HONDA ACCORD & PRELUDE

DESCRIPTION

Clutch is a single plate, dry disc type. Clutch assembly consists of clutch disc, clutch cover and pressure plate assembly, and clutch release mechanism. Clutch release mechanism is hydraulic, consisting of a firewall mounted master cylinder and a slave cylinder mounted to clutch housing. Clutch release fork free play is adjustable.

REMOVAL & INSTALLATION

CLUTCH

Removal – **1)** Disconnect battery ground at transmission. Put gear shift in Neutral. Disconnect following electrical wiring.

- Positive battery cable at starter.
- Black/White wire from starter solenoid.
- Yellow/Green wire from water temperature sending unit.
- Black/Yellow and yellow wires from ignition timing thermosensor.
- Green/Black and yellow wires from back-up light switch.
- Red/Blue wires (Accord) or Pink/Blue wires (Prelude) from distributor.

2) On Prelude, remove speedometer cable clip and cable without disassembling gear holder. On all models, remove clutch slave cylinder with hydraulic line attached. Remove transmission side starter mount bolt and upper transmission mounting bolts.

3) Raise and support vehicle, and drain transmission fluid. Remove front wheels. On Prelude, remove engine shields, remove nut and washer from each end of stabilizer bar, remove both brackets and stabilizer bar.

4) On Accord, place transmission jack securely beneath transmission. Remove fender well shield from right front wheel well. Remove bolt securing speedometer drive holder and pull assembly out of transmission. Disconnect shift lever torque rod from clutch housing, then remove bolt from shift clevis.

5) On all models, disconnect right and left lower arm ball joints and tie rod end ball joints using ball joint remover. Turn each steering knuckle to its most outboard position. With screwdriver, pry constant velocity (CV) joint out approximately 1/2" (13 mm) then pull axle out of transmission housing. Repeat this procedure on opposite side.

6) On Accord, remove center beam. On Prelude, disconnect shift lever torque rod from clutch housing. Remove bolt from shift lever clevis, and jack up engine. Remove front and rear torque rods, then rear torque rod brackets.

7) On Accord, remove transmision stopper bracket from front of clutch housing. Remove upper torque arm. Remove the three M10 x 1.25 x 55 bolts from rear engine mount. Remove clutch cover, engine side starter bolts and starter. Remove front transmission mounting bolt and pull transmission away from engine block to clear dowel pins, then lower on transmission jack.

8) On Prelude, remove engine damper bracket and engine damper from center beam. Remove rear engine mount and bracket. Place a 1" x 2" x 4" (25 x 50 x 100 mm) block of wood between center beam and oil pan, lower jack and rest engine on center beam.

9) Remove engine side starter bolts and starter. Remove remaining transmission bolts, and pull transmission away from engine until mainshaft clears pressure plate. Lower transmission from vehicle.

10) On all models, check diaphragm for wear at release bearing contact area by inserting alignment tool (07974-6890100). Measure clearance between tool and fingers of spring with feeler gauge. Maximum limit is .04" (1.0 mm). Install holding device on ring gear and loosen pressure plate bolt 2 turns at a time in a criss-cross pattern. Remove pressure plate bolts and separate clutch disc.

Installation — To install, reverse removal procedure and note: Ensure flywheel dowels align with pressure plate dowel holes. Use clutch disc alignment tool (07974-6890100) and tighten pressure plate bolts in a criss-cross pattern. Refill transmission with SAE 10W-40 oil.

CLUTCH MASTER CYLINDER

Removal – Separate clutch pedal operating rod from master cylinder push rod by removing through pin at clevis. Disconnect and plug hydraulic lines. Remove nuts mounting master cylinder to firewall. Make sure brake fluid does not spill on painted surfaces.

Installation – To install, reverse removal procedure and bleed hydraulic system.

CLUTCH SLAVE CYLINDER

Removal – Disconnect hydraulic line from slave cylinder. Unhook return spring. Separate threaded rod from end of slave cylinder. Remove slave cylinder mounting bolts and take cylinder off clutch housing.

Installation – To install, reverse removal procedure and bleed hydraulic system.

CLUTCH RELEASE FORK AND BEARING

Removal — With transmission removed, separate slave cylinder push rod from release fork. Remove boot and carefully remove fork retainer clip. Pull fork through clutch housing from inside. Remove bearing retainer clip and pull bearing assembly from sleeve. If worn, bearing may be driven from holder and a new bearing installed using driver (7949-6110000) and attachment (07974-6890300). Radius side of bearing must go on holder first.

Installation – Coat all contact areas lightly with grease. Attach bearing and holder to fork with retainer clips. Install fork and sliding bearing assembly onto sleeve. Ensure that fork snaps onto pivot bolt and install boot. Move release fork back and forth to check for freedom of movement.

OVERHAUL

MASTER CYLINDER

NOTE – *The master cylinders used on Accord and Prelude differ in external appearance. Overhaul procedures are similar.*

Disassembly & Reassembly – **1)** Remove boot and take off snap ring. Cover open end of cylinder with a shop rag and force piston out with compressed air. Bend spring retainer tabs and separate piston, cups, retainer, return spring and valve assembly.

2) Clean all parts with brake fluid and check for wear or damage. If cylinder bore-to-piston clearance exceeds .006" (.15 mm), replace defective part. Replace all rubber parts during overhaul. Reassemble by reversing disassembly procedure: Rotate piston during installation.

HONDA ACCORD & PRELUDE (Cont.)

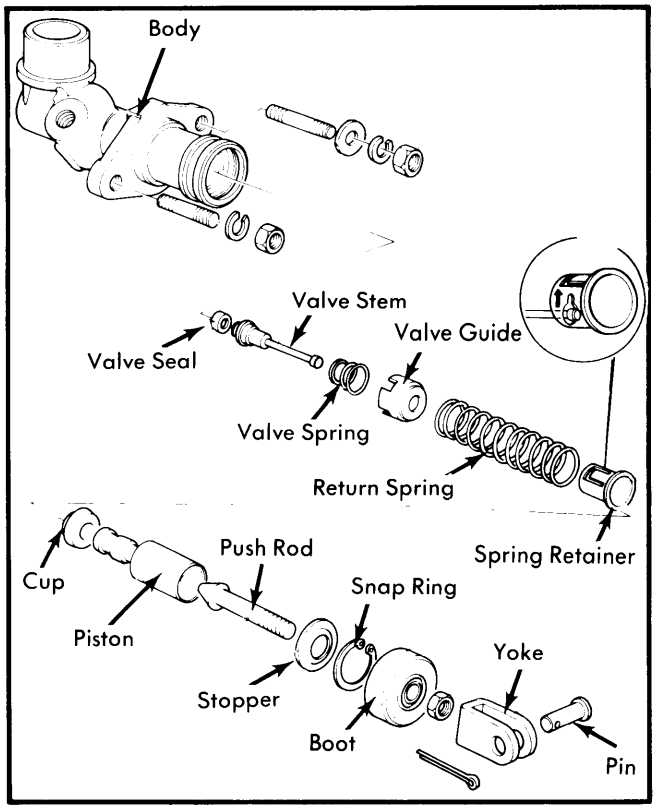

Fig. 1 Exploded View of Accord Master Cylinder. Prelude Cylinder is Similar Except Fluid Reservoir Is Separate From Cylinder Body

CLUTCH SLAVE CYLINDER

Disassembly & Reassembly – 1) Remove push rod and dust boot. Cover open end of cylinder with a shop rag and force piston out with compressed air. Remove piston cup and bleed screw.

2) Clean all parts in brake fluid and check for wear or damage. If cylinder bore-to-piston clearance exceeds .006" (.15 mm), replace defective part. Replace all rubber parts during overhaul and coat all parts with brake fluid prior to reassembly. To reassemble, reverse disassembly procedure and insert piston with rotating motion.

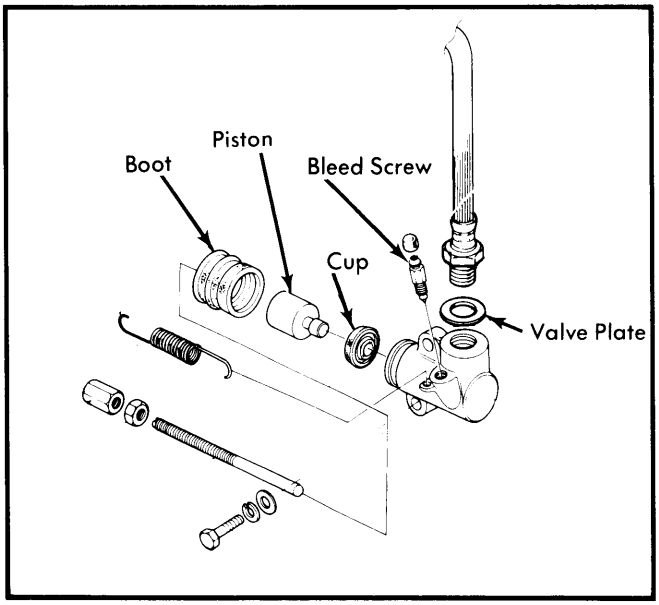

Fig. 2 Exploded View of Slave Cylinder

ADJUSTMENT

CLUTCH PEDAL HEIGHT AND FREE PLAY

Adjust clutch pedal height to 7.24" (184 mm) by rotating pedal stop bolt in direction necessary to achieve specified height. Adjust pedal free play clearance (between clutch pedal push rod and master cylinder) to .05-.13" (1-3 mm) by loosening lock nut on push rod and rotating push rod.

CLUTCH RELEASE FORK FREE PLAY

Release fork free play should be .08-.10" (2.0-2.6 mm). To adjust, loosen lock nut and hold push rod end nut stationary while rotating push rod with screwdriver. Turn clockwise to decrease free play; counterclockwise to increase free play.

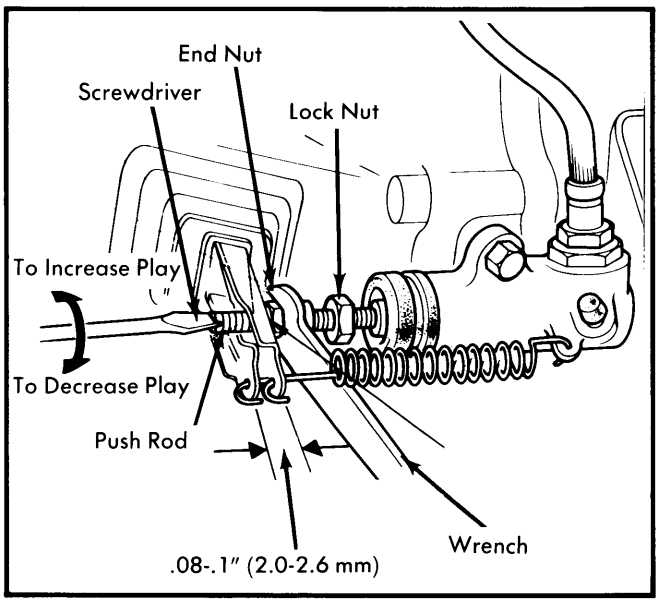

Fig. 3 Clutch Release Fork Adjustment Locations

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs. (N·m)
Flywheel-to-Crankshaft Bolts	80 (109)
Pressure Plate-to-Flywheel	
Accord	7-10 (10-14)
Prelude	19 (26)
Front and Rear Torque Rod Bolts	54 (73)
Center Beam Bolts (Accord)	14-18 (19-23)