HONDA ACCORD BAXA/MAXA
HONDA PRELUDE M6HA

INDEX

OVERVIEW 3
CLUTCH APPLICATION CHART 4
COMPONENT LOCATOR 5
SOLENOID FUNCTION CHART 7
LOCKUP OPERATION 13
SOLENOID OPERATION 14
PRESSURE SWITCH DIAGNOSIS 18
SPORT SHIFT MODE (PRELUDE ONLY) 19
GRADE LOGIC CONTROL SYSTEM 20
CODE RETRIEVAL PROCEDURE (ACCORD) 22
CODE CLEARING PROCEDURE (ACCORD) 23
CODE RETRIEVAL PROCEDURE (PRELUDE) 24
CODE CLEARING PROCEDURE (PRELUDE) 25
DIAGNOSTIC TROUBLE CODE DEFINITIONS 26
TCM WIRING DIAGRAM AND TERMINAL LOCATIONS (ACCORD) 29
TCM WIRING DIAGRAM AND TERMINAL LOCATIONS (PRELUDE) 30
TROUBLE SHOOTING GUIDES 31
A/T GEAR POSITION SWITCH CONTINUITY CHART 35
OIL PRESSURE CHART 36
AUTOMATIC TRANSMISSION FLUID REQUIREMENTS 37
TRANSMISSION REMOVAL 38
DIS-ASSEMBLY END COVER AND IDLER GEARS (BAXA) 43
DIS-ASSEMBLY END COVER AND IDLER GEARS (M6HA) 44
GENERAL DIS-ASSEMBLY 46
VALVE BODY DIS-ASSEMBLY 50
INSPECTION AND RE-ASSEMBLY 61
GENERAL RE-ASSEMBLY 85
TORQUE CONVERTER AND DRIVE PLATE 94
TRANSMISSION INSTALLATION 95
SPECIFICATIONS (BAXA) 101
SPECIFICATIONS (M6HA) 106
SPECIAL TOOLS 109
BULLETINS 110

AUTOMATIC TRANSMISSION SERVICE GROUP
18639 S.W. 107TH AVENUE
MIAMI, FLORIDA 33157
(305) 670-4161

Copyright © ATSG 1999

Updated
August, 2006

INTRODUCTION
HONDA ACCORD BAXA/MAXA
HONDA PRELUDE M6HA

The USA built BAXA and the Japan built MAXA and the M6HA transaxle is part of a new generation of 3 shaft transaxles. The features that make these units unique are the use of 6 solenoids, 2 pressure switches and NO one-way clutches.
This new generation transaxle's PCM has a unique solenoid strategy to control shift overlap for upshifts and downshifts. The PCM also requires a full complement of sensors to control shift timing and shift feel.
All pertinent information for tear-down and assembly as well as some electrical diagnosis, covering 1997 to 2001 models, has been included in this manual.

No part of any ATSG publication may be reproduced, stored in any retrieval system or transmitted in any form or by any means, including but not limited to electronic, mechanical, photocopying, recording or otherwise, without ***written*** permission of Automatic Transmission Service Group. This includes all text illustrations, tables and charts.

"ATSG would like to thank Honda Motor Co. for the illustrations and information contained in this manual."

The information and part numbers contained in this booklet have been carefully compiled from industry sources known for their reliability, but ATSG does not guarantee its accuracy.

Copyright © ATSG 2006

DALE ENGLAND
FIELD SERVICE CONSULTANT

WAYNE COLONNA
TECHNICAL SUPERVISOR

PETER LUBAN
TECHNICAL CONSULTANT

JON GLATSTEIN
TECHNICAL CONSULTANT

JERRY GOTT
TECHNICAL CONSULTANT

GERALD CAMPBELL
TECHNICAL CONSULTANT

JIM DIAL
TECHNICAL CONSULTANT

ED KRUSE
TECHNICAL CONSULTANT

GREGORY LIPNICK
TECHNICAL CONSULTANT

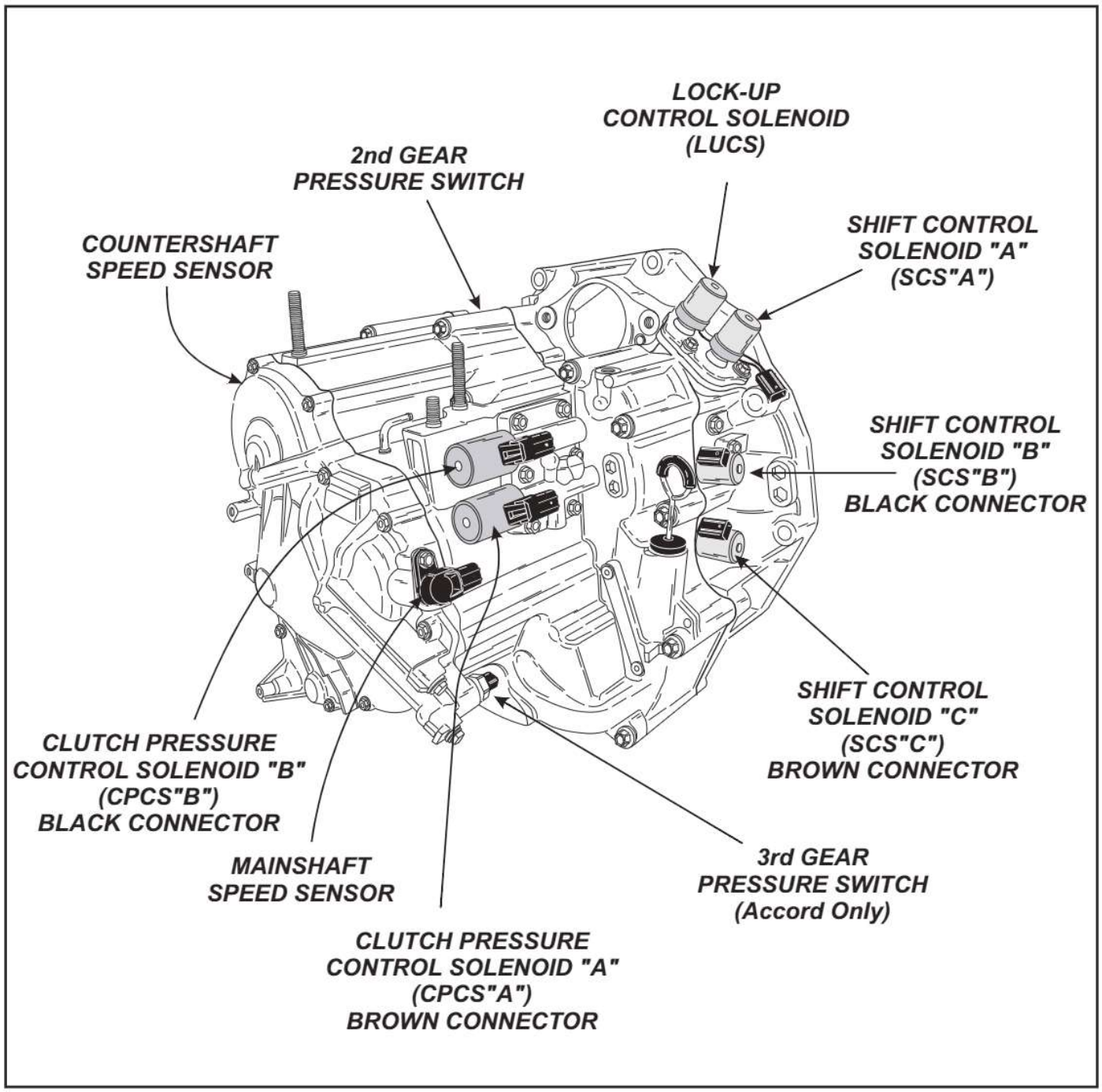
DAVID CHALKER
TECHNICAL CONSULTANT

MIKE SOUZA
TECHNICAL CONSULTANT

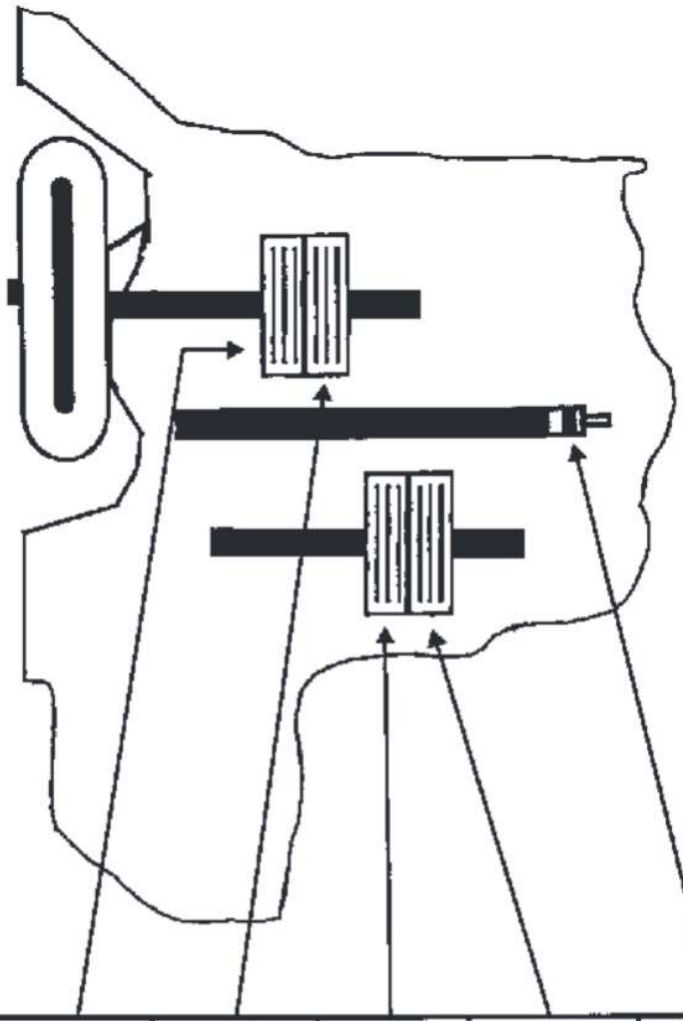
ROLAND ALVAREZ
TECHNICAL CONSULTANT

AUTOMATIC TRANSMISSION SERVICE GROUP
18639 S.W. 107TH AVENUE
MIAMI, FLORIDA 33157
(305) 670-4161

HONDA ACCORD BAXA/MAXA
HONDA PRELUDE M6HA

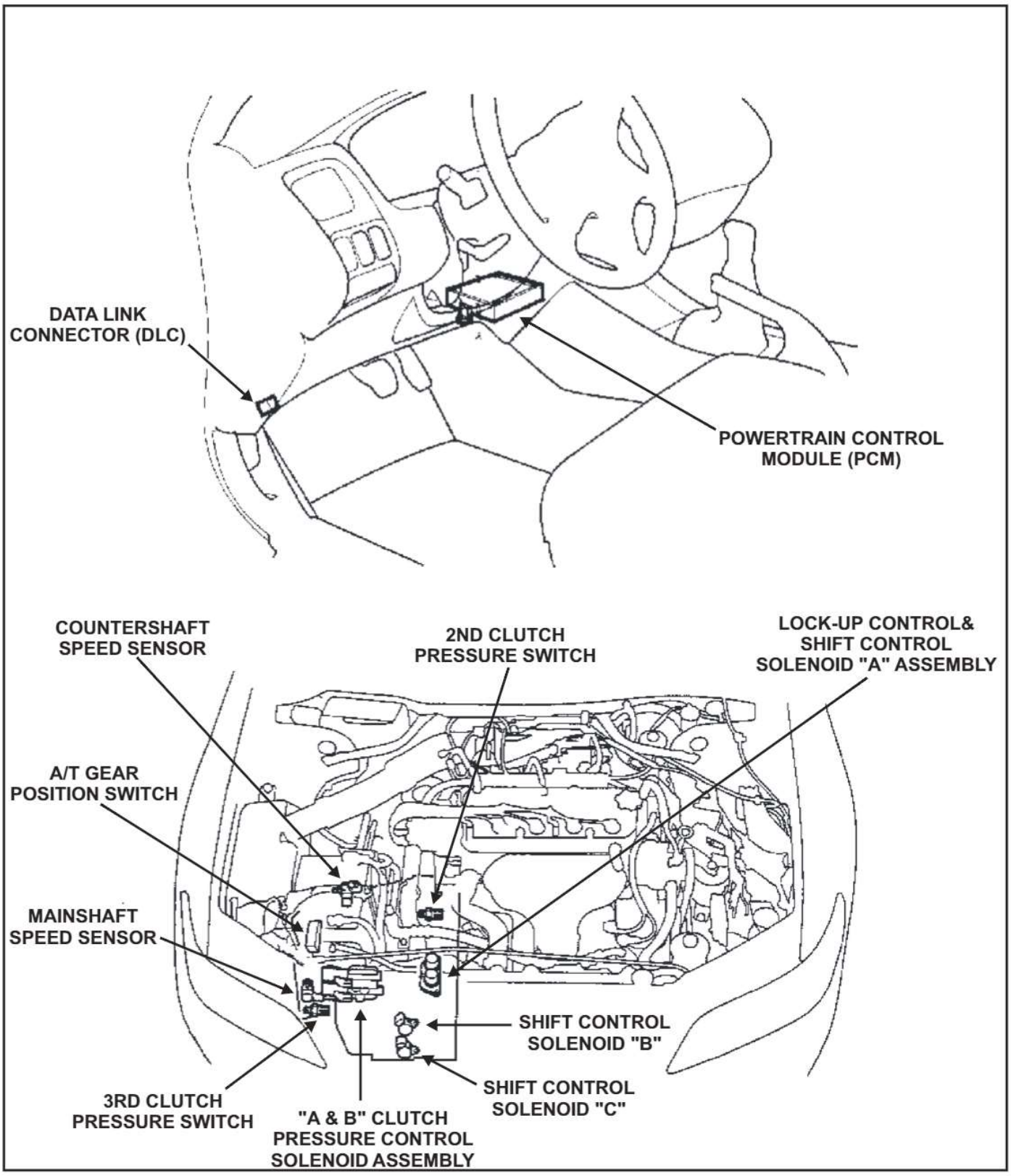


BAXA/MAXA/M6HA
CLUTCH APPLICATION CHART

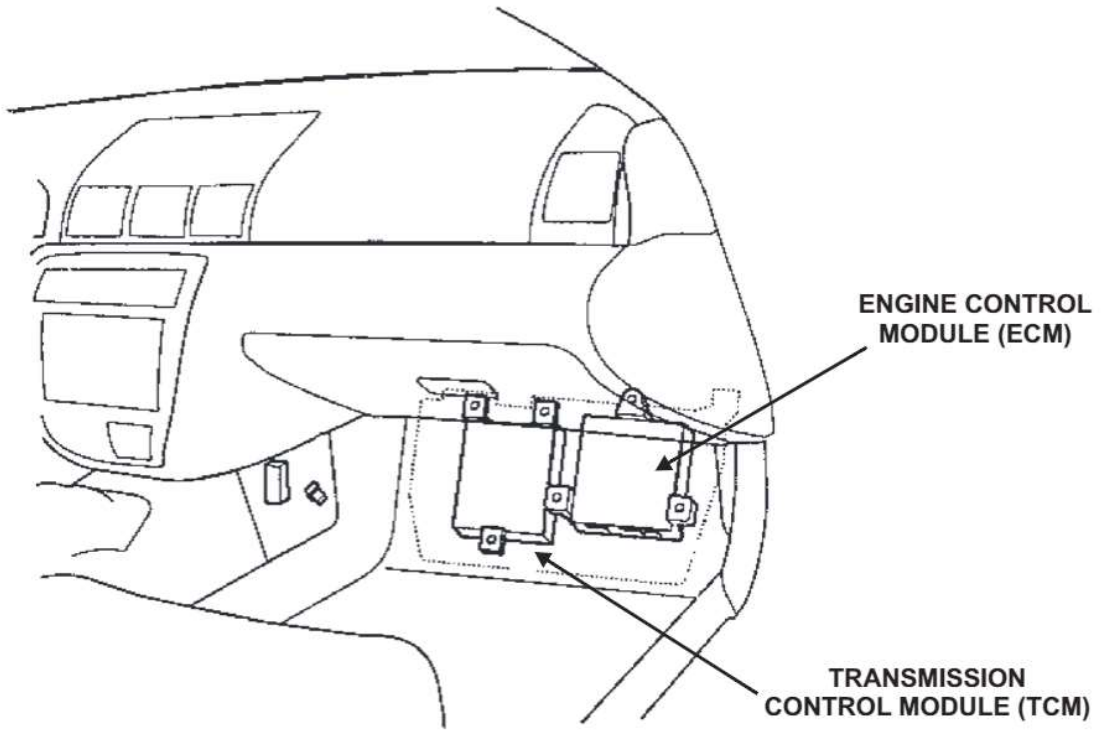


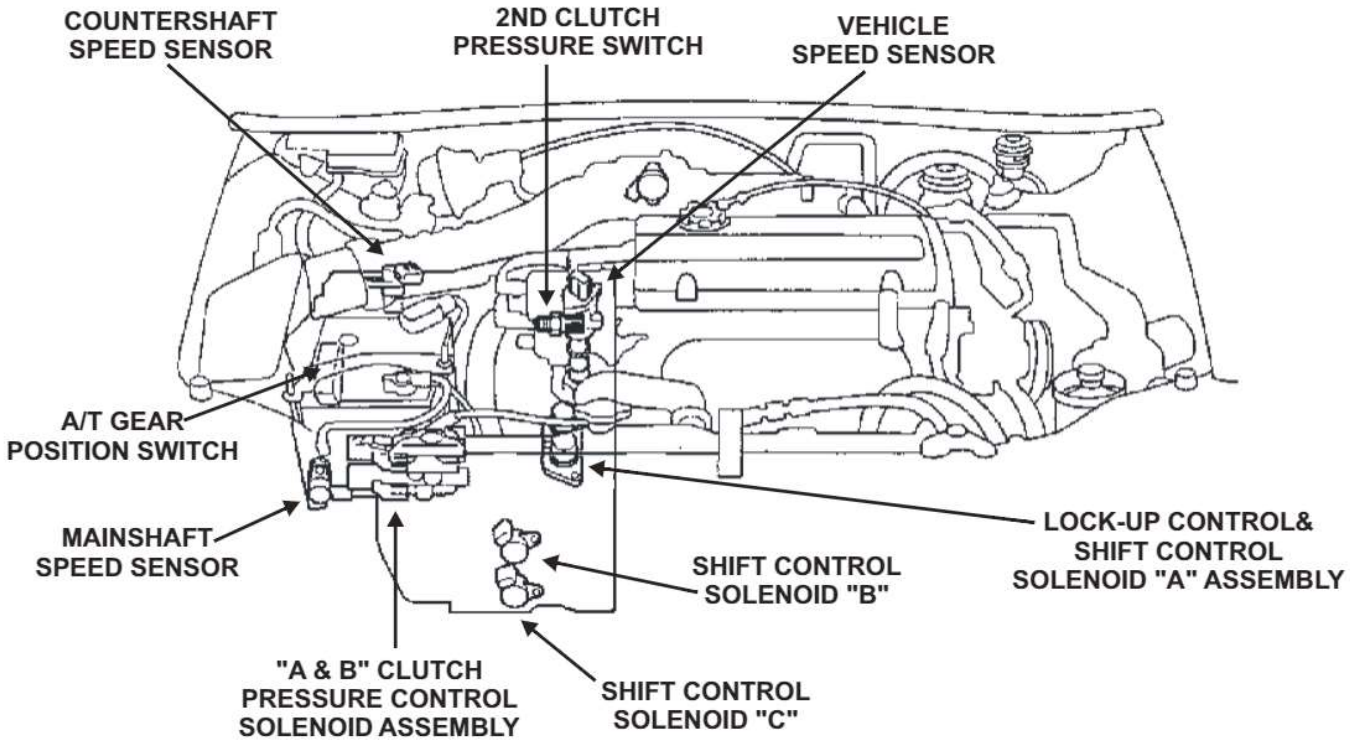
GEAR		3RD CLUTCH	4TH CLUTCH	1ST CLUTCH	2ND CLUTCH	REVERSE SERVO
P						
R			ON			ON
N						
D4	1ST			ON		
	2ND				ON	
	3RD	ON				
	4TH		ON			
D3	1ST			ON		
	2ND				ON	
	3RD	ON				
2					ON	
1				ON		

HONDA ACCORD BAXA/MAXA
COMPONENT LOCATOR



HONDA PRELUDE M6HA
COMPONENT LOCATOR





SOLENOID CONTROL

SHIFT CONTROL

Shifting is done in relation to throttle demand with the TCM/PCM controlling shift feel through A/T Pressure Control Solenoids "A" and "B". Shift timing is controlled by Shift Control Solenoids "A", "B", and "C" during normal upshifts and downshifts as well as grade logic control.

The shift solenoid firing order is ***different*** during a shift than it is when the transmission is in gear as shown in the solenoid "ON/OFF" chart below.

SHIFT LEVER POSITION	GEAR POSITION	SHIFT SOLENOID		
		A	B	C
P	PARK	OFF	ON	OFF
R	SHIFTING FROM PARK OR NEUTRAL TO REVERSE	OFF	ON	ON
	WHILE IN REVERSE	OFF	ON	OFF
	REVERSE INHIBIT	OFF	ON	ON
N	NEUTRAL	OFF	ON	OFF
D4 D3	SHIFTING FROM NEUTRAL	ON	ON	ON
	WHILE IN FIRST	OFF	ON	ON
	SHIFTING BETWEEN FIRST AND SECOND	ON	ON	ON
	WHILE IN SECOND	ON	ON	OFF
	SHIFTING BETWEEN SECOND AND THIRD	ON	OFF	OFF
	WHILE IN THIRD	ON	OFF	ON
	SHIFTING BETWEEN THIRD AND FOURTH	OFF	OFF	ON
	WHILE IN FOURTH	OFF	OFF	OFF
2	SECOND	ON	ON	OFF
1	FIRST	OFF	ON	ON

REVERSE INHIBIT CONTROL

When reverse is selected while the vehicle is moving at a speed greater than 6 mph (10km/h), the PCM/TCM will command Shift Control Solenoid "B" and "C" "ON" which is a 1st gear command which strokes the reverse CPC valve which blocks the reverse servo and 4th clutch circuits preventing reverse engagement.

ENGAGEMENT FROM NEUTRAL TO REVERSE AND REVERSE SOLENOID APPLICATION

NEUTRAL

Selector position	*Gear*	*Pressure Mode*	*SCS "A"*	*SCS "B"*	*SCS "C"*	*CPCS "A"*	*CPCS "B"*	*LUCS*
N	N	*n/a*	OFF	ON	OFF	OFF	OFF	OFF

NEUTRAL TO REVERSE TRANSITION

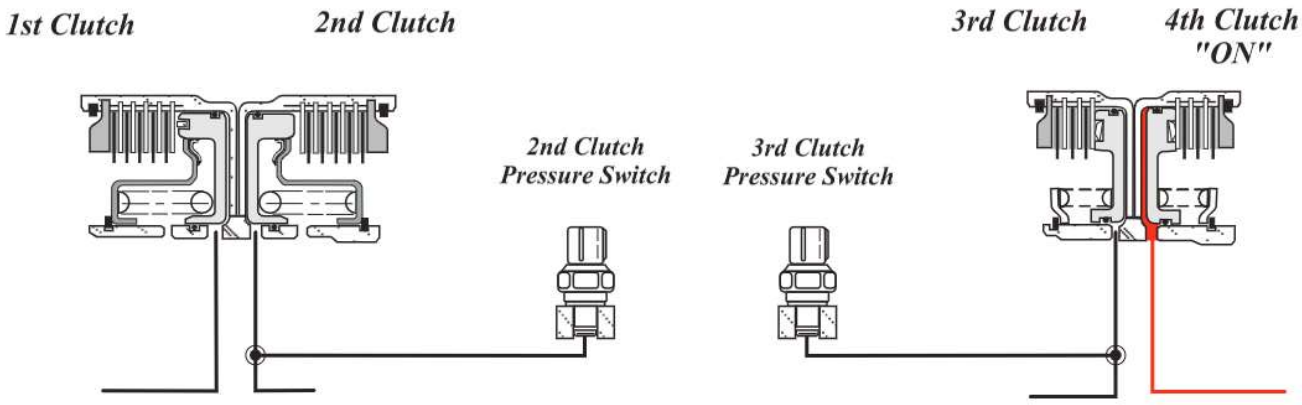
Selector position	*Gear*	*Pressure Mode*	*SCS "A"*	*SCS "B"*	*SCS "C"*	*CPCS "A"*	*CPCS "B"*	*LUCS*
D4	R	*CPC*	OFF	ON	ON	*modulating*	OFF	OFF

Summary: Shift Solenoid "C" is ON which shuts off oil to the bore plug side of the Reverse CPC valve. Line Pressure is sent to the Reverse CPC valve which is controlled by the modulation of Clutch Pressure Control Solenoid valve "A". This controls the application of the 4th clutch via the Servo Valve and Manual Valve.

REVERSE

Selector position	*Gear*	*Pressure Mode*	*SCS "A"*	*SCS "B"*	*SCS "C"*	*CPCS "A"*	*CPCS "B"*	*LUCS*
D4	R	*LINE*	OFF	ON	OFF	OFF	OFF	OFF

Summary: Shift Solenoid "C" is turned OFF which strokes the Reverse CPC valve. This switches 4th clutch pressure from CPC mode to Line pressure mode via the Servo Valve and Manual Valve.



ENGAGEMENT FROM NEUTRAL TO D4 "1st" GEAR SOLENOID APPLICATION

NEUTRAL

Selector position	*Gear*	*Pressure Mode*	*SCS "A"*	*SCS "B"*	*SCS "C"*	*CPCS "A"*	*CPCS "B"*	*LUCS*
N	N	*n/a*	OFF	ON	OFF	OFF	OFF	OFF

NEUTRAL TO D4 - 1st GEAR TRANSITION

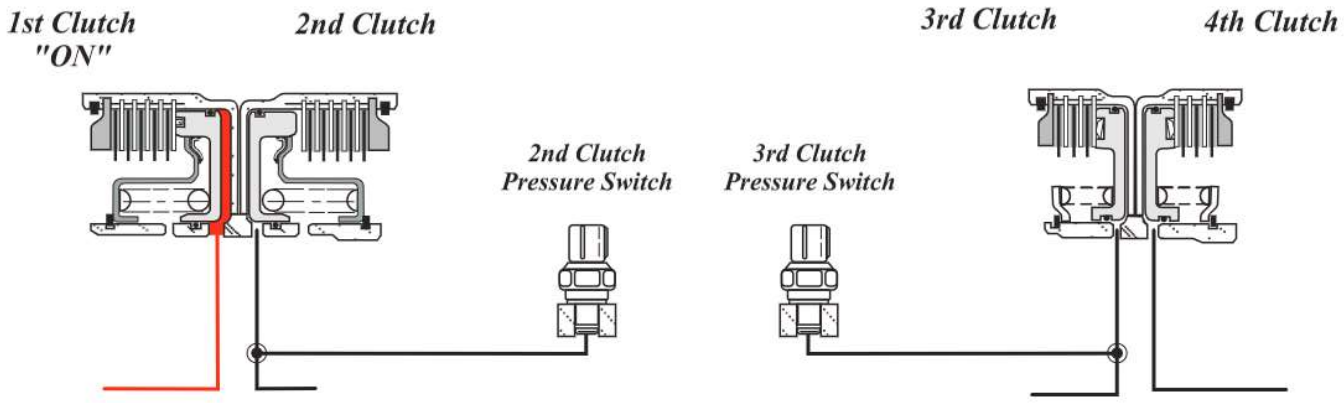
Selector position	*Gear*	*Pressure Mode*	*SCS "A"*	*SCS "B"*	*SCS "C"*	*CPCS "A"*	*CPCS "B"*	*LUCS*
D4	1st	*CPC*	ON	ON	ON	*modulating*	OFF	OFF

Summary: Shift Solenoids "A" and "C" are turned ON to connect 1st clutch apply oil to the spring side and center of CPC valve "A." Clutch Pressure Control Solenoid valve "A" oil modulates on the bore plug side of CPC valve "A" to control 1st clutch application. The 1st clutch is applied with reduced pressure, which is CPC mode.

D4 - 1st GEAR

Selector position	*Gear*	*Pressure Mode*	*SCS "A"*	*SCS "B"*	*SCS "C"*	*CPCS "A"*	*CPCS "B"*	*LUCS*
D4	1st	*LINE*	OFF	ON	ON	OFF	OFF	OFF

Summary: Shift Solenoid "A" is turned OFF which switches the port on Shift Valve "A" from CPC to Line Pressure. 1st Clutch pressure is now Line Pressure



"1st" TO "2nd" UPSHIFT AND "2nd" GEAR SOLENOID APPLICATION

D4 - 1st GEAR

Selector position	*Gear*	*Pressure Mode*	*SCS "A"*	*SCS "B"*	*SCS "C"*	*CPCS "A"*	*CPCS "B"*	*LUCS*
D4	1st	*LINE*	OFF	ON	ON	OFF	OFF	OFF

D4 - 1st TO 2nd GEAR TRANSITION

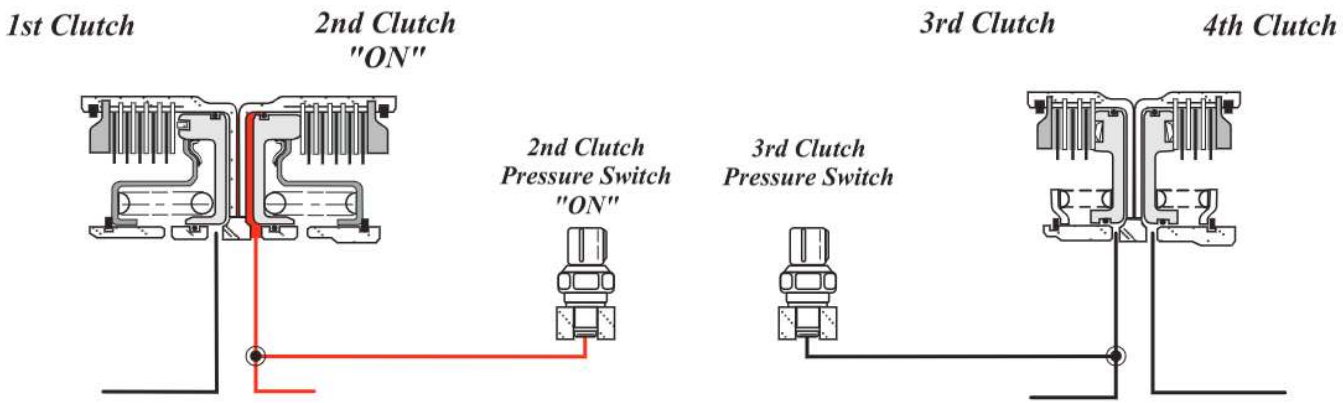
Selector position	*Gear*	*Pressure Mode*	*SCS "A"*	*SCS "B"*	*SCS "C"*	*CPCS "A"*	*CPCS "B"*	*LUCS*
D4	2nd	*CPC*	ON	ON	ON	*modulating*	*modulating*	OFF

Summary: Shift Solenoids "A" and "C" are turned ON to connect 1st clutch apply oil to the spring side and center of CPC valve "A." Clutch Pressure Control Solenoid valve "A" oil modulates on the bore plug side of CPC valve "A" which turns 1st clutch pressure back to CPC mode. Clutch Pressure Control Solenoid valve"B" oil modulates on the bore plug side of CPC valve "B" which controls the application of the 2nd clutch.

D4 - 2nd GEAR

Selector position	*Gear*	*Pressure Mode*	*SCS "A"*	*SCS "B"*	*SCS "C"*	*CPCS "A"*	*CPCS "B"*	*LUCS*
D4	2nd	*LINE*	ON	ON	OFF	ON	ON	OFF

Summary: Shift Solenoid "C" is turned OFF which switches 2nd clutch pressure to Line pressure mode via the Manual valve, and connects the 1st clutch to an exhaust via Shift Valve "C." Clutch Pressure Control Solenoid valve "A" is turned on to block pressure from the bore plug side of CPC valve "A."



"2nd" TO "3rd" UPSHIFT AND "3rd" GEAR SOLENOID APPLICATION

D4 - 2nd GEAR

Selector position	*Gear*	*Pressure Mode*	*SCS "A"*	*SCS "B"*	*SCS "C"*	*CPCS "A"*	*CPCS "B"*	*LUCS*
D4	2nd	*LINE*	ON	ON	OFF	ON	ON	OFF

D4 - 2nd TO 3rd GEAR TRANSITION

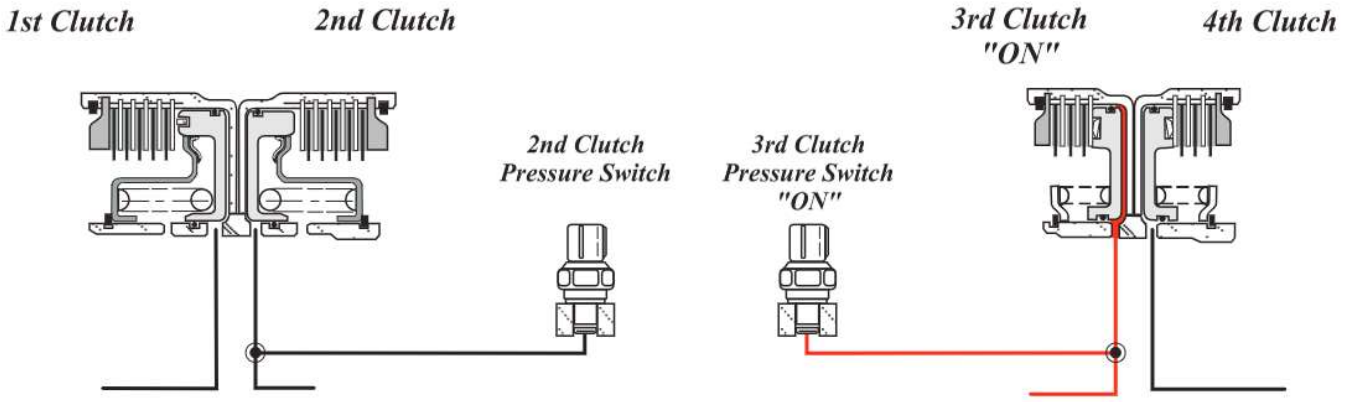
Selector position	*Gear*	*Pressure Mode*	*SCS "A"*	*SCS "B"*	*SCS "C"*	*CPCS "A"*	*CPCS "B"*	*LUCS*
D4	3rd	*CPC*	ON	OFF	OFF	*modulating*	*modulating*	OFF

Summary: Shift Solenoid "B" is turned OFF, which strokes Shift Valve B, to connect the 2nd clutch back to CPC valve "B." 2nd clutch pressure is changed to CPC mode thru the modulation of Clutch Pressure Control Solenoid valve "B" acting on the bore plug side of CPC valve "B." Clutch Pressure Control Solenoid valve "A" acting on the bore plug side of CPC valve "A" controls the application of the 3rd clutch.

D4 - 3rd GEAR

Selector position	*Gear*	*Pressure Mode*	*SCS "A"*	*SCS "B"*	*SCS "C"*	*CPCS "A"*	*CPCS "B"*	*LUCS*
D4	3rd	*LINE*	ON	OFF	ON	OFF	OFF	OFF

Summary: Shift Solenoid "C" is turned ON which strokes Shift Valve "C" and switches 3rd clutch pressure to Line pressure mode via the Manual valve, and connects the 2nd clutch to an exhaust via Shift Valve "C."



"3rd" TO "4th" UPSHIFT AND "4th" GEAR SOLENOID APPLICATION

D4 - 3rd GEAR

Selector position	*Gear*	*Pressure Mode*	*SCS "A"*	*SCS "B"*	*SCS "C"*	*CPCS "A"*	*CPCS "B"*	*LUCS*
D4	2nd	*LINE*	ON	OFF	ON	OFF	OFF	OFF

D4 - 3rd TO 4th GEAR TRANSITION

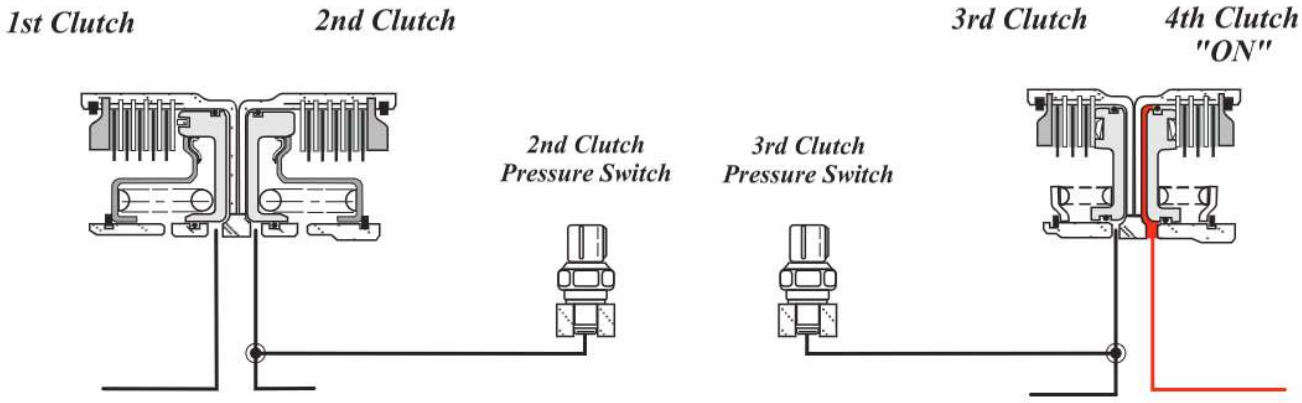
Selector position	*Gear*	*Pressure Mode*	*SCS "A"*	*SCS "B"*	*SCS "C"*	*CPCS "A"*	*CPCS "B"*	*LUCS*
D4	4th	*CPC*	OFF	OFF	ON	*modulating*	*modulating*	OFF

Summary: Shift Solenoid "A" is turned OFF, which strokes Shift Valve "A," to connect the 3rd clutch back to CPC valve "A"." 3rd clutch pressure is turned to CPC mode thru the modulation of Clutch Pressure Control Solenoid valve "A" acting on the bore plug side of CPC valve "A." Clutch Pressure Control Solenoid valve "B" oil acts on the bore plug side of CPC valve "B" which controls the application of the 4th clutch.

D4 - 4th GEAR

Selector position	*Gear*	*Pressure Mode*	*SCS "A"*	*SCS "B"*	*SCS "C"*	*CPCS "A"*	*CPCS "B"*	*LUCS*
D4	4th	*LINE*	OFF	OFF	OFF	ON	ON	OFF

Summary: Shift Solenoid "C" is turned OFF which strokes Shift valve "C." This switches 4th clutch pressure to Line pressure via the Manual valve. Clutch Pressure Control Solenoid valve "A" is ON to block pressure to the bore plug side of CPC valve "A." The 3rd clutch is connected to an exhaust via Shift Valve "C."



LOCK-UP CONTROL

The Lock-up Solenoid is an 'ON/OFF" solenoid which strokes the lock-up shift valve to turn lock-up "ON". The PCM/TCM controls lock-up apply feel by the use of the A/T Clutch Pressure Control Solenoids acting on the lock-up control and timing valves as soon as the Lock-up Solenoid is turned "ON" providing partial and full lock-up. Accord models attain lock-up in 3rd and 4th gears. Prelude models attain lock-up in 2nd, 3rd and 4th gears.

TORQUE CONVERTER CLUTCH ENGAGEMENT

D4 - 3rd GEAR-TCC APPLIED

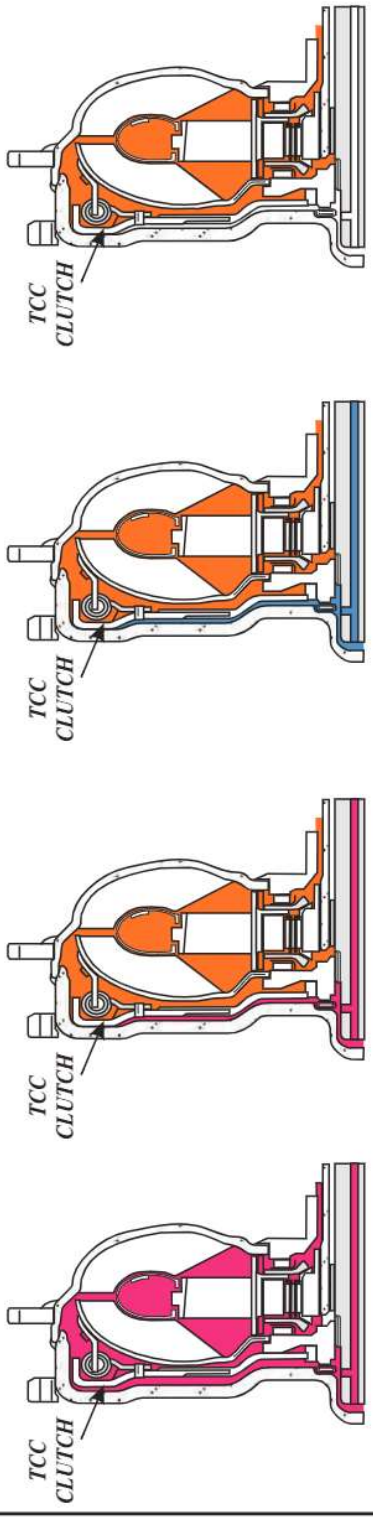
Selector position	*Gear*	*Pressure Mode*	*SCS "A"*	*SCS "B"*	*SCS "C"*	*CPCS "A"*	*CPCS "B"*	*LUCS*
D4	2nd	*LINE*	ON	OFF	ON	*modulating*	OFF	ON

Summary: The Lock-up Control Solenoid is turned ON which drains the oil on the spring side of the Lock-up shift valve. The computer controls the switching of Partial, Half, and Full Converter Clutch application thru the modulation of the Clutch Pressure Control Solenoid valve "A" acting on the Lock-up timing and control valve. Example: When Clutch Pressure Control Solenoid valve "A" pressure is low, and the Lock-up Control Solenoid is ON, the Torque Converter Clutch is applied partially. When Clutch Pressure Control Solenoid valve "A"

D4 - 4th GEAR-TCC APPLIED

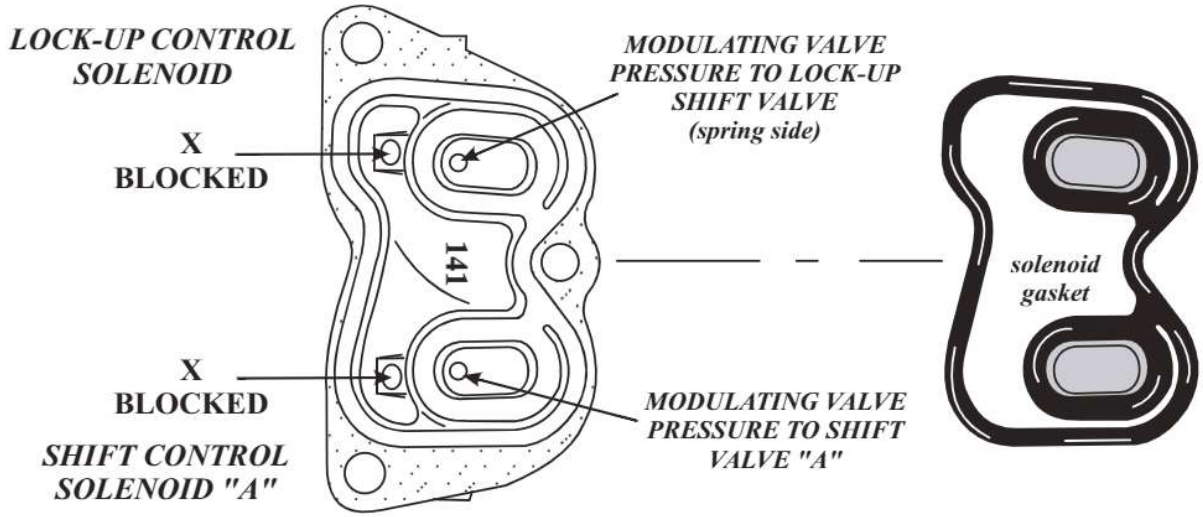
Selector position	*Gear*	*Pressure Mode*	*SCS "A"*	*SCS "B"*	*SCS "C"*	*CPCS "A"*	*CPCS "B"*	*LUCS*
D4	4th	*LINE*	OFF	OFF	OFF	ON	*modulating*	ON

Summary: The Lock-up Control Solenoid is turned ON which drains the oil on the spring side of the Lock-up shift valve. The computer controls the switching of Partial, Half, and Full Converter Clutch application thru the modulation of the Clutch Pressure Control Solenoid valve "B" acting on the Lock-up timing and control valve. Example: When Clutch Pressure Control Solenoid valve "B" pressure is low, and the Lock-up Control Solenoid is ON, the Torque Converter Clutch is applied partially. When Clutch Pressure Control Solenoid valve "B"



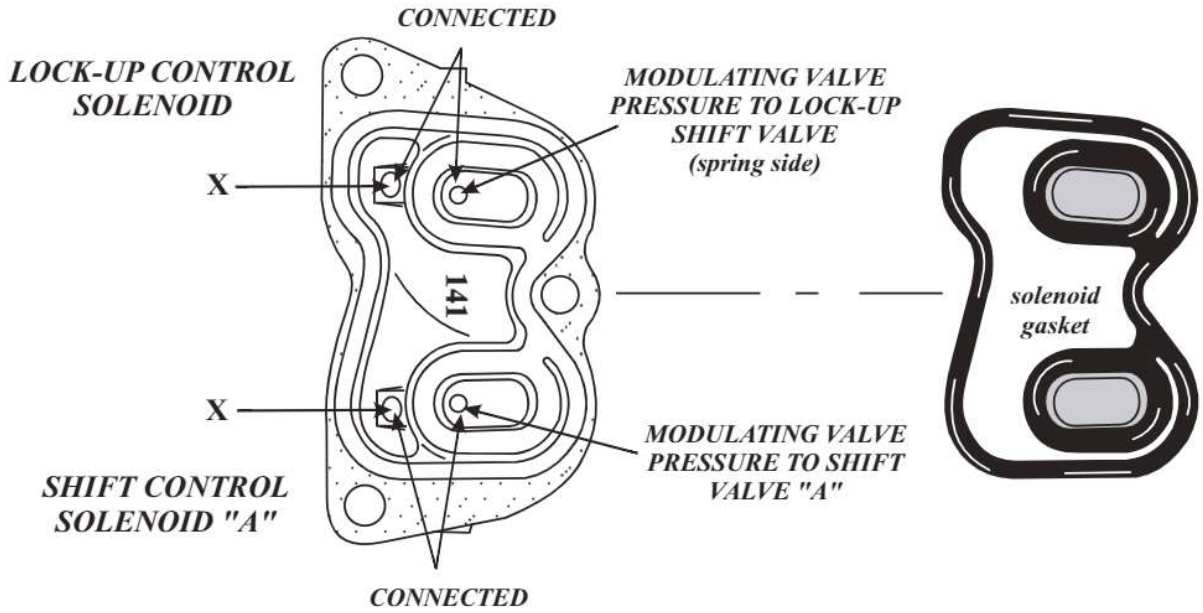
SOLENOID CHECK AND OPERATION

LOCK-UP CONTROL AND SHIFT CONTROL SOLENOID "A" OFF



When the Lock-up control Solenoid is OFF, Modulating Pressure is HIGH, which prevents the Lock-up Shift Valve from stroking.
When Shift Control Solenoid "A" is OFF, Modulating Pressure is HIGH, which strokes Shift Valve "A."

LOCK-UP CONTROL AND SHIFT CONTROL SOLENOID "A" ON

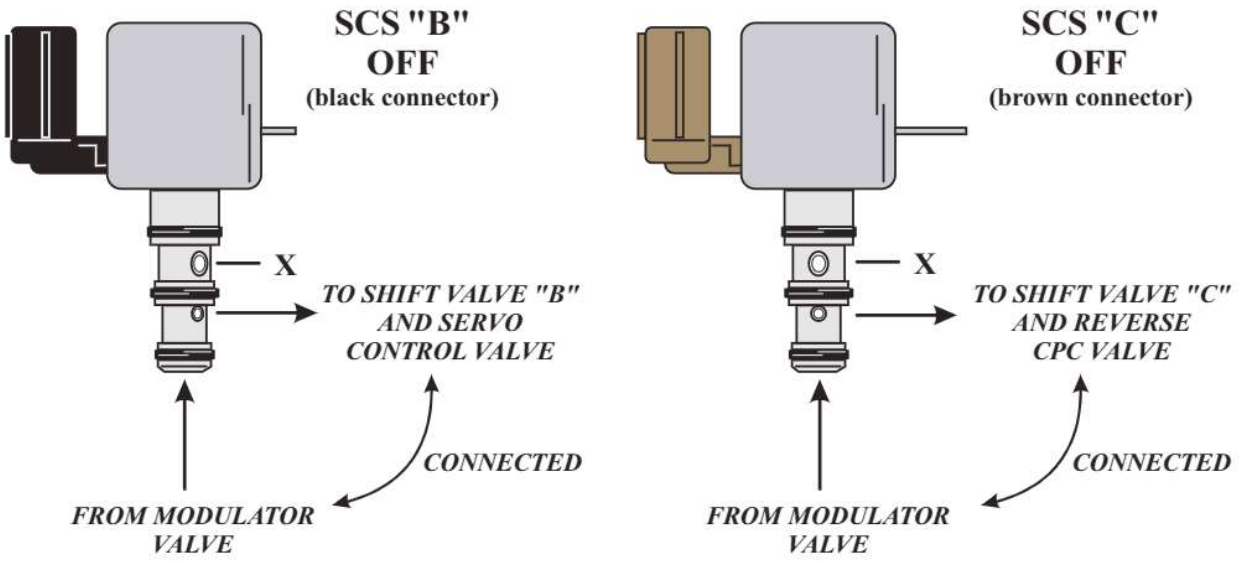


When the Lock-up control Solenoid is ON, Modulating Pressure is EXHAUSTED, which allows the Lock-up Shift Valve to stroke.
When Shift Control Solenoid "A" is ON, Modulating Pressure is EXHAUSTED, which allows Shift Valve "A" to be held to the right by its spring.

Copyright © 2002 ATSG

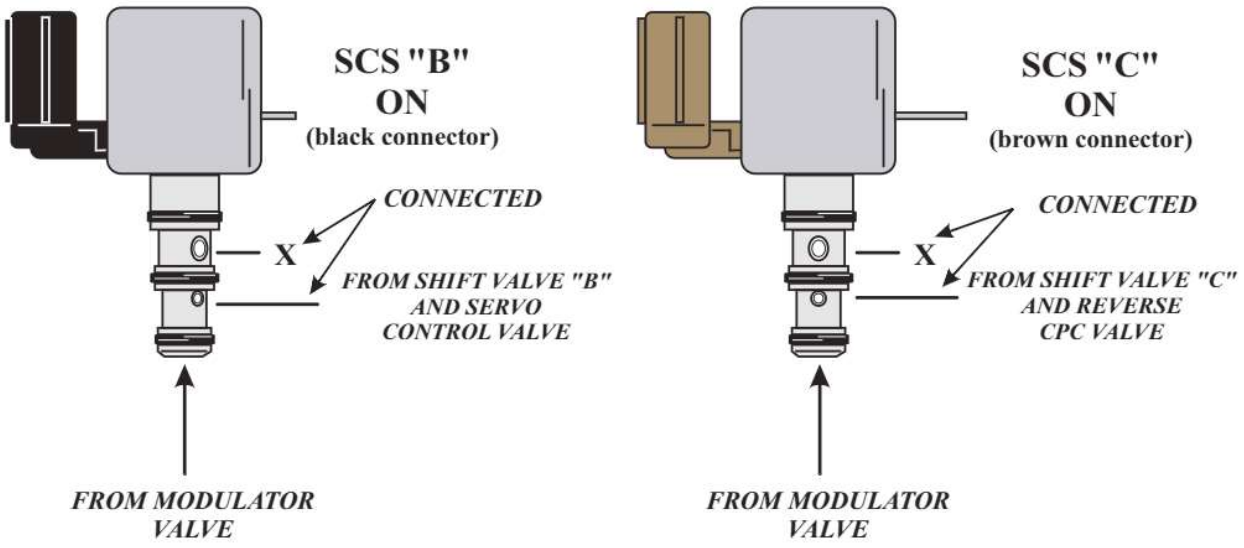
SOLENOID CHECK AND OPERATION

SHIFT CONTROL SOLENOID "B" AND "C" OFF



Summary: When Shift Control Solenoid "B" and "C" are OFF, oil from the Modulating valve is applied to stroke the valves that the solenoids control.

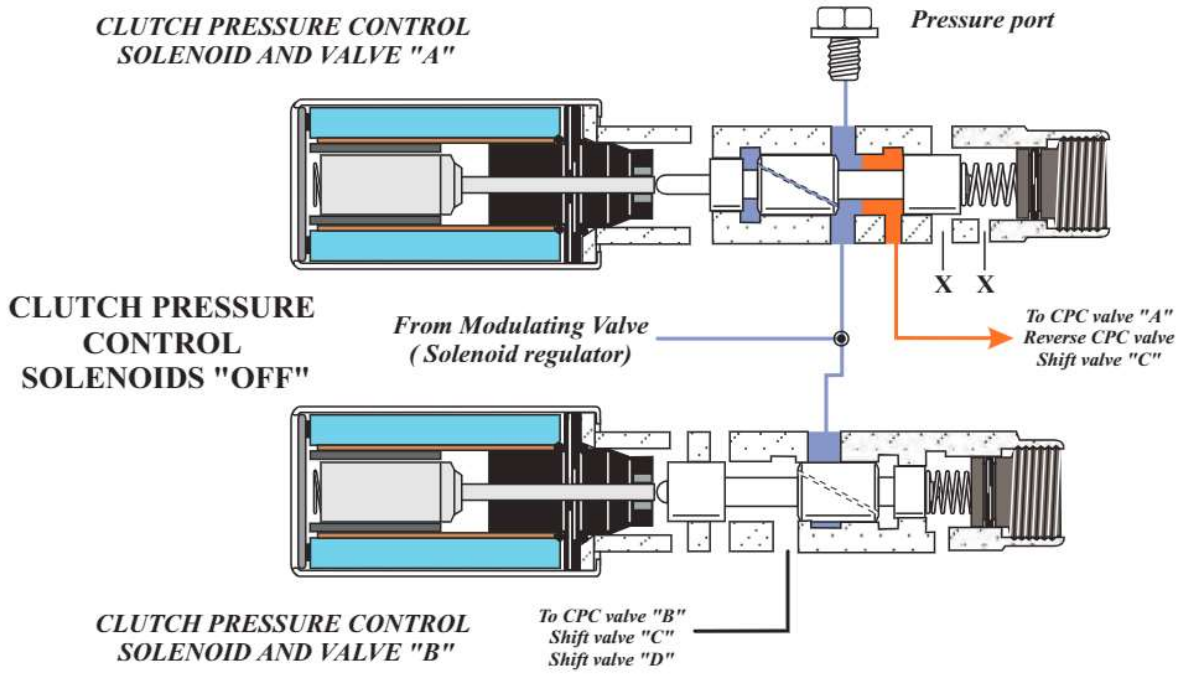
SHIFT CONTROL SOLENOID "B" AND "C" ON



Summary: When Shift Control Solenoid "B" and "C" are ON, oil from the Modulating valve is blocked at the end of the solenoid. The valves, that the solenoids control, are connected to the exhaust at the top of the solenoid.

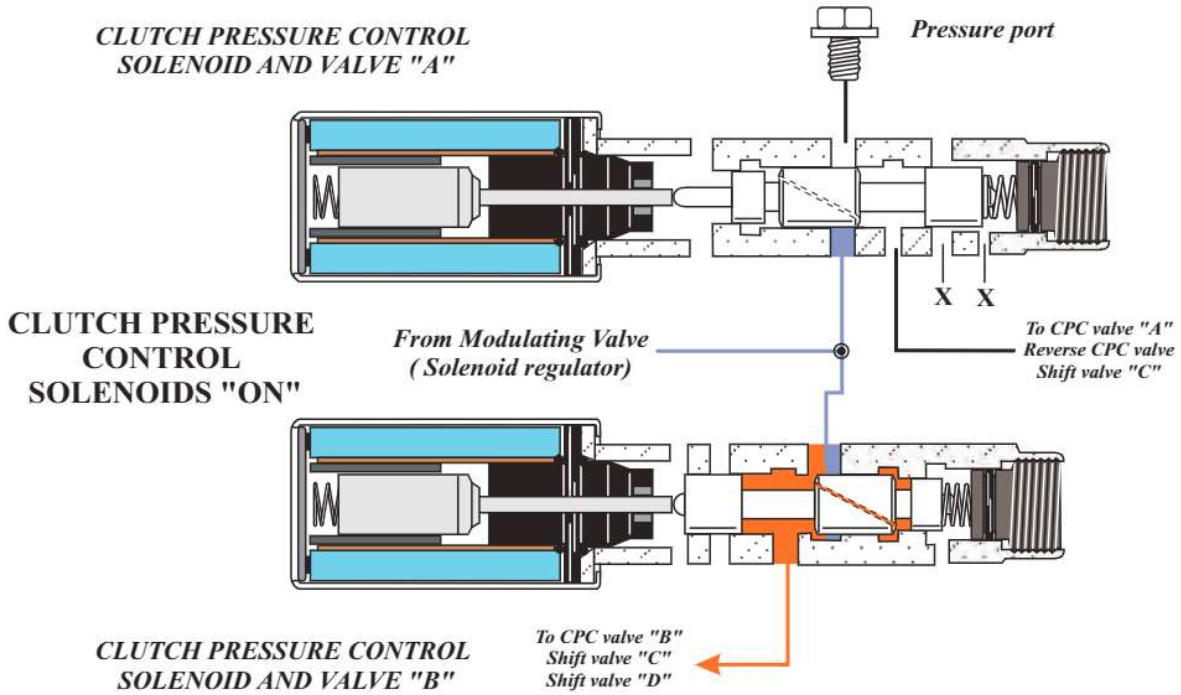
Copyright © 2002 ATSG

CLUTCH PRESSURE CONTROL SOLENOID AND VALVE OPERATION "OFF"



Clutch Pressure Control Solenoid and Valve "A" supply modulating pressure to CPC valve "A", Reverse CPC valve and Shift valve "C" when "OFF."
Clutch Pressure Control Solenoid and Valve "B" shut off the supply of modulating pressure to CPC valve

CLUTCH PRESSURE CONTROL SOLENOID AND VALVE OPERATION "ON"

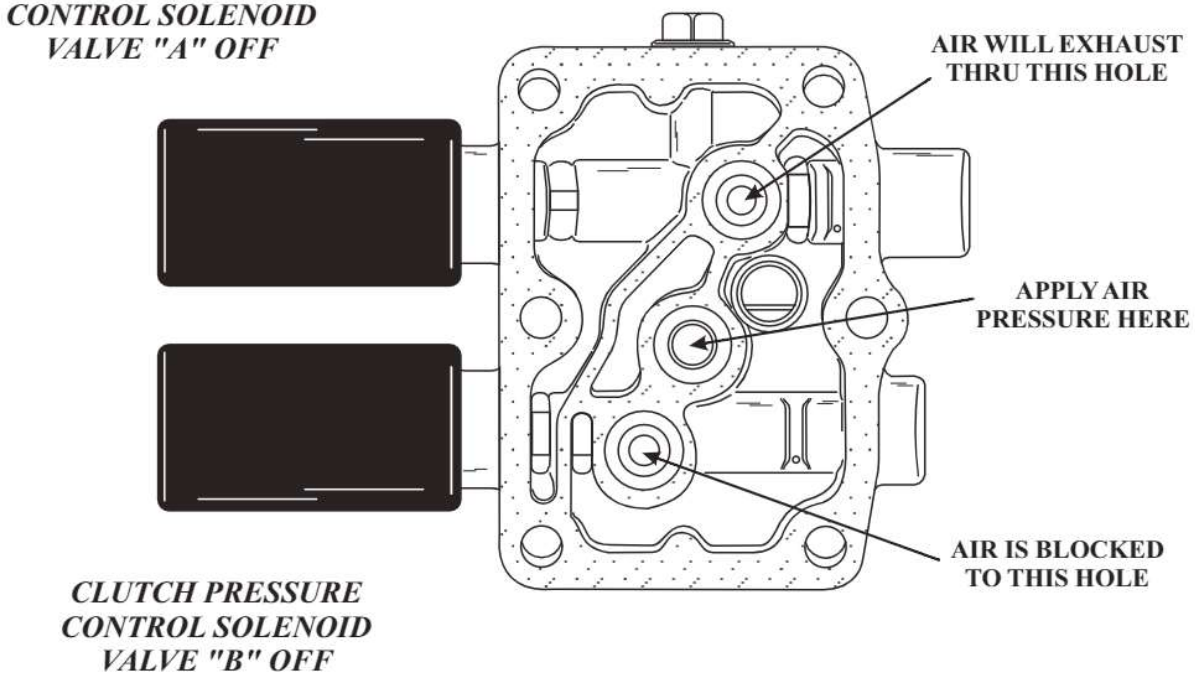


Clutch Pressure Control Solenoid and Valve "A" shut off the supply of modulating pressure to CPC valve "A", Reverse CPC valve and Shift valve "C" when "ON."
Clutch Pressure Control Solenoid and Valve "B" supply modulating pressure to CPC valve "B", Shift valve "C" and Shift Valve "D" when "ON."

Copyright © 2002 ATSG

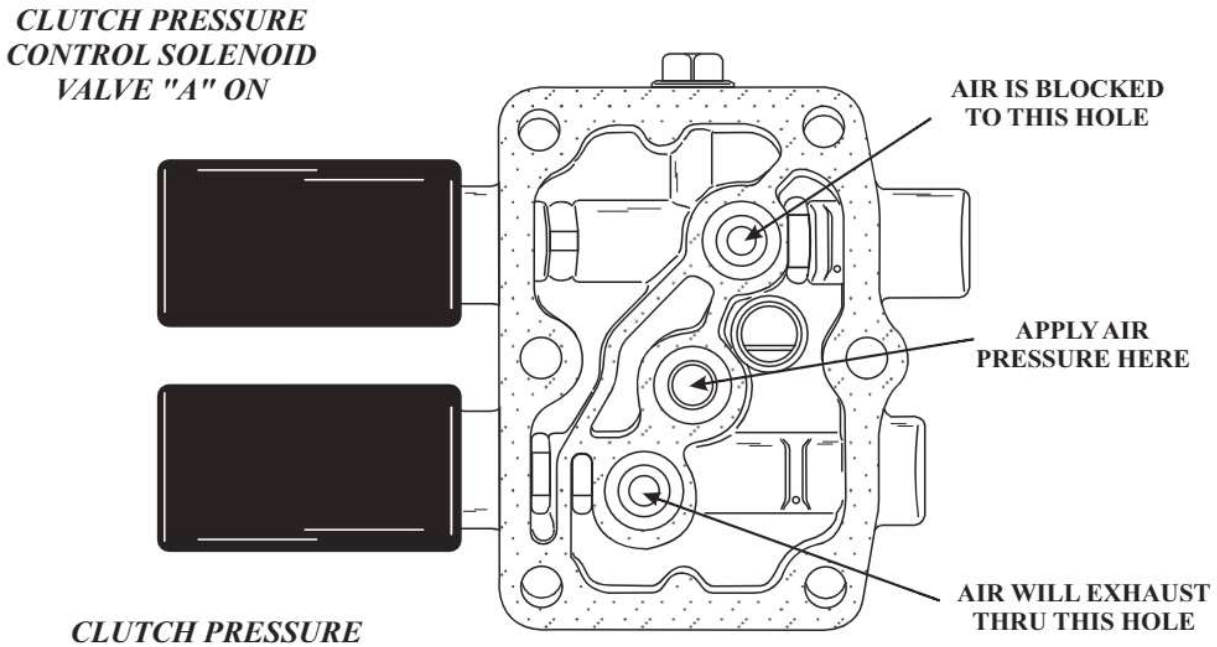
SOLENOID CHECK AND OPERATION

CLUTCH PRESSURE CONTROL SOLENOID VALVES "A" AND "B" OFF



SOLENOID CHECK AND OPERATION

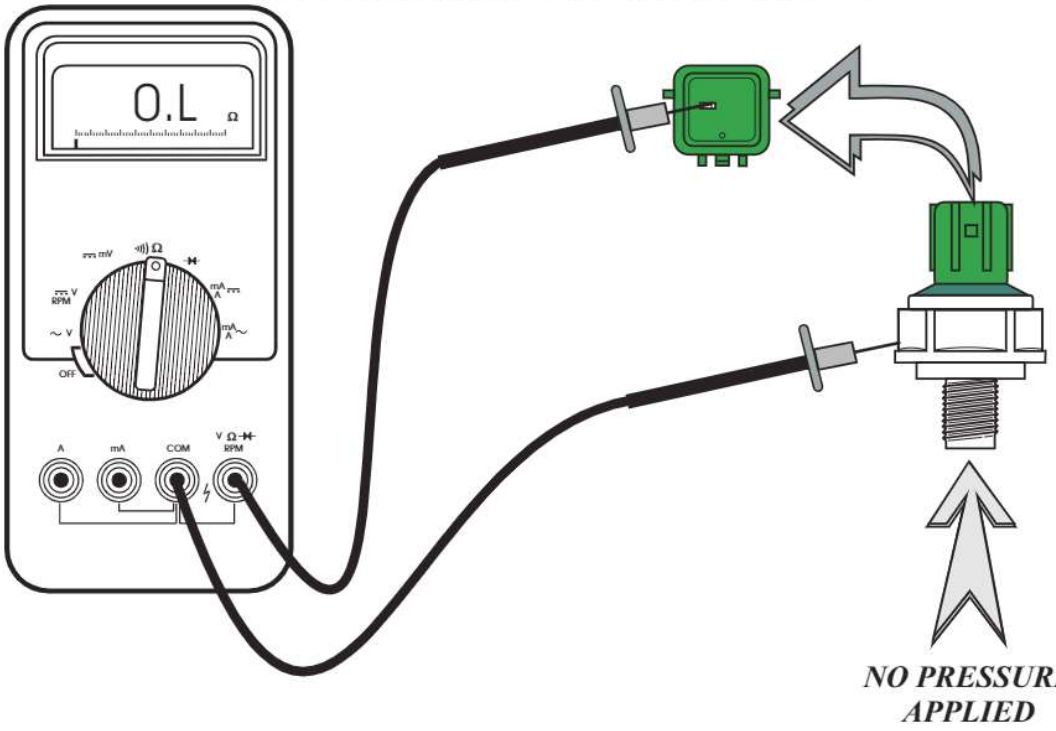
CLUTCH PRESSURE CONTROL SOLENOID VALVES "A" AND "B" ON



Copyright © 2002 ATSG

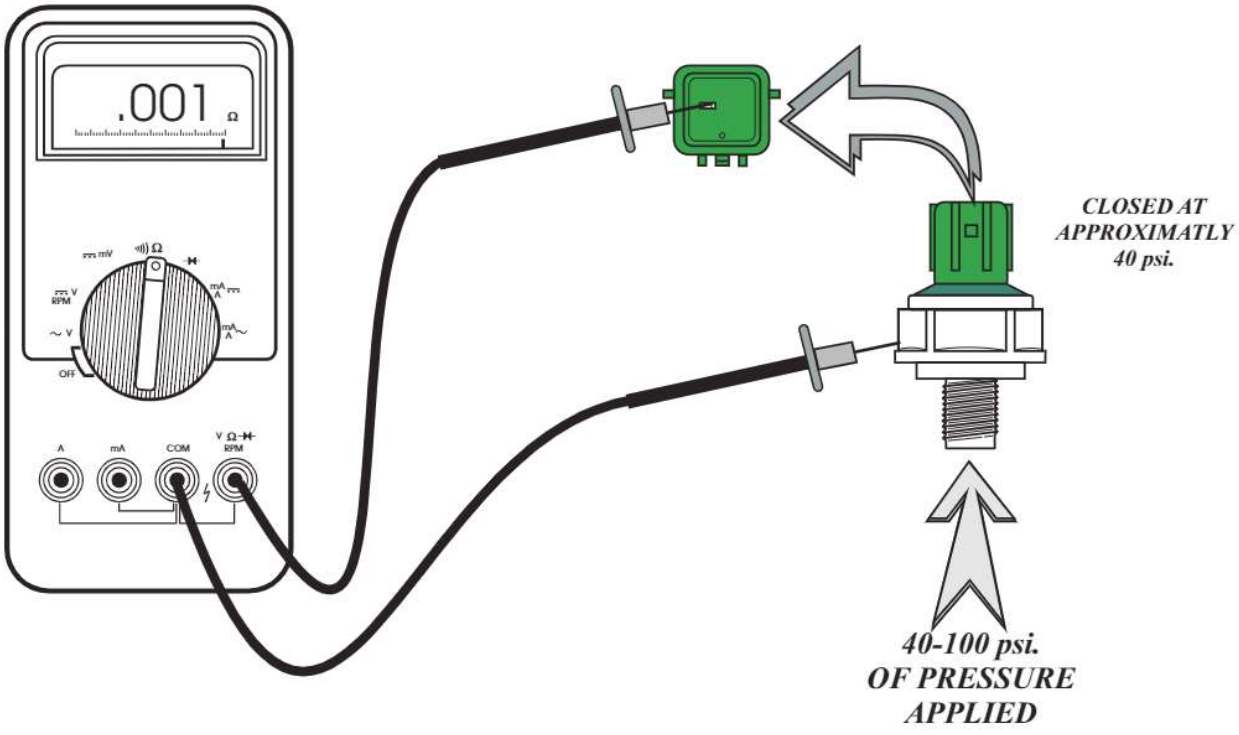
PRESSURE SWITCH CHECK AND OPERATION

2nd OR 3rd GEAR PRESSURE SWITCH "OFF"



SUMMARY: THE 2nd AND 3rd GEAR PRESSURE SWITCHES ARE "OPEN" WITH NO PRESSURE APPLIED

2nd OR 3rd GEAR PRESSURE SWITCH "ON"



SUMMARY: THE 2nd AND 3rd GEAR PRESSURE SWITCHES "CLOSE" WHEN 40-100 psi. OF PRESSURE IS APPLIED TO THE SWITCH.

Copyright © 2002 ATSG

SOLENOID CONTROL

CLUTCH PRESSURE CONTROL

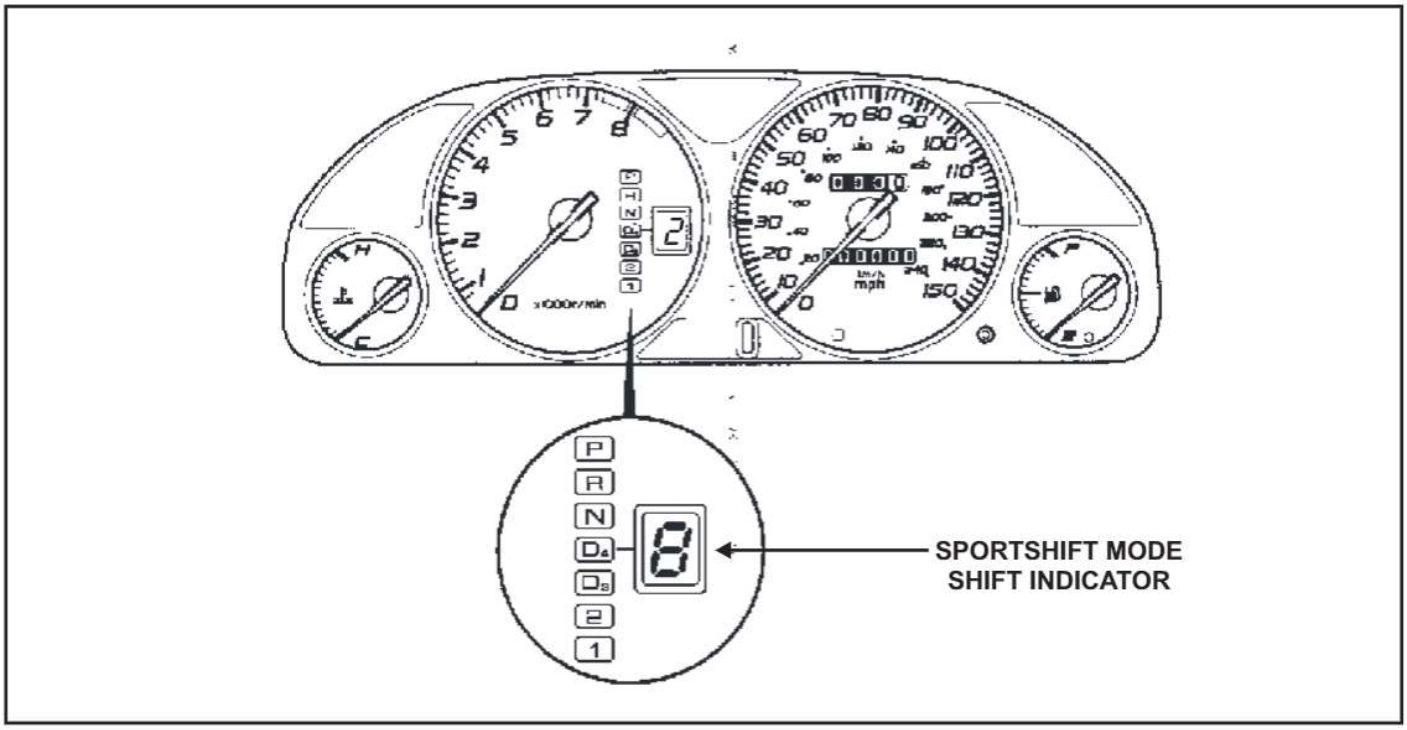
The PCM/TCM regulates the A/T Clutch Pressure Control Solenoids "A" and "B" thereby controlling all clutch apply pressure via the clutch pressure control (CPC) valves as well as lock-up apply pressure.

SEQUENTIAL SPORTSHIFT MODE (PRELUDE ONLY)

When in the D4 position, while sliding the shift lever to the Sequential Sportshift Mode position, the driver can use the shift lever to upshift and downshift similar to the operation of a manual transmission.
Pushing the shift lever towards the **"+"** indicator results in an upshift to the next higher gear.
Pushing the shift lever towards the **"-"** indicator results in a downshift to the next lower gear.
The number of the selected gear is displayed in the shift indicator next to the D4 indicator as seen below. The transmission does not automatically shift, it remains in the selected gear position.

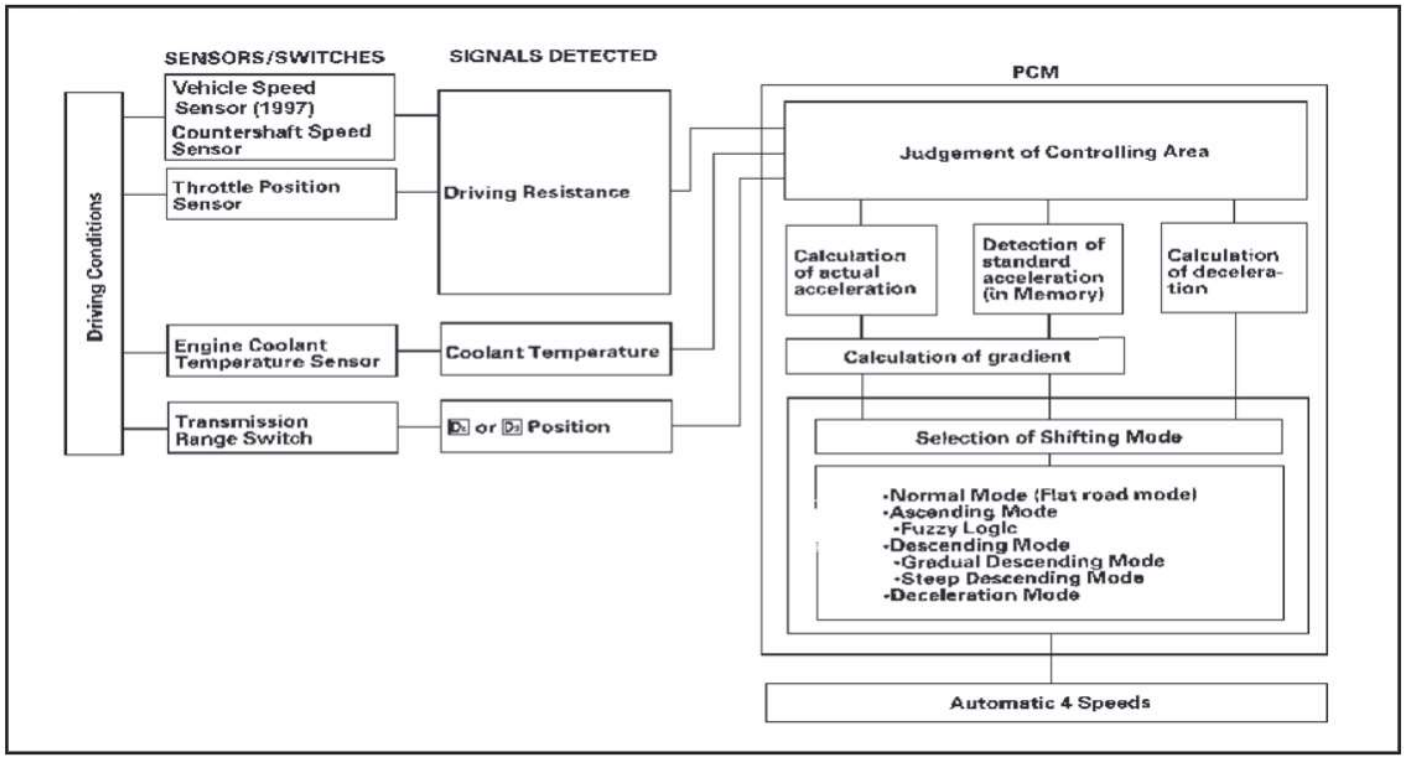
The transmission ***will*** upshift or downshift automatically under the following conditions:

1. Downshift from 4th to 3rd when more power is required such as when climbing a hill.
2. Provide engine braking when on a steep incline.
3. Downshift to 1st gear when the vehicle comes to a stop.
4. Under proper conditions, the PCM/TCM will allow a downshift to avoid engine overreving.
5. A coast downshift will occur to a lower gear when vehicle speed drops low enough to require the downshift signal at which time the shift indicator will flash several times to indicate a lower gear position.



GRADE LOGIC CONTROL SYSTEM

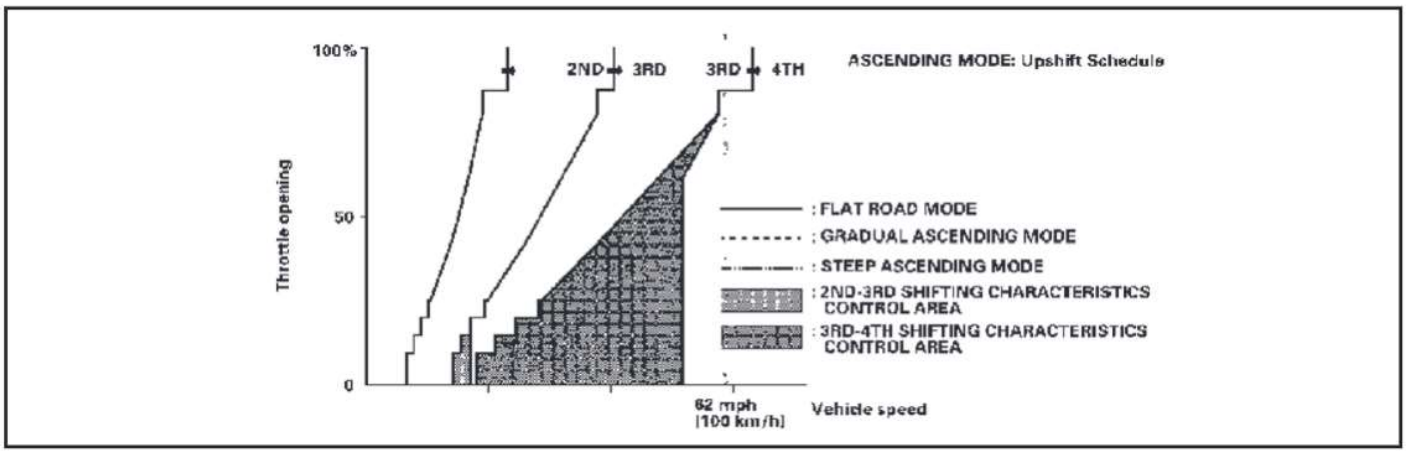
The PCM/TCM compares actual driving conditions with memorized driving conditions, by the use of a Fuzzy Logic System and input from various sensors to control shifting while the vehicle is ascending or descending a hill, or during speed reduction.



ASCENDING CONTROL

When the computer determines that the vehicle is climbing a hill in the D4 or D3 positions, the Grade Logic System extends the engagement area of 2nd and 3rd gear to prevent the transmission from frequently shifting between 2nd and 3rd gears, and between 3rd and 4th gears in order to shift busyness and to also have adequate power.

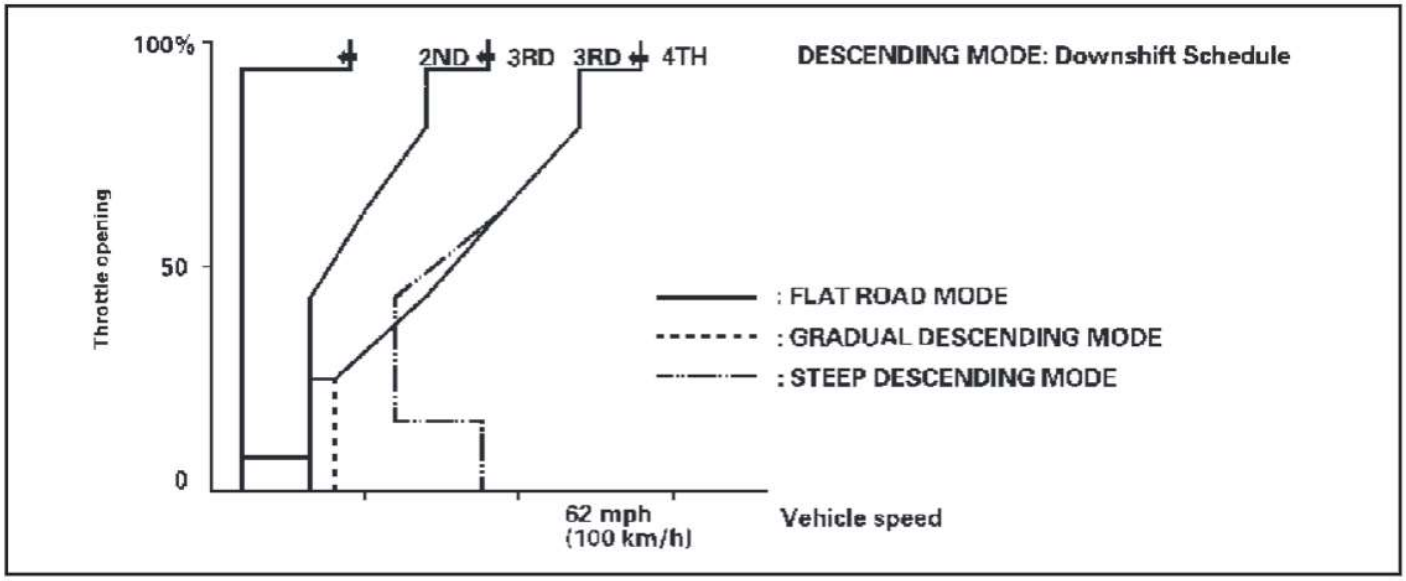
Shift schedules stored in the computer between 2nd and 3rd gears, and between 3rd and 4th gears, enable the computer's Fuzzy Logic to automatically select the most suitable gear according to how steep the hill is as shown in the graph below.



GRADE LOGIC CONTROL SYSTEM

DESCENDING CONTROL

When the computer determines that the vehicle is going down a hill in D4 or D3 positions, the closed throttle upshift speed from 3rd to 4th gear and from 2nd to 3rd becomes faster than the set speed for flat road driving to widen the 3rd and 2nd gear driving area. This in conjunction with engine braking from deceleration lock-up, achieves smooth driving when the vehicle is descending. There a two descending modes with different 3rd and 2nd gear driving areas depending on the gradient encountered as seen in the graph below.



DECELERATION CONTROL

When the vehicle turns a corner and needs to decelerate first and then accelerate, the computer sets the data for deceleration control to reduce the number of times the transmission shifts. When the vehicle is decelerating from speeds above 27 mph (43 km/h), the computer shifts the transmission from 4th to 2nd gear earlier than normal to cope with upcoming acceleration.

IMPORTANT NOTE:

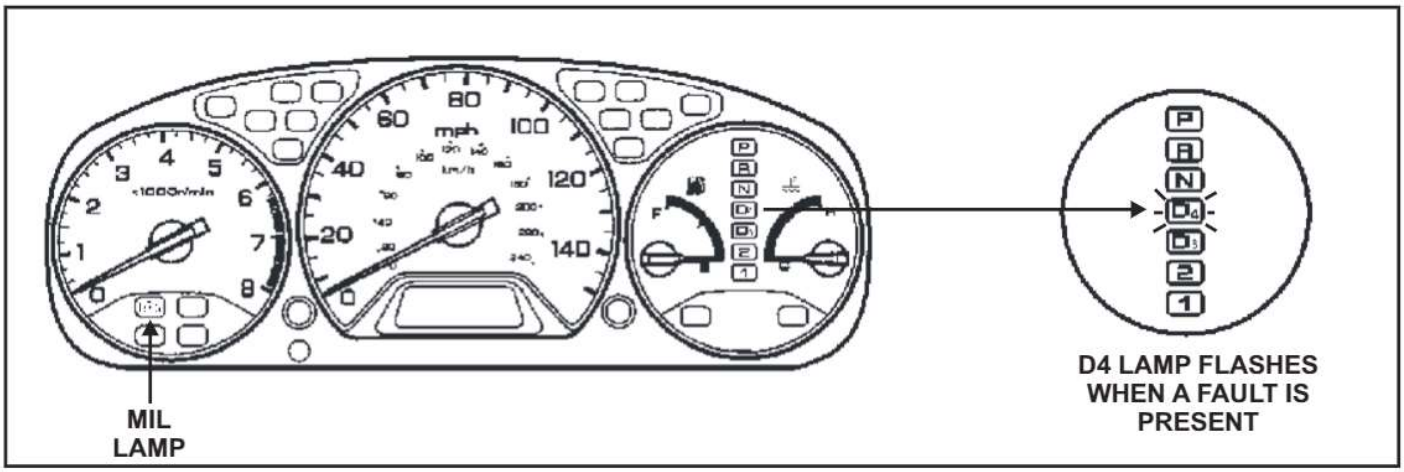
NEVER ROAD TEST A VEHICLE EQUIPPED WITH GRADE LOGIC CONTROL ON A LIFT!

THE VEHICLE WILL SHIFT HUNT AND/OR SKIP A GEAR, THE GRADE CONTROL SYSTEM BECOMES CONFUSED WITH THE WHEELS OFF THE GROUND AND WILL COMMAND THE SHIFT SOLENOIDS IN SUCH A MANNER THAT IT WILL APPEAR TO BE A TRANSMISSION MALFUNCTION!

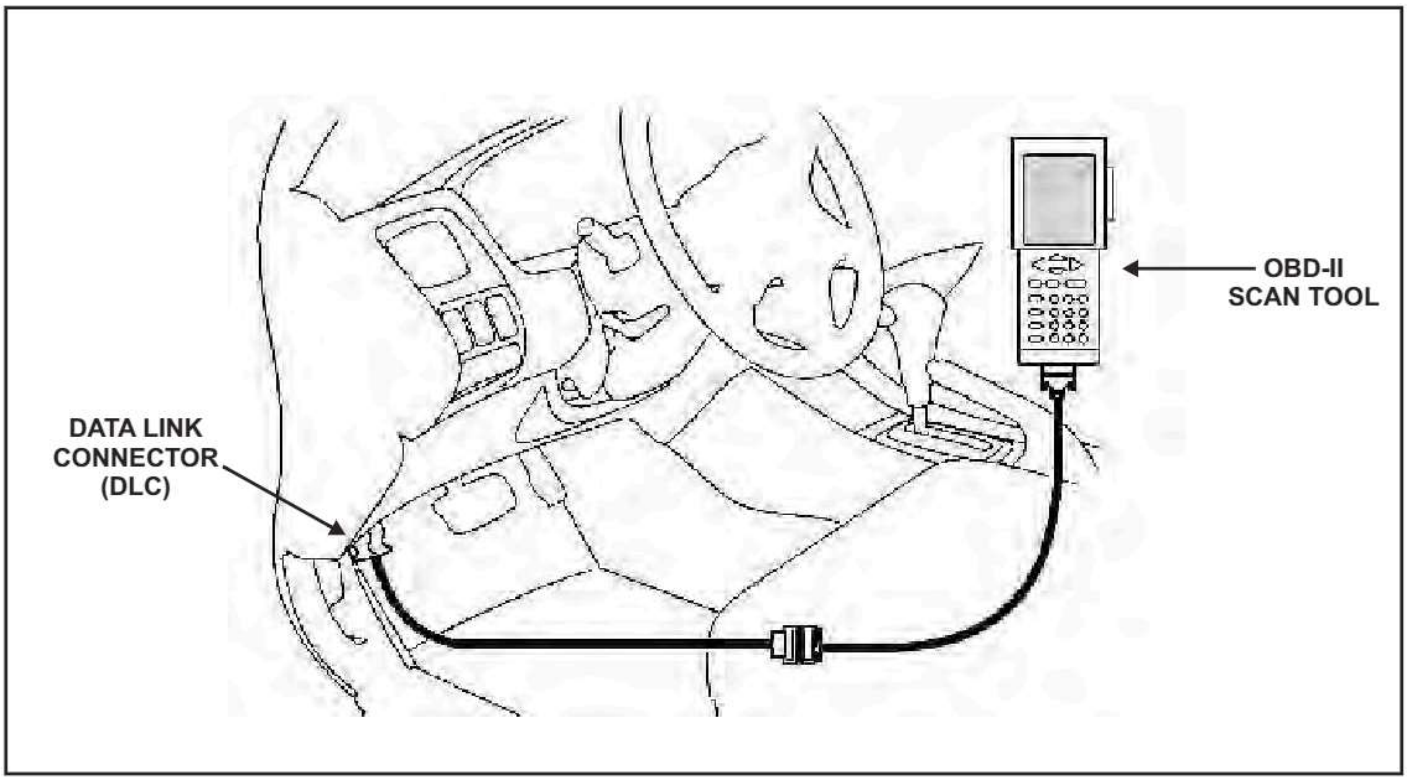
CODE RETRIEVAL PROCEDURE (ACCORD)

RETRIEVE CODES

When the PCM/TCM senses an abnormality, the "D4" Lamp will begin to flash steadily as seen below.



In some instances the "MIL" Lamp will also be illuminated, check for those related codes first. Connect an OBD-II scan tool conforming to SAE J1978, to the Data Link Connector (DLC), as shown below, and check for codes in the generic category, and the transmission control system as well as any other system codes that may be pertinent. Also check for recorded freeze frame information and refer to the code chart shown beginning on page15.



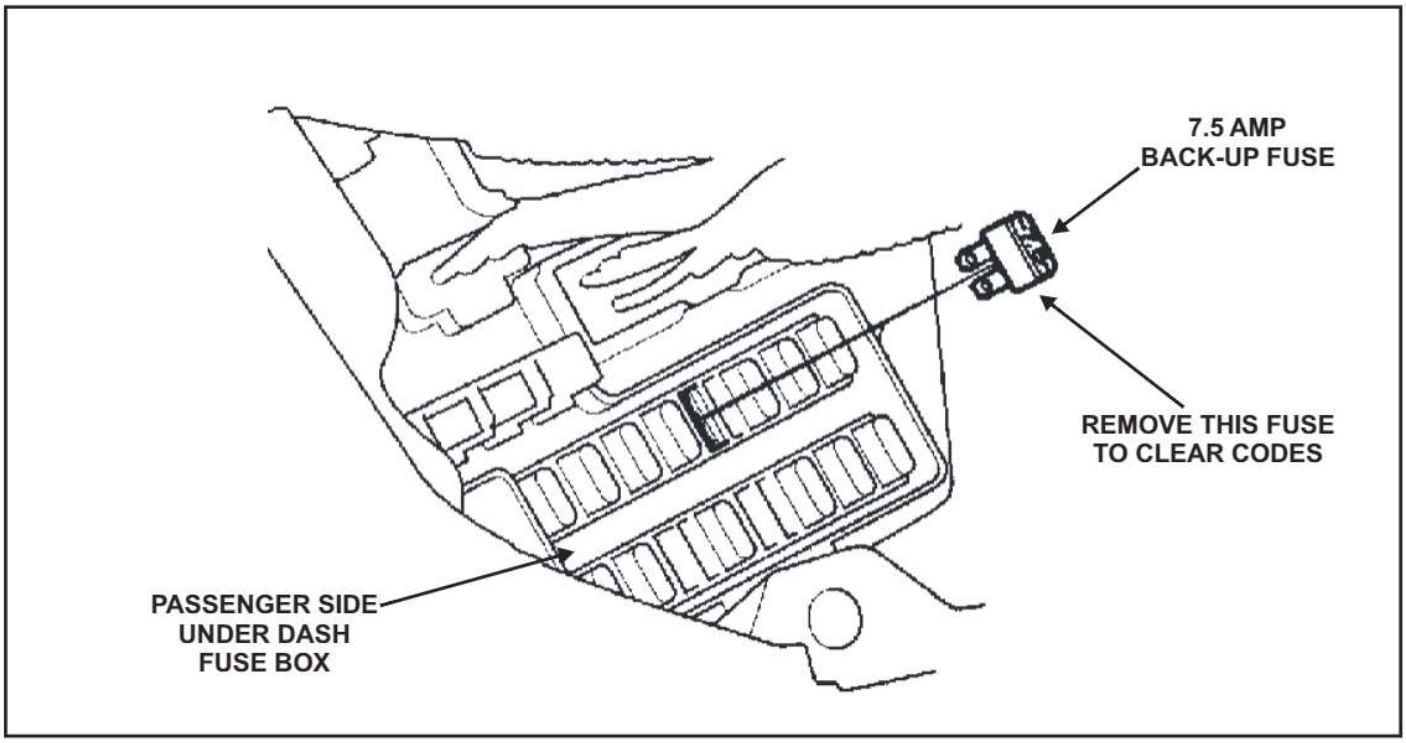
CODE CLEARING PROCEDURE (ACCORD)

CLEAR CODES

Reset the PCM/TCM memory with the scan tool or remove the 7.5 AMP BACK-UP FUSE from the passenger side under dash fuse box as shown below.

IMPORTANT NOTE:

Remember to obtain the radio anti-theft codes so they may reinstalled in the event they are lost during the code clearing process.

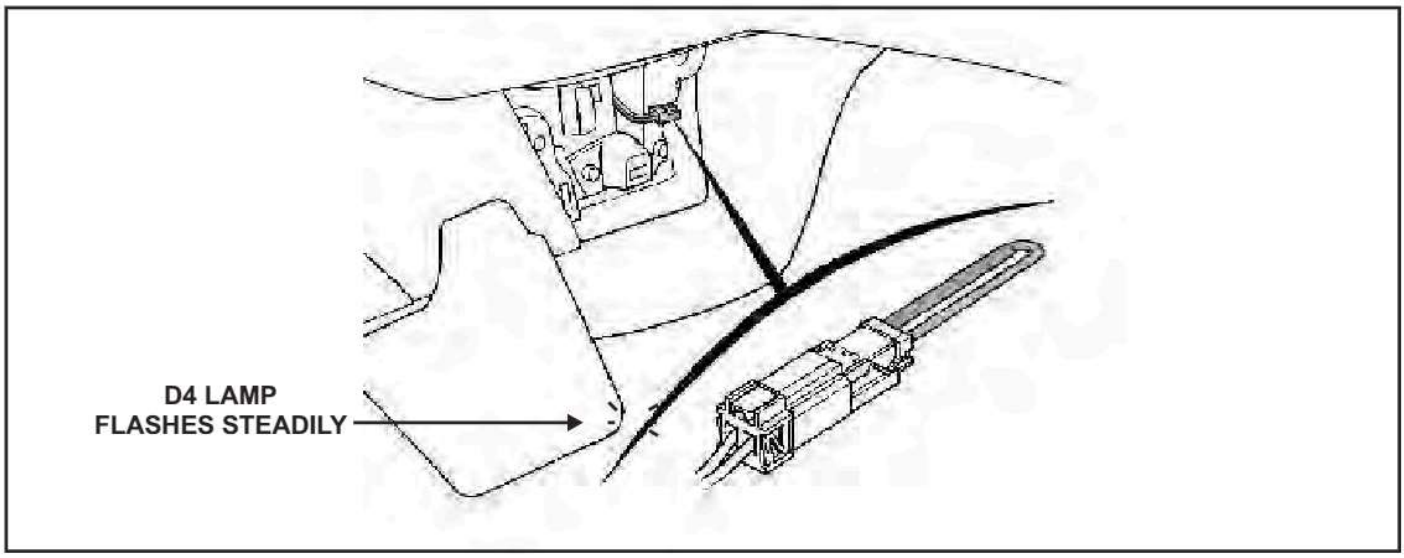


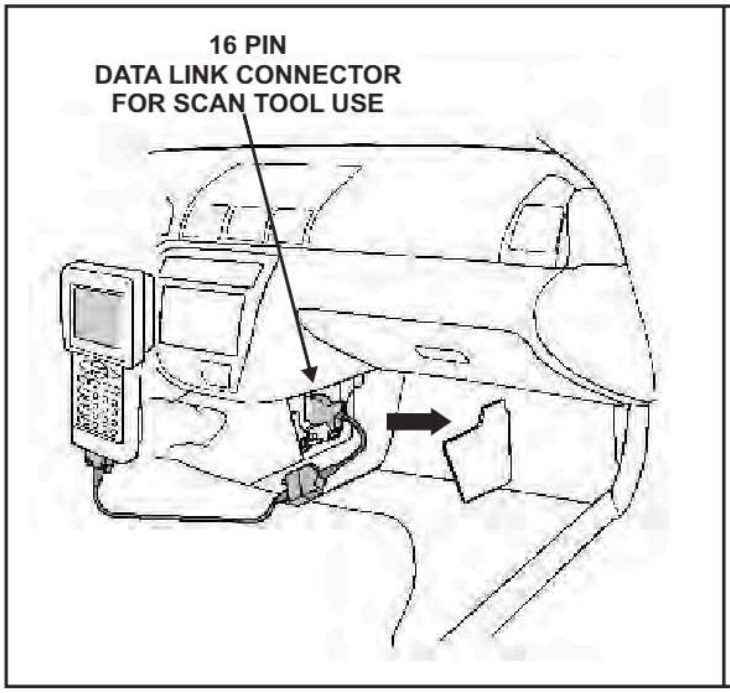
CODE RETRIEVAL PROCEDURE (PRELUDE)

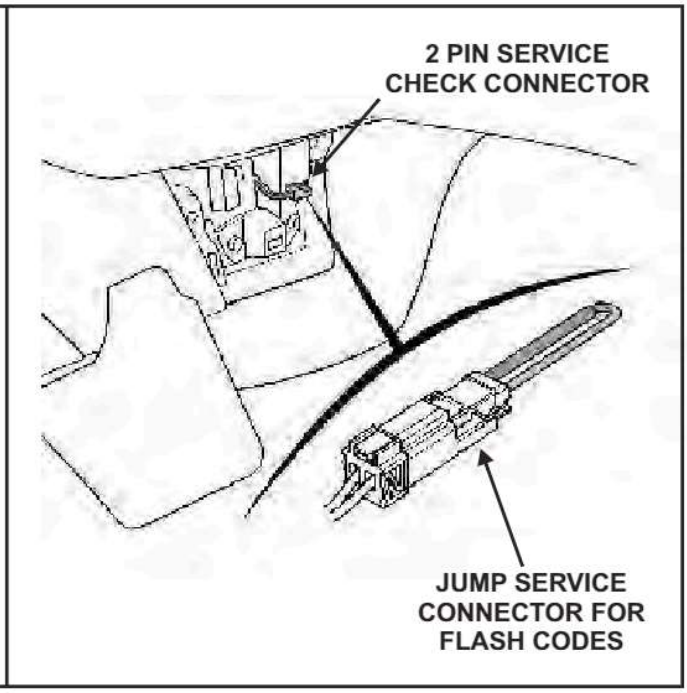
RETRIEVE CODES

When the PCM/TCM senses an abnormality, the "D4" Lamp will begin to flash steadily as seen below. The Prelude offers two methods of code retrieval:

1. Connect an OBD-II compliant scan tool to the 16 pin Data Link Connector (DLC) shown, below left.
2. Locate the 2 pin Service Check Connector, shown below right, and jump the SCS connector with the tool shown or a suitable substitute and read the ***"flash"*** codes shown in () found in the code chart beginning on page 15.

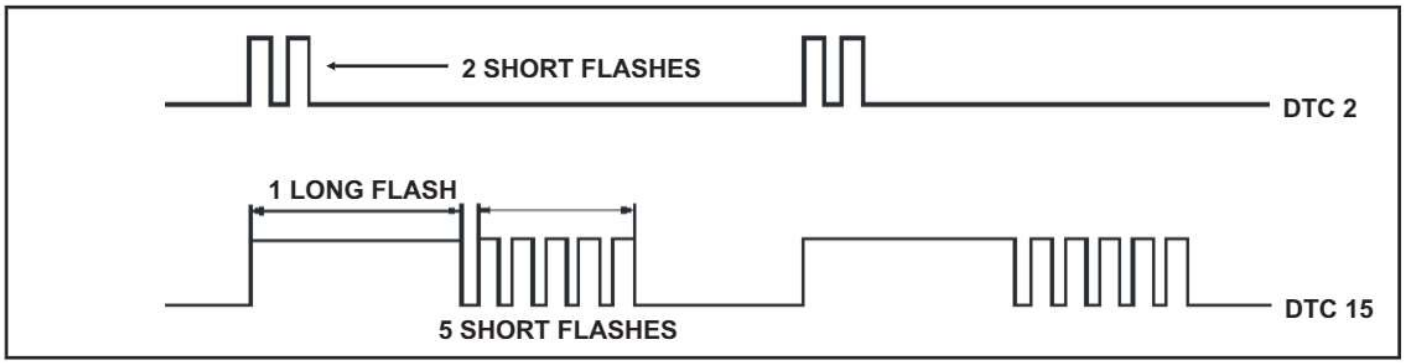






CODE RETRIEVAL PROCEDURE (PRELUDE)

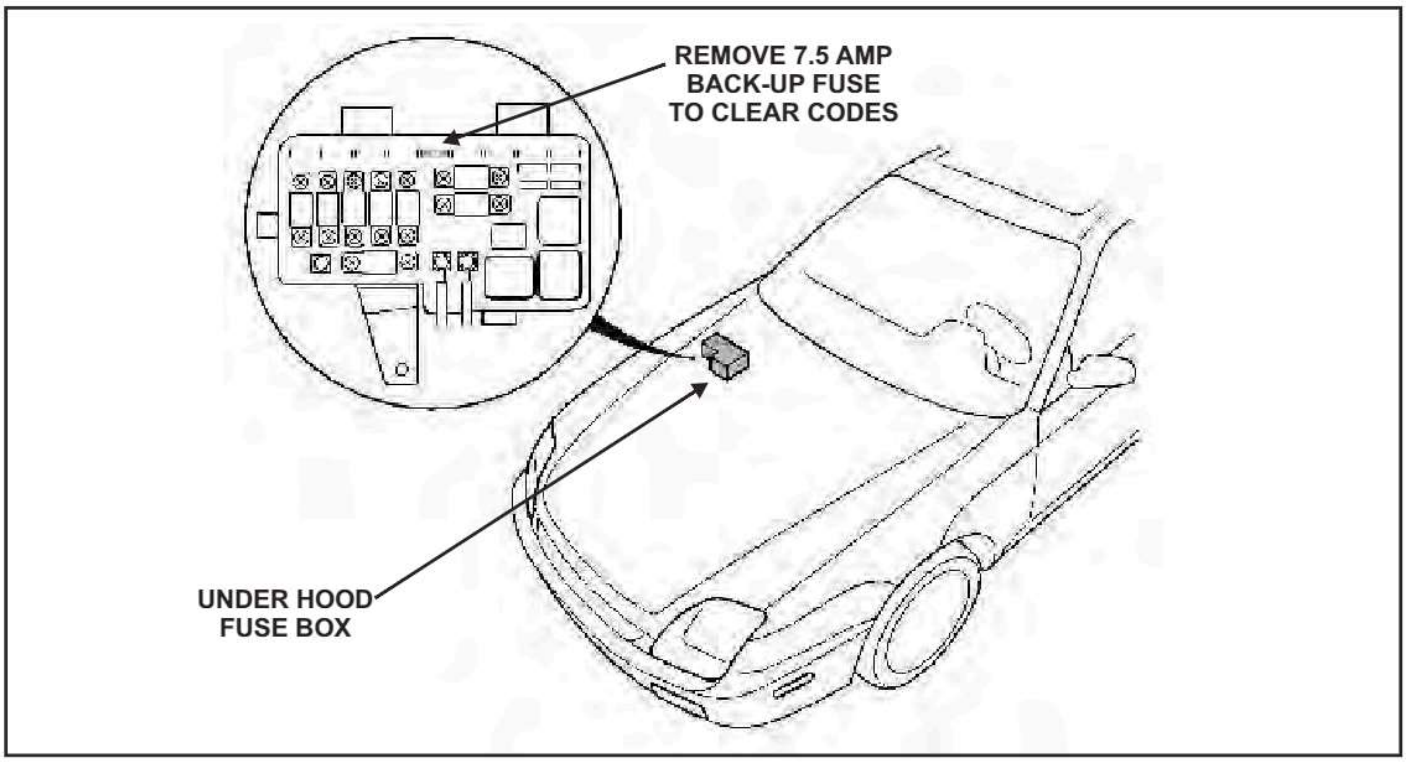
The ***"flash"*** code format is shown directly below. Single digit codes are indicated by individual ***short*** flashes.
Two digit codes are indicated by ***long*** flashes followed by ***short*** flashes.



CODE CLEARING PROCEDURE (PRELUDE)

CLEAR CODES
Reset the PCM/TCM memory with the scan tool or remove the 7.5 AMP BACK-UP FUSE from the under hood fuse box for at least 10 seconds as shown below.

IMPORTANT NOTE:
Remember to obtain the radio anti-theft codes so they may reinstalled in the event they are lost during the code clearing process.



DIAGNOSTIC TROUBLE CODE DEFINITION CHART

*DTC	D4 LAMP	MIL LAMP	SYMPTOM	POSSIBLE CAUSE
P0715 (15)	FLASHES	ON	·Erratic Shifting	·Faulty Mainshaft Speed Sensor or Circuit
P0720 (9)	FLASHES	ON	·Erratic Shifting ·No 4th Gear ·No Lock-up ·No Speedometer ***(Accord Only)***	·Faulty Countershaft Speed Sensor or Circuit
P0725 (11)	OFF	OFF	·No Lock-up ***(Prelude Only)***	·Loss of Engine RPM Signal ·Faulty Distributor/Ignition Coil ·Wire or Connection ·Faulty Ignition Coil
P0730 (41)	OFF	ON	·Failure to shift through the gears ·Skipped Shifts	·Mechanically Bad Shift Solenoids ·Mechanically Bad A/T Pressure ·Control Solenoids ·Low Clutch Pressure ·Internal Component Slipping
P0740 (40)	OFF	ON	·Lock-up Clutch Does Not Apply ·Lock-up Clutch Does Not Disengage	·Mechanically Bad Lock-up ·Control Solenoid ·Mechanically Bad A/T Pressure ·Control Solenoids ·Lock-up Shift, Control or Timing Valve Problems ·Faulty Torque Converter ·Faulty Speed Sensor
P0753 (7)	FLASHES	ON	·Does Not Shift, Stuck in 4th Gear ·Fails to Shift to 4th Gear ·Erratic Shifting	·Electrically Bad Shift Solenoid 'A' ·Shift Solenoid "A" Circuit Fault
P0758 (8)	FLASHES	ON	·3rd Gear Starts ·Fails to Shift to 1st or 2nd Gear ·Erratic Shifting	·Electrically Bad Shift Solenoid 'B' ·Shift Solenoid "B" Circuit Fault
P0763 (22)	FLASHES	ON	·Late Shift From N to D or N to R ·Excessive Shock or Flare on 1-2, 2-3 or 3-4 Shift ·Excessive Shock or Flare on 2-1, 3-2 or 4-3 Shift	·Electrically Bad Shift Solenoid 'C' ·Shift Solenoid "C" Circuit Fault ·Faulty 2nd Clutch Pressure Switch ·Faulty 3rd Clutch Pressure Switch ***(Accord Only)***
P0780 (45)	FLASHES	ON	·Incorrect Gear Ratio ·Mechanical Problem in Hydraulic System	·Mechanical Fault with Shift Solenoid A, B or C ·Mechanical Fault with A/T Pressure Control Solenoid A or B ·Internal Hydraulic Leak

DTC's in parentheses is the code the D4 Lamp will flash when the 2 pin Service Connector is jumped (Prelude Only), or a Scan Tool capable of displaying flash codes is connected to the 16 pin DLC

DIAGNOSTIC TROUBLE CODE DEFINITION CHART

*DTC	D4 LAMP	MIL LAMP	SYMPTOM	POSSIBLE CAUSE
P01655 (37)**	FLASHES	ON	·Lock-up Does Not Apply	·Short or Open in SEAF Wire Between TCM Terminal B18 and ECM ·Short or Open in SEFA Wire Between TCM Terminal B19 and ECM ·Faulty ECM
P01705 (5)	FLASHES	ON	·Erratic Shifts ·Shift Quadrant Indicator Lamps Do Not Indicate Correct Gear Shift Position ·Shift Lever Does Not Operate Properly	·A/T Gear Position Switch Circuit Fault ·Faulty A/T Gear Position Switch
P01706 (6)	OFF	ON	·Erratic Shifts ·Shift Quadrant Indicator Lamps Do Not Indicate Correct Gear Shift Position ·Shift Lever Does Not Operate Properly	·A/T Gear Position Switch Circuit Fault ·Faulty A/T Gear Position Switch
P01709 (24)	FLASHES	OFF	·Transmission Does Not Shift Into Sequential Sportshift Mode ***(Prelude Only)***	·Mode Switch Circuit Faults ·Faulty Mode Switch
P01738 (25)	OFF	OFF	·Slide, Bump On The 1-2 Shift ·Flare On The 1-2 Shift	·2nd Clutch Pressure Switch Circuit Failure ·Faulty 2nd Clutch Pressure Switch
P01739 (26)	OFF	OFF	·Slide, Bump On The 2-3 Shift ·Flare On The 2-3 Shift	·3rd Clutch Pressure Switch Circuit Failure ·Faulty 3rd Clutch Pressure Switch
P01750 (46)	FLASHES	ON	·Incorrect Gear Ratio ·Transmission Slipping	·Mechanical Fault with A/T Pressure Control Solenoid A or B ·Internal Hydraulic Leak
P01751 (47)	FLASHES	ON	·Incorrect Gear Ratio ·Transmission Slipping	·Mechanical Fault with A/T Pressure Control Solenoid A or B ·Mechanical Fault with Shift Solenoid 'B' ·Internal Hydraulic Leak

DTC's in parentheses is the code the D4 Lamp will flash when the 2 pin Service Connector is jumped (Prelude Only), or a Scan Tool capable of displaying flash codes is connected to the 16 pin DLC

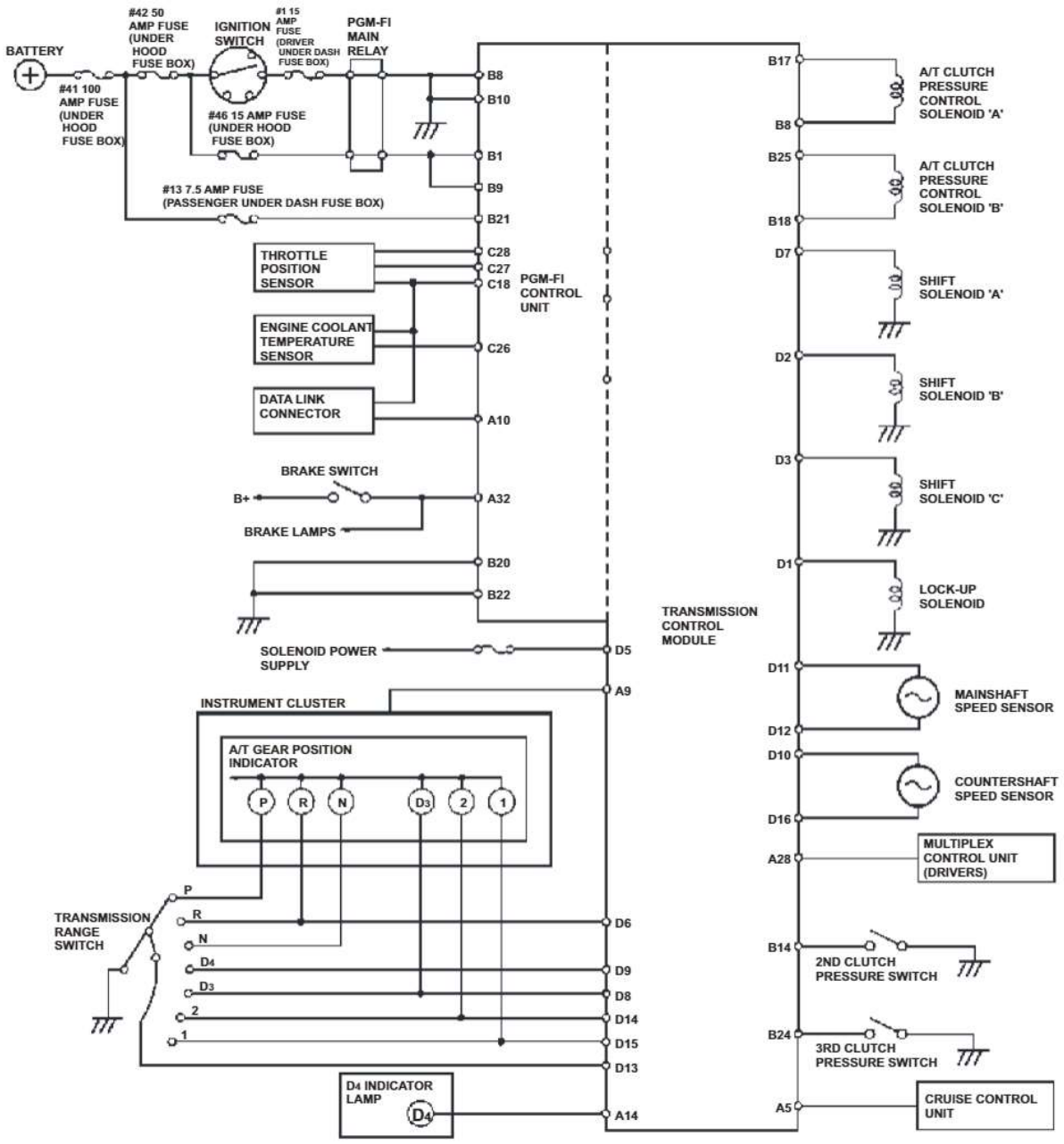
****The D4 Indicator Lamp cannot flash code (37) even when the Service Check Connector is jumped.***

DIAGNOSTIC TROUBLE CODE DEFINITION CHART

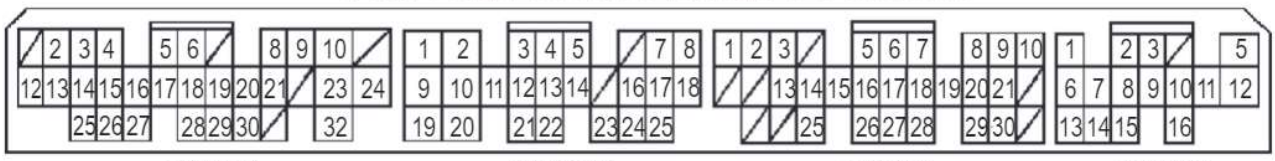
*DTC	D4 LAMP	MIL LAMP	SYMPTOM	POSSIBLE CAUSE
P01753 (1)	FLASHES	ON	·Lock-up Does Not Apply	·Short or Open in Lock-up Solenoid Circuit ·Faulty Lock-up Solenoid
P01768 (16)	FLASHES	ON	·Excessive Shock or Flares on Shifts ·Lock-up Clutch Does Not Operate Smoothly ·Lock-up Clutch does Not Apply	·A/T Clutch Pressure Control Solenoid 'A' Circuit Fault ·Faulty A/T Clutch Pressure Control Solenoid 'A'
P01773 (23)	FLASHES	ON	·Excessive Shock or Flares on Shifts ·Lock-up Clutch Does Not Operate Smoothly ·Lock-up Clutch does Not Apply	·A/T Clutch Pressure Control Solenoid 'A' Circuit Fault ·Faulty A/T Clutch Pressure Control Solenoid 'A'
P01790 (3)	FLASHES	ON	·Lock-up Clutch Does Not Apply	·Throttle Position Sensor Circuit Fault ·Faulty Throttle position Sensor
P01791 (4)	FLASHES	ON	·Lock-up Clutch Does Not Apply ***(Prelude Only)***	·Vehicle Speed Sensor Circuit Fault ·Faulty Vehicle Speed Sensor

DTC's in parentheses is the code the D4 Lamp will flash when the 2 pin Service Connector is jumped (Prelude Only), or a Scan Tool capable of displaying flash codes is connected to the 16 pin DLC

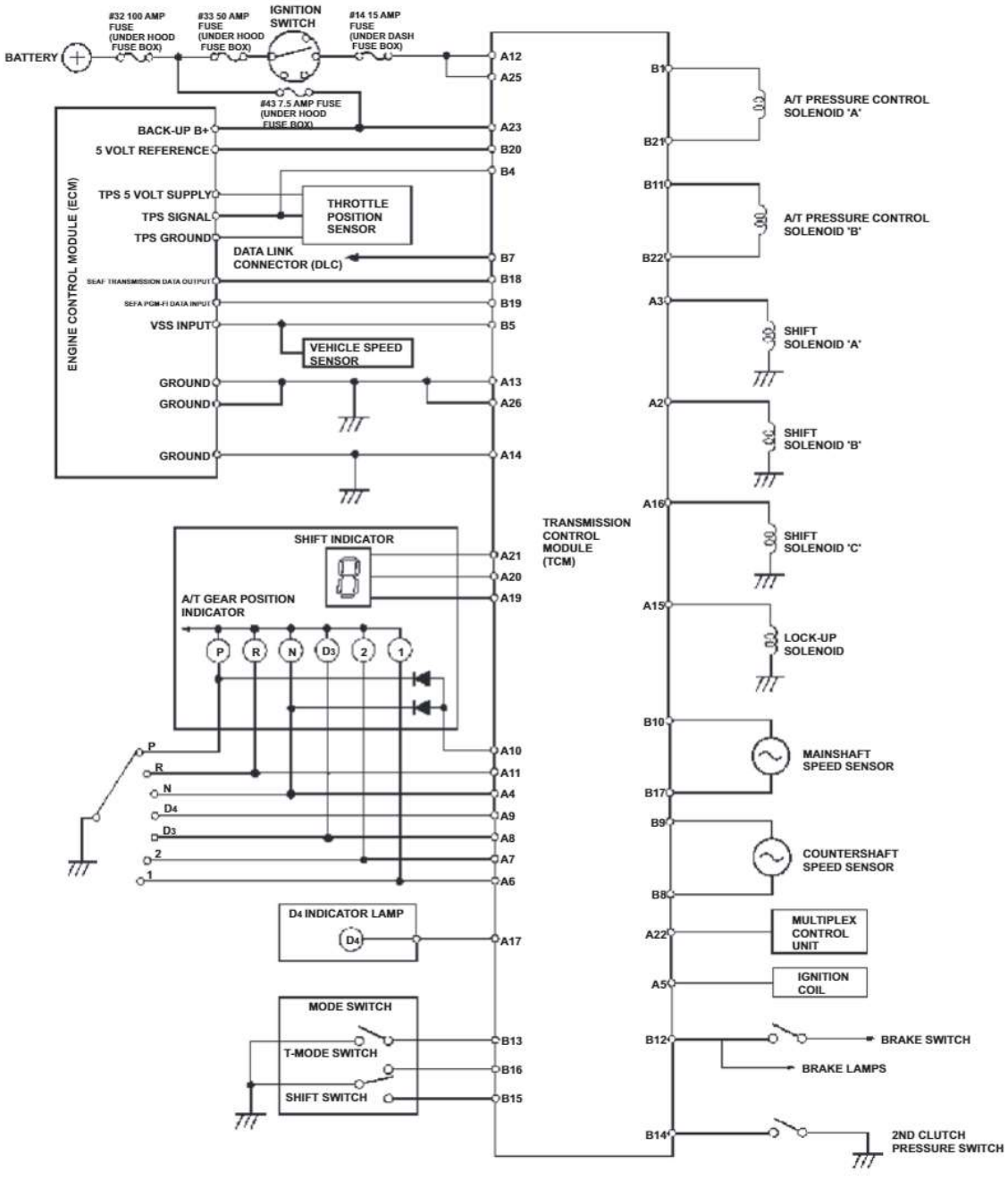
TCM CIRCUIT DIAGRAM AND TERMINAL LOCATIONS (ACCORD)



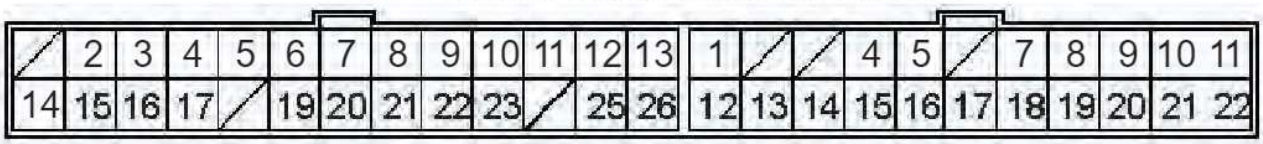
PCM CONNECTOR TERMINAL LOCATIONS



TCM CIRCUIT DIAGRAM AND TERMINAL LOCATIONS (PRELUDE)



TCM CONNECTOR TERMINAL LOCATIONS



26 PIN **22 PIN**

TROUBLESHOOTING GUIDE

PROBABLE CAUSE LIST			
ELECTRONIC DEVICE FAMILY		**TORQUE CONVERTER FAMILY**	
1	Low ATF	T1	Torque converter one-way clutch defective
2	Excessive ATF	T2	Drive plate defective or transmission is misassembled
3	Shift control solenoid valve A defective		
4	Shift control solenoid valve B defective	T3	Engine output low
5	Shift control solenoid valve C defective	T4	Lock-up clutch piston defective
6	Lock-up control solenoid valve defective	**TRANSMISSION FAMILY**	
7	A/T clutch pressure control solenoid valves A/B defective	a	Mainshaft worn/damaged
		b	Final gears worn/damaged (2 gears)
8	A/T gear position switch defective or out of adjustment	d	1st gears worn/damaged (2 gears)
		e	1st clutch defective
9	2nd clutch pressure switch defective	f	2nd gears worn/damaged (2 gears)
11	Shift cable broken/out of adjustment	g	2nd clutch defective
12	Joint in shift cable or body	h	3rd clutch defective
13	3rd clutch pressure switch defective (ACCORD ONLY)	i	4th clutch defective
HYDRAULIC CONTROL FAMILY		j	Reverse gears worn/damaged (3 gears)
A	ATF pump worn or binding	l	Clutch clearance incorrect
B	Regulator valve stuck or spring worn	m	Needle bearing seized up or worn/damaged
C	Shift fork shaft stuck		
D	Modulator valve defective	n	Thrust washer seized up or worn/damaged
E	CPC valve A defective	p	Torque converter housing or transmission housing bearing worn/damaged
F	CPC valve B defective		
G	Foreign material in separator plate orifice	r	Parking brake mechanism defective
H	Shift valve A defective		
I	Shift valve B defective		
J	Shift valve C defective		
K	Shift valve D defective		
L	Shift valve E defective		
M	Serve control valve defective		
N	Reverse CPC valve defective		
O	1st accumulator defective		
P	2nd accumulator defective		
Q	3rd accumulator defective		
R	4th accumulator defective		
U	ATF strainer clogged		
V	Torque converter check valve defective		
W	Lock-up shift valve defective		
X	Lock-up control valve defective		
Y	Lock-up timing valve defective		

TROUBLESHOOTING GUIDE

SYMPTOM	CHECK THESE ITEMS ON THE *PROBABLE CAUSE* LIST	CHECK THESE ITEMS ON THE *NOTES* LIST
Engine runs, but vehicle does not move in any gear.	1, 11, 12, A, B, U, a, b	A, C, H, I, J, M, N, O, R, S
Vehicle moves in [2], [R], but not in [D4], [D3], [3], [1] positions.	O, d, e	P, T
Vehicle moves in [D4], [D3], [3], [1], [R], but not in [2] position.	3, H, P, f, g	D, P, T
Vehicle moves in [D4], [D3], [3], [2], [1], but not in [R] position.	C, D, N, R, i, j	J, K, L, Q, T
Poor acceleration; flares on starting off in [D1], [D2] positions:		
Stall speed high in [D4], [D2], [3], [2], [1] positions.	1, 11, A, B, U, V	A, C, H, I, R
Stall speed high in [D4], [D3], [3], [1] positions.	11, e	H, T
Stall speed high in [2] position.	11, g	H, T
Stall speed is in specification in [D4], [D3], [3], [2], [1] positions, but high in [R] position.	i	T
Stall speed low.	6, T1, T3, T4, W	
Engine idle vibration.	1, 6, T2, T3, T4, A, W	B, C
Vehicle moves in [N] position.	2, G, e, g, h, i, l, m, n	A, C, T
Late shift from [N] position to [D4], [D3], [3], positions.	5, 7, 11, 12, C, E, G, J, M, O, S, e	D, E, H, L
Late shift from [N] position to [R] position.	5, 7, 11, 12, C, G, N, R, i	D, E, H, L, T
No shift.	D	J
Erratic shifting gears:		
Fails to shift in [D4] position; from 1st to 3rd.	3, 8, H, K	D, F
Fails to shift in [D4], [D3], [3] positions; between 1st and 2nd.	4, C, I, M	D, K
Fails to shift in [D4], [D3], [3], [1] positions; starts off 3rd.	4, I, L	D
Excessive shock or flares in all shift lever position.	7, E, F, G	E, L
Excessive shock or flares on 1-2 upshift or 2-1 downshift.	5, 9, G, J, O, P, e, g	D, G, T
Excessive shock or flares on 2-3 upshift or 3-2 downshift.	5, G, J, P, Q, g, h	D, T
Excessive shock or flares on 3-4 upshift or 4-3 downshift.	5, 13, G, J, P, Q, g, h	D, L, T
Noise from transmission in all shift lever positions.	A, p	I, U
Vehicle does not accelerate more than 31 mph (50 km/h).	T1	
Vibration in all shift lever positions.	T2	B
Shift lever does not operate smoothly.	8, 11, 12	F, H
Transmission does not shift into [P] position.	11, 12, r	H, V
Lock-up clutch does not disengage.	6, 7, T4, W, X, Y	E
Lock-up clutch does not operate smoothly.	6, 7, T4, V, W, X, Y	E
Lock-up clutch does not engage.	6, 7, T4, V, W, X	E
A/T gear position indicator does not indicate shift lever positions.	8, 11, 12	F, H

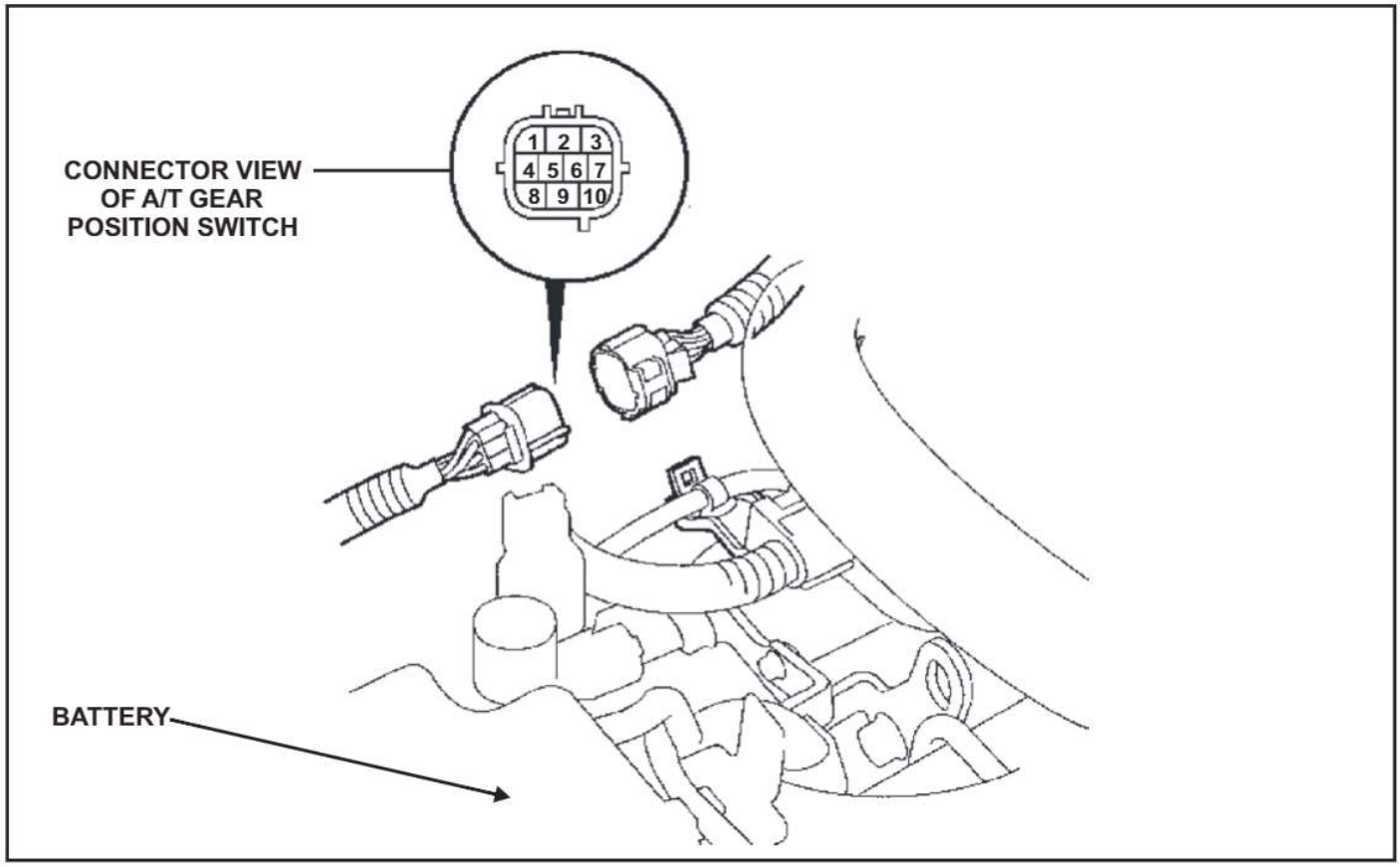
TROUBLESHOOTING GUIDE

PROBABLE CAUSE LIST			
ELECTRONIC DEVICE FAMILY		**TORQUE CONVERTER FAMILY**	
1	Low ATF	T1	Torque converter one-way clutch defective
2	Excessive ATF	T2	Drive plate defective or transmission is misassembled
3	Shift control solenoid valve A defective		
4	Shift control solenoid valve B defective	T3	Engine output low
5	Shift control solenoid valve C defective	T4	Lock-up clutch piston defective
6	Lock-up control solenoid valve defective	**TRANSMISSION FAMILY**	
7	A/T clutch pressure control solenoid valves A/B defective	a	Mainshaft worn/damaged
		b	Final gears worn/damaged (2 gears)
8	A/T gear position switch defective or out of adjustment	d	1st gears worn/damaged (2 gears)
		e	1st clutch defective
9	2nd clutch pressure switch defective	f	2nd gears worn/damaged (2 gears)
11	Shift cable broken/out of adjustment	g	2nd clutch defective
12	Joint in shift cable or body	h	3rd clutch defective
13	3rd clutch pressure switch defective (ACCORD ONLY)	i	4th clutch defective
HYDRAULIC CONTROL FAMILY		j	Reverse gears worn/damaged (3 gears)
A	ATF pump worn or binding	l	Clutch clearance incorrect
B	Regulator valve stuck or spring worn	m	Needle bearing seized up or worn/damaged
C	Shift fork shaft stuck		
D	Modulator valve defective	n	Thrust washer seized up or worn/damaged
E	CPC valve A defective	p	Torque converter housing or transmission housing bearing worn/damaged
F	CPC valve B defective		
G	Foreign material in separator plate orifice	r	Parking brake mechanism defective
H	Shift valve A defective		
I	Shift valve B defective		
J	Shift valve C defective		
K	Shift valve D defective		
L	Shift valve E defective		
M	Serve control valve defective		
N	Reverse CPC valve defective		
O	1st accumulator defective		
P	2nd accumulator defective		
Q	3rd accumulator defective		
R	4th accumulator defective		
U	ATF strainer clogged		
V	Torque converter check valve defective		
W	Lock-up shift valve defective		
X	Lock-up control valve defective		
Y	Lock-up timing valve defective		

TROUBLESHOOTING GUIDE

	NOTES
A	Flush transmission cooler
B	Set idle rpm in gear to specified idle speed. If still no good, adjust the engine mounts
C	Check ATF level and check ATF cooler lines for leakage and loose connections. If necessary, flush ATF cooler lines.
D	Check the [D4] indicator light indication, and check for loose connectors. Inspect the O-ring, and the shift control solenoid valve seizure.
E	Check the [D4] indicator light indication, and check for loose connectors. Inspect the A/T clutch pressure control solenoid valve body gasket and ATF feed pipes for wear and damage. If the A/T clutch pressure control solenoid valve is stuck, inspect the CPC valves.
F	Check the [D4] indicator light indication, and check for loose connectors. Inspect the A/T gear position switch. If the A/T gear position switch is faulty, replace it. If the A/T gear position switch is out of adjustment, adjust it and the shift cable.
G	Check the [D4] indicator light indication, and check for loose connectors. Check that the outlet is not clogged inside of the connector.
H	Check for a loose shift cable on the shift lever and the transmission control shaft.
I	Improper alignment of ATF pump and torque converter housing may cause ATF pump seizure. The symptoms are mostly and rpm-related ticking noise or a high pitched squeak.
J	Measure line pressure.
K	Check for a missing shift fork bolt is on the shift fork shaft.
L	If the ATF strainer is clogged with particles of steel or aluminum, inspect the ATF pump. If the ATF pump is OK, and no cause for the contamination is found, replace the torque converter.
M	If the 4th clutch feed pipe guide in the right side cover is scored by the mainshaft, inspect the ball bearing for excessive movement in the transmission housing. If the ball bearing is OK, replace the right side cover as it is dented. The O-ring under the guide is probably worn.
N	Replace the mainshaft if the bushings for the 3rd and 4th clutch feed pipes are loose or damaged. If the 4th clutch feed pipe is damaged or out of round, replace it. If the 3rd clutch feed pipe is damaged or out of round, replace the right side cover.
O	Inspect the differential pinion shaft for wear under the pinion gears. If the differential pinion shaft is worn, overhaul the differential assembly, replace the ATF strainer, thoroughly clean the transmission, and flush torque converter, cooler, and lines.
P	Inspect the secondary shaft and 1st/2nd clutch assembly for wear and damage.
Q	Inspect the reverse selector gear teeth chamfers, and inspect engagement teeth chamfers of the countershaft 4th gear and reverse gear. Replace the reverse gears and the reverse selector if they are worn or damaged. If the transmission makes clicking, grinding, or whirring noises, also replace the mainshaft 4th gear, reverse idler gear, and countershaft 4th gear.
R	Be careful not to damage the torque converter housing when replacing the main ball bearing. You may also damage the ATF pump when you torque down the main valve body. This will result in ATF pump seizure if not detected. Use the proper tools.
S	Install the main seal flush with the torque converter housing. If you push it into the torque converter housing until it bottoms out, it will block the fluid return passage and result in damage.
T	Inspect the clutch piston, clutch piston check valve, and O-rings. Check the spring retainer for wear and damage. Inspect the clutch end plate-to-top disc clearance. If the clearance is out of tolerance, inspect the clutch discs and plates for wear and damage. If the discs and plates are worn and damaged, replace them as a set. If they are OK, adjust the clearance with the clutch end plate.
U	Inspect the contact area of the countershaft and secondary shaft with the bearings. Check the ATF guide plates for damage and wear. Inspect the 1st clutch feed pipe for damage and out of round. If the 1st clutch feed pipe is damaged or out of round, replace it. Replace the secondary shaft if the bushing for the 1st clutch feed pipe is damaged or out of round.
V	Check the parking brake pawl spring installation and the parking brake lever spring installation. If installation is incorrect, install the springs correctly. Make sure the parking brake stop is not installed upside down. Check the distance between the parking brake pawl and the parking brake roller pin. If the distance is out of tolerance, adjust it.

A/T GEAR POSITION SWITCH



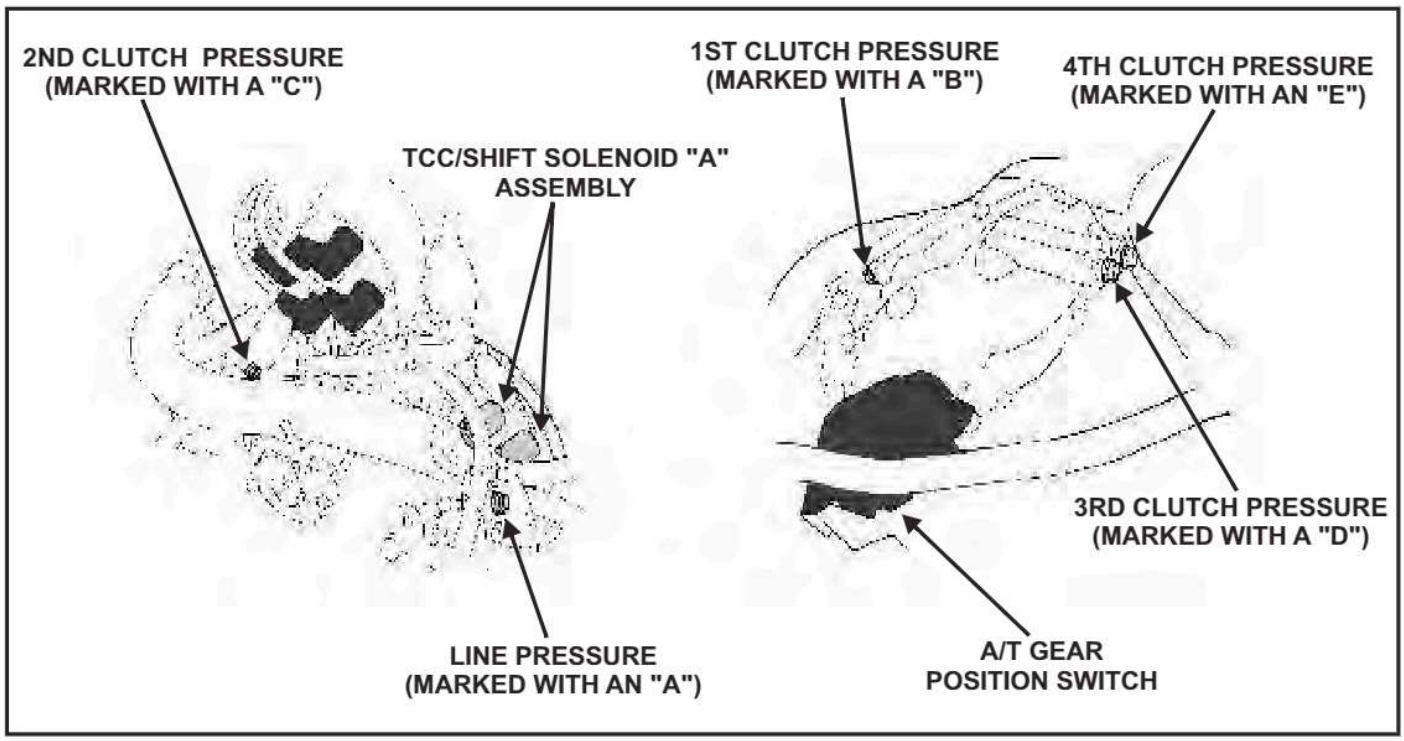
A/T GEAR POSITION SWITCH CONTINUITY CHECK CHART

TERMINAL	1	2	3	4	5	6	7	8	9	10
GEAR POSITION										
P	○		○							○
R			○						○	
N	○		○							○
D4		○	○				○			
D3		○	○			○				
2		○	○		○					
1			○	○						

OIL PRESSURE CHART

ACCORD BAXA/PRELUDE M6HA

SELECTOR LEVER POSITION	GEAR	PRESSURE PORT	CONDITIONS	PRESSURE IN PSI
N or P	N or P	LINE (A)	ENGINE @ 2000 RPM	120-130
1	FIRST	1ST CLUTCH (B)	ENGINE @ 2000 RPM, WHEELS FREE	120-130
2	SECOND	2ND CLUTCH (C)	ENGINE @ 2000 RPM, WHEELS FREE	120-130
D3 or D4	THIRD	3RD CLUTCH (D)	ENGINE @ 2000 RPM, WHEELS FREE	120-130
D4	FOURTH	4TH CLUTCH (E)	ENGINE @ 2000 RPM, WHEELS FREE	120-130
R	REVERSE	4TH CLUTCH (E)	ENGINE @ 2000 RPM, WHEELS FREE	120-130

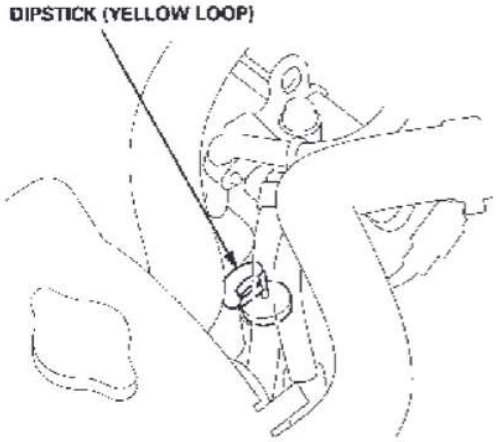


FLUID LEVEL & CAPACITY

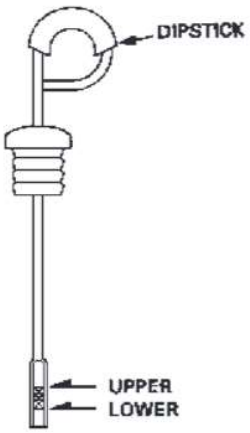
Checking

NOTE: Check the fluid level with the engine at normal operating temperature (the radiator fan comes on).

1. Park the vehicle on level ground. Turn off the engine.
2. Remove the dipstick (yellow loop) from the transmission, and wipe it with a clean cloth.
3. Insert the dipstick into the transmission.



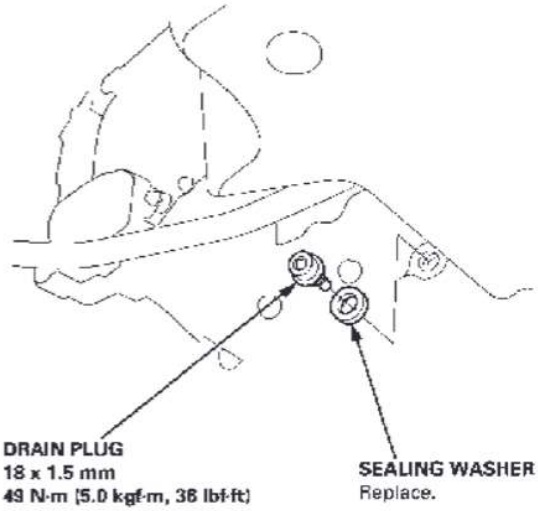
4. Remove the dipstick and check the fluid level. It should be between the upper and lower marks.



5. If the level is below the lower mark, pour the recommended fluid into the filler hole to bring it to the upper mark.
6. Insert the dipstick back into the transmission.

Changing

1. Bring the transmission up to normal operating temperature (the radiator fan comes on) by driving the vehicle. Park the vehicle on level ground, turn the engine off, and then remove the drain plug.



2. Reinstall the drain plug with a new sealing washer, then refill the transmission with the recommended fluid to the upper mark on the dipstick.

Automatic Transmission Fluid Capacity: Prelude
2.5 ℓ (2.6 US qt, 2.2 Imp qt) at changing
6.2 ℓ (6.6 US qt, 5.5 Imp qt) at overhaul

Automatic Transmission Fluid Capacity: Accord
2.5 ℓ (2.6 US qt, 2.2 Imp qt) at changing
6.1 ℓ (6.4 US qt, 5.4 Imp qt) at overhaul

Recommended Automatic Transmission Fluid:
Genuine Honda Premium Formula Automatic Transmission Fluid

NOTE: Use of a fluid other than the recommended fluid may cause shift quality concerns.
If this is so, a friction modifier added to this fluid may be necessary.

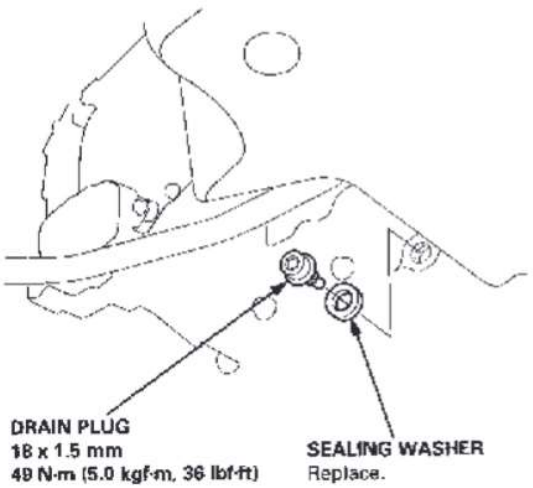
TRANSMISSION REMOVAL

⚠ WARNING

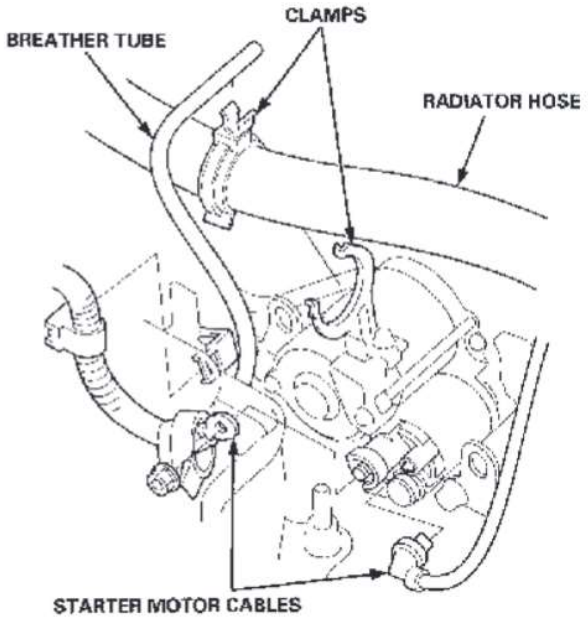
- **Make sure lifts, jacks, and safety stands are placed properly, and hoist brackets are attached to correct positions on the engine and the transmission (see section 1).**
- **Apply the parking brake, and block the rear wheels so the vehicle will not roll off the stands and fall on you while working under it.**

CAUTION: Use fender covers on painted surfaces.

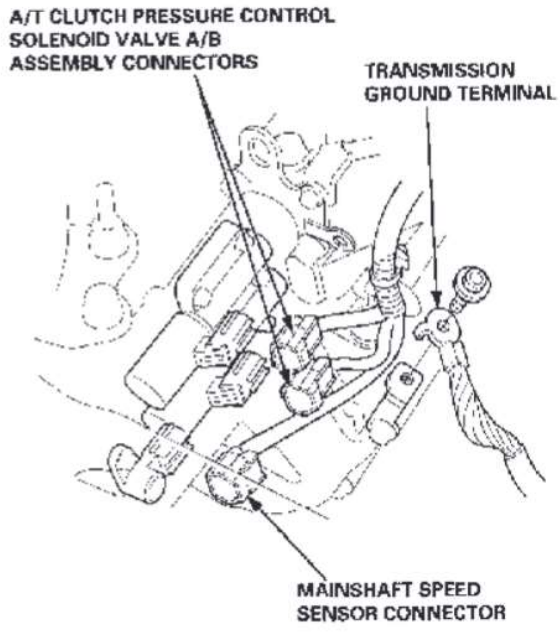
1. Before disconnecting power, make sure you have the anti-theft code for the radio, then write down the frequencies for the radio's preset buttons.
2. Disconnect the battery negative (–) terminal from the battery, then disconnect the positive (+) terminal.
3. Remove the battery hold-down bracket, then remove the battery and battery tray.
4. Remove the intake air duct and air cleaner housing assembly.
5. Remove the battery cable bracket from the battery base, and remove the ground terminal from the body.
6. Remove the battery base and battery base bracket.
7. Remove the drain plug, and drain the automatic transmission fluid (ATF). Reinstall the drain plug with a new sealing washer.



8. Remove the starter motor cables, and remove the breather tube and radiator hose from the clamps.



9. Remove the transmission ground terminal, and disconnect the A/T clutch pressure control solenoid valve A and B connectors and the mainshaft speed sensor connector.



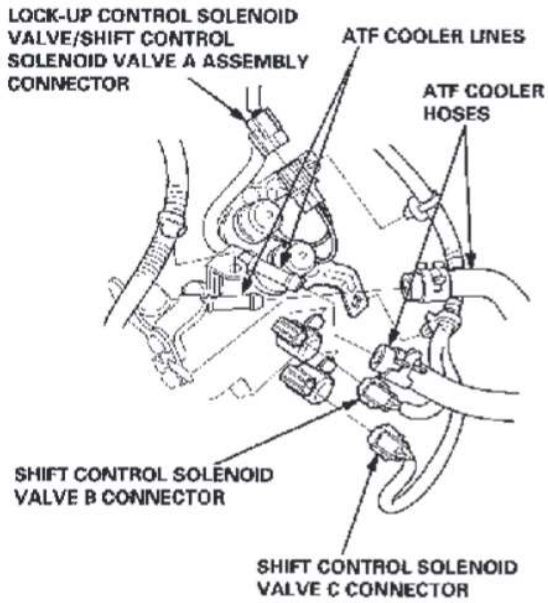
TRANSMISSION REMOVAL

10. Disconnect the lock-up control solenoid valve/shift control solenoid valve A assembly connector.

11. Remove the ATF cooler hoses from the ATF cooler lines. Turn the ends of the ATF cooler hoses up to prevent ATF from flowing out, then plug the ATF cooler hoses and lines.

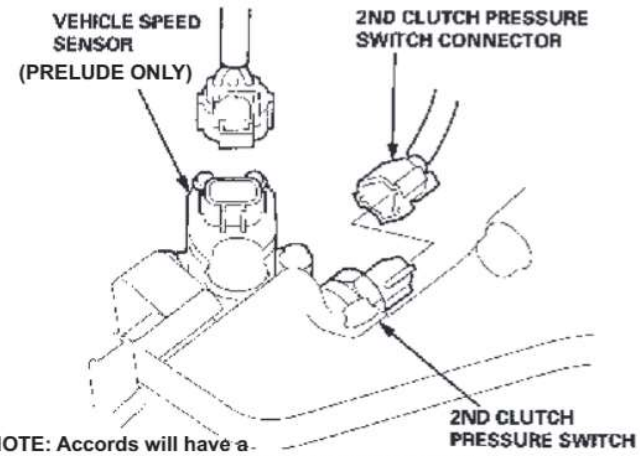
    NOTE: Check for any sign of leakage at the hose joints.

12. Disconnect the shift control solenoid valve B and C connectors.



13. Disconnect the vehicle speed sensor connector and the 2nd clutch pressure switch connector.

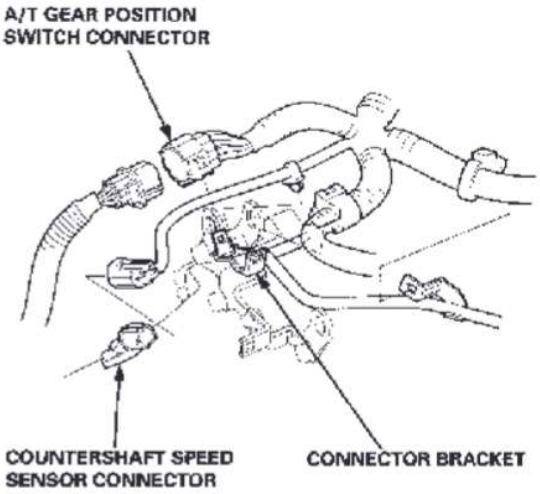
    CAUTION: Be sure not to allow water, fluid, oil, dust and other foreign particles to enter the connector.



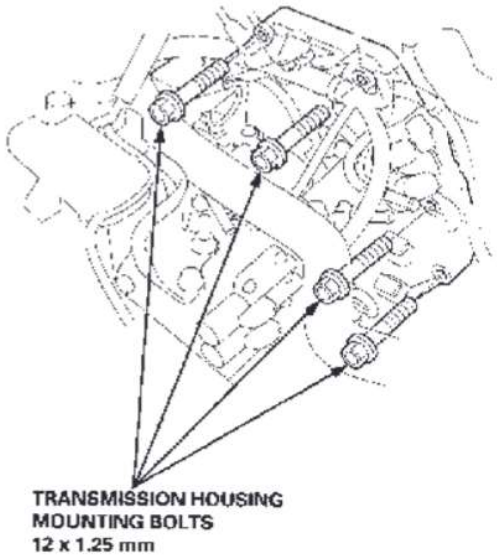
NOTE: Accords will have a 3rd Clutch Pressure Switch to disconnect as well.

14. Disconnect the countershaft speed sensor connector.

15. Remove the A/T gear position switch connector from the connector bracket, then disconnect the connector.

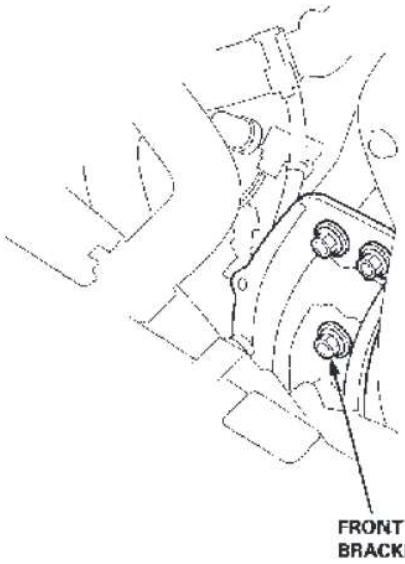


16. Remove the transmission housing mounting bolts.

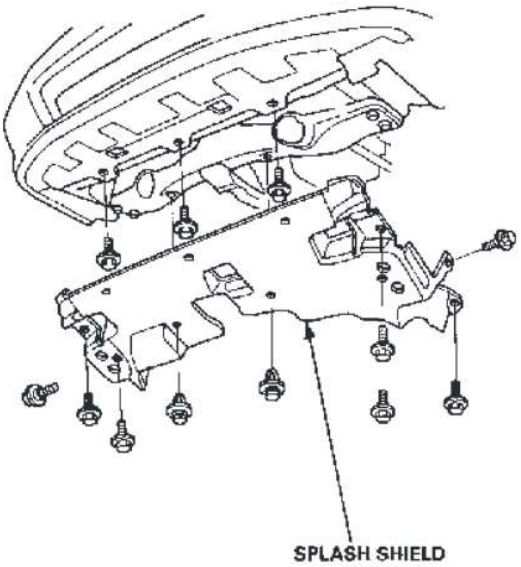


TRANSMISSION REMOVAL

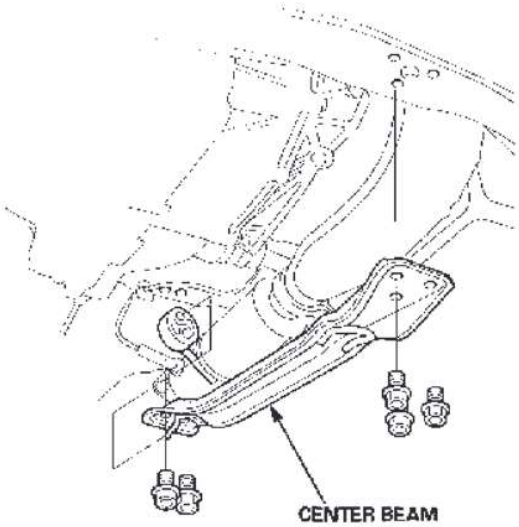
17. Loosen the front engine mount bracket bolts.



18. Remove the splash shield.

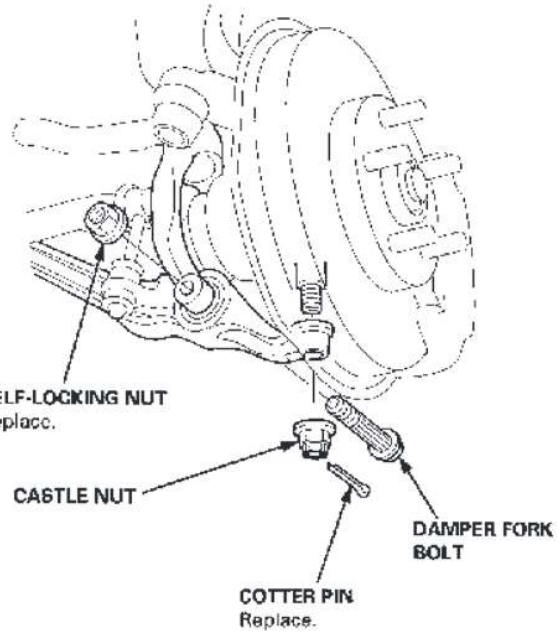


19. Remove the center beam.



20. Remove the cotter pins and castle nuts, then separate the ball joints from the lower arms.

21. Remove the damper fork bolts, then separate the damper forks and lower arms.



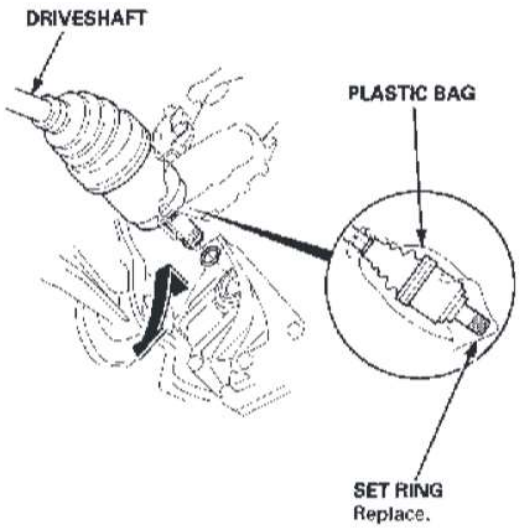
TRANSMISSION REMOVAL

22. Pry the right driveshaft out of the differential and the left driveshaft out of the intermediate shaft.

23. Pull on the inboard joint to remove the right driveshaft from the differential and to remove the left driveshaft from the intermediate shaft.

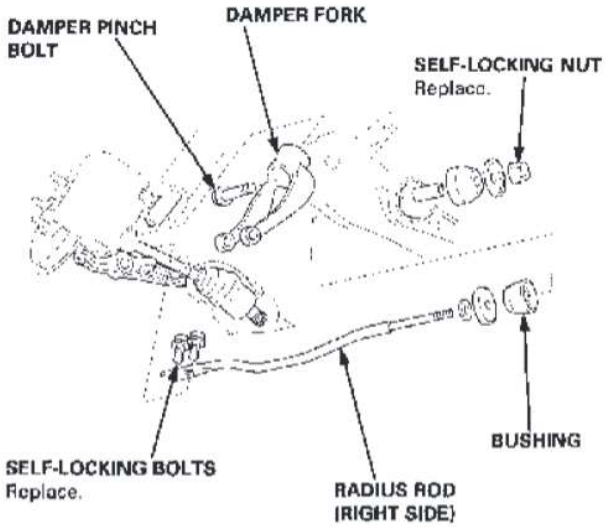
24. Tie plastic bags over the driveshaft ends.

    NOTE: Coat all precision finished surfaces with clean engine oil.

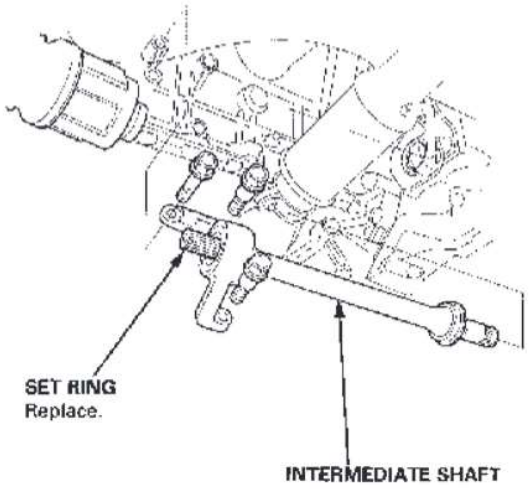


25. Remove the right damper pinch bolt, then separate the damper fork and damper.

26. Remove the self-locking bolt and self-locking nut, then remove the right radius rod.



27. Remove the intermediate shaft.



TRANSMISSION REMOVAL

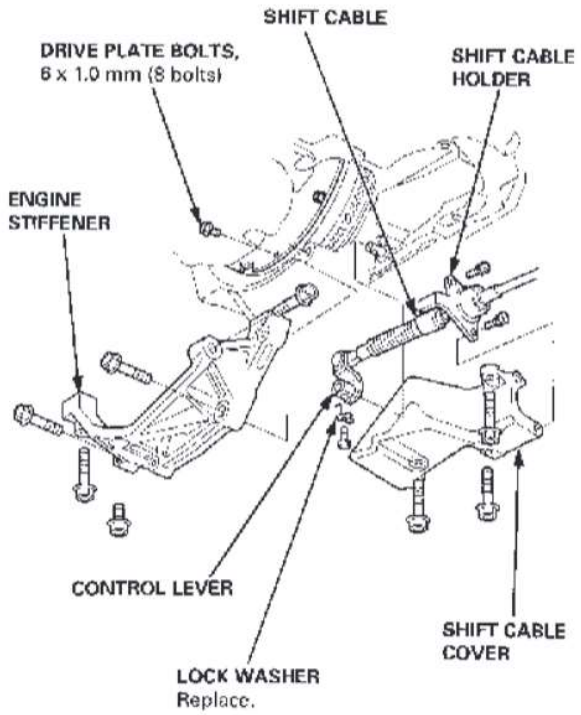
28. Remove the bolts securing the shift cable holder, then remove the shift cable cover.

    NOTE: To prevent damage to the control lever joint, be sure to remove the bolts securing the shift cable holder before removing the bolts securing the shift cable cover.

29. Remove the lock bolt securing the control lever, then remove the shift cable with control lever.

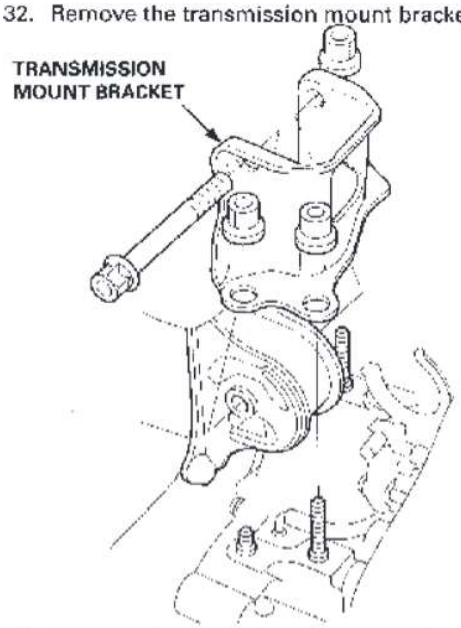
    NOTE: Take care not to bend the shift cable excessively while removing it.

30. Remove the engine stiffener, then remove the eight drive plate bolts, one at a time, while rotating the crankshaft pulley.



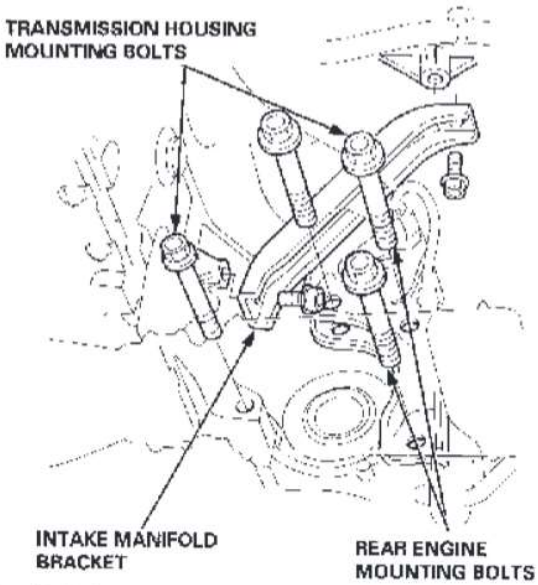
31. Place a jack under the transmission, and raise the transmission just enough to take it off of the mount.

32. Remove the transmission mount bracket.



33. Remove the intake manifold bracket.

34. Remove the transmission housing mounting bolts and rear engine mount bolts.



35. Pull the transmission away from the engine until it clears the 14 mm dowel pins, then lower it on the transmission jack.

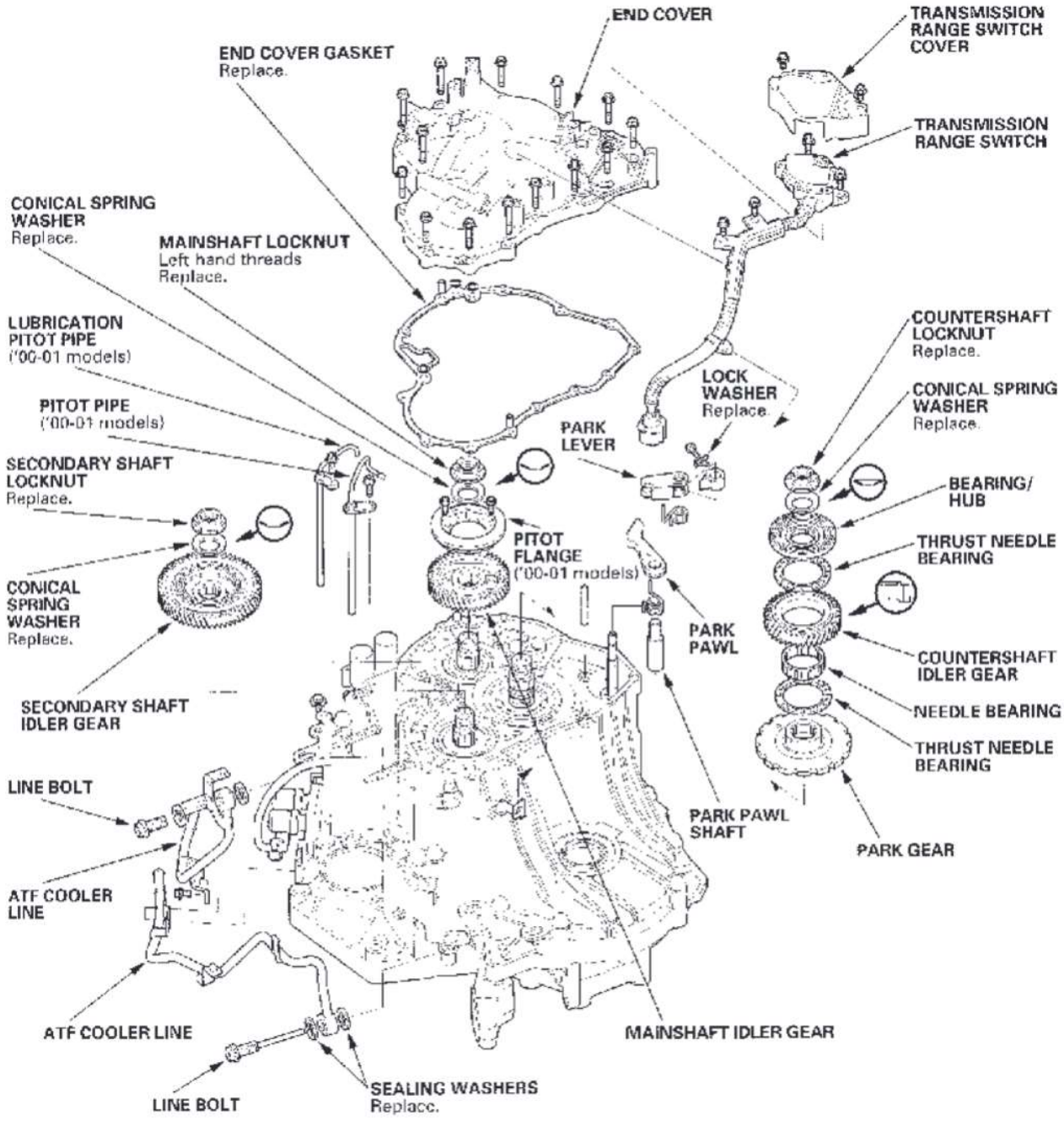
36. Remove the torque converter assembly from the torque converter housing.

37. Remove the starter motor from the transmission housing.

TRANSMISSION DISASSEMBLY

END COVER & IDLER GEARS

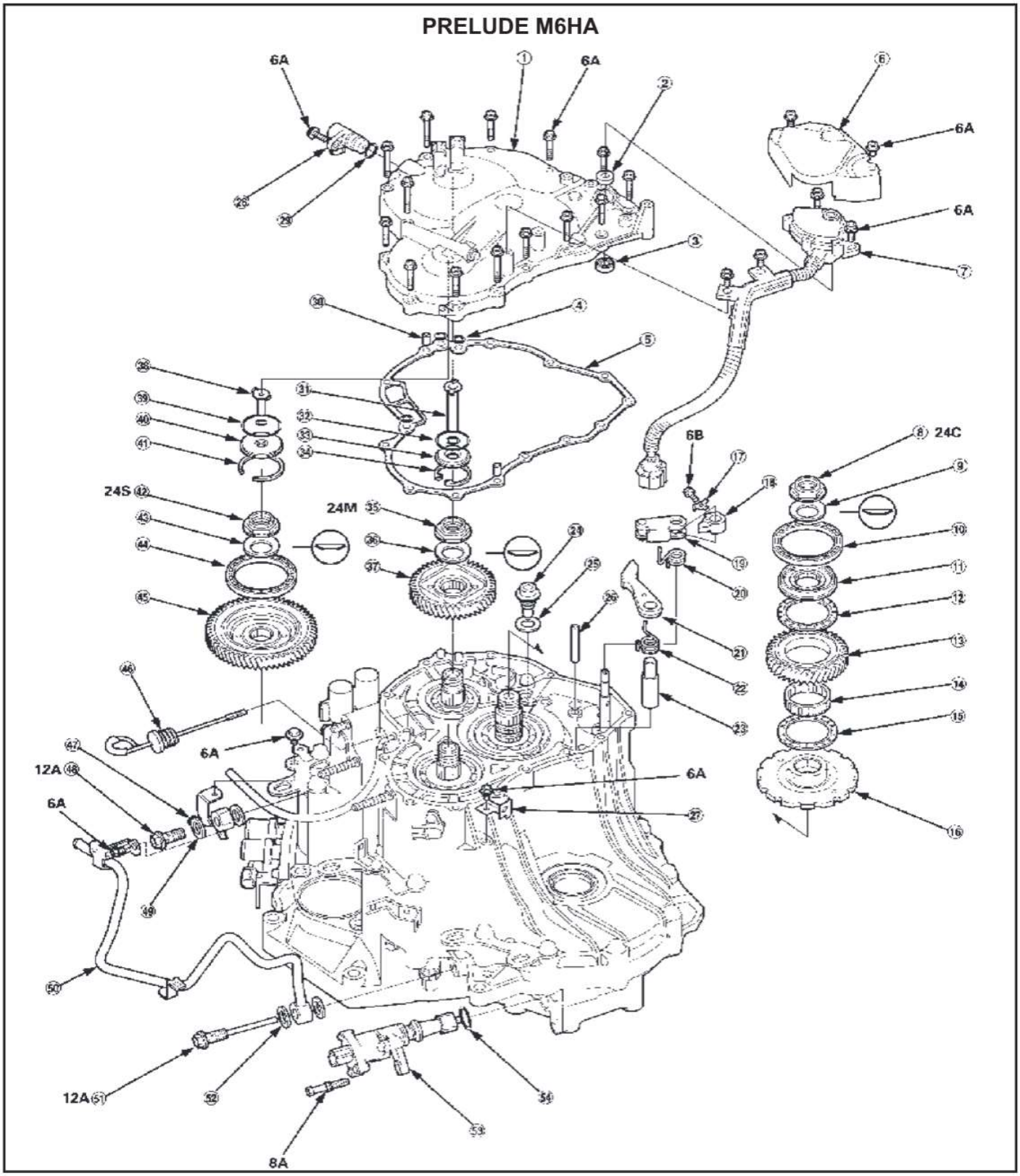
ACCORD BAXA



TRANSMISSION DISASSEMBLY

END COVER & IDLER GEARS

PRELUDE M6HA



TRANSMISSION DISASSEMBLY

END COVER & IDLER GEARS

PRELUDE M6HA *LEGEND*

① **RIGHT SIDE COVER**
② **OIL SEAL** Replace.
③ **BALL BEARING**
④ **O-RINGS** Replace.
⑤ **RIGHT SIDE COVER GASKET** Replace.
⑥ **A/T GEAR POSITION SWITCH COVER**
⑦ **A/T GEAR POSITION SWITCH**
⑧ **COUNTERSHAFT LOCKNUT 24 x 1.25 mm** (Flange nut) Replace.
⑨ **CONICAL SPRING WASHER** Replace.
⑩ **BALL BEARING**
⑪ **BEARING HUB** Selective part
⑫ **THRUST NEEDLE BEARING**
⑬ **COUNTERSHAFT IDLER GEAR**
⑭ **NEEDLE BEARING**
⑮ **THRUST NEEDLE BEARING**
⑯ **PARKING GEAR**
⑰ **LOCK WASHER** Replace.
⑱ **PARKING BRAKE LEVER STOP** Selective part
⑲ **PARKING BRAKE LEVER**
⑳ **PARKING BRAKE LEVER SPRING**
㉑ **PARKING BRAKE PAWL**
㉒ **PARKING BRAKE PAWL SPRING**
㉓ **PARKING BRAKE PAWL SHAFT**
㉔ **DRAIN PLUG**
㉕ **SEALING WASHER** Replace.
㉖ **PARKING BRAKE PAWL STOP**
㉗ **HARNESS CLAMP**
㉘ **MAINSHAFT SPEED SENSOR**
㉙ **O-RING** Replace.
㉚ **DOWEL PIN**
㉛ **4TH CLUTCH FEED PIPE**
㉜ **O-RINGS** Replace.
㉝ **FEED PIPE GUIDE**
㉞ **SNAP RING**
㉟ **MAINSHAFT LOCKNUT 24 x 1.25 mm** Left-hand threads (Flange nut) Replace.
㊱ **CONICAL SPRING WASHER** Replace.
㊲ **MAINSHAFT IDLER GEAR**
㊳ **2ND CLUTCH FEED PIPE**
㊴ **O-RINGS** Replace.
㊵ **FEED PIPE GUIDE**
㊶ **SNAP RING**
㊷ **SECONDARY SHAFT LOCKNUT 24 x 1.25 mm** (Flange nut) Replace.
㊸ **CONICAL SPRING WASHER** Replace.
㊹ **BALL BEARING**
㊺ **SECONDARY SHAFT IDLER GEAR**
㊻ **ATF DIPSTICK**
㊼ **ATF COOLER PIPE (OUTLET)**
㊽ **LINE BOLT**
㊾ **SEALING WASHERS** Replace.
㊿ **ATF COOLER PIPE (INLET)**
(51) **LINE BOLT**
(52) **SEALING WASHERS** Replace.
(53) **VEHICLE SPEED SENSOR**
(54) **O-RING** Replace.

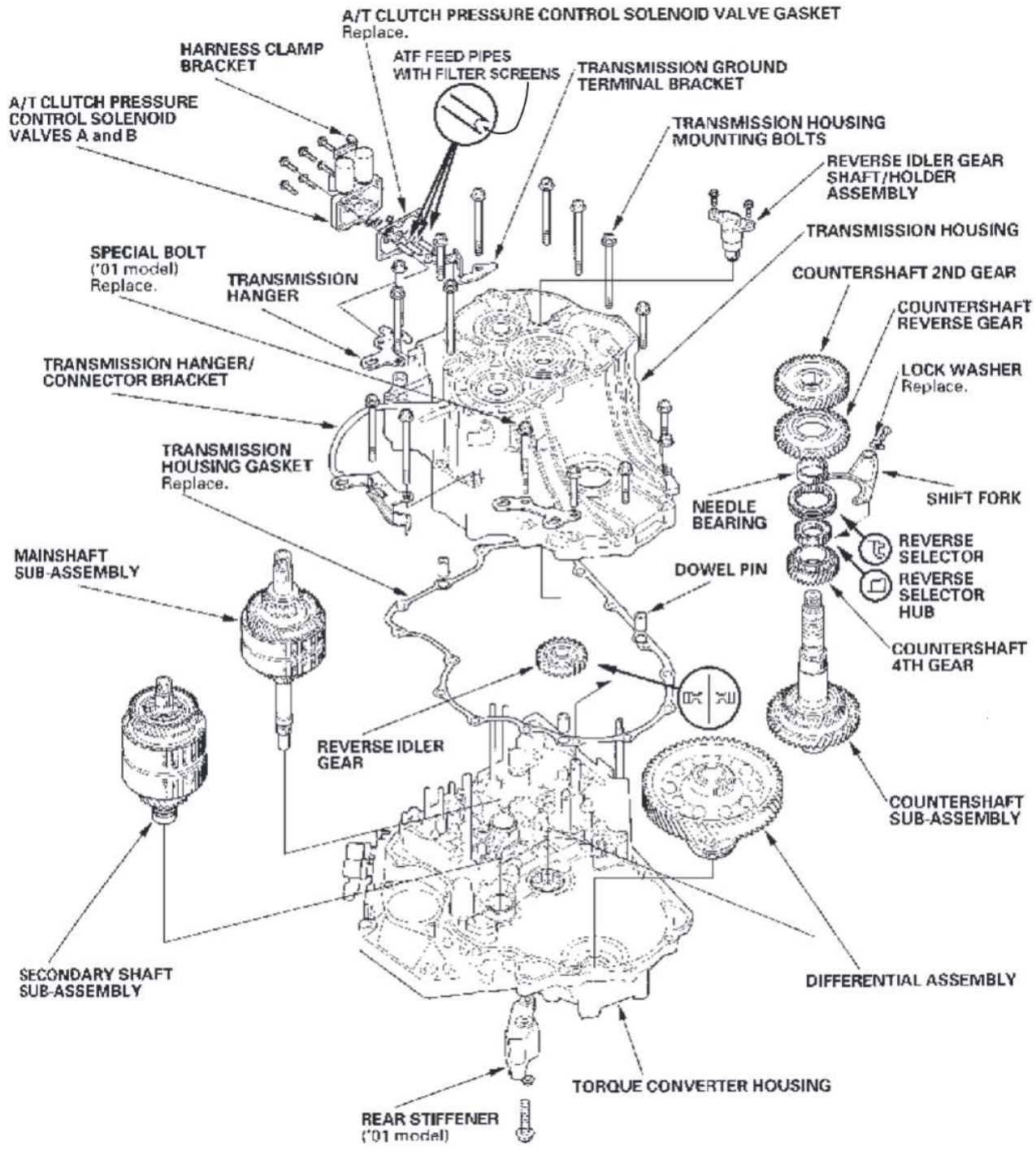
TORQUE SPECIFICATIONS

Ref. No.	Torque Value	Bolt Size	Remarks
6A	12 N·m (1.2 kgf·m, 8.7 lbf·ft)	6 x 1.0 mm	
6B	14 N·m (1.4 kgf·m, 10 lbf·ft)	6 x 1.0 mm	
8A	18 N·m (1.8 kgf·m, 13 lbf·ft)	8 x 1.25 mm	
12A	28 N·m (2.9 kgf·m, 21 lbf·ft)	12 x 1.25 mm	Line bolt
18A	49 N·m (5.0 kgf·m, 36 lbf·ft)	18 x 1.5 mm	Drain plug
24M	226 N·m (23.0 kgf·m, 166 lbf·ft) → 0 → 167 N·m (17.0 kgf·m, 123 lbf·ft)	24 x 1.25 mm	Mainshaft locknut Left-hand threads
24C	226 N·m (23.0 kgf·m, 166 lbf·ft) → 0 → 167 N·m (17.0 kgf·m, 123 lbf·ft)	24 x 1.25 mm	Countershaft locknut
24S	226 N·m (23.0 kgf·m, 166 lbf·ft) → 0 → 167 N·m (17.0 kgf·m, 123 lbf·ft)	24 x 1.25 mm	Secondary shaft locknut

TRANSMISSION DISASSEMBLY

TRANSMISSION HOUSING

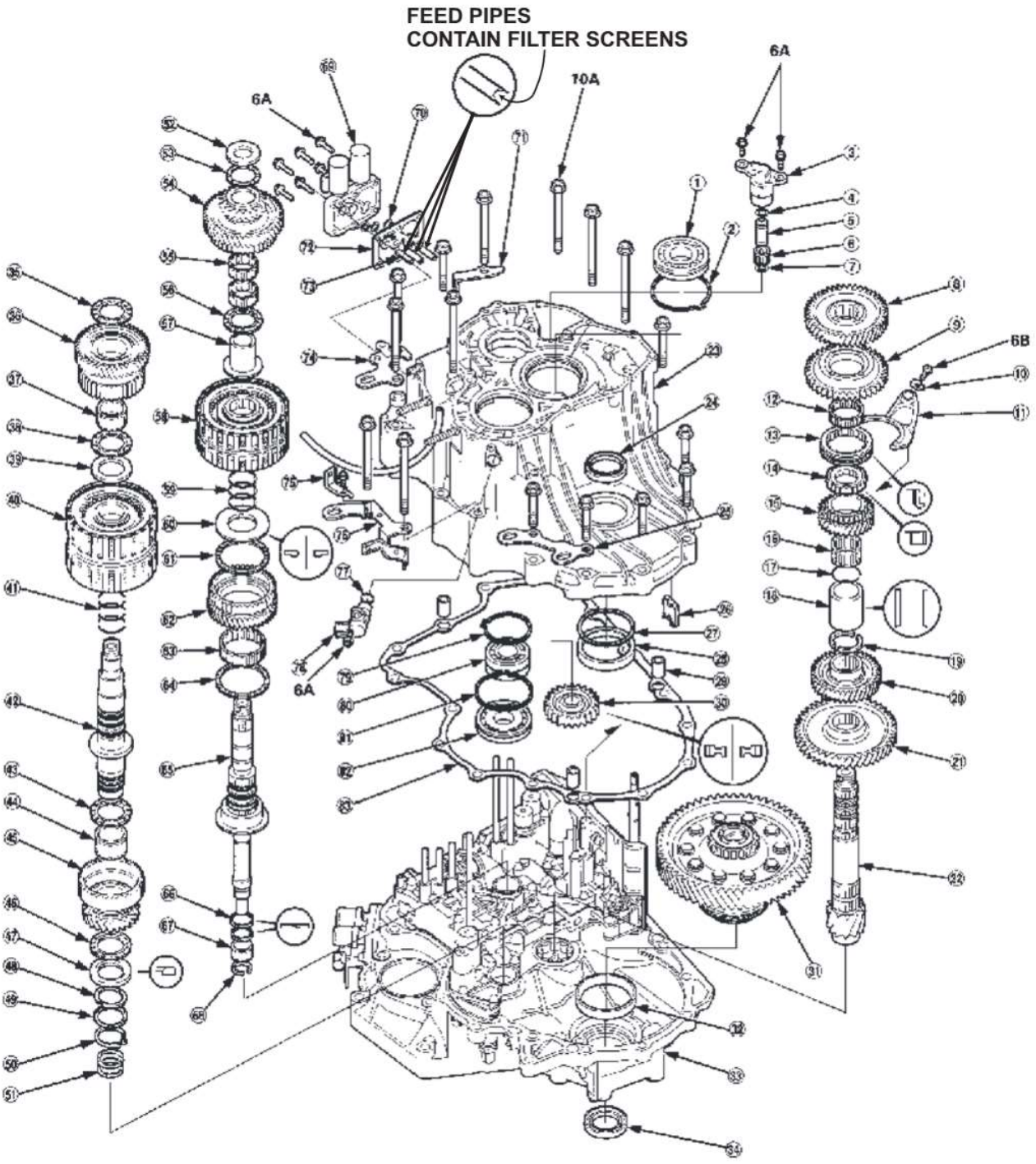
ACCORD BAXA



TRANSMISSION DISASSEMBLY

TRANSMISSION HOUSING

PRELUDE M6HA



TRANSMISSION DISASSEMBLY

TRANSMISSION HOUSING

PRELUDE M6HA *LEGEND*

① COUNTERSHAFT TRANSMISSION HOUSING BEARING
② SNAP RING
③ REVERSE IDLER GEAR SHAFT HOLDER
④ O-RING Replace.
⑤ REVERSE IDLER GEAR SHAFT
⑥ NEEDLE BEARING
⑦ O-RING Replace.
⑧ COUNTERSHAFT 2ND GEAR
⑨ COUNTERSHAFT REVERSE GEAR
⑩ LOCK WASHER Replace.
⑪ REVERSE SHIFT FORK
⑫ NEEDLE BEARING
⑬ REVERSE SELECTOR
⑭ REVERSE SELECTOR HUB
⑮ COUNTERSHAFT 4TH GEAR
⑯ NEEDLE BEARING
⑰ SNAP RING
⑱ DISTANCE COLLAR
⑲ COTTERS, 31 mm
⑳ COUNTERSHAFT 3RD GEAR
㉑ COUNTERSHAFT 1ST GEAR
㉒ COUNTERSHAFT
㉓ TRANSMISSION HOUSING
㉔ OIL SEAL Replace.
㉕ TRANSMISSION HANGER
㉖ TRANSMISSION MAGNET
㉗ THRUST SHIM, 76 mm Selective part
㉘ TAPERED ROLLER BEARING OUTER RACE
㉙ DOWEL PIN
㉚ REVERSE IDLER GEAR
㉛ DIFFERENTIAL ASSEMBLY
㉜ TAPERED ROLLER BEARING OUTER RACE
㉝ TORQUE CONVERTER HOUSING
㉞ OIL SEAL Replace.
㉟ THRUST NEEDLE BEARING
㊱ SECONDARY SHAFT 2ND GEAR
㊲ NEEDLE BEARING
㊳ THRUST NEEDLE BEARING
㊴ THRUST SHIM, 37 x 55 mm Selective part
㊵ 1ST/2ND CLUTCH ASSEMBLY
㊶ O-RINGS Replace.
㊷ SECONDARY SHAFT
㊸ THRUST NEEDLE BEARING
㊹ NEEDLE BEARING
㊺ SECONDARY SHAFT 1ST GEAR
㊻ THRUST NEEDLE BEARING
㊼ SPLINED WASHER, 38 x 58.5 mm Selective part
㊽ COTTERS, 32 mm
㊾ COTTER RETAINER
㊿ SNAP RING
(51) SEALING RINGS
(52) THRUST WASHER, 27 x 47 x 5 mm
(53) THRUST NEEDLE BEARING
(54) MAINSHAFT 4TH GEAR
(55) NEEDLE BEARINGS
(56) THRUST NEEDLE BEARING
(57) 4TH GEAR COLLAR
(58) 3RD/4TH CLUTCH ASSEMBLY
(59) O-RINGS Replace.
(60) THRUST SHIM, 41 x 72 mm Selective part
(61) THRUST NEEDLE BEARING
(62) MAINSHAFT 3RD GEAR
(63) NEEDLE BEARING
(64) THRUST NEEDLE BEARING
(65) MAINSHAFT
(66) SEALING RINGS
(67) NEEDLE BEARING
(68) SET RING
(69) A/T CLUTCH PRESSURE CONTROL SOLENOID VALVE A/B ASSEMBLY
(70) O-RINGS Replace.
(71) TRANSMISSION GROUND TERMINAL BRACKET
(72) A/T CLUTCH PRESSURE CONTROL SOLENOID VALVE GASKET Replace.
(73) ATF FEED PIPES
(74) TRANSMISSION HANGER
(75) CONNECTOR BRACKET
(76) TRANSMISSION HANGER/CONNECTOR BRACKET
(77) O-RING Replace.
(78) COUNTERSHAFT SPEED SENSOR
(79) SNAP RING
(80) MAINSHAFT TRANSMISSION HOUSING BEARING
(81) SNAP RING
(82) SECONDARY SHAFT TRANSMISSION HOUSING BEARING
(83) TRANSMISSION HOUSING GASKET Replace.

TORQUE SPECIFICATIONS

Ref. No.	Torque Value	Bolt Size	Remarks
6A	12 N·m (1.2 kgf·m, 8.7 lbf·ft)	6 x 1.0 mm	
6B	14 N·m (1.4 kgf·m, 10 lbf·ft)	6 x 1.0 mm	
10A	44 N·m (4.5 kgf·m, 33 lbf·ft)	10 x 1.25 mm	

TRANSMISSION DISASSEMBLY

TRANSMISSION HOUSING REMOVAL

Special Tools Required
Housing puller 07HAC-PK40102

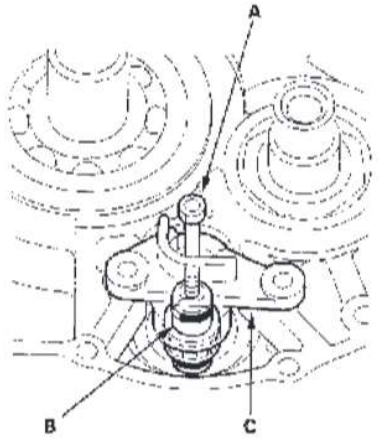
NOTE: Refer to the Exploded View as needed during this procedure.

1. Remove the A/T clutch pressure control solenoid valves A and B.

2. Remove the transmission housing mounting bolts.

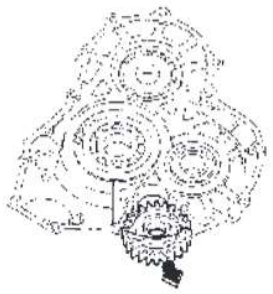
   - '98-00 models:
     Remove the 16 bolts, hangers, and brackets.
   - '01 model:
     Remove the rear stiffener and special bolt, then remove 15 bolts, hanger, and brackets.

3. Install a 5 x 0.8 mm bolt (A) in the reverse idler gear shaft (B), then remove the reverse idler gear shaft/ holder assembly (C).

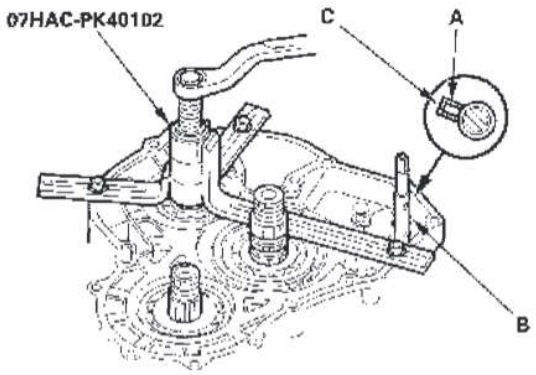


4. When removing the transmission housing from the torque converter housing, move the reverse idler gear out of way of the countershaft 2nd gear in the direction shown.

   NOTE: The transmission housing will not separate from the torque converter housing if the reverse idler gear is not moved.



5. Align the spring pin (A) on the control shaft (B) with the transmission housing groove (C) by turning the control shaft.



6. Install the special tool over the mainshaft, then remove the transmission housing.

   NOTE: If the top arm of your housing puller is too short, replace it with Housing Puller Arm, 205 mm, 07SAC-P0Z0101.

7. Remove the reverse idler gear from the transmission housing.

8. Remove the countershaft 2nd gear, then slide and remove the countershaft reverse gear and the needle bearing.

9. Remove the bolt securing the shift fork, then remove the shift fork, reverse selector, reverse selector hub, and countershaft 4th gear.
   If the reverse selector hub is press-fitted, leave it and 4th gear on the countershaft.

10. Remove the secondary shaft sub-assembly.
    If the reverse selector hub is press-fitted, remove the secondary shaft sub-assembly, countershaft sub-assembly and mainshaft sub-assembly together.

11. Remove the mainshaft sub-assembly.

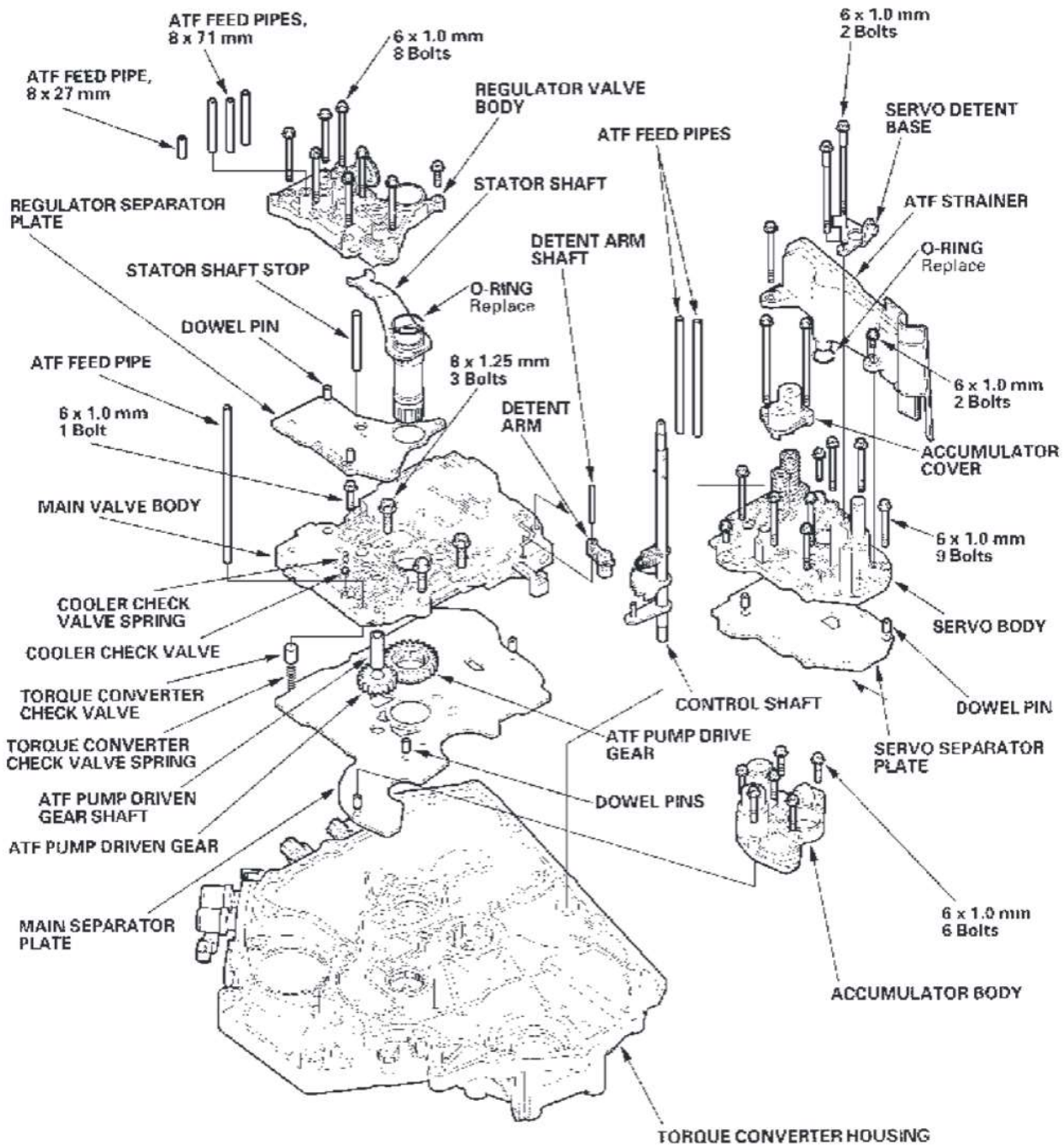
12. Remove the countershaft sub-assembly.

13. Remove the differential assembly.

TRANSMISSION DISASSEMBLY

VALVE BODY

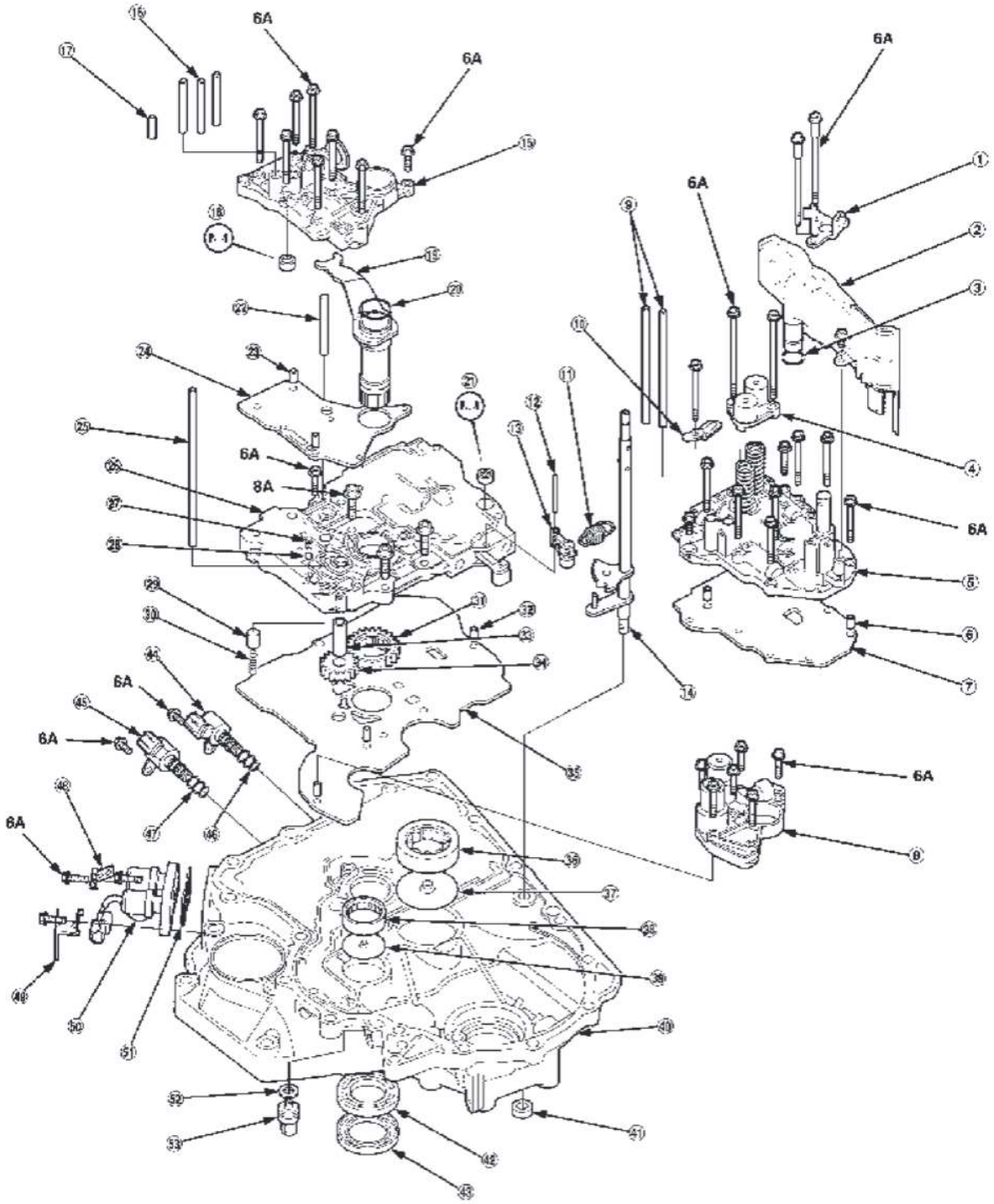
ACCORD BAXA



TRANSMISSION DISASSEMBLY

VALVE BODY

PRELUDE M6HA



TRANSMISSION DISASSEMBLY

VALVE BODY

PRELUDE M6HA *LEGEND*

① DETENT BASE
② ATF STRAINER
③ O-RING Replace
④ ACCUMULATOR COVER
⑤ SERVO BODY
⑥ DOWEL PINS
⑦ SERVO SEPARATOR PLATE
⑧ ACCUMULATOR BODY
⑨ ATF FEED PIPES
⑩ VALVE CAP CLIP COVER
⑪ DETENT ARM SPRING
⑫ DETENT ARM SHAFT
⑬ DETENT ARM
⑭ CONTROL SHAFT
⑮ REGULATOR VALVE BODY
⑯ ATF FEED PIPES, 8 x 71 mm
⑰ ATF FEED PIPE, 8 x 27 mm
⑱ FILTER Replace
⑲ STATOR SHAFT
⑳ O-RING Replace
㉑ FILTER Replace
㉒ STATOR SHAFT STOP
㉓ DOWEL PINS
㉔ REGULATOR SEPARATOR PLATE
㉕ ATF FEED PIPE
㉖ MAIN VALVE BODY
㉗ COOLER CHECK VALVE SPRING
㉘ COOLER CHECK VALVE (Steel ball)
㉙ TORQUE CONVERTER CHECK VALVE
㉚ TORQUE CONVERTER CHECK VALVE SPRING
㉛ ATF PUMP DRIVE GEAR
㉜ DOWEL PINS
㉝ ATF PUMP DRIVEN GEAR SHAFT
㉞ ATF PUMP DRIVEN GEAR
㉟ MAIN SEPARATOR PLATE
㊱ COUNTERSHAFT TORQUE CONVERTER HOUSING BEARING
㊲ ATF GUIDE PLATE
㊳ SECONDARY SHAFT TORQUE CONVERTER HOUSING BEARING
㊴ ATF GUIDE PLATE
㊵ TORQUE CONVERTER HOUSING
㊶ OIL SEAL Replace
㊷ MAINSHAFT TORQUE CONVERTER HOUSING BEARING
㊸ MAINSHAFT OIL SEAL Replace
㊹ SHIFT CONTROL SOLENOID VALVE B
㊺ SHIFT CONTROL SOLENOID VALVE C
㊻ O-RINGS Replace
㊼ O-RINGS Replace
㊽ HARNESS CLAMP BRACKET
㊾ CONNECTOR BRACKET
㊿ LOCK-UP CONTROL SOLENOID VALVE/SHIFT CONTROL SOLENOID VALVE A ASSEMBLY
(51) LOCK-UP CONTROL SOLENOID VALVE/SHIFT CONTROL SOLENOID VALVE A FILTER/GASKET Replace
(52) SEALING WASHER Replace
(53) 2ND CLUTCH PRESSURE SWITCH

TORQUE SPECIFICATIONS

Ref. No.	Torque Value	Bolt Size	Remarks
6A	12 N·m (1.2 kgf·m, 8.7 lbf·ft)	6 x 1.0 mm	
8A	18 N·m (1.8 kgf·m, 13 lbf·ft)	8 x 1.25 mm	

VALVE BODY DISASSEMBLY, INSPECTION & REASSEMBLY

ACCORD BAXA & PRELUDE M6HA

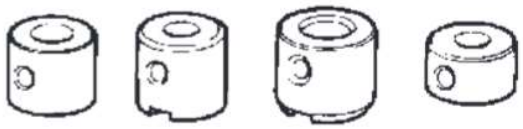
- Caps with one projected tip and one flat end are installed with the flat end toward the inside of the valve body.
- Caps with a projected tip on each end are installed with the smaller tip toward the inside of the valve body. The small tip is a spring guide.

TOWARD OUTSIDE OF VALVE BODY

TOWARD INSIDE OF VALVE BODY

- Caps with hollow ends are installed with the hollow end away from the inside of the valve body.
- Caps with notched ends are installed with the notch toward the inside of the valve body.
- Caps with flat ends and a hole through the center are installed with the smaller hole toward the inside of the valve body.

TOWARD OUTSIDE OF VALVE BODY



TOWARD INSIDE OF VALVE BODY

- Caps with one projected tip and a hollow end are installed with the tip toward the inside of the valve body. The tip is a spring guide.
- Caps with one projected tip and flat end are installed with the tip toward the inside of the valve body. The tip is a spring guide. The groove is a valve cap clip guide.

TOWARD OUTSIDE OF VALVE BODY

TOWARD INSIDE OF VALVE BODY

- Caps with flat ends and a groove around the cap are installed with the grooved side toward the outside of the valve body.

TOWARD OUTSIDE OF VALVE BODY

TOWARD INSIDE OF VALVE BODY

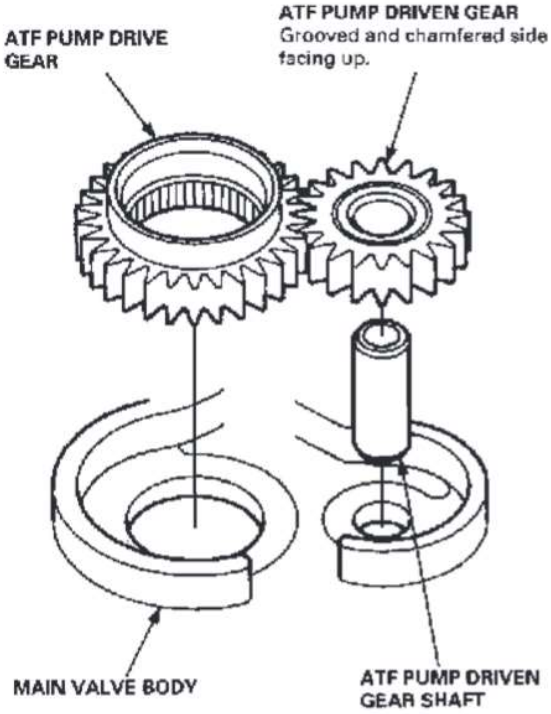
VALVE BODY DISASSEMBLY, INSPECTION & REASSEMBLY

ACCORD BAXA & PRELUDE M6HA

PUMP CLEARANCE

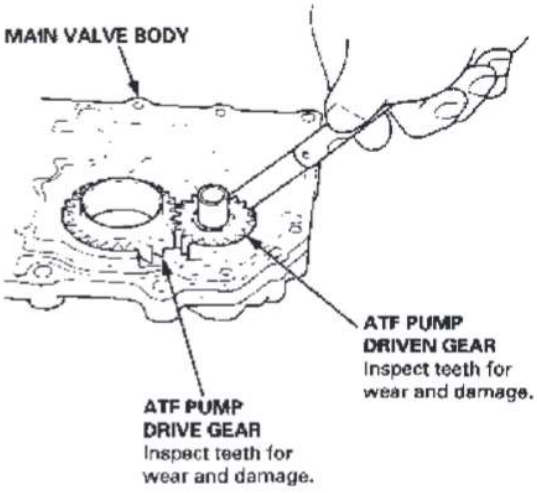
1. Install the ATF pump gears and ATF pump driven gear shaft in the main valve body.

   NOTE:
   - Lubricate all parts with ATF during inspection.
   - Install the ATF pump driven gear with its grooved and chamfered side facing up as shown.



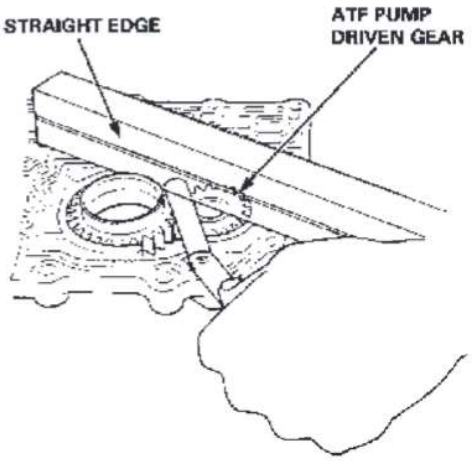
2. Measure the side clearance of the ATF pump drive and driven gears.

   ATF Pump Gears Side (Radial) Clearance:
   Standard (New):
   ATF Pump Drive Gear
   0.210 – 0.265 mm (0.0083 – 0.0104 in)
   ATF Pump Driven Gear
   0.070 – 0.125 mm (0.0028 – 0.0049 in)



3. Remove the ATF pump driven gear shaft. Measure the thrust clearance of the ATF pump driven gear-to-valve body.

   ATF Pump Drive/Driven Gear Thrust (Axial) Clearance:
   Standard (New): 0.03 – 0.05 mm (0.001 – 0.002 in)
   Service Limit: 0.07 mm (0.003 in)

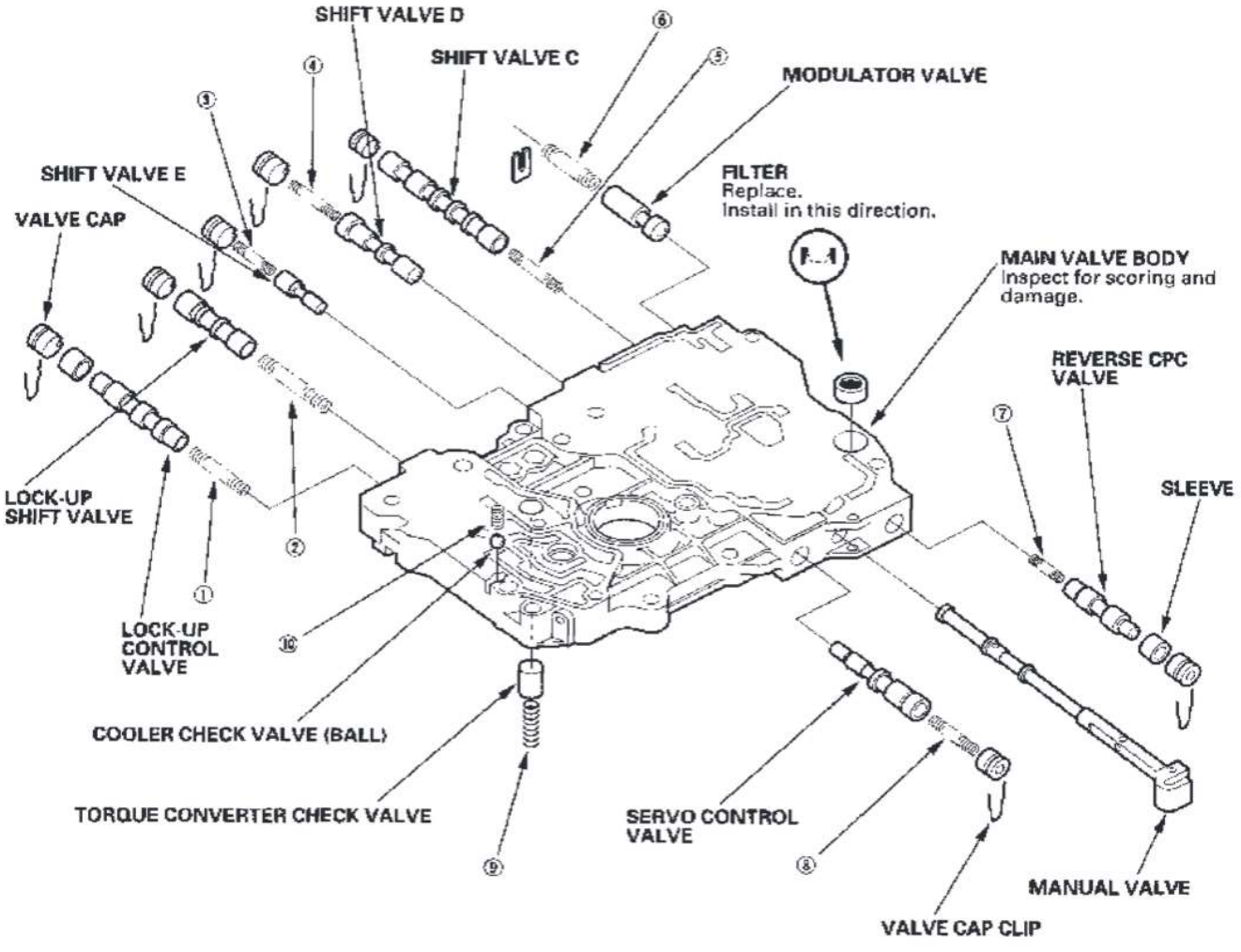


VALVE BODY DISASSEMBLY, INSPECTION & REASSEMBLY

ACCORD BAXA & PRELUDE M6HA

MAIN VALVE BODY

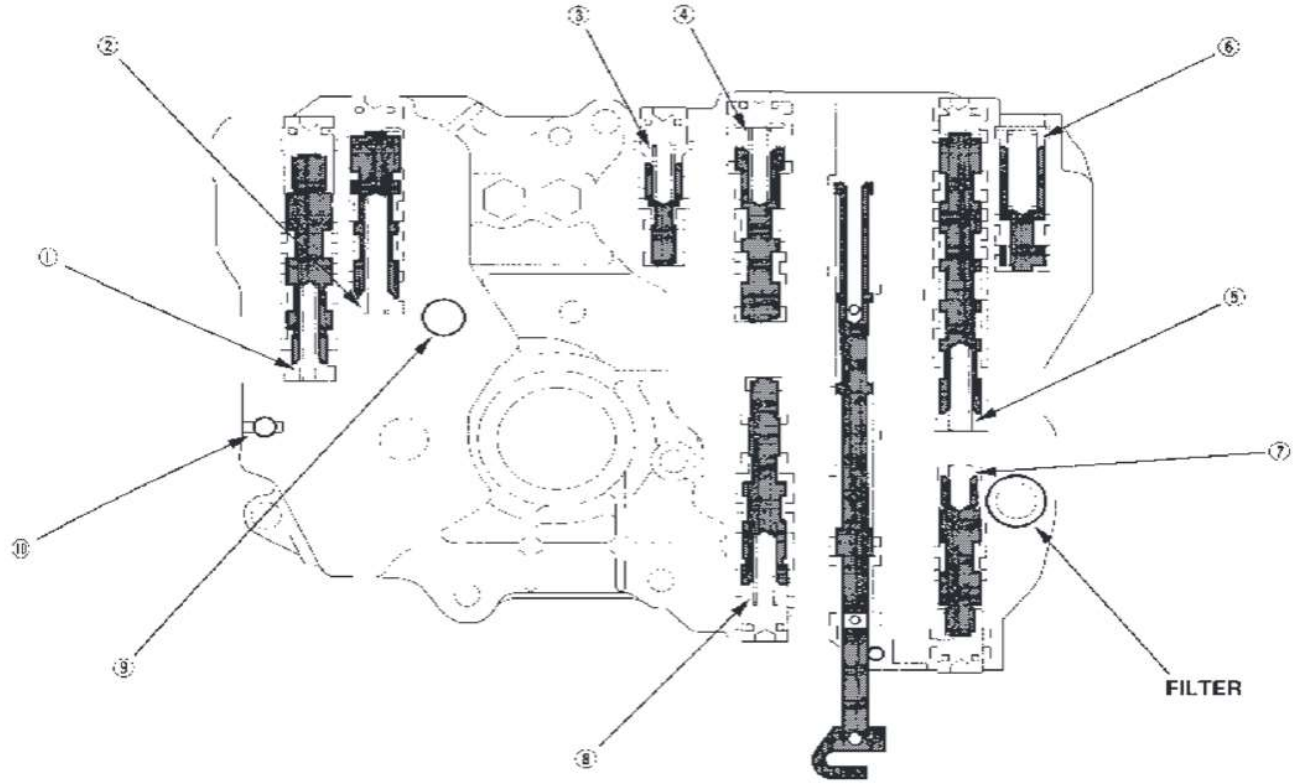
1. Clean all parts thoroughly in solvent or carburetor cleaner, and dry them with compressed air. Blow out all passages.
2. Do not use a magnet to remove the check valve ball; it may magnetize the ball.
3. Check all valves for free movement. If any fail to slide freely.
4. Replace the valve body as an assembly if any parts worn or damaged.
5. Coat all parts with ATF during assembly.
6. Install the filter in the direction shown.



VALVE BODY DISASSEMBLY, INSPECTION & REASSEMBLY

ACCORD BAXA & PRELUDE M6HA

MAIN VALVE BODY



No.	Spring	Standard (New) mm (in.)			
		Wire Diameter	O.D.	Free Length	No. of Coils
①	Lock-up Control Valve Spring	0.7 (0.028)	6.6 (0.260)	42.9 (1.689)	14.2
②	Lock-up Shift Valve Spring	0.9 (0.035)	7.6 (0.299)	63.0 (2.480)	22.4
③	Shift Valve E Spring	0.7 (0.028)	6.6 (0.260)	32.2 (1.268)	13.4
④	Shift Valve D Spring	0.7 (0.028)	6.6 (0.260)	35.7 (1.406)	17.2
⑤	Shift Valve C Spring	0.8 (0.031)	6.6 (0.260)	49.1 (1.933)	21.7
⑥	Modulator Valve Spring	1.6 (0.063)	10.4 (0.409)	33.5 (1.319)	9.8
⑦	Reverse CPC Valve Spring	0.7 (0.028)	6.1 (0.240)	17.8 (0.701)	7.9
⑧	Servo Control Valve Spring	0.7 (0.028)	6.6 (0.260)	35.7 (1.406)	17.2
⑨	Converter Check Valve Spring	1.1 (0.043)	8.4 (0.331)	38.2 (1.504)	14.0
⑩	Cooler Check Valve Spring	0.6 (0.024)	5.8 (0.228)	14.5 (0.571)	6.8

VALVE BODY DISASSEMBLY, INSPECTION & REASSEMBLY

ACCORD BAXA & PRELUDE M6HA

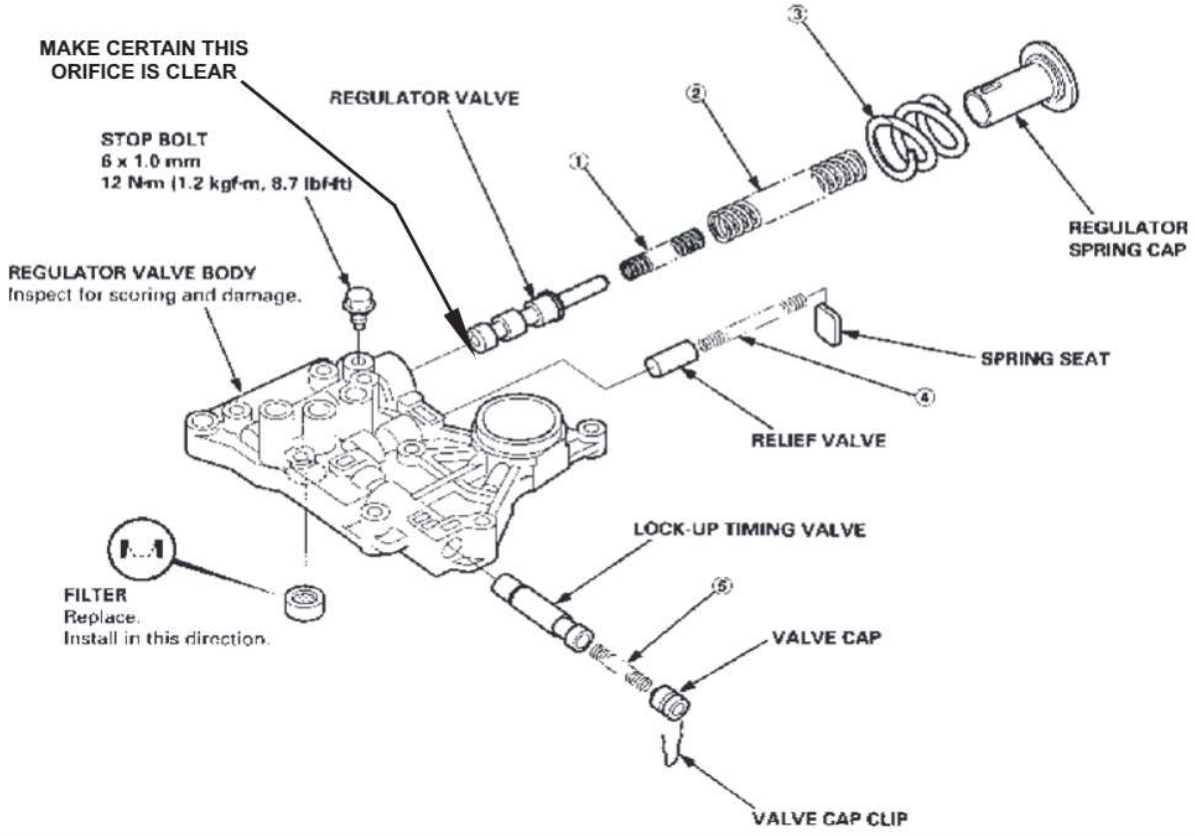
REGULATOR VALVE BODY

NOTE:
- Clean all parts thoroughly in solvent or carburetor cleaner, and dry with compressed air. Blow out all passages.
- Check all valves for free movement. If any fail to slide freely.
- Replace the valve body as an assembly if any parts are worn or damaged.

1. Hold the regulator spring cap in place while removing the stop bolt. The regulator spring cap is spring loaded. Once the stop bolt is removed, release the spring cap slowly so it does not pop out.

2. Reassembly is the reverse of the disassembly procedure. Install the filter in the direction shown.

   NOTE:
   - Coat all parts with ATF during assembly.
   - Align the hole in the regulator spring cap with the hole in the valve body, then press the spring cap into the valve body, and tighten the stop bolt.

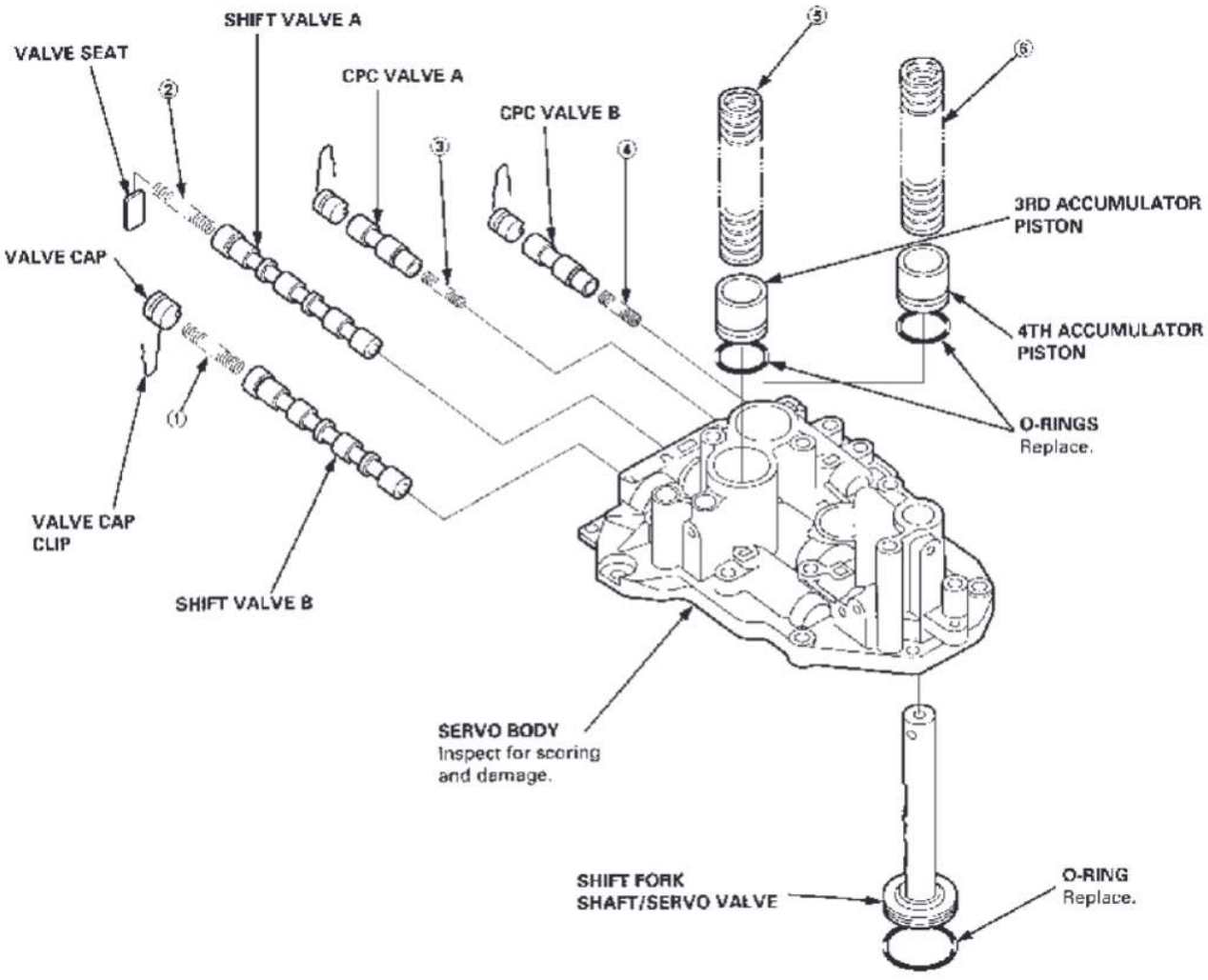


No.	Spring	Standard (New) mm (in.)			
		Wire Diameter	O.D.	Free Length	No. of Coils
①	Regulator Valve B Spring	1.6 (0.063)	9.2 (0.362)	44.0 (1.732)	14.0
②	Regulator Valve A Spring	1.9 (0.075)	14.7 (0.579)	77.4 (3.047)	15.2
③	Stator Reaction Spring	4.5 (0.177)	35.4 (1.394)	30.3 (1.193)	1.92
④	Relief Valve Spring	1.9 (0.035)	6.6 (0.260)	39.8 (1.567)	20.4
⑤	Lock-up Timing Valve Spring	0.65 (0.026)	6.6 (0.260)	34.8 (1.370)	15.6

VALVE BODY DISASSEMBLY, INSPECTION & REASSEMBLY

ACCORD BAXA & PRELUDE M6HA

SERVO VALVE BODY

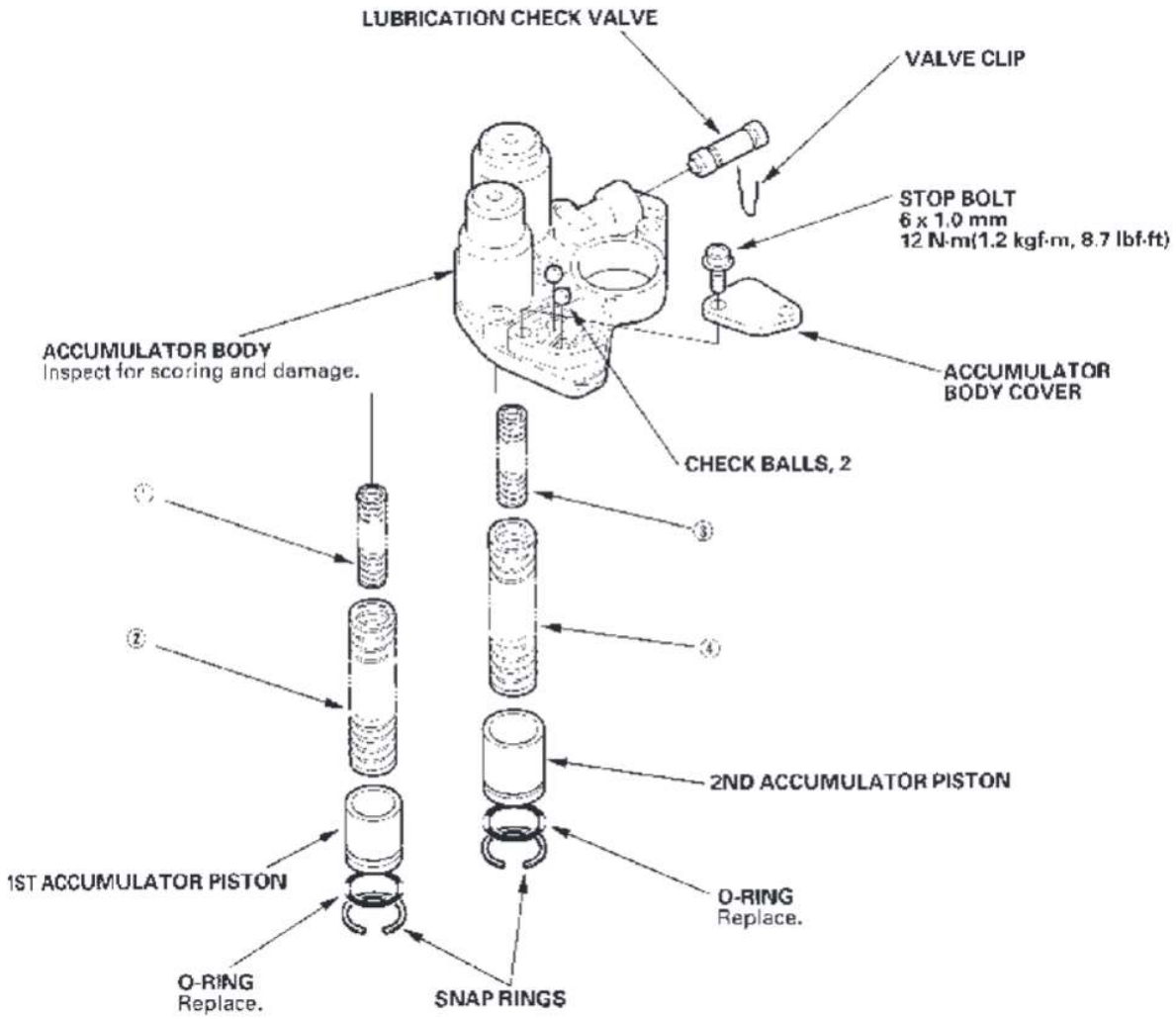


No.	Spring	Standard (New) mm (in.)			
		Wire Diameter	O.D.	Free Length	No. of Coils
①	Shift Valve B Spring	0.8 (0.031)	7.1 (0.280)	40.4 (1.591)	16.9
②	Shift Valve A Spring	0.8 (0.031)	7.1 (0.280)	40.4 (1.591)	16.9
③	CPC Valve A Spring	0.7 (0.028)	6.1 (0.240)	17.8 (0.701)	7.9
④	CPC Valve B Spring	0.7 (0.028)	6.1 (0.240)	17.8 (0.701)	7.9
⑤	3rd Accumulator Spring **(ACCORD)**	3.8 (0.150)	19.6 (0.772)	59.8 (2.354)	7.8
⑥	3rd Accumulator Spring **(PRELUDE)**	3.5 (0.138)	19.6 (0.772)	61.7 (2.429)	9.6
⑦	4th Accumulator Spring **(ACCORD)**	3.8 (0.150)	19.6 (0.772)	59.8 (2.354)	7.8
⑧	4th Accumulator Spring **(PRELUDE)**	3.5 (0.138)	19.6 (0.772)	61.7 (2.429)	9.6

VALVE BODY DISASSEMBLY, INSPECTION & REASSEMBLY

ACCORD BAXA

ACCUMULATOR VALVE BODY

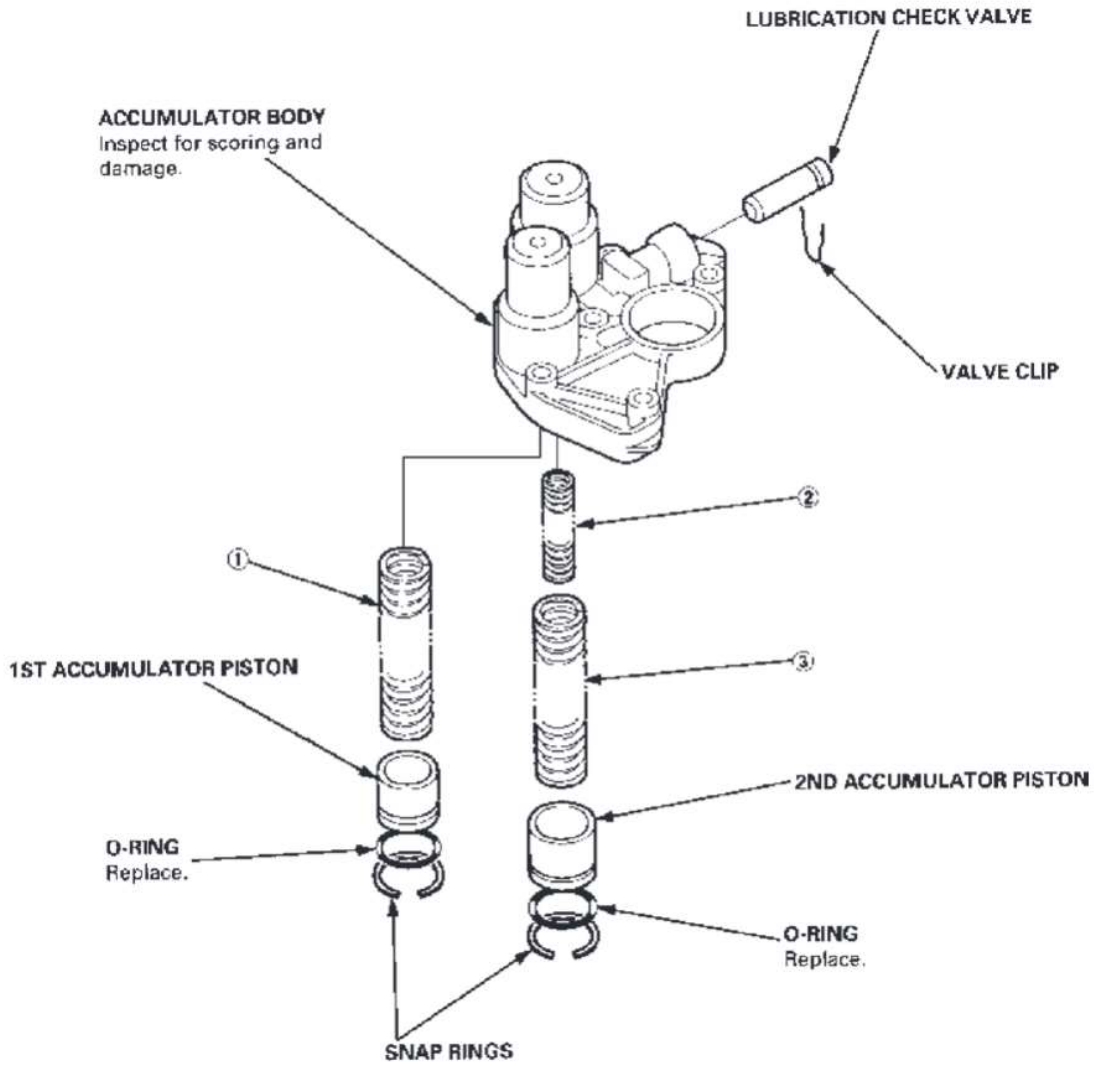


No.	Spring	Standard (New) mm (in.)			
		Wire Diameter	O.D.	Free Length	No. of Coils
①	1st Accumulator Spring B	2.5 (0.098)	12.8 (0.504)	49.5 (1.949)	8.5
②	1st Accumulator Spring A	2.6 (0.102)	19.6 (0.772)	69.7 (2.744)	10.8
③	2nd Accumulator Spring B	2.7 (0.106)	14.8 (0.583)	51.0 (2.008)	9.6
④	2nd Accumulator Spring A	2.6 (0.102)	21.6 (0.850)	73.2 (2.882)	10.0

VALVE BODY DISASSEMBLY, INSPECTION & REASSEMBLY

PRELUDE M6HA

ACCUMULATOR VALVE BODY



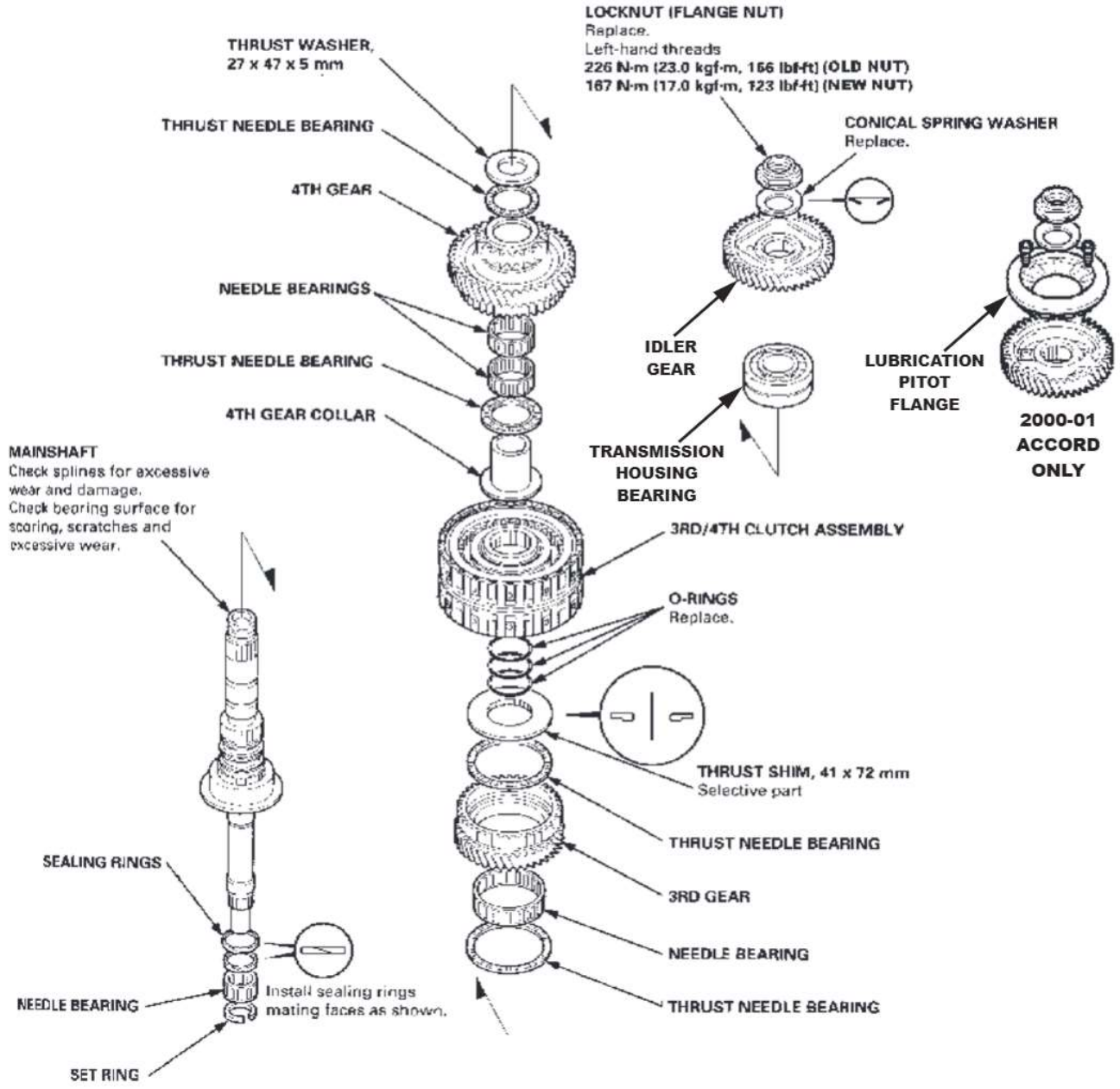
No.	Spring	Standard (New) mm (in.)			
		Wire Diameter	O.D.	Free Length	No. of Coils
①	1st Accumulator Spring	3.5 (0.138)	19.6 (0.772)	61.7 (2.429)	9.6
②	2nd Accumulator Spring B	2.6 (0.102)	14.4 (0.567)	51.0 (2.008)	11.0
③	2nd Accumulator Spring A	2.8 (0.110)	21.6 (0.850)	68.2 (2.685)	8.9

DISASSEMBLY, INSPECTION & REASSEMBLY

ACCORD BAXA & PRELUDE M6HA

MAINSHAFT

NOTE:
- Lubricate all parts with ATF during reassembly.
- Inspect the thrust needle bearing and the needle bearing for galling and rough movement.
- Before installing the O-rings, wrap the shaft splines with tape to prevent damage to the O-rings.
- Locknut has left-hand threads.
- Install the conical spring washer and thrust shim in the direction shown.
- Inspect the condition of the sealing rings. If the sealing rings are worn, distorted, or damaged, replace them



DISASSEMBLY, INSPECTION & REASSEMBLY

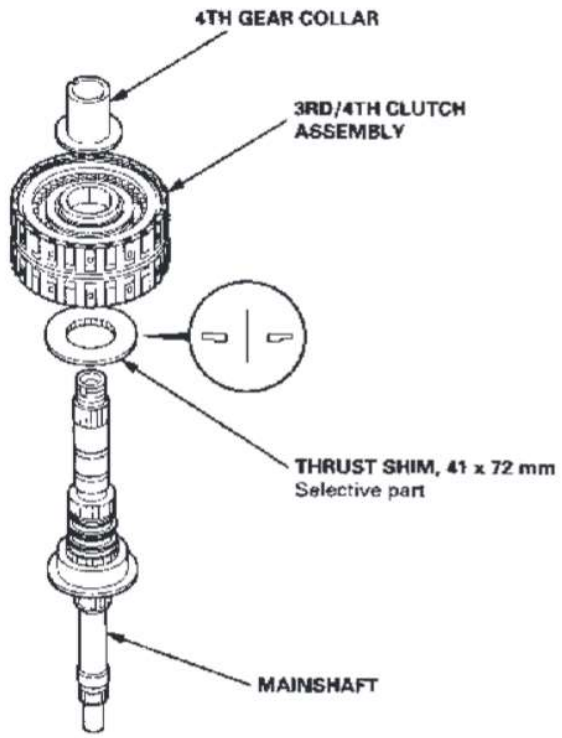
ACCORD BAXA & PRELUDE M6HA

MAINSHAFT CLEARANCE

NOTE: Lubricate all parts with ATF during assembly.

1. Assemble the parts below on the mainshaft.

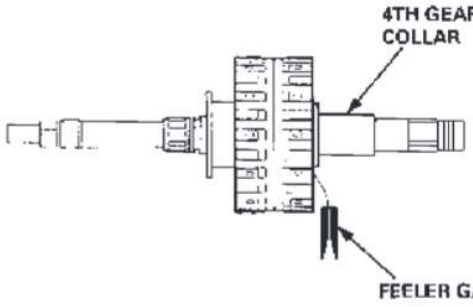
   NOTE: Do not assemble the O-rings during inspection.

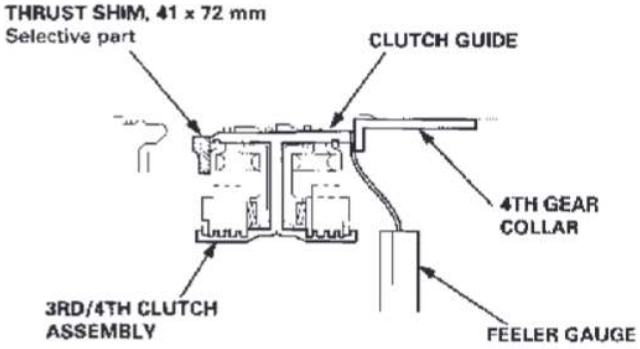


2. Hold the 4th gear collar against the clutch assembly, then measure the clearance between the clutch guide and the 4th gear collar with a feeler gauge as shown.

   STANDARD: 0.03 – 0.11 mm (0.001 – 0.004 in)

   NOTE: Take measurement in at least three places, and use the average as the actual clearance.





3. If the clearance is out of tolerance, remove the thrust shim and measure the thickness.

4. Select and install a new shim, then recheck.

THRUST SHIM, 41 x 72 mm

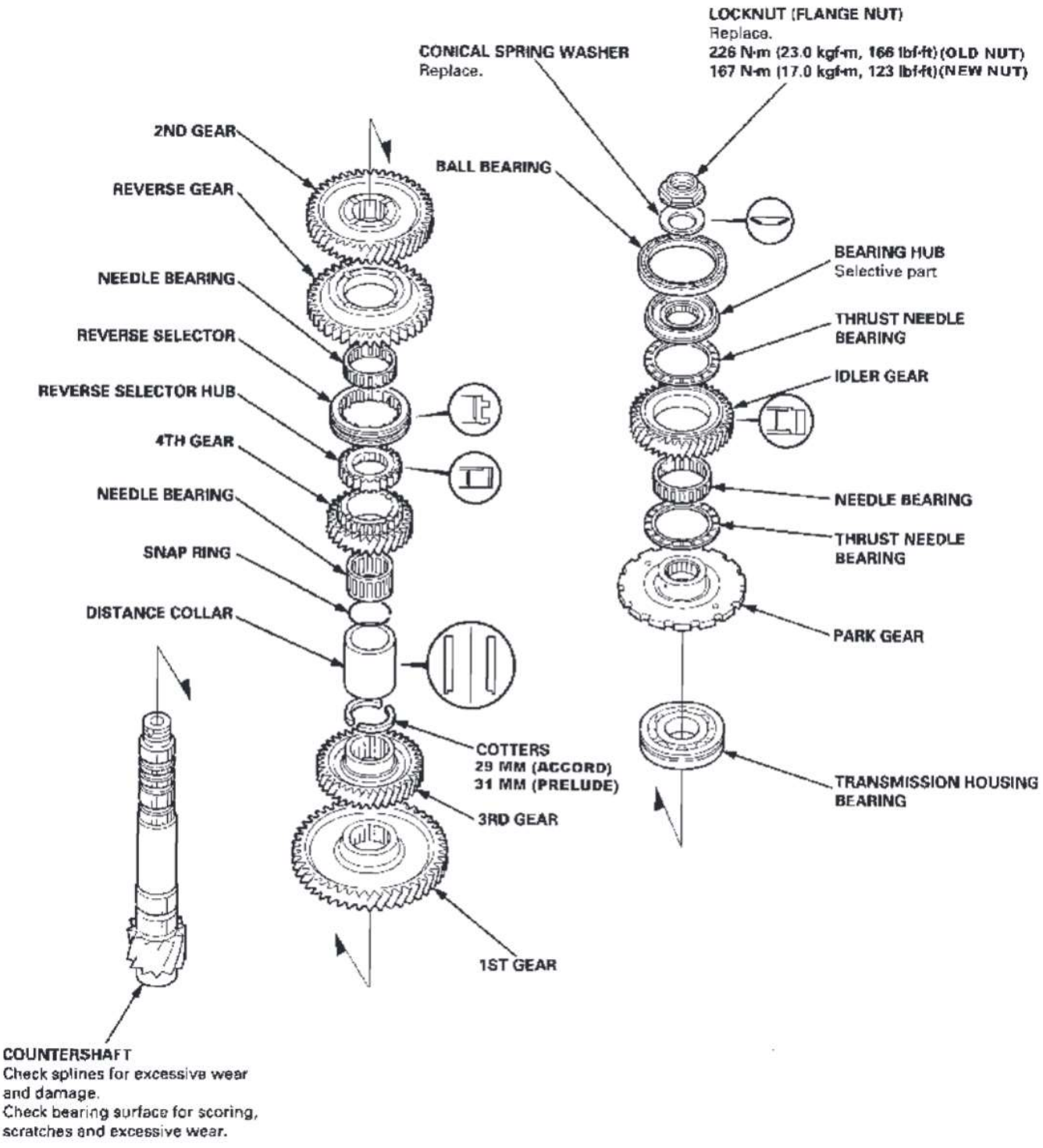
No.	Part Number	Thickness
1	90414 – P6H – 010	6.35 mm (0.250 in)
2	90415 – P6H – 010	6.40 mm (0.252 in)
3	90416 – P6H – 010	6.45 mm (0.254 in)
4	90417 – P6H – 010	6.50 mm (0.256 in)
5	90418 – P6H – 010	6.55 mm (0.258 in)
6	90419 – P6H – 010	6.60 mm (0.260 in)

5. After replacing the thrust shim, make sure the clearance is within tolerance.

DISASSEMBLY, INSPECTION & REASSEMBLY

ACCORD BAXA & PRELUDE M6HA

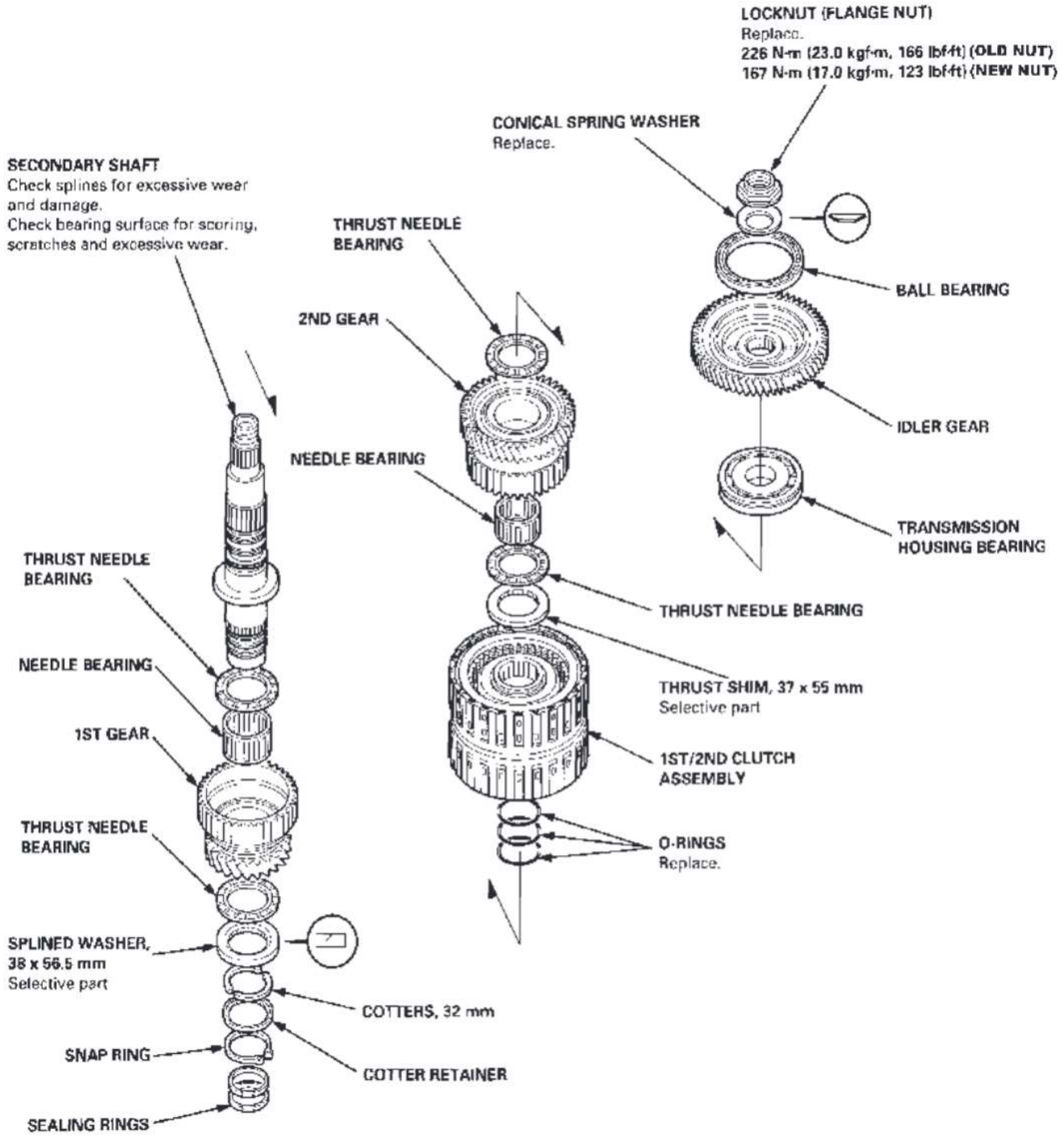
COUNTERSHAFT



DISASSEMBLY, INSPECTION & REASSEMBLY

ACCORD BAXA & PRELUDE M6HA

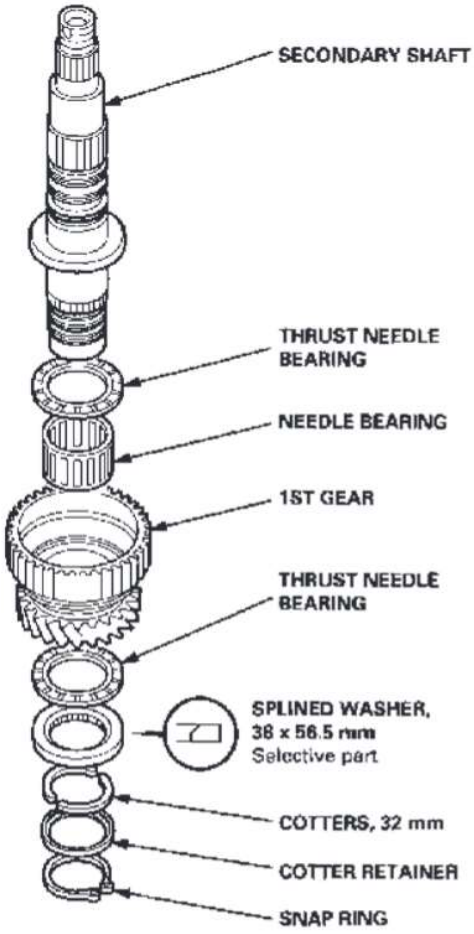
SECONDARY SHAFT

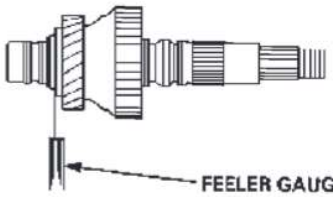


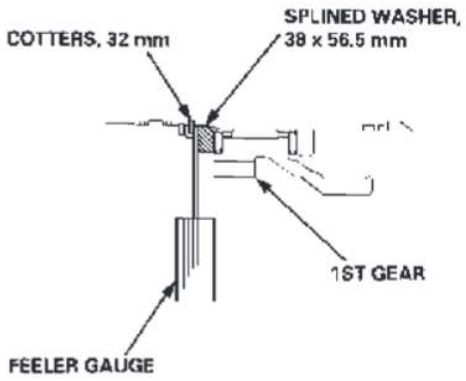
DISASSEMBLY, INSPECTION & REASSEMBLY

ACCORD BAXA & PRELUDE M6HA

SECONDARY SHAFT CLEARANCE







3. If the clearance is out of tolerance, remove the splined washer, and measure the thickness.
4. Select and install a new splined washer, then recheck.

SPLINED WASHER, 38 x 56.5 mm

No.	Part Number	Thickness
1	90502 – P0Z – 000	6.85 mm (0.270 in)
2	90503 – P0Z – 000	6.90 mm (0.272 in)
3	90504 – P0Z – 000	6.95 mm (0.274 in)
4	90505 – P0Z – 000	7.00 mm (0.276 in)
5	90506 – P0Z – 000	7.05 mm (0.278 in)
6	90507 – P0Z – 000	7.10 mm (0.280 in)

5. After replacing the splined washer, make sure that the clearance is within tolerance.

DISASSEMBLY, INSPECTION & REASSEMBLY

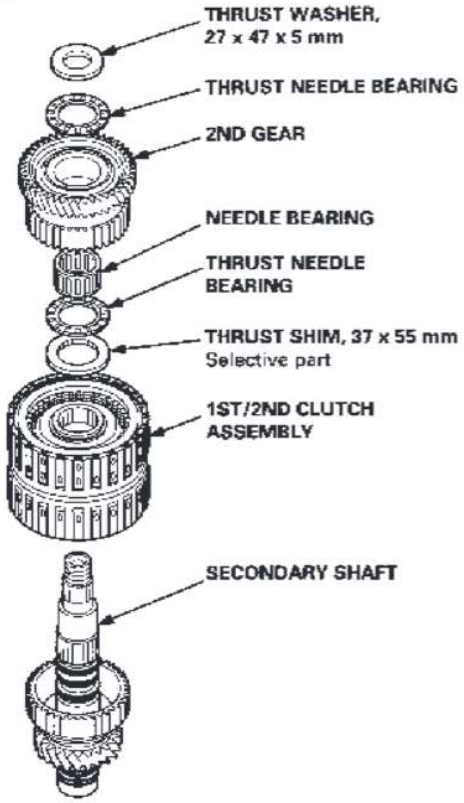
ACCORD BAXA & PRELUDE M6HA

SECONDARY SHAFT CLEARANCE

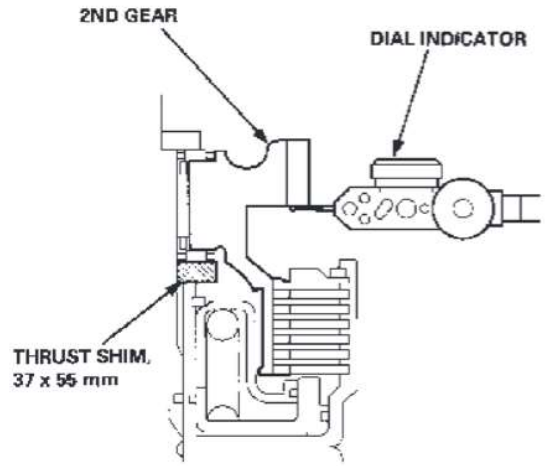
6. Remove the 27 x 47 x 5 mm thrust washer from the mainshaft.

7. Assemble the parts below on the secondary shaft.

   NOTE: Do not assemble the O-rings during inspection.



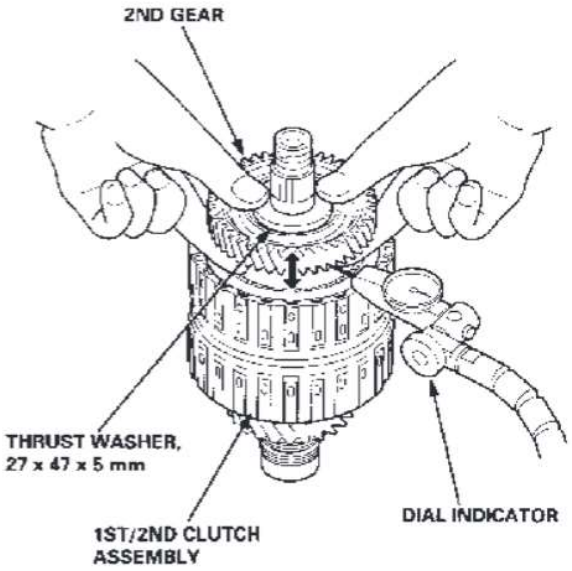
8. Set the dial indicator to the 2nd gear as shown.



9. Hold the 27 x 47 x 5 mm thrust washer against the clutch assembly, and measure the 2nd gear axial clearance while moving the 2nd gear.

   STANDARD: 0.07 – 0.15 mm (0.003 – 0.006 in)

   NOTE: Take measurements in at least three places, and use the average as the actual clearance.



10. If the clearance is out of tolerance, remove the 37 x 55 mm thrust shim and measure the thickness.

11. Select and install a new thrust shim, then recheck.

THRUST SHIM, 37 x 55 mm

No.	Part No. (Accord)	Part No. (Prelude)	Thickness
1	90406-POZ-000	90406-P6H-000	4.90mm (0.193 in)
2	90407-POZ-000	90407-P6H-000	4.95mm (0.195 in)
3	90408-POZ-000	90408-P6H-000	5.00mm (0.197 in)
4	90409-POZ-000	90409-P6H-000	5.05mm (0.199 in)
5	90410-POZ-000	90410-P6H-000	5.10mm (0.201 in)
6	90411-POZ-000	90411-P6H-000	5.15mm (0.203 in)
7	90412-POZ-000	90412-P6H-000	5.20mm (0.205 in)

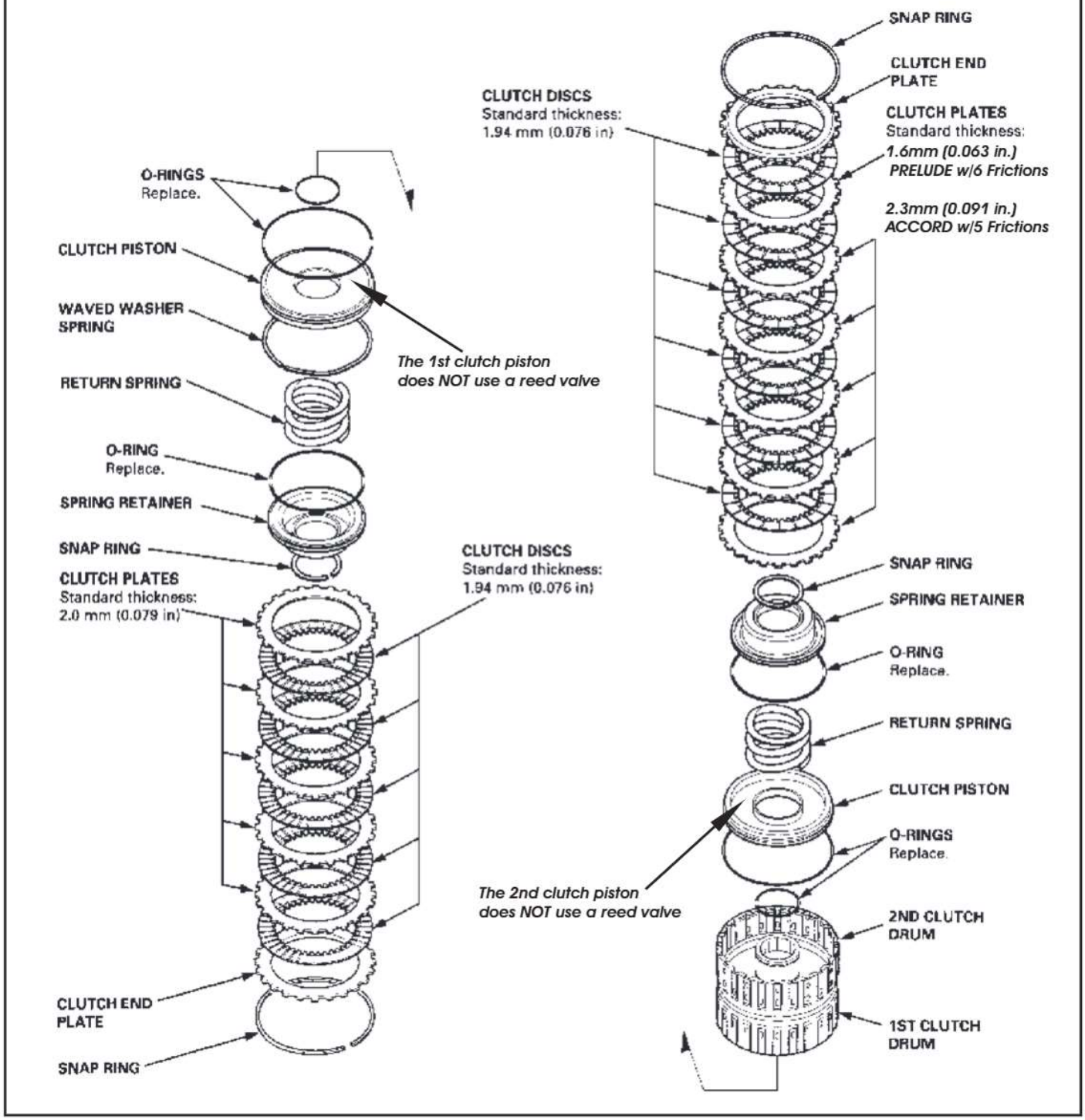
NOTE: The chart above contains the part numbers for the 37x55mm thrust shim for ***both the ACCORD and the PRELUDE.*** Be sure to order the correct thrust shim for the application you are working on.

12. After replacing the thrust shim, make sure that the clearance is within tolerance.

DISASSEMBLY, INSPECTION & REASSEMBLY

ACCORD BAXA & PRELUDE M6HA

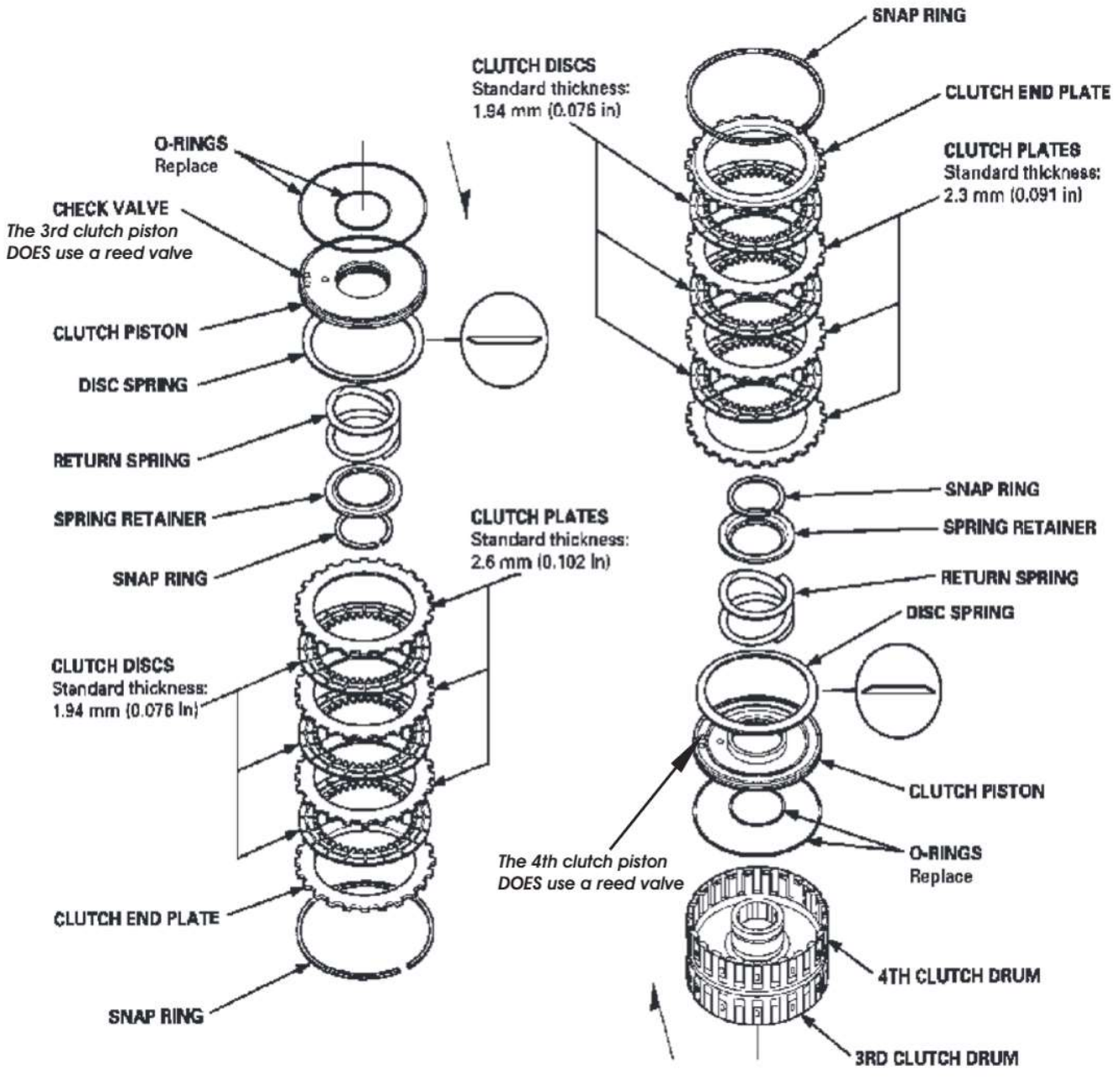
1ST/2ND CLUTCH ASSEMBLIES



DISASSEMBLY, INSPECTION & REASSEMBLY

ACCORD BAXA & PRELUDE M6HA

3RD/4TH CLUTCH ASSEMBLIES

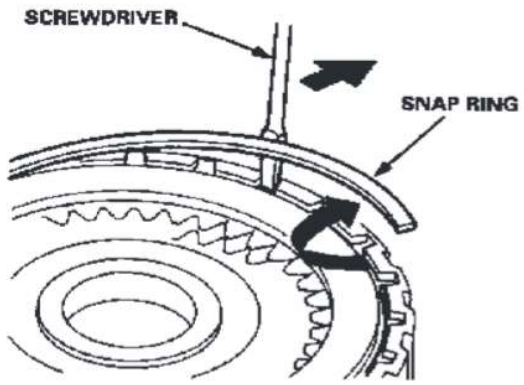


DISASSEMBLY, INSPECTION & REASSEMBLY

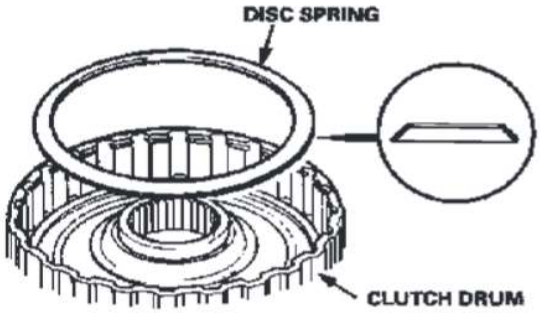
ACCORD BAXA & PRELUDE M6HA

CLUTCH DRUM ASSEMBLIES

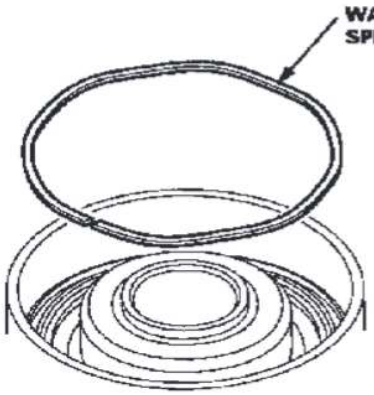
1. Remove the snap ring, then remove the clutch end plate, clutch discs, and plates.



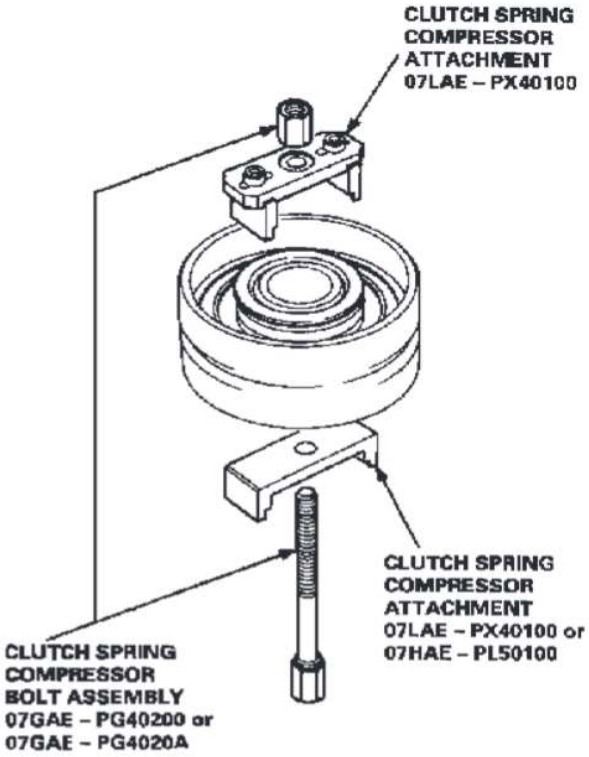
2. Remove the disc spring from the 3rd and 4th clutches.



3. Remove the waved washer spring from the 1st clutch.



4. Install the special tools as shown.

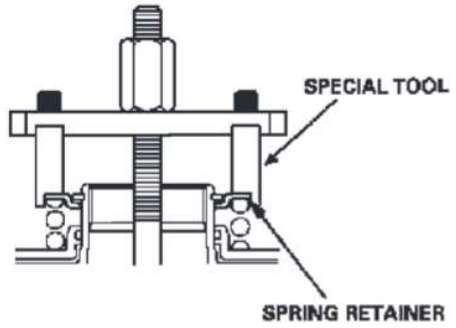


DISASSEMBLY, INSPECTION & REASSEMBLY

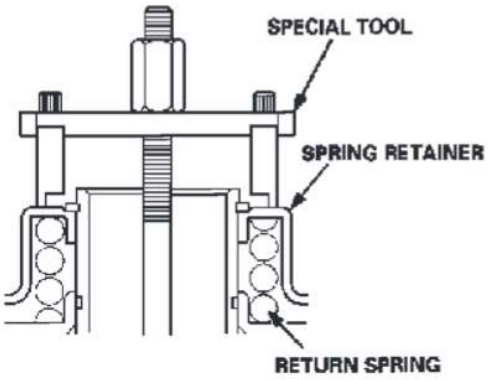
ACCORD BAXA & PRELUDE M6HA

CLUTCH DRUM ASSEMBLIES

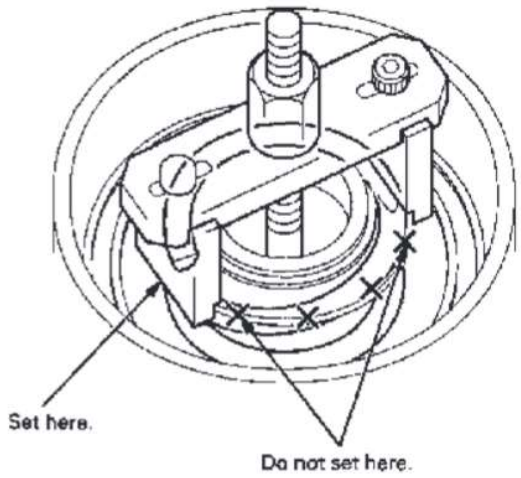
5. Be sure the special tool is adjusted to have full contact with the spring retainer, on the 3rd and 4th clutches.



6. Set the special tool on the spring retainer of the 1st and 2nd clutches in such a way that the special tool works on the clutch return spring.



7. If either end of the special tool is set over an area of the spring retainer which is unsupported by the return spring, the retainer may be damaged.

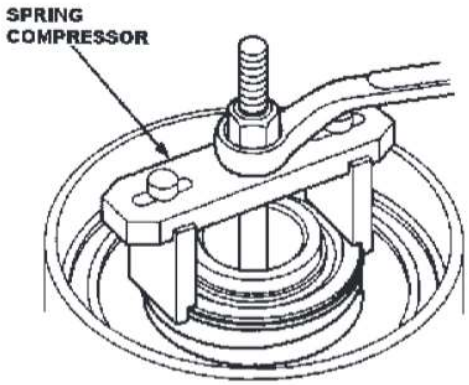


DISASSEMBLY, INSPECTION & REASSEMBLY

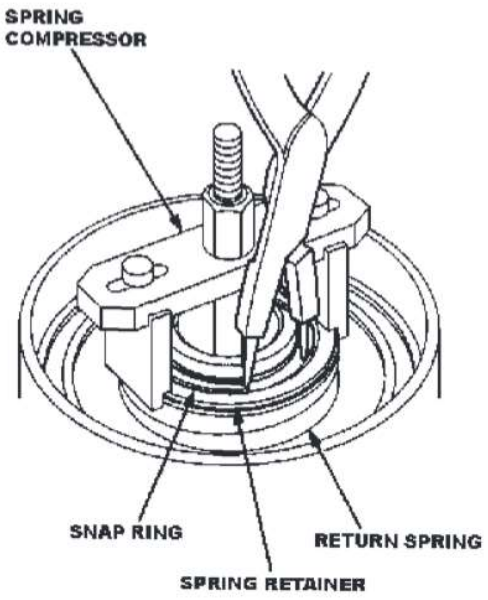
ACCORD BAXA & PRELUDE M6HA

CLUTCH DRUM ASSEMBLIES

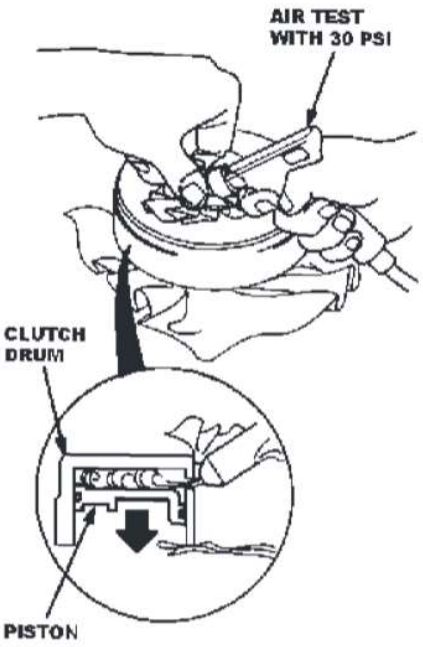
8. Compress the spring until the snap ring can be removed.



9. Remove the snap ring. Then remove the special tools, spring retainer, and return spring.



10. For 3rd and 4th clutch:
Wrap a shop rag around the clutch drum, and apply air pressure to the fluid passage to remove the piston. Place a finger tip on the other end while applying air pressure.



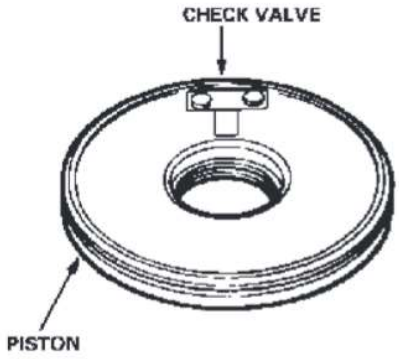
DISASSEMBLY, INSPECTION & REASSEMBLY

ACCORD BAXA & PRELUDE M6HA

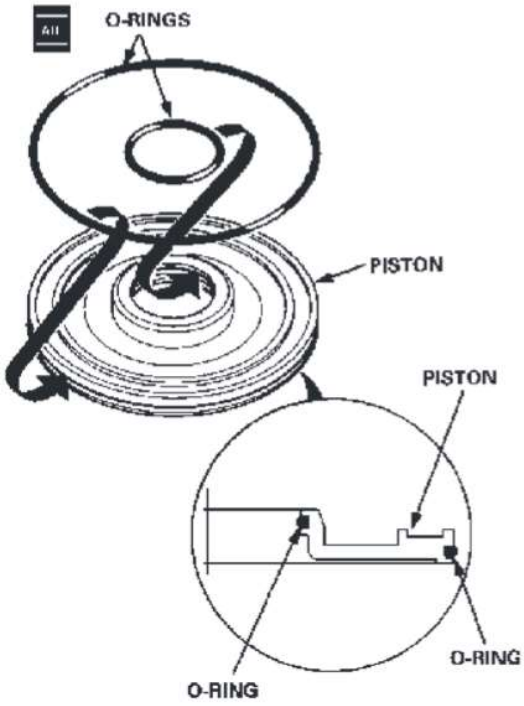
CLUTCH DRUM ASSEMBLIES

NOTE:
- Clean all parts thoroughly in solvent or carburetor cleaner, and dry them with compressed air.
- Blow out all passages.
- Lubricate all parts with ATF before assembly.

1. Inspect the check valve on the 3rd and 4th clutches; if it's loose, replace the piston.



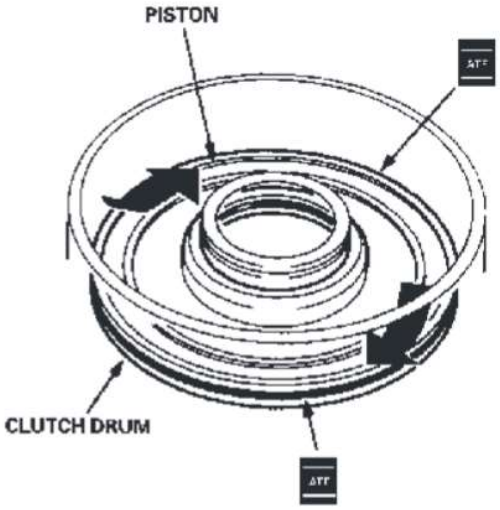
2. Install new O-rings on the piston and the spring retainer (1st and 2nd clutches).



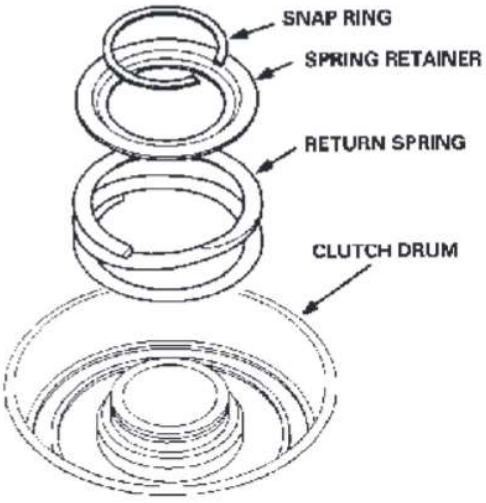
3. Install the piston in the clutch drum. Apply pressure and rotate to ensure proper seating.

   NOTE: Lubricate the piston O-ring with ATF before installing.

   CAUTION: Do not pinch the O-ring by installing the piston with too much force.



4. Install the return spring and spring retainer, and position the snap ring on the retainer.



5. Reverse disassembly procedure for assembly.

DISASSEMBLY, INSPECTION & REASSEMBLY

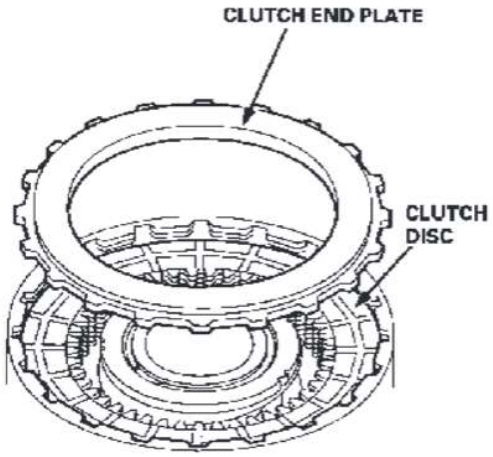
ACCORD BAXA & PRELUDE M6HA

CLUTCH DRUM ASSEMBLIES

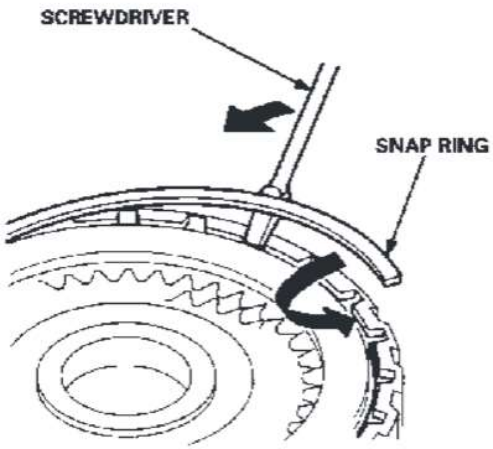
6. Soak the clutch discs thoroughly in ATF for a minimum of 30 minutes.

7. Starting with a clutch plate, alternately install the clutch plates and discs. Install the clutch end plate with the flat side toward the disc.

   NOTE: Before installing the plates and discs, make sure the inside of the clutch drum is free of dirt and other foreign matter.



16. Install the snap ring.

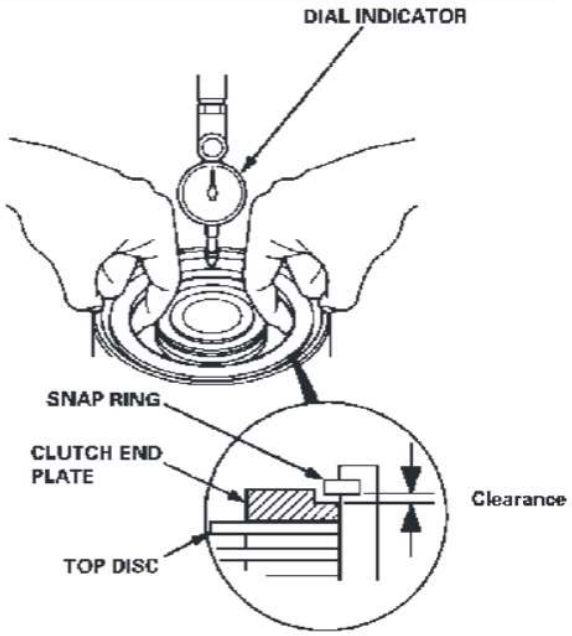


17. Measure the clearance between the clutch end plate and top disc with a dial indicator. Zero the dial indicator with the clutch end plate lowered, and lift it up to the snap ring. The distance that the clutch end plate moves is the clearance between the clutch end plate and top disc.

    NOTE: Measure at three locations.

Clutch End Plate-to-Top Disc Clearance:

CLUTCH	SERVICE LIMIT
1st	1.15 - 1.35 mm (0.045 - 0.053 in.)
2nd (Prelude)	1.0 - 1.2 mm (0.039 - 0.047 in.)
2nd (Accord)	0.7 - 0.9 mm (0.028 - 0.035 in.)
3rd	0.6 - 0.8 mm (0.024 - 0.031 in.)
4th	0.4 - 0.6 mm (0.016 - 0.024 in.)



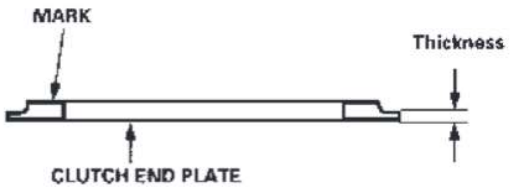
18. If the clearance is not within the service limits, select a new clutch end plate from the following table.

    NOTE: If the thickest clutch end plate is installed, but the clearance is still over the standard, replace the clutch discs and clutch plates.

DISASSEMBLY, INSPECTION & REASSEMBLY

ACCORD BAXA & PRELUDE M6HA

CLUTCH DRUM ASSEMBLIES



1ST and 2ND CLUTCH END PLATES

Mark	Part Number	Thickness
6	22551 – P6H – 003	2.6 mm (0.102 in)
7	22552 – P6H – 003	2.7 mm (0.106 in)
8	22553 – P6H – 003	2.8 mm (0.110 in)
9	22554 – P6H – 003	2.9 mm (0.114 in)
0	22555 – P6H – 003	3.0 mm (0.118 in)
1	22556 – P6H – 003	3.1 mm (0.122 in)
2	22557 – P6H – 003	3.2 mm (0.126 in)
3	22558 – P6H – 003	3.3 mm (0.130 in)
4	22559 – P6H – 003	3.4 mm (0.134 in)

3RD and 4TH CLUTCH END PLATES

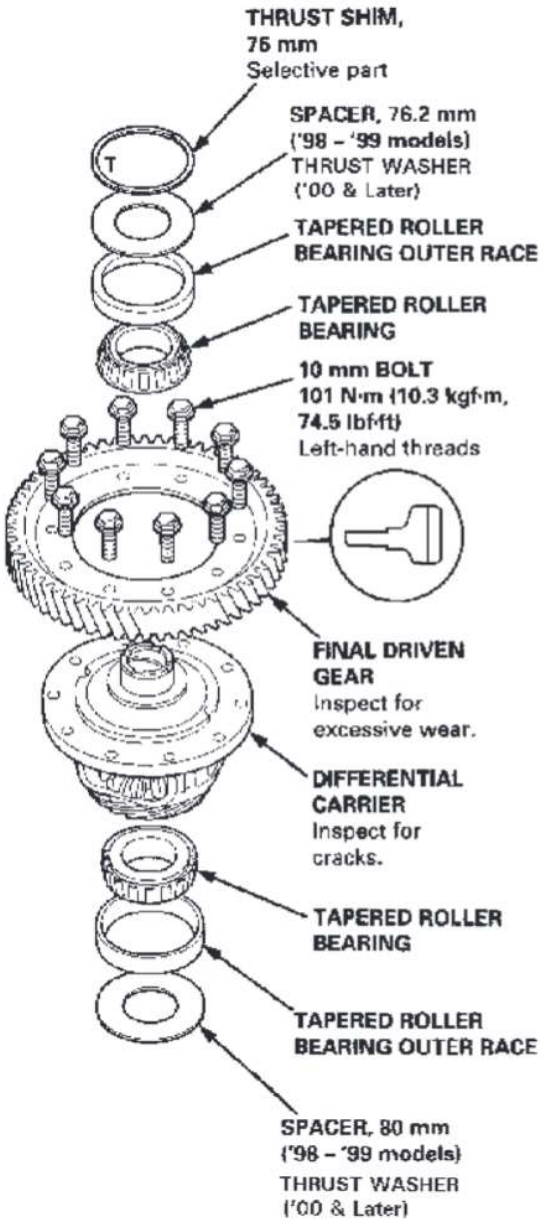
Mark	Part Number	Thickness
1	22551 – PX4 – 003	2.1 mm (0.083 in)
2	22552 – PX4 – 003	2.2 mm (0.087 in)
3	22553 – PX4 – 003	2.3 mm (0.091 in)
4	22554 – PX4 – 003	2.4 mm (0.094 in)
5	22555 – PX4 – 003	2.5 mm (0.098 in)
6	22556 – PX4 – 003	2.6 mm (0.102 in)
7	22557 – PX4 – 003	2.7 mm (0.106 in)
8	22558 – PX4 – 003	2.8 mm (0.110 in)
9	22559 – PX4 – 003	2.9 mm (0.114 in)

DISASSEMBLY, INSPECTION & REASSEMBLY

ACCORD BAXA & PRELUDE M6HA

DIFFERENTIAL

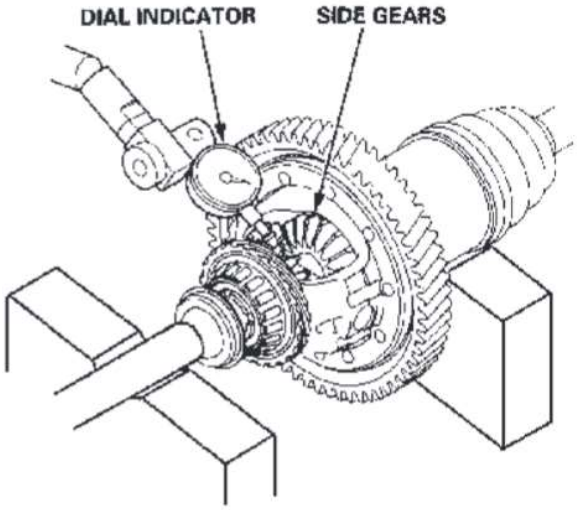
COMPONENTS



BACKLASH INSPECTION

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

   Standard (New): 0.05 – 0.15 mm (0.002 – 0.006 in)



3. If the backlash is out of tolerance, replace the differential carrier.

DISASSEMBLY, INSPECTION & REASSEMBLY

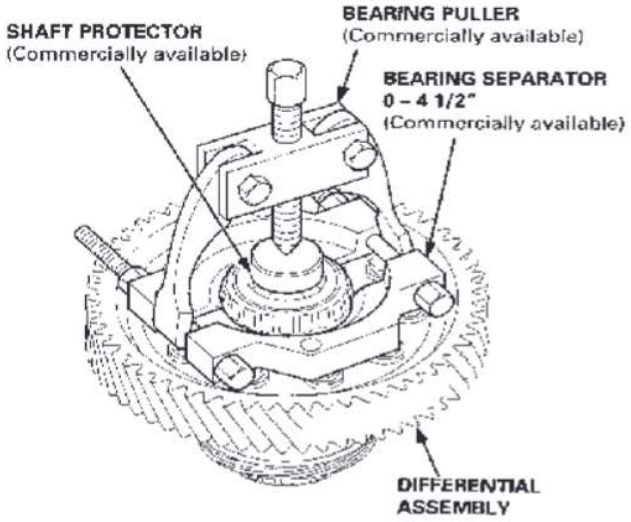
ACCORD BAXA & PRELUDE M6HA

DIFFERENTIAL

BEARING REPLACEMENT

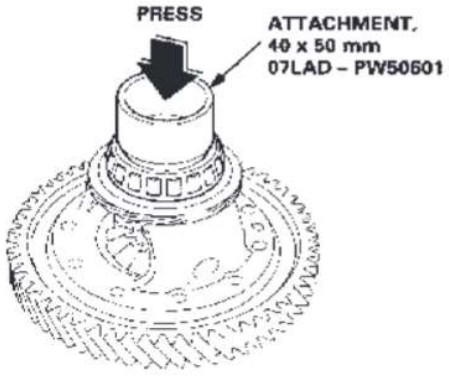
NOTE: Check the bearings for wear and rough rotation. If the bearings are OK, removal is not necessary.

1. Remove the tapered roller bearings using a bearing puller and a bearing separator as shown.



2. Install the new tapered roller bearings using the special tool and a press as shown.

NOTE:
- Press the bearings on until they bottom.
- Use the small end of the special tool to install the bearings.



NOTE:
- The bearing and outer race should be replaced as a set.
- Inspect and adjust the bearing preload whenever a bearing is replaced.
- Press the bearings on securely so there is no clearance between the bearings and the differential carrier.

DIFFERENTIAL CARRIER REPLACEMENT

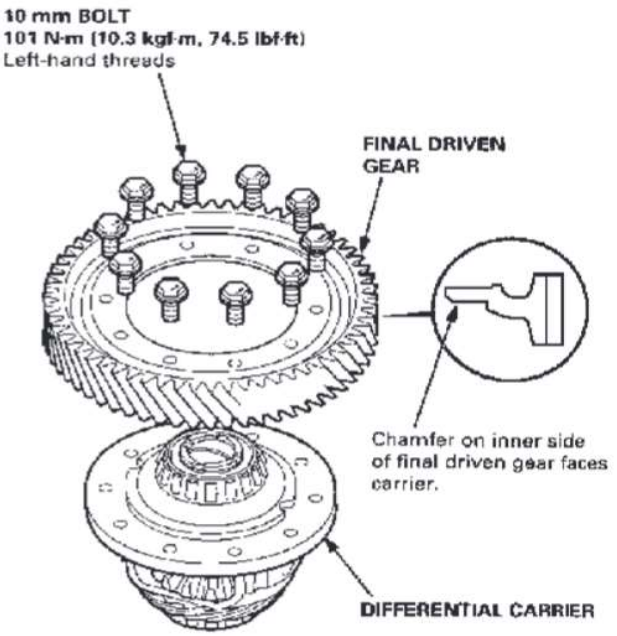
1. Remove the final driven gear from the differential carrier.

   NOTE: The final driven gear bolts have left-hand threads.

2. Install the final driven gear with the chamfered side on the inner bore facing the differential carrier.

3. Tighten the bolts to the specified torque in a criss-cross pattern.

   TORQUE: 101 N·m (10.3 kgf·m, 74.5 lbf·ft)



DISASSEMBLY, INSPECTION & REASSEMBLY

ACCORD BAXA & PRELUDE M6HA

DIFFERENTIAL

TAPERED ROLLER BEARING PRELOAD ADJUSTMENT

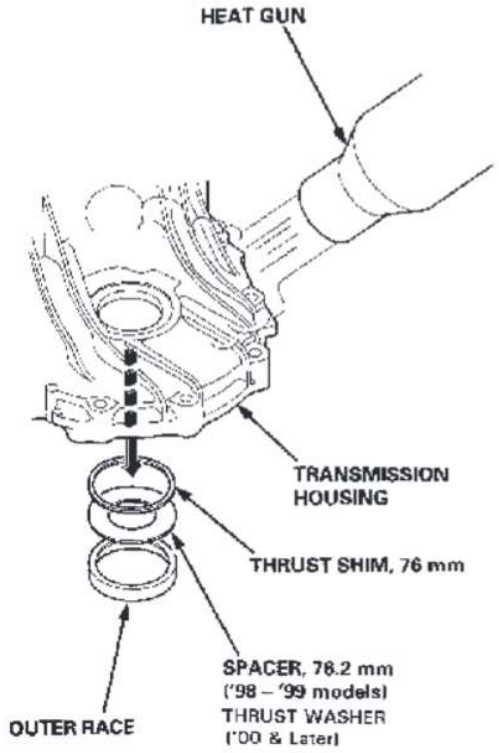
NOTE: If the transmission housing, torque converter housing, differential carrier, tapered roller bearing, outer race, spacer ('98 – '99 models), or thrust shim were replaced, the bearing preload must be adjusted.

CAUTION:

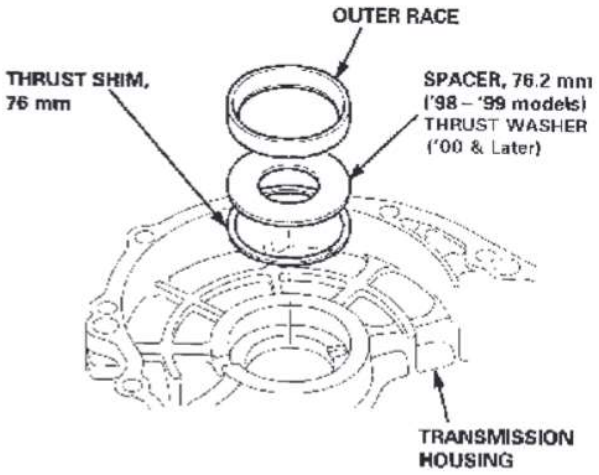
- **Do not heat the housing in excess of 212°F (100°C).**
- **Replace the tapered roller bearing when the outer race is to be replaced.**
- **Do not use a shim on the torque converter housing side.**

1. Remove the bearing outer race, spacer ('98 – '99 models) and thrust shim from the transmission housing by heating the housing to about 212°F (100°C) with a heat gun.

   NOTE: Let the transmission housing cool to room temperature before adjusting the bearing preload.



2. Select the 2.60 mm (1.102 in) thrust shim from the middle of the table below.



THRUST SHIM, 76 mm

No.	Part Number	Thickness
A	41438 – PX4 – 700	2.05 mm (0.081 in)
B	41439 – PX4 – 700	2.10 mm (0.083 in)
C	41440 – PX4 – 700	2.15 mm (0.085 in)
D	41441 – PK4 – 000	2.20 mm (0.087 in)
E	41442 – PK4 – 000	2.25 mm (0.089 in)
F	41443 – PK4 – 000	2.30 mm (0.091 in)
G	41444 – PK4 – 000	2.35 mm (0.093 in)
H	41445 – PK4 – 000	2.40 mm (0.094 in)
I	41446 – PK4 – 000	2.45 mm (0.096 in)
J	41447 – PK4 – 000	2.50 mm (0.098 in)
K	41448 – PK4 – 000	2.55 mm (0.100 in)
L	41449 – PK4 – 000	2.60 mm (0.102 in)
M	41450 – PK4 – 000	2.65 mm (0.104 in)
N	41451 – PK4 – 000	2.70 mm (0.106 in)
O	41452 – PK4 – 000	2.75 mm (0.108 in)
P	41453 – PK4 – 000	2.80 mm (0.110 in)
Q	41454 – PK4 – 000	2.85 mm (0.112 in)
R	41455 – PK4 – 000	2.90 mm (0.114 in)
S	41456 – PK4 – 000	2.95 mm (0.116 in)
T	41457 – PK4 – 000	3.00 mm (0.118 in)
U	41458 – PK4 – 000	3.05 mm (0.120 in)

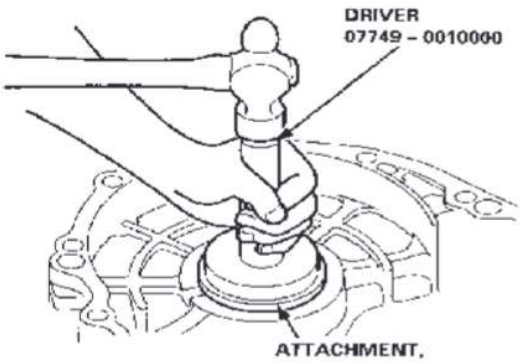
DISASSEMBLY, INSPECTION & REASSEMBLY

ACCORD BAXA & PRELUDE M6HA

DIFFERENTIAL

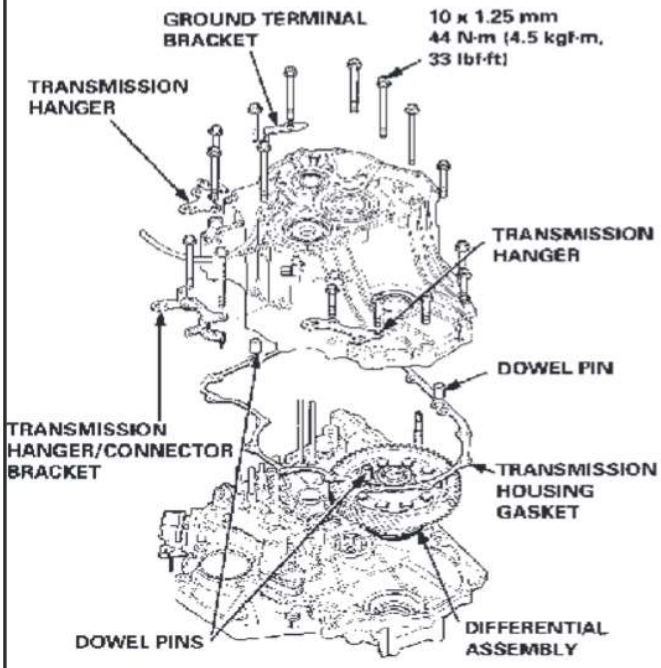
3. Install the thrust shim and spacer ('98 – '99 models) in the transmission housing, then install the outer race using the special tools as shown.

   NOTE:
   - Install the outer race securely in the transmission housing.
   - Check that there is no clearance between the outer race, shim, spacer ('98 – '99 models), and transmission housing.



4. With the mainshaft, countershaft, and secondary shaft removed, install the differential assembly, and torque the transmission housing bolts.

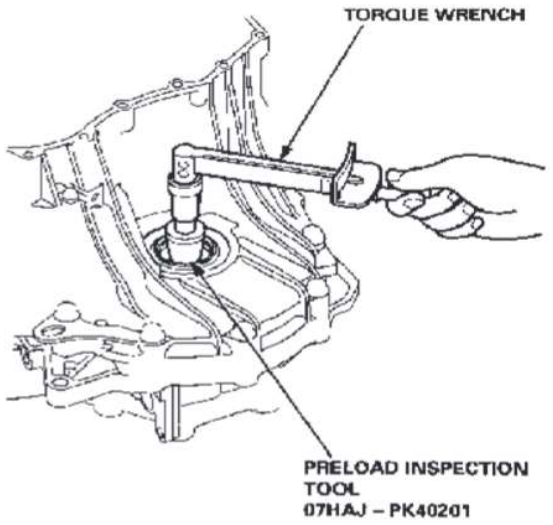
   NOTE: Install the gasket when checking starting torque.



5. Rotate the differential assembly in both directions to seat the bearings.

6. Measure the starting torque of the differential assembly with the special tool and a torque wrench.

   STANDARD:
   New bearings: 2.7 – 3.9 N·m (28 – 40 kgf·cm, 24 – 35 lbf·in)
   Reused bearings: 2.5 – 3.6 N·m (25 – 37 kgf·cm, 22 – 32 lbf·in)



NOTE:
- Measure the starting torque at normal room temperature in both directions.
- Changing the shim to the next size will increase or decrease starting torque about 0.3 – 0.4 N·m (3 – 4 kgf·cm, 3 – 3 lbf·in).
- To increase the starting torque, increase the thickness of the shim. To decrease the starting torque, decrease the thickness of the shim.

DISASSEMBLY, INSPECTION & REASSEMBLY

ACCORD BAXA & PRELUDE M6HA

DIFFERENTIAL

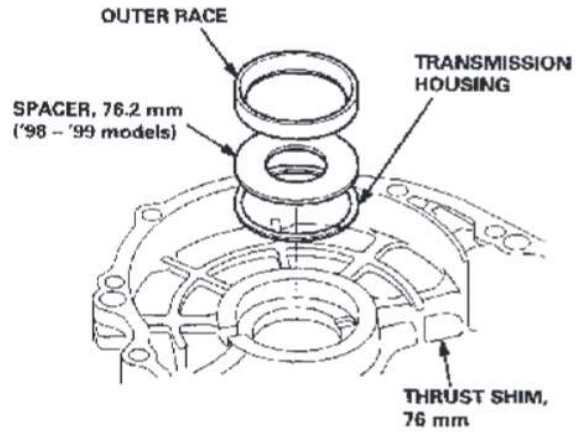
TAPERED ROLLER BEARING OUTER RACE

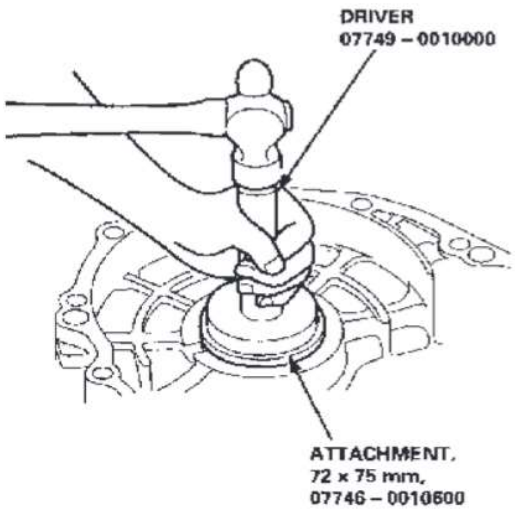
NOTE:
- Replace the bearing with a new one whenever the outer race is to be replaced.
- Do not use shim(s) on the torque converter housing side.
- Adjust preload after replacing the bearing and outer race.
- Coat all parts with ATF during installation.

1. Remove the bearing outer race from the transmission housing by heating the housing to about 212°F (100°C) with a heat gun.

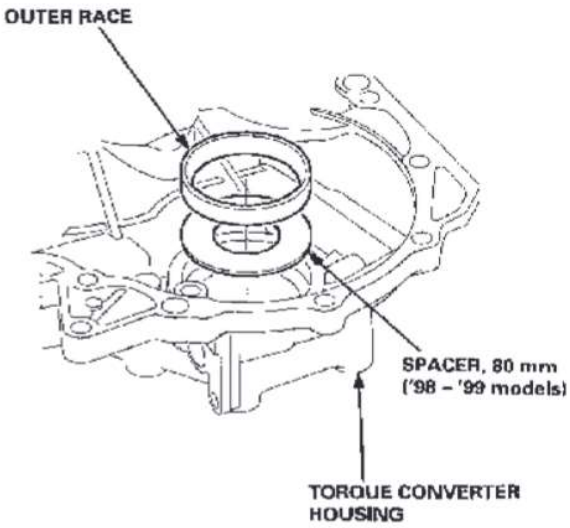
2. Remove the bearing outer race from the torque converter housing.

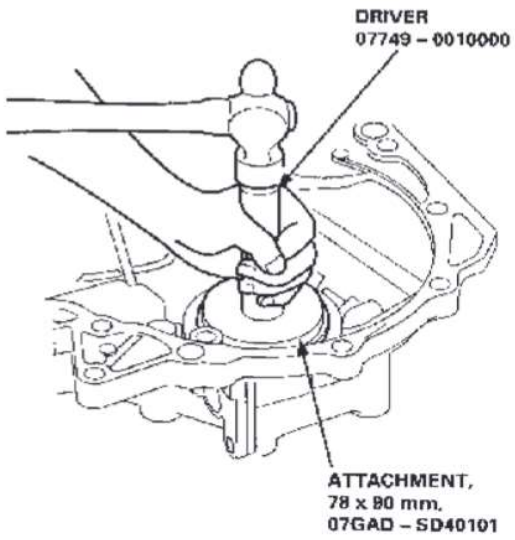
3. Install the thrust shim, spacer ('98 – '99 models), and outer race in the transmission housing using the special tools as shown.





4. Install the outer race and the spacer ('98 – '99 models) in the torque converter housing, and be sure to install the outer race until it bottoms in the housing using the special tools as shown.



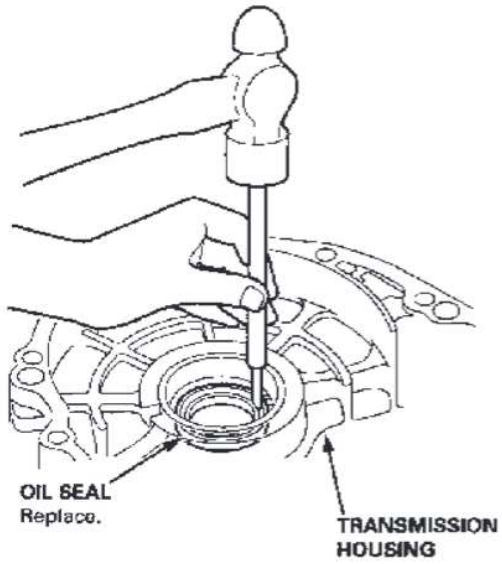


DISASSEMBLY, INSPECTION & REASSEMBLY

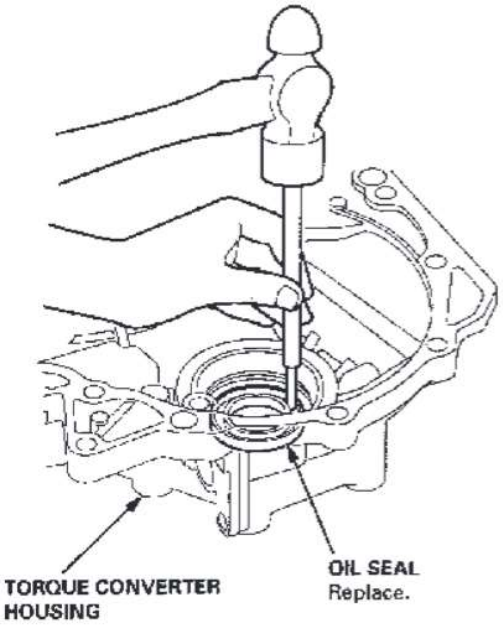
ACCORD BAXA & PRELUDE M6HA

AXLE SEALS

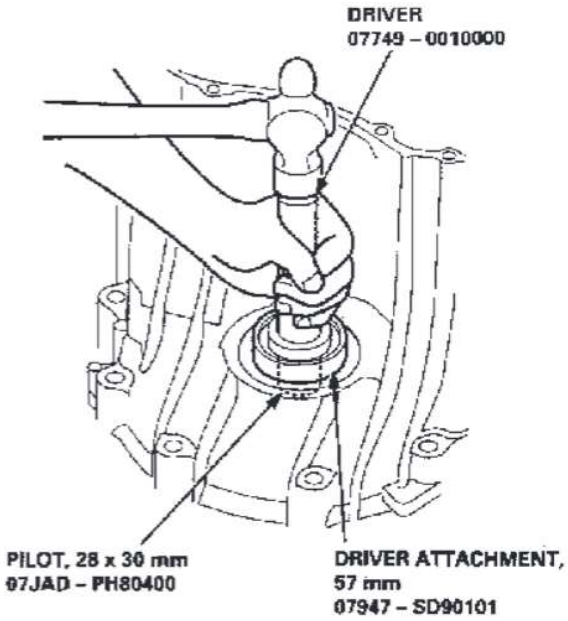
1. Remove the oil seal from the transmission housing.



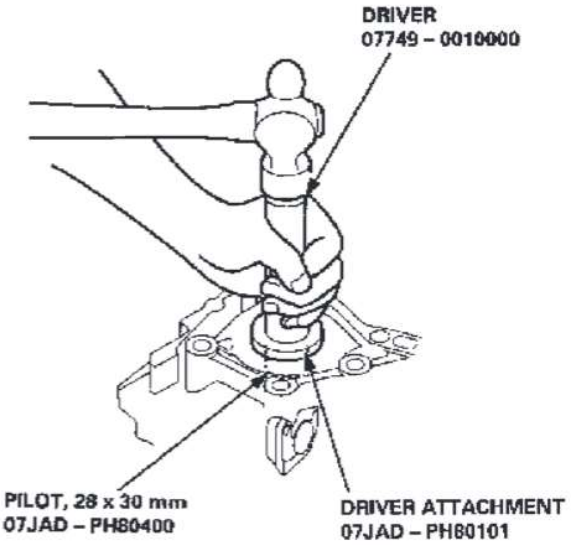
2. Remove the oil seal from the torque converter housing.



1. Install the oil seal in the transmission housing using the special tools as shown.



2. Drive the oil seal into the torque converter housing using the special tools as shown.

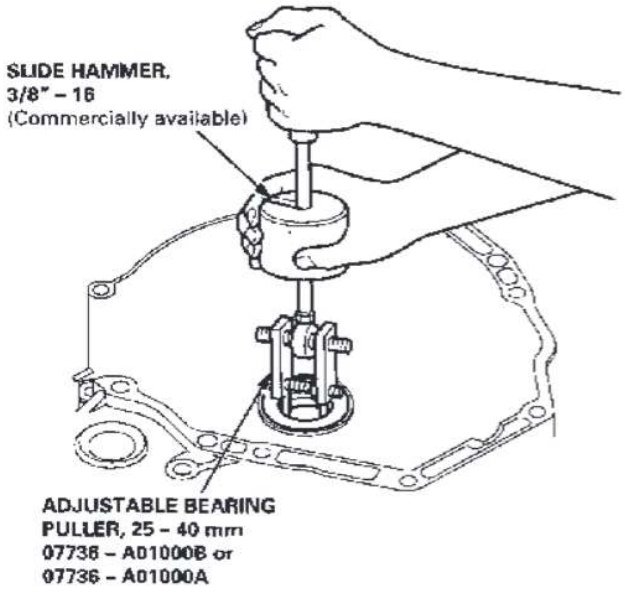


DISASSEMBLY, INSPECTION & REASSEMBLY

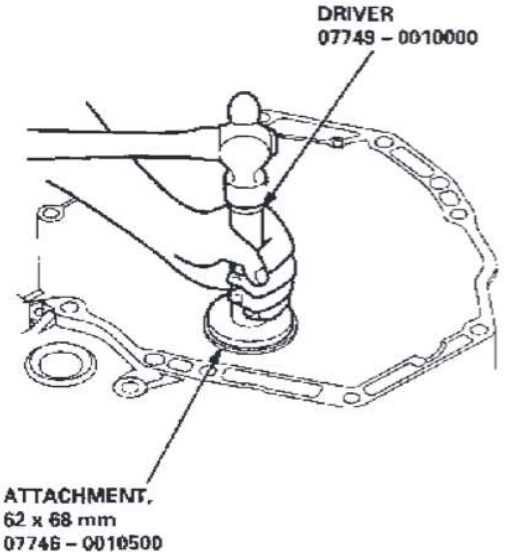
ACCORD BAXA & PRELUDE M6HA

TRANSMISSION CASE & HOUSING BEARINGS

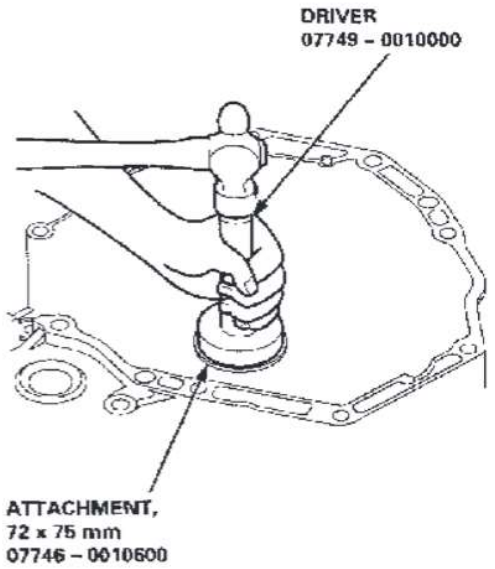
1. Remove the mainshaft bearing and oil seal using the special tools as shown.



2. Drive in the new mainshaft bearing until it bottoms in the housing using the special tools as shown.



3. Install the new oil seal flush with the housing using the special tools as shown.

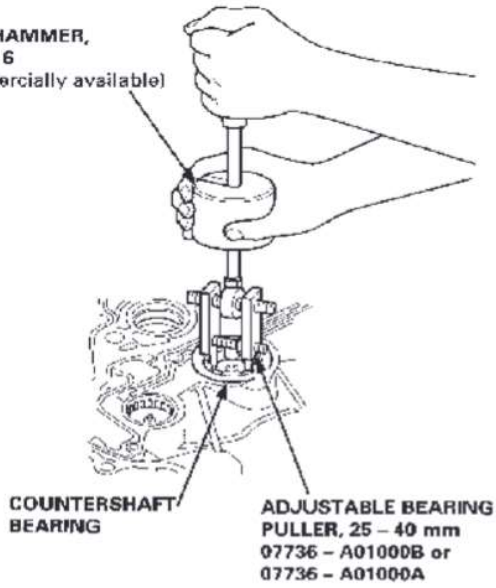


DISASSEMBLY, INSPECTION & REASSEMBLY

ACCORD BAXA & PRELUDE M6HA

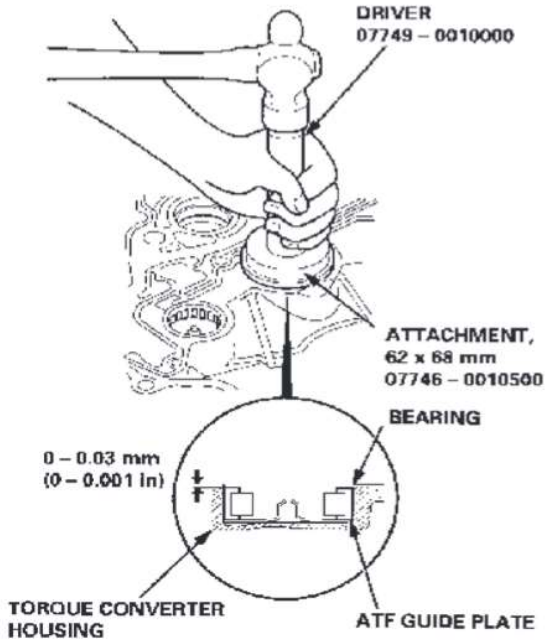
TRANSMISSION CASE & HOUSING BEARINGS

1. Remove the countershaft bearing using the special tool as shown.

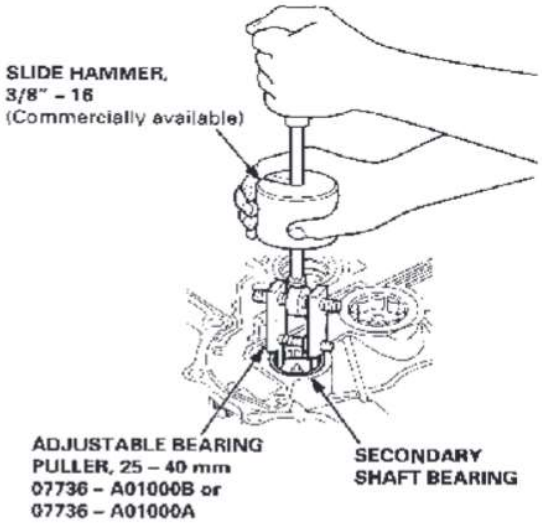


2. Install the ATF guide plate.

3. Install the new bearing into the housing using the special tools as shown.

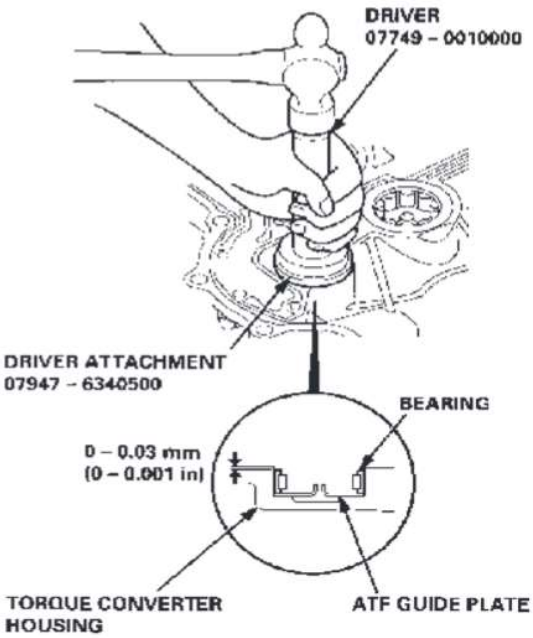


1. Remove the secondary shaft bearing using the special tool as shown.



2. Install the ATF guide plate.

3. Install the new bearing into the housing using the special tools as shown.



DISASSEMBLY, INSPECTION & REASSEMBLY

ACCORD BAXA & PRELUDE M6HA

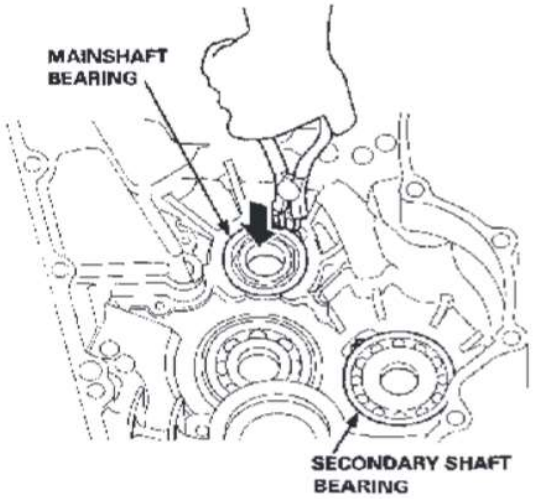
TRANSMISSION CASE & HOUSING BEARINGS

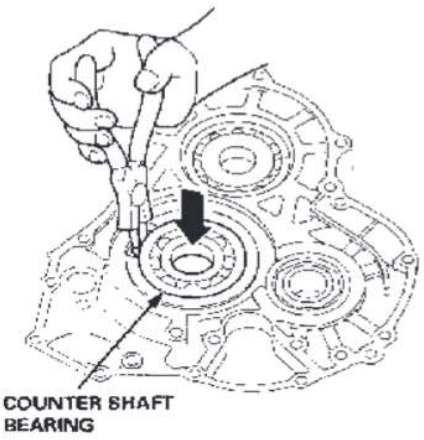
NOTE: Coat all parts with ATF before assembly.

1. To remove the mainshaft, countershaft, and secondary shaft bearings from the transmission housing, expand each snap ring with the snap ring pliers, then push the bearing out using the following special tools and a press.

   NOTE: Do not remove the snap rings unless it's necessary to clean the grooves in the housing.

   Special Tools Required:
   - **Driver (07749 – 0010000)**
   - **Mainshaft:**
     Driver Attachment, 58 mm (07JAD–PH80101)
   - **Countershaft and Secondary Shaft:**
     Attachment, 72 x 75 mm (07746 – 0010600)

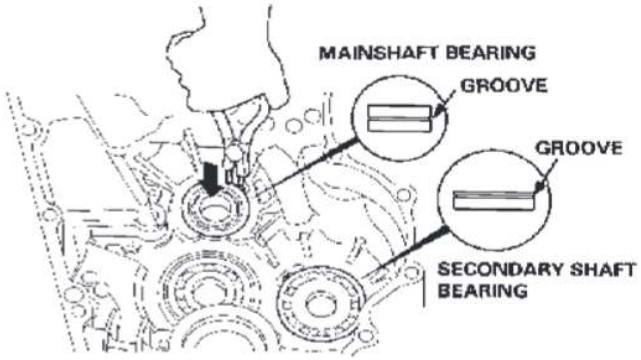




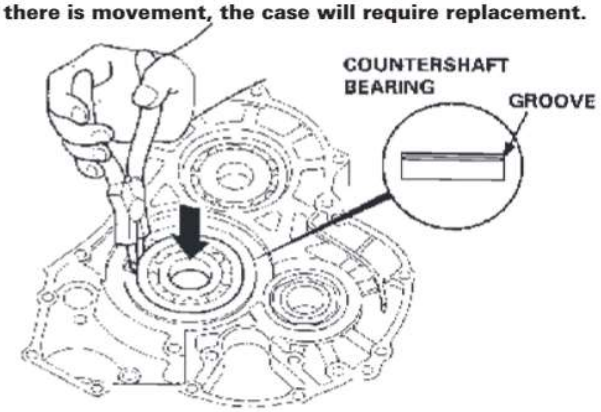
2. Install the bearings in the direction shown.

3. Expand each snap ring with the snap ring pliers, and insert the bearing part-way into the housing using the special tools and a press.

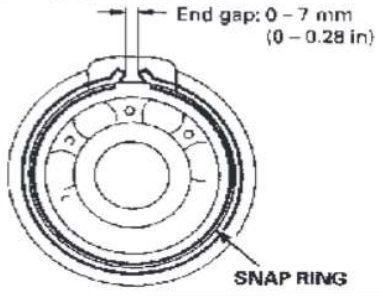
4. Release the pliers, then push the bearing down into the housing until the snap ring snaps in place around it.



NOTE:
After bearings are installed, make certain there is no up and down movement of the bearings in the case, if there is movement, the case will require replacement.



5. After installing the bearings verify the following:
   - The snap rings are seated in the bearing and housing grooves.
   - The ring end gaps are correct.



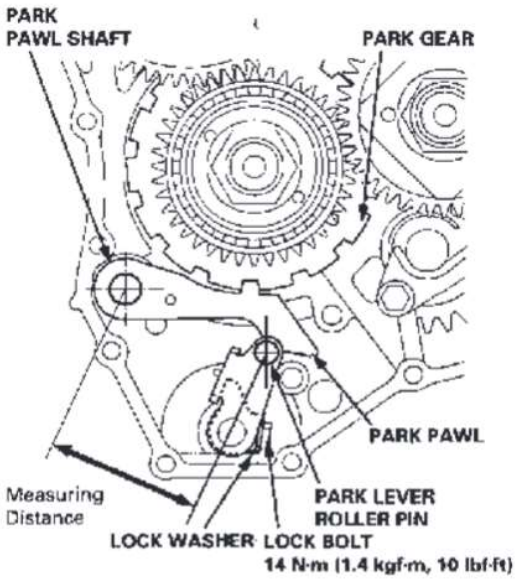
DISASSEMBLY, INSPECTION & REASSEMBLY

ACCORD BAXA & PRELUDE M6HA

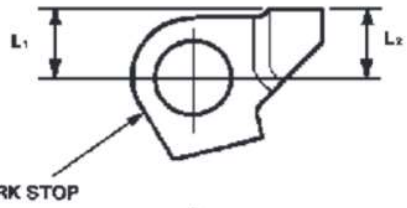
PARK MECHANISM

1. Set the park lever in the [P] position.
2. Measure the distance between the park pawl shaft and the park lever roller pin as shown.

   STANDARD: 69.5 – 70.5 mm (2.74 – 2.78 in)



3. If the measurement is out of tolerance, select and install the appropriate park stop from the table below.

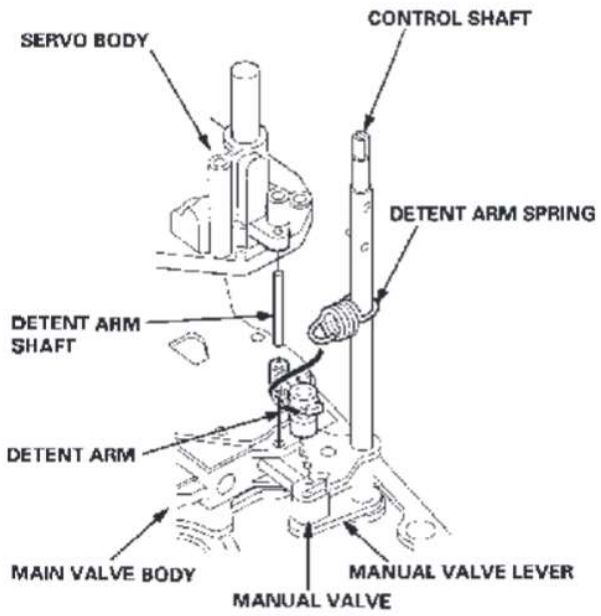


PARK STOP

Mark	Part Number	L_1	L_2
1	24537 – PA9 – 003	11.00 mm (0.433 in)	11.00 mm (0.433 in)
2	24538 – PA9 – 003	10.80 mm (0.425 in)	10.65 mm (0.419 in)
3	24539 – PA9 – 003	10.60 mm (0.417 in)	10.30 mm (0.406 in)

After replacing the park stop, make sure the distance is within tolerance.

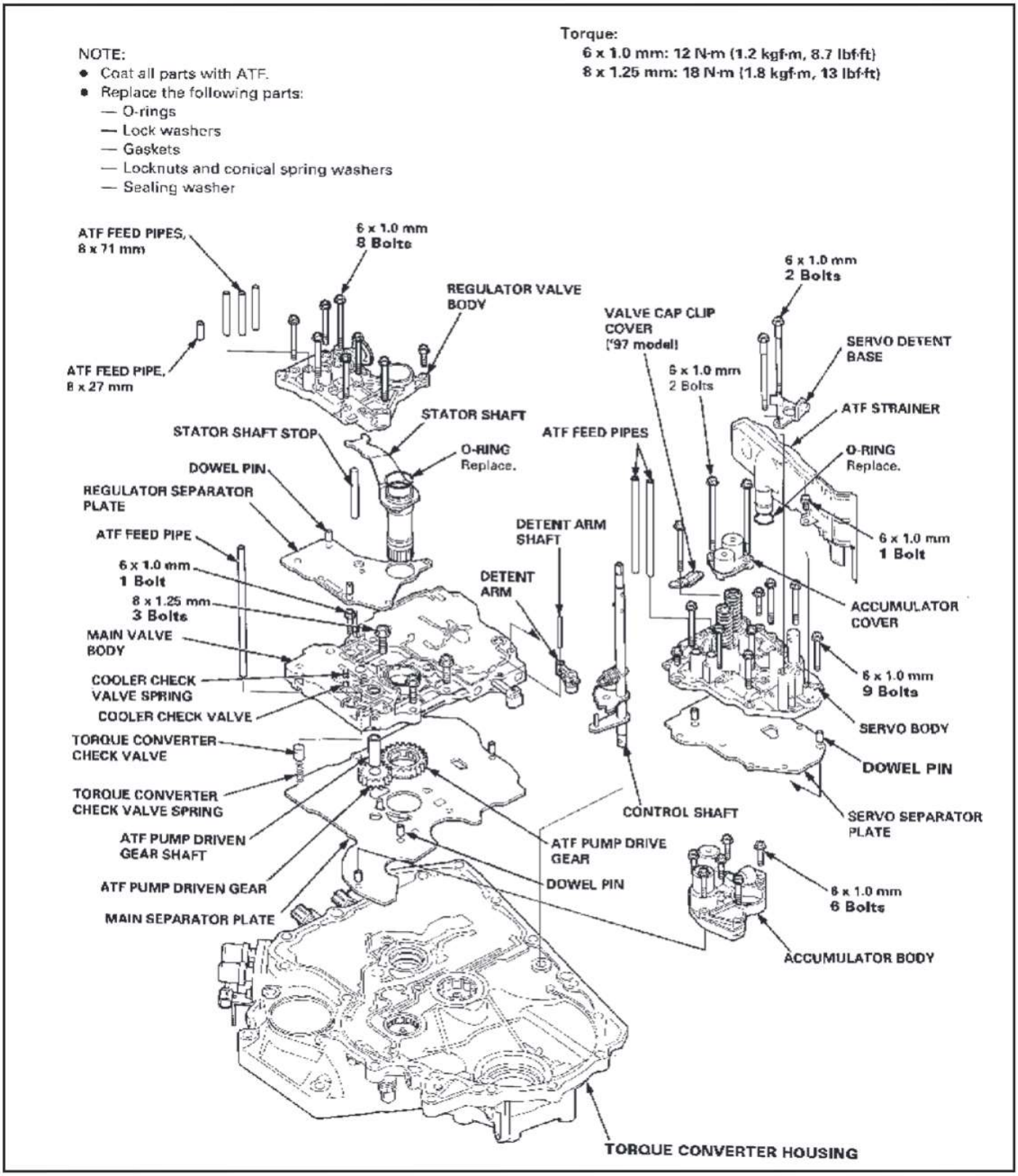
4. Install the cooler check valve and spring on the main valve body, then install the two dowel pins and the regulator separator plate.
5. Install the stator shaft and stator shaft stop.
6. Install the regulator valve body (eight bolts).
7. Install the two dowel pins and the servo separator plate on the main valve body.
8. Install the control shaft in the torque converter housing, then align the manual valve lever of the control shaft to the manual valve guide.
9. Install the detent arm and arm shaft in the main valve body, then hook the detent arm spring to the detent arm.



10. Install the servo body and valve cap clip cover ('97 model) (nine bolts).
11. Install the accumulator cover (two bolts).
12. Install the ATF strainer (one bolt).
13. Install the servo detent base (two bolts).
14. Install the accumulator body (six bolts).
15. Install the two ATF feed pipes in the servo body, four pipes in the regulator valve body, and one pipe in the main valve body.

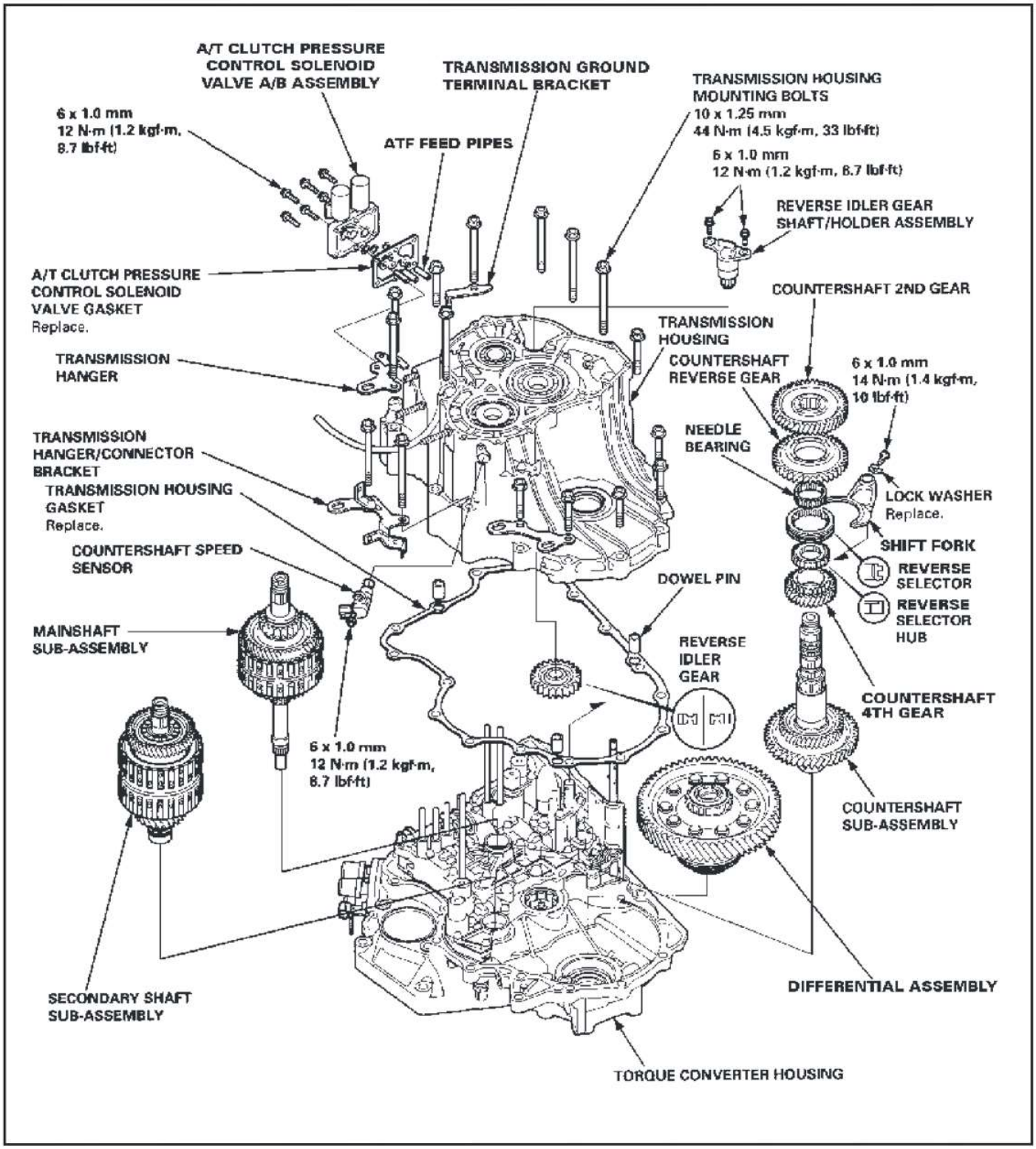
TRANSMISSION REASSEMBLY

ACCORD BAXA & PRELUDE M6HA



TRANSMISSION REASSEMBLY

ACCORD BAXA & PRELUDE M6HA



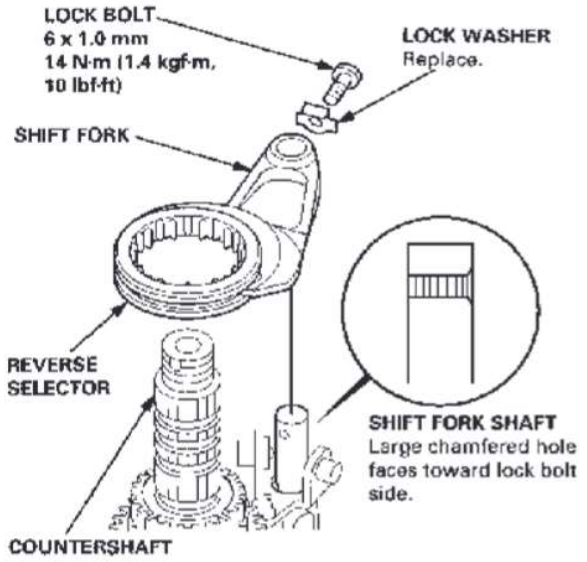
TRANSMISSION REASSEMBLY

ACCORD BAXA & PRELUDE M6HA

16. Install the differential assembly, countershaft sub-assembly, mainshaft sub-assembly, and secondary shaft sub-assembly in the torque converter housing.

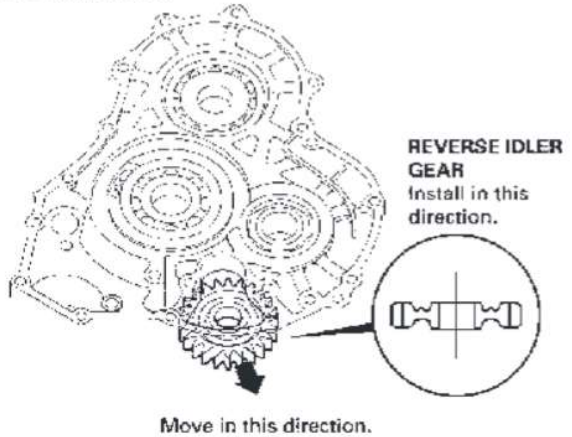
17. Install the countershaft 4th gear and reverse selector hub on the countershaft.

18. Turn the shift fork shaft so the large chamfered hole is facing the fork bolt hole. Then install the shift fork and reverse selector together on the shift fork shaft and countershaft. Secure the shift fork to the shift fork shaft with the lock bolt and a new lock washer, then bend the lock washer against the bolt head.

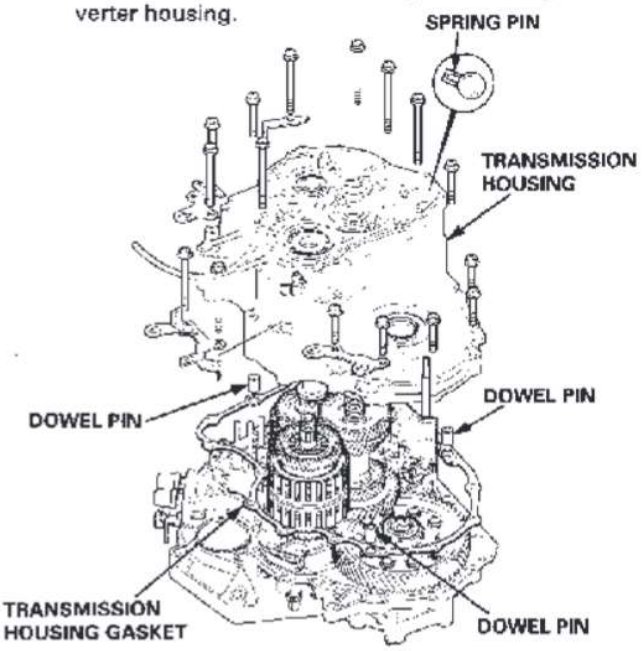


19. Install the needle bearing, countershaft reverse gear, and countershaft 2nd gear on the countershaft.

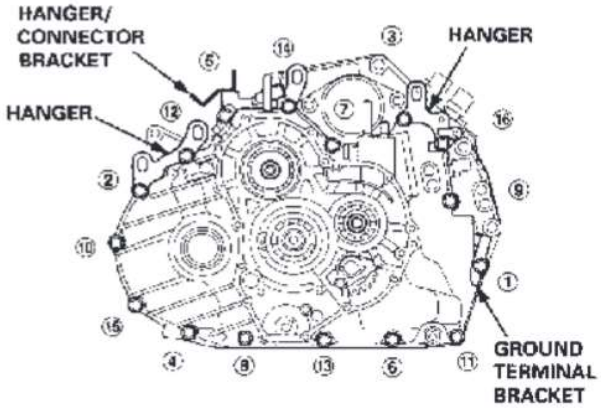
20. Install the reverse idler gear in the transmission housing in the direction shown, then move it the direction shown.



21. Align the spring pin of the control shaft with the transmission housing groove by turning the control shaft.
22. Install three dowel pins and a new gasket on the torque converter housing.
23. Place the transmission housing on the torque converter housing.



24. Install the transmission housing mounting bolts along with the transmission hanger/connector bracket, transmission hangers, and transmission ground terminal bracket. Tighten the bolts in two or more steps in the sequence shown.

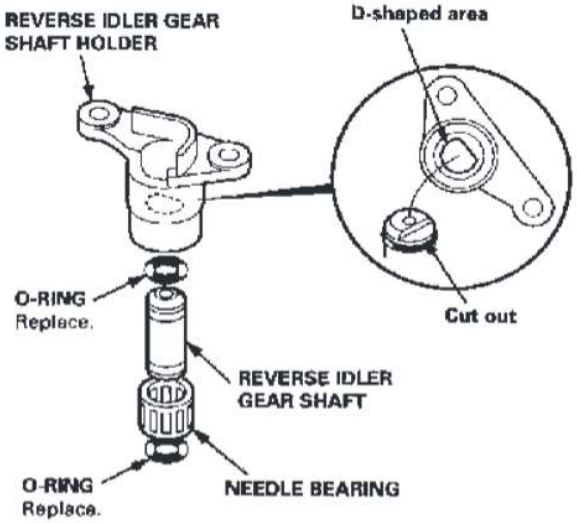


25. Install the countershaft speed sensor on the transmission housing.
26. Install the A/T clutch pressure control solenoid valve A/B assembly, three ATF feed pipes, new O-rings, and a new gasket on the transmission housing.

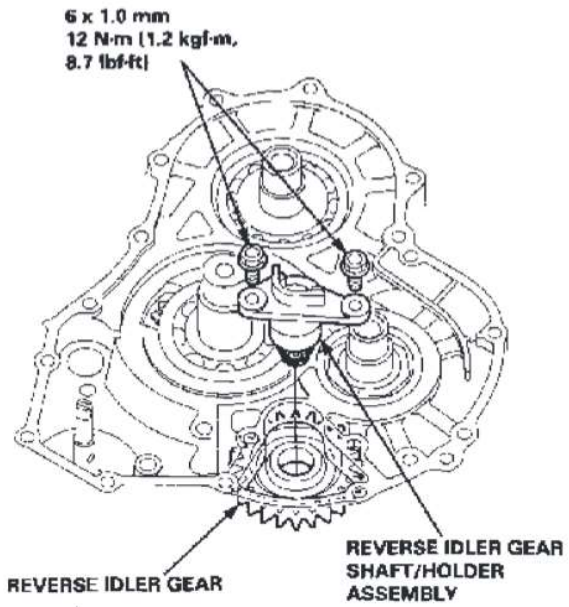
TRANSMISSION REASSEMBLY

ACCORD BAXA & PRELUDE M6HA

27. Coat the reverse idler gear shaft, needle bearing, and new O-rings with lithium grease lightly. Assemble the new O-rings and needle bearing on the reverse idler gear shaft, then install the reverse idler gear shaft in the reverse idler gear shaft holder, aligning the D-shaped cut out of the shaft with the D-shaped area of the holder.

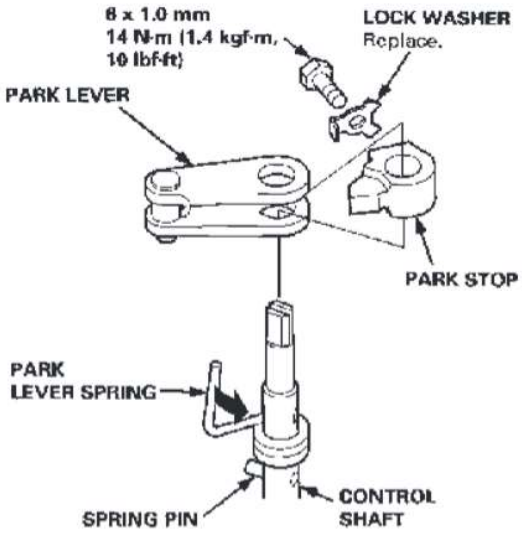


28. Engage the reverse idler gear with the counter shaft reverse gear and mainshaft reverse gear, then install the reverse idler gear shaft/holder assembly on the transmission housing.



29. Install the park lever on the control shaft, then install the lock bolt with a new lock washer.

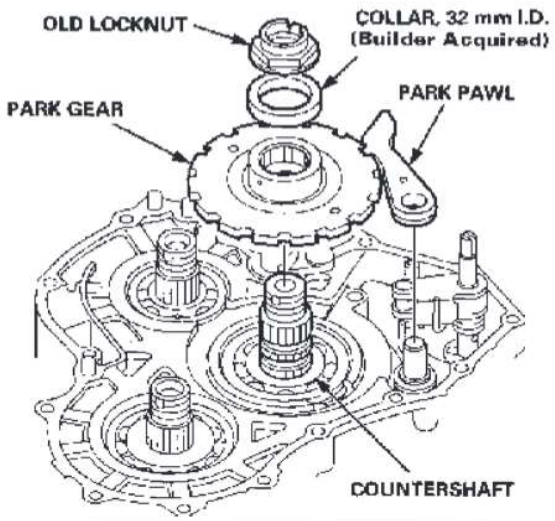
NOTE: Do not bend the lock tab of the lock washer in this step; bend it after checking the park pawl engagement in step 50.



30. Coat the following parts with ATF:
- Splines of the countershaft, the park gear, and the old locknut.
- Threads of the countershaft and the old locknut.
- Old conical spring washer.

31. Install the park gear using the old locknut and a collar. Hold the park pawl to engage with the park gear, then tighten the old locknut until the shaft splines come out slightly over the park gear splines.

NOTE: Do not use an impact wrench.



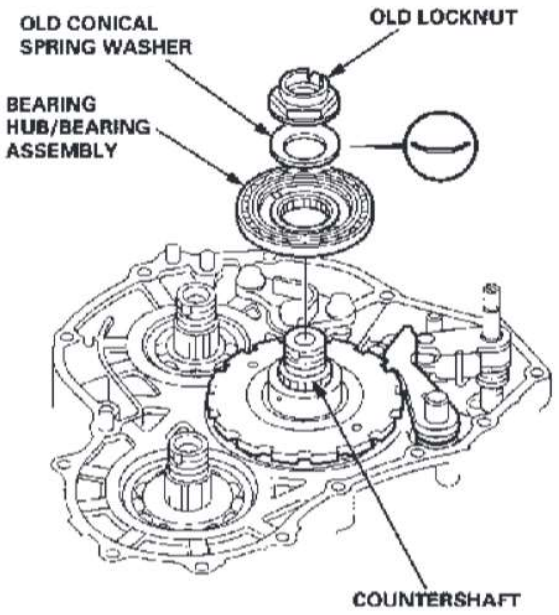
TRANSMISSION REASSEMBLY

ACCORD BAXA & PRELUDE M6HA

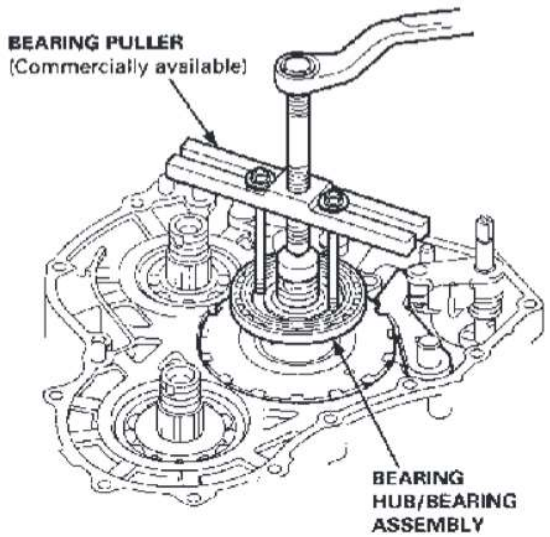
32. Remove the locknut and the collar, then install only the bearing hub/bearing assembly and old conical spring washer. Tighten the old locknut to seat the park gear to the specified torque, then remove the locknut and conical spring washer.

TORQUE: 226 N·m (23.0 kgf·m, 166 lbf·ft)

NOTE: Do not use an impact wrench. Always use a torque wrench to tighten the locknut.



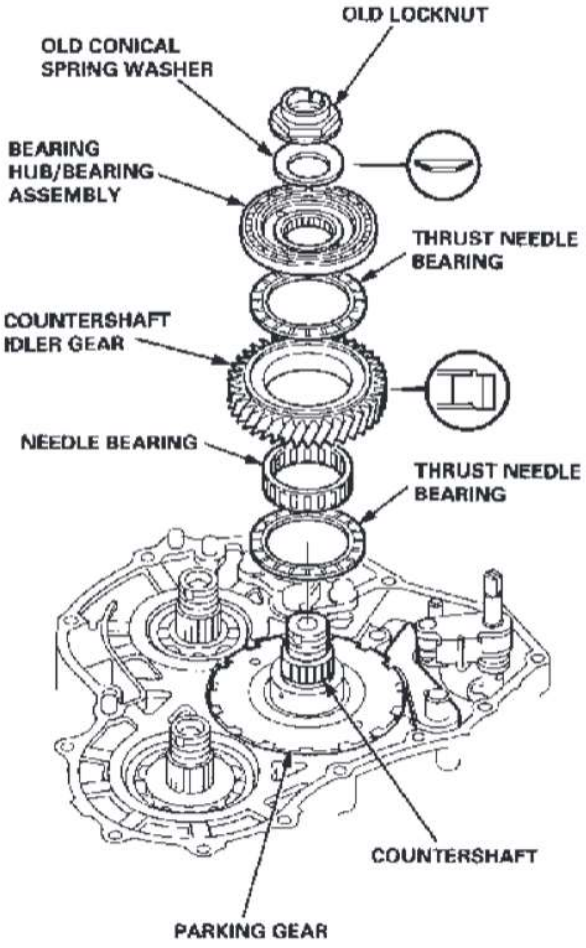
33. Remove the bearing hub/bearing assembly using a puller as shown.



34. Install the thrust needle bearing, needle bearing, countershaft idler gear, thrust needle bearing, bearing hub/bearing assembly, and the old conical spring washer. Then tighten the old locknut to seat the bearing hub/bearing assembly to the specified torque.

TORQUE: 167 N·m (17.0 kgf·m, 123 lbf·ft)

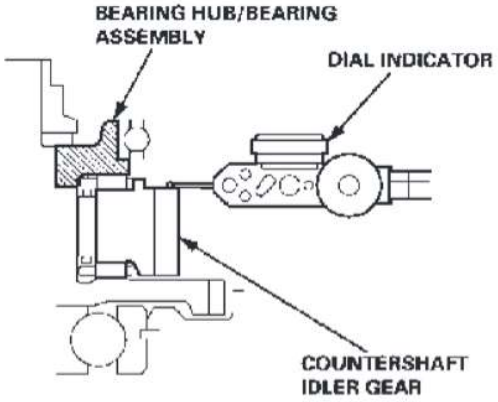
NOTE: Do not use an impact wrench. Always use a torque wrench to tighten the locknut.



TRANSMISSION REASSEMBLY

ACCORD BAXA & PRELUDE M6HA

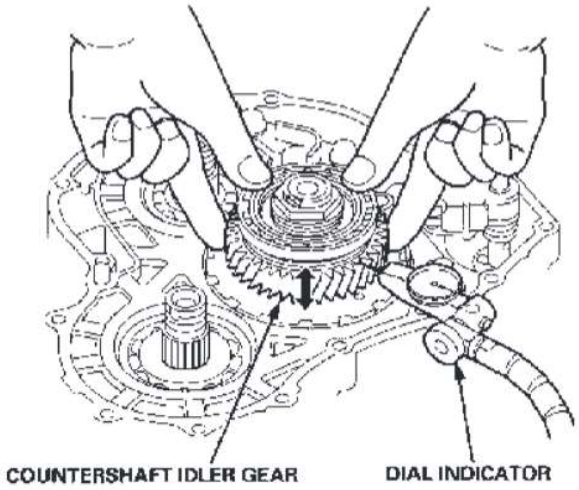
35. Set the dial indicator to the countershaft idler gear as shown.



36. Measure the countershaft idler gear axial clearance while moving the countershaft idler gear.

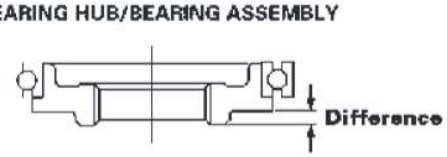
STANDARD: 0.015 – 0.045 mm (0.0006 – 0.0018 in)

NOTE: Take measurements in at least three places, and use the average as the actual clearance.



37. If the clearance is out of tolerance, remove the bearing hub/bearing assembly using a puller.

38. Select and install the new bearing hub/bearing assembly, then recheck.



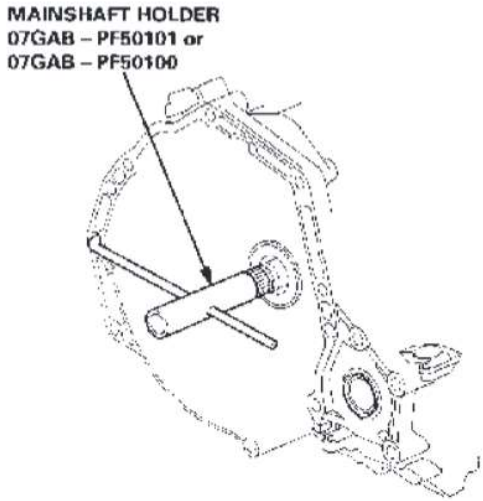
BEARING HUB

Mark	Part Number	Difference
A	90520 – P6H–000	3.503 mm (0.1379 in)
B	90521 – P6H–000	3.490 mm (0.1374 in)
C	90522 – P6H–000	3.477 mm (0.1369 in)
D	90523 – P6H–000	3.464 mm (0.1364 in)

39. After replacing the bearing hub/bearing assembly, make sure the clearance is within tolerance.

40. Remove the old locknut and old conical spring washer from the countershaft.

41. Install the special tool onto the mainshaft as shown.



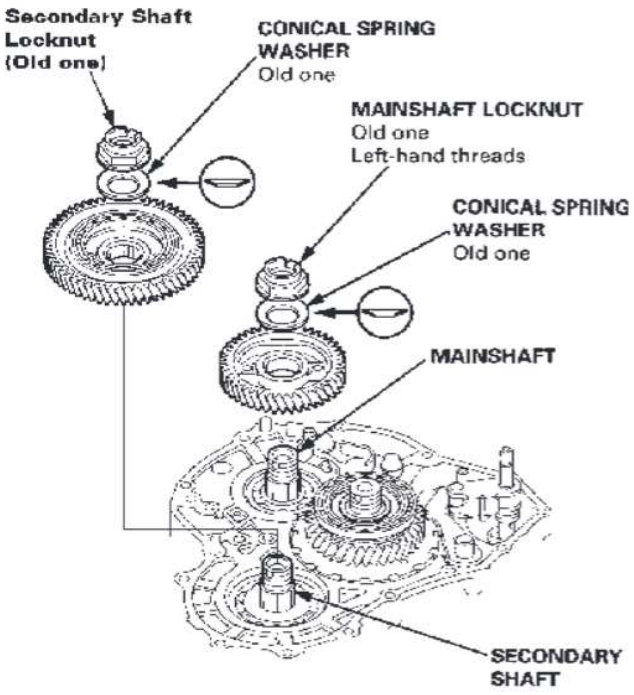
TRANSMISSION REASSEMBLY

ACCORD BAXA & PRELUDE M6HA

42. Lubricate the following parts with ATF:
    - Splines of the mainshaft, secondary shaft, and idler gears.
    - Threads of the mainshaft and secondary shaft.
    - Threads of the old mainshaft and secondary shaft locknuts.
    - Old conical spring washers.

43. Install the mainshaft idler gear and the old conical spring washer on the mainshaft. Tighten the old locknut to seat the mainshaft idler gear to 226 N·m (23.0 kgf·m, 166 lbf·ft).

    NOTE:
    - Do not use an impact wrench; always use a torque wrench to tighten the locknut.
    - Mainshaft locknut has left-hand threads.



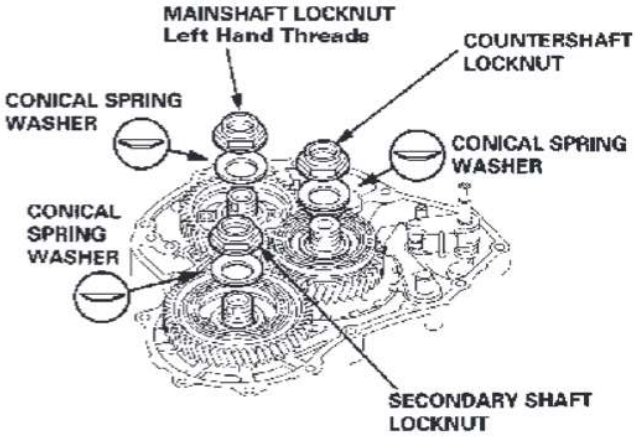
44. Install the secondary shaft idler gear and the old conical spring washer on the secondary shaft. Tighten the old locknut to seat the secondary shaft idler gear to 226 N·m (23.0 kgf·m, 166 lbf·ft).

    NOTE: Do not use an impact wrench; always use a torque wrench to tighten the locknut.

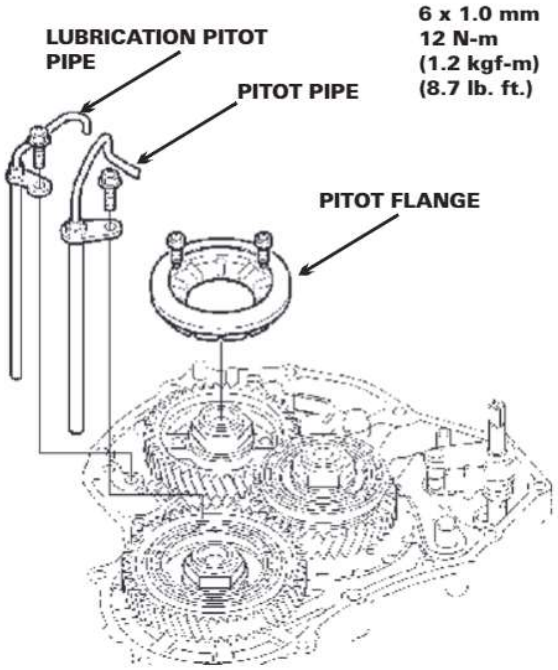
45. Remove the old locknuts and old conical spring washers from the mainshaft and secondary shaft.

46. Lubricate the threads of the each shaft, new locknuts, and new conical spring washers with ATF.

47. Install the new conical spring washers in the direction shown, and install the new locknuts.



NOTE: For 2000 and later models, install the pitot flange on the mainshaft idler gear, then install the lubrication pitot pipe and the pitot pipe on the transmission housing.



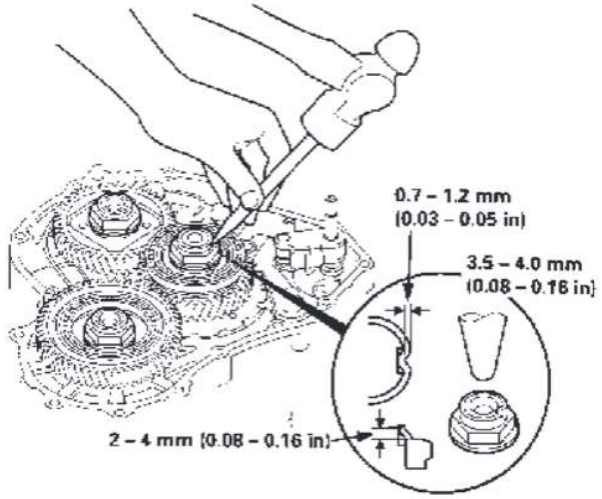
TRANSMISSION REASSEMBLY

ACCORD BAXA & PRELUDE M6HA

48. Tighten the locknuts to 167 N·m (17.0 kgf·m, 123 lbf·ft).

    NOTE:
    - Do not use an impact wrench; always use a torque wrench to tighten the locknut.
    - Mainshaft locknut has left-hand threads.

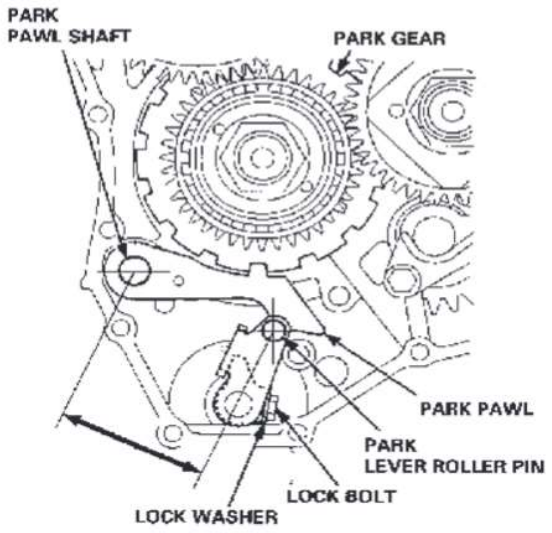
49. Stake each locknut into its shaft using a 3.5 mm punch as shown.



50. Set the park lever in the [P] position, then verify that the park pawl engages the park gear.

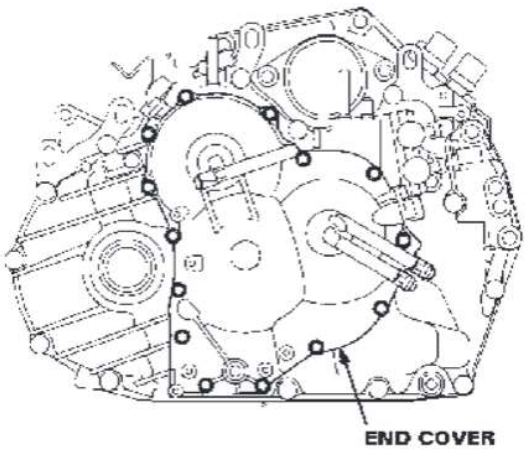
51. If the park pawl does not engage fully, check the distance between the park pawl shaft and the park lever roller pin.

52. Tighten the lock bolt, and bend the lock tab against the lock bolt head.

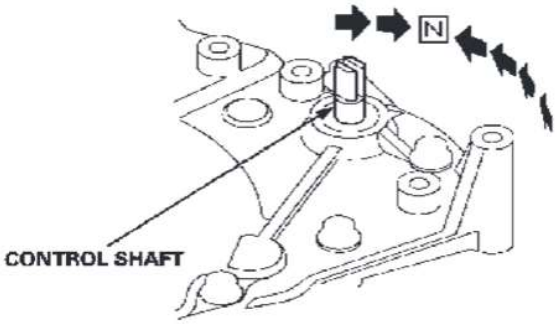


53. Install the end cover.

    TORQUE: 12 N·m (1.2 kgf·m, 8.7 lbf·ft)

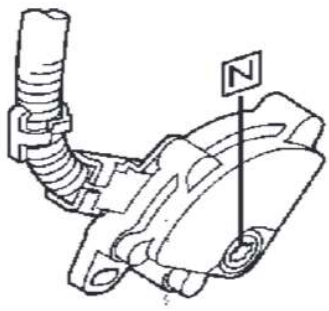


54. Set the control shaft in the [N] position by turning it.



55. Set the A/T gear position switch to [N] position.

    NOTE: The A/T gear position switch clicks in [N] position.



A/T GEAR POSITION SWITCH

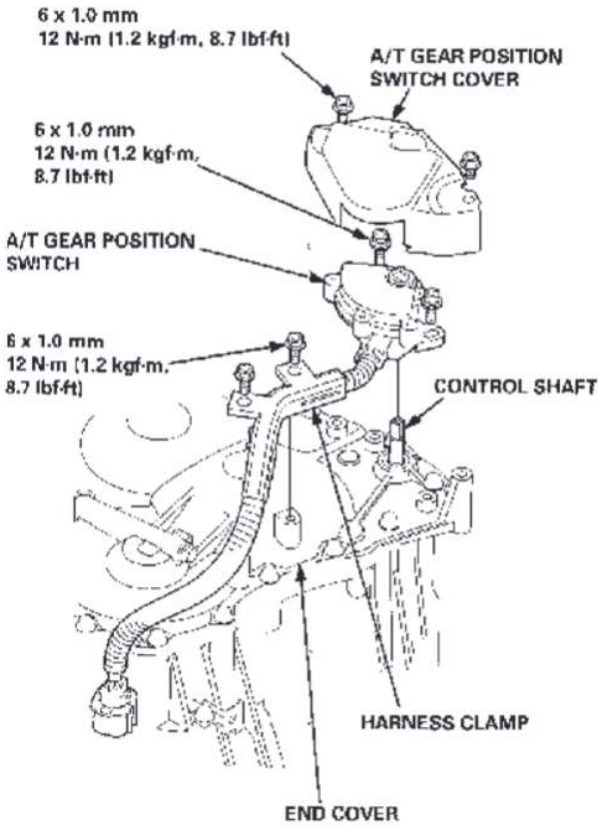
TRANSMISSION REASSEMBLY

ACCORD BAXA & PRELUDE M6HA

56. Install the A/T gear position switch on the control shaft, then secure it with the bolts.

    NOTE: Take care not to move the A/T gear position switch when tightening the bolts.

57. Install the A/T gear position switch cover, and secure the harness clamp on the end cover with the bolts.



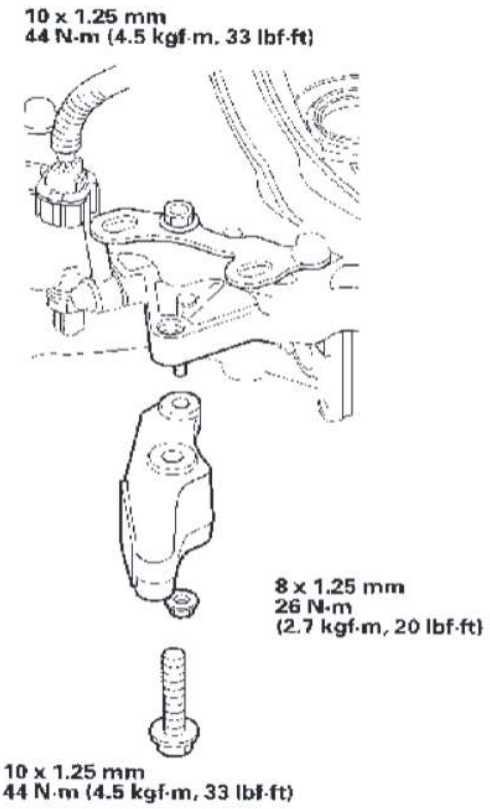
58. Install the ATF cooler lines with new sealing washers.

    TORQUE: 28 N·m (2.9 kgf·m, 21 lbf·ft)

59. Install the ATF dipstick.

For 2001 and later models:

60. Install the rear stiffener, then tighten the 10 x 1.25 mm bolt to the specified torque.

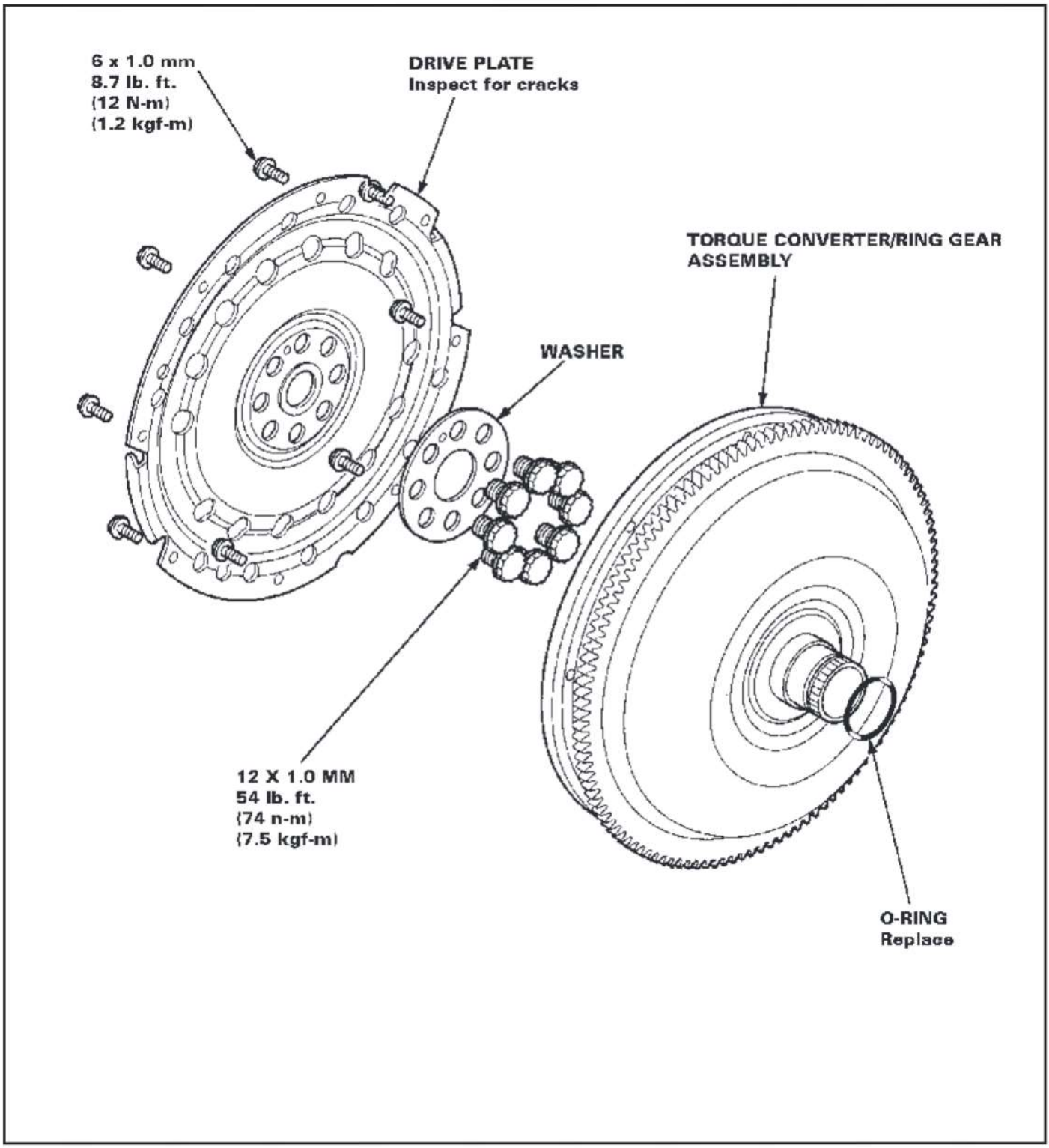


61. Secure the nut by your hand until it contacts the stiffener, then tighten it to the specified torque. If you can not tighten the nut to the stiffener surface by hand, replace the nut and the special bolt.

TRANSMISSION REASSEMBLY

ACCORD BAXA & PRELUDE M6HA

CONVERTER & DRIVE PLATE

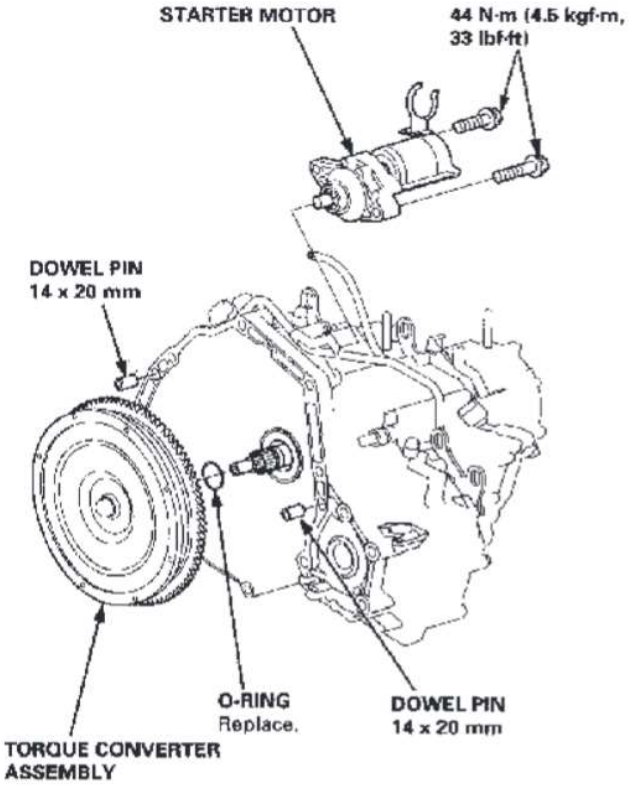


TRANSMISSION INSTALLATION

ACCORD BAXA & PRELUDE M6HA

1. Flush the ATF cooler.

2. Install the starter motor and the two 14 x 20 mm dowel pins on the torque converter housing.

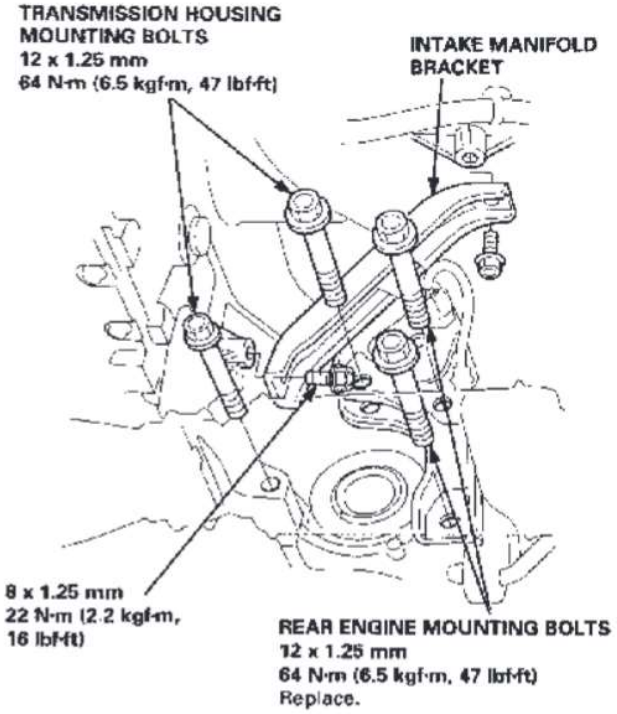


3. Install the torque converter assembly securely in the torque converter housing, over the mainshaft, with a new O-ring.

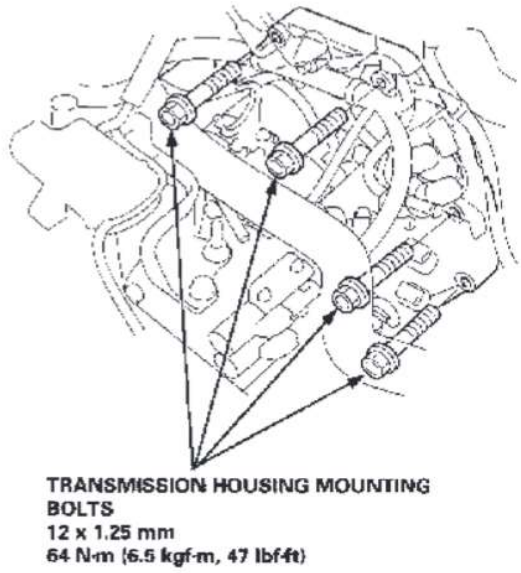
   CAUTION: While installing the torque converter assembly in the torque converter housing, be sure not to allow dust or other foreign particles to enter the transmission.

4. Place the transmission on a jack, and raise it to the engine assembly level.

5. Attach the transmission to the engine, then install the transmission housing mounting bolts, rear engine mounting bolts, and the intake manifold bracket bolts.



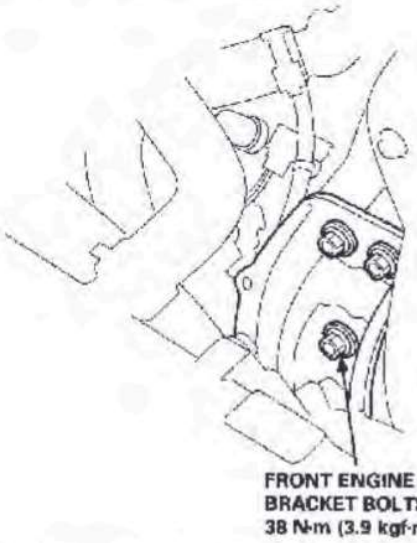
6. Install the remaining transmission housing mounting bolts.



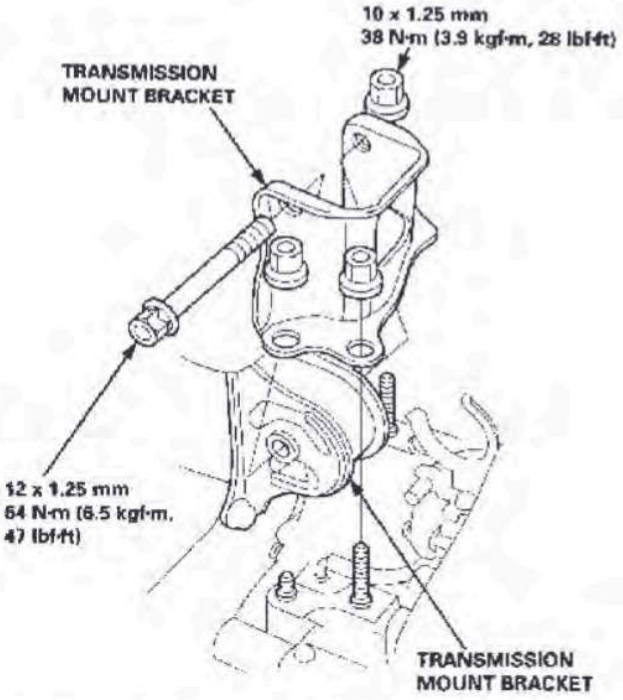
TRANSMISSION INSTALLATION

ACCORD BAXA & PRELUDE M6HA

7. Tighten the front engine mount bracket bolts to the specified torque.



8. Install the transmission mount bracket. Tighten the bolt loosely, tighten the nuts to the specified torque, then tighten the bolt to the specified torque.

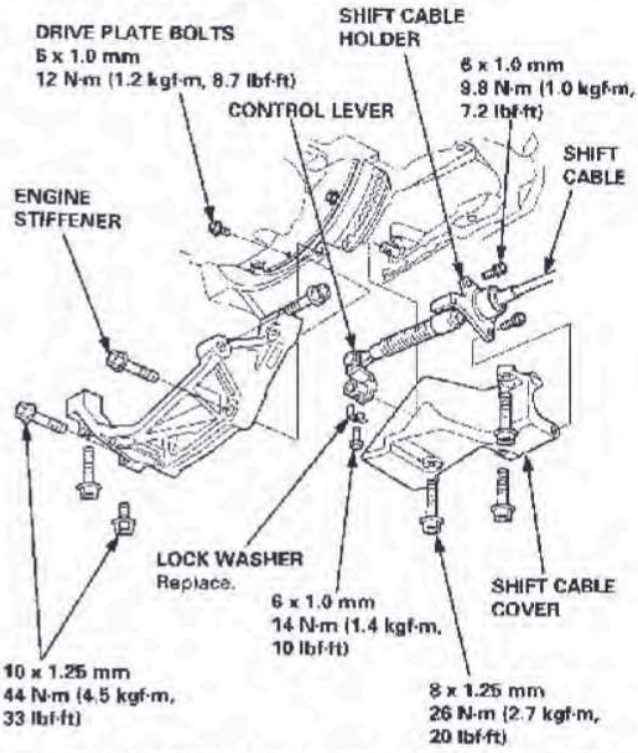


9. Remove the transmission jack

10. Attach the torque converter to the drive plate with eight drive plate bolts and torque:
Rotate the crankshaft pulley as necessary to tighten the bolts to 1/2 of the specified torque, then to the final torque, in a crisscross pattern. After tightening the last bolt, check that the crankshaft rotates freely.

11. Tighten the crankshaft pulley bolt.

12. Install the engine stiffener.



13. Install the control lever with the shift cable on the control shaft.

NOTE: Do not bend the shift cable excessively when installing the control lever.

14. Install the lock bolt with a new lock washer, then bend the lock washer tab against the bolt.

15. Install the shift cable cover, then install the shift cable holder on the shift cable cover.

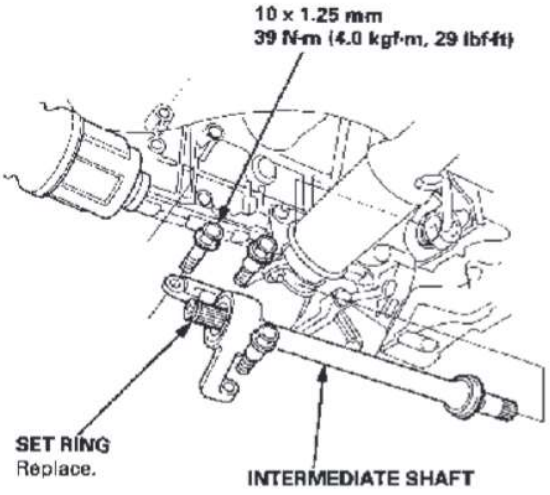
NOTE: To prevent damage to the control lever joint, be sure to install the shift cable holder after installing the shift cable cover.

TRANSMISSION INSTALLATION

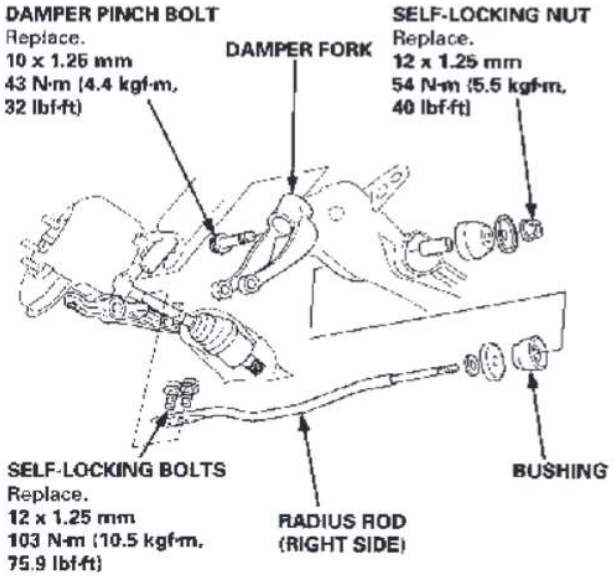
ACCORD BAXA & PRELUDE M6HA

16. Install the intermediate shaft with a new set ring.

CAUTION: While installing the intermediate shaft in the differential, be sure not to allow dust or other foreign particles to enter the transmission.



17. Install the right radius rod and damper fork. If the radius rods bushings are worn or damaged, replace them.



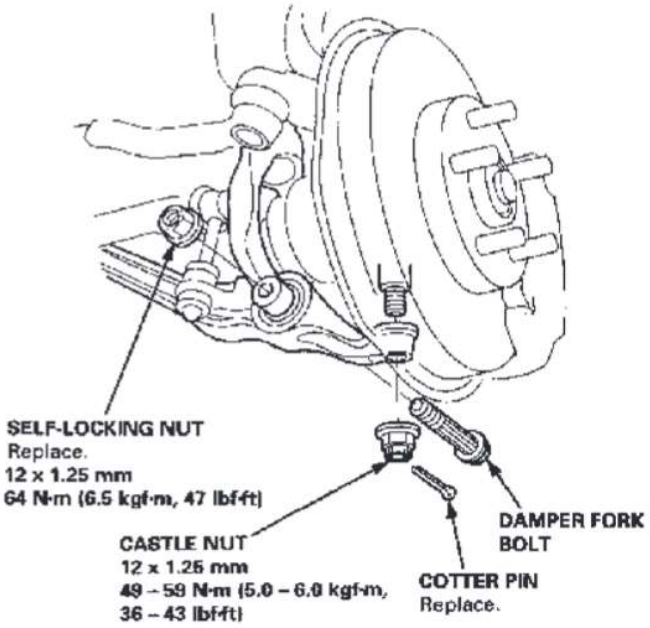
18. Install new set ring on the right driveshaft.

19. Install the right and left driveshafts.

CAUTION: While installing the driveshaft(s) in the differential, be sure not to allow dust or other foreign particles to enter the transmission.

NOTE: Turn the right and left steering knuckles fully outward, and slide the driveshafts into the differential and intermediate shaft until you feel the set rings engage the side gear and the intermediate shaft.

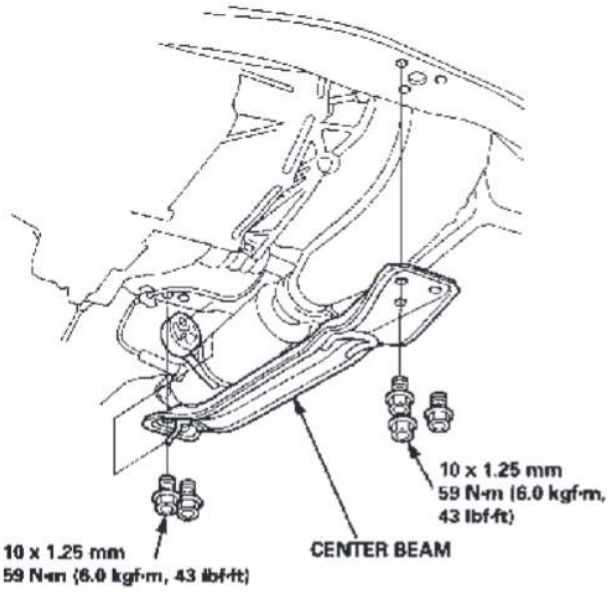
20. Install the damper fork to the lower arm. Then install the ball joint to the lower arm. Use the castle nuts with new cotter pins.



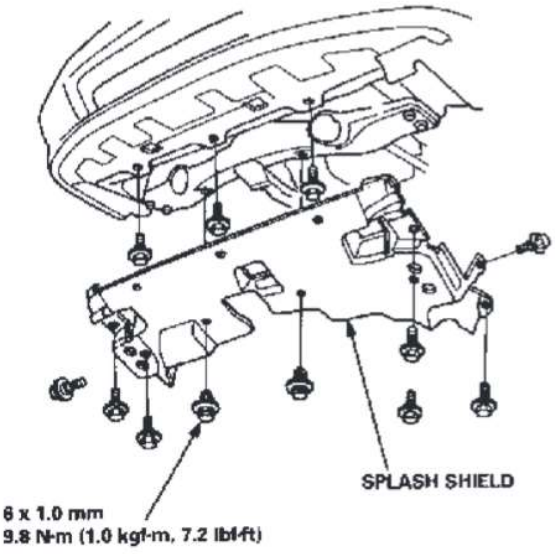
TRANSMISSION INSTALLATION

ACCORD BAXA & PRELUDE M6HA

21. Install the center beam.

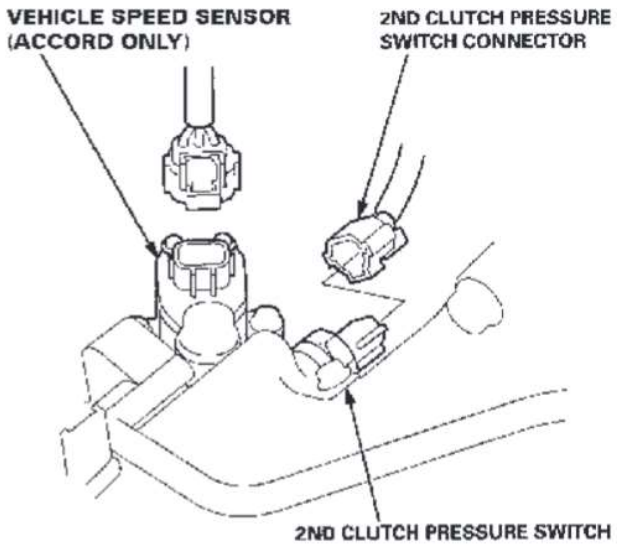


22. Install the splash shield.

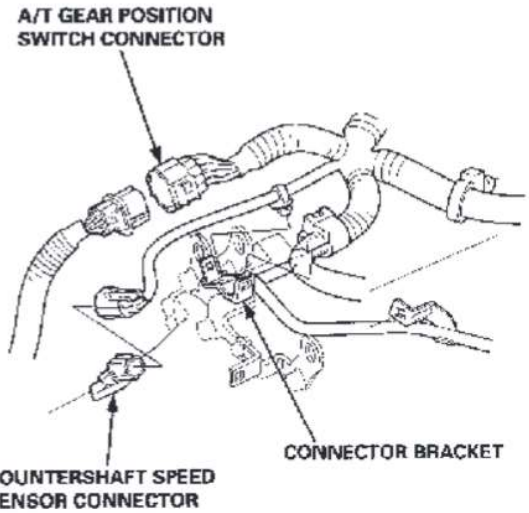


23. Connect the Vehicle Speed Sensorconnector (ACCORD ONLY), and the 2nd clutch switch connector

NOTE: Do not allow water, fluid, oil, dust, or other foreign particles to enter the connectors.



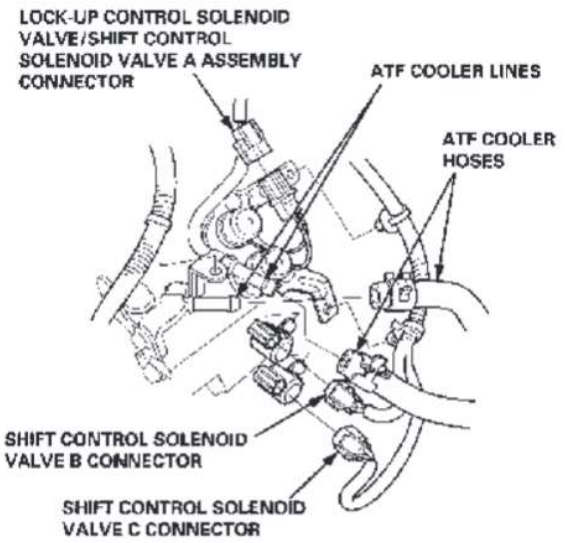
24. Connect the countershaft speed sensor connector, and the A/T gear position switch connector, then install the connector and clamps on the connector bracket.



TRANSMISSION INSTALLATION

ACCORD BAXA & PRELUDE M6HA

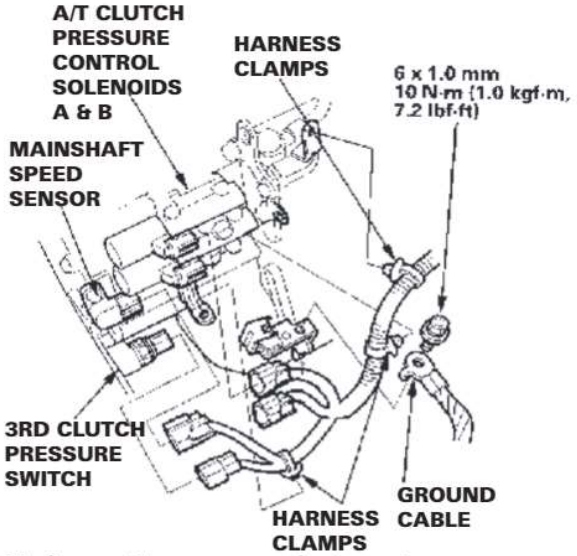
25. Connect the shift control solenoid valve B and C connectors.



26. Connect the ATF cooler hoses to the ATF cooler lines.

27. Connect the lock-up control solenoid valve/shift control solenoid valve A assembly connector.

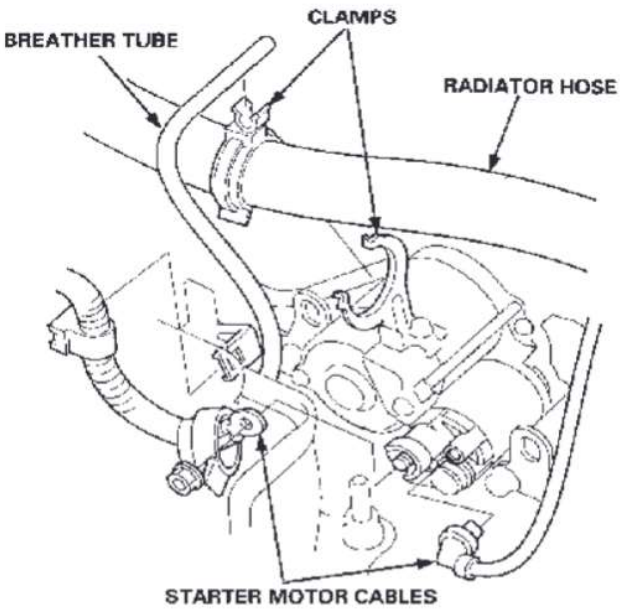
28. Install the transmission ground cable terminal on the terminal bracket.



29. Connect the connectors to the mainshaft speed sensor, A/T clutch pressure control solenoid valves A and B and 3rd clutch pressure switch and install the harness clamps on the clamp brackets. Do not allow water, fluid, oil, dust, or other foreign particles to get inside the 3rd clutch pressure switch connector.

30. Connect the starter motor cables.

NOTE: When installing the starter motor cables, make sure the crimped side of the ring terminal is facing out.



31. Install the breather tube and radiator hose on their clamps.

32. Install the battery base bracket and battery base.

33. Install the battery cable bracket on the battery base, and install the ground terminal on the body.

34. Install the battery tray and battery, then secure the battery with its hold-down bracket.

35. Install the intake air duct and air cleaner housing assembly.

36. Refill the transmission with ATF.

37. Connect the battery positive and negative cables to the battery terminals.

38. Set the parking brake. Start the engine, and shift the transmission through all gears three times. Check the shift lever operation and the A/T gear position indicator operation.

39. Check and adjust the front wheel alignment.

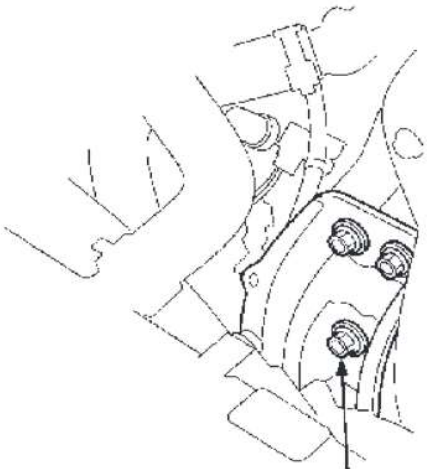
TRANSMISSION INSTALLATION

ACCORD BAXA & PRELUDE M6HA

40. Let the engine reach normal operating temperature (the radiator fan comes on) with the transmission in [N] or [P] position, then turn it off and check the ATF level.

41. Road test vehicle and check for proper transmission operation.

42. Loosen the front engine mount bracket bolts after the road test, and retighten them to the specified torque.

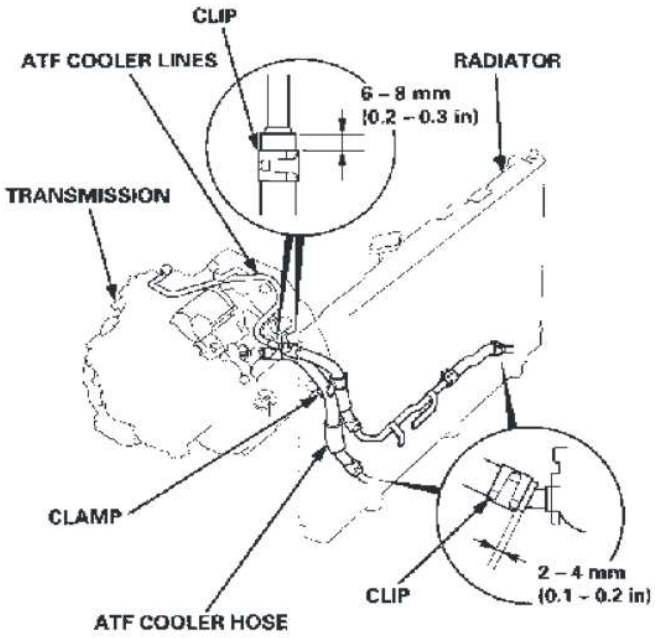


FRONT ENGINE MOUNT BRACKET BOLTS
38 N·m (3.9 kgf-m, 28 lbf-ft)

43. Enter the anti-theft code for the radio, then enter the customer's radio station presets.

COOLER LINE CONNECTIONS

Connect the cooler hoses to the lines and the ATF cooler, and secure them with the clips as shown.



SPECIFICATIONS

ACCORD BAXA

Item	Measurement	Qualification	Standard or New	Service Limit
ATF (Automatic Transmission Fluid)	Capacity	Honda ATF-Z1	For fluid change: 2.5 ℓ (2.6 US qt, 2.2 Imp qt) For overhaul: 6.1 ℓ (6.4 US qt, 5.4 Imp qt)	
ATF pressure	Line pressure	At 2,000 rpm in N or P position	850—910 kPa (8.7 9.3 kgf/cm², 120—130 psi)	800 kPa (8.2 kgf/cm², 120 psi)
	4th clutch pressure	At 2,000 rpm in D4 position	840—920 kPa (8.6—9.4 kgf/cm², 120 130 psi)	790 kPa (8.1 kgf/cm², 120 psi)
	3rd clutch pressure	At 2,000 rpm in D3 position	840—920 kPa (8.6—9.4 kgf/cm², 120—130 psi)	790 kPa (8.1 kgf/cm², 120 psi)
	2nd clutch pressure	At 2,000 rpm in 2 position	840—920 kPa (8.6—9.4 kgf/cm², 120—130 psi)	790 kPa (8.1 kgf/cm², 120 psi)
	1st clutch pressure	At 2,000 rpm in 1 position	840—920 kPa (8.6—9.4 kgf/cm², 120—130 psi)	790 kPa (8.1 kgf/cm², 120 psi)
Stall speed	Check with vehicle on level ground	F23A1/F23A4 engines		2,400—2,700 rpm
		F23A5 engine		2,350—2,650 rpm
Clutches	Clutch end plate-to-top disc clearance	1st		1.15 1.35 mm (0.045 0.053 in.)
		2nd		0.7—0.9 mm (0.028—0.035 in.)
		3rd		0.6—0.8 mm (0.024—0.031 in.)
		4th		0.4—0.6 mm (0.016—0.024 in.)
	Clutch return spring free length	1st, 2nd	45.7 mm (1.80 in.)	43.7 mm (1.72 in.)
		3rd, 4th	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	2.0 mm (0.079 in.)	When discolored
		2nd	2.3 mm (0.091 in.)	When discolored
		3rd	2.6 mm (0.102 in.)	When discolored
		4th	2.3 mm (0.091 in.)	When discolored
	1st and 2nd clutch end plate thickness	Mark 1	3.10 mm (0.122 in.)	When discolored
		Mark 2	3.20 mm (0.126 in.)	When discolored
		Mark 3	3.30 mm (0.130 in.)	When discolored
		Mark 4	3.40 mm (0.134 in.)	When discolored
		Mark 6	2.60 mm (0.102 in.)	When discolored
		Mark 7	2.70 mm (0.106 in.)	When discolored
		Mark 8	2.80 mm (0.110 in.)	When discolored
		Mark 9	2.90 mm (0.114 in.)	When discolored
		Mark 0	3.00 mm (0.118 in.)	When discolored
	3rd and 4th clutch end plate thickness	Mark 1	2.10 mm (0.083 in.)	When discolored
		Mark 2	2.20 mm (0.087 in.)	When discolored
		Mark 3	2.30 mm (0.091 in.)	When discolored
		Mark 4	2.40 mm (0.094 in.)	When discolored
		Mark 5	2.50 mm (0.098 in.)	When discolored
		Mark 6	2.60 mm (0.102 in.)	When discolored
		Mark 7	2.70 mm (0.106 in.)	When discolored
		Mark 8	2.80 mm (0.110 in.)	When discolored
		Mark 9	2.90 mm (0.114 in.)	When discolored

SPECIFICATIONS

ACCORD BAXA

Item	Measurement	Qualification	Standard or New	Service Limit
Valve body	Stator shaft needle bearing contact I.D.	Torque converter side	27.000—27.021 mm (1.0630—1.0638 in.)	When worn or damaged
		ATF pump side	29.000—29.021 mm (1.1417—1.1426 in.)	When worn or damaged
	ATF pump gear thrust clearance		0.03—0.05 mm (0.001—0.002 in.)	0.07 mm (0.003 in.)
	ATF pump gear-to-body clearance	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—13.99 mm (0.5504—0.5508 in.)	When worn or damaged
Reverse shift fork	Fork finger thickness		5.60—6.00 mm (0.220—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.		32.000—32.013 mm (1.2598—1.2604 in.)	32.050 mm (1.2618 in.)
Accumulator body	Sealing ring contact I.D.		35.000—35.025 mm (1.3780—1.3789 in.)	35.05 mm (1.3799 in.)
Stator shaft	Sealing ring contact I.D.		29.000—29.021 mm (1.1417—1.1426 in.)	29.050 mm (1.1437 in.)
Mainshaft	Diameter of needle bearing contact area	at stator shaft	22.984—23.000 mm (0.9049—0.9055 in.)	When worn or damaged
		at 3rd gear	55.975—55.991 mm (2.2037—2.2044 in.)	When worn or damaged
		at 4th gear collar	33.975—33.991 mm (1.3376—1.3382 in.)	When worn damaged
	I.D. of 3rd gear		61.000—61.019 mm (2.4016—2.4023 in.)	When worn or damaged
	I.D. of 4th gear		40.000—40.016 mm (1.5748—1.5754 in.)	When worn or damaged
	End play of 3rd gear		0.03—0.31 mm (0.001—0.012 in.)	———
	End play of 4th gear		0.10—0.22 mm (0.004—0.009 in.)	———
	41 x 72 mm thrust shim thickness	No. 1	6.35 mm (0.2500 in.)	When worn or damaged
		No. 2	6.40 mm (0.2520 in.)	When worn or damaged
		No. 3	6.45 mm (0.2539 in.)	When worn or damaged
		No. 4	6.50 mm (0.2559 in.)	When worn or damaged
		No. 5	6.55 mm (0.2579 in.)	When worn or damaged
		No. 6	6.60 mm (0.2598 in.)	When worn or damaged
	Thrust washer thickness	27 x 47 x 5 mm	5.00 mm (0.197 in.)	When worn or damaged
	Length of 4th gear collar		49.40—49.50 mm (1.9449—1.9448 in.)	———
	4th gear collar flange thickness		4.35—4.50 mm (0.171—0.177 in.)	When worn or damaged
	Sealing ring thickness	32 mm sealing ring	1.85—1.95 mm (0.073—0.077 in.)	1.800 mm (0.071 in.)
		29 mm sealing ring	1.85—1.95 mm (0.073—0.077 in.)	1.800 mm (0.071 in.)
	Width of sealing ring groove		2.025—2.060 mm (0.080—0.081 in.)	2.080 mm (0.082 in.)
	Clutch feed pipe O.D.	3rd clutch	5.97—5.98 mm (0.2350—0.2354 in.)	5.95 mm (0.2343 in.)
		4th clutch	11.47—11.48 mm (0.4516—0.4520 in.)	11.45 mm (0.4508 in.)
	Clutch feed pipe bushing I.D.	3rd clutch	6.018—6.030 mm (0.2369—0.2374 in.)	6.045 mm (0.2380 in.)
		4th clutch	11.500—11.518 mm (0.4528—0.4535 in.)	11.530 mm (0.4539 in.)

SPECIFICATIONS

ACCORD BAXA

Item	Measurement	Qualification	Standard or New	Service Limit
A/T differential carrier	Pinion shaft contact area I.D.		18.010—18.028 mm (0.7091—0.7098 in.)	———
	Carrier-to-pinion shaft clearance		0.023—0.057 mm (0.001—0.002 in.)	0.1 mm (0.004 in.)
	Driveshaft shaft contact area I.D.		28.025—28.045 mm (1.103—1.104 in.)	———
	Carrier-to-driveshaft clearance		0.045—0.086 mm (0.002—0.003 in.)	0.12 mm (0.005 in.)
	Tapered roller 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
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.)	———
	Pinion gear-to-pinion shaft clearance		0.055—0.095 mm (0.002—0.004 in.)	0.12 mm (0.005 in.)

Countershaft	Diameter of needle bearing contact area	at 4th gear	33.975—33.991 mm (1.3376—1.3382 in.)	When worn or damaged
		at 2nd gear	39.979—40.000 mm (1.5740—1.5748 in.)	When worn or damaged
		at park gear	41.964—41.980 mm (1.6521—1.6528 in.)	When worn or damaged
		at left end	36.005—36.015 mm (1.4175—1.4179 in.)	When worn or damaged
	I.D. of 4th gear		40.000—40.016 mm (1.5748—1.5754 in.)	When worn or damaged
	I.D. of idler gear		50.000—50.016 mm (1.9685—1.9691 in.)	When worn or damaged
	I.D. of reverse gear		46.000—46.016 mm (1.8110—1.8116 in.)	When worn or damaged
	End play of 1st gear		0.00—0.33 mm (0.000—0.013 in.)	———
	End play of 4th gear		0.04—0.28 mm (0.002—0.011 in.)	———
	End play of idler gear		0.015—0.045 mm (0.0006—0.0018 in.)	———
	End play of reverse gear		0.10—0.25 mm (0.004—0.010 in.)	———
	Length of distance collar		50.42—50.46 mm (1.985—1.987 in.)	———
	Cotter thickness		1.99—2.02 mm (0.078—0.080 in.)	———
	Reverse selector hub O.D.		55.87—55.90 mm (2.1996—2.2008 in.)	When worn or damaged

SPECIFICATIONS

ACCORD BAXA

Item	Measurement	Qualification	Standard or New	Service Limit
Secondary shaft	Diameter of needle bearing contact area	at 1st gear	37.978—37.993 mm (1.4952—1.4958 in.)	When worn or damaged
		at 2nd gear	33.986—33.999 mm (1.3380—1.3385 in.)	When worn or damaged
	I.D. of 1st gear		44.000—44.016 mm (1.7323—1.7329 in.)	When worn or damaged
	I.D. of 2nd gear		40.000—40.016 mm (1.5748—1.5754 in.)	When worn or damaged
	End play of 1st gear		0.07—0.15 mm (0.003—0.006 in.)	———
	End play of 2nd gear		0.04—0.12 mm (0.002—0.005 in.)	———
	38 x 56.5 mm splined washer thickness	No. 1	6.85 mm (0.270 in.)	When worn or damaged
		No. 2	6.90 mm (0.272 in.)	When worn or damaged
		No. 3	6.95 mm (0.274 in.)	When worn or damaged
		No. 4	7.00 mm (0.276 in.)	When worn or damaged
		No. 5	7.05 mm (0.278 in.)	When worn or damaged
		No. 6	7.10 mm (0.280 in.)	When worn or damaged
	37 x 55 mm thrust shim thickness	No. 1	4.90 mm (0.193 in.)	When worn or damaged
		No. 2	4.95 mm (0.195 in.)	When worn or damaged
		No. 3	5.00 mm (0.197 in.)	When worn or damaged
		No. 4	5.05 mm (0.199 in.)	When worn or damaged
		No. 5	5.10 mm (0.201 in.)	When worn or damaged
		No. 6	5.15 mm (0.203 in.)	When worn or damaged
		No. 7	5.20 mm (0.205 in.)	When worn or damaged
	Cotter thickness		1.99—2.02 mm (0.078—0.080 in.)	———
	Sealing ring thickness		1.890—1.95 mm (0.074—0.077 in.)	1.800 mm (0.071 in.)
	Width of sealing ring groove		2.025—2.060 mm (0.080—0.081 in.)	2.080 mm (0.082 in.)
	Clutch feed pipe O.D.		7.97—7.98 mm (0.3138—0.3142 in.)	7.95 mm (0.3130 in.)
	Clutch feed pipe bushing I.D.		8.000—8.015 mm (0.3150—0.3156 in.)	8.030 mm (0.3161 in.)
Reverse idler gear	Diameter of needle bearing contact area	at reverse idler gear shaft	14.985—15.000 mm (0.5900—0.5906 in.)	When worn or damaged
	I.D.		20.007—20.020 mm (0.7877—0.7882 in.)	When worn or damaged
	End play		0.20—0.55 mm (0.008—0.022 in.)	———
	I.D. of reverse idler gear shaft holder		14.800—14.824 mm (0.5827—0.5836 in.)	When worn or damaged
	I.D. of transmission housing of reverse idler gear shaft contact area		14.800—14.818 mm (0.5827—0.5834 in.)	———

SPECIFICATIONS

ACCORD BAXA

Item	Measurement	Qualification	Standard or New			
			Wire Diameter	O. D.	Free Length	No. of Coils
Main valve body springs	Lock-up control valve spring		0.7 mm (0.028 in.)	6.6 mm (0.260 in.)	42.9 mm (1.689 in.)	14.2
	Lock up shift valve spring		0.9 mm (0.035 in.)	7.6 mm (0.299 in.)	63.0 mm (2.480 in.)	22.4
	Shift valve E spring		0.7 mm (0.028 in.)	6.6 mm (0.260 in.)	32.2 mm (1.268 in.)	13.4
	Shift valve D spring		0.7 mm (0.028 in.)	6.6 mm (0.260 in.)	35.7 mm (1.406 in.)	17.2
	Shift valve C spring		0.8 mm (0.031 in.)	6.6 mm (0.260 in.)	49.1 mm (1.933 in.)	21.7
	Modulator valve spring		1.6 mm (0.063 in.)	10.4 mm (0.409 in.)	33.5 mm (1.319 in.)	9.8
	Reverse CPC valve spring		0.7 mm (0.028 in.)	6.1 mm (0.240 in.)	17.8 mm (0.701 in.)	7.9
	Servo control valve spring		0.7 mm (0.028 in.)	6.6 mm (0.260 in.)	35.7 mm (1.406 in.)	17.2
	Torque converter check valve spring		1.1 mm (0.043 in.)	8.4 mm (0.331 in.)	38.2 mm (1.504 in.)	14.0
	Cooler check valve spring		0.6 mm (0.024 in.)	5.8 mm (0.228 in.)	14.5 mm (0.571 in.)	6.8
Regulator valve body springs	Regulator valve spring B		1.6 mm (0.063 in.)	9.2 mm (0.362 in.)	44.0 mm (1.732 in.)	12.6
	Regulator valve spring A		1.9 mm (0.075 in.)	14.7 mm (0.579 in.)	77.4 mm (3.047 in.)	15.2
	Stator reaction spring		4.5 mm (0.177 in.)	35.4 mm (1.394 in.)	30.3 mm (1.193 in.)	1.92
	Relief valve spring		0.9 mm (0.035 in.)	6.6 mm (0.260 in.)	39.8 mm (1.567 in.)	20.4
	Lock-up timing valve spring		0.65 mm (0.026 in.)	6.6 mm (0.260 in.)	34.8 mm (1.370 in.)	15.6
Servo body springs	Shift valve B spring		0.8 mm (0.031 in.)	7.1 mm (0.280 in.)	40.4 mm (1.591 in.)	16.9
	Shift valve A spring		0.8 mm (0.031 in.)	7.1 mm (0.280 in.)	40.4 mm (1.591 in.)	16.9
	CPC valve A spring		0.7 mm (0.028 in.)	6.1 mm (0.240 in.)	17.8 mm (0.701 in.)	7.9
	CPC valve B spring		0.7 mm (0.028 in.)	6.1 mm (0.240 in.)	17.8 mm (0.701 in.)	7.9
	3rd accumulator spring		3.8 mm (0.150 in.)	19.6 mm (0.772 in.)	59.8 mm (2.354 in.)	7.8
	4th accumulator spring		3.8 mm (0.150 in.)	19.6 mm (0.772 in.)	59.8 mm (2.354 in.)	7.8
Accumulator body springs	1st accumulator spring B		2.5 mm (0.098 in.)	12.8 mm (0.504 in.)	49.5 mm (1.949 in.)	8.5
	1st accumulator spring A		2.6 mm (0.102 in.)	19.6 mm (0.772 in.)	69.7 mm (2.744 in.)	10.8
	2nd accumulator spring B		2.7 mm (0.106 in.)	14.8 mm (0.583 in.)	51.0 mm (2.008 in.)	9.6
	2nd accumulator spring A		2.6 mm (0.102 in.)	21.6 mm (0.850 in.)	73.2 mm (2.882 in.)	10.0

SPECIFICATIONS

PRELUDE M6HA

Item	Measurement		Standard (New) mm (in)	Service Limit
Transmission fluid	Capacity ℓ (US qt, Imp qt)		6.1 (6.4, 5.4) at overhaul 2.5 (2.6, 2.2) at fluid change	
Hydraulic pressure	Line pressure at 2,000 rpm in N or P position		850 – 910 (8.7 – 9.3, 120 – 130)	800 (8.2, 120)
kPa (kgf/cm², psi)	4th clutch pressure at 2,000 rpm in D4 position 3rd clutch pressure at 2,000 rpm in D3 position 2nd clutch pressure at 2,000 rpm in 2 position 1st clutch pressure at 2,000 rpm in 1 position		840 – 920 (8.6 – 9.4, 120 – 130)	790 (8.1, 120)
Stall speed rpm (Check with vehicle on level ground)			2,500	2,350 – 2,650
Clutch	Clutch initial clearance	1st	1.15 – 1.35 (0.045 – 0.053)	———
		2nd	1.0 – 1.2 (0.039 – 0.047)	———
		3rd	0.6 – 0.8 (0.024 – 0.031)	———
		4th	0.4 – 0.6 (0.016 – 0.024)	———
	Clutch return spring free length	1st, 2nd	45.7 (1.80)	43.7 (1.72)
		3rd, 4th	33.5 (1.32)	31.5 (1.24)
	Clutch disc thickness		1.88 – 2.00 (0.074 – 0.079)	Until grooves worn out
	Clutch plate thickness			
		1st	1.95 – 2.05 (0.077 – 0.081)	Discoloration
		2nd	1.55 – 1.65 (0.061 – 0.065)	↕
		3rd	2.55 – 2.65 (0.100 – 0.104)	↕
		4th	2.25 – 2.35 (0.089 – 0.093)	Discoloration
	Clutch end plate thickness 1st, 2nd clutches	Mark 1	3.05 – 3.10 (0.120 – 0.122)	Discoloration
		Mark 2	3.15 – 3.20 (0.124 – 0.126)	↕
		Mark 3	3.25 – 3.30 (0.128 – 0.130)	↕
		Mark 4	3.35 – 3.40 (0.132 – 0.134)	↕
		Mark 6	2.55 – 2.60 (0.100 – 0.102)	↕
		Mark 7	2.65 – 2.70 (0.104 – 0.106)	↕
		Mark 8	2.75 – 2.80 (0.108 – 0.110)	↕
		Mark 9	2.85 – 2.90 (0.112 – 0.114)	↕
		Mark 0	2.95 – 3.00 (0.116 – 0.118)	↕
	Clutch end plate thickness 3rd, 4th clutches	Mark 1	2.05 – 2.10 (0.081 – 0.083)	↕
		Mark 2	2.15 – 2.20 (0.085 – 0.087)	↕
		Mark 3	2.25 – 2.30 (0.089 – 0.091)	↕
		Mark 4	2.35 – 2.40 (0.093 – 0.094)	↕
		Mark 5	2.45 – 2.50 (0.096 – 0.098)	↕
		Mark 6	2.55 – 2.60 (0.100 – 0.102)	↕
		Mark 7	2.65 – 2.70 (0.104 – 0.106)	↕
		Mark 8	2.75 – 2.80 (0.108 – 0.110)	↕
		Mark 9	2.85 – 2.90 (0.112 – 0.114)	Discoloration
Valve body	Stator shaft needle bearing contact I.D.			
	Torque converter side		27.000 – 27.021 (1.0630 – 1.0638)	Wear or damage
	ATF pump side		29.000 – 29.021 (1.1417 – 1.1426)	———
	ATF pump gear thrust clearance		0.03 – 0.05 (0.001 – 0.002)	0.07 (0.003)
	ATF pump gear-to-body clearance	Drive	0.210 – 0.265 (0.0083 – 0.0104)	———
		Driven	0.070 – 0.125 (0.0028 – 0.0049)	———
	ATF pump driven gear I.D.		14.016 – 14.034 (0.5518 – 0.5525)	Wear or damage
	ATF pump driven gear shaft O.D.		13.980 – 13.990 (0.5504 – 0.5508)	Wear or damage
Shifting device and parking brake	Reverse shift fork finger thickness		5.90 – 6.00 (0.232 – 0.236)	5.40 (0.213)
	Parking brake pawl		———	Wear or other defect
	Parking brake gear		———	Wear or other defect
Servo body	Shift fork shaft bore I.D.		14.000 – 14.010 (0.5512 – 0.5516)	———
	Shift fork shaft valve bore I.D.		37.000 – 37.039 (1.4567 – 1.4582)	37.045 (1.4585)
Regulator valve body	Sealing ring contact I.D.		32.000 – 32.025 (1.2598 – 1.2608)	32.050 (1.2618)
Accumulator body	Sealing ring contact I.D.		35.000 – 35.025 (1.3780 – 1.3789)	35.05 (1.3799)
Stator shaft	Sealing ring contact I.D.		29.000 – 29.021 (1.1417 – 1.1426)	29.050 (1.1437)

SPECIFICATIONS

PRELUDE M6HA

Item	Measurement	Standard (New) mm (in)	Service Limit
Transmission	Mainshaft 3rd gear thrust shim, 41 x 72 mm thickness	6.32 – 6.35 (0.2488 – 0.2500) 6.37 – 6.40 (0.2508 – 0.2520) 6.42 – 6.45 (0.2528 – 0.2539) 6.47 – 6.50 (0.2547 – 0.2559) 6.52 – 6.55 (0.2567 – 0.2579) 6.57 – 6.60 (0.2587 – 0.2598)	Wear or damage
	Mainshaft 4th gear thrust washer, 27 x 47 mm thickness	4.95 – 5.00 (0.1949 – 0.1969)	
	Secondary shaft splined washer, 38 x 56.6 mm thickness	6.82 – 6.85 (0.269 – 0.270) 6.87 – 6.90 (0.270 – 0.272) 6.92 – 6.95 (0.272 – 0.274) 6.97 – 7.00 (0.274 – 0.276) 7.02 – 7.05 (0.276 – 0.278) 7.07 – 7.10 (0.278 – 0.280)	
	Secondary shaft thrust shim, 37 x 55 mm thickness	4.87 – 4.90 (0.192 – 0.193) 4.92 – 4.95 (0.194 – 0.195) 4.97 – 5.00 (0.196 – 0.197) 5.02 – 5.05 (0.198 – 0.199) 5.07 – 5.10 (0.200 – 0.201) 5.12 – 5.15 (0.202 – 0.203) 5.17 – 5.20 (0.204 – 0.205)	Wear or damage
	Mainshaft 4th gear collar length	49.40 – 49.50 (1.945 – 1.949)	
	Mainshaft 4th gear collar flange thickness	4.35 – 4.50 (0.171 – 0.177)	Wear or damage
	Countershaft distance collar length	50.42 – 50.46 (1.985 – 1.987)	
	Cotter thickness	1.99 – 2.02 (0.078 – 0.080)	
	Secondary shaft sealing ring, 35 mm thickness	1.890 – 1.950 (0.074 – 0.077)	1.800 (0.071)
	Mainshaft sealing ring, 32 mm thickness	1.850 – 1.950 (0.073 – 0.077)	1.800 (0.071)
	Mainshaft sealing ring, 29 mm thickness	1.850 – 1.950 (0.073 – 0.077)	1.800 (0.071)
	Mainshaft sealing ring groove width	2.025 – 2.060 (0.080 – 0.081)	2.080 (0.082)
	Secondary shaft sealing ring groove width	2.025 – 2.060 (0.080 – 0.081)	2.080 (0.082)
	Mainshaft 4th clutch feed pipe O.D.	11.47 – 11.48 (0.4516 – 0.4520)	11.45 (0.4508)
	Mainshaft 3rd clutch feed pipe O.D.	5.97 – 5.98 (0.2350 – 0.2354)	5.95 (0.2343)
	Secondary shaft feed pipe O.D.	7.97 – 7.98 (0.3138 – 0.3142)	7.95 (0.3130)
	Mainshaft 4th clutch feed pipe bushing I.D.	11.500 – 11.518 (0.4528 – 0.4535)	11.530 (0.4539)
	Mainshaft 3rd clutch feed pipe bushing I.D.	6.018 – 6.030 (0.2369 – 0.2374)	6.045 (0.2380)
	Secondary shaft bushing I.D.	8.000 – 8.015 (0.3150 – 0.3156)	8.030 (0.3161)
	Diameter of needle bearing contact area		
	On mainshaft of stator shaft	22.984 – 23.000 (0.9049 – 0.9055)	Wear or damage
	On mainshaft of 3rd gear	55.975 – 55.991 (2.2037 – 2.2044)	
	On mainshaft of 4th gear collar	33.975 – 33.991 (1.3376 – 1.3382)	
	On countershaft of 4th gear	33.975 – 33.991 (1.3376 – 1.3382)	
	On countershaft 2nd gear	39.979 – 40.000 (1.5740 – 1.5748)	
	On countershaft of L. side	36.005 – 36.015 (1.4175 – 1.4179)	
	On parking gear	41.964 – 41.980 (1.6521 – 1.6528)	
	On secondary shaft of 1st gear	37.978 – 37.993 (1.4952 – 1.4958)	
	On secondary shaft of 2nd gear	33.975 – 33.999 (1.3376 – 1.3385)	
	On secondary shaft of L. side	34.000 – 34.013 (1.3386 – 1.3391)	
	On reverse idler gear shaft	14.985 – 15.000 (0.5900 – 0.5906)	Wear or damage
	Transmission housing of reverse idler gear shaft contact area I.D.	14.800 – 14.818 (0.5827 – 0.5834)	
	Reverse idler gear shaft holder I.D.	14.800 – 14.824 (0.5827 – 0.5836)	Wear or damage
	Reverse selector hub O.D.	55.87 – 55.90 (2.1996 – 2.2008)	Wear or damage
	Inside Diameter		
	Mainshaft 3rd gear	61.000 – 61.019 (2.4016 – 2.4023)	Wear or damage
	Mainshaft 4th gear	40.000 – 40.016 (1.5748 – 1.5754)	
	Countershaft 4th gear	40.000 – 40.016 (1.5748 – 1.5754)	
	Countershaft idler gear	50.000 – 50.016 (1.9685 – 1.9691)	
	Countershaft reverse gear	46.000 – 46.016 (1.8110 – 1.8116)	
	Reverse idler gear	20.007 – 20.020 (0.7877 – 0.7882)	
	Secondary shaft 1st gear	44.000 – 44.016 (1.7323 – 1.7329)	
	Secondary shaft 2nd gear	40.000 – 40.016 (1.5748 – 1.5754)	Wear or damage

SPECIFICATIONS

PRELUDE M6HA

Item	Measurement	Standard (New) mm (in)	Service Limit
Transmission	End play		
	Mainshaft 3rd gear	0.03 – 0.11 (0.001 – 0.004)	———
	Mainshaft 4th gear	0.10 – 0.22 (0.004 – 0.009)	———
	Countershaft 1st gear	0.00 – 0.33 (0.000 – 0.013)	———
	Countershaft 4th gear	0.04 – 0.28 (0.002 – 0.011)	———
	Countershaft idler gear	0.015 – 0.045 (0.001 – 0.002)	———
	Countershaft reverse gear	0.10 – 0.25 (0.004 – 0.010)	———
	Reverse idler gear	0.20 – 0.55 (0.008 – 0.022)	———
	Secondary shaft 1st gear	0.07 – 0.15 (0.003 – 0.006)	———
	Secondary shaft 2nd gear	0.04 – 0.12 (0.002 – 0.005)	———
Differential carrier	Pinion shaft contact area I.D.	18.010 – 18.028 (0.709 – 0.710)	———
	Carrier-to-pinion shaft clearance	0.023 – 0.057 (0.001 – 0.002)	0.1 (0.004)
	Driveshaft/intermediate shaft contact area I.D.	28.025 – 28.045 (1.103 – 1.104)	———
	Carrier-to-driveshaft clearance	0.045 – 0.086 (0.002 – 0.003)	0.12 (0.005)
	Carrier-to-intermediate shaft clearance	0.065 – 0.111 (0.003 – 0.004)	0.12 (0.005)
Differential pinion gear	Backlash	0.050 – 0.150 (0.002 – 0.006)	———
	I.D.	18.042 – 18.066 (0.710 – 0.711)	———
	Pinion gear-to-pinion shaft clearance	0.055 – 0.095 (0.002 – 0.004)	0.12 (0.005)
Differential tapered roller bearing preload	For new bearing	2.7 – 3.9 (28 – 40, 24 – 35)	Adjust
Starting torque N·m (kgf·cm, lbf·in)	For used bearing	2.5 – 3.6 (25 – 37, 22 – 32)	Adjust

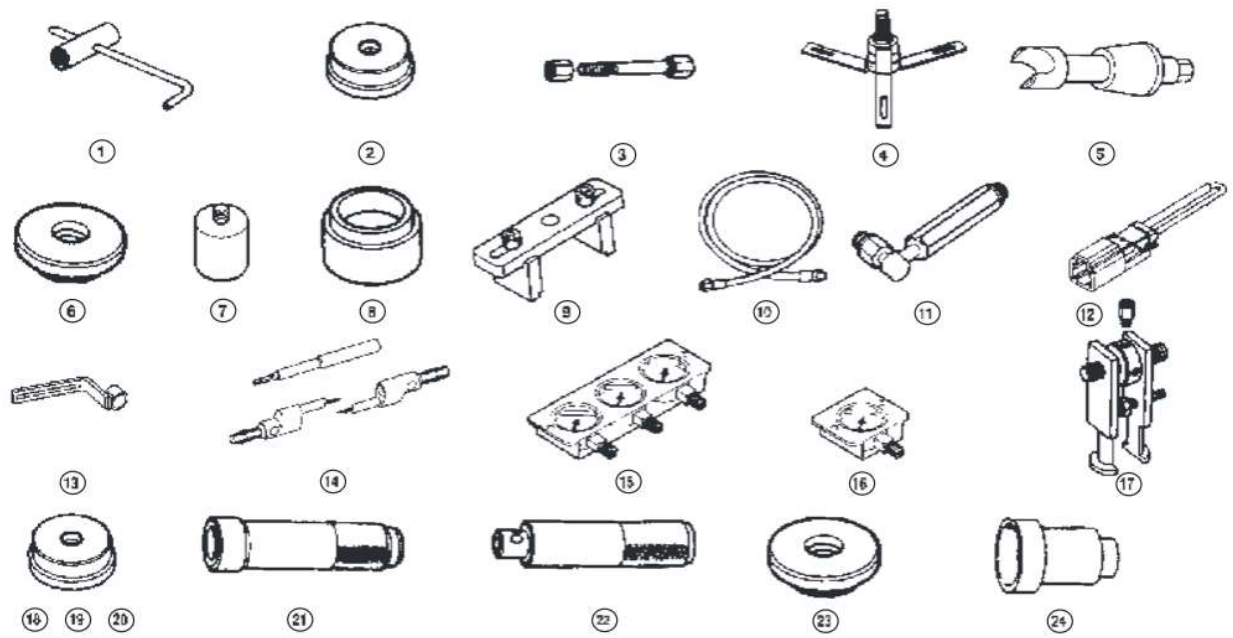
Item	Measurement	Standard (New) mm (in)			
		Wire Diameter	O. D.	Free Length	Number of Coils
Spring	Regulator valve spring A	1.9 (0.075)	14.7 (0.579)	77.4 (3.047)	15.2
	Regulator valve spring B '97 model	1.6 (0.063)	9.2 (0.362)	44.0 (1.732)	14.0
	'98 – '01 model	1.6 (0.063)	9.2 (0.362)	44.0 (1.732)	12.5
	Stator reaction spring	4.5 (0.177)	35.4 (1.394)	30.3 (1.193)	1.92
	Modulator valve spring	1.6 (0.063)	10.4 (0.409)	33.5 (1.319)	9.8
	Torque converter check valve spring	1.1 (0.043)	8.4 (0.331)	34.3 (1.350)	14.2
	Relief valve spring	0.9 (0.035)	6.6 (0.260)	39.8 (1.567)	20.4
	Cooler check valve spring	0.6 (0.024)	5.8 (0.228)	14.5 (0.571)	6.8
	Shift valve A spring	0.8 (0.031)	7.1 (0.280)	40.4 (1.591)	16.9
	Shift valve B spring	0.8 (0.031)	7.1 (0.280)	40.4 (1.591)	16.9
	Shift valve C spring	0.8 (0.031)	6.6 (0.260)	49.1 (1.933)	21.7
	Shift valve E spring	0.7 (0.028)	6.6 (0.260)	32.2 (1.268)	13.4
	Lock-up shift valve spring	0.9 (0.035)	7.6 (0.299)	63.0 (2.480)	22.4
	Lock-up timing valve spring	0.65 (0.026)	6.6 (0.260)	34.8 (1.370)	15.6
	Lock-up control valve spring	0.7 (0.028)	6.6 (0.260)	42.9 (1.689)	14.2
	Shift valve D spring	0.7 (0.028)	6.6 (0.260)	35.7 (1.406)	17.2
	Servo control valve spring	0.7 (0.028)	6.6 (0.260)	35.7 (1.406)	17.2
	Reverse CPC valve spring	0.7 (0.028)	6.1 (0.240)	17.8 (0.701)	7.9
	CPC valve spring A	0.7 (0.028)	6.1 (0.240)	17.8 (0.701)	7.9
	CPC valve spring B	0.7 (0.028)	6.1 (0.240)	17.8 (0.701)	7.9
	1st accumulator spring	3.5 (0.138)	19.6 (0.772)	61.7 (2.429)	9.6
	3rd accumulator spring	3.5 (0.138)	19.6 (0.772)	61.7 (2.429)	9.6
	4th accumulator spring	3.5 (0.138)	19.6 (0.772)	61.7 (2.429)	9.6
	2nd accumulator spring A	2.8 (0.110)	21.6 (0.850)	68.2 (2.685)	8.9
	2nd accumulator spring B	2.6 (0.102)	14.4 (0.567)	51.0 (2.008)	11.0

SPECIAL TOOLS

ACCORD BAXA/PRELUDE M6HA

REFERENCE NUMBER	TOOL NUMBER	DESCRIPTION	QUANTITY
①	07GAB – PF50101 or 07GAB – PF50100	Mainshaft Holder	1
②	07GAD – SD40101	Attachment, 78 x 90 mm	1
③	07GAE – PG40200 or 07GAE – PG4020A	Clutch Spring Compressor Bolt Assembly	1
④	07HAC – PK40102	Housing Puller	1
⑤	07HAJ – PK40201	Preload Inspection Tool	1
⑥	07JAD – PH80101	Driver Attachment	1
⑦	07JAD – PH80400	Pilot, 28 x 30 mm	1
⑧	07LAD – PW50601	Attachment, 40 x 50 mm	1
*⑨	07LAE – PX40100	Clutch Spring Compressor Attachment	2
⑩	07MAJ – PY4011A	A/T Pressure Hose, 2210 mm	4
⑪	07MAJ – PY40120	A/T Pressure Hose Adapter	4
⑫	07PAZ – 0010100	SCS Service Connector	1
⑬	07SAC – P0Z0101	Housing Puller Arm, 205 mm	1
⑭	07SAZ – 001000A	Backprobe Set	2
⑮	07406 – 0020400	A/T Oil Pressure Gauge Set w/Panel	1
⑯	07406 – 0070300	A/T Low Pressure Gauge w/Panel	1
**⑰	07736 – A01000B or 07736 – A01000A	Adjustable Bearing Puller, 25 – 40 mm	1
⑱	07746 – 0010300	Attachment, 42 x 47 mm	1
⑲	07746 – 0010500	Attachment, 62 x 68 mm	1
⑳	07746 – 0010600	Attachment, 72 x 75 mm	1
㉑	07746 – 0030100	Driver 40 mm I.D.	1
㉒	07749 – 0010000	Driver	1
㉓	07947 – SD90101	Drive Attachment, 57 mm	1
㉔	07947 – 6340500	Driver Attachment	1

* 07HAE-PL50101 may be used to substitute one of these tools.
** Must be used with commercially available 3/8" – 16 slide hammer.



HONDA ACCORD
1998 & LATER WITH BAXA/MAXA TRANSMISSION

DELAY IN REVERSE AND 1-2 BIND-UP
HARSH DRIVE ENGAGEMENT

COMPLAINT: The transmission has been overhauled, and after the transmission is installed back into the vehicle, the transmission delays in reverse and binds up on the 1-2 shift. A harsh engagement into drive will also occur.

CAUSE: During the installation of the transmission the connectors for shift solenoids "B" and "C" were switched with the connectors for A/T Clutch Pressure Control solenoids "A" and "B".
These connectors are identical in configuration (Refer to Figures 2 & 3) which permits the cross connection of these solenoid connectors causing the above complaints.

CORRECTION: When reconnecting these solenoid connectors, use the chart in figure 1 to insure the correct solenoid connections have been made.

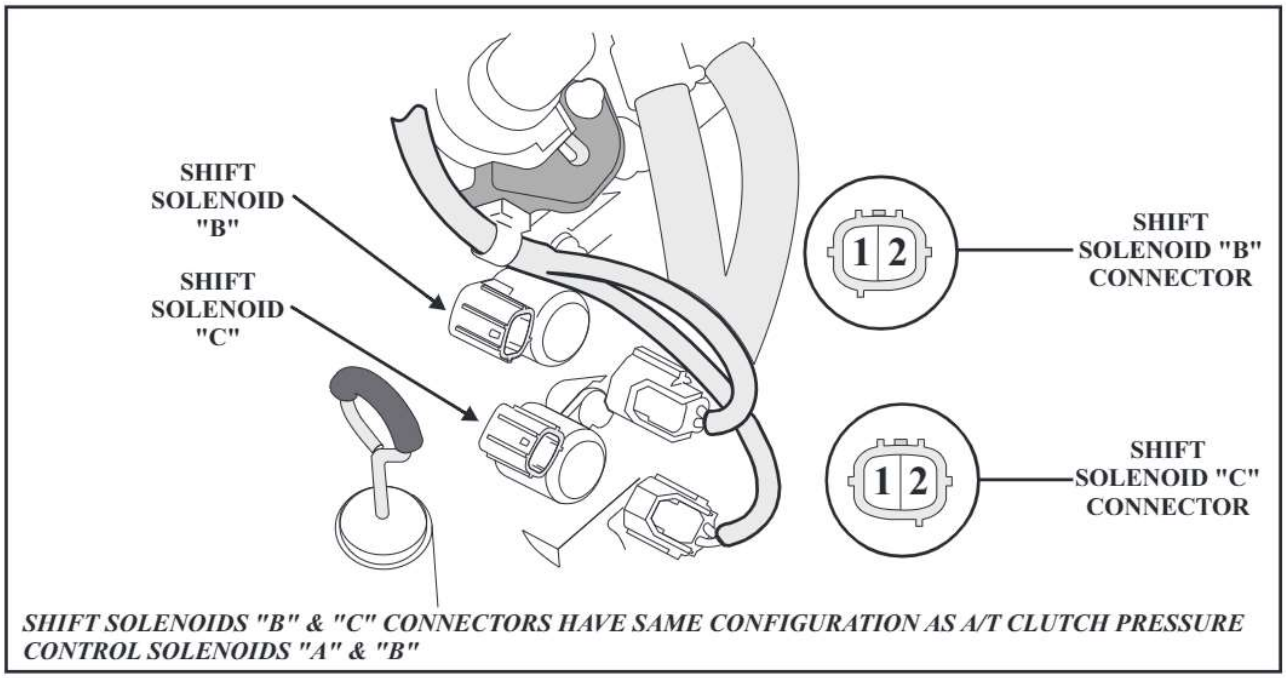
NOTE: There are other Honda/Acura transaxles that are very similar to the BAXA/MAXA, causing the same possibility of cross connecting Shift Solenoid "A" and "B" connectors with A/T Clutch Pressure Control Solenoid connectors, these are listed below:

B7XA.....1998-01 Honda Accord V6
M6HA.....1997-01 Honda Prelude
MDWA.....1997-98 Honda Odyssey/Isuzu Oasis
B7TA/B7YA.....1999-01 Honda Odyssey
M7ZA.....1996-99 Acura 3.0CL
B6VA.....1998-99 Acura 2.3CL
M7WA.....1999-01 Acura 3.2TL

HONDA ACCORD L4 WITH BAXA/MAXA - SOLENOID CONNECTOR WIRE COLORS	
SOLENOID	**CONNECTOR WIRE COLORS**
A/T CLUTCH PRESSURE CONTROL SOLENOID "A"	WHITE AND RED
A/T CLUTCH PRESSURE CONTROL SOLENOID "B"	GREEN AND ORANGE
SHIFT SOLENOID "B"	GREEN/WHITE AND BLACK
SHIFT SOLENOID "C"	GREEN AND BLACK

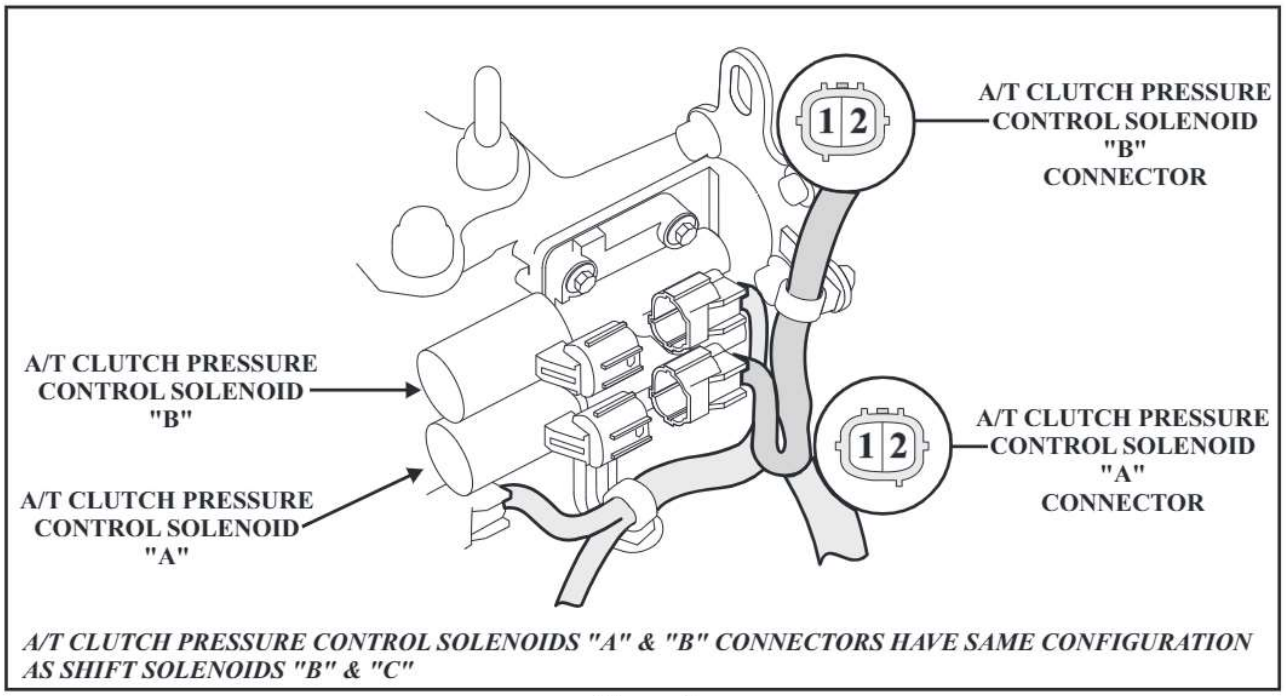
Figure 1

HONDA ACCORD
1998 & LATER WITH BAXA/MAXA TRANSMISSION
DELAY IN REVERSE AND 1-2 BIND-UP
HARSH DRIVE ENGAGEMENT



SHIFT SOLENOIDS "B" & "C" CONNECTORS HAVE SAME CONFIGURATION AS A/T CLUTCH PRESSURE CONTROL SOLENOIDS "A" & "B"

Figure 2



A/T CLUTCH PRESSURE CONTROL SOLENOIDS "A" & "B" CONNECTORS HAVE SAME CONFIGURATION AS SHIFT SOLENOIDS "B" & "C"

Figure 3