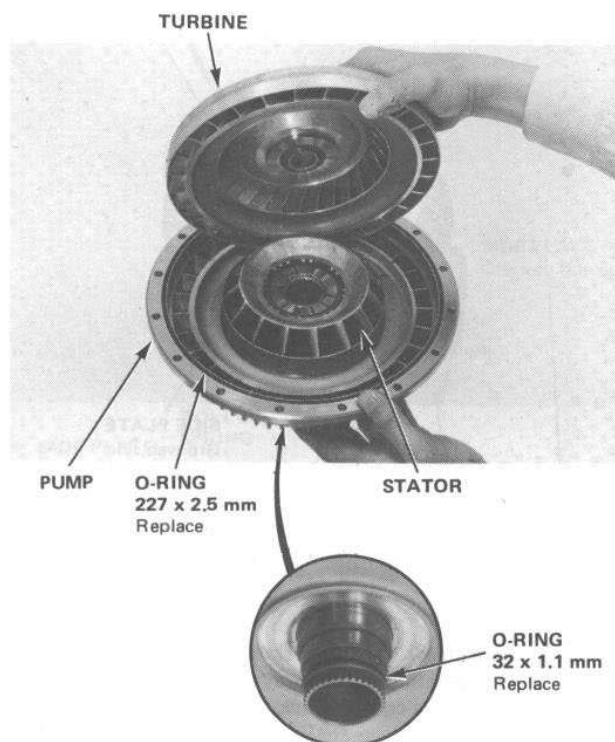


(cont'd)

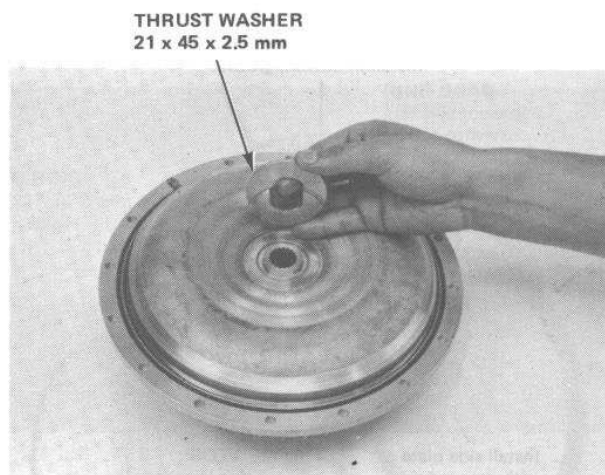
# Hondamatic

## Torque Converter Reassembly (cont'd)

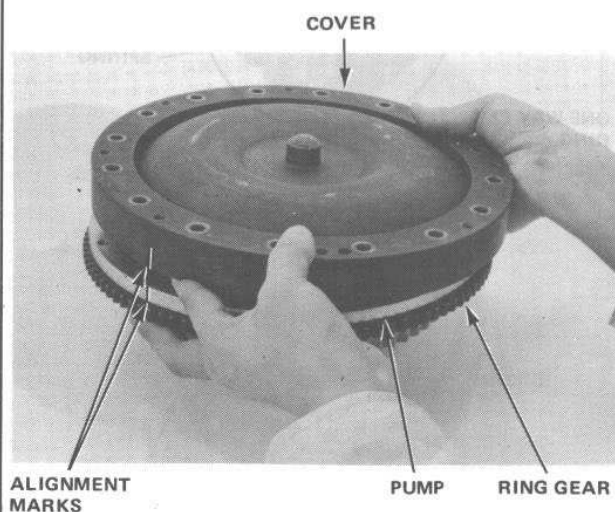
6. Thoroughly clean grooves on both sides of pump for large and small O-rings. Then install new O-rings, and place turbine on top of pump.



7. Install 2.5 mm thrust washer in turbine.



8. Install torque converter cover on pump, being careful to line up alignment marks.

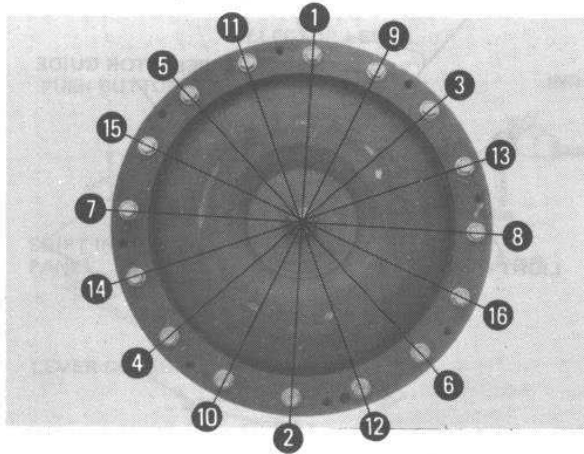






9. Install ring gear with flat side towards torque converter cover, and torque cover bolts in sequence shown.

M6 x 1.0  
12 N·m (1.2 kg·m, 9 lb·ft)



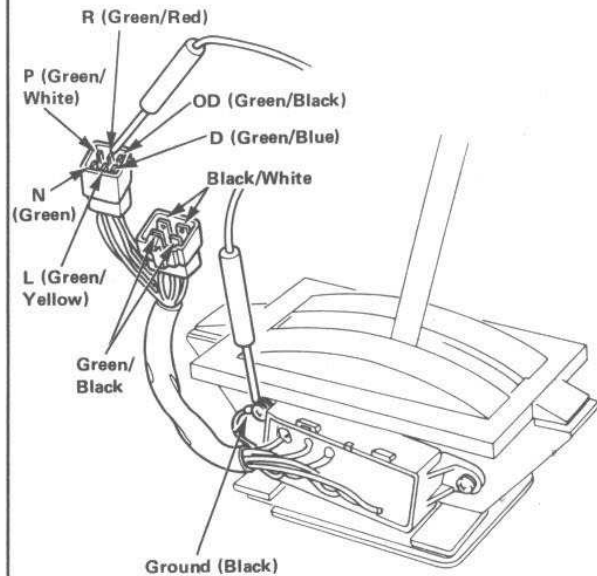
10. After installation, check:

- Selector lever position (page 33-44).
- Line pressure (page 33-3).
- Drive clutch pressure (page 33-3).
- Stall rpm (page 33-3).

## Neutral/Back-up Switch Check

Move selector lever to each position to check continuity of combined neutral safety (inhibitor) and back-up light switch.

Replace the switch if there is no continuity between terminals shown on the chart.



T689440

Shift Lever	Wire Color			
	BI/W	G/BI	BI/W	G/BI
P	<input type="radio"/>		<input type="radio"/>	
R		<input type="radio"/>		<input type="radio"/>
N	<input type="radio"/>		<input type="radio"/>	

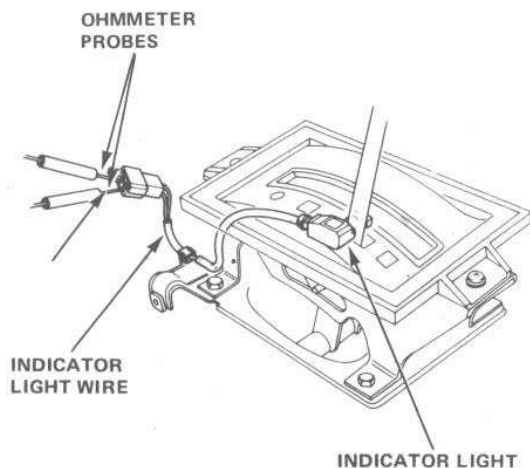
Shift Lever	Wire Color						
	BI	G/Y	G/Bu	G	G/R	G/W	G/BI
P	<input type="radio"/>					<input type="radio"/>	
R	<input type="radio"/>				<input type="radio"/>		
N	<input type="radio"/>			<input type="radio"/>			
D	<input type="radio"/>		<input type="radio"/>				
OD	<input type="radio"/>						<input type="radio"/>
L	<input type="radio"/>	<input type="radio"/>					



# Hondamatic

## Shift Indicator Light Check

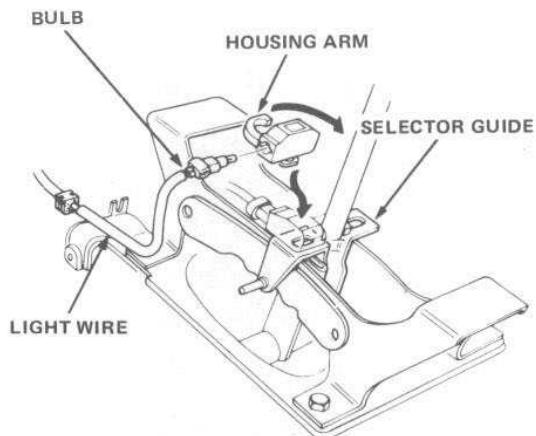
Check for continuity between indicator light connector terminals as shown. If there is no continuity, check for burned out bulb or open circuit.



TSA0395

## Shift Indicator Light Installation

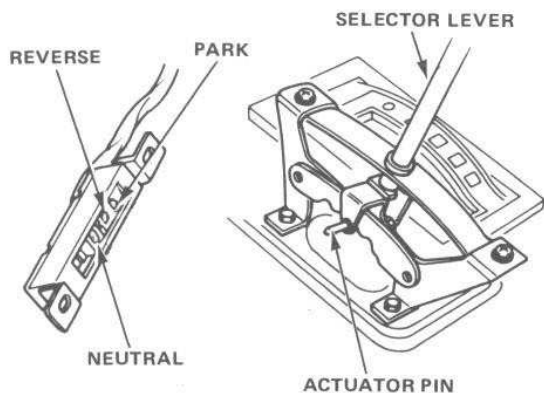
1. Install indicator light bulb in housing, and plug the connector into the wire harness.



T692658

## Neutral/Back-up Switch Installation

1. Position the switch slider to neutral, as shown.
2. Shift selector lever to neutral.

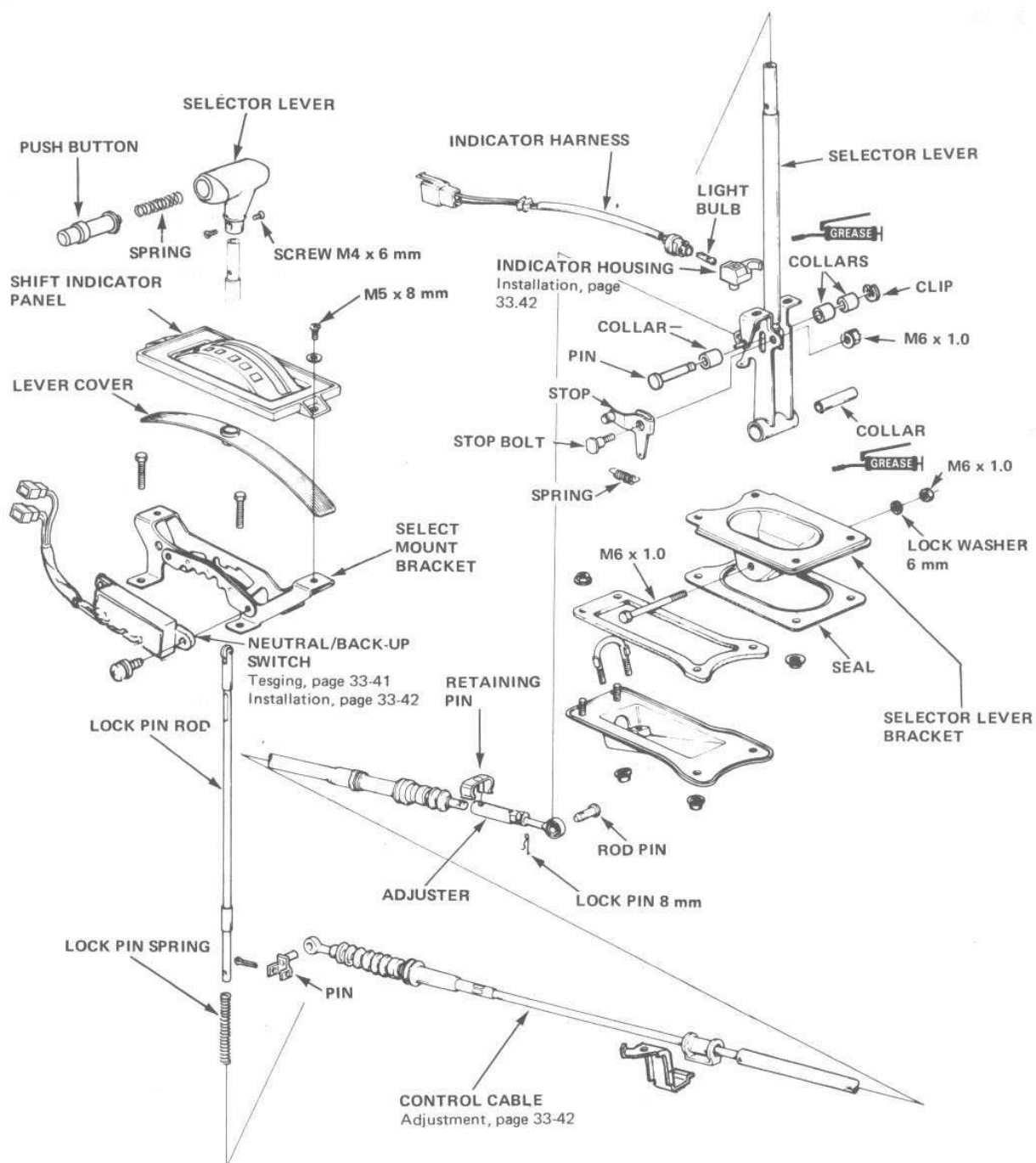


TSA0395

3. Tighten switch with two bolts and lockwashers.



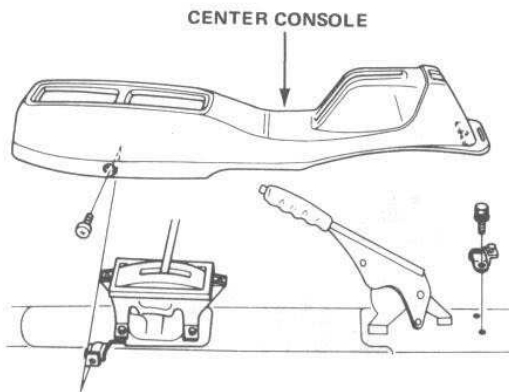
## Gear Shift Selector



# Hondamatic

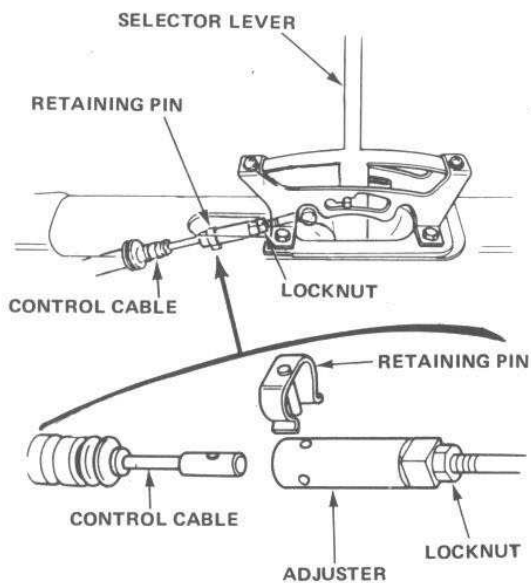
## Control Cable Adjustment

1. Start engine. Shift to reverse to see if reverse gear engages. If not, refer to troubleshooting on page 33-2.
2. With engine off, remove center console.

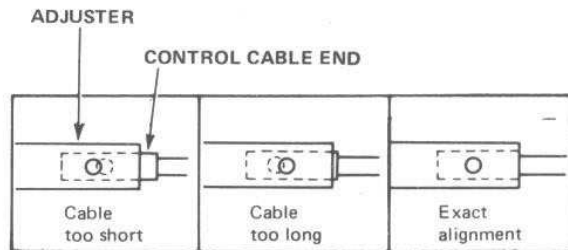


T692143

3. Shift to Reverse; then remove retaining pin from end of control cable.



4. Check that the hole in the cable end is perfectly aligned with the holes in the adjuster.



5. If not perfectly aligned, loosen locknuts on adjuster and adjust the adjuster as required.
6. Tighten the locknuts.
7. Install control cable and secure with retaining pin.

NOTE: If you feel the pin binding as you reinstall it, the cable is still out of adjustment and must be readjusted again.










8. To check adjustment:
  - Attach pressure gauge to low clutch pack.
  - Start engine and shift into low gear while idling with brakes applied.
  - Pull the shift lever backwards as far as possible – using reasonable force.
  - There should be no change in line pressure. If pressure drops, readjust the control cable and retest.
9. Start engine and check shift lever in all gears. If any gear does not work properly, refer to troubleshooting on page 33-2.





## Road Test

After transmission is installed:

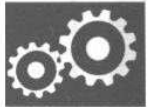
1. Make sure the floor mat does not interfere with accelerator pedal travel. Fully depress accelerator pedal and check carburetor to make sure throttle level is fully opened.
2. Release accelerator pedal and check cable to be sure it has slight play or slack.
3. Apply parking brake and check wheels. Move shift selector to  (  ) while depressing brake pedal. Start engine, depress accelerator pedal, and release it suddenly. Engine should not stall.
4. Move selector lever to  (  ),  (  ),  and  positions, and check to be sure car moves normally in each gear. Check under acceleration, cruise and coast.
5. On upgrade and downgrade, apply brakes to stop car. Move selector lever to  , then release brake pedal and see if park position will hold car.

NOTE: Always apply parking brake or brake pedal before shifting out of Park to another gear.

(  ): Canada model

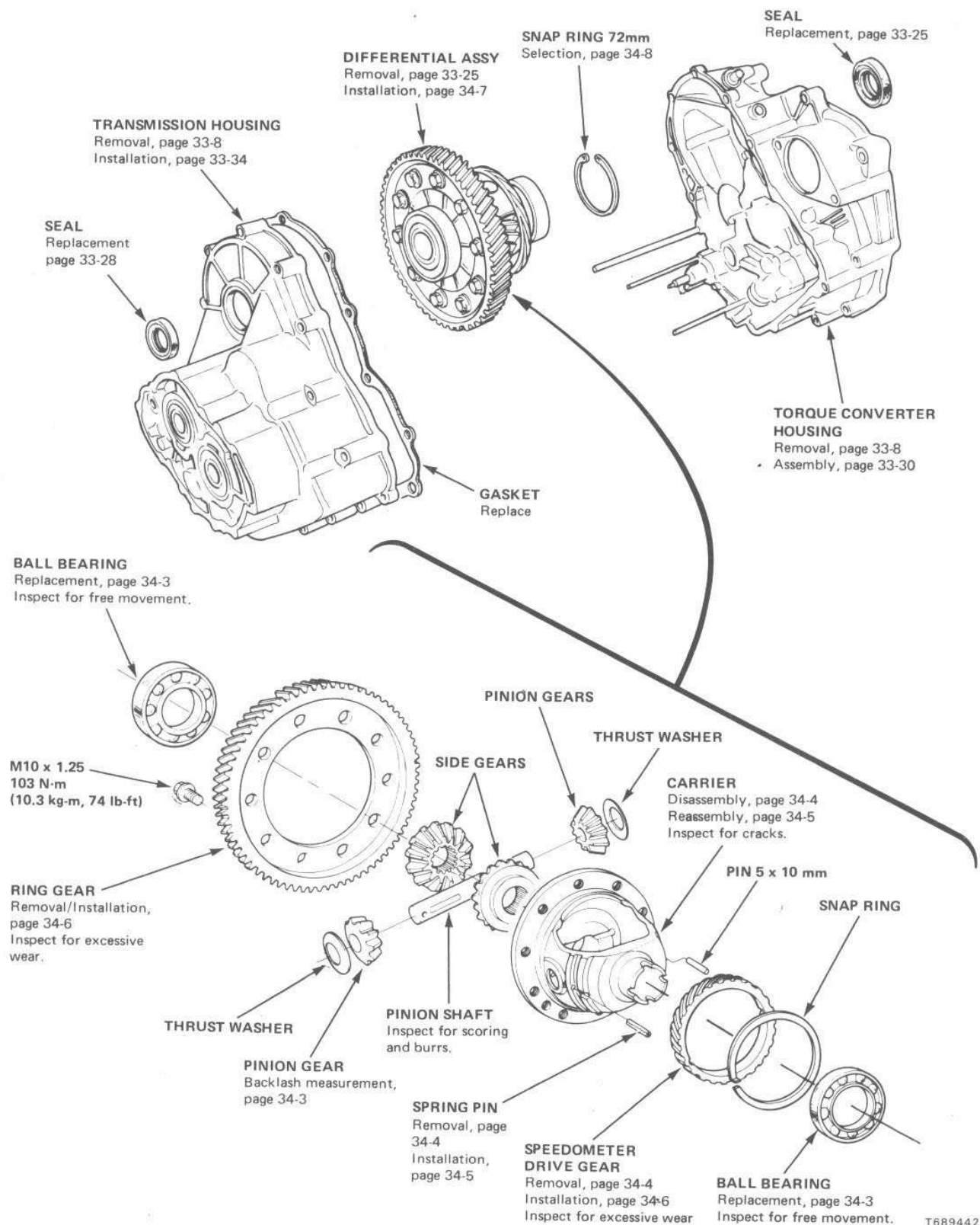
## Differential

Index .....	34-2
Inspection/Disassembly.....	34-4
Reassembly .....	34-5



# Differential (Hondamatic Transmission)

## Index



T689442

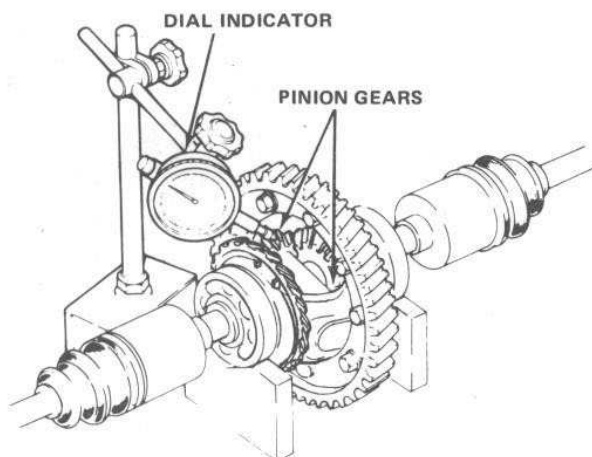




## Backlash Inspection

1. Place differential assembly on V-blocks and install both axles.
2. Check backlash of both pinion gears.

Standard (New): 0.05–0.25 mm (0.002–0.010 in.)

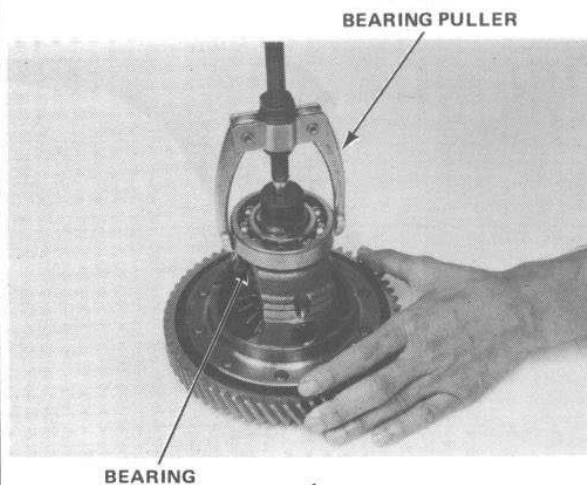


T689170X

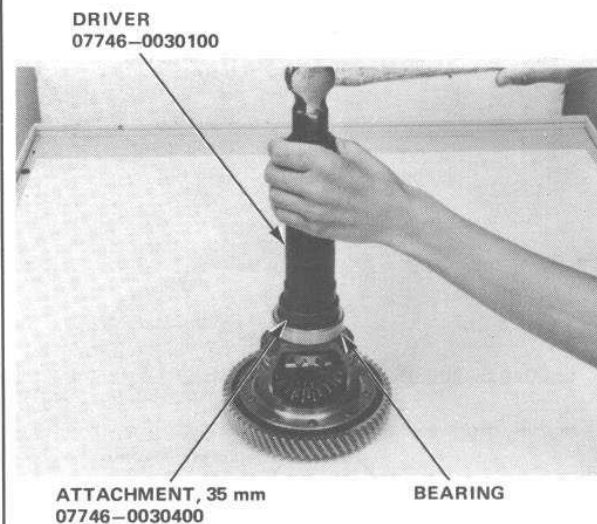
3. If out of tolerance, disassemble differential and select new thrust washers as shown on page 34-5.

## Bearing Replacement

1. Remove bearings using a standard bearing puller.



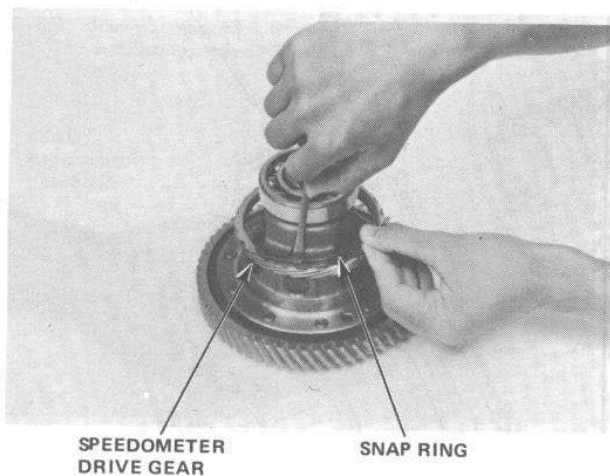
2. Install new bearings.



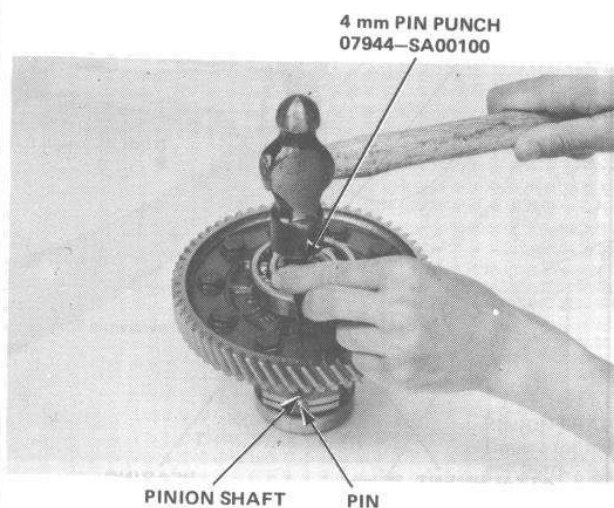
# Differential (Hondamatic Transmission)

## Differential Inspection/Disassembly

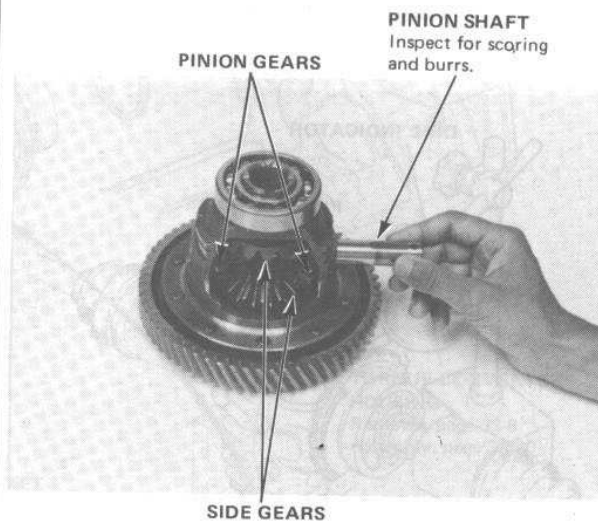
1. Remove snap ring with screwdriver, then remove speedometer drive gear.



2. Drive out pin with pin punch.



3. Remove pinion shaft, pinion gears, thrust washers and side gears.



4. Wash parts thoroughly in solvent and dry with compressed air. Inspect all parts for wear or damage and replace any that are defective.

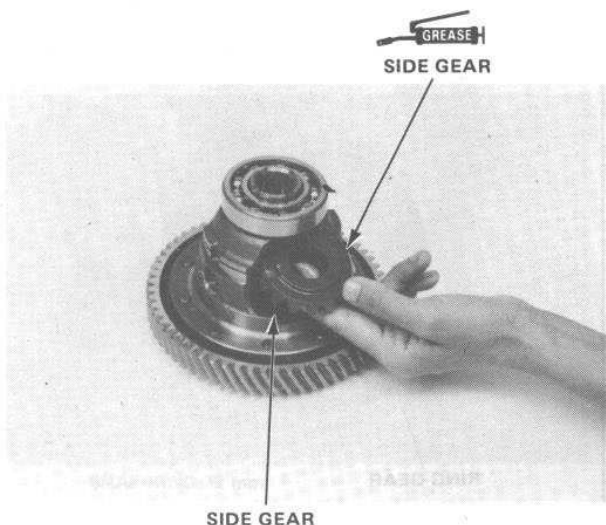




## Differential Reassembly

1. Install the side gears in differential carrier.

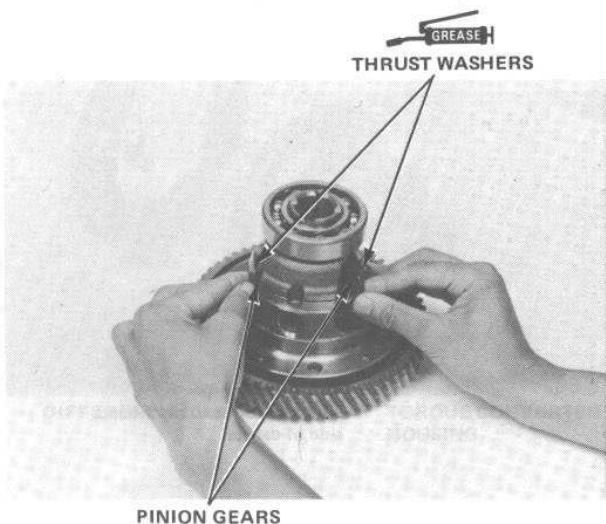
**CAUTION:** Coat all gears with molykote on all sides.



2. Set pinion gears in place exactly opposite each other in mesh with side gears, then install a thrust washer behind each one. Washers must be of equal thickness.

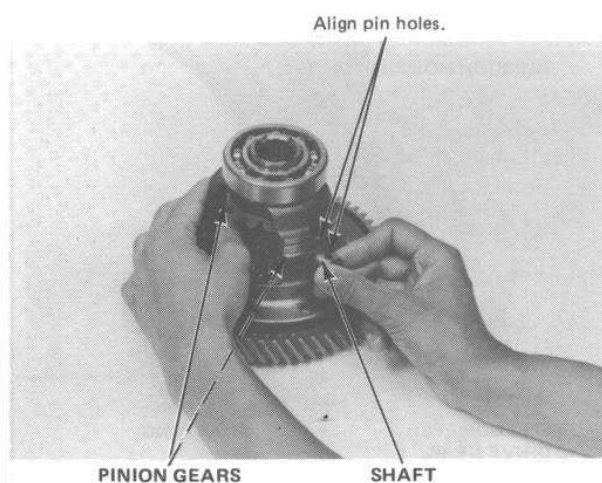
### Thrust Washers

PART NUMBER	THICKNESS
41351-689-000	0.7 mm (0.028 in.)
41352-689-000	0.8 mm (0.031 in.)
41353-689-000	0.9 mm (0.035 in.)
41354-689-000	1.0 mm (0.039 in.)

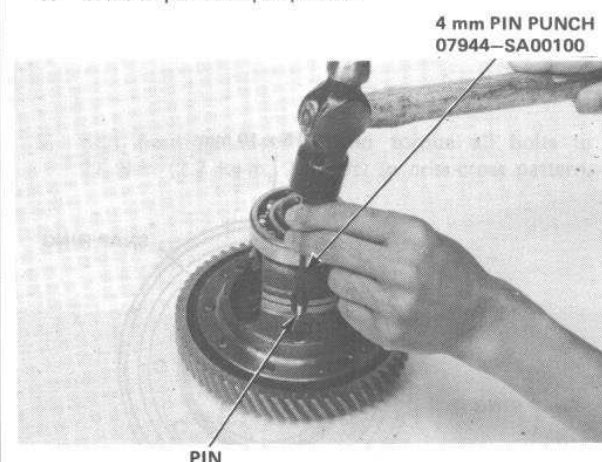


3. Rotate gears as shown until shaft holes in pinion gears line up with shaft holes in carrier.

4. Insert pinion shaft and align pin holes.



5. Drive in pin with pin punch.



6. Check backlash of both pinion gears again.

**Standard (New):** 0.05–0.25 mm (0.002–0.010 in.)

- If still out of tolerance, replace both pinion gears, then recheck backlash.
- If still out of tolerance, replace side gears, and re-check backlash.
- If still out of tolerance, replace carrier assembly.

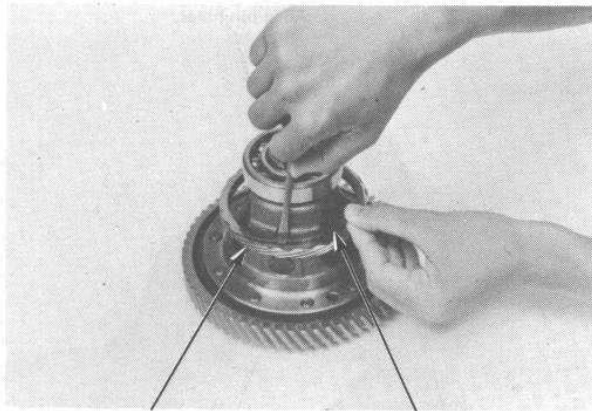
(cont'd)



# Differential (Hondamatic Transmission)

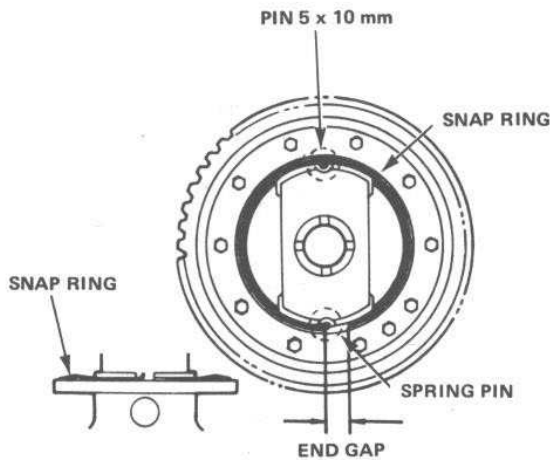
## Differential Reassembly (cont'd)

7. Install speedometer drive gear with chamfered side towards carrier, then secure it with snap ring as shown.



SPEEDOMETER  
DRIVE GEAR

SNAP RING

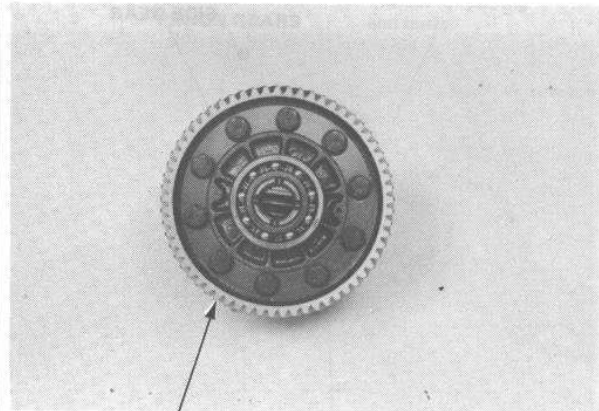


T689443

## Ring Gear Removal/Installation

1. Remove ring gear and inspect teeth for excessive wear.

**CAUTION:** The ring gear bolts have left-hand threads.

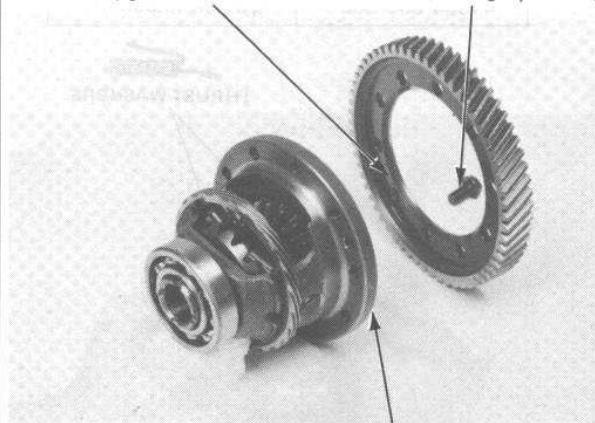


RING GEAR

2. Install ring gear. Torque bolts to 103 N·m (10.3 kg-m, 74 lb-ft).

**CAUTION:** Ring gear bolts have left-hand threads.

Chamfer on inside diameter  
of ring gear faces carrier. M10 x 1.25  
103 N·m (10.3 kg-m, 74 lb-ft)

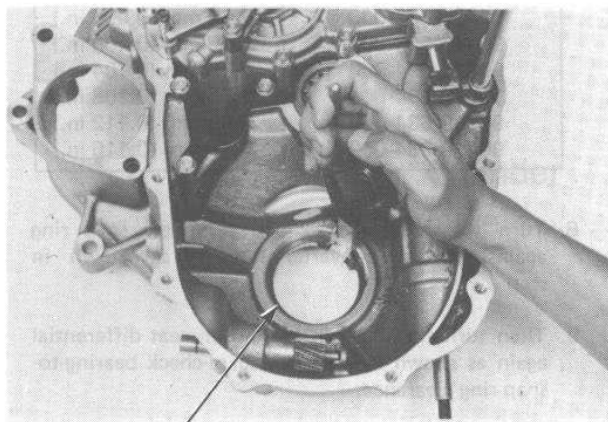


Ring gear bolts to right-hand  
side of carrier.



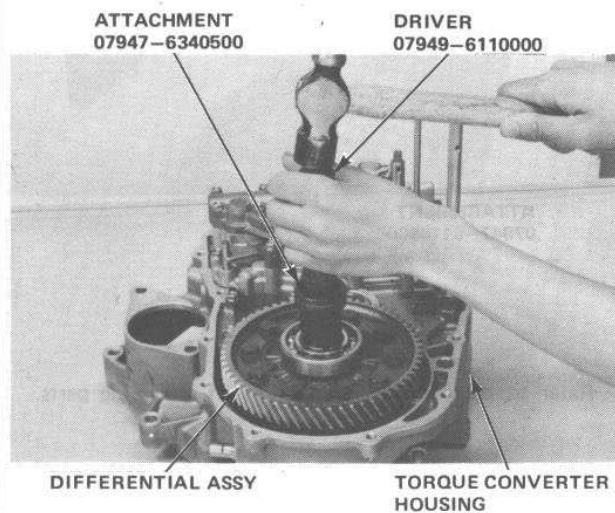
## Installation

1. Install 72 mm snap ring for differential bearing in torque converter housing. Do not install seal from other side yet.

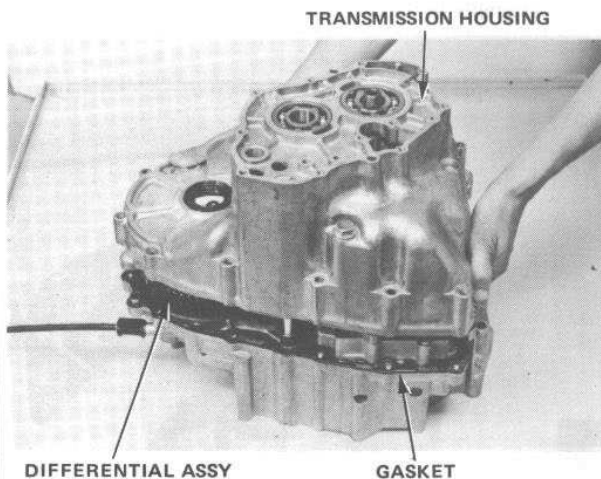


SNAP RING 72 mm

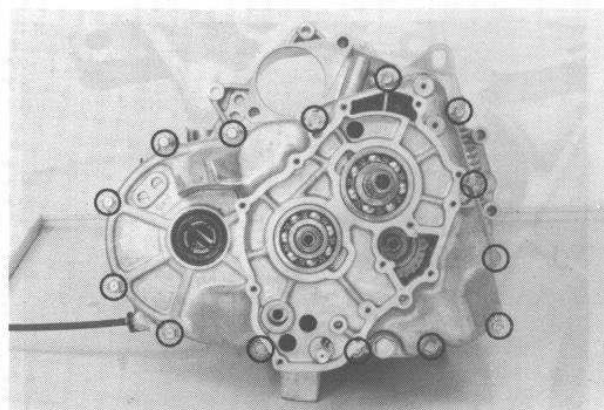
2. Tap on differential assembly with driver and attachment to seat snap ring in torque converter housing.



3. Install all transmission gear assemblies in torque converter housing. Refer to page 33-32.
4. Place new gasket on torque converter housing and install both dowel pins, then carefully lower the transmission housing into place.



5. Bolt housings together and torque all bolts to 27 N·m (2.7 kg-m, 20 lb-ft) in criss-cross pattern.



(cont'd)



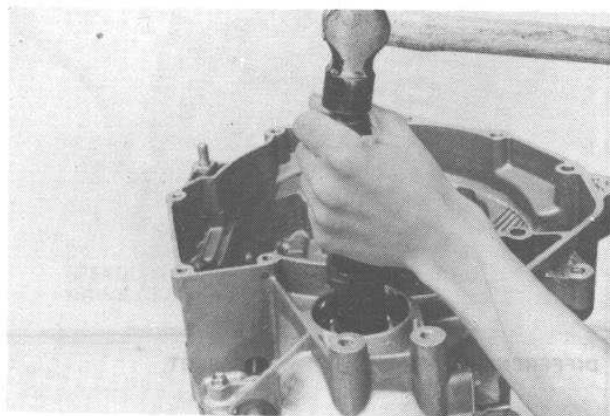
# Differential (Hondamatic Transmission)

## Installation (cont'd)

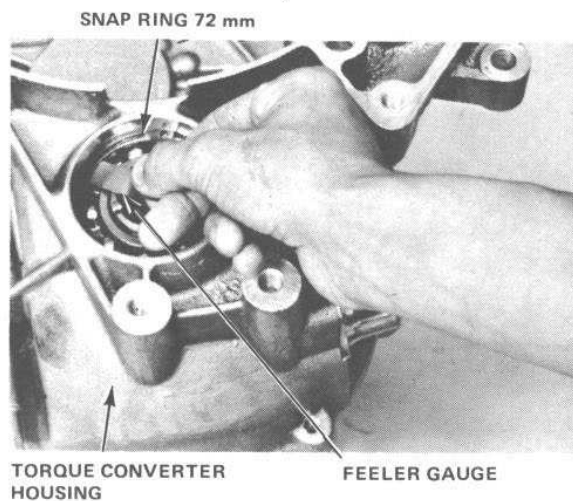
### Side Clearance Measurement

NOTE: If torque converter housing, transmission housing, differential carrier, or differential bearings were replaced, the differential side clearance must be measured.

6. Use driver and attachment to seat differential assembly in transmission housing.



7. Measure clearance between snap ring and outer race of bearing in torque converter housing.



If out of limits, select new snap ring from following table and install.

Side Clearance: 0.15 mm (0.006 in.) Max.

PART NUMBER	THICKNESS
90414-634-000	2.45 mm (0.096 in.)
90415-634-000	2.55 mm (0.100 in.)
90416-634-000	2.65 mm (0.104 in.)
90417-634-000	2.75 mm (0.108 in.)
90418-634-000	2.85 mm (0.112 in.)
90419-634-000	2.95 mm (0.116 in.)

8. Turn transmission over and seat new snap ring against torque converter housing as shown in step 2.
9. Then turn transmission back over, seat differential again as shown in step 6, and re-check bearing-to-snap ring clearance.
10. Apply oil to a new differential seal and install it in torque converter housing with special tool.



ATTACHMENT  
07947-6110500

Refer to page 33-34 for assembly of remaining parts.



## Brake

Master Cylinder .....	40-2
Check Valve .....	40-4



# Master Cylinder

## Disassembly/Inspection/Reassembly

**CAUTION:** Do not spill brake fluid on painted surfaces as it may damage finish; wash off immediately if spilled.

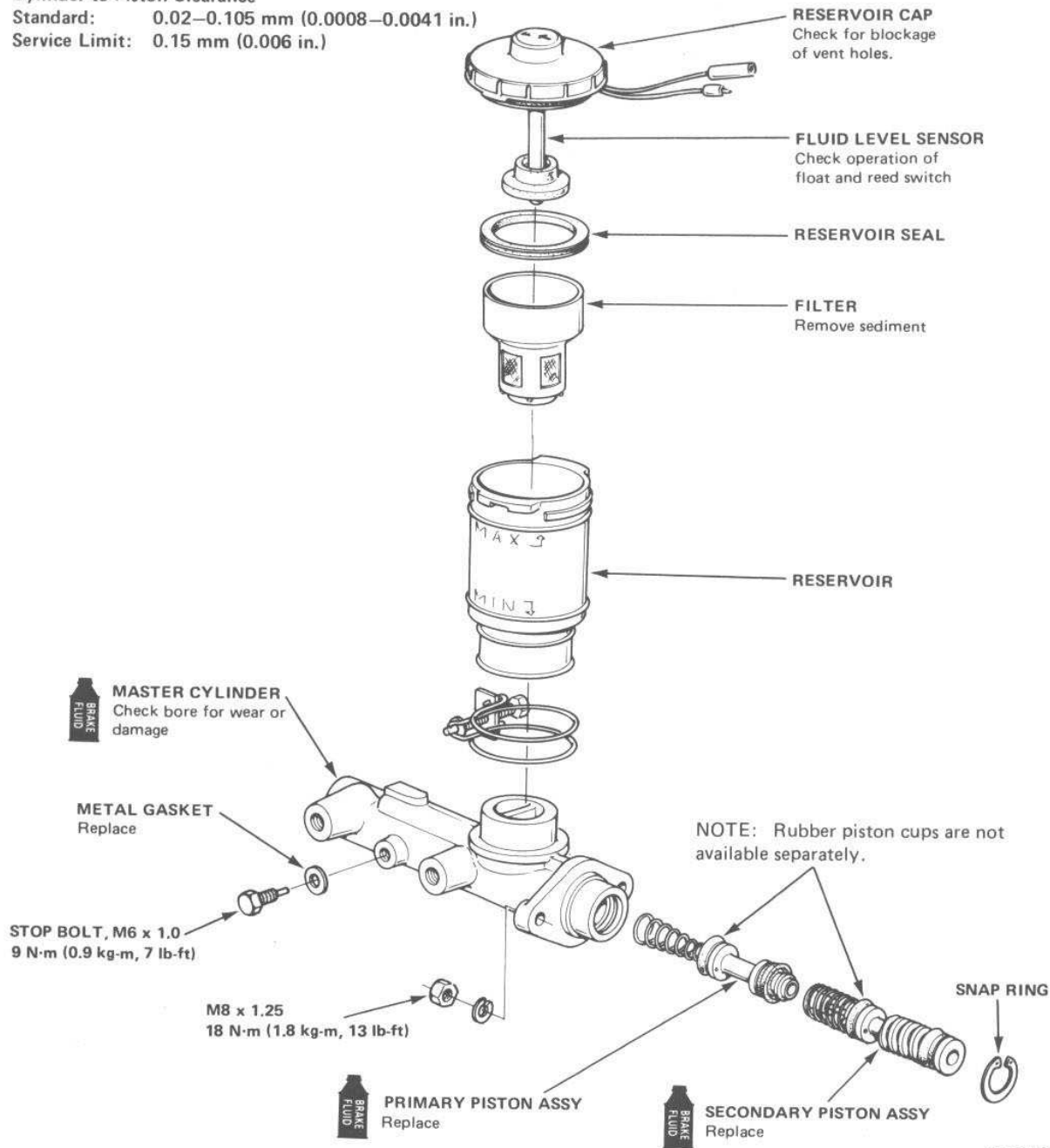
**NOTE:**

- Clean all parts in brake fluid and air dry.
- Blow out all passages with compressed air.
- Replace both piston assemblies whenever disassembled.
- During assembly lubricate all parts with brake fluid; use only DOT-3 or 4 brake fluid.

**Cylinder-to-Piston Clearance**

**Standard:** 0.02–0.105 mm (0.0008–0.0041 in.)

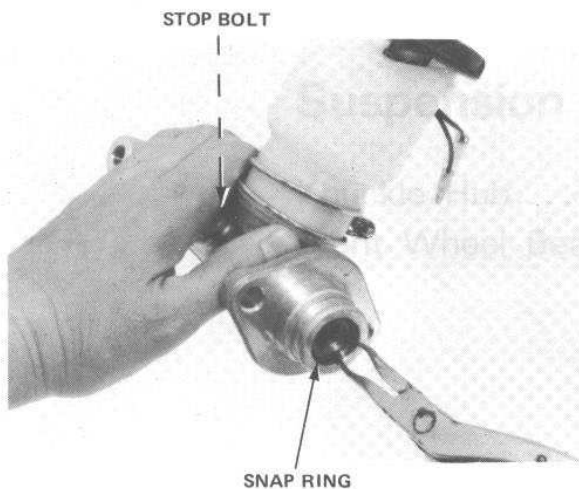
**Service Limit:** 0.15 mm (0.006 in.)



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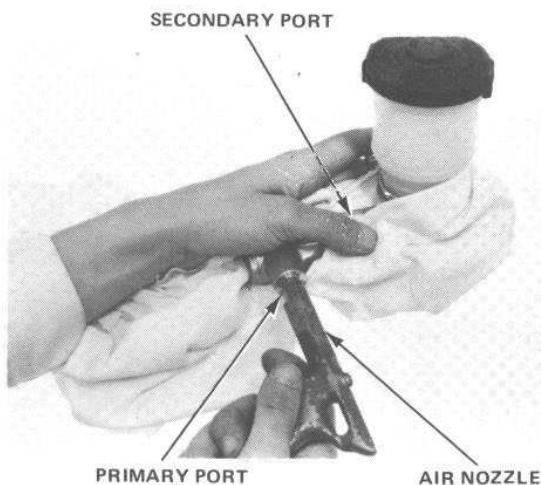


1. Remove snap ring.
2. Remove stop bolt.



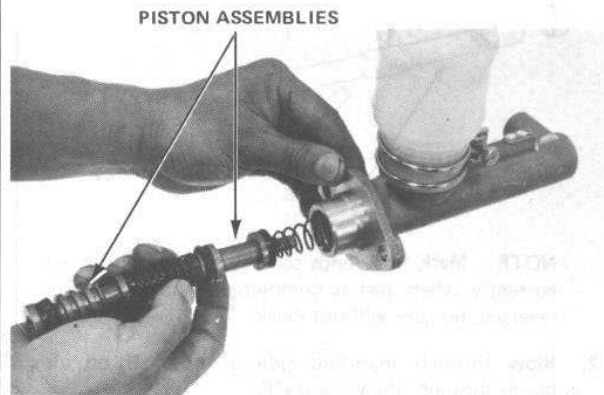
3. Wrap a shop rag over open end of cylinder, plug secondary port, then carefully remove pistons with compressed air.

**WARNING** Do not use high air pressure.



4. Clean all parts thoroughly with BRAKE FLUID only.
5. Lubricate new piston assemblies with brake fluid, then install in master cylinder.

**NOTE:** To ease assembly, rotate pistons while inserting.

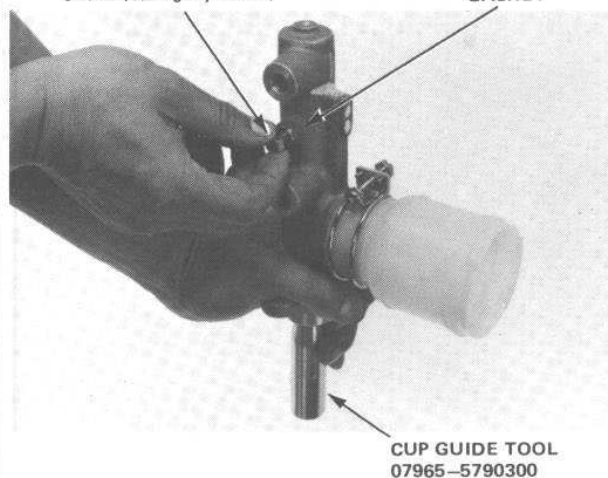


6. With pointed end of Cup Guide Tool inserted in end of secondary piston, press down on cylinder as shown, to compress primary piston spring, then install stop bolt.

**NOTE:** Replace piston stop bolt metal gasket with new one.

**PISTON STOP BOLT**  
M6 x 1.0  
9 N·m (0.9 kg-m, 7 lb-ft)

**METAL GASKET**



7. Install snap ring securely.

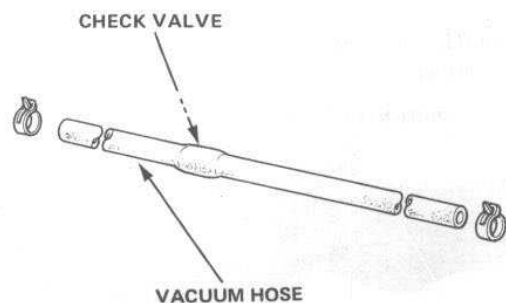
**NOTE:** Master cylinder push rod-to-piston clearance must be checked and adjustments made if necessary, before installing master cylinder (page 40.17 of base manual).



# Check Valve

## Testing

1. Disconnect both ends of brake booster vacuum hose; check valve is inside hose and cannot be removed.



NOTE: Mark hose ends so they can be reinstalled correctly when test is completed if hose ends are reversed, booster will not work.

2. Blow through manifold side of hose. If no air passes through, the valve is OK.
3. Blow through hose from booster side. If air passes through, the valve is OK.

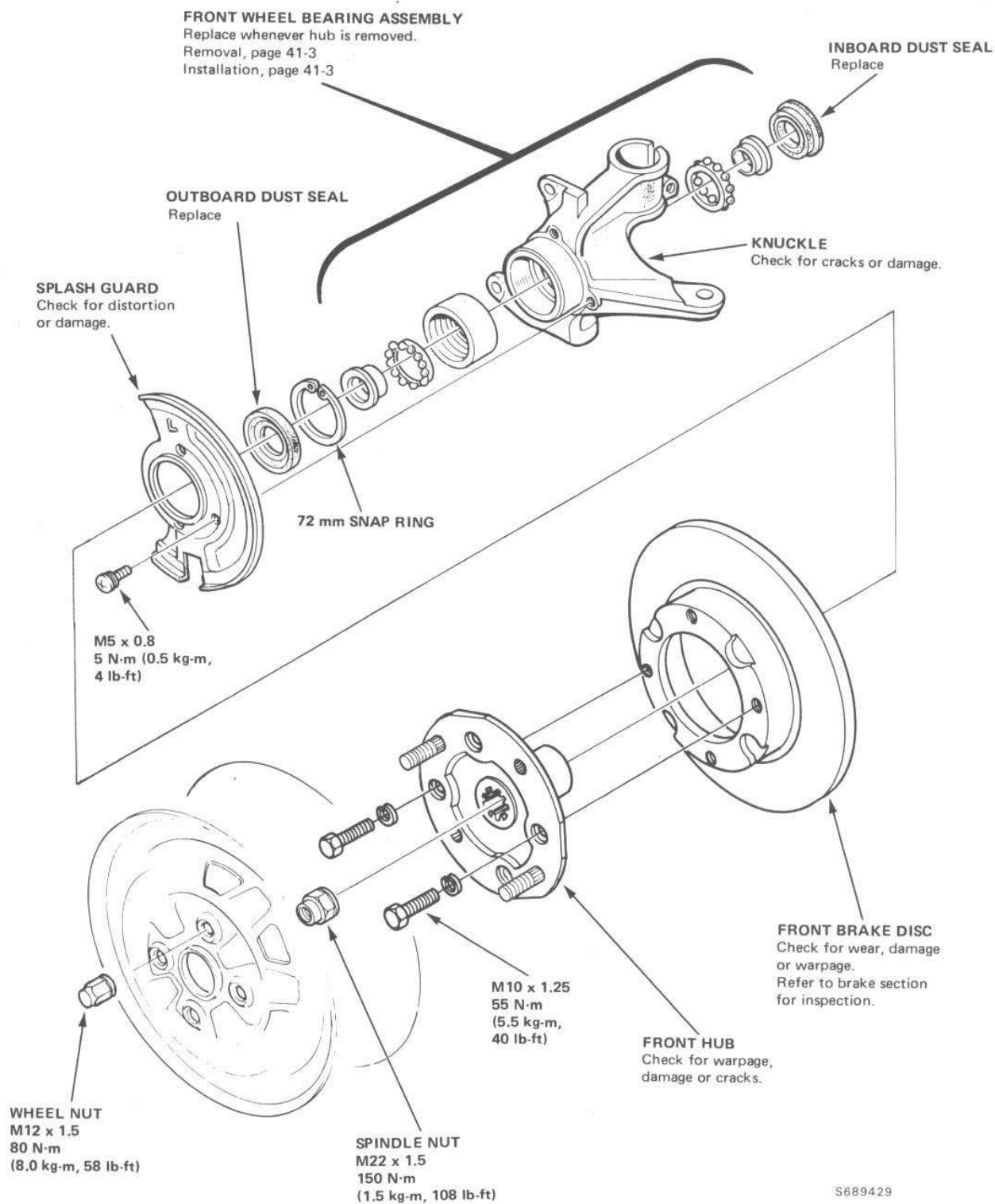
## Suspension

Knuckle/Hub.....	41-2
Front Wheel Bearing.....	41-3



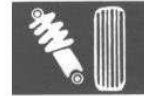
# Knuckle/Hub

## Index



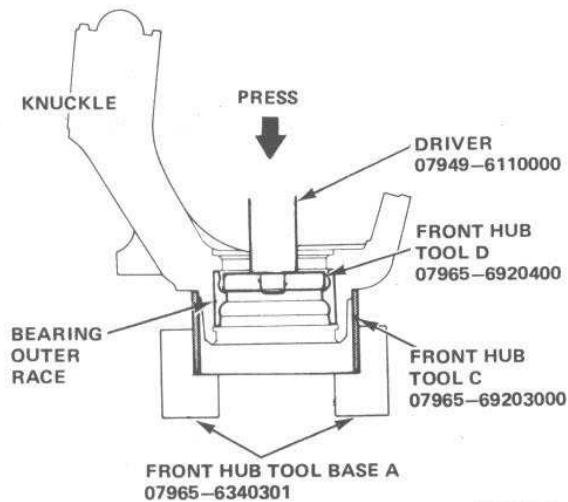


# Front Wheel Bearings

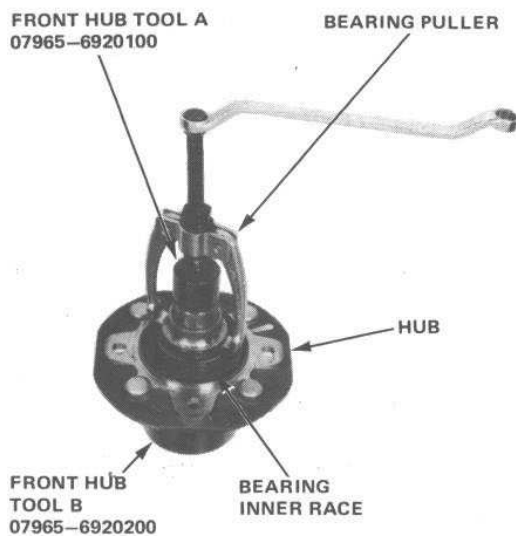


## Removal

1. Remove splash guard and 72 mm snap ring, then remove outboard bearing.
2. Flip knuckle over and remove inboard dust seal, inboard bearing inner race and inboard bearing.
3. Press bearing outer race out of knuckle using special tools as shown.



4. Remove outboard bearing inner race from hub using special tools and a bearing puller.
5. Then, remove outboard dust seal from hub.

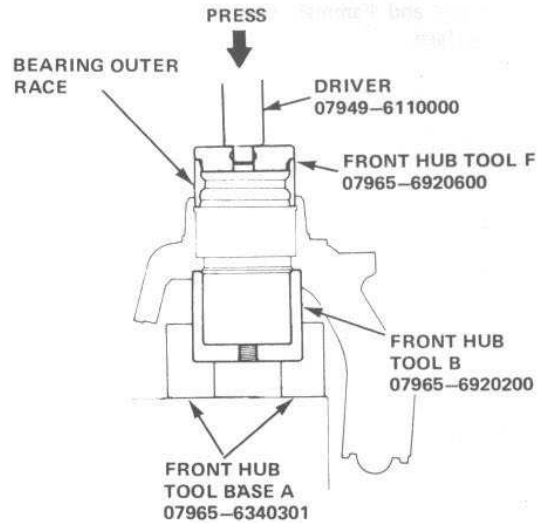


NOTE: Wash knuckle and hub thoroughly before reassembly.

## Installation

1. Press bearing outer race into knuckle using special tools.

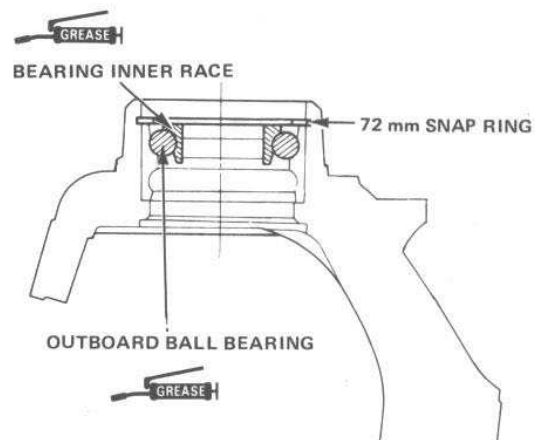
CAUTION: Maximum press load: 2.5 tons.



2. Install outboard ball bearing and its inner race in knuckle.

NOTE: Pack both wheel bearings with grease before installation. Also apply grease to outer race and both inner races.

3. Install 72 mm snap ring in knuckle groove securely.



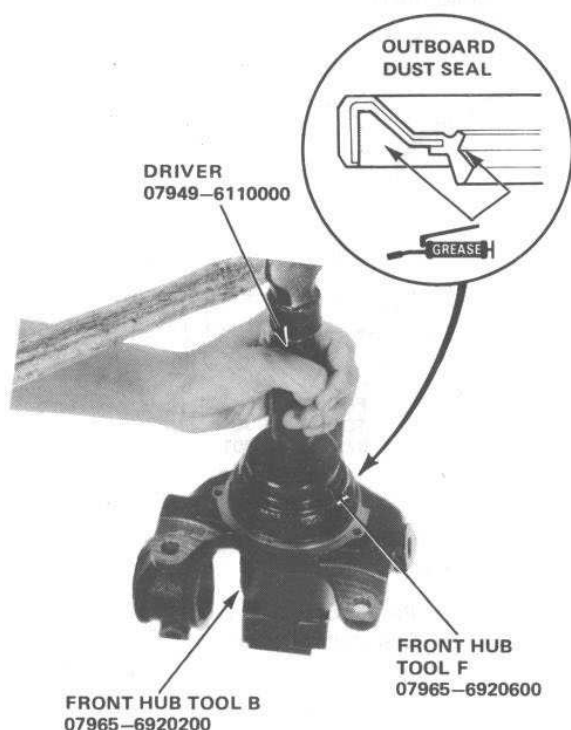
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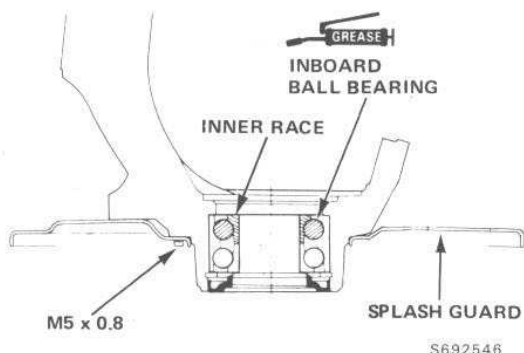
# Front Wheel Bearings

## Installation (cont'd)

4. Pack grease in groove and around lip of outboard dust seal.
5. Drive outboard dust seal into knuckle, using special tools and hammer, until it is flush with knuckle surface.

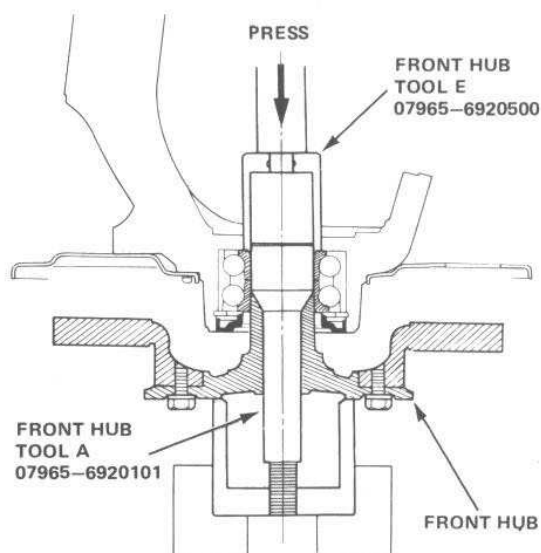


6. Instal splash guard, then turn knuckle upside down and install inboard ball bearing and its inner race.

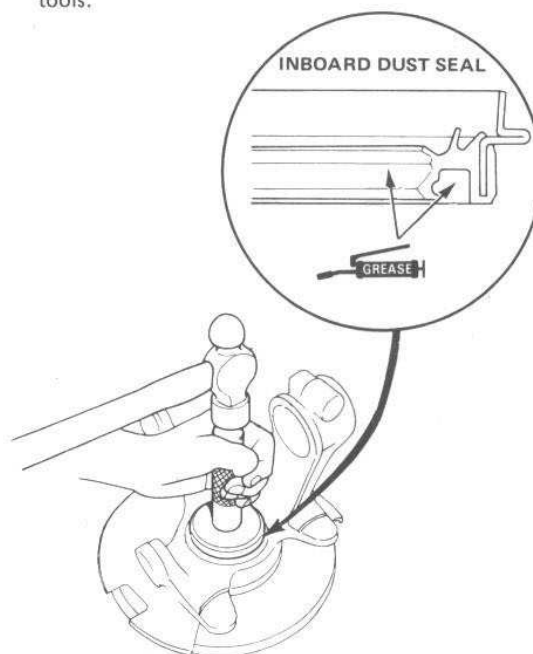


7. Bolt brake disc to front hub.
8. Place front hub in special tool fixture, then set knuckle in position and apply downward pressure with hydraulic press.

**CAUTION:** Maximum press load: 2.5 tons.



9. Pack grease in groove and around sealing lip of inboard dust seal.
10. Drive inboard dust seal into knuckle using special tools.

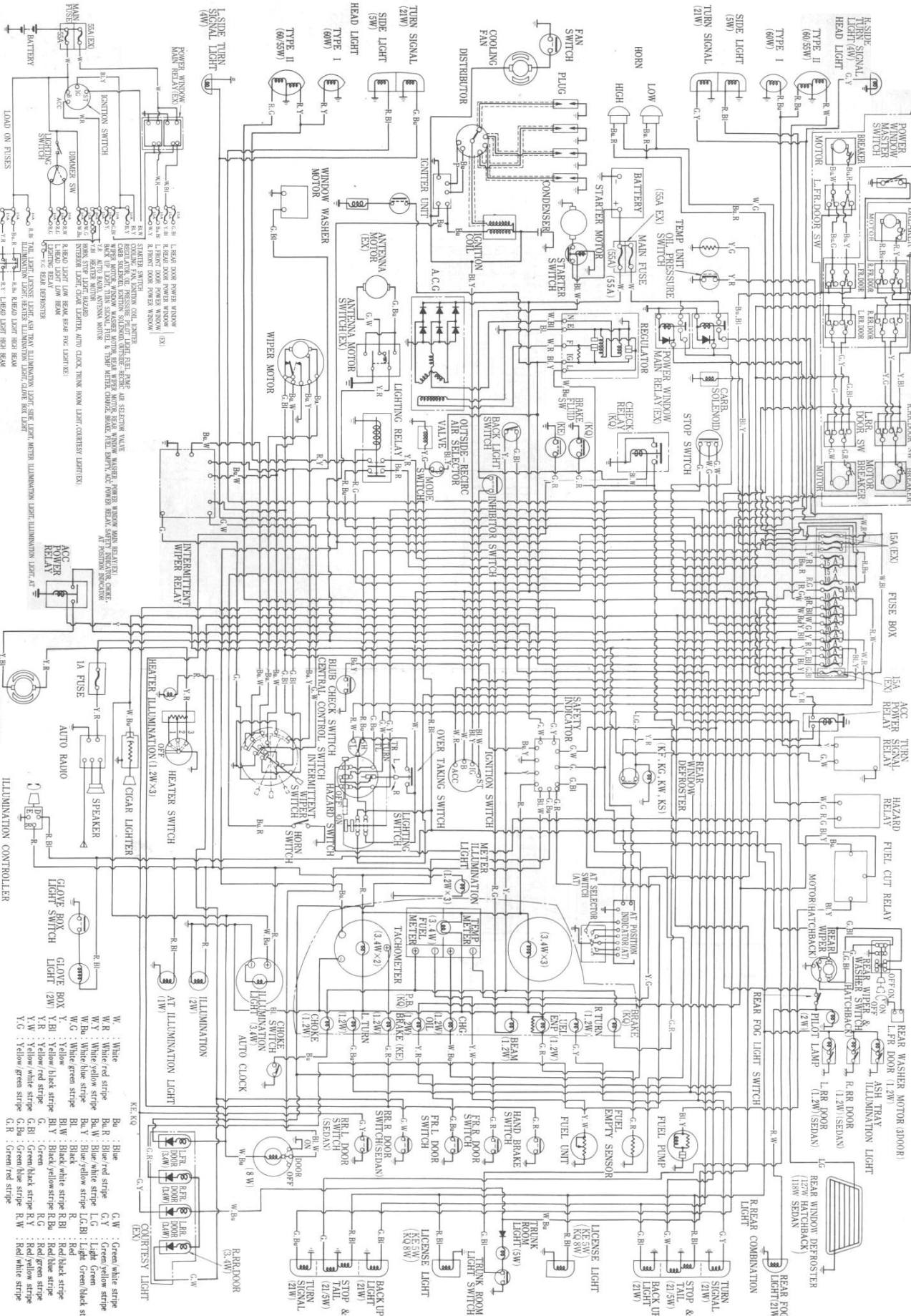




## 1. Canadian Model

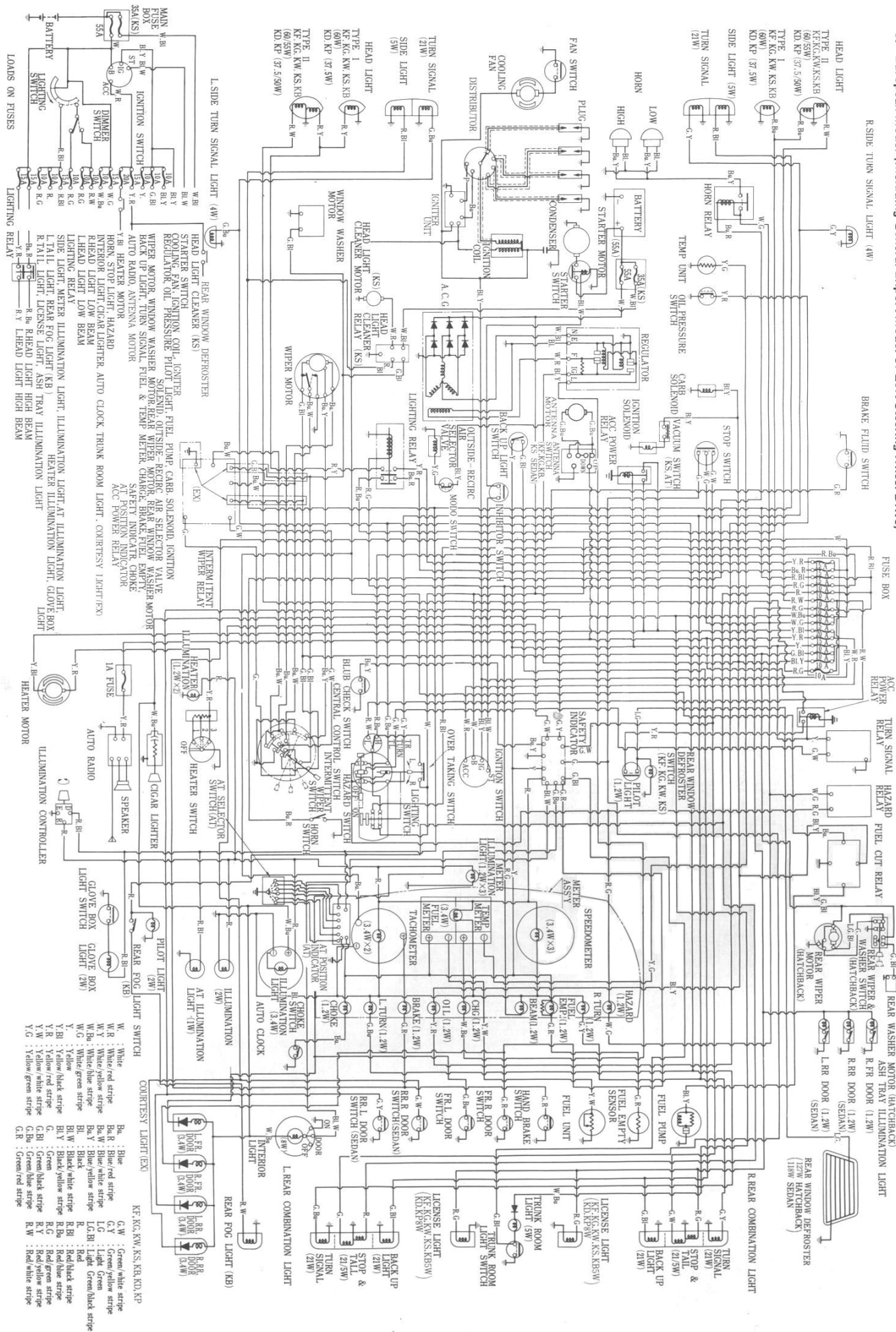






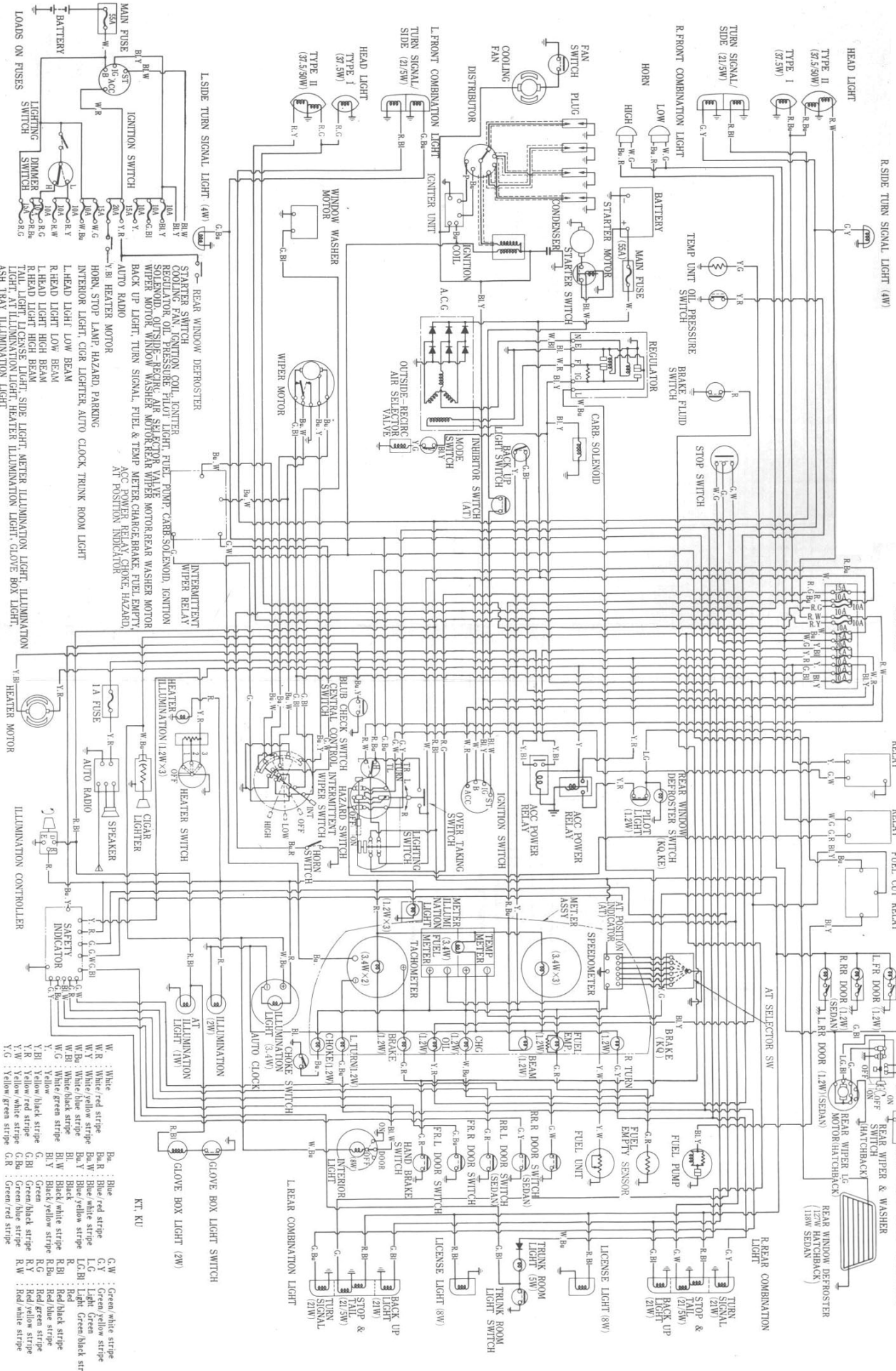


### 3. European Model (Including General Export Model of Left Steering Wheel Drive)





## (Including Export Mode)





SHOP MANUAL



**HONDA**  
HONDA MOTOR CO., LTD. TOKYO, JAPAN

HONDA ACCORD

SUPPLEMENT

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