

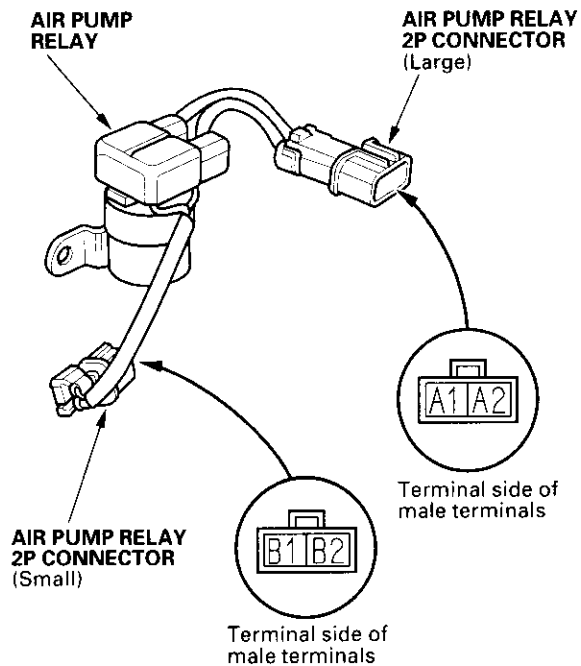
Pulsed Secondary Air Injection System

Air Pump Relay Test

Check for continuity between the terminals according to the table.

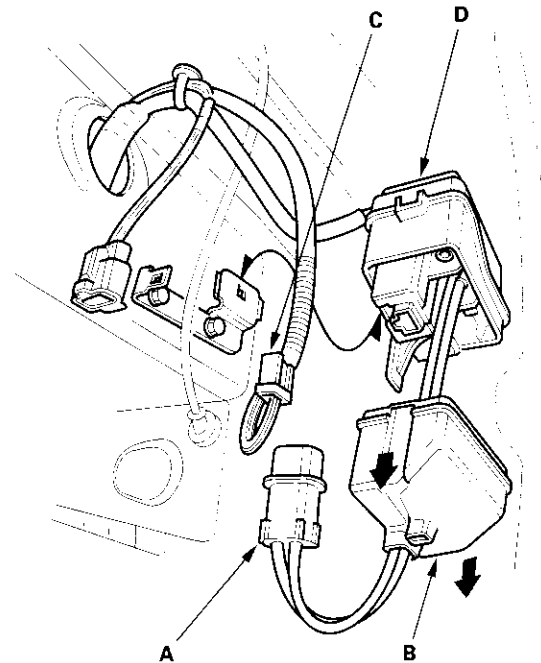
- There should be continuity between the A1 and A2 terminals of the air pump relay 2P large connector when power and ground are connected to the B1 terminal of the air pump relay 2P small connector.
- There should be no continuity between the A1 and A2 terminals when power is disconnect from the air pump 2P small connector.

Terminal	A1	A2
Power (B1)		
Connected	○	○
Disconnected		



Air Pump Electrical Current Sensor Removal/Installation

1. Pull away the left inner fender as necessary (see page 20-105).
2. Disconnect the air pump electrical current sensor 2P connector (A), and remove the lower cover (B), then disconnect the air pump electrical current sensor 3P connector (C).



3. Remove the air pump electrical current sensor (D).
4. Install in the reverse order of removal.

Transaxle

Clutch	12-1
Manual Transmission	13-1
Rear Differential	15-1
Driveline/Axle	16-1



Transaxle

Clutch

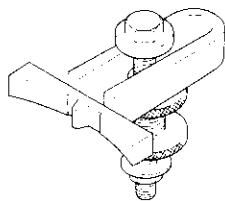
Special Tools	12-2
Component Location Index	12-3
Clutch Pedal, Clutch Pedal Position Switch, and Clutch Interlock Switch Adjustment	12-4
Clutch Master Cylinder Replacement	12-5
Slave Cylinder Replacement	12-6
Clutch Replacement	12-7



Clutch

Special Tools

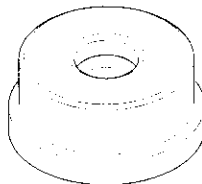
Ref. No.	Tool Number	Description	Qty
①	07LAB-PV00100 or 07924-PD20003	Ring Gear Holder	1
②	07LAF-PT00110	Clutch Alignment Shaft	1
③	07746-0010200	Attachment, 32 x 37 mm	1
④	07749-0010000	Driver	1
⑤	07936-3710100	Remover Handle	1



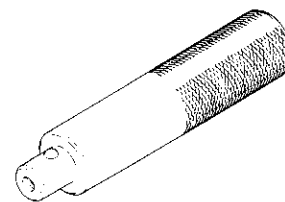
①



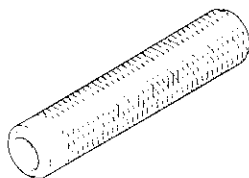
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③



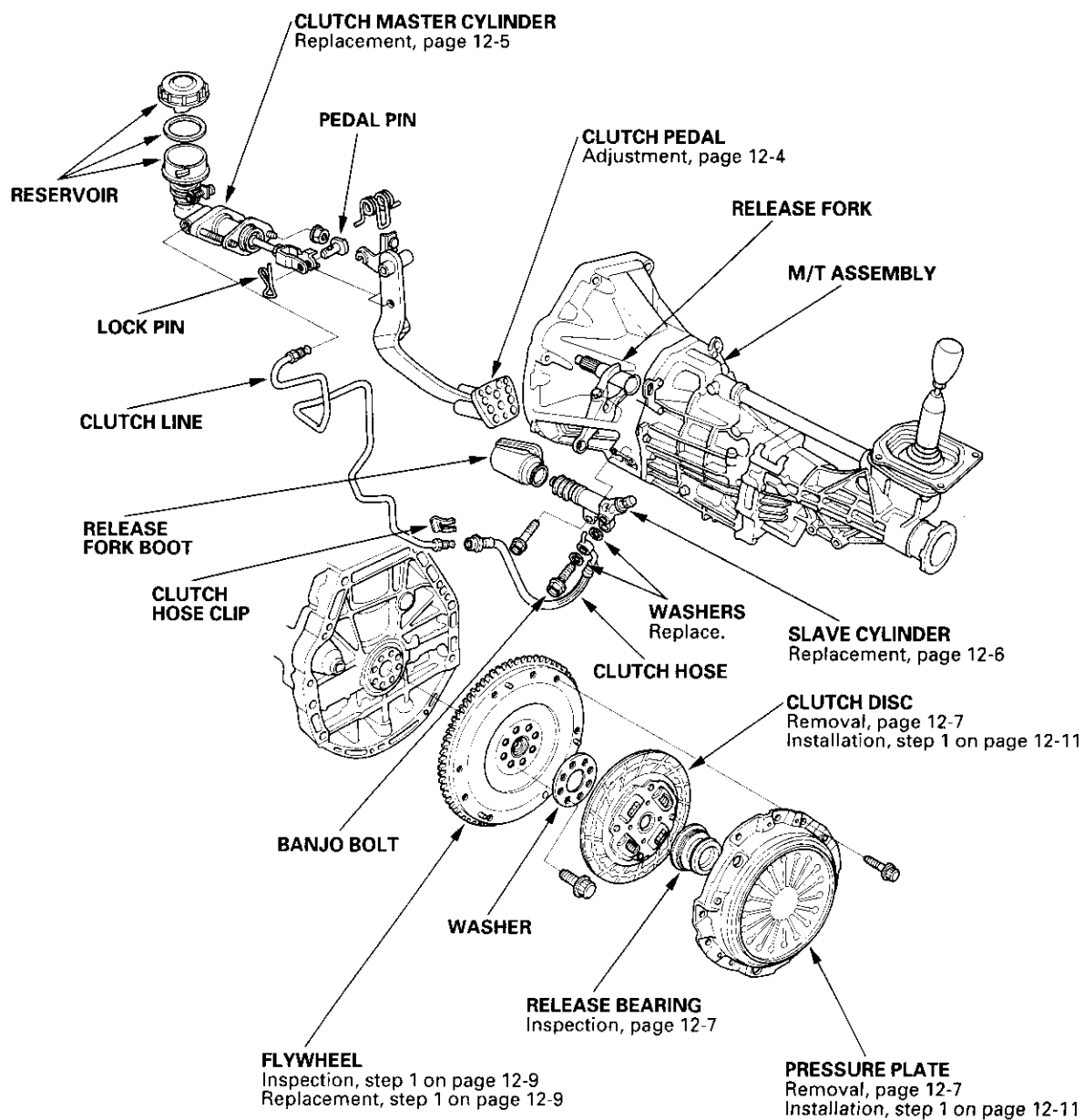
④



⑤



Component Location Index



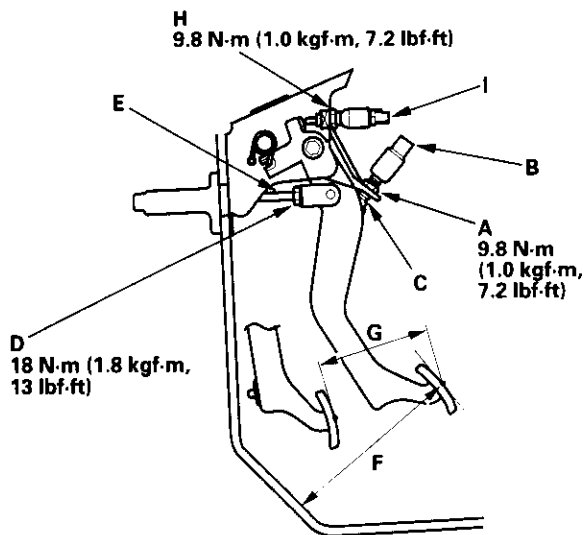
Clutch

Clutch Pedal, Clutch Pedal Position Switch, and Clutch Interlock Switch Adjustment

NOTE:

- To check the clutch pedal position switch (see page 4-47).
- To check the clutch interlock switch (see page 4-6).
- The clutch is self-adjusting to compensate for wear.
- If there is no clearance between the master cylinder piston and push rod, the release bearing is held against the diaphragm spring, which can result in clutch slippage or other clutch problems.

1. Loosen locknut (A), and back off the clutch switch (B) until it no longer touches the clutch pedal (C).



2. Loosen locknut (D), and turn the push rod (E) in or out to get the specified height (F) and stroke (G) at the clutch pedal.

Clutch Pedal Stroke: 115 – 125 mm (4.53 – 4.92 in.)
Clutch Pedal Height: 189 mm (7.44 in.)

3. Tighten locknut (D).
4. With the clutch pedal released, turn the clutch pedal position switch (B) in until it contacts the clutch pedal (C).

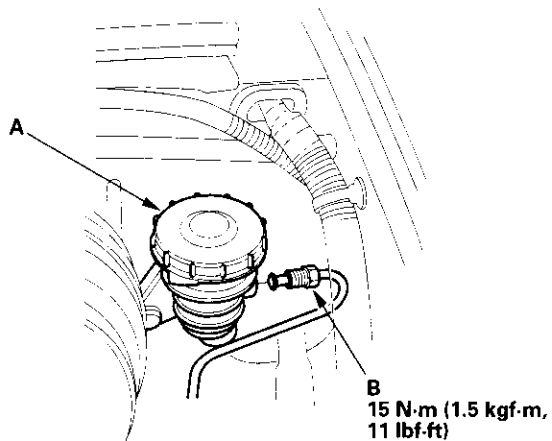
5. Turn the clutch pedal position switch (B) in an additional 3/4 to 1 turn.
6. Tighten locknut (A).
7. Loosen locknut (H) and the clutch interlock switch (I).
8. Press the clutch pedal to the floor.
9. Release the clutch pedal 15 – 20 mm (0.59 – 0.79 in.) from the fully depressed position, and hold it there. Adjust the position of the clutch interlock switch (I) so that the engine will start with the clutch pedal in this position.
10. Tighten locknut (H).



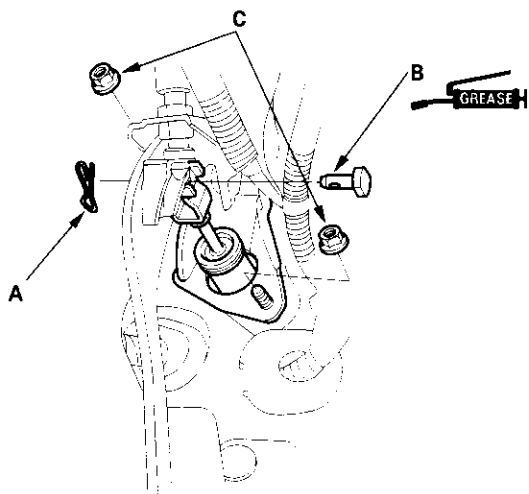
Clutch Master Cylinder Replacement

NOTE: Do not spill brake fluid on the vehicle; it may damage the paint; if brake fluid does contact the paint, wash it off immediately with water.

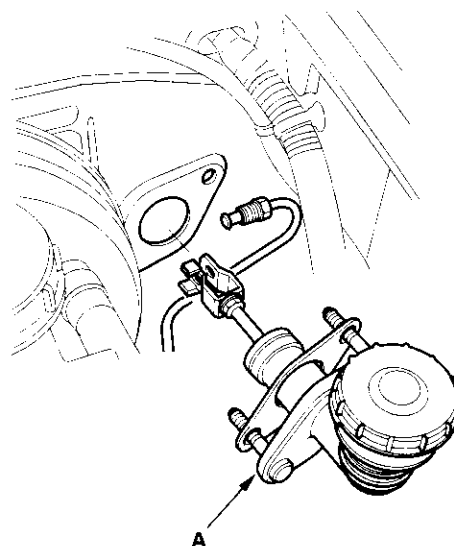
1. The brake fluid may be sucked out through the top of the master cylinder reservoir (A) with a syringe.



2. Disconnect the clutch line (B) from the clutch master cylinder. Plug the end of the clutch line and reservoir hose with a shop towel to prevent brake fluid from coming out.
3. Pry out the lock pin (A), and pull the pedal pin (B) out of the yoke. Remove the nuts (C).



4. Remove the clutch master cylinder (A).



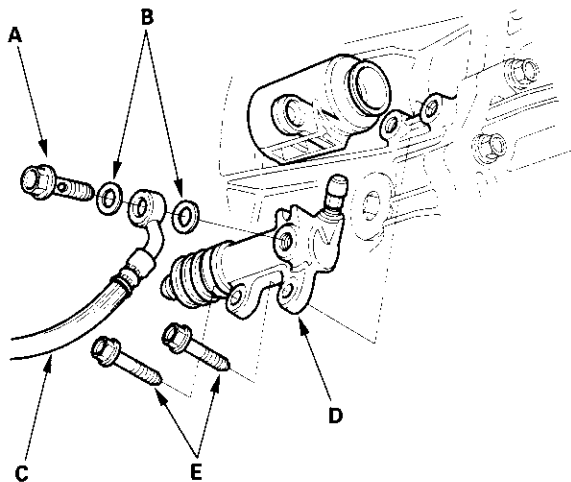
5. Install the clutch master cylinder in the reverse order of removal. Tighten the master cylinder mounting nuts to 13 N·m (1.3 kgf·m, 9.4 lbf·ft).
6. Bleed the clutch hydraulic system (see step 6 on page 12-6).

Clutch

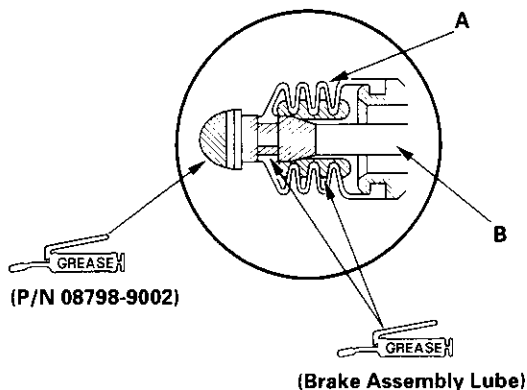
Slave Cylinder Replacement

NOTE: Do not spill brake fluid on the vehicle; it may damage the paint; if brake fluid does contact the paint, wash it off immediately with water.

1. Remove the banjo bolt (A) and washers (B), then disconnect the clutch hose (C) from the slave cylinder (D). Plug the end of the clutch hose with a shop towel to prevent brake fluid from coming out.



2. Remove the two bolts (E) and slave cylinder.
3. Pull the boot (A) back and apply brake assembly lube or equivalent rubber grease to the boot and slave cylinder rod (B). Reinstall the boot.

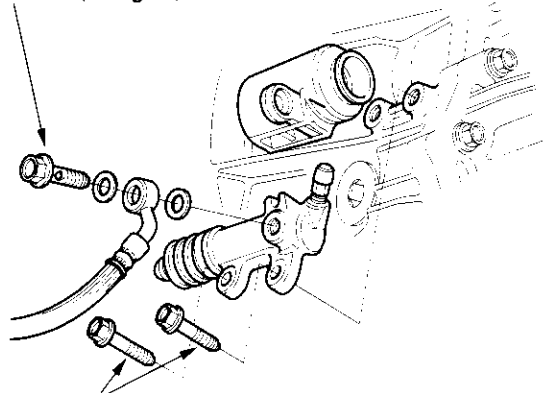


4. Apply super high temp urea grease to the tip of the slave cylinder rod.

5. Install the slave cylinder in the reverse order of removal. Use new banjo bolt washers.

NOTE: Make sure the boot is installed on the slave cylinder.

29 N·m (3.0 kgf·m, 22 lbf·ft)

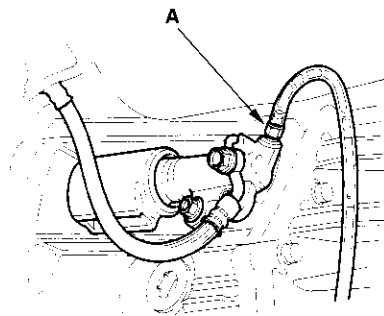


8 x 1.25 mm
22 N·m (2.2 kgf·m, 16 lbf·ft)

6. Bleed the clutch hydraulic system. Tighten the bleeder screw to 9.8 N·m (1.0 kgf·m, 7.2 lbf·ft).

NOTE: Be careful not to damage the slave cylinder by overtightening the bleeder screw.

- Attach a hose to the bleeder screw (A), and suspend the hose in a container of brake fluid.
- Make sure there is an adequate supply of fluid at the clutch master cylinder, then slowly pump the clutch pedal until no more bubbles appear at the bleeder hose.
- Refill the clutch master cylinder with fluid when done.
- Always use only Honda DOT 3 brake fluid.
- Confirm clutch operation, and check for leaking fluid.





Clutch Replacement

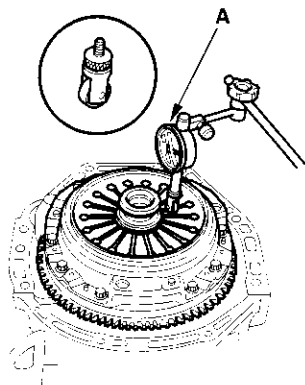
Special Tools Required

- Clutch alignment shaft 07LAF-PT00110
- Remover handle 07936-3710100
- Ring gear holder 07LAB-PV00100 or 07924-PD20003
- Driver 07749-0010000
- Attachment, 32 x 37 mm 07746-0010200

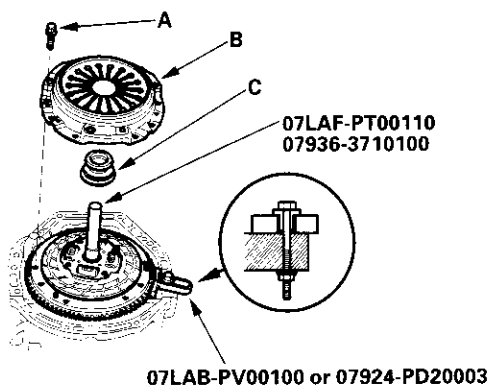
Pressure Plate and Clutch Disc Removal

1. Check the diaphragm spring fingers height-variation using the dial indicator (A). If the variation is more than the service limit, replace the pressure plate.

Standard (New): 0.4 mm (0.016 in.) max.
Service Limit: 0.6 mm (0.024 in.)

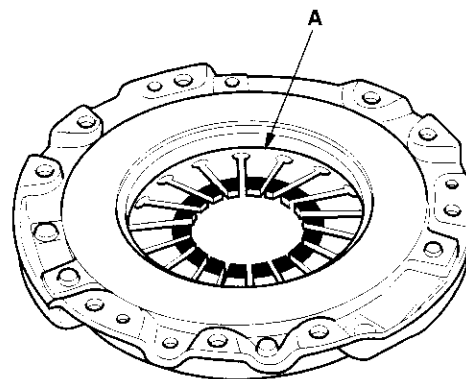


2. Install the special tools.



3. To prevent warping, unscrew the pressure plate mounting bolts (A) in a crisscross pattern in several steps, then remove the pressure plate (B).
4. Remove the release bearing (C) from the pressure plate.

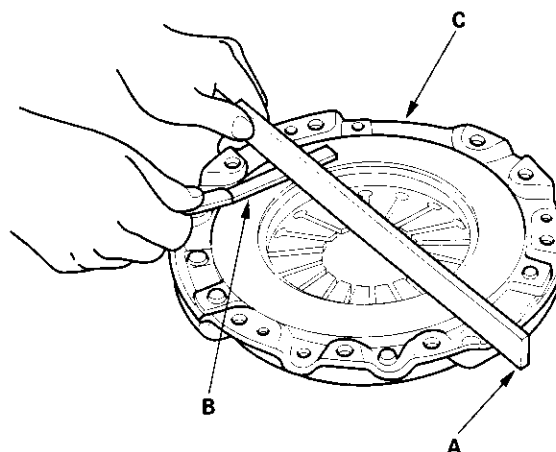
5. Inspect the fingers of the diaphragm spring (A) for wear at the release bearing contact area.



6. Inspect the pressure plate surface for wear, cracks, and burning.

7. Inspect for warpage using a straight edge (A) and feeler gauge (B). Measure across the pressure plate (C). If the warpage is more than the service limit, replace the pressure plate.

Standard (New): 0.03 mm (0.001 in.) max.
Service Limit: 0.15 mm (0.006 in.)



(cont'd)