



General Information

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General Information

Chassis and Paint Codes

'06 Model

Vehicle Identification Number

2HH FD5 6 5 * 6 H 200001

a b c d e f g h

a. Manufacturer, Make and Type of Vehicle

2HH: Honda of Canada Mfg.,
Honda Canada Inc.
Acura passenger vehicle

b. Line, Body and Engine Type

FD5: Acura CSX/K20Z2

c. Body Type and Transmission Type

5: 4-door Sedan/5-speed Manual
6: 4-door Sedan/5-speed Automatic

d. Vehicle Grade (Series)

5: TOURING
7: PREMIUM

e. Check Digit

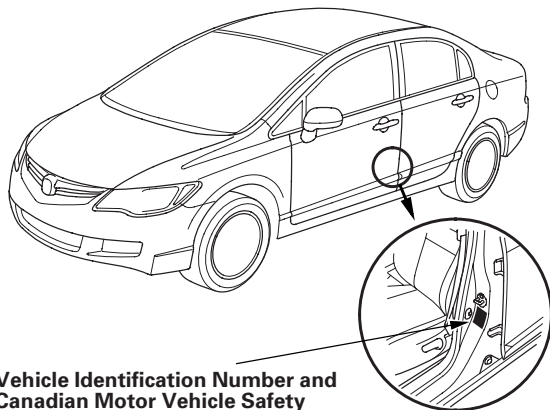
f. Model Year

6: '06

g. Factory Code

H: Alliston, Ontario Factory in Canada

h. Serial Number



Engine Number

K20Z2 - 1300001

a

b

a. Engine Type

K20Z2: 2.0 L DOHC i-VTEC Sequential Multiport
Fuel-injected engine

b. Serial Number

Transmission Number

RPD6 - 1000001

a

b

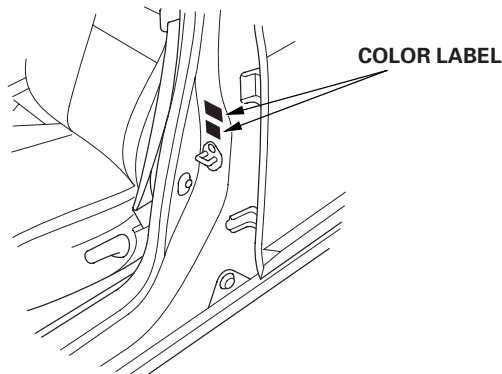
a. Transmission Type

RPD6: 5-speed Manual
MPMA: 5-speed Automatic

b. Serial Number

Paint Code

Code	Color
NH-578	Taffeta White
NH-700M	Alabaster Silver Metallic
NH-701M	Galaxy Gray Metallic
B-92P	Nighthawk Black Pearl
B-536P	Royal Blue Pearl
B-537M	Neutron Blue Metallic
YR-557P	Habanero Red Pearl





'07 Model

Vehicle Identification Number

2HH FD5 6 5 * 7 H 200001

a b c d e f g h

a. Manufacturer, Make and Type of Vehicle

2HH: Honda of Canada Mfg.,
Honda Canada Inc.
Acura passenger vehicle

b. Line, Body and Engine Type

FD5: Acura CSX/K20Z2, K20Z3

c. Body Type and Transmission Type

5: 4-door Sedan/5-speed Manual, 6-speed Manual

6: 4-door Sedan/5-speed Automatic

d. Vehicle Grade (Series)

5: TOURING

7: PREMIUM

9: TYPE S

e. Check Digit

f. Model Year

7: '07

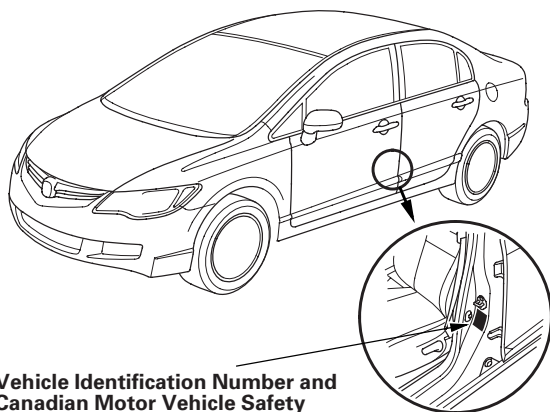
g. Factory Code

H: Alliston, Ontario Factory in Canada

h. Serial Number

200001—: K20Z2 engine model

250001—: K20Z3 engine model



Vehicle Identification Number and
Canadian Motor Vehicle Safety
Standard Certification Label.

Engine Number

K20Z2 - 2300001

a b

a. Engine Type

K20Z2: 2.0 L DOHC i-VTEC Sequential Multiport
Fuel-injected engine

K20Z3: 2.0 L DOHC i-VTEC Sequential Multiport
Fuel-injected engine

b. Serial Number

2300001—: K20Z2

2000001—: K20Z3

Transmission Number

RPD5 - 1500001

a b

a. Transmission Type

RPD5: 5-speed Manual

PNN3: 6-speed Manual

MPMA: 5-speed Automatic

b. Serial Number

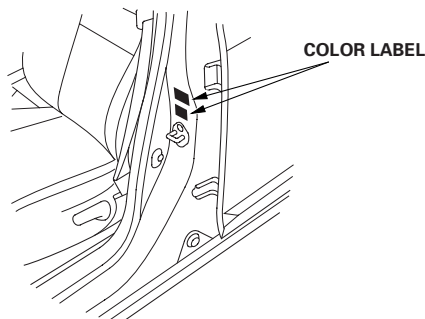
1000001—: PNN3

1500001—: RPD5

2000001—: MPMA

Paint Code

Code	Color
NH-578	Taffeta White
NH-700M	Alabaster Silver Metallic
NH-701M	Galaxy Gray Metallic
B-92P	Nighthawk Black Pearl
B-529P	Fiji Blue Pearl
B-536P	Royal Blue Pearl
B-537M	Neutron Blue Metallic
YR-557P	Habanero Red Pearl



General Information

Chassis and Paint Codes (cont'd)

'08 Model

Vehicle Identification Number

2HH FD5 6 5 * 8 H 200001

a b c d e f g h

a. Manufacturer, Make and Type of Vehicle

2HH: Honda of Canada Mfg.,
Honda Canada Inc.
Acura passenger vehicle

b. Line, Body and Engine Type

FD5: Acura CSX/K20Z2, K20Z3

c. Body Type and Transmission Type

5: 4-door Sedan/5-speed Manual, 6-speed Manual

6: 4-door Sedan/5-speed Automatic

d. Vehicle Grade (Series)

5: CSX

7: PREMIUM

9: TYPE S

e. Check Digit

f. Model Year

8: '08

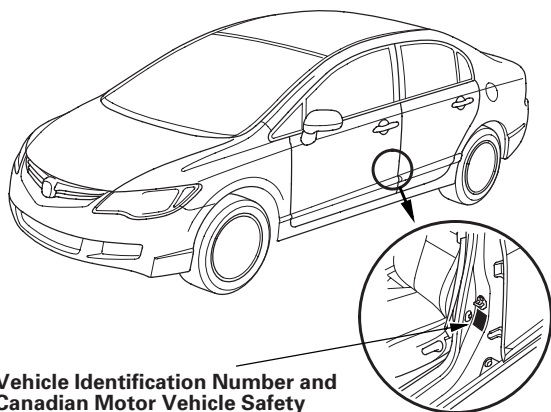
g. Factory Code

H: Alliston, Ontario Factory in Canada

h. Serial Number

200001—: K20Z2 engine model

250001—: K20Z3 engine model



Engine Number

K20Z2 - 3300001

a b

a. Engine Type

K20Z2: 2.0 L DOHC i-VTEC Sequential Multiport
Fuel-injected engine

K20Z3: 2.0 L DOHC i-VTEC Sequential Multiport
Fuel-injected engine

b. Serial Number

3300001—: K20Z2

3000001—: K20Z3

Transmission Number

RPD5 - 2500001

a b

a. Transmission Type

RPD5: 5-speed Manual

PNN3: 6-speed Manual

MPMA: 5-speed Automatic

b. Serial Number

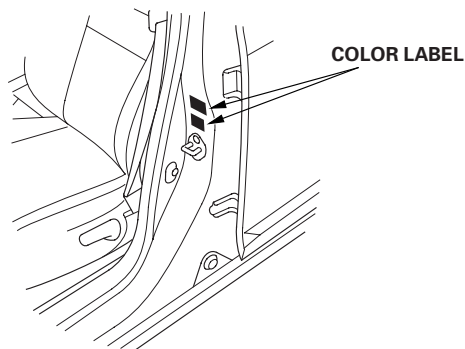
2000001—: PNN3

2500001—: RPD5

3000001—: MPMA

Paint Code

Code	Color
NH-578	Taffeta White
NH-700M	Alabaster Silver Metallic
NH-701M	Galaxy Gray Metallic
B-92P	Nighthawk Black Pearl
B-529P	Fiji Blue Pearl
B-536P	Royal Blue Pearl
R-525P	New Red Pearl





'09 Model

Vehicle Identification Number

2HH FD5 6 5 * 9 H 200001

a b c d e f g h

a. Manufacturer, Make and Type of Vehicle

2HH: Honda of Canada Mfg.,
Honda Canada Inc.
Acura passenger vehicle

b. Line, Body and Engine Type

FD5: Acura CSX/K20Z2, K20Z3

c. Body Type and Transmission Type

5: 4-door Sedan/5-speed Manual, 6-speed Manual

6: 4-door Sedan/5-speed Automatic

d. Vehicle Grade (Series)

5: CSX

7: TECH PKG

9: TYPE S

e. Check Digit

f. Model Year

9: '09

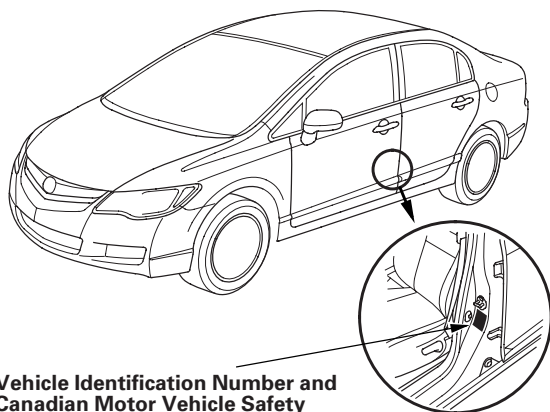
g. Factory Code

H: Alliston, Ontario Factory in Canada

h. Serial Number

200001—: K20Z2 engine model

250001—: K20Z3 engine model



Vehicle Identification Number and
Canadian Motor Vehicle Safety
Standard Certification Label.

Engine Number

K20Z2 - 5300001

a b

a. Engine Type

K20Z2: 2.0 L DOHC i-VTEC Sequential Multiport
Fuel-injected engine

K20Z3: 2.0 L DOHC i-VTEC Sequential Multiport
Fuel-injected engine

b. Serial Number

5300001—: K20Z2

4000001—: K20Z3

Transmission Number

SPTM - 4000001

a b

a. Transmission Type

SPTM: 5-speed Manual

SPNM: 6-speed Manual

MPMA: 5-speed Automatic

b. Serial Number

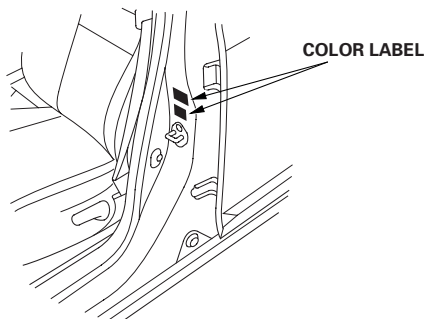
4000001—: SPTM

4000001—: SPNM

4000001—: MPMA

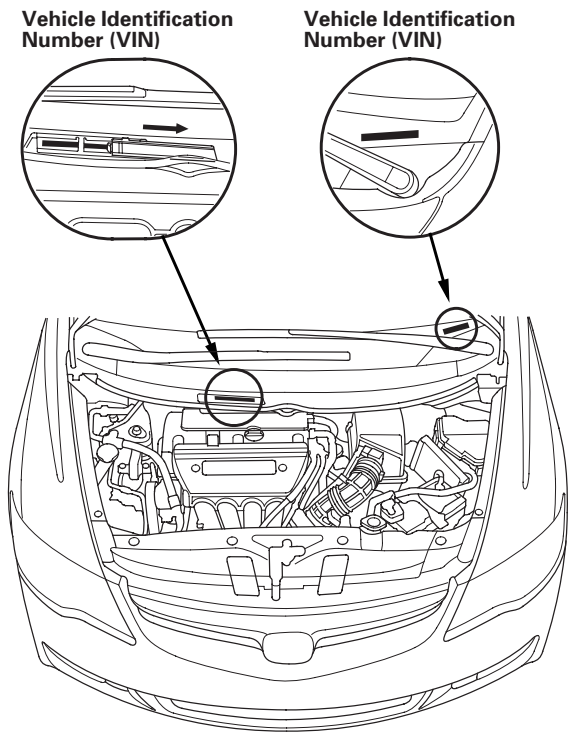
Paint Code

Code	Color
NH-578	Taffeta White
NH-700M	Alabaster Silver Metallic
NH-731P	Crystal Black Pearl
NH-737M	Polished Metal Metallic
B-561P	Dyno Blue Pearl
YR-578M	Urban Titanium Metallic
B-536P	Royal Blue Pearl
R-525P	New Red Pearl

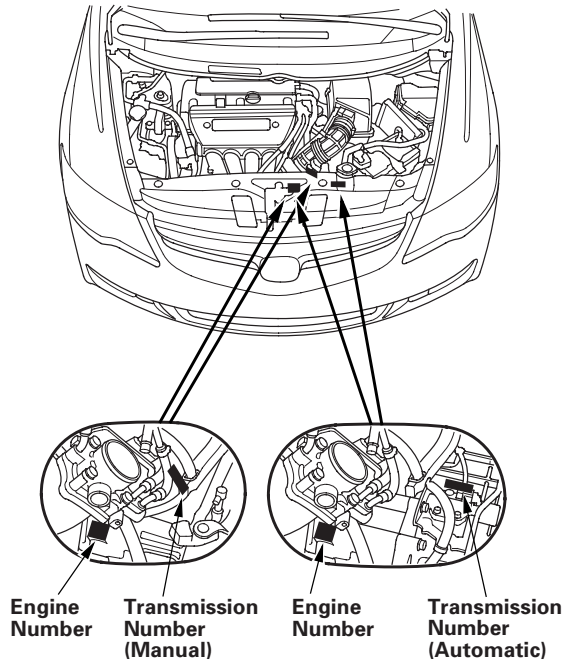


General Information

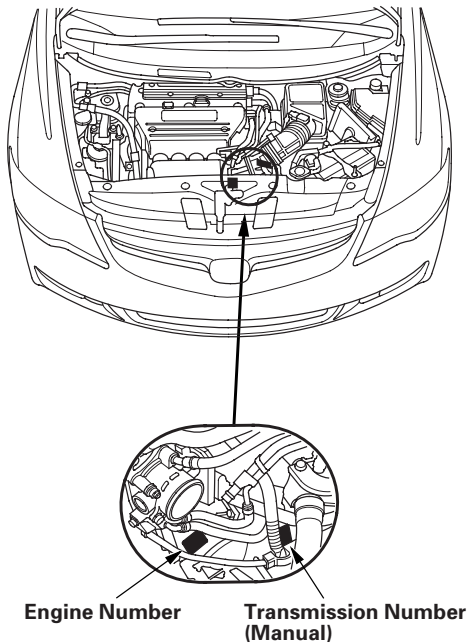
Identification Number Locations



K20Z2 engine Model:



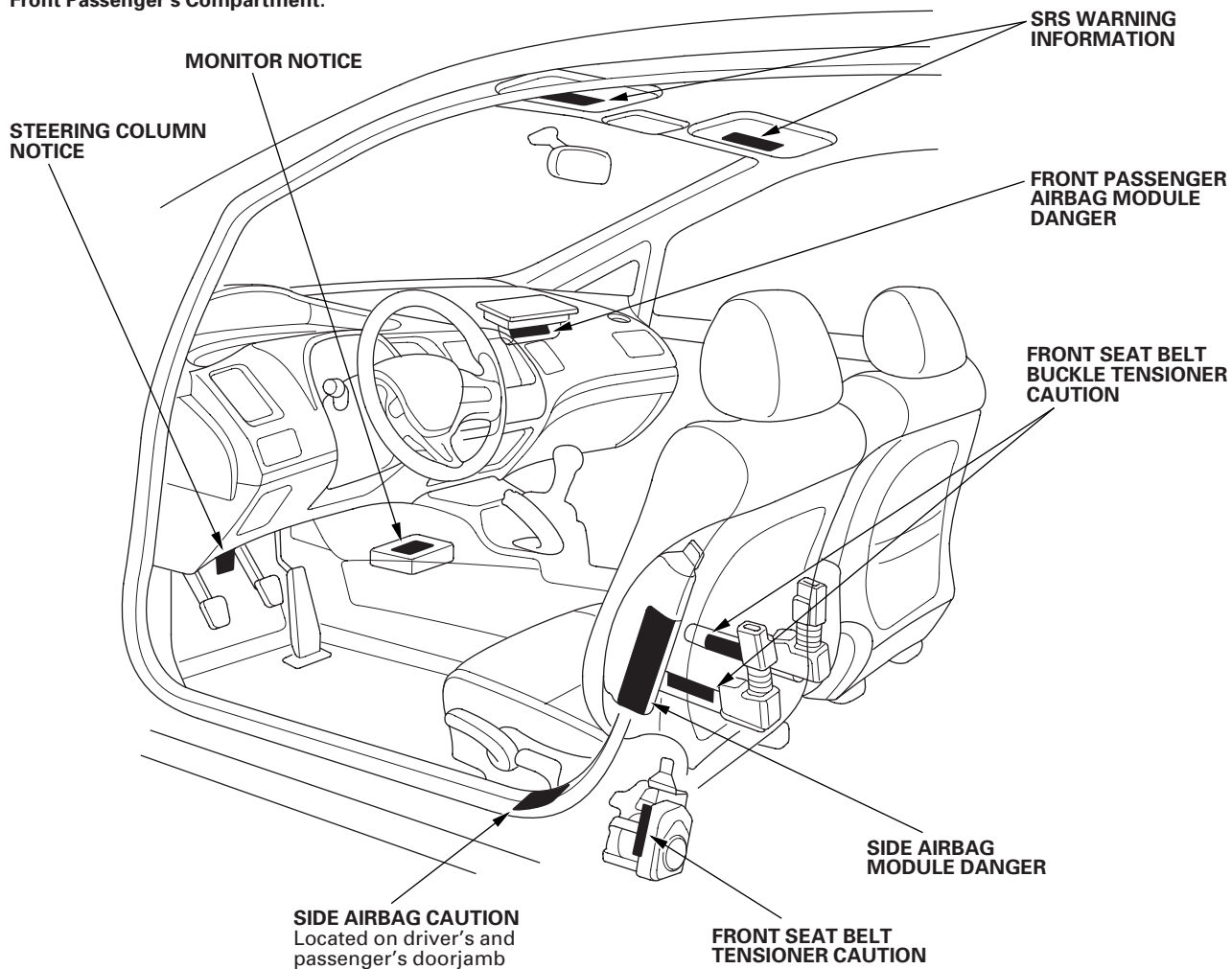
K20Z3 engine Model:



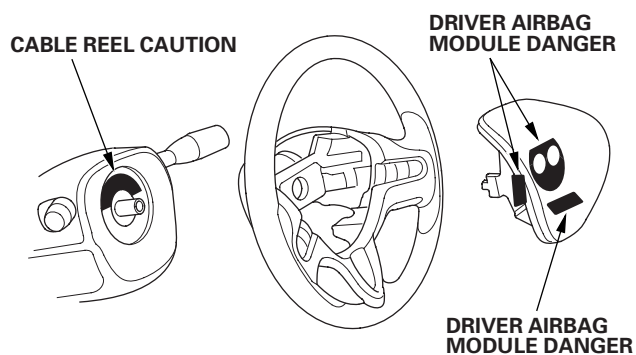


Danger/Warning/Caution Label Locations

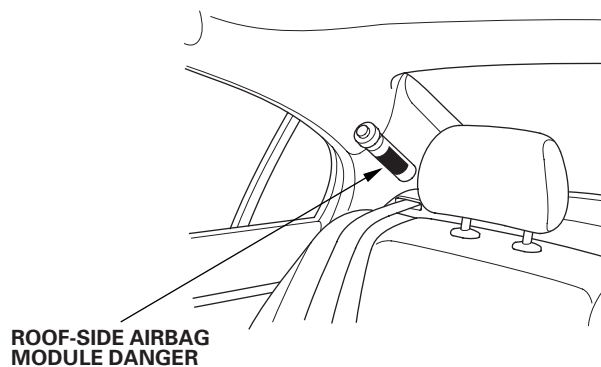
Front Passenger's Compartment:



Steering Wheel:



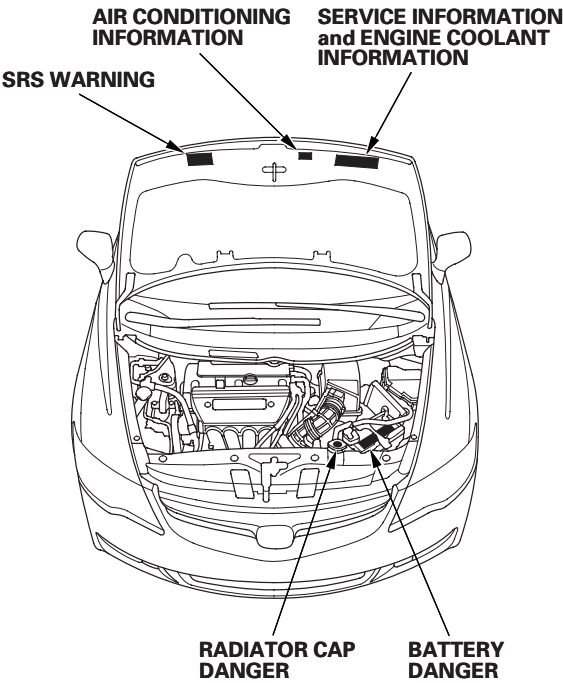
Rear Passenger's Compartment:



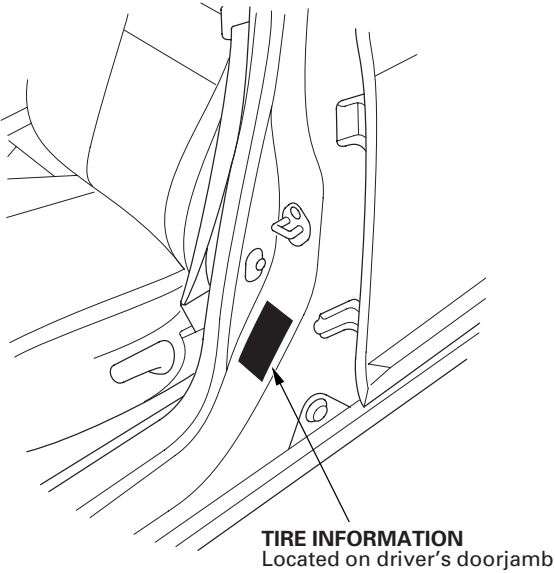
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General Information

Danger/Warning/Caution Label Locations (cont'd)



Doorjamb Area



General Information

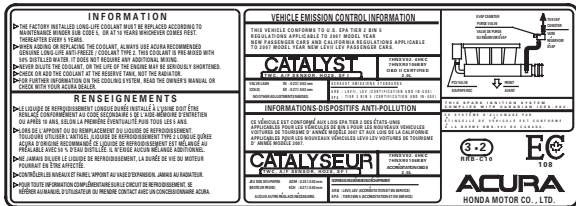
Under-hood Emission Control Label (cont'd)

Emission Group Identification

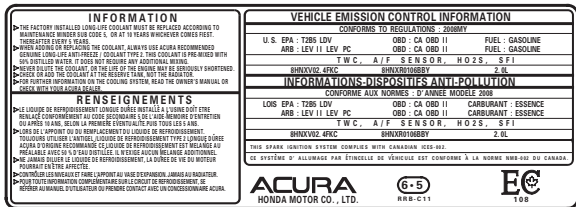
K20Z3 engine Model:

Example:

'07 Model



'08-09 Models



'07 Model

THIS VEHICLE CONFORMS TO U.S. EPA TIER 2 BIN 5 REGULATIONS APPLICABLE TO 2007 MODEL YEAR NEW PASSENGER CARS AND CALIFORNIA REGULATIONS APPLICABLE TO 2007 MODEL YEAR NEW LEV II LEV PASSENGER CARS.

'08 Model

CONFORMS TO REGULATIONS: 2008 MY

'09 Model

CONFORMS TO REGULATIONS: 2009 MY

Test Group and Evaporative Family

Test Group:

9 HNX V 02.0 VA9
a b c d e

- a. Model Year
7: '07
8: '08
9: '09
- b. Manufacturer Subcode
HNX: HONDA
- c. Family Type
V: LDV
- d. Displacement Group
- e. Sequence Characters
HKC: '07 model
FKC: '08 model
VA9: '09 model

Evaporative Family:

9 HNX R 0106 VEA
a b c d e

- a. Model Year
7: '07
8: '08
9: '09
- b. Manufacturer Subcode
HNX: HONDA
- c. Family Type
R: EVAP/ORVR
- d. Canister Working Capacity Group
- e. Sequence Characters
BBY: '07 model, '08 model
VEA: '09 model

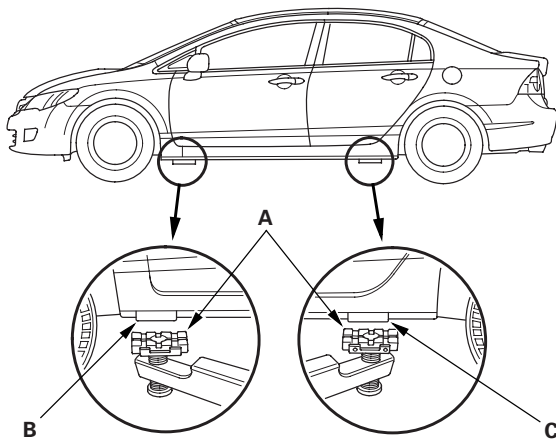


Lift and Support Points

NOTE: If you are going to remove heavy components such as suspension or the fuel tank from the rear of the vehicle, first support the front of the vehicle with tall safety stands. When substantial weight is removed from the rear of the vehicle, the center of gravity can change, causing the vehicle to tip forward on the lift.

Vehicle Lift

1. Position the lift blocks (A) under the vehicle's front support points (B) and rear support points (C).



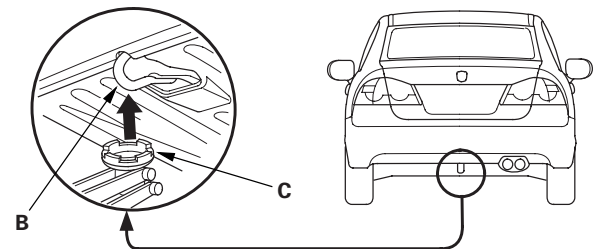
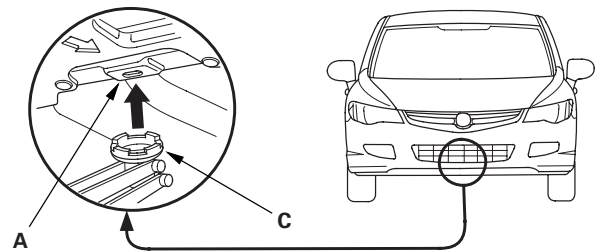
2. Raise the lift a few inches, and rock the vehicle gently to be sure it is firmly supported.
3. Raise the lift to its full height, and inspect the vehicle support points for solid contact with the lift blocks.

Safety Stands

To support the vehicle on safety stands, use the same support points as for a vehicle lift. Always use safety stands when working on or under any vehicle that is supported only by a jack.

Floor Jack

1. When lifting the front of the vehicle, set the parking brake. When lifting the rear of the vehicle, put the shift lever in reverse for manual transmission, or in P for automatic transmission.
2. Block the wheels that are not being lifted.
3. Position the floor jack under the front jacking bracket (A) or the rear jacking bracket (B). Center the jacking bracket on the jack lift platform (C), and jack up the vehicle high enough to fit the safety stands under it.



4. Position the safety stands under the support points, and adjust them so the vehicle is level.
5. Lower the vehicle onto the stands.

General Information

Towing

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

Emergency Towing

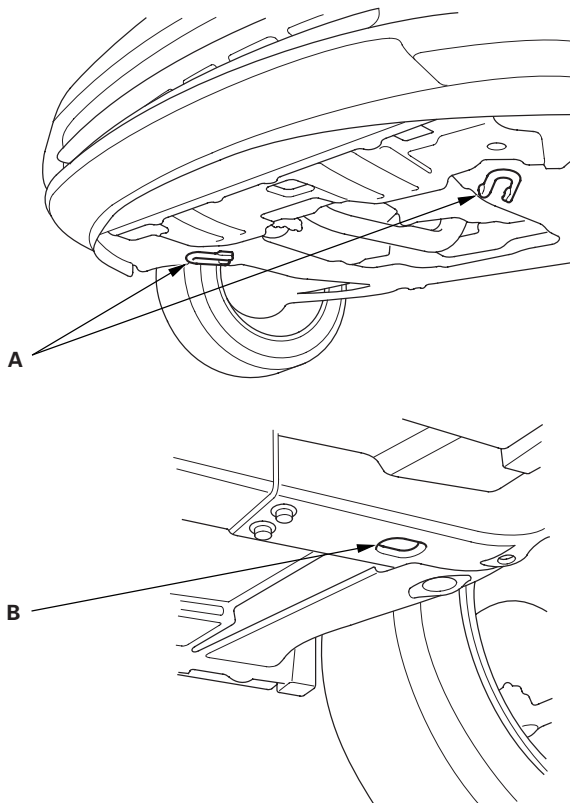
There are three popular methods of towing a vehicle.

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

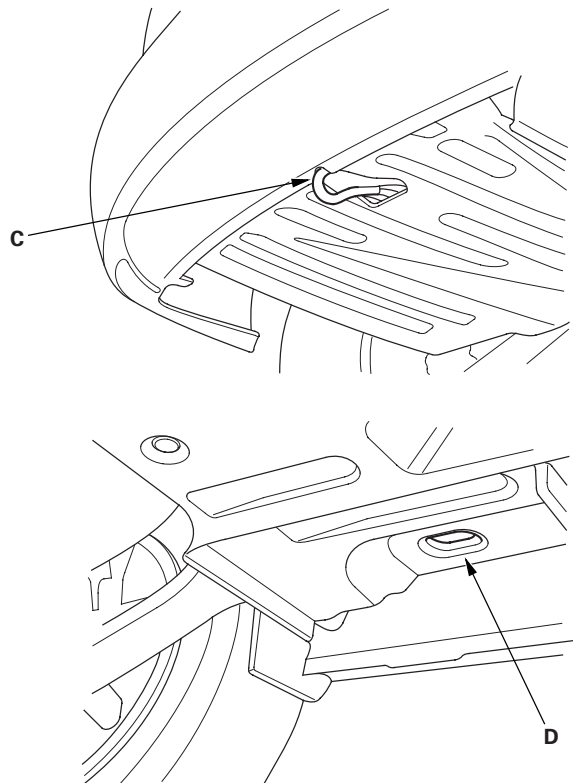
To accommodate flat-bed equipment, the vehicle is equipped with front towing hooks (A), front tie down hook slots (B), rear towing hook (C), and rear tie down hook slots (D).

The rear towing hook can be used with a winch to pull the vehicle onto the truck, and the tie down hook slots can be used to secure the vehicle to the truck.

Front:



Rear:





Wheel Lift Equipment — The tow truck uses two pivoting arms that go under the tires (front or rear) and lift them off the ground. The other two wheels remain on the ground. **This is an acceptable way of towing the vehicle.**

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

If the vehicle cannot be transported by a flat-bed, it should be towed with the front wheels off the ground. If the vehicle is damaged, and must be towed with the front wheels on the ground, or with all four wheels on the ground, do this:

Manual Transmission

- Release the parking brake.
- Shift the transmission to neutral.
- Leave the ignition switch in ACCESSORY (I) so the steering wheel does not lock.
- Make sure all accessories are turned off to minimize current battery draw.

Automatic Transmission

- Release the parking brake.
- Start the engine.
- Shift to D, then to N.
- Turn off the engine.
- Leave the ignition switch in ACCESSORY (I) so the steering wheel does not lock.
- Make sure all accessories are turned off to minimize current battery draw.

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

NOTICE

- Improper towing preparation will damage the transmission. Follow the above procedure exactly. If you cannot shift the transmission or start the engine (automatic transmission), the vehicle must be transported on a flat-bed.
- Trying to lift or tow the vehicle by the bumpers will cause serious damage. The bumpers are not designed to support the vehicle's weight.

General Information

Parts Marking

To deter vehicle theft, certain major components are marked with the vehicle identification number (VIN). Original parts have self-adhesive labels. Replacement body parts have generic self-adhesive labels. These labels should not be removed. The original engine or transmission VIN plates are not transferable to the replacement engine or transmission.

NOTE: Be careful not to damage the parts marking labels during body repair. Mask the labels before repairing the part.

Specifications

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Standards and Service Limits

Engine Electrical

Item	Measurement	Qualification	Standard or New	Service Limit
Ignition coil	Rated voltage		12 V	
	Firing order		1—3—4—2	
Spark plug	Type (K20Z2)		DENSO: SKJ20DR-M11	
	Type (K20Z3)		DENSO: SK22PR-M11S	
	Gap		1.0—1.1 mm (0.039—0.043 in.)	————
Ignition timing	At idle Check the <i>red</i> mark	M/T (in neutral), A/T (in N or P)	8±2 °BTDC	
Drive belt	Tension		Auto-tensioner	
Alternator	Output	At 13.5 V and normal engine temperature	105 A	
	Coil (rotor) resistance	20 °C (68 °F)	3.2 —4.0 Ω	
	Slip ring O.D.		14.4 mm (0.57 in.)	14.0 mm (0.55 in.)
	Brush length		10.5 mm (0.41 in.)	1.5 mm (0.06 in.)
	Brush spring tension		3.2 N (0.33 kgf, 0.7 lbf)	
Starter	Output		1.6 kW	
	Commutator mica depth		0.40—0.50 mm (0.016—0.020 in.)	0.15 mm (0.006 in.)
	Commutator runout		0.02 mm (0.0008 in.) max.	0.05 mm (0.002 in.)
	Commutator O.D.		28.0—28.1 mm (1.102—1.106 in.)	27.5 mm (1.083 in.)
	Brush length		11.1—11.5 mm (0.44—0.45 in.)	4.3 mm (0.17 in.)

Engine Assembly

Item	Measurement	Qualification	Standard or New
Compression	Pressure	Minimum	930 kPa (9.5 kgf/cm ² , 135 psi)
	Check the engine with the starter cranking	Maximum variation	200 kPa (2.0 kgf/cm ² , 28 psi)

Cylinder Head

Item	Measurement	Qualification	Standard or New	Service Limit
Head	Warpage		—	0.05 mm (0.002 in.)
	Height		103.95—104.05 mm (4.093—4.096 in.)	—
Camshaft	End play		0.05—0.20 mm (0.002—0.008 in.)	0.4 mm (0.02 in.)
	Camshaft-to-holder oil clearance	No. 1 journal	0.030—0.069 mm (0.001—0.003 in.)	0.15 mm (0.006 in.)
		No. 2, 3, 4, 5 journals	0.060—0.099 mm (0.002—0.004 in.)	0.15 mm (0.006 in.)
	Total runout		0.03 mm (0.001 in.) max.	0.04 mm (0.002 in.)
	Cam lobe height (K20Z2)	Intake (primary)	34.263 mm (1.3489 in.)	—
		Intake (secondary)	29.638 mm (1.1668 in.)	—
		Exhaust	34.092 mm (1.3422 in.)	—
	Cam lobe height (K20Z3)	Intake (primary)	32.791 mm (1.2910 in.)	—
		Intake (mid)	35.534 mm (1.3990 in.)	—
		Intake (secondary)	32.678 mm (1.2865 in.)	—
		Exhaust (primary)	32.772 mm (1.2902 in.)	—
		Exhaust (mid)	34.768 mm (1.3688 in.)	—
		Exhaust (secondary)	32.661 mm (1.2859 in.)	—
Valve	Clearance (cold) (K20Z2)	Intake	0.21—0.25 mm (0.008—0.010 in.)	—
		Exhaust	0.28—0.32 mm (0.011—0.013 in.)	—
	Clearance (cold) (K20Z3)	Intake	0.21—0.25 mm (0.008—0.010 in.)	—
		Exhaust	0.25—0.29 mm (0.010—0.011 in.)	—
	Stem O.D.	Intake	5.475—5.485 mm (0.2156—0.2159 in.)	5.445 mm (0.214 in.)
		Exhaust	5.450—5.460 mm (0.2146—0.2150 in.)	5.420 mm (0.213 in.)
	Stem-to-guide clearance	Intake	0.030—0.055 mm (0.0012—0.0022 in.)	0.08 mm (0.003 in.)
		Exhaust	0.055—0.080 mm (0.0022—0.0031 in.)	0.11 mm (0.004 in.)
Valve seat	Width	Intake	1.25—1.55 mm (0.049—0.061 in.)	2.00 mm (0.079 in.)
		Exhaust	1.25—1.55 mm (0.049—0.061 in.)	2.00 mm (0.079 in.)
	Stem installed height	Intake	44.0—44.5 mm (1.73—1.75 in.)	44.7 mm (1.76 in.)
		Exhaust	44.1—44.6 mm (1.74—1.76 in.)	44.8 mm (1.76 in.)
Valve spring	Free length	Intake	NIPPON HATSUJO: 47.57 mm (1.8728 in.)	—
			CHUO HATSUJO: 47.58 mm (1.8732 in.)	
		Exhaust	NIPPON HATSUJO: 49.64 mm (1.954 in.)	—
			CHUO HATSUJO: 49.63 mm (1.954 in.)	
Valve guide	I.D.	Intake	5.515—5.530 mm (0.2171—0.2177 in.)	5.55 mm (0.219 in.)
		Exhaust	5.515—5.530 mm (0.2171—0.2177 in.)	5.55 mm (0.219 in.)
	Installed height	Intake	15.2—16.2 mm (0.598—0.638 in.)	—
		Exhaust	15.5—16.5 mm (0.610—0.650 in.)	—
Rocker arm	Arm-to-shaft clearance (K20Z2)	Intake	0.025—0.052 mm (0.0010—0.0020 in.)	0.08 mm (0.003 in.)
		Exhaust	0.018—0.056 mm (0.0007—0.0022 in.)	0.08 mm (0.003 in.)
	Arm-to-shaft clearance (K20Z3)	Intake	0.025—0.052 mm (0.0010—0.0020 in.)	0.08 mm (0.003 in.)
		Exhaust	0.025—0.052 mm (0.0010—0.0020 in.)	0.08 mm (0.003 in.)

Standards and Service Limits

Engine Block

Item	Measurement	Qualification	Standard or New	Service Limit
Block	Warpage of deck		0.07 mm (0.003 in.) max.	0.10 mm (0.004 in.)
	Bore diameter	A or I	86.010—86.020 mm (3.3862—3.3866 in.)	86.070 mm (3.3886 in.)
		B or II	86.000—86.010 mm (3.3858—3.3862 in.)	86.070 mm (3.3886 in.)
	Bore taper		————	0.05 mm (0.002 in.)
	Reboring limit		————	0.25 mm (0.01 in.)
Piston	Skirt O.D. at 11 mm (0.4 in.) from bottom of skirt	No letter or A	85.980—85.990 mm (3.3850—3.3854 in.)	85.930 mm (3.3831 in.)
		Letter B	85.970—85.980 mm (3.3846—3.3850 in.)	85.920 mm (3.3827 in.)
	Clearance in cylinder		0.020—0.040 mm (0.0008—0.0016 in.)	0.05 mm (0.002 in.)
Piston ring	Ring-to-groove clearance (K20Z2)	Top	0.035—0.060 mm (0.0014—0.0024 in.)	0.13 mm (0.005 in.)
		Second	0.030—0.055 mm (0.0012—0.0022 in.)	0.13 mm (0.005 in.)
	Ring-to-groove clearance (K20Z3)	Top	0.045—0.070 mm (0.0018—0.0028 in.)	0.13 mm (0.005 in.)
		Second	0.040—0.065 mm (0.0016—0.0026 in.)	0.13 mm (0.005 in.)
	Ring end gap (K20Z2)	Top	0.20—0.35 mm (0.008—0.014 in.)	0.60 mm (0.024 in.)
		Second	0.40—0.55 mm (0.016—0.022 in.)	0.70 mm (0.028 in.)
		Oil	0.20—0.70 mm (0.008—0.028 in.)	0.80 mm (0.031 in.)
	Ring end gap (K20Z3)	Top	0.20—0.35 mm (0.008—0.014 in.)	0.60 mm (0.024 in.)
		Second	0.50—0.65 mm (0.020—0.026 in.)	0.75 mm (0.030 in.)
		Oil	0.20—0.70 mm (0.008—0.028 in.)	0.80 mm (0.031 in.)
Piston pin	O.D.		21.961—21.965 mm (0.8646—0.8648 in.)	21.953 mm (0.8643 in.)
	Pin-to-piston clearance		−0.005 to +0.002 mm (−0.00020 to +0.00008 in.)	0.005 mm (0.0002 in.)
Connecting rod	Pin-to-rod clearance		0.005—0.015 mm (0.0002—0.0006 in.)	0.02 mm (0.0008 in.)
	Small-end bore diameter		21.970—21.976 mm (0.8650—0.8652 in.)	————
	Large-end bore diameter (K20Z2)		48.0 mm (1.89 in.)	————
	Large-end bore diameter (K20Z3)		51.0 mm (2.01 in.)	————
	End play		0.15—0.30 mm (0.006—0.012 in.)	0.40 mm (0.016 in.)
Crankshaft	Main journal diameter	No. 1, 2, 4, 5 journals	54.984—55.008 mm (2.1648—2.1657 in.)	————
		No. 3 journal	54.976—55.000 mm (2.1644—2.1654 in.)	————
	Rod journal diameter (K20Z2)		44.976—45.000 mm (1.7707—1.7717 in.)	————
	Rod journal diameter (K20Z3)		44.976—45.000 mm (1.7707—1.7717 in.)	————
	Rod/main journal taper		0.005 mm (0.0002 in.) max.	0.010 mm (0.0004 in.)
	Rod/main journal out-of-round		0.005 mm (0.0002 in.) max.	0.010 mm (0.0004 in.)
	End play		0.10—0.35 mm (0.004—0.014 in.)	0.45 mm (0.018 in.)
	Runout		0.03 mm (0.0012 in.) max.	0.04 mm (0.0016 in.)
Crankshaft bearing	Main bearing-to-journal oil clearance	No. 1, 2, 4, 5 journals	0.017—0.041 mm (0.0007—0.0016 in.)	0.050 mm (0.0020 in.)
		No. 3 journal	0.025—0.049 mm (0.0010—0.0019 in.)	0.055 mm (0.0022 in.)
	Connecting rod bearing-to-journal oil clearance (K20Z2)		0.020—0.050 mm (0.0008—0.0020 in.)	0.060 mm (0.0024 in.)
	Connecting rod bearing-to-journal oil clearance (K20Z3)		0.032—0.066 mm (0.0013—0.0026 in.)	0.077 mm (0.0030 in.)

Engine Lubrication

Item	Measurement	Qualification	Standard or New	Service Limit
Engine oil	Capacity (K20Z2)	Engine overhaul	5.3 L (5.6 US qt)	
		Oil change including filter	4.2 L (4.4 US qt)	
		Oil change without filter	4.0 L (4.2 US qt)	
	Capacity (K20Z3)	Engine overhaul	5.5 L (5.8 US qt)	
		Oil change including filter	4.4 L (4.6 US qt)	
		Oil change without filter	4.2 L (4.4 US qt)	
Oil pump	Inner-to-outer rotor clearance		0.06—0.16 mm (0.002—0.006 in.)	0.20 mm (0.008 in.)
	Pump housing-to-outer rotor clearance		0.15—0.21 mm (0.006—0.008 in.)	0.23 mm (0.009 in.)
	Pump housing-to-rotor axial clearance		0.035—0.070 mm (0.0014—0.0028 in.)	0.12 mm (0.005 in.)
	Balancer shafts, journal diameter	No. 1 journal, front shaft	19.938—19.950 mm (0.7850—0.7854 in.)	19.92 mm (0.784 in.)
		No. 1 journal, rear shaft	23.938—23.950 mm (0.9424—0.9429 in.)	23.92 mm (0.942 in.)
		No. 2 journal, front and rear shaft	32.949—32.961 mm (1.2972—1.2977 in.)	32.93 mm (1.296 in.)
	Balancer shafts, journal taper		0.005 mm (0.0002 in.) max.	——
	Balancer shafts, end play	Front	0.063—0.108 mm (0.0025—0.0043 in.)	0.14 mm (0.0055 in.)
		Rear	0.063—0.108 mm (0.0025—0.0043 in.)	0.14 mm (0.0055 in.)
	Balancer shafts, shaft-to-bearing clearance	No. 1 journal, front shaft	0.050—0.082 mm (0.0020—0.0032 in.)	0.10 mm (0.004 in.)
		No. 1 journal, rear shaft	0.050—0.082 mm (0.0020—0.0032 in.)	0.10 mm (0.004 in.)
		No. 2 journal, front and rear shaft	0.060—0.120 mm (0.0024—0.0047 in.)	0.15 mm (0.006 in.)
	Balancer shaft bearings, I.D.	No. 1 journal, front shaft	20.000—20.020 mm (0.7874—0.7882 in.)	20.03 mm (0.789 in.)
		No. 1 journal, rear shaft	24.000—24.020 mm (0.9449—0.9457 in.)	24.03 mm (0.946 in.)
		No. 2 journal, front and rear shaft	33.021—33.069 mm (1.3000—1.3019 in.)	33.09 mm (1.303 in.)
	Relief valve, oil pressure with oil temperature at 80 °C (176 °F)	At idle	70 kPa (0.7 kgf/cm ² , 10 psi) min.	
		At 3,000 rpm	300 kPa (3.1 kgf/cm ² , 44 psi) min.	

Standards and Service Limits

Cooling System

Item	Measurement	Qualification	Standard or New
Radiator	Coolant capacities (including engine, heater, hoses, and reservoir) Use Honda Long Life Antifreeze/ Coolant Type 2 (K20Z2)	M/T: engine overhaul	6.6 L (1.74 US gal)
		M/T: coolant change	4.3 L (1.14 US gal)
		A/T: engine overhaul	6.5 L (1.72 US gal)
		A/T: coolant change	4.2 L (1.11 US gal)
	Coolant capacities (includes engine, heater, hoses, and reservoir) Use Honda Long Life Antifreeze/ Coolant Type 2 (K20Z3)	Engine overhaul	6.8 L (1.80 US gal)
		Coolant change	4.5 L (1.19 US gal)
Coolant reservoir	Coolant capacity		0.4 L (0.11 US gal)
Radiator cap	Opening pressure		93—123 kPa (0.95—1.25 kgf/cm ² , 14—18 psi)
Thermostat	Opening temperature	Begins to open	76—80 °C (169—176 °F)
		Fully open	90 °C (194 °F)
	Valve lift at fully open		8.0 mm (0.31 in.)

Fuel and Emissions

Item	Measurement	Qualification	Standard or New
Fuel pressure regulator	Pressure with fuel pressure gauge connected		330—380 kPa (3.4—3.9 kgf/cm ² , 48—55 psi)
Fuel tank	Capacity		50 L (13.2 US gal)
Engine idle (K20Z2)	Idle speed without load	M/T (in neutral)	700±50 rpm
		A/T (in N or P)	800±50 rpm
	Idle speed with high electrical load (A/C switch ON, temperature set to max cool, blower fan on High, rear window defogger ON, and headlights on high beam)	M/T (in neutral)	780±50 rpm
		A/T (in N or P)	800±50 rpm
Engine idle (K20Z3)	Idle speed without load	M/T (in neutral)	750±50 rpm
	Idle speed with high electrical load (A/C switch ON, temperature set to max cool, blower fan on High, rear window defogger ON, and headlights on high beam)	M/T (in neutral)	750±50 rpm

Clutch

Item	Measurement	Qualification	Standard or New	Service Limit
Clutch pedal	Height from floor	Except Type S	159.3 mm (6.27 in.)	_____
		Type S	161.3 mm (6.35 in.)	_____
	Stroke		130—140 mm (5.12—5.51 in.)	_____
Flywheel	Runout on clutch mating surface		0.05 mm (0.002 in.) max.	0.15 mm (0.006 in.)
Clutch disc	Rivet head depth		1.65—2.25 mm (0.065—0.089 in.)	0.7 mm (0.03 in.)
	Thickness		8.3—8.9 mm (0.33—0.35 in.)	6.0 mm (0.24 in.)
Pressure plate	Warpage		0.03 mm (0.001 in.) max.	0.15 mm (0.006 in.)
	Evenness of the height of the diaphragm spring fingers		0.6 mm (0.02 in.) max.	0.8 mm (0.03 in.)

Standards and Service Limits

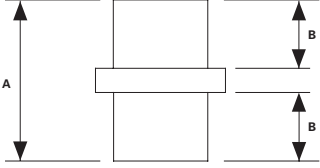
Manual Transmission and M/T Differential (5-speed)

Item	Measurement	Qualification	Standard or New	Service Limit
Manual transmission fluid	Capacity	Fluid change	1.5 L (1.6 US qt)	
	Use Acura MTF	Overhaul	1.7 L (1.8 US qt)	
Mainshaft	End play		0.11—0.17 mm (0.004—0.007 in.)	Adjust
	Diameter of ball bearing contact area (transmission housing side)		27.987—28.000 mm (1.1018—1.1024 in.)	27.93 mm (1.100 in.)
	Diameter of 4th/5th gear distance collar contact area		31.984—32.000 mm (1.2592—1.2598 in.)	31.93 mm (1.257 in.)
	Diameter of needle bearing contact area		38.984—39.000 mm (1.5348—1.5354 in.)	38.93 mm (1.533 in.)
	Diameter of ball bearing contact area (clutch housing side)		27.977—27.990 mm (1.1015—1.1020 in.)	27.92 mm (1.099 in.)
	Diameter of bushing contact area		20.80—20.85 mm (0.819—0.821 in.)	20.75 mm (0.817 in.)
	Runout		0.02 mm (0.001 in.) max.	0.05 mm (0.002 in.)
Mainshaft 3rd, 4th, and 5th gear	I.D.		44.009—44.025 mm (1.7326—1.7333 in.)	44.08 mm (1.735 in.)
	End play		0.06—0.16 mm (0.002—0.006 in.)	0.25 mm (0.010 in.)
	Thickness		23.92—23.97 mm (0.942—0.944 in.)	23.80 mm (0.937 in.)
Mainshaft 4th/5th gear distance collar	I.D.		32.00—32.01 mm (1.2598—1.2602 in.)	32.02 mm (1.261 in.)
	O.D.		38.989—39.000 mm (1.5350—1.5354 in.)	38.94 mm (1.533 in.)
	Length	A	51.95—52.05 mm (2.045—2.049 in.)	———
		B	24.03—24.08 mm (0.946—0.948 in.)	———
MBS distance collar	I.D.		28.00—28.10 mm (1.102—1.106 in.)	———
	Length		23.95—24.05 mm (0.943—0.947 in.)	———
Countershaft	Diameter of ball bearing contact area (transmission housing side)		30.020—30.033 mm (1.1819—1.1824 in.)	29.97 mm (1.180 in.)
	Diameter of 1st gear distance collar contact area		39.937—39.950 mm (1.5723—1.5728 in.)	39.88 mm (1.570 in.)
	Diameter of needle bearing contact area (clutch housing side)		40.000—40.015 mm (1.5748—1.5754 in.)	39.95 mm (1.573 in.)
	Runout		0.02 mm (0.001 in.) max.	0.05 mm (0.002 in.)
	35 mm shim-to-bearing inner race clearance		0.04—0.10 mm (0.0016—0.0039 in.)	Adjust
Countershaft 1st and 2nd gear	I.D.		52.010—52.029 mm (2.0476—2.0484 in.)	52.08 mm (2.050 in.)
	End play		0.06—0.16 mm (0.002—0.006 in.)	0.25 mm (0.010 in.)
	Thickness	1st	22.92—22.97 mm (0.902—0.904 in.)	22.87 mm (0.900 in.)
2nd		27.92—27.97 mm (1.099—1.101 in.)	27.87 mm (1.097 in.)	
Countershaft 1st and 2nd gear distance collar	I.D.		39.95—39.96 mm (1.5728—1.5732 in.)	39.97 mm (1.574 in.)
	O.D.		46.989—47.000 mm (1.8500—1.8504 in.)	46.94 mm (1.848 in.)
	Length	1st	23.03—23.08 mm (0.907—0.909 in.)	———
		2nd	28.03—28.08 mm (1.104—1.106 in.)	———

Item	Measurement	Qualification	Standard or New	Service Limit
Reverse idler gear	I.D.		20.016—20.043 mm (0.7880—0.7891 in.)	20.90 mm (0.832 in.)
	Gear-to-reverse gear shaft clearance		0.036—0.084 mm (0.0014—0.0033 in.)	0.16 mm (0.006 in.)
Synchro ring	Ring-to-gear clearance	Ring pushed against gear	0.70—1.49 mm (0.028—0.059 in.)	0.4 mm (0.016 in.)
Triple cone synchro	Outer synchro ring-to-synchro cone clearance	Ring pushed against gear	0.70—1.19 mm (0.028—0.047 in.)	0.3 mm (0.012 in.)
	Synchro cone-to-gear clearance	Ring pushed against gear	0.50—1.04 mm (0.020—0.041 in.)	0.3 mm (0.012 in.)
	Outer synchro ring-to-gear clearance	Ring pushed against gear	0.95—1.68 mm (0.037—0.066 in.)	0.6 mm (0.024 in.)
Shift fork	Finger thickness		7.4—7.6 mm (0.29—0.30 in.)	———
	Fork-to-synchro sleeve clearance		0.35—0.65 mm (0.014—0.026 in.)	1.0 mm (0.039 in.)
Reverse shift fork	Finger width		13.4—13.7 mm (0.528—0.539 in.)	———
	Fork-to-reverse idler gear clearance		0.20—0.59 mm (0.008—0.023 in.)	1.3 mm (0.051 in.)
Shift arm	I.D.		13.973—14.000 mm (0.5501—0.5512 in.)	———
	Finger width		16.9—17.0 mm (0.665—0.669 in.)	———
	Shift arm-to-shift fork clearance		0.2—0.5 mm (0.008—0.020 in.)	0.62 mm (0.024 in.)
Select lever	Finger width		14.85—14.95 mm (0.585—0.589 in.)	———
Change lever	Shaft-to-select lever clearance		0.05—0.25 mm (0.002—0.010 in.)	0.50 mm (0.020 in.)
	Groove width		15.00—15.10 mm (0.591—0.594 in.)	———
	Shaft-to-shift arm clearance		0.013—0.070 mm (0.0005—0.0028 in.)	0.1 mm (0.004 in.)
M/T differential carrier	Pinion shaft contact area I.D.		18.010—18.028 mm (0.7091—0.7098 in.)	———
	Carrier-to-pinion shaft clearance		0.027—0.057 mm (0.0011—0.0022 in.)	0.1 mm (0.004 in.)
	Driveshaft contact area I.D.		28.025—28.045 mm (1.1033—1.1041 in.)	———
M/T differential pinion gear	Backlash		0.05—0.15 mm (0.002—0.006 in.)	———
	I.D.		18.042—18.066 mm (0.7103—0.7113 in.)	———
	Pinion gear-to-pinion shaft clearance		0.059—0.095 mm (0.0023—0.0037 in.)	0.15 mm (0.006 in.)
M/T differential 80 mm shim	80 mm shim-to-bearing outer race clearance in transmission housing		0—0.10 mm (0—0.039 in.)	Adjust

Standards and Service Limits

Manual Transmission and M/T Differential (6-speed)

Item	Measurement	Qualification	Standard or New	Service Limit
Manual transmission fluid	Capacity	Fluid change	1.5 L (1.6 US qt)	
	Use Honda MTF	Overhaul	1.7 L (1.8 US qt)	
Mainshaft	End play		0.11—0.17 mm (0.004—0.007 in.)	Adjust
	Diameter of ball bearing contact area (transmission housing side)		27.987—28.000 mm (1.1018—1.1024 in.)	27.93 mm (1.100 in.)
	Diameter of 4th/5th gear distance collar contact area		31.984—32.000 mm (1.2592—1.2598 in.)	31.93 mm (1.257 in.)
	Diameter of needle bearing contact area		38.984—39.000 mm (1.5348—1.5354 in.)	38.93 mm (1.533 in.)
	Diameter of ball bearing contact area (clutch housing side)		27.977—27.990 mm (1.1015—1.1020 in.)	27.92 mm (1.099 in.)
	Diameter of bushing contact area		20.80—20.85 mm (0.819—0.821 in.)	20.75 mm (0.817 in.)
	Runout		0.02 mm (0.001 in.) max.	0.05 mm (0.002 in.)
Mainshaft 3rd, 4th, and 5th gear	I.D.		44.009—44.025 mm (1.7326—1.7333 in.)	44.08 mm (1.735 in.)
	End play		0.06—0.16 mm (0.002—0.006 in.)	0.25 mm (0.010 in.)
	Thickness		23.92—23.97 mm (0.942—0.944 in.)	23.80 mm (0.937 in.)
Mainshaft 6th gear	I.D.		40.009—40.025 mm (1.5752—1.5758 in.)	40.08 mm (1.578 in.)
	End play		0.06—0.16 mm (0.002—0.006 in.)	0.25 mm (0.010 in.)
	Thickness		23.92—23.97 mm (0.942—0.944 in.)	23.80 mm (0.937 in.)
Mainshaft 4th/5th gear distance collar	I.D.		32.00—32.01 mm (1.2598—1.2602 in.)	32.02 mm (1.261 in.)
	O.D.		38.989—39.000 mm (1.5350—1.5354 in.)	38.94 mm (1.533 in.)
	Length	A	51.95—52.05 mm (2.045—2.049 in.)	—
		B	24.03—24.08 mm (0.946—0.948 in.)	—
Mainshaft 6th gear distance collar	I.D.		28.00—28.01 mm (1.102—1.103 in.)	28.02 mm (1.103 in.)
	O.D.		34.989—35.000 mm (1.3775—1.3780 in.)	34.940 mm (1.3756 in.)
	Length		24.03—24.08 mm (0.946—0.948 in.)	—
Countershaft	Diameter of ball bearing contact area (transmission housing side)		30.020—30.033 mm (1.1819—1.1824 in.)	29.97 mm (1.180 in.)
	Diameter of 1st gear distance collar contact area		39.937—39.950 mm (1.5723—1.5728 in.)	39.883 mm (1.5702 in.)
	Diameter of needle bearing contact area (clutch housing side)		35.000—35.015 mm (1.3780—1.3785 in.)	34.95 mm (1.376 in.)
	Runout		0.02 mm (0.001 in.) max.	0.05 mm (0.002 in.)
	35 mm shim-to-bearing inner race clearance		0.04—0.10 mm (0.0016—0.0039 in.)	Adjust
Countershaft 1st and 2nd gear	I.D.		52.010—52.029 mm (2.0476—2.0484 in.)	52.08 mm (2.050 in.)
	End play		0.06—0.16 mm (0.002—0.006 in.)	0.25 mm (0.010 in.)
	Thickness	1st	22.92—22.97 mm (0.902—0.904 in.)	22.87 mm (0.900 in.)
		2nd	27.92—27.97 mm (1.099—1.101 in.)	27.87 mm (1.097 in.)
Countershaft 1st and 2nd gear distance collar	I.D.		39.95—39.96 mm (1.5728—1.5732 in.)	39.97 mm (1.574 in.)
	O.D.		46.989—47.000 mm (1.8500—1.8504 in.)	46.94 mm (1.848 in.)
	Length	1st	23.03—23.08 mm (0.907—0.909 in.)	—
		2nd	28.03—28.08 mm (1.104—1.106 in.)	—

Item	Measurement	Qualification	Standard or New	Service Limit
Reverse idler gear	I.D.		20.016—20.043 mm (0.7880—0.7891 in.)	20.90 mm (0.823 in.)
	Gear-to-reverse idler gear shaft clearance		0.036—0.084 mm (0.0014—0.0033 in.)	0.16 mm (0.006 in.)
Synchro ring	Ring-to-gear clearance	Ring pushed against gear	0.70—1.49 mm (0.028—0.059 in.)	0.4 mm (0.016 in.)
Double cone synchro and triple cone synchro	Outer synchro ring-to-synchro cone clearance	Ring pushed against gear	0.70—1.19 mm (0.028—0.047 in.)	0.3 mm (0.012 in.)
	Synchro cone-to-gear clearance	Ring pushed against gear	0.50—1.04 mm (0.020—0.041 in.)	0.3 mm (0.012 in.)
	Outer synchro ring-to-gear clearance	Ring pushed against gear	0.95—1.68 mm (0.037—0.066 in.)	0.6 mm (0.024 in.)
Shift fork	Finger thickness		7.4—7.6 mm (0.29—0.30 in.)	———
	Fork-to-synchro sleeve clearance		0.35—0.65 mm (0.014—0.026 in.)	1.0 mm (0.039 in.)
Reverse shift fork	Finger width		13.4—13.7 mm (0.528—0.539 in.)	———
	Fork-to-reverse idler gear clearance		0.20—0.59 mm (0.008—0.023 in.)	1.3 mm (0.051 in.)
Shift arm	I.D.		13.973—14.000 mm (0.5501—0.5512 in.)	———
	Finger width		16.9—17.0 mm (0.665—0.669 in.)	———
	Shift arm-to-shift fork clearance		0.2—0.5 mm (0.008—0.020 in.)	0.62 mm (0.024 in.)
Select lever	Finger width		14.85—14.95 mm (0.585—0.589 in.)	———
Change lever	Shaft-to-select lever clearance		0.05—0.25 mm (0.002—0.010 in.)	0.50 mm (0.020 in.)
	Groove width		15.00—15.10 mm (0.591—0.594 in.)	———
	Shaft-to-shift arm clearance		0.013—0.070 mm (0.0005—0.0028 in.)	0.1 mm (0.004 in.)
M/T differential 80 mm shim	80 mm shim-to-bearing outer race clearance in transmission housing		0—0.10 mm (0—0.039 in.)	Adjust

Standards and Service Limits

Automatic Transmission and A/T Differential

Item	Measurement	Qualification	Standard or New	Service Limit
Automatic transmission fluid	Capacity	Fluid change	2.9 L (3.1 US qt)	
	Use Acura ATF-Z1	Overhaul	6.5 L (6.9 US qt)	
ATF pressure	Line pressure	At 2,000 rpm in P or N	900—960 kPa (9.2—9.8 kgf/cm ² , 130—140 psi)	850 kPa (8.7 kgf/cm ² , 120 psi)
	1st clutch pressure	At 2,000 rpm in 1st gear in S	890—970 kPa (9.1—9.9 kgf/cm ² , 130—140 psi)	840 kPa (8.6 kgf/cm ² , 120 psi)
	2nd clutch pressure	At 2,000 rpm in 2nd gear in S	890—970 kPa (9.1—9.9 kgf/cm ² , 130—140 psi)	840 kPa (8.6 kgf/cm ² , 120 psi)
	3rd clutch pressure	At 2,000 rpm in 3rd gear in S	890—970 kPa (9.1—9.9 kgf/cm ² , 130—140 psi)	840 kPa (8.6 kgf/cm ² , 120 psi)
	4th clutch pressure	At 2,000 rpm in 4th gear in S	890—970 kPa (9.1—9.9 kgf/cm ² , 130—140 psi)	840 kPa (8.6 kgf/cm ² , 120 psi)
	5th clutch pressure	At 2,000 rpm in 5th gear in S	890—970 kPa (9.1—9.9 kgf/cm ² , 130—140 psi)	840 kPa (8.6 kgf/cm ² , 120 psi)
Torque converter	Stall speed Check with vehicle on level ground		2,150 rpm	2,000—2,300 rpm
Clutch	Clearance between clutch end-plate and top disc	1st	1.23—1.43 mm (0.048—0.056 in.)	———
		2nd	0.75—0.95 mm (0.030—0.037 in.)	———
		3rd	0.83—1.03 mm (0.033—0.041 in.)	———
		4th, 5th	0.73—0.93 mm (0.029—0.037 in.)	———
	Clutch return spring free length	1st, 2nd, 3rd	50.8 mm (2.00 in.)	48.8 mm (1.92 in.)
		4th, 5th	33.5 mm (1.32 in.)	31.5 mm (1.24 in.)
	Clutch disc thickness		1.94 mm (0.076 in.)	———
	Clutch plate thickness	1st, 2nd, 3rd	2.0 mm (0.079 in.)	When discolored
		4th, 5th	2.3 mm (0.091 in.)	When discolored
	Clutch wave-plate phase difference		0.07—0.20 mm (0.003—0.008 in.)	0.05 mm (0.002 in.)
	1st, 3rd clutch end-plate thickness	Mark 1	2.3 mm (0.091 in.)	When discolored
		Mark 2	2.4 mm (0.094 in.)	When discolored
		Mark 3	2.5 mm (0.098 in.)	When discolored
		Mark 4	2.6 mm (0.102 in.)	When discolored
		Mark 5	2.7 mm (0.106 in.)	When discolored
		Mark 6	2.8 mm (0.110 in.)	When discolored
		Mark 7	2.9 mm (0.114 in.)	When discolored
		Mark 8	3.0 mm (0.118 in.)	When discolored
		Mark 9	3.1 mm (0.122 in.)	When discolored
		Mark 10	3.2 mm (0.126 in.)	When discolored
		Mark 11	3.3 mm (0.130 in.)	When discolored
		Mark 12	3.4 mm (0.134 in.)	When discolored
	2nd clutch end-plate thickness	Mark 1	2.6 mm (0.102 in.)	When discolored
		Mark 2	2.7 mm (0.106 in.)	When discolored
		Mark 3	2.8 mm (0.110 in.)	When discolored
		Mark 4	2.9 mm (0.114 in.)	When discolored
		Mark 5	3.0 mm (0.118 in.)	When discolored
		Mark 6	3.1 mm (0.122 in.)	When discolored
		Mark 7	3.2 mm (0.126 in.)	When discolored
		Mark 8	3.3 mm (0.130 in.)	When discolored
		Mark 9	3.4 mm (0.134 in.)	When discolored

Item	Measurement	Qualification	Standard or New	Service Limit
Clutch (cont'd)	4th, 5th clutch end-plate thickness	Mark 1	2.1 mm (0.083 in.)	When discolored
		Mark 2	2.2 mm (0.087 in.)	When discolored
		Mark 3	2.3 mm (0.091 in.)	When discolored
		Mark 4	2.4 mm (0.094 in.)	When discolored
		Mark 5	2.5 mm (0.098 in.)	When discolored
		Mark 6	2.6 mm (0.102 in.)	When discolored
		Mark 7	2.7 mm (0.106 in.)	When discolored
		Mark 8	2.8 mm (0.110 in.)	When discolored
		Mark 9	2.9 mm (0.114 in.)	When discolored
Mainshaft	Diameter of needle bearing contact area	At stator shaft	22.984—23.000 mm (0.905—0.906 in.)	When worn or damaged
		At 5th gear	51.975—51.991 mm (2.046—2.047 in.)	When worn or damaged
		At 4th gear collar	33.975—33.991 mm (1.3376—1.3382 in.)	When worn or damaged
	I.D. of gears	5th gear	57.000—57.019 mm (2.2441—2.2448 in.)	When worn or damaged
		4th gear	40.000—40.016 mm (1.5748—1.5754 in.)	When worn or damaged
	End play of gears	5th gear ('06-07 models)	0.03—0.11 mm (0.001—0.004 in.)	———
		5th gear ('08-09 models)	0.04—0.10 mm (0.002—0.004 in.)	———
		4th gear	0.10—0.22 mm (0.004—0.009 in.)	———
	41 x 68 mm thrust washer thickness ('06-07 models)	No. 1	6.35 mm (0.250 in.)	When worn or damaged
		No. 2	6.40 mm (0.252 in.)	When worn or damaged
		No. 3	6.45 mm (0.254 in.)	When worn or damaged
		No. 4	6.50 mm (0.256 in.)	When worn or damaged
		No. 5	6.55 mm (0.258 in.)	When worn or damaged
		No. 6	6.60 mm (0.260 in.)	When worn or damaged
	41 x 68 mm thrust washer thickness ('08-09 models)	No. 1	4.450 mm (0.1752 in.)	When worn or damaged
		No. 2	4.475 mm (0.1762 in.)	When worn or damaged
		No. 3	4.500 mm (0.1772 in.)	When worn or damaged
		No. 4	4.525 mm (0.1781 in.)	When worn or damaged
		No. 5	4.550 mm (0.1791 in.)	When worn or damaged
		No. 6	4.575 mm (0.1801 in.)	When worn or damaged
		No. 7	4.600 mm (0.1811 in.)	When worn or damaged
		No. 8	4.625 mm (0.1821 in.)	When worn or damaged
		No. 9	4.650 mm (0.1831 in.)	When worn or damaged
		No. 10	4.675 mm (0.1841 in.)	When worn or damaged
		No. 11	4.700 mm (0.1850 in.)	When worn or damaged
		No. 12	4.725 mm (0.1860 in.)	When worn or damaged
		No. 13	4.750 mm (0.1870 in.)	When worn or damaged
		No. 14	4.775 mm (0.1880 in.)	When worn or damaged
		No. 15	4.800 mm (0.1890 in.)	When worn or damaged
	4th gear collar length		66.3—66.4 mm (2.610—2.614 in.)	———
	Length of 4th gear collar flange from end		19.15—19.30 mm (0.754—0.760 in.)	When worn or damaged
	Sealing ring thickness		1.91—1.97 mm (0.0752—0.0776 in.)	1.86 mm (0.0732 in.)
	Width of sealing ring groove		2.025—2.060 mm (0.0797—0.0811 in.)	2.080 mm (0.0819 in.)
	Clutch feed pipe O.D.		7.97—7.98 mm (0.3138—0.3142 in.)	7.95 mm (0.313 in.)
	Clutch feed pipe bushing I.D.		8.000—8.015 mm (0.3150—0.3156 in.)	8.030 mm (0.3161 in.)

(cont'd)

Standards and Service Limits

Automatic Transmission and A/T Differential (cont'd)

Item	Measurement	Qualification	Standard or New	Service Limit
Countershaft	Diameter of needle bearing contact area	At torque converter housing	36.005—36.015 mm (1.4175—1.4179 in.)	When worn or damaged
		At 4th gear collar	34.982—34.998 mm (1.3772—1.3779 in.)	When worn or damaged
		At reverse gear collar	39.979—40.000 mm (1.5740—1.5748 in.)	When worn or damaged
	I.D. of gears	4th gear	41.000—41.016 mm (1.6142—1.6148 in.)	When worn or damaged
		Reverse gear	46.000—46.016 mm (1.8110—1.8117 in.)	When worn or damaged
	End play of gears	5th gear	0—0.48 mm (0—0.019 in.)	———
		4th gear	0.04—0.12 mm (0.002—0.005 in.)	———
		Reverse gear	0.10—0.25 mm (0.004—0.010 in.)	———
	Distance collar length		54.22—54.30 mm (2.135—2.138 in.)	———
	Reverse selector hub width		25.45—25.65 mm (1.002—1.010 in.)	———
	Reverse selector hub O.D.		55.87—55.90 mm (2.200—2.201 in.)	When worn or damaged
Secondary shaft	Diameter of needle bearing contact area	At 1st gear	39.986—39.999 mm (1.5742—1.5748 in.)	When worn or damaged
		At 2nd gear	39.986—39.999 mm (1.5742—1.5748 in.)	When worn or damaged
		At 3rd gear collar	36.975—36.991 mm (1.4557—1.4563 in.)	When worn or damaged
	I.D. of gears	1st gear	47.000—47.016 mm (1.8504—1.8510 in.)	When worn or damaged
		2nd gear	46.000—46.016 mm (1.8110—1.8117 in.)	When worn or damaged
		3rd gear	43.000—43.016 mm (1.6929—1.6935 in.)	When worn or damaged
	End play of gears	1st gear	0.04—0.12 mm (0.002—0.005 in.)	———
		2nd gear	0.04—0.12 mm (0.002—0.005 in.)	———
		3rd gear	0.10—0.22 mm (0.004—0.009 in.)	———
	37 x 58 mm thrust washer thickness	No. 1	3.900 mm (0.154 in.)	When worn or damaged
		No. 2	3.925 mm (0.155 in.)	When worn or damaged
		No. 3	3.950 mm (0.156 in.)	When worn or damaged
		No. 4	3.975 mm (0.156 in.)	When worn or damaged
		No. 5	4.000 mm (0.157 in.)	When worn or damaged
		No. 6	4.025 mm (0.158 in.)	When worn or damaged
		No. 7	4.050 mm (0.159 in.)	When worn or damaged
		No. 8	4.075 mm (0.160 in.)	When worn or damaged
		No. 9	4.100 mm (0.161 in.)	When worn or damaged
		No. 10	4.125 mm (0.162 in.)	When worn or damaged
		No. 11	4.150 mm (0.163 in.)	When worn or damaged
		No. 12	4.175 mm (0.164 in.)	When worn or damaged
		No. 13	4.200 mm (0.165 in.)	When worn or damaged
		No. 14	4.225 mm (0.166 in.)	When worn or damaged
		No. 15	4.250 mm (0.167 in.)	When worn or damaged
		No. 16	4.275 mm (0.168 in.)	When worn or damaged
		No. 17	4.300 mm (0.169 in.)	When worn or damaged
		No. 18	4.325 mm (0.170 in.)	When worn or damaged
		No. 19	4.350 mm (0.171 in.)	When worn or damaged
		No. 20	4.375 mm (0.172 in.)	When worn or damaged
	40 x 51.5 mm thrust washer thickness	No. 1	4.80 mm (0.189 in.)	When worn or damaged
		No. 2	4.85 mm (0.191 in.)	When worn or damaged
		No. 3	4.90 mm (0.193 in.)	When worn or damaged
		No. 4	4.95 mm (0.195 in.)	When worn or damaged
		No. 5	5.00 mm (0.197 in.)	When worn or damaged
		No. 6	5.05 mm (0.199 in.)	When worn or damaged

Item	Measurement	Qualification	Standard or New	Service Limit
Secondary shaft (cont'd)	3rd gear collar length		43.9—44.0 mm (1.728—1.732 in.)	———
	Length of 3rd gear collar flange from end		5.25—5.40 mm (0.207—0.213 in.)	When worn or damaged
	Sealing ring thickness		1.91—1.97 mm (0.0752—0.0776 in.)	1.86 mm (0.0732 in.)
	Width of sealing ring groove		2.025—2.060 mm (0.0797—0.0811 in.)	2.080 mm (0.0819 in.)
	Clutch feed pipe O.D.	3rd clutch feed pipe	11.47—11.48 mm (0.4516—0.4520 in.)	11.45 mm (0.4508 in.)
		1st clutch feed pipe	6.97—6.98 mm (0.2744—0.2748 in.)	6.95 mm (0.2736 in.)
	Clutch feed pipe bushing I.D.	3rd clutch feed pipe	11.500—11.518 mm (0.4528—0.4535 in.)	11.530 mm (0.4539 in.)
		1st clutch feed pipe	7.018—7.030 mm (0.2763—0.2768 in.)	7.045 mm (0.2774 in.)
	ATF guide of sealing ring contact I.D.		29.000—29.021 mm (1.1417—1.1426 in.)	29.05 mm (1.144 in.)
Idler gear shaft	Diameter of needle bearing contact area	End cover side	32.003—32.013 mm (1.2600—1.2604 in.)	When worn or damaged
	Thickness of cotters		1.39—1.42 mm (0.0547—0.0559 in.)	———
Reverse idler gear	Reverse idler gear shaft diameter at needle bearing contact area		14.99—15.00 mm (0.5902—0.5906 in.)	When worn or damaged
	I.D.		20.007—20.020 mm (0.7877—0.7882 in.)	When worn or damaged
	I.D. of reverse idler gear shaft contact area on transmission housing		14.800—14.818 mm (0.5827—0.5834 in.)	———
	I.D. of reverse idler gear shaft holder		14.800—14.824 mm (0.5827—0.5836 in.)	When worn or damaged
ATF pump	ATF pump thrust clearance		0.03—0.06 mm (0.001—0.002 in.)	0.07 mm (0.003 in.)
	Clearance between ATF pump gear and body	Drive gear	0.210—0.265 mm (0.0083—0.0104 in.)	———
		Driven gear	0.070—0.125 mm (0.0028—0.0049 in.)	———
	ATF pump driven gear I.D.		14.016—14.034 mm (0.5518—0.5525 in.)	When worn or damaged
	ATF pump driven gear shaft O.D.		13.980—13.990 mm (0.5504—0.5508 in.)	When worn or damaged
Stator shaft	Needle bearing contact I.D.	Torque converter side	27.000—27.021 mm (1.063—1.064 in.)	When worn or damaged
		ATF pump side	29.000—29.021 mm (1.1417—1.1426 in.)	———
	Sealing ring contact area I.D.		29.000—29.021 mm (1.1417—1.1426 in.)	29.05 mm (1.144 in.)
Reverse shift fork	Fork finger thickness		5.90—6.00 mm (0.232—0.236 in.)	5.40 mm (0.213 in.)
Park gear and pawl			———	When worn or damaged
Servo body	Shift fork shaft bore I.D.		14.000—14.010 mm (0.5512—0.5516 in.)	———
	Shift fork shaft valve bore I.D.		37.000—37.039 mm (1.4567—1.4582 in.)	37.045 mm (1.4585 in.)
Regulator valve body	Sealing ring contact I.D.		29.000—29.021 mm (1.1417—1.1426 in.)	29.05 mm (1.144 in.)

(cont'd)

Standards and Service Limits

Automatic Transmission and A/T Differential (cont'd)

Item	Measurement	Qualification	Standard or New			
			Wire Diameter	O.D.	Free Length	No. of Coils
Main valve body spring (see page 14-303)	Shift valve A spring		0.8 mm (0.031 in.)	5.6 mm (0.220 in.)	28.1 mm (1.106 in.)	15.9
	Shift valve B spring		0.8 mm (0.031 in.)	5.6 mm (0.220 in.)	28.1 mm (1.106 in.)	15.9
	Shift valve C spring		0.8 mm (0.031 in.)	5.6 mm (0.220 in.)	28.1 mm (1.106 in.)	15.9
	Relief valve spring		1.0 mm (0.039 in.)	9.6 mm (0.378 in.)	34.1 mm (1.343 in.)	10.2
	Lock-up control valve spring		0.65 mm (0.026 in.)	7.1 mm (0.280 in.)	23.1 mm (0.909 in.)	12.7
	Cooler check valve spring		0.85 mm (0.033 in.)	6.6 mm (0.260 in.)	27.0 mm (1.063 in.)	11.3
	Servo control valve spring		0.7 mm (0.028 in.)	6.6 mm (0.260 in.)	35.7 mm (1.406 in.)	17.2
	Shift valve E spring		0.8 mm (0.031 in.)	5.6 mm (0.220 in.)	28.1 mm (1.106 in.)	15.9
Regulator valve body spring (see page 14-305)	Stator reaction spring		4.5 mm (0.177 in.)	35.4 mm (1.394 in.)	30.3 mm (1.193 in.)	1.92
	Regulator valve spring A		1.9 mm (0.075 in.)	14.7 mm (0.579 in.)	80.6 mm (3.173 in.)	16.1
	Regulator valve spring B		1.6 mm (0.063 in.)	9.2 mm (0.362 in.)	44.0 mm (1.732 in.)	12.5
	Torque converter check valve spring		1.2 mm (0.047 in.)	8.6 mm (0.339 in.)	33.8 mm (1.331 in.)	12.2
	Lock-up shift valve spring		1.0 mm (0.039 in.)	6.6 mm (0.260 in.)	35.5 mm (1.398 in.)	18.2
	3rd accumulator spring		2.5 mm (0.098 in.)	14.6 mm (0.575 in.)	29.9 mm (1.177 in.)	4.9
	1st accumulator spring A		2.4 mm (0.094 in.)	18.6 mm (0.732 in.)	49.0 mm (1.929 in.)	7.1
	1st accumulator spring B		2.3 mm (0.091 in.)	12.2 mm (0.480 in.)	31.5 mm (1.240 in.)	6.6
Servo body spring (see page 14-306)	Shift valve D spring		0.8 mm (0.031 in.)	5.6 mm (0.220 in.)	28.1 mm (1.106 in.)	15.9
	4th accumulator spring B		2.3 mm (0.091 in.)	12.2 mm (0.480 in.)	31.5 mm (1.240 in.)	6.6
	4th accumulator spring A		2.4 mm (0.094 in.)	18.6 mm (0.732 in.)	49.0 mm (1.929 in.)	7.1
	2nd accumulator spring B		2.0 mm (0.079 in.)	10.6 mm (0.417 in.)	34.0 mm (1.339 in.)	8.0
	2nd accumulator spring A		2.2 mm (0.087 in.)	16.6 mm (0.654 in.)	48.2 mm (1.898 in.)	8.5
	5th accumulator spring		2.5 mm (0.098 in.)	14.6 mm (0.575 in.)	29.9 mm (1.177 in.)	4.9

Item	Measurement	Qualification	Standard or New	Service Limit
A/T differential carrier	Pinion shaft contact area I.D.		18.000—18.025 mm (0.709—0.710 in.)	———
	Clearance between carrier and pinion shaft		0.013—0.054 mm (0.001—0.002 in.)	0.1 mm (0.004 in.)
	Driveshaft contact area I.D.		28.015—28.045 mm (1.103—1.104 in.)	———
	Clearance between carrier and driveshaft		0.035—0.086 mm (0.001—0.003 in.)	0.12 mm (0.005 in.)
	Intermediate shaft contact I.D.		28.015—28.045 mm (1.103—1.104 in.)	———
	Clearance between carrier and intermediate shaft		0.065—0.111 mm (0.003—0.004 in.)	0.12 mm (0.005 in.)
	Carrier bearing starting torque (preload)	For new bearing	2.7—3.9 N·m (28—40 kgf·cm, 24—35 lbf·in)	Adjust
		For used bearing	2.5—3.6 N·m (25—37 kgf·cm, 22—32 lbf·in)	Adjust
	Final driven gear backlash	(Reference)	0.086—0.142 mm (0.003—0.006 in.)	0.2 mm (0.008 in.)
A/T differential pinion gear	Backlash		0.05—0.15 mm (0.002—0.006 in.)	———
	I.D.		18.042—18.066 mm (0.7103—0.7113 in.)	———
	Clearance between pinion gear and pinion shaft		0.055—0.095 mm (0.0022—0.0037 in.)	0.12 mm (0.005 in.)

Standards and Service Limits

Steering

Item	Measurement	Qualification	Standard or New
Steering wheel	Rotational play measured at outside edge with engine running		0—10 mm (0—0.39 in.)
	Initial turning load measured at outside edge with engine running		34 N (3.5 kgf, 7.7 lbf)
Gearbox	Angle of rack guide screw loosened from locked position		7±3 °

Suspension

Item	Measurement	Qualification	Standard or New	Service Limit
Wheel alignment	Camber	Front	0 ° 00 ' ± 30 '	
		Rear (without "C" marks on the rear upper arm)	−1 ° 30 ' ^{+1 ° 05'} _{−0 ° 45'}	
		Rear (with "C" marks on the rear upper arm)	−0 ° 45 ' ^{+1 ° 05'} _{−0 ° 45'}	
	Caster	Front	7 ° 00 ' ± 1 °	
	Total toe-in	Front	0 ± 2 mm (0 ± 0.08 in.)	
		Rear	2 ⁺² _{−1} mm (0.08 ^{+0.08} _{−0.04} in.)	
	Front wheel turning angle	Inward	38 ° 46 ' ± 2 °	
		Outward (reference)	31 ° 14 '	
Wheel	Runout	Axial	0—0.7 mm (0—0.03 in.)	2.0 mm (0.08 in.)
		Radial	0—0.7 mm (0—0.03 in.)	1.5 mm (0.06 in.)
Wheel bearing	End play	Front	0—0.05 mm (0—0.002 in.)	
		Rear	0—0.05 mm (0—0.002 in.)	

Brakes

Item	Measurement	Qualification	Standard or New	Service Limit
Parking brake	Distance traveled when lever pulled with 196 N (20 kgf, 44 lbf) of force		8 to 10 clicks	
Brake pedal	Pedal height (carpet moved aside)	M/T	153 mm (6.02 in.)	
		A/T	158 mm (6.22 in.)	
	Free play		1—5 mm (0.04—0.20 in.)	
Brake disc	Thickness	Front (except TYPE S)	22.9—23.1 mm (0.90—0.91 in.)	21.0 mm (0.83 in.)
		Front (TYPE S)	24.9—25.1 mm (0.98—0.99 in.)	23.0 mm (0.91 in.)
		Rear	8.9—9.1 mm (0.35—0.36 in.)	8.0 mm (0.31 in.)
	Runout	Front and rear	—	0.04 mm (0.0016 in.)
	Parallelism	Front and rear	—	0.015 mm (0.0006 in.)
Brake pad	Thickness	Front (except TYPE S)	9.6—10.2 mm (0.38—0.40 in.)	1.6 mm (0.06 in.)
		Front (TYPE S)	9.0—9.7 mm (0.35—0.38 in.)	1.6 mm (0.06 in.)
		Rear	8.3—9.4 mm (0.33—0.37 in.)	1.6 mm (0.06 in.)

Air Conditioning

Item	Measurement	Qualification	Standard or New
Refrigerant	Type		HFC-134a (R-134a)
	Capacity of system		400—450 g (14.1—15.8 oz)
Refrigerant oil	Type		SP-10 (P/N 38897-P13-A01)
	Capacity of components	Condenser	50 mL (1 2/3 fl-oz)
		Evaporator	40 mL (1 1/3 fl-oz)
		Each Line and hose	10 mL (1/3 fl-oz)
		Compressor	75—85 mL (2 1/2—2 5/6 fl-oz)
Compressor	Field coil resistance	At 20 °C (68 °F)	3.15 —3.45 Ω
	Pulley-to-armature-plate clearance		0.35—0.65 mm (0.014—0.026 in.)

Design Specifications

Item	Measurement	Qualification	Specification
DIMENSIONS	Overall length		4,544 mm (178.9 in.)
	Overall width		1,752 mm (69.0 in.)
	Overall height		1,435 mm (56.5 in.)
	Wheelbase		2,700 mm (106.3 in.)
	Track	Front	1,499 mm (59.0 in.)
		Rear	1,528 mm (60.2 in.)
	Ground clearance		145 mm (5.7 in.)
	Seating capacity		Five (5)
WEIGHT	Gross Vehicle Weight Rating (GVWR)		See the certification label attached to the driver's doorjamb
ENGINE	Type		Water cooled, 4-stroke DOHC i-VTEC engine
	Cylinder arrangement		Inline 4-cylinder, transverse
	Bore and stroke		86 x 86 mm (3.39 x 3.39 in.)
	Displacement		1,998 cm ³ (122 cu in.)
	Compression ratio	K20Z2	9.6
		K20Z3	11.0
	Valve train		Chain drive, DOHC i-VTEC 4 valves per cylinder
	Lubrication system		Forced, wet sump, with trochoid pump
	Fuel required	K20Z2	Regular UNLEADED gasoline 87 Pump Octane Number or higher
		K20Z3	Premium UNLEADED gasoline 91 Pump Octane Number or higher
STARTER	Type		Gear Reduction
	Nominal output		1.6 kW
	Nominal voltage		12 V
	Hour rating		30 seconds
	Direction of rotation		Clockwise as viewed from drive end
CLUTCH	Type		Single plate dry, diaphragm spring
	Clutch friction material surface area		174 cm ² (27 sq in.)

Item	Measurement	Qualification	Specification
MANUAL TRANSMISSION (5-speed)	Type		Synchronized, five-speed forward, one reverse
	Primary reduction		Direct 1:1
	Gear ratio	1st	3.267
		2nd	1.880
		3rd	1.212
		4th	0.921
		5th	0.738
		Reverse	3.583
	Final reduction	Type	Single helical gear
		Gear ratio	4.839
MANUAL TRANSMISSION (6-speed)	Type		Synchronized, six-speed forward, one reverse
	Primary reduction		Direct 1:1
	Gear ratio	1st	3.267
		2nd	2.130
		3rd	1.517
		4th	1.147
		5th	0.921
		6th	0.659
		Reverse	3.583
	Final reduction	Type	Single helical gear
		Gear ratio	4.765
AUTOMATIC TRANSMISSION	Type		Electronically-controlled automatic, five-speed forward, one reverse three-element torque converter with lock-up clutch
	Primary reduction		Direct 1:1
	Gear ratio	1st	2.651
		2nd	1.516
		3rd	1.081
		4th	0.772
		5th	0.566
		Reverse	2.000
	Final reduction	Type	Single helical gear
		Gear ratio	4.562
STEERING	Type		Electrical power-assisted rack and pinion
	Overall ratio		13.62
	Turns, lock-to-lock		2.65
	Steering wheel diameter		360 mm (14.2 in.)
SUSPENSION	Type	Front	Independent strut with stabilizer, coil spring
		Rear	Independent double wishbone with stabilizer, coil spring
	Shock absorber	Front and rear	Telescopic, hydraulic, nitrogen gas-filled
TIRES	Size of front and rear tires ('06-08 models)	Except TYPE S	P205/55R16 89H
		TYPE S	P215/45R17 87V
	Size of front and rear tires ('09 model)		P215/45R17 87V
	Size of spare tire ('06-07 models)	Except TYPE S	T125/70D15 95M
		TYPE S	T135/80R16 101M
	Size of spare tire ('08-09 models)		T135/80R16 101M

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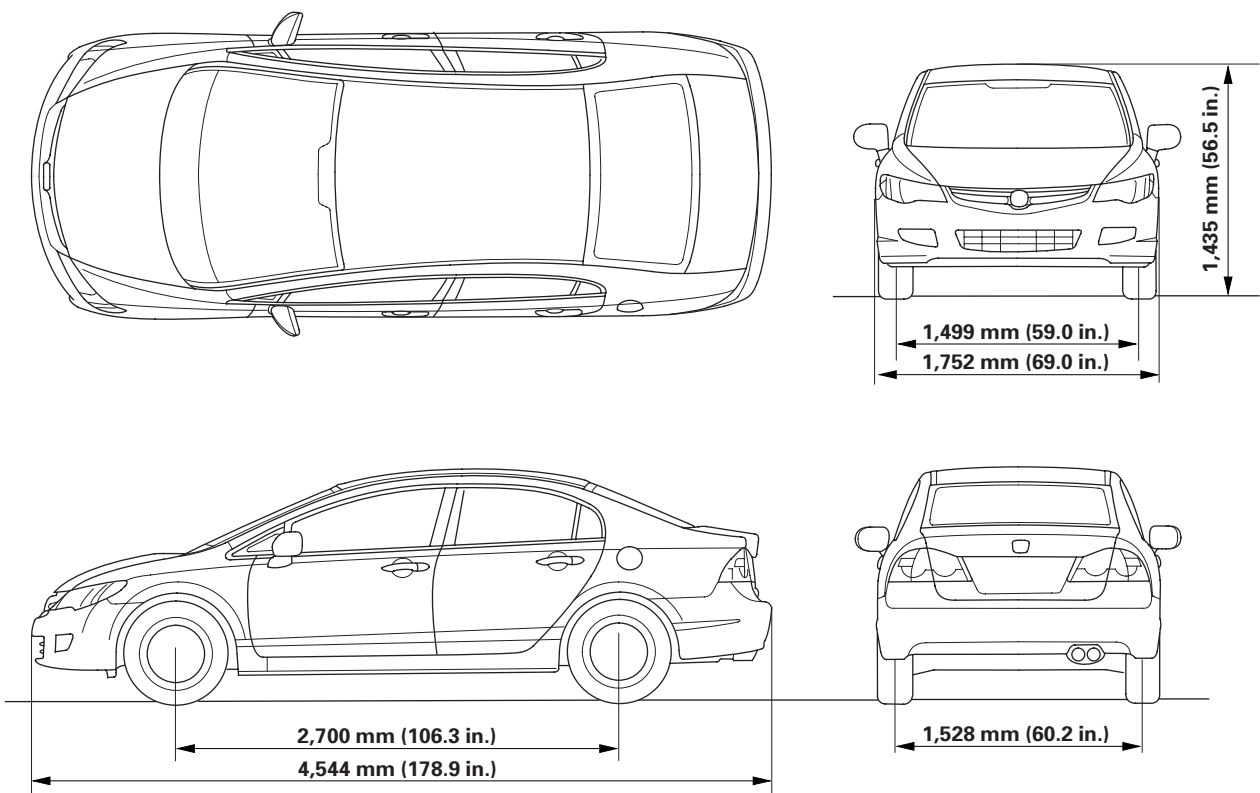
Design Specifications

Item	Measurement	Qualification	Specification
WHEEL ALIGNMENT	Camber	Front	0 °00 '
		Rear (without "C" marks on the rear upper arm)	−1 °30 '
		Rear (with "C" marks on the rear upper arm)	−0° 45 '
	Caster	Front	7 °00 '
	Total toe-in	Front	0 mm (0 in.)
		Rear	2 mm (0.08 in.)
	Front wheel turning angle	Inward	38 ° 46 '
		Outward (reference)	31 ° 14 '
BRAKES	Type of service brake	Front	Power-assisted self-adjusting ventilated disc
		Rear	Power-assisted self-adjusting solid disc
	Type of parking brake		Mechanical actuating, rear wheels
	Pad friction surface area	Front (except Type S)	48.4 cm ² (7.50 sq in.) x 2
		Front (Type S)	33.8 cm ² (5.24 sq in.) x 2
		Rear	20.6 cm ² (3.19 sq in.) x 2
AIR CONDITIONING	Compressor	Type	Scroll
		Capacity	77.1 mL (4.7 cu in.)/rev.
		Maximum speed	10,000 rpm
		Lubricant capacity	75 mL (2 1/2 fl-oz)
		Lubricant type	SP-10
	Condenser	Type	Corrugated fin
	Evaporator	Type	Corrugated fin
	Blower	Type	Stabilized swirling flow
		Motor type	220 W/12 V
		Speed control	Infinitely variable
		Maximum capacity	485 m ³ (17.100 cu ft)/h
	Temperature control		Air-mix type
	Compressor clutch	Type	Dry, single plate, poly V-belt drive
		Electrical power consumption at 20 °C (68 °F)	42 W maximum at 12 V
	Refrigerant	Type	HFC-134a (R-134a)
		Capacity	400—450 g (14.1—15.9 oz)

Item	Measurement	Qualification	Specification
ELECTRICAL RATINGS	Battery		12 V—47 Ah/20 HR (12 V—38 Ah/5 HR)
	Fuses	Under-hood fuse/relay box ('06-07 models)	100 A, 80 A, 70 A, 50 A, 40 A, 30 A, 20 A, 15 A, 10 A, 7.5 A
		Under-hood fuse/relay box ('08-09 models)	100 A, 70 A, 60 A, 50 A, 40 A, 30 A, 20 A, 15 A, 10 A, 7.5 A
		Under-dash fuse/relay box	30 A, 20 A, 15 A, 10 A, 7.5 A
	Light bulbs	Headlight high beam	12 V—60 W (HB3)
		Headlight low beam	12 V—51 W (HB4)
		Headlight low beam (HID)	12 V—35 W (D2R)
		Front turn signal lights	12 V—24/2.2 CP (Amber)
		Front side marker lights	12 V—2 CP
		Side turn signal lights	LED
		Front parking lights	12 V—3 CP
		Front fog lights (TYPE S, PREMIUM ('08 model), TECH PKG)	12 V—55 W (H11)
		Rear turn signal lights	12 V—21 W (Amber)
		Rear side marker lights	12 V—3 CP
		Brake/taillights	12 V—21/5 W
		Taillights	12 V—5 W
		High mount brake light (except TYPE S)	12 V—21 W
		High mount brake light (TYPE S)	LED
		Back-up lights	12 V—16 W
		License plate lights	12 V—5 W
		Ceiling light	12 V—8 W
		Trunk light	12 V—5 W
		Front individual map lights	12 V—8 W
		Gauge lights	LED
		Indicator lights	LED
		Ambient light	LED
		Door courtesy lights	12 V—3.4 W
		Vanity mirror lights	12 V—2 W
		Glove box light	12 V—3.4 W
		Footwell lights (TYPE S)	LED
	Washer reservoir	Capacity	4.5 L (4.8 US qt)

Design Specifications

Body Specifications





Maintenance

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------------------------------------	------------

Maintenance Minder

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Lubricants and Fluids

For details of the lubrication points and the type of lubricants to be applied, refer to the illustrated index and the various work procedures (such as Assembly/Reassembly, Replacement, Overhaul, Installation, etc.) contained in each section.

Application		Lubricant or Fluid
A	Engine	Acura Motor Oil: <ul style="list-style-type: none"> • K20Z2: P/N CA66808 (5W-20) • K20Z3: P/N CA66807 (5W-30) Look for the API certification seal on the oil container. Make sure it says "For Gasoline Engines." SAE viscosity: See chart.
B	Manual transmission	Acura Manual Transmission Fluid (MTF): P/N 08798-9033C Always use Acura MTF. Using motor oil can cause stiffer shifting because it does not contain the proper additives.
	Automatic transmission	Acura Automatic Transmission Fluid (ATF-Z1): P/N CA66704 Always use Acura ATF-Z1. Using a non-Acura ATF can affect shift quality.
C	Brake system (including VSA lines)	Honda DOT 3 Brake Fluid: P/N 08798-9008 Always use Honda DOT 3 Brake Fluid. Using a non-Honda brake fluid can cause corrosion and decrease the life of the system.
D	Clutch system (manual transmission)	
E	Brake booster clevis pin	Multipurpose Grease
F	Clutch master cylinder clevis pin (manual transmission)	
G	Release fork (manual transmission)	
H	Battery terminals	
I	Fuel fill door	
J	Trunk hinges	
K	Hood hinges and hood latch	
L	Shift cable ends (manual transmission)	Honda Silicone Grease: P/N 08C30-B0234M
M	Caliper piston seal and boot, caliper pins and boots	
N	Air conditioning compressor	Compressor Oil: SP-10 (P/N 38897-P13-A01AH) for refrigerant HFC-134a (R-134a)
O	Cooling system	Honda Long Life Antifreeze/Coolant Type 2: P/N CA66688

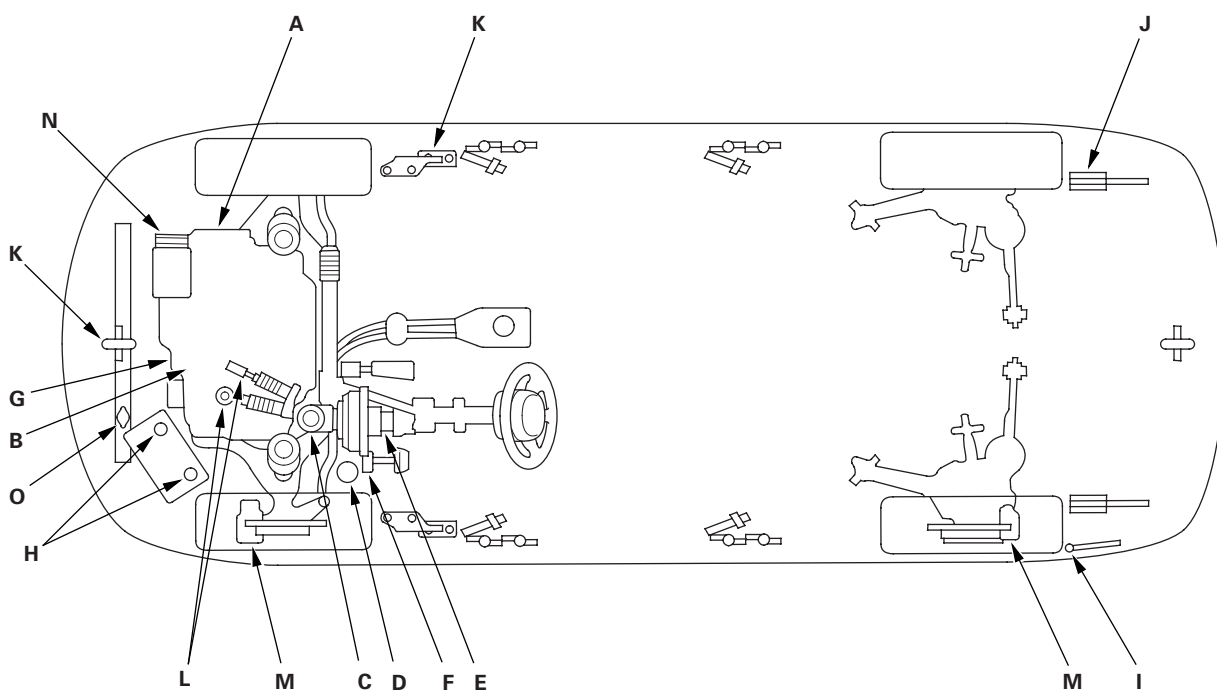
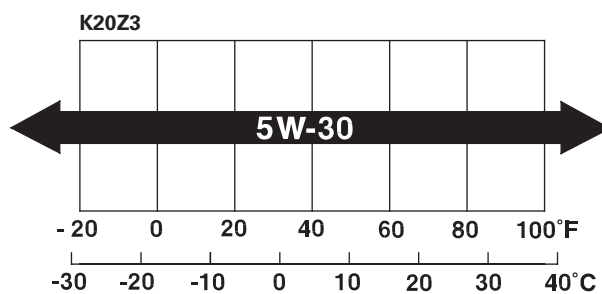
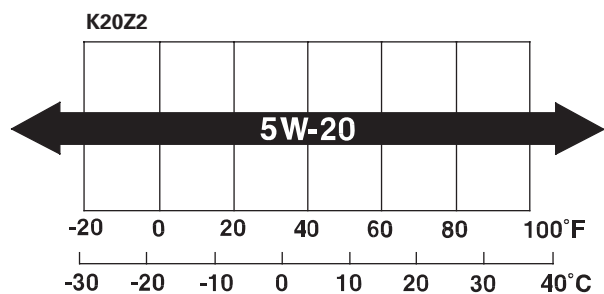
API CERTIFICATION SEAL





Recommended Engine Oil

Engine oil viscosity for ambient temperature ranges

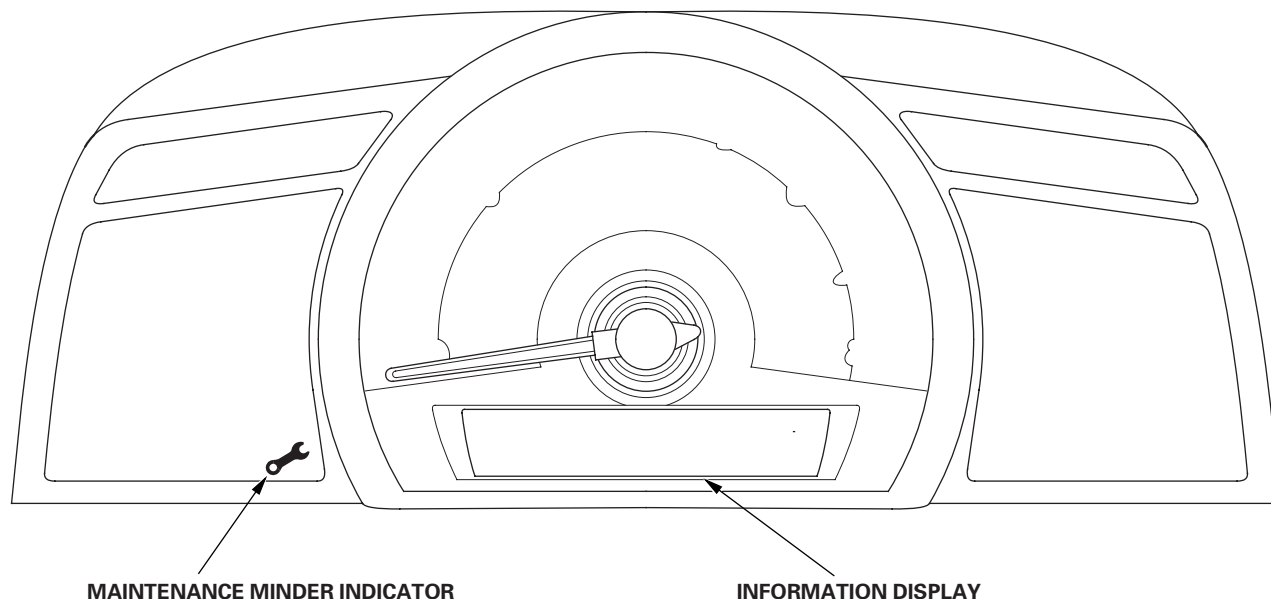


Maintenance Minder

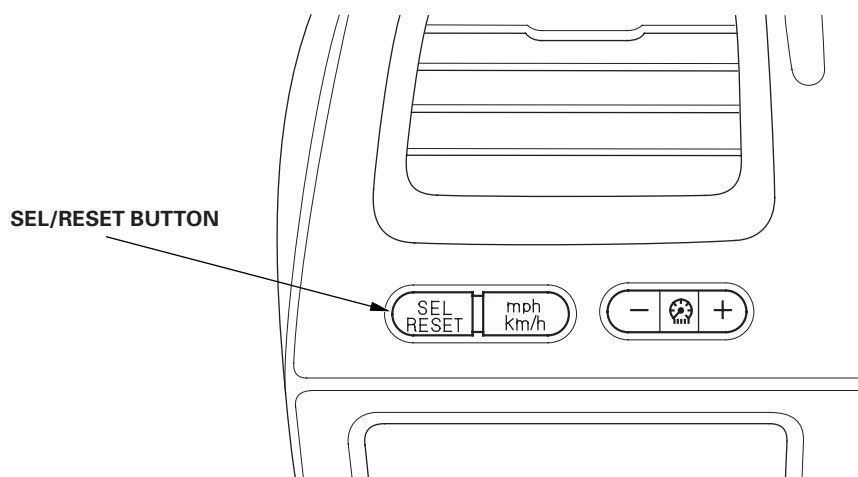
General Information

Information Display

The maintenance minder is an important feature of the information display. Based on engine and transmission operating conditions, the Acura CSX's onboard computer (ECM/PCM) calculates the remaining engine oil and the automatic transmission fluid life. The system also displays the remaining engine oil life along with the code(s) for other scheduled maintenance items needing service.



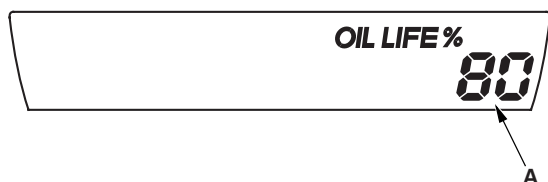
Driver's Side Dashboard:





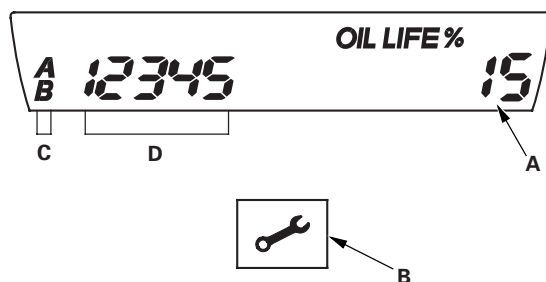
Service Information

1. The remaining engine oil life (A) is shown as a percentage on the information display. To see the current engine oil life, turn the ignition switch to ON (II), then push and release the SEL/RESET button repeatedly until the engine oil life displays.

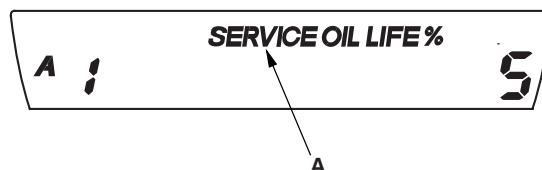


2. When the ignition switch is ON (II), and the remaining engine oil life is 6 % to 15 %, the remaining engine oil life (A) and other scheduled maintenance item(s) needing service are displayed. The maintenance minder indicator (B) also comes on when the engine oil life is 15 % or less. To cancel the display and the indicator, press SEL/RESET button.

- Complete list of maintenance main items (C) (see page 3-7).
- Complete list of maintenance sub items (D) (see page 3-8).



3. When the ignition switch is ON (II), and the remaining engine oil life is 1 % to 5 %, the message "SERVICE" (A) is displayed along with engine oil life and the same maintenance item code(s).



4. When the ignition switch is ON (II), and the remaining engine oil life is 0 %, the engine oil life indicator (A) blinks. Pressing SEL/RESET button cancels the display, but the maintenance minder indicator stays on.



5. If the indicated maintenance is not done, the engine oil life indicator shows a negative mileage, for example "— 10," on the display. If the negative mileage is between 0 and —9, the indicator is displayed for only a few seconds when the ignition switch is turned to ON (II). The negative mileage remains displayed after the vehicle is driven more than 10 km after 0 % oil life is reached, and the display cannot be canceled. This means the indicated maintenance item(s) should have been done more than 10 km ago.



(cont'd)

Maintenance Minder

General Information (cont'd)

Resetting Maintenance Information Display

NOTE:

- The vehicle must be stopped to reset the display.
- If a required service is done and the display is not reset, or the maintenance display is reset without doing the service, the system will not show the proper maintenance timing. This can lead to serious mechanical problems because there will be no accurate record of when the required maintenance is needed.
- The engine oil life and the maintenance item(s) can be only reset independently with the HDS.

1. Turn the ignition switch to ON (II).
2. Push and release the SEL/RESET button repeatedly until the engine oil life indicator is displayed.
3. Press and hold the SEL/RESET button for about 10 seconds. The engine oil life indicator and the maintenance item code(s) will blink, then release the button.

NOTE: If you are resetting the display when the engine oil life is more than 15 %, make sure the maintenance item(s) requiring service are done before resetting the display.

4. Press and hold the SEL/RESET button for another 5 seconds. The maintenance item code(s) will disappear, and the engine oil life will reset to "100".



Resetting Individual Maintenance Items

1. Connect the Honda Diagnostic System (HDS) to the data link connector (DLC) (see step 2 on page 11-3).
2. Turn the ignition switch to ON (II).
3. Make sure the HDS communicates with the vehicle and the engine control module/powertrain control module (ECM/PCM). If it doesn't communicate, troubleshoot the DLC circuit (see page 11-6).
4. Select GAUGES in the BODY ELECTRICAL with the HDS.
5. Select ADJUSTMENT in the GAUGES with the HDS.
6. Select SERVICE REMINDER in the ADJUSTMENT with the HDS.
7. Select RESET in the SERVICE REMINDER with the HDS.
8. Select the individual maintenance item you wish to reset.



Maintenance Main Items

If the message "SERVICE" does not appear more than 12 months after the display is reset, change the engine oil every year.

NOTE:

- Replace the brake fluid every 3 years independent of the maintenance messages in the information display.
- Inspect idle speed every 160,000 miles (256,000 km).
- Adjust the valves during services A, B, 1, 2 or 3, only if they are noisy.

Symbol	Maintenance Main Items
A	Replace engine oil (see page 8-10). Engine oil capacity without oil filter: <ul style="list-style-type: none"> • K20Z2: 4.0 L (4.2 US qt) • K20Z3: 4.2 L (4.4 US qt)
B	Replace engine oil and oil filter (see page 8-11). Engine oil capacity with oil filter: <ul style="list-style-type: none"> • K20Z2: 4.2 L (4.4 US qt) • K20Z3: 4.4 L (4.6 US qt) Check front and rear brakes (see page 19-3). <ul style="list-style-type: none"> • Check pad and disc for wear (thickness), damage, and cracks. • Check calipers for damage, leaks, and tightness of mounting bolts. Check parking brake adjustment (see page 19-7). Check the number of clicks (8 to 10) when the parking brake lever is pulled with 196 N (20 kgf, 44 lbf) of force. Inspect tie-rod ends, steering gearbox, and gearbox boots (see page 17-5). <ul style="list-style-type: none"> • Check steering linkage. • Check boots for damage and leaking grease. • Check fluid lines for damage and leaks. Inspect suspension components (see page 18-3). <ul style="list-style-type: none"> • Check bolts for tightness. • Check condition of ball joint boots for deterioration and damage. Inspect driveshaft boots (see page 16-4). Check boots for cracks and boot bands for tightness. Inspect brake hoses and lines including VSA lines (see page 19-37). Check the master cylinder and VSA modulator-control unit for damage or leakage. Inspect all fluid levels and condition of fluids. <ul style="list-style-type: none"> • Engine coolant (see page 10-7) • Automatic transmission fluid (ATF-Z1) (see page 14-231) • Manual transmission fluid (MTF) 5M/T (see page 13-5), 6M/T (see page 13-82) • Clutch fluid (see page 12-7) • Brake fluid (see page 19-9) • Windshield washer fluid (see page 22-234) Inspect exhaust system: <ul style="list-style-type: none"> • K20Z2 (see page 9-13), K20Z3 (see page 9-14) • Check catalytic converter heat shields, exhaust pipes, and muffler for damage, leaks, and tightness. Inspect fuel lines* (see page 11-326) and connections* (see page 11-328). Check for loose connections, cracks, and deterioration; retighten loose connections and replace damaged parts.

NOTE: According to state and federal regulations, failure to do the maintenance items marked with an asterisk (*) will not void the client's emissions warranties. However, Acura recommends that all maintenance services be done at the recommended interval, to ensure long-term reliability.

Maintenance Minder

Maintenance Sub Items

Number	Maintenance Sub Items
1	Rotate tires, and check tire inflation and condition. Follow the pattern shown in the Owner's Manual.
2	Replace air cleaner element (see page 11-346). Replace every 15,000 miles (24,000 km) if the vehicle is driven in dusty conditions. Replace dust and pollen filter (see page 21-75). <ul style="list-style-type: none">If the vehicle is driven mostly in urban areas that have high concentrations of dust, pollen, or soot in the air, replace every 15,000 miles (24,000 km).Replace the filter whenever airflow from the heating and air conditioning system is less than normal. Inspect drive belt (see page 4-30). Look for cracks and damage, then check the position of the drive belt auto-tensioner indicator.
3	Replace automatic transmission fluid (see page 14-232). Capacity: 2.9 L (3.1 US qt); use Acura ATF-Z1. Replace manual transmission fluid. 5M/T (see page 13-5), 6M/T (see page 13-82) Capacity: 1.5 L (1.6 US qt); use Acura MTF.
4	Replace spark plugs (see page 4-21). <ul style="list-style-type: none">K20Z2: Use SKJ20DR-M11 (DENSO).K20Z3: Use SK22PR-M11S (DENSO). Inspect valve clearance (cold). <ul style="list-style-type: none">K20Z2 (see page 6-12) Intake: 0.21—0.25 mm (0.008—0.010 in.), Exhaust: 0.28—0.32 mm (0.011—0.013 in.)K20Z3 (see page 6-14) Intake: 0.21—0.25 mm (0.008—0.010 in.), Exhaust: 0.25—0.29 mm (0.010—0.011 in.)
5	Replace engine coolant (see page 10-8). Capacity (including the reservoir): <ul style="list-style-type: none">K20Z2: M/T 4.3 L (1.14 US gal), A/T 4.2 L (1.11 US gal)K20Z3: 4.5 L (1.19 US gal) Use Honda Long Life Antifreeze/Coolant Type 2.

Engine Electrical

Engine Electrical

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Cruise Control

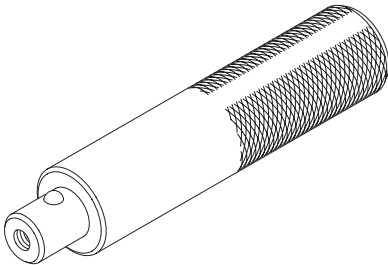
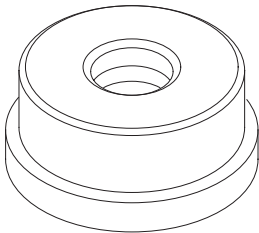
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Engine Electrical

Special Tools

Ref. No.	Tool Number	Description	Qty
①	07746-0010300	Attachment, 42 x 47 mm	1
②	07749-0010000	Driver	1



Component Location Index

**UNDER-DASH
FUSE/RELAY BOX**

STARTER CUT RELAY
Test, page 22-70

**CLUTCH INTERLOCK SWITCH
(M/T model)**
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STARTER
Starter System Circuit Troubleshooting, page 4-6
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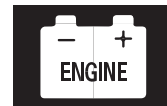
TRANSMISSION RANGE SWITCH (A/T model)
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BATTERY
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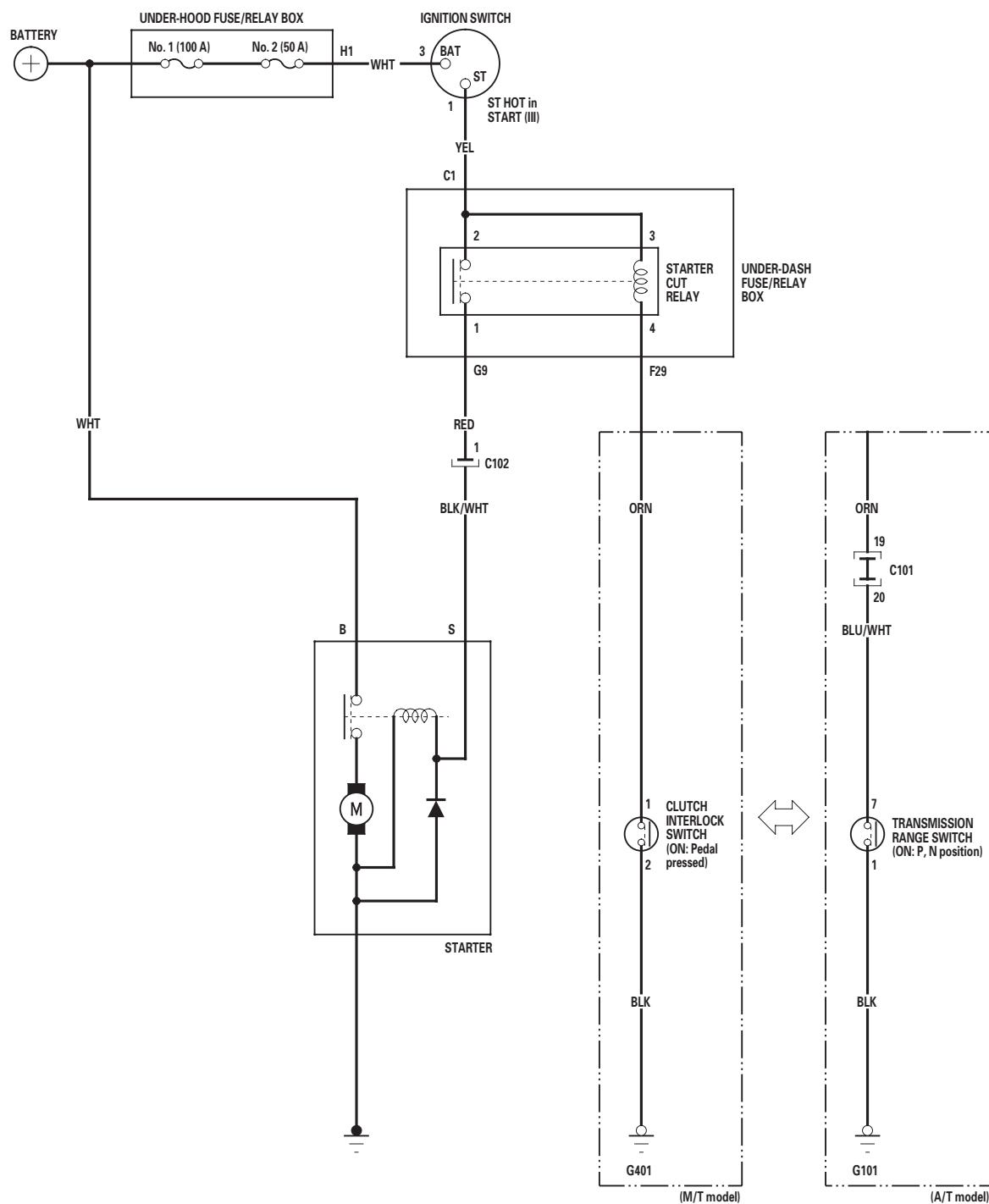
Starting System

Symptom Troubleshooting Index

Symptom	Diagnostic procedure	Also check for
Engine does not start (does not crank)	<ol style="list-style-type: none">1. Check for loose battery terminals or connections.2. Test the battery for a low state of charge (see page 22-67).3. Check the starter (see page 4-6).4. Check the starter cut relay (see page 22-70).5. Check the clutch interlock switch (M/T model) (see page 4-8).6. Check the transmission range switch (A/T model) (see page 14-265).7. Check the ignition switch or wire (see page 22-72).	Poor ground at G101 (A/T model) or G401 (M/T model)
Engine cranks, but does not start	<ol style="list-style-type: none">1. Check for PGM-FI DTCs (see page 11-3).2. Check for IMMOBI status and function (see page 22-325).3. Check the fuel pressure (see page 11-325).4. Check for a plugged or damaged fuel line (see page 11-326).5. Check for a plugged fuel filter (see page 11-337).6. Check the throttle body (see page 11-343).7. Check for low engine compression (see page 6-7).8. Check for a damage or broken cam chain (see page 6-21).9. Do the engine control module (ECM)/powertrain control module (PCM) reset in the PGM-FI INSPECTION menu to cancel the ALL INJECTORS STOP with the Honda Diagnostic System (HDS).	<ul style="list-style-type: none">• Empty fuel tank• Weak or fouled spark plugs
Engine is hard to start	<ol style="list-style-type: none">1. Check for PGM-FI DTCs (see page 11-3).2. Check the fuel pressure (see page 11-325).3. Check for a plugged or damaged fuel line (see page 11-326).4. Check for a plugged fuel filter (see page 11-337).	Weak or fouled spark plugs
Engine cranks slowly	<ol style="list-style-type: none">1. Check for loose battery terminals or connections.2. Test the battery for a low state of charge (see page 22-67).3. Check the starter for binding (see page 4-13).4. Check for excessive drag in the engine.	



Circuit Diagram



Starting System

Starter System Circuit Troubleshooting

Special Tools Required

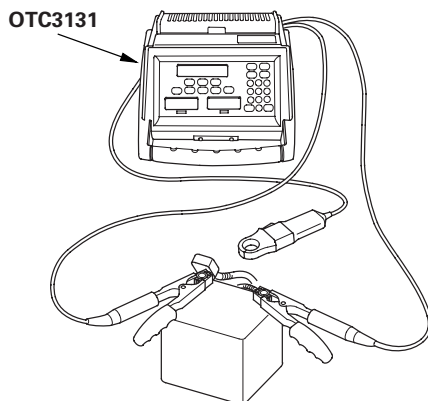
Alternator, Regulator, Battery & Starter tester OTC3131
Available through the Honda Canada Inc. Technical
Tools Department; FAX # 866-398-8665/e-mail:
ch_technicaltools@ch.honda.com

NOTE:

- Air temperature must be within 15—38 °C (59—100 °F) during this procedure.
- After this inspection, you must reset the engine control module (ECM)/powertrain control module (PCM). Otherwise, the ECM/PCM will continue to stop the fuel injectors from operating.
- The battery must be in good condition and fully charged.

1. Connect the alternator, regulator, battery & starter tester (OTC3131) to the battery as shown.

NOTE: The probe is not used for battery testing.



2. Do the BATTERY TEST.

Does the display indicate GOOD or GOOD, LOW CHARGE?

YES—The battery is OK. Go to step 3.

NO—If the display indicates BAD BATTERY, replace the battery, then retest. If the display indicates CHARGE & RETEST, charge the battery, then retest.

3. Connect the Honda Diagnostic System (HDS) to the data link connector (DLC) (see step 2 on page 11-3).
4. Turn the ignition switch to ON (II).
5. Make sure the HDS communicates with the vehicle and the ECM/PCM. If it does not communicate, troubleshoot the DLC circuit (see page 11-204).
6. Select ALL INJECTORS STOP in the PGM-FI INSPECTION menu with the HDS.
7. Set the parking brake, then with the shift lever in N or P (A/T model) or the clutch pedal pressed (M/T model), turn the ignition switch to START (III).

Does the starter crank the engine normally?

YES—The starting system is OK. Go to step 14.

NO—Go to step 8.

8. Turn the ignition switch to LOCK (0).
9. Check the electrical connections at the battery, the negative battery cable to the body, the engine ground cables, and the starter for looseness and corrosion. Then try cranking the engine again.

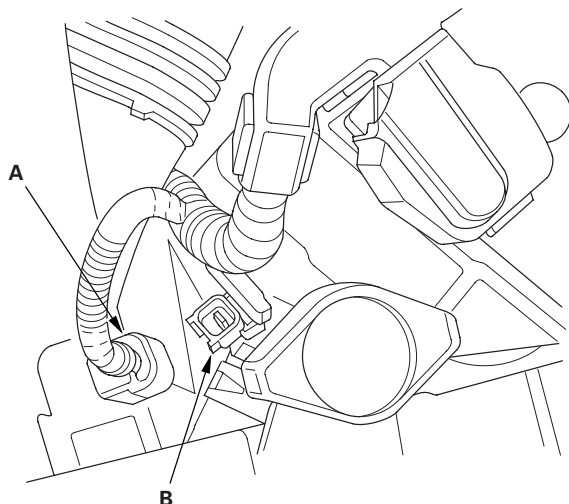
Does the starter crank the engine normally?

YES—Repairing the loose connection corrected the problem. The starting system is OK. Go to step 14.

NO—Based on the following symptoms, take the appropriate action: ■

- If the starter does not crank the engine at all, go to step 10.
- If the starter cranks the engine erratically or too slowly, go to step 12.
- If the starter does not disengage from the flywheel ring gear (M/T model) or torque converter ring gear (A/T model) when you release the key, replace the starter, or remove and disassemble it, and check for the following:
 - Starter solenoid and switch malfunction
 - Dirty drive gear or damaged overrunning clutch

10. Make sure the shift lever is in N or P (A/T model) or neutral (M/T model), then disconnect the engine wire harness 1P connector (A). Connect a jumper wire from the battery positive terminal to the starter subharness 1P connector (B).



Does the starter crank the engine?

YES—Go to step 11.

NO—Check the starter subharness. If the wire is OK, remove the starter (see page 4-10), then repair or replace (see page 4-13) it as necessary. ■

11. Check the following items in the order listed until you find the problem circuit:

NOTE: After the open circuit or high resistance in the circuit is found and repaired, go to step 14.

- Check for an open or short in the YEL wire and connectors between the driver's under-dash fuse/relay box and the ignition switch.
- Check for an open or short in the RED wire and connectors between the under-dash fuse/relay box and the engine wire harness 1P connector.
- Check for an open or short in the ORN wire and connectors between the under-dash fuse/relay box and the clutch interlock switch (M/T model).
- Check for an open or short in the ORN wire, BLU/WHT wire and connectors between the under-dash fuse/relay box and the transmission range switch (A/T model).
- Check for poor ground at G401 (M/T model) or G101 (A/T model).
- Check for a faulty ignition switch (see page 22-72).
- Check for a faulty clutch interlock switch (M/T model) (see page 4-8).
- Check for a faulty transmission range switch (A/T model) (see page 14-265).
- Check for a faulty starter cut relay (see page 22-70).

(cont'd)