



# FEDERATION INTERNATIONALE DU SPORT AUTOMOBILE

FISA Homologation No

**A-5400**



## JAPAN AUTOMOBILE FEDERATION

社団法人 日本自動車連盟

Group **A/B**  
グループ

JAF公認番号 **JA-138**  
JAF公認グループ **NI**  
JAF発効年月日 **1989年 11月30日**

HOMOLOGATION FORM IN ACCORDANCE WITH  
APPENDIX J OF THE INTERNATIONAL SPORTING CODE

国際スポーツ法典付則J項(およびJAF国内競技車両規則)に従った公認書

Homologation valid as from **01 JAN. 1990** in group **A**  
FISA発効年月日 FISA公認グループ

Photo A



Photo B



### 1. DEFINITIONS / 定義

- 101) Manufacturer **HONDA MOTOR CO., LTD.**  
製造会社名
- 102) Commercial name(s) — Type and model **CIVIC 3 DOOR (EF9)**  
通称名 — 形式とモデル
- 103) Cylinder capacity **1,595.0** cm<sup>3</sup>  
総排気量
- 104) Type of car construction  separate, material of chassis **XXXX**  
車両構造の形式 セパレート、シャシーの材質
- unitary construction **Steel**  
モノコック
- 105) Number of volumes **2**  
コンパートメントの数
- 106) Number of places **5**  
定員





**2. DIMENSIONS, WEIGHT / 寸法、重量**

- 202) Overall length  
車両の全長 3,995 mm ± 1%
- 203) Overall width  
車両の全巾 1,680 mm ± 1% Where measured 測定箇所 front axle
- 204) Width of bodywork:  
車体の巾  
a) At front axle 前車軸上の車体の巾 1,680 mm ± 1%  
b) At rear axle 後車軸上の車体の巾 1,680 mm ± 1%
- 206) Wheelbase:  
ホイールベース  
a) Right 右 2,500 mm ± 1%  
b) Left: 左 2,500 mm ± 1%
- 209) Overhang:  
オーバーハング  
a) Front: 前 794 mm ± 1%  
b) Rear: 後 701 mm ± 1%
- 210) Distance (G) (steering wheel - rear bulkhead)  
寸法(G) (ステアリングホイール - リヤバルクヘッド) 1,584 mm ± 1%

**3. ENGINE / エンジン (In case of rotative engine, see Article 335 on complementary form)**  
(ロータリーエンジンの場合、補助書式第335項参照)

- 301) Location and position of the engine: Front, Transverse: leans 6°00' to front  
エンジンの位置と向き Front, Transverse: leans 6°00' to front
- 303) Cycle  
サイクル 4-Stroke (OTTO)
- 304) Supercharging yes/no; type  
過給 型式 XXXX  
(In case of supercharging, see also Article 334 on complementary form)  
(過給の場合、補助書式第334項参照)
- 305) Number and layout of the cylinders  
シリンダーの配列と数 4-in line
- 306) Cooling system  
冷却装置 Liquid
- 307) Cylinder capacity: a) Unitary 気筒容積 1気筒 399.0 cm<sup>3</sup>  
b) Total 合計 1,595.0 cm<sup>3</sup>  
c) Maximum total allowed \*: 許される最大排気量 1,599 cm<sup>3</sup>  
\*(This indication is not to be considered in Gr.N)  
(この表示はグループNには考慮されない)





Make 会社名 HONDA Model 型式 EF9 Homol. No. \_\_\_\_\_

JAF公認番号 JA-138

312) Cylinder block material シリンダーブロックの材質 Aluminum-alloy

313) Sleeves: スリーブ a) yes/~~no~~ c) Type: 形式 Dry

314) Bore ボア 81.0 mm

315) Maximum bore allowed 許される最大ボア径 81.1 mm (This indication is not to be considered in Gr N) (この表示はグループNには考慮されない)

316) Stroke ストローク 77.4 mm

318) Connecting rod: コネクティングロッド a) Material 材質 Steel b) Bigend type ビッグエンド形式 2 parts with bearings

c) Interior diameter of the bigend (without bearings) ビッグエンドの内径 (ベアリングを除く) 48.0 mm  $\pm 0.1\%$

d) Length between the axes: コンロッドの長さ 134.3 mm ( $\pm 0.1$  mm) e) Minimum weight: 最低重量 530 g

319) Crankshaft: クランクシャフト a) Type of manufacture 製造の形式 one piece

b) Material 材質 Steel

c)  moulded 鋳造  stamped 鍛造 d) Number of bearings ベアリングの数 5

e) Type of bearings ベアリングの形式 Plain

f) Diameter of bearings ベアリングの外径 59.0 mm  $\pm 0.2\%$

g) Bearing caps material ベアリングキャップの材質 cast-iron

h) Minimum weight of the bare crankshaft クランクシャフト単体の最低重量 13,700 g

320) Flywheel: フライホイール a) Material 材質 cast-iron

b) Minimum weight of the flywheel with starter ring リングギヤ付フライホイールの最低重量 7,500 g

321) Cylinderhead: シリンダーヘッド a) Number of cylinderheads シリンダーヘッドの数 1 b) Material 材質 Aluminum-alloy

323) Fuel feed by carburettor(s): キャブレター方式 a) Number of carburettors キャブレターの数 XXXX

b) Type 形式 XXXX c) Make and model 会社名と型式 XXXX





Make Model EF9 Homol. No  
 会社名 HONDA 型式

JAF公認番号 JA-138

- d) Number of mixture passages per carburettor  
 1 キャブレター出口のパレルの数 XXXX
- e) Maximum diameter of the flange hole of the carburettor exit port  
 キャブレター出口の最大内径 XXXX mm
- f) Diameter of the venturi at the narrowest point  
 ベンチュリー径 XXXX mm

- 324) Fuel feed by injection: a) Manufacturer: Keihin Seiki  
 噴射方式 製造者
- b) Model of injection system: programmed fuel Injection  
 噴射装置の型式
- c) Kind of fuel measurement:  mechanical  electronical  hydraulic  
 燃料制御方式 機械式 電気式 油圧式
- c1) Piston pump ~~yes~~/no c2) Measurement of air volume ~~yes~~/no  
 ピストンポンプ 空気量制御
- c3) Measurement of air mass ~~yes~~/no c4) Measurement of air speed ~~yes~~/no  
 空気密度制御 空気速度制御
- c5) Measurement of air pressure yes/~~no~~ Which pressure is taken for measurement? XXXX bars  
 空気圧制御
- d) Effective dimensions of measure position in the throttle area 59.0 ± 0.25 mm
- e) Number of effective fuel outlets 4  
 ノズルの数
- f) Position of injection valves:  Inlet manifold  Cylinderhead  
 ノズルの位置 吸気マニホールド シリンダーヘッド
- g) Statement of fuel measuring parts of injection system  
 噴射装置の燃料制御部品の記述  
 pressure regulator, Injector, control Unit

- 325) Camshaft: a) Number 2 b) Location TOP (DOHC)  
 カムシャフト 数 位置
- c) Driving system Belt d) Number of bearings for each shaft 5  
 駆動方式 各シャフトのベアリングの数
- f) Type of valve operation Rocker arm  
 バルブ作動方式

- 326) Timing: e) Maximum valve lift Inlet Exhaust  
 タイミング 最大バルブリフト 吸気 10.7 mm 排気 9.7 mm
- with clearance 0.23 mm 0.26 mm  
 クリアランス

- 327) Inlet: a) Material of the manifold Aluminum-alloy  
 吸気系 マニホールドの材質
- b) Number of manifold elements 1 c) Number of valves per cylinder 2  
 吸気マニホールドエレメントの数 1 シリンダー当りのバルブの数
- d) Maximum diameter of the valves 33.0 mm e) Diameter of the valve stem 5.5 - 0.2 mm  
 バルブの最大径 バルブステムの径
- f) Length of the valve 102.35 ± 1.5 mm g) Type of valve springs coil  
 バルブの長さ バルブスプリングの形式





Make HONDA Model EF9 Homol. No A-5400  
会社名 型式

J A F 公認番号 JA-138

328) Exhaust: a) Material of the manifold cast-iron  
排気系 排気マニホールドの材質  
b) Number of manifold elements 1 d) Number of valves per cylinder 2  
排気マニホールドエレメントの数 1 シリンダー当りのバルブの数  
e) Maximum diameter of the valves 28.0 mm f) Diameter of the valve stem 5.5 - 0.2 mm  
バルブの最大直径 28.0 mm バルブステムの径 5.5 - 0.2 mm  
g) Length of the valve 102.55 ± 1.5 mm h) Type of valve springs coil  
バルブの長さ 102.55 ± 1.5 mm バルブスプリングの形式 coil

330) Ignition system: a) Type Battery  
点火装置 形式  
b) Number of plugs per cylinder 1 c) Number of distributors 1  
1 シリンダー当りのプラグの数 1 ディストリビューターの数

333) Lubrication system: a) Type Wet Sump b) Number of oil pumps 1  
潤滑装置 形式 オイルポンプの数

#### 4. FUEL CIRCUIT / 燃料系統

401) Fuel tank: a) Number 1 b) Location Under the rear floor  
燃料タンク 数 1 位置  
c) Material Steel d) Maximum capacity 45 L  
材質 最大容量

#### 5. ELECTRICAL EQUIPEMENT / 電装部品

501) Battery(ies): a) Number 1  
バッテリー 数

#### 6. DRIVE / 駆動系

601) Driving wheels:  front  rear  
駆動輪 前 後

602) Clutch: b) Drive system Mechanical  
クラッチ 作動方式  
c) Number of plates 1  
ディスクの数





Make 会社名 HONDA Model 型式 EF9 Homol. No A-5400

JAF公認番号 JA-138

603) Gear-box: a) Location Engine room  
 ギヤボックス 位置

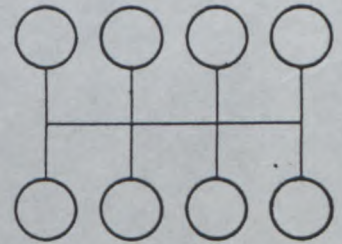
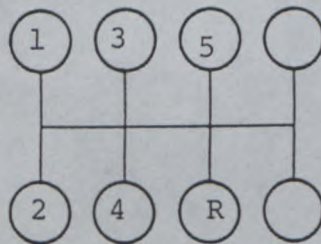
b) <Manual> make HONDA MOTOR CO., LTD. c) <Automatic> make XXXX  
 <手動>会社名 <自動>会社名

d) Location of the gear lever Floor  
 シフトレバーの位置

e) Ratios  
 ギヤ比

	Manual / 手動			Automatic / 自動			Additional G.B./ 追加ギヤボックス		
	ratio 比	number of teeth 歯数	synchro	ratio 比	number of teeth 歯数	synchro	ratio 比	number of teeth 歯数	synchro
1	3.166	38/12	X						
2	2.052	39/19	X						
3	1.416	34/24	X						
4	1.103	32/29	X						
5	0.870	27/31	X						
R リバース	3.000	39/13							
Constant.	XXXX	XXXX							

f) Gear change gate  
 シフトパターン



604) Overdrive: a) Type XXXX  
 オーバードライブ 形式

b) Ratio XXXX c) Number of teeth XXXX  
 ギヤ比 歯数

d) Usable with the following gears XXXX  
 オーバードライブを使用するギヤ





Make 会社名 HONDA Model 型式 EF9 Homol. No. JA-138

J A F 公認番号 JA-138

605) Final drive:

ファイナルドライブ

a) Type of final drive

形式

b) Ratio

ギヤ比

c) Teeth number

歯数

d) Type of differential limitation (if provided)

デフロックの形式(装備されていれば)

Front / 前	Rear / 後
Helical gear	XXXX
4.266	XXXX
64/15	XXXX
XXXX	XXXX

e) Ratio of the transfer box

トランスファー増減速比

XXXX

606) Type of the transmission shaft

トランスミッションシャフトの形式

Constant velocity joint shafts

7. SUSPENSION / サスペンション

701) Type of suspension: a) Front / 前 Independent, double wishbone

サスペンション形式

b) Rear / 後 Independent, double wishbone

702) Helicoidal springs: Front: ~~yes~~/no

コイルスプリング

前

Rear: ~~yes~~/no

後

703) Leaf springs: Front: ~~yes~~/no

リーフスプリング

前

Rear: ~~yes~~/no

後

704) Torsion bar: Front: ~~yes~~/no

トーションバースプリング

前

Rear: ~~yes~~/no

後

705) Other type of suspension: See photo or drawing on page 15

他形式のサスペンション: ページ15の図または写真参照





Make 会社名 HONDA Model 形式 EF9 Homol. No A-5400

JA-138

JAF公認番号

707) Shock Absorbers:

ショックアブソーバー

a) Number per wheel

1 ホイール当りの数

b) Type

形式

c) Working principle

作動原理

Front / 前	Rear / 後
1	1
Telescopic	Telescopic
Hydraulic	Hydraulic

8. RUNNING GEAR: / 走行装置

801) Wheels: a) Diameter Front 14 " / 354.8 ± 0.8 mm<sup>8</sup> Rear 14 " / 354.8 ± 0.8 mm<sup>8</sup>

803) Brakes: a) Braking system Hydraulic

ブレーキ

b) Number of master cylinders Tandem

マスターシリンダーの数

b1) Bore 23.8 - 23.8 mm

ボア

c) Power assisted brakes yes/xx

サーボシステム

c1) Make and type Nissin Kogyo, NM-230V-4

会社名と形式

d) Braking adjuster yes/xx

ブレーキレギュレーター

d1) Location Engin room

位置

e) Number of cylinders per wheel: 1

1 ホイール当りのシリンダーの数

e1) Bore

ボア

f) Drum brakes:

ドラムブレーキ

f1) Interior diameter

内径

f2) Number of shoes per wheel XXXX

1 ホイール当りのシューの数

f3) Braking surface

総摩擦面積

f4) Width of the shoes

シューの巾

g) Disc brakes:

ディスクブレーキ

g1) Number of pads per wheel 2

1 ホイール当りのパッドの数

g2) Number of calipers per wheel 1

1 ホイール当りのキャリパーの数

Front / 前	Rear / 後
1	1
57.2 mm	30.2 mm
XXXX mm (± 1.5mm)	XXXX mm (± 1.5mm)
XXXX	XXXX
XXXX cm <sup>2</sup>	XXXX cm <sup>2</sup>
XXXX mm	XXXX mm
2	2
1	1





Make HONDA Model EF9 Homol. No. A-5400  
 会社名 \_\_\_\_\_ 型式 \_\_\_\_\_

JAF公認番号 JA-138

	Front / 前	Rear / 後
g3) Caliper material キャリパーの材質	<u>cast-iron</u>	<u>cast-iron</u>
g4) Maximum disc thickness 最大ディスク厚さ	<u>21<sup>±</sup>1.0</u> mm	<u>10<sup>±</sup>1.0</u> mm
g5) Exterior diameter of the disc ディスクの外径	<u>262<sup>±</sup>1.5 mm (± 1 mm)</u>	<u>239<sup>±</sup>1.5 mm (± 1 mm)</u>
g6) Exterior diameter of the shoe's rubbing surface パッド摩擦面の外径	<u>260<sup>±</sup>1.5</u> mm	<u>235<sup>±</sup>1.5</u> mm
g7) Interior diameter of the shoe's rubbing surface パッド摩擦面の内径	<u>160<sup>±</sup>1.5</u> mm	<u>175<sup>±</sup>1.5</u> mm
g8) Overall length of the shoes パッドの全長	<u>127<sup>±</sup>1.5</u> mm	<u>71<sup>±</sup>1.5</u> mm
g9) Ventilated disc ベンチレーテッドディスク	<u>yes/<del>no</del></u>	<u><del>yes</del>/no</u>
g10) Braking surface per wheel 1ホイール当りのブレーキ摩擦面積	<u>XXXX</u> cm <sup>2</sup>	<u>XXXX</u> cm <sup>2</sup>

h) Parking brake: パーキングブレーキ  
 h2) Location of the lever レバーの位置 Floor  
 h1) Command system Mecanical  
 h3) On which wheels 作動ホイール Front Rear  
前 後 Rear

804) Steering: ステアリング  
 a) Type 形式 Rack and pinion  
 d) Ratio 比 21.6:1  
 c) Power assisted パワーステアリング ~~yes~~/No

9. BODYWORK / 車体

901) Interior: 室内  
 a) Ventilation 換気 yes/~~no~~  
 b) Heating ヒーター yes/~~no~~  
 f) Sun roof optional オプションサンルーフ yes/~~no~~  
 f1) Type 形式 Sliding  
 f2) Command system 作動方式 Electronical  
 g) Opening system for the side windows: サイドウィンド開閉方式  
 Front: /前 crank  
 Rear: /後 XXXX

902) Exterior: 室外  
 a) Number of doors ドアの数 2  
 b) Rear tailgate テールゲート yes/~~no~~  
 c) Door material: ドアの材質  
 Front: /前 Steel  
 Rear: /後 XXXX

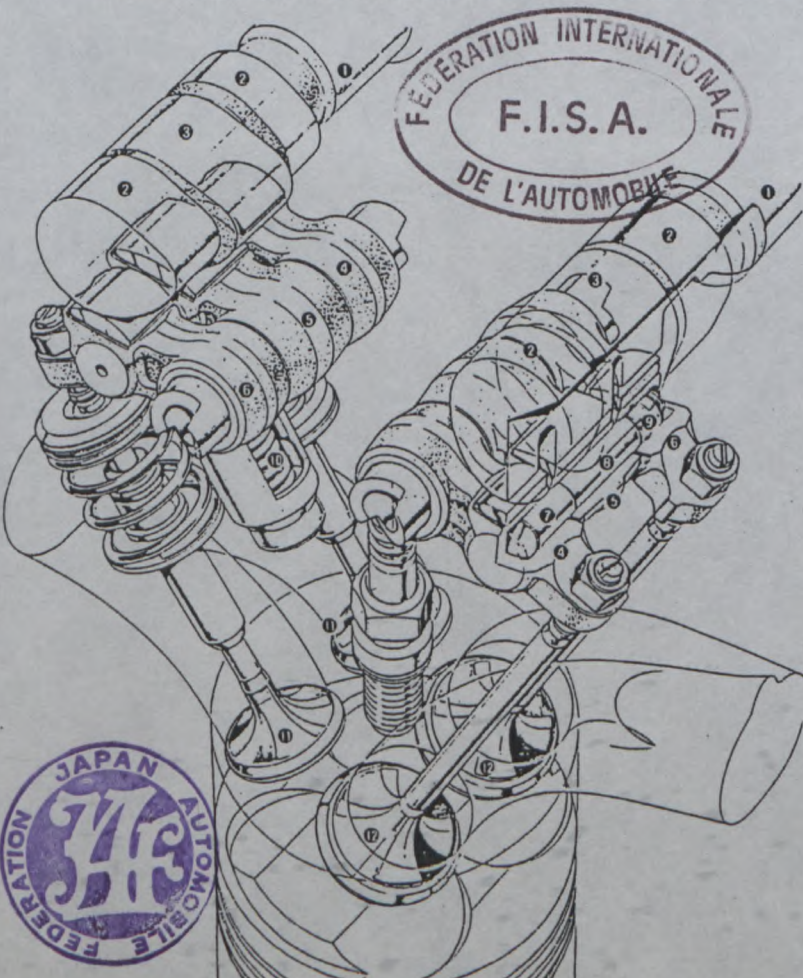




d) Front bonnet material フロントボンネットの材質	Steel
e) Rear bonnet / tailgate material リヤボンネット/テールゲートの材質	Steel
f) Bodywork material 車体の材質	Steel
g) Windscreen material フロントラインドの材質	Glass Laminated
h) Rear window material リヤウインドの材質	Safety Glass
i) Rear quarter lights material リヤクォーターウインドの材質	Safety Glass
k) Side window material サイドウインドの材質	Front/前 Safety glass Rear/後 xxxx
l) Material of the front bumper フロントバンパーの材質	Polypropylen
m) Material of the rear bumper リヤバンパーの材質	Polypropylen

COMPLEMENTARY INFORMATION / 補足項目

321 e) Angle between the axis of the inlet valve and the outlet valve:  
 56° 00"  
 ----- Honda Variable Valve Timing and Lift Electronic System



Configuration of Honda Variable Valve Timing and Lift Electronic Control System

- ① Camshaft
- ② Cam lobe for low rpm (Primary/Secondary cam)
- ③ Cam lobe for high rpm (Mid cam)
- ④ Secondary rocker arm
- ⑤ Mid rocker arm
- ⑥ Primary rocker arm
- ⑦ Hydraulic piston A
- ⑧ Hydraulic piston B
- ⑨ Stopper pin
- ⑩ Lost-motion spring
- ⑪ Exhaust valve
- ⑫ Intake valve

605) Final drive

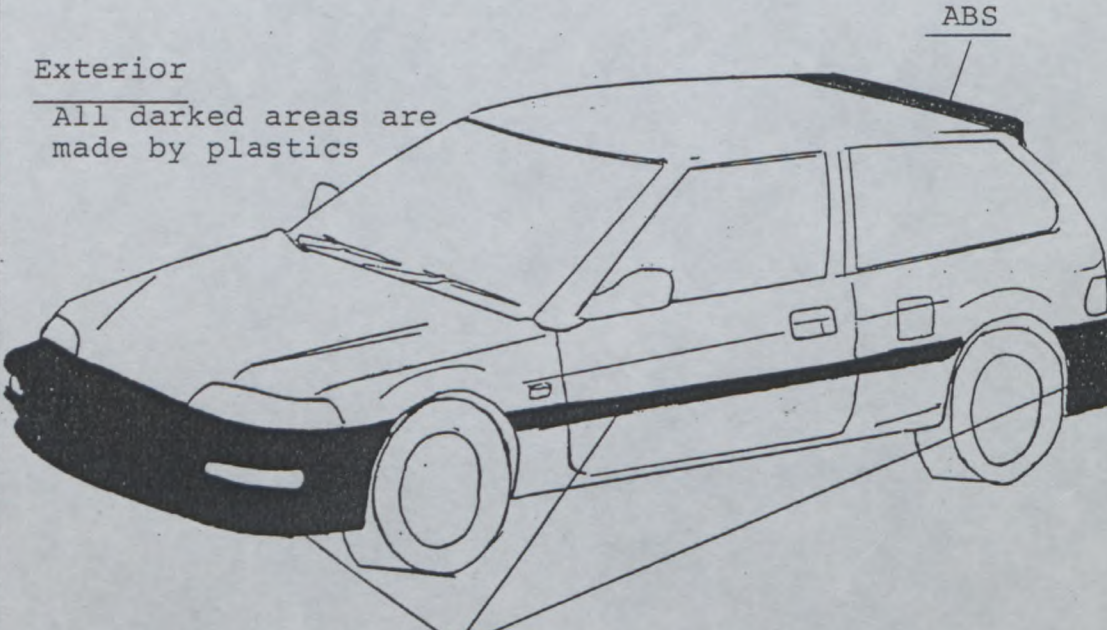
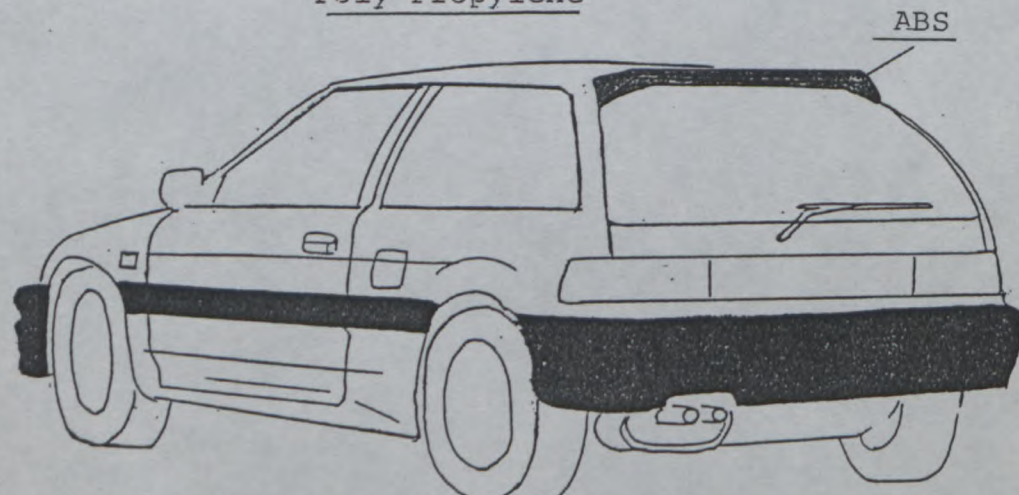
b) Ratio	c) Teeth number
5.416	65/12
5.250	63/12
5.071	71/14
4.923	64/13
4.769	62/13
4.571	64/14
4.428	62/14
4.250	68/16
4.133	62/15
4.066	61/15
3.941	67/17



Make HONDA Model EF9 No Homol. A-5400  
会社名 \_\_\_\_\_ 型式 \_\_\_\_\_

No Ext. \_\_\_\_\_

JAF公認番号 JA-138

Page or ext. ページまたは補足	Art. 項目	Description 記述
Page 10	902)	<p>Exterior</p> <p>All darked areas are made by plastics</p>  <p><u>Poly Propylene</u></p> 





Make  
会社名

HONDA

Model  
型式

EF 9

Homol. No

A-5400

J A F 公認番号

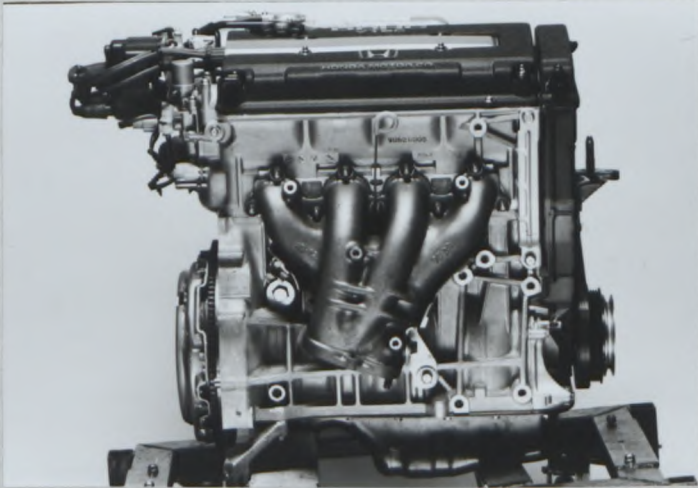
JA-138

PHOTOS / 写真

Engine / エンジン

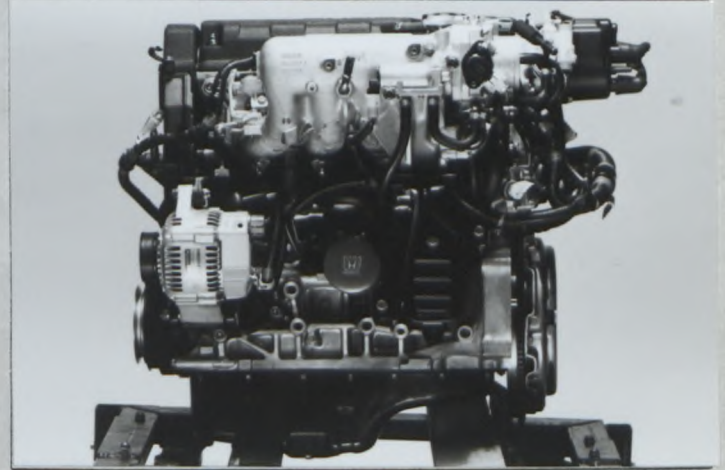
C) Right hand view of dismantled engine

車両から取外したエンジンの右側面



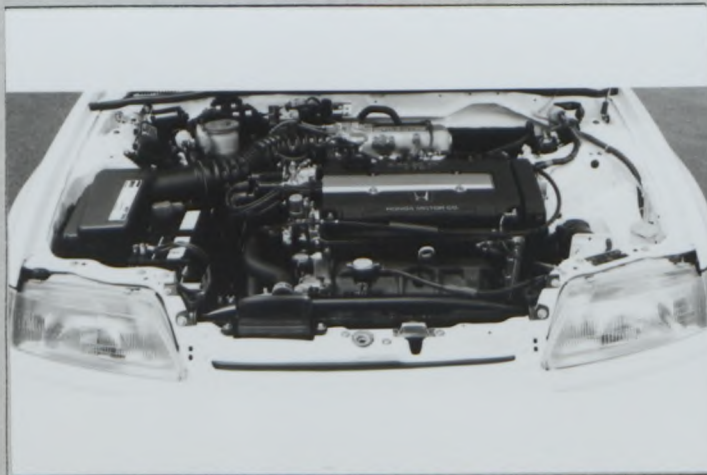
D) Left hand view of dismantled engine

車両から取外したエンジンの左側面



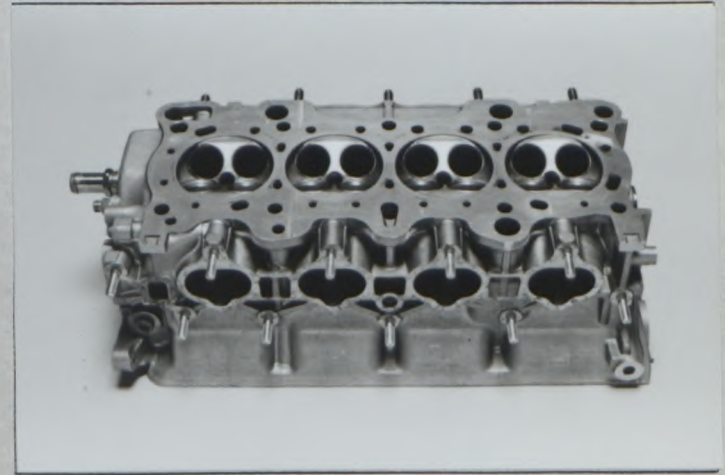
E) Engine in its compartment

車両に取付けたエンジン



F) Bare cylinderhead

シリンダーヘッド単体





Make  
会社名

HONDA

Model  
型式

EF9

Homol. No

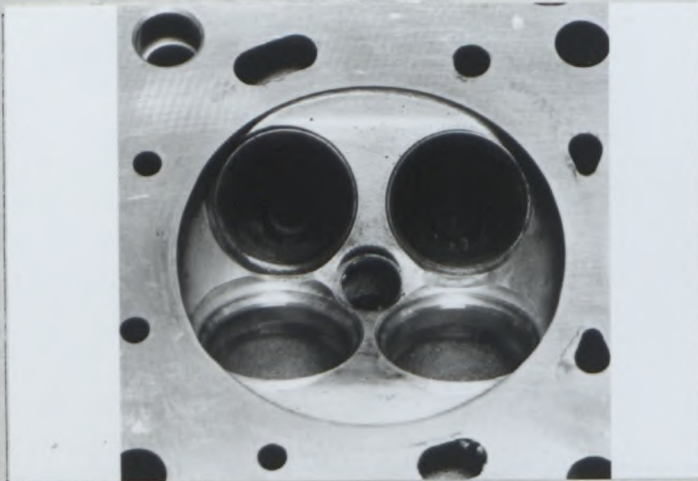
A-5400

JAF公認番号

JA-138

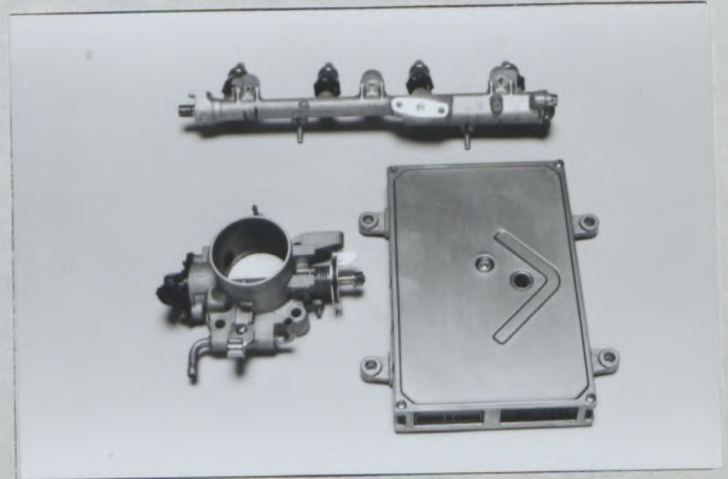
G) Combustion chamber

燃焼室



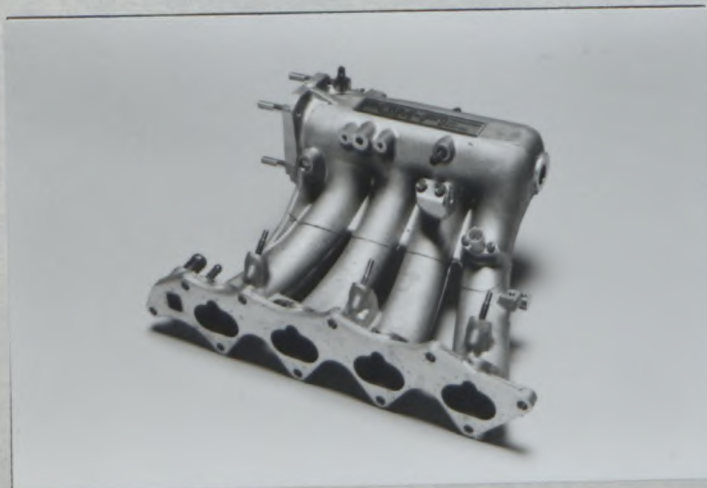
H) Carburettor(s) or injection system

キャブレターまたは噴射装置



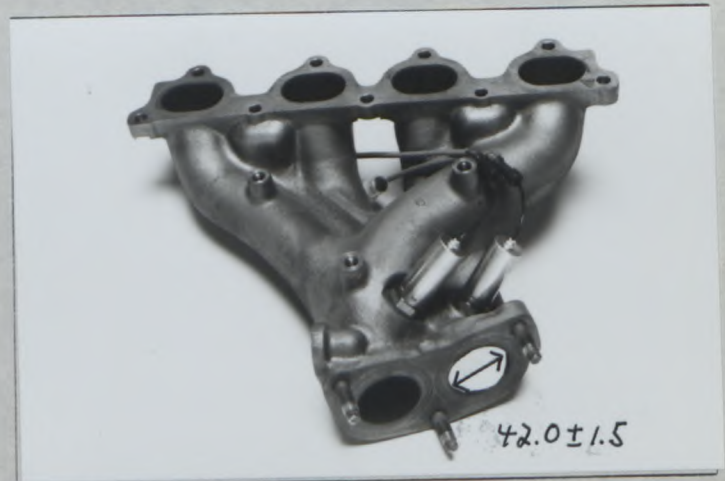
I) Inlet manifold

インテークマニホールド



J) Exhaust manifold

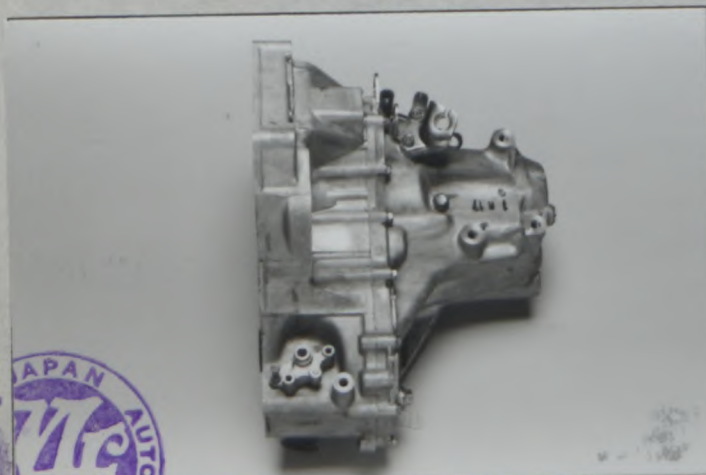
エキゾーストマニホールド



Transmission / トランスミッション

S) Gearbox casing and clutch bellhousing

ギヤボックスケースとクラッチハウジング





Make  
会社名

HONDA

Model  
型式

EF9

Homol. No.

A-5400

J A F 公認番号

JA-138

Suspension / サスペンション

T) Complete dismantled front running gear  
車両から取外したフロント走行装置一式



U) Complete dismantled rear running gear  
車両から取外したリヤ走行装置一式



Running gear / 走行装置

V) Front brakes  
フロントブレーキ

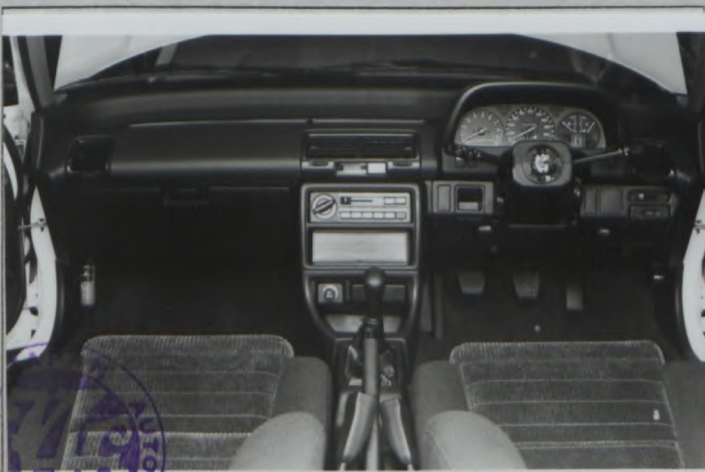


W) Rear brakes  
リヤブレーキ



Bodywork / 車体

X) Dashboard  
ダッシュボード



Y) Sunroof  
サンルーフ





Make  
会社名

HONDA

Model  
型式

EF9

Homol. No

A-5400

JAF公認番号

JA-138

DRAWINGS / 図解

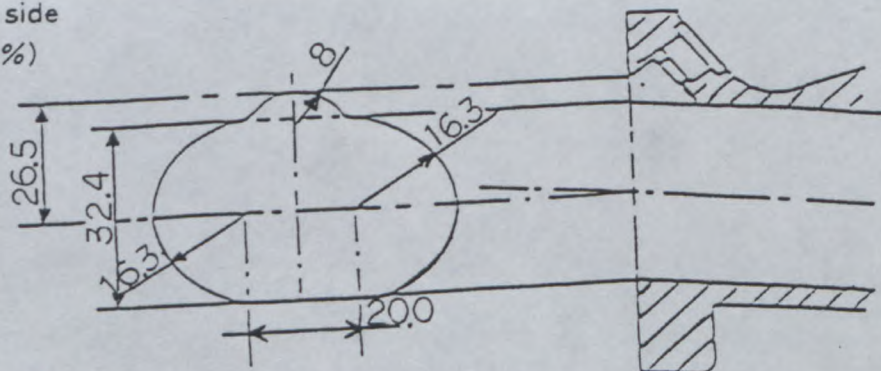
Engine / エンジン

I Cylinderhead inlet ports, manifold side

(tolerances on dimensions: -2%, +4%)

シリンダーインテークポート、マニホールド側

(寸法公差: -2%+4%)

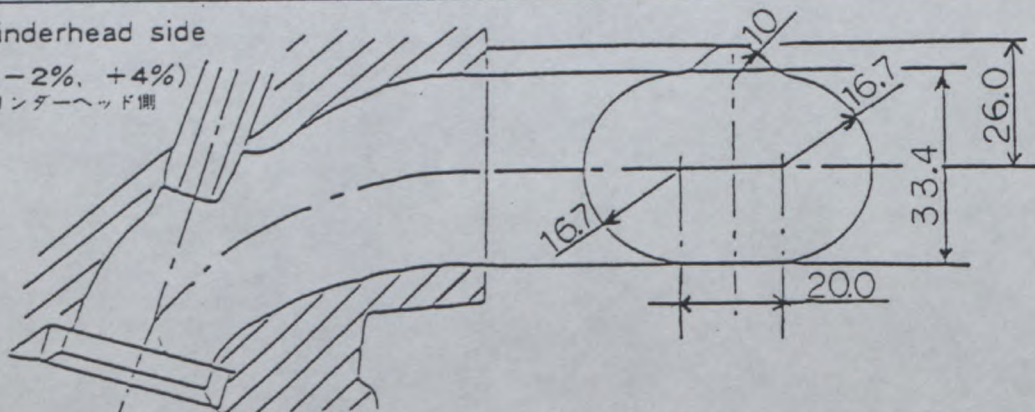


II Inlet manifold ports, cylinderhead side

(tolerances on dimensions: -2%, +4%)

インテークマニホールドポート、シリンダーヘッド側

(寸法公差: -2%+4%)

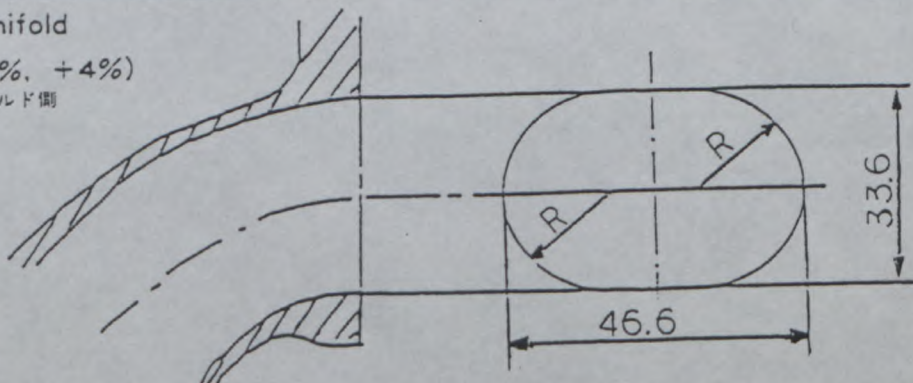


III Cylinderhead exhaust ports, manifold

side (tolerances on dimensions: -2%, +4%)

シリンダーヘッドエキゾーストポート、マニホールド側

(寸法公差: -2%-4%)

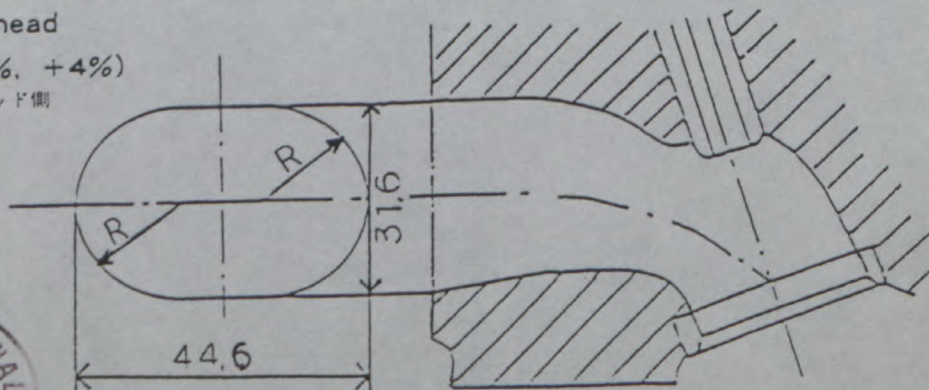


IV Exhaust manifold ports, cylinderhead

side (tolerances on dimensions: -2%, +4%)

エキゾーストマニホールドポート、シリンダーヘッド側

(寸法公差: -2%-4%)





Make HONDA Model EF9 Homol. No. **A-5400**  
会社名 型式

Suspension / サスペンション JAF公認番号 **JA-138**

XV Suspension system according to article 705 or replacing photos T and U.  
第705項に従いました写真TとUの代りとしてのサスペンション装置







FEDERATION INTERNATIONALE  
DU SPORT AUTOMOBILE

FISA Homologation No

**A-5400**



JAPAN AUTOMOBILE FEDERATION  
社団法人 日本自動車連盟

JAF 公認番号 JA-138

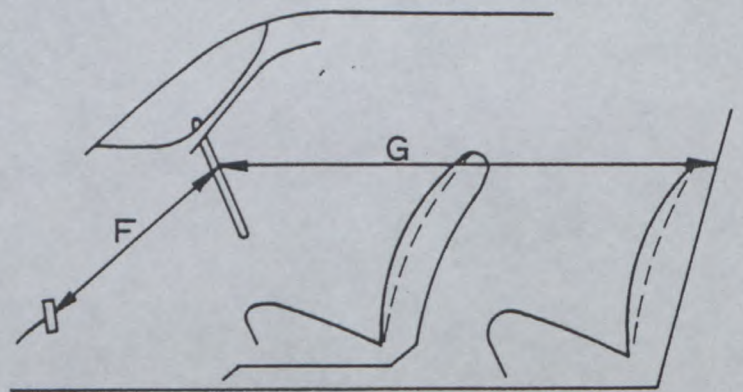
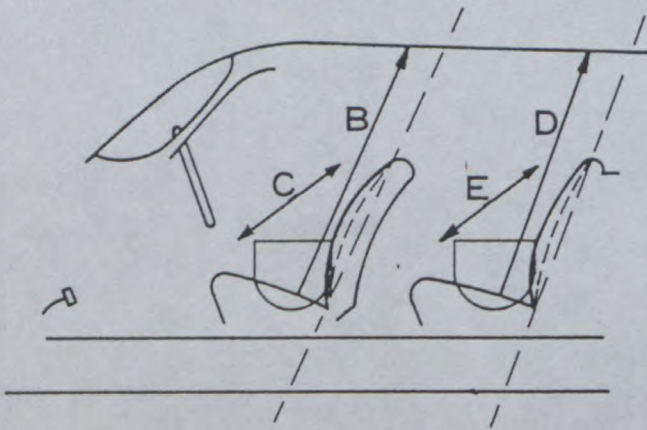
Group **A/B**  
グループ

Make HONDA MOTOR CO., LTD.  
会社名

Model CIVIC 3 DOOR (EF9)  
型式

Interior dimensions as defined by the Homologation Regulations.

車両公認規則で定義された室内寸法



B (Height above front seats) (前座席上部の高さ)	<u>977</u>	mm
C (Width at front seats) (前座席の中)	<u>1,171</u>	mm
D (Height above rear seats) (後座席上部の高さ)	<u>959</u>	mm
E (Width at rear seats) (後座席の中)	<u>1,258</u>	mm
F (Steering wheel — brake pedal) (ステアリングホイール — ブレーキペダル)	<u>635</u>	mm
G (Steering wheel — rear bulkhead) (ステアリングホイール — 後部バルクヘッド)	<u>1,584</u>	mm
H F+G=	<u>2,219</u>	mm







# FEDERATION INTERNATIONALE DU SPORT AUTOMOBILE

Homologation N°  
**N-5400** **N**

**FN-026**  
**1989年 11月30日**

FICHE COMPLEMENTAIRE D'HOMOLOGATION EN GROUPE «N»  
COMPLEMENTARY HOMOLOGATION FORM FOR GROUP «N»

Homologation valable à partir du **01 JAN. 1990** prononcée par **FISA**  
Homologation valid as from \_\_\_\_\_ decided by \_\_\_\_\_

En complément de la fiche de Gr. A n° **5400**  
In addition to the Gr. A from n° \_\_\_\_\_

**IMPORTANT:**

La présente fiche comporte toutes informations complémentaires à la fiche d'homologation de base de Gr. A pour la participation du véhicule en groupe «N». En cas d'information contradictoire, seule l'information figurant sur la présente fiche complémentaire est à prendre en considération pour le Groupe «N».

**IMPORTANT:**

This form includes all the additional information to the basic Group A homologation form for the participation of the vehicle in Group «N». In the case of contradictory information, only the information appearing on the present additional form is to be taken into consideration for Group «N».

**1. DEFINITIONS**

101. Constructeur **HONDA MOTOR CO., LTD.**  
Manufacturer \_\_\_\_\_

102. Dénomination(s) commerciale(s) — Modèle et type **CIVIC 3 DOOR (EF9)**  
Commercial name(s) — Type and model \_\_\_\_\_

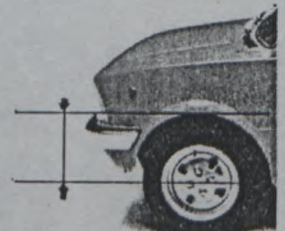
103. Cylindrée totale **1,595.0** cm<sup>3</sup>  
Cylinder capacity \_\_\_\_\_

**2. DIMENSIONS, POIDS / DIMENSIONS, WEIGHTS**

201. Poids minimum **905** kg  
Minimum weight \_\_\_\_\_

205. Hauteur minimum centre moyeu de roue /  
ouverture du passage de roue **353** mm  
Minimum height center hub /  
wheel arch opening **358** mm

AV  
Front **353** mm  
AR  
Rear **358** mm





207. Voie maximum AV 1,440 mm AR 1,445 mm  
 Maximum track Front \_\_\_\_\_ mm Rear \_\_\_\_\_ mm

208. Garde au sol minimum XXXX mm Endroit de la mesure XXXX  
 Minimum ground clearance \_\_\_\_\_ mm Where measured \_\_\_\_\_

3. MOTEUR / ENGINE

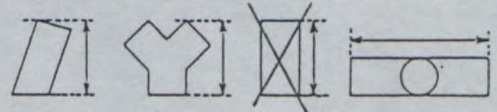
302. Nombre de supports 4  
 Number of supports \_\_\_\_\_

308. Volume minimal total d'une chambre de combustion 42.0 cm<sup>3</sup>  
 Total minimum volume of a combustion chamber \_\_\_\_\_

309. Volume minimum d'une chambre de combustion dans la culasse 42.2 cm<sup>3</sup>  
 Minimum volume of a combustion chamber in the cylinderhead \_\_\_\_\_

310. Rapport volumétrique maximum (par rapport à l'unité) 10.5:1  
 Maximum compression ratio (in relation with the unit) \_\_\_\_\_

311. Hauteur minimum du bloc-cylindres 262.9 mm  
 Minimum height of the cylinder block \_\_\_\_\_



313. Chemises b) Matériau Cast-iron  
 Sleeves Material \_\_\_\_\_

317. Piston a) Matériau Aluminum-alloy  
 Piston Material \_\_\_\_\_

b) Nombre de segments 3 c) Poids minimum 385 g  
 Number of rings \_\_\_\_\_ Minimum weight \_\_\_\_\_

d) Distance de la médiane de l'axe au sommet du piston 32.7 ± 0.1 mm  
 Distance from gudgeon pin center line to highest point of piston crown \_\_\_\_\_

e) Distance (+/-) entre le sommet du piston au PMH et le plan de joint du bloc-cylindre +2.7 ± 0.15 mm  
 Distance (+/-) between the top of the piston at TDC and the gasket plane of the cylinderblock \_\_\_\_\_

f) Volume de l'évidement du piston 2.9 ± 0.5 cm<sup>3</sup>  
 Piston groove volume \_\_\_\_\_

319. Vilebrequin i) Diamètre maximum des manetons 45.0 mm  
 Crankshaft Maximum diameter of big end journals \_\_\_\_\_

320. Volant moteur XXXX g  
 Flywheel  
 c) Poids minimum avec couronne de démarreur et embrayage complet  
 Minimum weight of the flywheel with starter ring and complete clutch \_\_\_\_\_

321. Culasse: c) Hauteur minimum 141.95 mm  
 Cylinderhead: Minimum height \_\_\_\_\_

d) Endroit de la mesure From top of cylinder head to bottom of cylinder head  
 Where measured \_\_\_\_\_

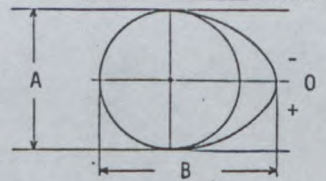




322. Epaisseur du joint de culasse serré 0.70±0.2 mm  
 Thickness of the tightened cylinderhead gasket \_\_\_\_\_ mm

325. Arbre à cames e) Diamètre des paliers 29.0 mm  
 Camshaft Diameter of bearings \_\_\_\_\_ mm

g) Dimensions de la came Admission:  $A = 29.5 \pm 0.1$  mm  
 Cam dimensions Inlet:  $B = 36.3 \pm 0.1$  mm  
 Echappement Exhaust:  $A = 29.5 \pm 0.1$  mm  
 $B = 35.7 \pm 0.1$  mm



326. Distribution a) Jeu théorique pour la distribution Admission 0.23 mm Echappement 0.26 mm  
 Timing Theoretical timing clearance Inlet Exhaust

b) Avance à l'ouverture (avec jeu théorique (326 a))  
 Valves open at (with theoretical timing clearance (326 a))  
 Admission 40±1 ° avant/après PMH Echappement 83±1 ° avant/après PMB  
 Inlet before/after TDC Exhaust before/after BDC

c) Retard à la fermeture (avec jeu théorique (326 a))  
 Valves closes at (with theoretical timing clearance (326 a))  
 Admission 86±1 ° avant/après PMB Echappement 50±1 ° avant/après PMH  
 Inlet before/after BDC Exhaust before/after TDC

d) Levée de came en mm (arbre démonté) (dessin/drawing art. 325)  
 Cam lifts in mm (dismounted camshaft)

Admission / Inlet

$$0 = 6.8 \pm 0.2 \text{ mm}$$

- 5° = $6.7 \pm 0.2$ mm	+ 5° = $6.6 \pm 0.2$ mm
- 10° = $6.4 \pm 0.2$ mm	+ 10° = $6.2 \pm 0.2$ mm
- 15° = $6.1 \pm 0.2$ mm	+ 15° = $5.3 \pm 0.2$ mm
- 30° = $4.4 \pm 0.2$ mm	+ 30° = $2.3 \pm 0.2$ mm
- 45° = $2.3 \pm 0.2$ mm	+ 45° = $0.8 \pm 0.2$ mm
- 60° = $0.8 \pm 0.2$ mm	+ 60° = $0.4 \pm 0.2$ mm
- 75° = $0.3 \pm 0.2$ mm	+ 75° = $0.2 \pm 0.2$ mm
- 90° = $0.1 \pm 0.2$ mm	+ 90° = $0$ mm
- 105° = $0$ mm	+ 105° = $0$ mm
- 120° = $0$ mm	+ 120° = $0$ mm
- 135° = $0$ mm	+ 135° = $0$ mm
- 150° = $0$ mm	+ 150° = $0$ mm

Echappement / Exhaust

$$0 = 6.2 \pm 0.2 \text{ mm}$$

- 5° = $6.1 \pm 0.2$ mm	+ 5° = $6.1 \pm 0.2$ mm
- 10° = $5.7 \pm 0.2$ mm	+ 10° = $5.9 \pm 0.2$ mm
- 15° = $5.0 \pm 0.2$ mm	+ 15° = $5.5 \pm 0.2$ mm
- 30° = $2.1 \pm 0.2$ mm	+ 30° = $4.0 \pm 0.2$ mm
- 45° = $0.7 \pm 0.2$ mm	+ 45° = $2.1 \pm 0.2$ mm
- 60° = $0.3 \pm 0.2$ mm	+ 60° = $0.8 \pm 0.2$ mm
- 75° = $0.1 \pm 0.2$ mm	+ 75° = $0.4 \pm 0.2$ mm
- 90° = $0$ mm	+ 90° = $0.2 \pm 0.2$ mm
- 105° = $0$ mm	+ 105° = $0$ mm
- 120° = $0$ mm	+ 120° = $0$ mm
- 135° = $0$ mm	+ 135° = $0$ mm
- 150° = $0$ mm	+ 150° = $0$ mm





e) Levée de soupape en mm avec jeu théorique de distribution (art. 326 a)  
 Valve lift in mm with theoretical timing clearance (art. 326 a)

Admission / Inlet

Echappement / Exhaust

Art. 326 b) = 34 avant/après PMH  
 before/after TDC = 0,0 mm

+ 20°	= 0.4 ± 0.2 mm
+ 40°	= 3.3 ± 0.2 mm
+ 60°	= 7.8 ± 0.2 mm
+ 80°	= 10.2 ± 0.2 mm
+ 100°	= 9.7 ± 0.2 mm
+ 120°	= 6.3 ± 0.2 mm
+ 140°	= 1.7 ± 0.2 mm
+ 160°	= 0.4 ± 0.2 mm
+ 180°	= 0.1 ± 0.2 mm
+ 200°	= 0.0 ± 0.2 mm
+ 220°	= 0.0 ± 0.2 mm
+ 240°	= 0.0 ± 0.2 mm
+ 260°	= 0.0 ± 0.2 mm
+ 280°	= 0.0 ± 0.2 mm
+ 300°	= 0.0 ± 0.2 mm
+ 320°	= 0.0 ± 0.2 mm
+ 340°	= 0.0 ± 0.2 mm
+ 360°	= 0.0 ± 0.2 mm

Art. 326 b) = 59 avant/après PMB  
 before/after BDC = 0,0 mm

+ 20°	= 0.3 ± 0.2 mm
+ 40°	= 1.1 ± 0.2 mm
+ 60°	= 5.4 ± 0.2 mm
+ 80°	= 8.6 ± 0.2 mm
+ 100°	= 9.3 ± 0.2 mm
+ 120°	= 7.1 ± 0.2 mm
+ 140°	= 3.6 ± 0.2 mm
+ 160°	= 0.5 ± 0.2 mm
+ 180°	= 0.2 ± 0.2 mm
+ 200°	= 0.0 ± 0.2 mm
+ 220°	= 0.0 ± 0.2 mm
+ 240°	= 0.0 ± 0.2 mm
+ 260°	= 0.0 ± 0.2 mm
+ 280°	= 0.0 ± 0.2 mm
+ 300°	= 0.0 ± 0.2 mm
+ 320°	= 0.0 ± 0.2 mm
+ 340°	= 0.0 ± 0.2 mm
+ 360°	= 0.0 ± 0.2 mm

327. Admission h) Nombre de ressorts par soupape  
 Inlet Number of springs per valve 2

i) Caractéristiques des ressorts: Sous une charge de <u>14.7 ± 0.3</u> kg, la longueur max. du ressort est de <u>33.7</u> mm	OUT
Spring characteristics: Under a load of <u>5.7 ± 0.3</u> kg, the max. length of the spring is <u>29.7</u> mm	IN
Caractéristiques des ressorts: Sous une charge de <u>XXXX</u> kg, la longueur max. du ressort est de <u>XXXX</u> mm	OUT
Spring characteristics: Under a load of <u>XXXX</u> kg, the max. length of the spring is <u>XXXX</u> mm	IN
k) Diamètre extérieur des ressorts <u>28.7 ± 0.2</u> mm	OUT
Exterior diameter of the springs <u>20.0 ± 0.2</u> mm	IN
m) Diamètre du fil des ressorts <u>3.5 ± 0.1</u> mm	OUT
Diameter of spring wire <u>2.3 ± 0.1</u> mm	IN
l) Nombre de spires des ressorts <u>6.48</u>	OUT
Number of spring coils <u>7.99</u> mm	IN
n) Longueur libre maximum des ressorts <u>40.7</u> mm	OUT
Maximum free length of the springs <u>36.7</u> mm	IN

328. Echappement  
 Exhaust

c) Diamètre de(s) sortie(s) du collecteur <u>42.0 ± 1.5</u> mm	i) Nombre de ressorts par soupape <u>1</u>
Diameter of the manifold exit(s) <u>42.0 ± 1.5</u> mm	Number of springs per valve <u>1</u>
k) Caractéristiques des ressorts: Sous une charge de <u>20.0 ± 1.0</u> kg, la longueur max. du ressort est de <u>33.7</u> mm	Spring characteristics: Under a load of <u>20.0 ± 1.0</u> kg, the max. length of the spring is <u>33.7</u> mm
l) Diamètre extérieur des ressorts <u>29.1 ± 0.2</u> mm	m) Nombre de spires des ressorts <u>6.44</u>
Exterior diameter of the springs <u>29.1 ± 0.2</u> mm	Number of spring coils <u>6.44</u>
n) Diamètre du fil des ressorts <u>3.7 ± 0.1</u> mm	o) Longueur libre maximum des ressorts <u>41.65</u> mm
Diameter of spring wire <u>3.7 ± 0.1</u> mm	Maximum free length of the springs <u>41.65</u> mm





Marque HONDA Modèle EF9 N° Homol. N-5400 **N**  
Make \_\_\_\_\_ Model \_\_\_\_\_

329. Système anti-pollution a) oui/~~NON~~  
Anti pollution system Yes/~~NO~~  
b) Description Three way catalytic with oxygen sensor  
Description \_\_\_\_\_

330. Système d'allumage d) Nombre de bobines 1  
Ignition system Number of coils \_\_\_\_\_

331. Capacité du circuit de refroidissement 5.5 L  
Cooling system capacity \_\_\_\_\_

332. Ventilateur de refroidissement a) Nombre 1 b) Diamètre de l'hélice 280 mm  
Cooling fan Number \_\_\_\_\_ Diameter of the screw \_\_\_\_\_ mm  
c) Matériau de l'hélice Polypropylene d) Nombre de pales 4  
Material of the screw \_\_\_\_\_ Number of blades \_\_\_\_\_  
e) Type de connection Electric f) Ventilateur débrayable ~~NON~~/non  
Type of connection \_\_\_\_\_ Automatic cut in ~~YES~~/no

333. Système de lubrification c) Capacité totale 4.8 L  
Lubrification system Total capacity \_\_\_\_\_ L  
d) Radiateur(s) d'huile oui/~~NON~~ Nombre 1  
Oil radiator(s) yes/~~NO~~ Number \_\_\_\_\_  
e) Emplacement du/des radiateurs In engine compartment  
Position of the radiator(s) \_\_\_\_\_

#### 4. CIRCUIT DE CARBURANT / FUEL CIRCUIT

401. Réservoir e) Emplacement des orifices Rearward on the left hand side  
Fuel tank Filler holes location \_\_\_\_\_

402. Pompe(s) à essence a)  Electrique  Mécanique  
Fuel pump(s)  Electrical  Mechanical  
b) Nombre 1 c) Marque et type Make: NIPPON DENSO  
Number \_\_\_\_\_ Make and type Type: Gear Wheel  
d) Emplacement e) Débit maximum 1.42 l/mn  
Location Incorporated in fuel tank Maximum flow \_\_\_\_\_ l/mn









Marque HONDA  
 Make \_\_\_\_\_

Modèle EF9  
 Model \_\_\_\_\_

N-5400 N  
 N° Homol. \_\_\_\_\_

7. SUSPENSION / SUSPENSION

702. Ressorts hélicoïdaux

Helical springs

- a) Matériau  
Material
- b) Type progressif  
Progressive type
- c) Longueur libre minimale  
Minimal free length
- d) Nombre de spires  
Number of coils
- e) Diamètre du fil  
Diameter of the wire
- f) Diamètre extérieur  
Exterior diameter

AV / Front	AR / Rear
Steel	Steel
oui/non <del>yes</del> /no	oui/non yes/ <del>no</del>
XXXX mm	XXXX mm
XXXX mm	XXXX mm
XXXX mm	XXXX mm
XXXX mm	XXXX mm

- g) Caractéristiques des ressorts: Sous une charge de XXXX kg, la longueur min. du ressort AV est de XXXX mm  
 Spring characteristics: Under a load of \_\_\_\_\_ kg, the min. length of the front spring is \_\_\_\_\_ mm  
 Sous une charge de XXXX kg, la longueur min. du ressort AR est de XXXX mm  
 Under a load of \_\_\_\_\_ kg, the min. length of the rear spring is \_\_\_\_\_ mm

703. Ressorts à lames

Leaf springs

A = Lame maîtresse / X = lame auxiliaire  
 2 = 2è lame / 3 = 3è lame / 4 = 4è lame / 5 = 5è lame

A = major leaf / X = auxiliary leaf  
 2 = 2nd leaf / 3 = 3rd leaf / 4 = 4th leaf / 5 = 5th leaf

- a) Matériau  
Material
- b) Nombre d'étriers  
Number of spring hangers
- c) Longueur libre minimum  
Minimum free length
- d) Largeur maximum  
Maximum width
- e) Epaisseur  
Thickness
- f) Courbure verticale maximale  
Maximum vertical curve

A	2	3
XXXX	XXXX	XXXX
XXXX	XXXX	XXXX
XXXX mm	XXXX mm	XXXX mm
XXXX mm	XXXX mm	XXXX mm
XXXX mm	XXXX mm	XXXX mm
XXXX mm	XXXX mm	XXXX mm

- a) Matériau  
Material
- b) Nombre d'étriers  
Number of spring hangers
- c) Longueur libre minimum  
Minimum free length
- d) Largeur maximum  
Maximum width
- e) Epaisseur  
Thickness
- f) Courbure verticale maximale  
Maximum vertical curve

4	5	X
XXXX	XXXX	XXXX
XXXX	XXXX	XXXX
XXXX mm	XXXX mm	XXXX mm
XXXX mm	XXXX mm	XXXX mm
XXXX mm	XXXX mm	XXXX mm
XXXX mm	XXXX mm	XXXX mm





Marque HONDA  
 Make \_\_\_\_\_

Modèle EF9  
 Model \_\_\_\_\_

**N-5400**  
 N° Homol. \_\_\_\_\_ **N**

**704. Barre de torsion**  
**Torsion bar**

- a) Longueur efficace  
 Effective length  
 mesurée de:  
 measured from:  
 à:  
 to:
- b) Diamètre efficace  
 Effective diameter  
 mesuré à:  
 measured at:
- c) Matériau  
 Material

AV / Front	AR / Rear
XXXX mm	XXXX mm
XXXX	XXXX
XXXX	XXXX
XXXX mm	XXXX mm
XXXX	XXXX
XXXX	XXXX

**706. Stabilisateur**  
**Stabilizer**

- a) Longueur efficace  
 Effective length
- b) Diamètre efficace  
 Effective diameter
- c) Matériau  
 Material

AV / Front	AR / Rear
600 $\pm$ 1% mm	1,020 $\pm$ 1% mm
19 mm	16 mm
Steel	Steel
XXXX mm	XXXX mm
<del>XX</del> /non <del>XX</del> /no	<del>XX</del> /non <del>XX</del> /no
XXXX mm	XXXX mm
XXXX mm	XXXX mm

**707. Amortisseurs**  
**Shock absorbers**

- d) Diamètre extérieur  
 Exterior diameter
- e) Assiette du ressort réglable  
 Adjustable spring trim
- f) Distance assiette-fixation  
 Distance trim-monitoring
- g) Diamètre de la tige de piston  
 Diameter of the piston rod





**8. TRAIN ROULANT / RUNNING GEAR**

**801. Roues  
Wheels**

- a) Diamètre  
Diameter
- b) Largeur  
Width
- c) Marque et type  
Make and type
- d) Matériau  
Material
- e) Poids unitaire  
Unitary weight
- f) Dépot entre plan de montage  
et extrémité intérieure  
Offset between mounting  
and extreme inner face

AV / Front	AR / Rear	Secours / Spare
14 "	14 "	14 "
$354.8 \pm 0.8$ mm	$354.8 \pm 0.8$ mm	$354.8 \pm 0.8$ mm
5.5 "	5.5 "	4 "
$140 \pm 1.0$ mm	$140 \pm 1.0$ mm	$102 \pm 1.5$ mm
XXXX	XXXX	XXXX
XXXX	XXXX	XXXX
XXXX kg	XXXX kg	XXXX kg
XXXX mm	XXXX mm	XXXX mm

**802. Emplacement de la roue de secours  
Location of the spare wheel**

In the luggage compartment

**9. CARROSSERIE / BODYWORK**

**901. Intérieur  
Interior**

- c) Climatisation ~~XX~~/non  
Air conditioning ~~XX~~/no

- d) Sièges  
Seats
- d1) Type  
Type
- d2) Appuie-tête  
Headrest
- d3) Poids  
Weight

AR / Rear	AV / Front
Bench	Separate
<del>XX</del> /non <del>XX</del> /no	oui/ <del>XX</del> yes/ <del>XX</del>
$10.0 \pm 1.0$ kg	Driver' seat: $12.0 \pm 1.0$ kg Passenger's seat: $11.5 \pm 1.0$ kg

- d4) Siège AR rabattable      oui/~~XX~~  
Car rear seat be folded      yes/~~XX~~
- e) Plage arrière      oui/~~XX~~  
Rear ledge      yes/~~XX~~

- e1) Matériau Resin Felt  
Material

**902. Extérieur  
Exterior**

- n) Essuie-glace AR      oui/~~XX~~  
Rear wiper      yes/~~XX~~



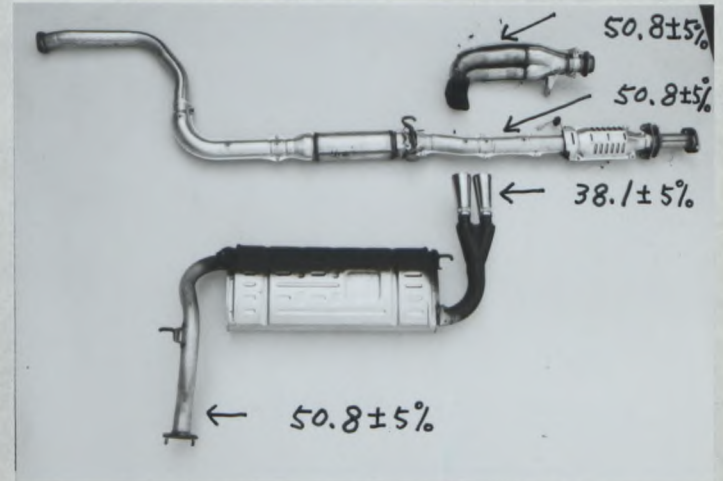


**PHOTOS / PHOTOS**

**Moteur / Engine**

AA) Piston de profil  
Piston profile

BB) Echappement complet  
Complete exhaust system

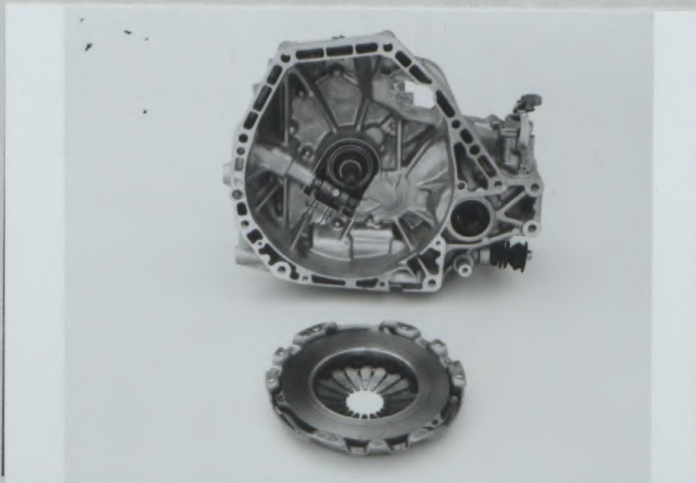


**Transmission / Transmission**

CC) Embrayage complet  
Complete clutch

**Train roulant / Running gear**

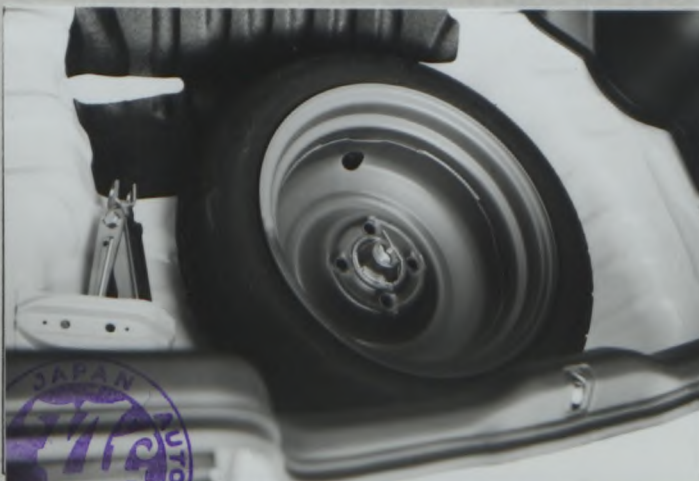
DD) Roue nue (vue de 3/4)  
Bare wheel (3/4 view)



EE) Roue de secours dans son emplacement  
Spare wheel in its location

**Carrosserie / Bodywork**

FF) Siège démonté avec ses accessoires  
Dismounted seat with its accessories



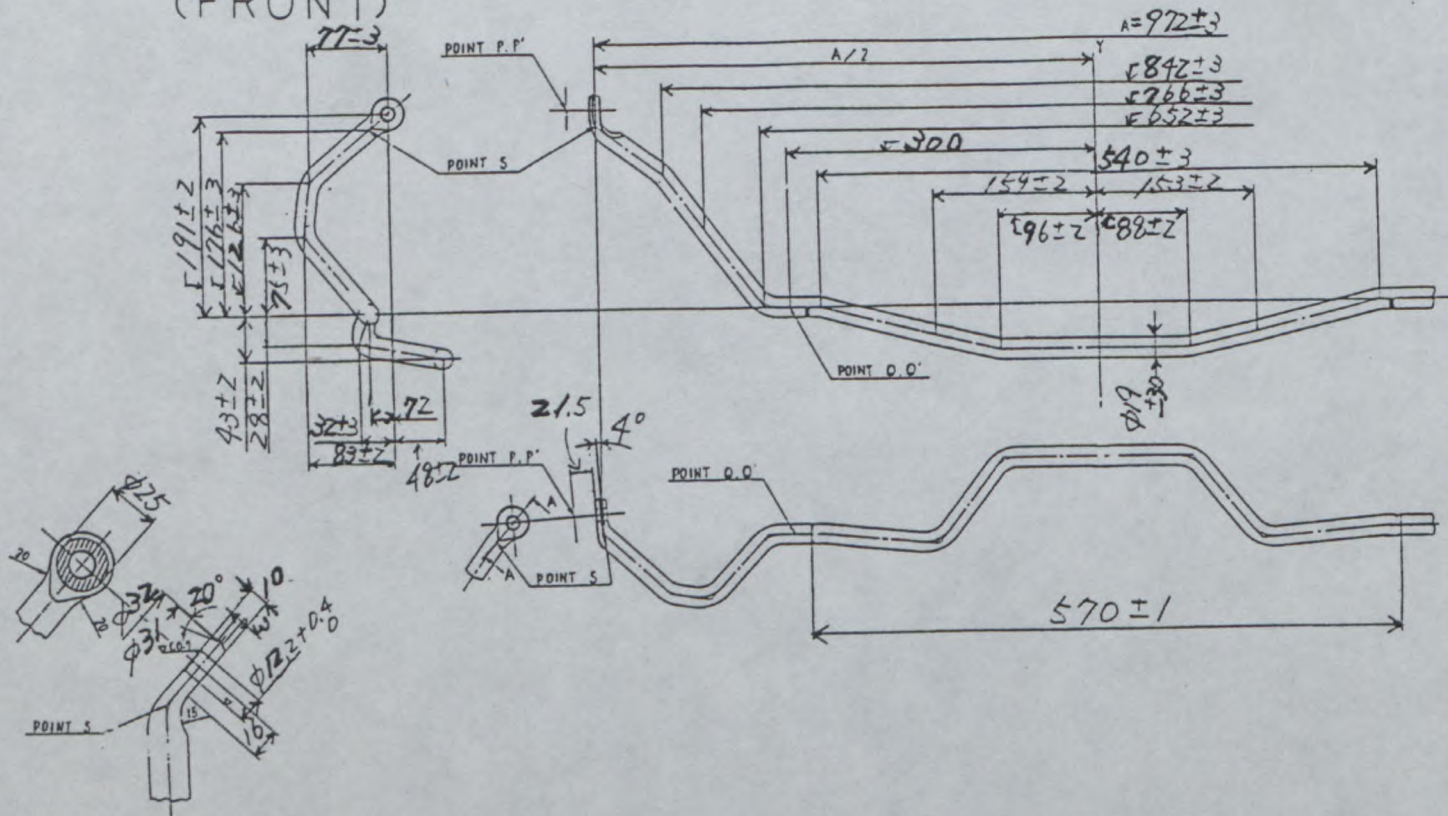


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Art.  
項目

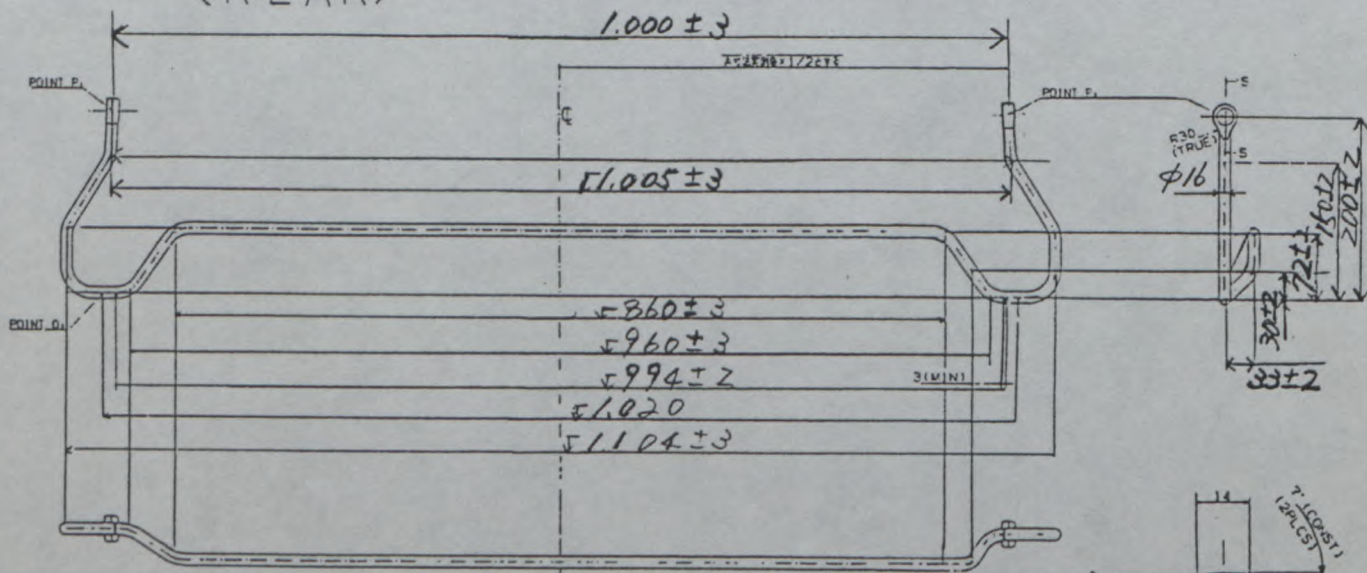
Description  
記述

(FRONT)

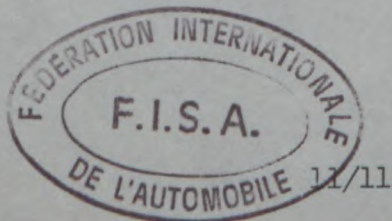


SECTION AA (1:1)

(REAR)



SECTION 55





Marque  
Make

HONDA

Modèle  
Model

EF9

N° Homol.

N-5400 N

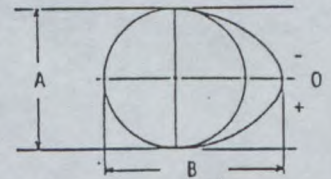
COMPLEMENTARY INFORMATION / 補足項目 — Explanation of Primary Cam (3/11page)

325. Arbre à cames

Camshaft

g) Dimensions de la came  
Cam dimensions

Admission: A =  $29.5 \pm 0.1$  mm  
Inlet: B =  $35 \pm 0.1$  mm  
Echappement: A =  $29.5 \pm 0.1$  mm  
Exhaust: B =  $34.7 \pm 0.1$  mm



326. Distribution a) Jeu théorique pour la distribution Admission 0.23 mm Echappement 0.26 mm  
Timing Theoretical timing clearance Inlet Exhaust

b) Avance à l'ouverture (avec jeu théorique (326 a))

Valves open at (with theoretical timing clearance (326 a))

Admission 29 $\pm$ 1 ° avant/après PMH Echappement 71 $\pm$ 1 ° avant/après PMB  
Inlet before/after TDC Exhaust before/after BDC

c) Retard à la fermeture (avec jeu théorique (326 a))

Valves closes at (with theoretical timing clearance (326 a))

Admission 75 $\pm$ 1 ° avant/après PMB Echappement 31 $\pm$ 1 ° avant/après PMH  
Inlet before/after BDC Exhaust before/after TDC

d) Levée de came en mm (arbre démonté)  
Cam lifts in mm (dismounted camshaft)

(dessin/drawing art. 325)

Admission / Inlet

0 =  $5.5 \pm 0.2$  mm

- 5° = $5.4 \pm 0.2$ mm	+ 5° = $5.4 \pm 0.2$ mm
- 10° = $5.1 \pm 0.2$ mm	+ 10° = $5.0 \pm 0.2$ mm
- 15° = $4.7 \pm 0.2$ mm	+ 15° = $4.3 \pm 0.2$ mm
- 30° = $3.0 \pm 0.2$ mm	+ 30° = $1.8 \pm 0.2$ mm
- 45° = $1.2 \pm 0.2$ mm	+ 45° = $0.6 \pm 0.2$ mm
- 60° = $0.4 \pm 0.2$ mm	+ 60° = $0.2 \pm 0.2$ mm
- 75° = $0.1 \pm 0.2$ mm	+ 75° = $0.1 \pm 0.2$ mm
- 90° = 0 mm	+ 90° = 0 mm
- 105° = 0 mm	+ 105° = 0 mm
- 120° = 0 mm	+ 120° = 0 mm
- 135° = 0 mm	+ 135° = 0 mm
- 150° = 0 mm	+ 150° = 0 mm

Echappement / Exhaust

0 =  $5.2 \pm 0.2$  mm

- 5° = $5.1 \pm 0.2$ mm	+ 5° = $5.1 \pm 0.2$ mm
- 10° = $4.8 \pm 0.2$ mm	+ 10° = $4.9 \pm 0.2$ mm
- 15° = $4.2 \pm 0.2$ mm	+ 15° = $4.5 \pm 0.2$ mm
- 30° = $1.7 \pm 0.2$ mm	+ 30° = $2.9 \pm 0.2$ mm
- 45° = $0.6 \pm 0.2$ mm	+ 45° = $1.2 \pm 0.2$ mm
- 60° = $0.2 \pm 0.2$ mm	+ 60° = $0.4 \pm 0.2$ mm
- 75° = $0.1 \pm 0.2$ mm	+ 75° = $0.2 \pm 0.2$ mm
- 90° = 0 mm	+ 90° = 0 mm
- 105° = 0 mm	+ 105° = 0 mm
- 120° = 0 mm	+ 120° = 0 mm
- 135° = 0 mm	+ 135° = 0 mm
- 150° = 0 mm	+ 150° = 0 mm





Marque  
Make

HONDA

Modèle  
Model

EF9

N° Homol.

N-5400 N

COMPLEMENTARY INFORMATION / 補足項目 — Explanation of Primary Cam (4/11page)

e) Levée de soupape en mm avec jeu théorique de distribution (art. 326 a)  
Valve lift in mm with theoretical timing clearance (art. 326 a)

Admission / Inlet

Art. 326 b) =	25 ° avant/après PMH before/after TDC	± 0,0 mm
+ 20°	= 0.4 ± 0.2 mm	
+ 40°	= 2.8 ± 0.2 mm	
+ 60°	= 6.5 ± 0.2 mm	
+ 80°	= 8.0 ± 0.2 mm	
+ 100°	= 6.6 ± 0.2 mm	
+ 120°	= 2.9 ± 0.2 mm	
+ 140°	= 0.4 ± 0.2 mm	
+ 160°	= 0.1 ± 0.2 mm	
+ 180°	= 0.0 ± 0.2 mm	
+ 200°	= 0.0 ± 0.2 mm	
+ 220°	= 0.0 ± 0.2 mm	
+ 240°	= 0.0 ± 0.2 mm	
+ 260°	= 0.0 ± 0.2 mm	
+ 280°	= 0.0 ± 0.2 mm	
+ 300°	= 0.0 ± 0.2 mm	
+ 320°	= 0.0 ± 0.2 mm	
+ 340°	= 0.0 ± 0.2 mm	
+ 360°	= 0.0 ± 0.2 mm	

Echappement / Exhaust

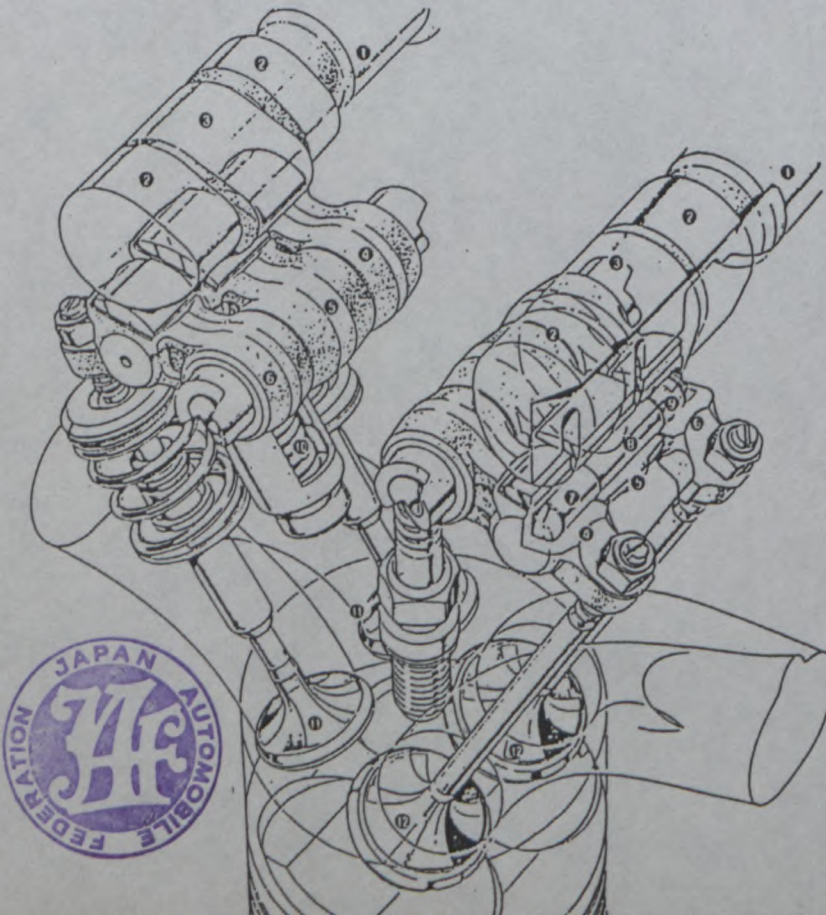
Art. 326 b) =	51 ° avant/après PMB before/after BDC	± 0,0 mm
+ 20°	= 0.3 ± 0.2 mm	
+ 40°	= 1.6 ± 0.2 mm	
+ 60°	= 5.3 ± 0.2 mm	
+ 80°	= 7.4 ± 0.2 mm	
+ 100°	= 6.9 ± 0.2 mm	
+ 120°	= 3.9 ± 0.2 mm	
+ 140°	= 0.6 ± 0.2 mm	
+ 160°	= 0.2 ± 0.2 mm	
+ 180°	= 0.0 ± 0.2 mm	
+ 200°	= 0.0 ± 0.2 mm	
+ 220°	= 0.0 ± 0.2 mm	
+ 240°	= 0.0 ± 0.2 mm	
+ 260°	= 0.0 ± 0.2 mm	
+ 280°	= 0.0 ± 0.2 mm	
+ 300°	= 0.0 ± 0.2 mm	
+ 320°	= 0.0 ± 0.2 mm	
+ 340°	= 0.0 ± 0.2 mm	
+ 360°	= 0.0 ± 0.2 mm	

COMPLEMENTARY INFORMATION / 補足項目

----- Honda Variable Valve Timing and Lift Electronic System

Configuration of Honda Variable Valve Timing and Lift Electronic Control System

- ① Camshaft
- ② Cam lobe for low rpm (Primary/Secondary cam)
- ③ Cam lobe for high rpm (Mid cam)
- ④ Secondary rocker arm
- ⑤ Mid rocker arm
- ⑥ Primary rocker arm
- ⑦ Hydraulic piston A
- ⑧ Hydraulic piston B
- ⑨ Stopper pin
- ⑩ Lost-motion spring
- ⑪ Exhaust valve
- ⑫ Intake valve





Marque  
Make

HONDA

Modèle  
Model

EF9

N° Homol.

N-5400 N

COMPLEMENTARY INFORMATION / 補足項目 — Explanation of Secondary Cam (3/11page)

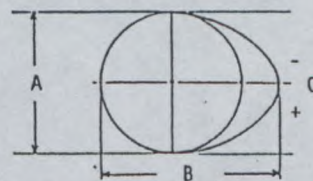
325. Arbre à cames

Camshaft

g) Dimensions de la came  
Cam dimensions

Admission:  
Inlet:  $A = 29.5 \pm 0.1$  mm  
 $B = 33.1 \pm 0.1$  mm

Echappement  
Exhaust:  $A = 29.5 \pm 0.1$  mm  
 $B = 32.8 \pm 0.1$  mm



326. Distribution a) Jeu théorique pour la distribution  
Timing Theoretical timing clearance

Admission  
Inlet  $0.23$  mm

Echappement  
Exhaust  $0.26$  mm

b) Avance à l'ouverture (avec jeu théorique (326 a))

Valves open at (with theoretical timing clearance (326 a))

Admission  $23 \pm 1$  ° avant/après PMH Echappement  $66 \pm 1$  ° avant/après PMB  
Inlet before/after TDC Exhaust before/after BDC

c) Retard à la fermeture (avec jeu théorique (326 a))

Valves closes at (with theoretical timing clearance (326 a))

Admission  $68 \pm 1$  ° avant/après PMB Echappement  $26 \pm 1$  ° avant/après PMH  
Inlet before/after BDC Exhaust before/after TDC

d) Levée de came en mm (arbre démonté)  
Cam lifts in mm (dismounted camshaft)

(dessin/drawing art. 325)

Admission / Inlet

$$0 = 3.6 \pm 0.2 \text{ mm}$$

- 5° = $3.5 \pm 0.2$ mm	+ 5° = $3.5 \pm 0.2$ mm
- 10° = $3.3 \pm 0.2$ mm	+ 10° = $3.3 \pm 0.2$ mm
- 15° = $3.1 \pm 0.2$ mm	+ 15° = $3.0 \pm 0.2$ mm
- 30° = $1.9 \pm 0.2$ mm	+ 30° = $1.5 \pm 0.2$ mm
- 45° = $0.7 \pm 0.2$ mm	+ 45° = $0.5 \pm 0.2$ mm
- 60° = $0.3 \pm 0.2$ mm	+ 60° = $0.2 \pm 0.2$ mm
- 75° = $0.1 \pm 0.2$ mm	+ 75° = $0.0 \pm 0.2$ mm
- 90° = $0$ mm	+ 90° = $0$ mm
- 105° = $0$ mm	+ 105° = $0$ mm
- 120° = $0$ mm	+ 120° = $0$ mm
- 135° = $0$ mm	+ 135° = $0$ mm
- 150° = $0$ mm	+ 150° = $0$ mm

Echappement / Exhaust

$$0 = 3.3 \pm 0.2 \text{ mm}$$

- 5° = $3.2 \pm 0.2$ mm	+ 5° = $3.2 \pm 0.2$ mm
- 10° = $3.0 \pm 0.2$ mm	+ 10° = $3.0 \pm 0.2$ mm
- 15° = $2.8 \pm 0.2$ mm	+ 15° = $2.9 \pm 0.2$ mm
- 30° = $1.5 \pm 0.2$ mm	+ 30° = $1.8 \pm 0.2$ mm
- 45° = $0.5 \pm 0.2$ mm	+ 45° = $0.8 \pm 0.2$ mm
- 60° = $0.2 \pm 0.2$ mm	+ 60° = $0.3 \pm 0.2$ mm
- 75° = $0.1 \pm 0.2$ mm	+ 75° = $0.1 \pm 0.2$ mm
- 90° = $0$ mm	+ 90° = $0$ mm
- 105° = $0$ mm	+ 105° = $0$ mm
- 120° = $0$ mm	+ 120° = $0$ mm
- 135° = $0$ mm	+ 135° = $0$ mm
- 150° = $0$ mm	+ 150° = $0$ mm





Marque  
Make

HONDA

Modèle  
Model

EF9

N° Homol.

N-5400 N

COMPLEMENTARY INFORMATION / 補足項目 — Explanation of Secondary Cam (4/11page)

e) Levée de soupape en mm avec jeu théorique de distribution (art. 326 a)  
Valve lift in mm with theoretical timing clearance (art. 326 a)

Admission / Inlet

Art. 326 b) =	21	avant/après PMH	= 0,0 mm
		before/after TDC	= 0,0 mm
	+ 20°		= $0.4 \pm 0.2$ mm
	+ 40°		= $2.0 \pm 0.2$ mm
	+ 60°		= $4.3 \pm 0.2$ mm
	+ 80°		= $5.0 \pm 0.2$ mm
	+ 100°		= $3.7 \pm 0.2$ mm
	+ 120°		= $1.2 \pm 0.2$ mm
	+ 140°		= $0.3 \pm 0.2$ mm
	+ 160°		= $0.0 \pm 0.2$ mm
	+ 180°		= $0.0 \pm 0.2$ mm
	+ 200°		= $0.0 \pm 0.2$ mm
	+ 220°		= $0.0 \pm 0.2$ mm
	+ 240°		= $0.0 \pm 0.2$ mm
	+ 260°		= $0.0 \pm 0.2$ mm
	+ 280°		= $0.0 \pm 0.2$ mm
	+ 300°		= $0.0 \pm 0.2$ mm
	+ 320°		= $0.0 \pm 0.2$ mm
	+ 340°		= $0.0 \pm 0.2$ mm
	+ 360°		= $0.0 \pm 0.2$ mm

Echappement / Exhaust

Art. 326 b) =	47	avant/après PMB	= 0,0 mm
		before/after BDC	= 0,0 mm
	+ 20°		= $0.3 \pm 0.2$ mm
	+ 40°		= $1.2 \pm 0.2$ mm
	+ 60°		= $3.4 \pm 0.2$ mm
	+ 80°		= $4.5 \pm 0.2$ mm
	+ 100°		= $3.8 \pm 0.2$ mm
	+ 120°		= $1.8 \pm 0.2$ mm
	+ 140°		= $0.4 \pm 0.2$ mm
	+ 160°		= $0.1 \pm 0.2$ mm
	+ 180°		= $0.0 \pm 0.2$ mm
	+ 200°		= $0.0 \pm 0.2$ mm
	+ 220°		= $0.0 \pm 0.2$ mm
	+ 240°		= $0.0 \pm 0.2$ mm
	+ 260°		= $0.0 \pm 0.2$ mm
	+ 280°		= $0.0 \pm 0.2$ mm
	+ 300°		= $0.0 \pm 0.2$ mm
	+ 320°		= $0.0 \pm 0.2$ mm
	+ 340°		= $0.0 \pm 0.2$ mm
	+ 360°		= $0.0 \pm 0.2$ mm







# FEDERATION INTERNATIONALE DU SPORT AUTOMOBILE

FISA Homologation No

N-5400



## JAPAN AUTOMOBILE FEDERATION

社団法人 日本自動車連盟

Extension No

01/01 ER

JAF 公認番号 FN-026 ER- 1/1

発効年月日 1990年 5月31日

### FORM OF EXTENSION TO THE OFFICIAL FISA HOMOLOGATION

FISA 公認追加書式

ES Sporting evolution of the type / スポーツ進化

ET Normal evolution of the type / 形式の正常進化

VF Supply variant / 供給変型

VO Option variant / オプション変型

ER Erratum / 誤記訂正

Homologation valid as from 01 JUL. 1990

in group N

公認発行日

FISA グループ

Manufacturer HONDA MOTOR CO., LTD.

Model and type

CIVIC 3 DOOR (EF9)

製造者

型式と形式

Page or ext.  
ページまたは補足

Art.  
項目

Description  
記述

3

326. Distribution  
Timing

b) Avance à l'ouverture (avec jeu théorique (326 a))

Valves open at (with theoretical timing clearance (326 a))

Admission	<u>40±1</u>	avant/après PMH	Echappement	<u>83±1</u>	avant/après PMH
Inlet		before/after TDC	Exhaust		before/after BDC

c) Retard à la fermeture (avec jeu théorique (326 a))

Valves closes at (with theoretical timing clearance (326 a))

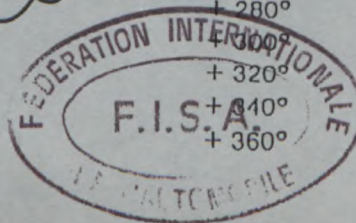
Admission	<u>86±1</u>	avant/après PMH	Echappement	<u>50±1</u>	avant/après PMH
Inlet		before/after BDC	Exhaust		before/after TDC

Admission / Inlet

Echappement / Exhaust

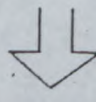
Art. 326 b) =	<u>34</u>	avant/après PMH	
		before/after TDC	= 0,0 mm
	+ 20°		= <u>0.4±0.2</u> mm
	+ 40°		= <u>3.3±0.2</u> mm
	+ 60°		= <u>7.8±0.2</u> mm
	+ 80°		= <u>10.2±0.2</u> mm
	+ 100°		= <u>9.7±0.2</u> mm
	+ 120°		= <u>6.3±0.2</u> mm
	+ 140°		= <u>1.7±0.2</u> mm
	+ 160°		= <u>0.4±0.2</u> mm
	+ 180°		= <u>0.1±0.2</u> mm
	+ 200°		= <u>0.0±0.2</u> mm
	+ 220°		= <u>0.0±0.2</u> mm
	+ 240°		= <u>0.0±0.2</u> mm
	+ 260°		= <u>0.0±0.2</u> mm
	+ 280°		= <u>0.0±0.2</u> mm
	+ 300°		= <u>0.0±0.2</u> mm
	+ 320°		= <u>0.0±0.2</u> mm
	+ 340°		= <u>0.0±0.2</u> mm
	+ 360°		= <u>0.0±0.2</u> mm

Art. 326 b) =	<u>59</u>	avant/après PMH	
		before/after BDC	= 0,0 mm
	+ 20°		= <u>0.3±0.2</u> mm
	+ 40°		= <u>1.1±0.2</u> mm
	+ 60°		= <u>5.4±0.2</u> mm
	+ 80°		= <u>8.6±0.2</u> mm
	+ 100°		= <u>9.3±0.2</u> mm
	+ 120°		= <u>7.1±0.2</u> mm
	+ 140°		= <u>3.6±0.2</u> mm
	+ 160°		= <u>0.5±0.2</u> mm
	+ 180°		= <u>0.2±0.2</u> mm
	+ 200°		= <u>0.0±0.2</u> mm
	+ 220°		= <u>0.0±0.2</u> mm
	+ 240°		= <u>0.0±0.2</u> mm
	+ 260°		= <u>0.0±0.2</u> mm
	+ 280°		= <u>0.0±0.2</u> mm
	+ 300°		= <u>0.0±0.2</u> mm
	+ 320°		= <u>0.0±0.2</u> mm
	+ 340°		= <u>0.0±0.2</u> mm
	+ 360°		= <u>0.0±0.2</u> mm





Page or ext. ページまたは補足	Art. 項目	Description 記述
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(REVISED)  
 We need some correction in homologation sheet in art. 326,  
 Please change with new one as below.

3 326. Distribution Timing

b) Avance à l'ouverture (avec jeu théorique (326 a))  
 Valves open at (with theoretical timing clearance (326 a))  
 Admission 36±1 ° avant/après PMI Echappement 70±1 ° avant/après PMB  
 Inlet 36±1 before/after TDC Exhaust 70±1 before/after BDC

c) Retard à la fermeture (avec jeu théorique (326 a))  
 Valves closes at (with theoretical timing clearance (326 a))  
 Admission 80±1 ° avant/après PMB Echappement 45±1 ° avant/après PMI  
 Inlet 80±1 before/after BDC Exhaust 45±1 before/after TDC

Admission / Inlet

Echappement / Exhaust

Art. 326 b) = 36±1 ° avant/après PMI  
 before/after TDC = 0,0 mm

+ 20°	= 0.4±0.2 mm
+ 40°	= 2.3±0.2 mm
+ 60°	= 4.6±0.2 mm
+ 80°	= 6.8±0.2 mm
+ 100°	= 8.5±0.2 mm
+ 120°	= 9.7±0.2 mm
+ 140°	= 10.3±0.2 mm
+ 160°	= 10.0±0.2 mm
+ 180°	= 9.0±0.2 mm
+ 200°	= 7.3±0.2 mm
+ 220°	= 5.2±0.2 mm
+ 240°	= 2.9±0.2 mm
+ 260°	= 1.0±0.2 mm
+ 280°	= 0.2±0.2 mm
+ 300°	= 0.0±0.2 mm
+ 320°	= 0.0±0.2 mm
+ 340°	= 0.0±0.2 mm
+ 360°	= 0.0±0.2 mm

Art. 326 b) = 70±1 ° avant/après PMB  
 before/after BDC = 0,0 mm

+ 20°	= 0.3±0.2 mm
+ 40°	= 1.8±0.2 mm
+ 60°	= 4.0±0.2 mm
+ 80°	= 6.1±0.2 mm
+ 100°	= 7.6±0.2 mm
+ 120°	= 8.8±0.2 mm
+ 140°	= 9.3±0.2 mm
+ 160°	= 9.1±0.2 mm
+ 180°	= 8.2±0.2 mm
+ 200°	= 6.7±0.2 mm
+ 220°	= 4.7±0.2 mm
+ 240°	= 2.7±0.2 mm
+ 260°	= 0.9±0.2 mm
+ 280°	= 0.3±0.2 mm
+ 300°	= 0.0±0.2 mm
+ 320°	= 0.0±0.2 mm
+ 340°	= 0.0±0.2 mm
+ 360°	= 0.0±0.2 mm





Page or ext. ページまたは補足	Art. 項目	Description 記述
3	326. Distribution Timing	b) Avance à l'ouverture (avec jeu théorique (326 a)) Valves open at (with theoretical timing clearance (326 a))  Echappement <u>71+1</u> ° avant/après PMB Exhaust <u>71+1</u> before/after BDC

— Explanation of Primary Cam(4/11page)

Admission / Inlet		Echappement / Exhaust	
Art. 326 b) =	25 ° avant/avant PMH before/after TDC = 0,0 mm	Art. 326 b) =	51 ° avant/avant PMB before/after BDC = 0,0 mm
+ 20°	= 0.4 <sup>+</sup> <sub>-0.2</sub> mm	+ 20°	= 0.3 <sup>-</sup> <sub>-0.2</sub> mm
+ 40°	= 2.8 <sup>+</sup> <sub>-0.2</sub> mm	+ 40°	= 1.6 <sup>±</sup> <sub>-0.2</sub> mm
+ 60°	= 6.5 <sup>-</sup> <sub>-0.2</sub> mm	+ 60°	= 5.3 <sup>±</sup> <sub>-0.2</sub> mm
+ 80°	= 8.0 <sup>±</sup> <sub>-0.2</sub> mm	+ 80°	= 7.4 <sup>±</sup> <sub>-0.2</sub> mm
+ 100°	= 6.6 <sup>±</sup> <sub>-0.2</sub> mm	+ 100°	= 6.9 <sup>±</sup> <sub>-0.2</sub> mm
+ 120°	= 2.9 <sup>±</sup> <sub>-0.2</sub> mm	+ 120°	= 3.9 <sup>±</sup> <sub>-0.2</sub> mm
+ 140°	= 0.4 <sup>±</sup> <sub>-0.2</sub> mm	+ 140°	= 0.6 <sup>±</sup> <sub>-0.2</sub> mm
+ 160°	= 0.1 <sup>±</sup> <sub>-0.2</sub> mm	+ 160°	= 0.2 <sup>±</sup> <sub>-0.2</sub> mm
+ 180°	= 0.0 <sup>±</sup> <sub>-0.2</sub> mm	+ 180°	= 0.0 <sup>±</sup> <sub>-0.2</sub> mm
+ 200°	= 0.0 <sup>±</sup> <sub>-0.2</sub> mm	+ 200°	= 0.0 <sup>±</sup> <sub>-0.2</sub> mm
+ 220°	= 0.0 <sup>±</sup> <sub>-0.2</sub> mm	+ 220°	= 0.0 <sup>±</sup> <sub>-0.2</sub> mm
+ 240°	= 0.0 <sup>±</sup> <sub>-0.2</sub> mm	+ 240°	= 0.0 <sup>±</sup> <sub>-0.2</sub> mm
+ 260°	= 0.0 <sup>±</sup> <sub>-0.2</sub> mm	+ 260°	= 0.0 <sup>±</sup> <sub>-0.2</sub> mm
+ 280°	= 0.0 <sup>±</sup> <sub>-0.2</sub> mm	+ 280°	= 0.0 <sup>±</sup> <sub>-0.2</sub> mm
+ 300°	= 0.0 <sup>±</sup> <sub>-0.2</sub> mm	+ 300°	= 0.0 <sup>±</sup> <sub>-0.2</sub> mm
+ 320°	= 0.0 <sup>±</sup> <sub>-0.2</sub> mm	+ 320°	= 0.0 <sup>±</sup> <sub>-0.2</sub> mm
+ 340°	= 0.0 <sup>±</sup> <sub>-0.2</sub> mm	+ 340°	= 0.0 <sup>±</sup> <sub>-0.2</sub> mm
+ 360°	= 0.0 <sup>±</sup> <sub>-0.2</sub> mm	+ 360°	= 0.0 <sup>±</sup> <sub>-0.2</sub> mm





Page or ext. ページまたは補足	Art. 項目	Description 記述
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(REVISED)

We need some correction in homologation sheet in art. 326,  
 Please change with new one as below.

326. Distribution  
 Timing

**-COMPLEMENTARY INFORMATION**  
**Explanation of Primary Cam(3/11 page)**

b) Avance à l'ouverture (avec jeu théorique (326 a))  
 Valves open at (with theoretical timing clearance (326 a))

Echappement 68±1 ° avant/après PMB  
 Exhaust \_\_\_\_\_ before/after BDC

Admission / Inlet

Echappement / Exhaust

Art. 326 b) = 29±1 ° avant/après PMH  
 before/after TDC = 0,0 mm

+ 20°	= 0.2±0.2mm
+ 40°	= 1.0±0.2mm
+ 60°	= 3.0±0.2mm
+ 80°	= 5.0±0.2mm
+ 100°	= 6.6±0.2mm
+ 120°	= 7.6±0.2mm
+ 140°	= 8.0±0.2mm
+ 160°	= 7.6±0.2mm
+ 180°	= 6.5±0.2mm
+ 200°	= 4.9±0.2mm
+ 220°	= 2.9±0.2mm
+ 240°	= 1.0±0.2mm
+ 260°	= 0.2±0.2mm
+ 280°	= 0.0±0.2mm
+ 300°	= 0.0±0.2mm
+ 320°	= 0.0±0.2mm
+ 340°	= 0.0±0.2mm
+ 360°	= 0.0±0.2mm

Art. 326 b) = 68±1 ° avant/après PMB  
 before/after BDC = 0,0 mm

+ 20°	= 0.2±0.2mm
+ 40°	= 1.2±0.2mm
+ 60°	= 3.0±0.2mm
+ 80°	= 4.9±0.2mm
+ 100°	= 6.3±0.2mm
+ 120°	= 7.2±0.2mm
+ 140°	= 7.5±0.2mm
+ 160°	= 7.1±0.2mm
+ 180°	= 6.0±0.2mm
+ 200°	= 4.4±0.2mm
+ 220°	= 2.6±0.2mm
+ 240°	= 0.9±0.2mm
+ 260°	= 0.2±0.2mm
+ 280°	= 0.0±0.2mm
+ 300°	= 0.0±0.2mm
+ 320°	= 0.0±0.2mm
+ 340°	= 0.0±0.2mm
+ 360°	= 0.0±0.2mm





Page or ext. ページまたは補足	Art. 項目	Description 記述
3	325. Distribution Timing	

— Explanation of Secondary Cam(4/11page )

Admission / Inlet

Art. 326 b) = 21 ◦ avant/après PMH  
 before/after TDC = 0.0 mm

+ 20°	= 0.4 ± 0.2 mm
+ 40°	= 2.0 ± 0.2 mm
+ 60°	= 4.3 ± 0.2 mm
+ 80°	= 5.0 ± 0.2 mm
+ 100°	= 3.7 ± 0.2 mm
+ 120°	= 1.2 ± 0.2 mm
+ 140°	= 0.3 ± 0.2 mm
+ 160°	= 0.0 ± 0.2 mm
+ 180°	= 0.0 ± 0.2 mm
+ 200°	= 0.0 ± 0.2 mm
+ 220°	= 0.0 ± 0.2 mm
+ 240°	= 0.0 ± 0.2 mm
+ 260°	= 0.0 ± 0.2 mm
+ 280°	= 0.0 ± 0.2 mm
+ 300°	= 0.0 ± 0.2 mm
+ 320°	= 0.0 ± 0.2 mm
+ 340°	= 0.0 ± 0.2 mm
+ 360°	= 0.0 ± 0.2 mm

Echappement / Exhaust

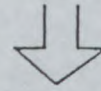
Art. 326 b) = 47 ◦ avant/après PMB,  
 before/after SDC = 0.0 mm

+ 20°	= 0.3 ± 0.2 mm
+ 40°	= 1.2 ± 0.2 mm
+ 60°	= 3.4 ± 0.2 mm
+ 80°	= 4.5 ± 0.2 mm
+ 100°	= 3.8 ± 0.2 mm
+ 120°	= 1.8 ± 0.2 mm
+ 140°	= 0.4 ± 0.2 mm
+ 160°	= 0.1 ± 0.2 mm
+ 180°	= 0.0 ± 0.2 mm
+ 200°	= 0.0 ± 0.2 mm
+ 220°	= 0.0 ± 0.2 mm
+ 240°	= 0.0 ± 0.2 mm
+ 260°	= 0.0 ± 0.2 mm
+ 280°	= 0.0 ± 0.2 mm
+ 300°	= 0.0 ± 0.2 mm
+ 320°	= 0.0 ± 0.2 mm
+ 340°	= 0.0 ± 0.2 mm
+ 360°	= 0.0 ± 0.2 mm





Page or ext. ページまたは補足	Art. 項目	Description 記述
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(REVISED)

We need some correction in homologation sheet in art. 326,  
 Please change with new one as below.

3 326. Distribution Timing

-COMPLEMENTARY INFORMATION

Explanation of Secondary Cam(3/11 page)

Admission / Inlet

Echappement / Exhaust

Art. 326 b) =  $23 \pm 1$  ◦ avant/après PMH  
 before/after TDC = 0,0 mm

+ 20°	= $0.2 \pm 0.2$ mm
+ 40°	= $0.8 \pm 0.2$ mm
+ 60°	= $2.1 \pm 0.2$ mm
+ 80°	= $3.4 \pm 0.2$ mm
+ 100°	= $4.3 \pm 0.2$ mm
+ 120°	= $4.9 \pm 0.2$ mm
+ 140°	= $5.0 \pm 0.2$ mm
+ 160°	= $4.5 \pm 0.2$ mm
+ 180°	= $3.6 \pm 0.2$ mm
+ 200°	= $2.5 \pm 0.2$ mm
+ 220°	= $1.1 \pm 0.2$ mm
+ 240°	= $0.3 \pm 0.2$ mm
+ 260°	= $0.1 \pm 0.2$ mm
+ 280°	= $0.0 \pm 0.2$ mm
+ 300°	= $0.0 \pm 0.2$ mm
+ 320°	= $0.0 \pm 0.2$ mm
+ 340°	= $0.0 \pm 0.2$ mm
+ 360°	= $0.0 \pm 0.2$ mm

Art. 326 b) =  $66 \pm 1$  ◦ avant/après PMB  
 before/after BDC = 0,0 mm

+ 20°	= $0.2 \pm 0.2$ mm
+ 40°	= $0.7 \pm 0.2$ mm
+ 60°	= $1.8 \pm 0.2$ mm
+ 80°	= $2.9 \pm 0.2$ mm
+ 100°	= $3.8 \pm 0.2$ mm
+ 120°	= $4.3 \pm 0.2$ mm
+ 140°	= $4.5 \pm 0.2$ mm
+ 160°	= $4.2 \pm 0.2$ mm
+ 180°	= $3.5 \pm 0.2$ mm
+ 200°	= $2.5 \pm 0.2$ mm
+ 220°	= $1.4 \pm 0.2$ mm
+ 240°	= $0.4 \pm 0.2$ mm
+ 260°	= $0.1 \pm 0.2$ mm
+ 280°	= $0.0 \pm 0.2$ mm
+ 300°	= $0.0 \pm 0.2$ mm
+ 320°	= $0.0 \pm 0.2$ mm
+ 340°	= $0.0 \pm 0.2$ mm
+ 360°	= $0.0 \pm 0.2$ mm







**FEDERATION INTERNATIONALE  
DU SPORT AUTOMOBILE**  
**JAPAN AUTOMOBILE FEDERATION**  
社団法人 日本自動車連盟

FISA Homologation No

N-5400

Extension No

**02 / 02 ER**

JAF 公認番号 FN-026 **ER- 2 / 2**

発効年月日 1991年 8月31日

**FORM OF EXTENSION TO THE OFFICIAL FISA HOMOLOGATION**  
FISA 公認追加書式

- ES Sporting evolution of the type / スポーツ進化
- ET Normal evolution of the type / 形式の正常進化
- VF Supply variant / 供給変型
- VO Option variant / オプション変型
- ER Erratum / 誤記訂正

Homologation valid as from **01 OCT. 1991**  
公認発行日

in group N  
FISA グループ

Manufacturer HONDA MOTOR CO., LTD.  
製造者

Model and type CIVIC 3 DOOR (EF9)  
型式と形式

Page or ext. ページまたは補足	Art. 項目	Description 記述
3	326.	<p><u>ORIGINAL HOMOLOGATION SHEET : PAGE 3/11</u></p> <p>Distribution Timing</p>

d) Levée de came en mm (arbre démonté)  
Cam lifts in mm (dismounted camshaft)

(dessin/drawing art. 325)

Admission / Inlet

$$0 = \underline{6.8 \pm 0.2} \text{ mm}$$

- 5° = $\underline{6.7 \pm 0.2} \text{ mm}$	+ 5° = $\underline{6.6 \pm 0.2} \text{ mm}$
- 10° = $\underline{6.4 \pm 0.2} \text{ mm}$	+ 10° = $\underline{6.2 \pm 0.2} \text{ mm}$
- 15° = $\underline{6.1 \pm 0.2} \text{ mm}$	+ 15° = $\underline{5.3 \pm 0.2} \text{ mm}$
- 30° = $\underline{4.4 \pm 0.2} \text{ mm}$	+ 30° = $\underline{2.3 \pm 0.2} \text{ mm}$
- 45° = $\underline{2.3 \pm 0.2} \text{ mm}$	+ 45° = $\underline{0.8 \pm 0.2} \text{ mm}$
- 60° = $\underline{0.8 \pm 0.2} \text{ mm}$	+ 60° = $\underline{0.4 \pm 0.2} \text{ mm}$
- 75° = $\underline{0.3 \pm 0.2} \text{ mm}$	+ 75° = $\underline{0.2 \pm 0.2} \text{ mm}$
- 90° = $\underline{0.1 \pm 0.2} \text{ mm}$	+ 90° = $\underline{0} \text{ mm}$
- 105° = $\underline{0} \text{ mm}$	+ 105° = $\underline{0} \text{ mm}$
- 120° = $\underline{0} \text{ mm}$	+ 120° = $\underline{0} \text{ mm}$
- 135° = $\underline{0} \text{ mm}$	+ 135° = $\underline{0} \text{ mm}$
- 150° = $\underline{0} \text{ mm}$	+ 150° = $\underline{0} \text{ mm}$

Echappement / Exhaust

$$0 = \underline{6.2 \pm 0.2} \text{ mm}$$

- 5° = $\underline{6.1 \pm 0.2} \text{ mm}$	+ 5° = $\underline{6.1 \pm 0.2} \text{ mm}$
- 10° = $\underline{5.7 \pm 0.2} \text{ mm}$	+ 10° = $\underline{5.9 \pm 0.2} \text{ mm}$
- 15° = $\underline{5.0 \pm 0.2} \text{ mm}$	+ 15° = $\underline{5.5 \pm 0.2} \text{ mm}$
- 30° = $\underline{2.1 \pm 0.2} \text{ mm}$	+ 30° = $\underline{4.0 \pm 0.2} \text{ mm}$
- 45° = $\underline{0.7 \pm 0.2} \text{ mm}$	+ 45° = $\underline{2.1 \pm 0.2} \text{ mm}$
- 60° = $\underline{0.3 \pm 0.2} \text{ mm}$	+ 60° = $\underline{0.8 \pm 0.2} \text{ mm}$
- 75° = $\underline{0.1 \pm 0.2} \text{ mm}$	+ 75° = $\underline{0.4 \pm 0.2} \text{ mm}$
- 90° = $\underline{0} \text{ mm}$	+ 90° = $\underline{0.2 \pm 0.2} \text{ mm}$
- 105° = $\underline{0} \text{ mm}$	+ 105° = $\underline{0} \text{ mm}$
- 120° = $\underline{0} \text{ mm}$	+ 120° = $\underline{0} \text{ mm}$
- 135° = $\underline{0} \text{ mm}$	+ 135° = $\underline{0} \text{ mm}$
- 150° = $\underline{0} \text{ mm}$	+ 150° = $\underline{0} \text{ mm}$





Page or ext. ページまたは補足	Art. 項目	Description 記述
3	326.	<p>(REVISED)                      We need some correction in homologation sheet in art. 326. d)                      Please change with new one as below.</p> <p>Distribution                      Timing</p>

d) Levée de came en mm (arbre démonté)  
 Cam lifts in mm (dismounted camshaft)

(dessin/drawing art. 325)

Admission / Inlet

Echappement / Exhaust

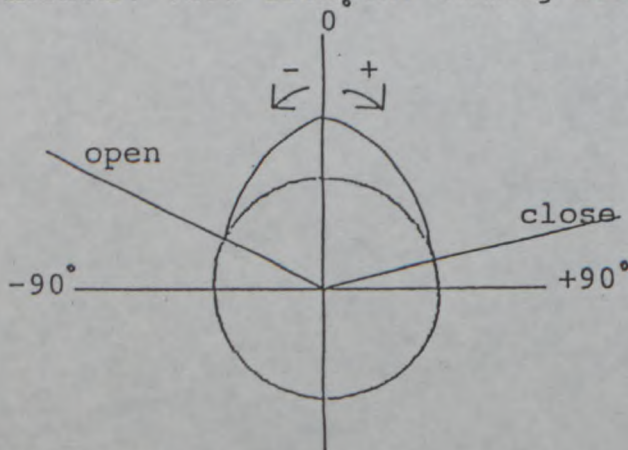
0 = 6.8 mm

0 = 6.2 mm

- 5° = 6.7 mm	+ 5° = 6.7 mm	- 5° = 6.2 mm	+ 5° = 6.2 mm
- 10° = 6.6 mm	+ 10° = 6.6 mm	- 10° = 6.1 mm	+ 10° = 6.1 mm
- 15° = 6.4 mm	+ 15° = 6.3 mm	- 15° = 5.8 mm	+ 15° = 5.9 mm
- 30° = 5.4 mm	+ 30° = 5.0 mm	- 30° = 4.5 mm	+ 30° = 4.9 mm
- 45° = 3.9 mm	+ 45° = 2.6 mm	- 45° = 2.4 mm	+ 45° = 3.5 mm
- 60° = 2.0 mm	+ 60° = 0.4 mm	- 60° = 0.3 mm	+ 60° = 1.7 mm
- 75° = 0.3 mm	+ 75° = 0.2 mm	- 75° = 0.1 mm	+ 75° = 0.4 mm
- 90° = 0.1 mm	+ 90° = 0 mm	- 90° = 0 mm	+ 90° = 0.2 mm
- 105° = 0 mm	+ 105° = 0 mm	- 105° = 0 mm	+ 105° = 0 mm
- 120° = 0 mm	+ 120° = 0 mm	- 120° = 0 mm	+ 120° = 0 mm
- 135° = 0 mm	+ 135° = 0 mm	- 135° = 0 mm	+ 135° = 0 mm
- 150° = 0 mm	+ 150° = 0 mm	- 150° = 0 mm	+ 150° = 0 mm

TOLERANCE:  $\pm 0.2\text{mm}$  and  $\pm 2^\circ$

-----REMARKS: View from the timing-belt side





Page or ext. ページまたは補足	Art. 項目	Description 記述
3	326.	ORIGINAL HOMOLOGATION SHEET : PAGE 3A/11 Distribution Timing

d) Levée de came en mm (arbre démonté)  
Cam lifts in mm (dismounted camshaft)

(dessin/drawing art. 325)

Admission / Inlet

Echappement / Exhaust

$0 = 5.5 \pm 0.2 \text{ mm}$

$0 = 5.2 \pm 0.2 \text{ mm}$

- 5° = $5.4 \pm 0.2$ mm	+ 5° = $5.4 \pm 0.2$ mm
- 10° = $5.1 \pm 0.2$ mm	+ 10° = $5.0 \pm 0.2$ mm
- 15° = $4.7 \pm 0.2$ mm	+ 15° = $4.3 \pm 0.2$ mm
- 30° = $3.0 \pm 0.2$ mm	+ 30° = $1.8 \pm 0.2$ mm
- 45° = $1.2 \pm 0.2$ mm	+ 45° = $0.6 \pm 0.2$ mm
- 60° = $0.4 \pm 0.2$ mm	+ 60° = $0.2 \pm 0.2$ mm
- 75° = $0.1 \pm 0.2$ mm	+ 75° = $0.1 \pm 0.2$ mm
- 90° = 0 mm	+ 90° = 0 mm
- 105° = 0 mm	+ 105° = 0 mm
- 120° = 0 mm	+ 120° = 0 mm
- 135° = 0 mm	+ 135° = 0 mm
- 150° = 0 mm	+ 150° = 0 mm

- 5° = $5.1 \pm 0.2$ mm	+ 5° = $5.1 \pm 0.2$ mm
- 10° = $4.8 \pm 0.2$ mm	+ 10° = $4.9 \pm 0.2$ mm
- 15° = $4.2 \pm 0.2$ mm	+ 15° = $4.5 \pm 0.2$ mm
- 30° = $1.7 \pm 0.2$ mm	+ 30° = $2.9 \pm 0.2$ mm
- 45° = $0.6 \pm 0.2$ mm	+ 45° = $1.2 \pm 0.2$ mm
- 60° = $0.2 \pm 0.2$ mm	+ 60° = $0.4 \pm 0.2$ mm
- 75° = $0.1 \pm 0.2$ mm	+ 75° = $0.2 \pm 0.2$ mm
- 90° = 0 mm	+ 90° = 0 mm
- 105° = 0 mm	+ 105° = 0 mm
- 120° = 0 mm	+ 120° = 0 mm
- 135° = 0 mm	+ 135° = 0 mm
- 150° = 0 mm	+ 150° = 0 mm

3	326.	(REVISED) We need some correction in homologation sheet in art. 326. d) Please change with new one as below. Distribution Timing
---	------	--

d) Levée de came en mm (arbre démonté)  
Cam lifts in mm (dismounted camshaft)

(dessin/drawing art. 325)



Admission / Inlet

Echappement / Exhaust

$0 = 5.5 \text{ mm}$

$0 = 5.2 \text{ mm}$

- 5° = $5.4$ mm	+ 5° = $5.4$ mm
- 10° = $5.3$ mm	+ 10° = $5.3$ mm
- 15° = $5.1$ mm	+ 15° = $5.1$ mm
- 30° = $4.1$ mm	+ 30° = $3.8$ mm
- 45° = $2.5$ mm	+ 45° = $1.8$ mm
- 60° = $0.7$ mm	+ 60° = $0.3$ mm
- 75° = $0.2$ mm	+ 75° = $0.1$ mm
- 90° = 0 mm	+ 90° = 0 mm
- 105° = 0 mm	+ 105° = 0 mm
- 120° = 0 mm	+ 120° = 0 mm
- 135° = 0 mm	+ 135° = 0 mm
- 150° = 0 mm	+ 150° = 0 mm

- 5° = $5.1$ mm	+ 5° = $5.2$ mm
- 10° = $5.0$ mm	+ 10° = $5.0$ mm
- 15° = $4.8$ mm	+ 15° = $4.8$ mm
- 30° = $3.6$ mm	+ 30° = $3.8$ mm
- 45° = $1.7$ mm	+ 45° = $2.4$ mm
- 60° = $0.3$ mm	+ 60° = $0.7$ mm
- 75° = $0.1$ mm	+ 75° = $0.2$ mm
- 90° = 0 mm	+ 90° = $0.1$ mm
- 105° = 0 mm	+ 105° = 0 mm
- 120° = 0 mm	+ 120° = 0 mm
- 135° = 0 mm	+ 135° = 0 mm
- 150° = 0 mm	+ 150° = 0 mm

TOLERANCE:  $\pm 0.2 \text{ mm}$  and  $\pm 2^\circ$





Page or ext. ページまたは補足	Art. 項目	Description 記述
3	326.	ORIGINAL HOMOLOGATION SHEET : PAGE 3B/11 Distribution Timing

d) Levée de came en mm (arbre démonté)  
Cam lifts in mm (dismounted camshaft) (dessin/drawing art. 325)

Admission / Inlet

Echappement / Exhaust

$0 = 3.6 \pm 0.2$  mm

$0 = 3.3 \pm 0.2$  mm

- 5° = $3.5 \pm 0.2$ mm	+ 5° = $3.5 \pm 0.2$ mm	- 5° = $3.2 \pm 0.2$ mm	+ 5° = $3.2 \pm 0.2$ mm
- 10° = $3.3 \pm 0.2$ mm	+ 10° = $3.3 \pm 0.2$ mm	- 10° = $3.0 \pm 0.2$ mm	+ 10° = $3.0 \pm 0.2$ mm
- 15° = $3.1 \pm 0.2$ mm	+ 15° = $3.0 \pm 0.2$ mm	- 15° = $2.8 \pm 0.2$ mm	+ 15° = $2.9 \pm 0.2$ mm
- 30° = $1.9 \pm 0.2$ mm	+ 30° = $1.5 \pm 0.2$ mm	- 30° = $1.5 \pm 0.2$ mm	+ 30° = $1.8 \pm 0.2$ mm
- 45° = $0.7 \pm 0.2$ mm	+ 45° = $0.5 \pm 0.2$ mm	- 45° = $0.5 \pm 0.2$ mm	+ 45° = $0.8 \pm 0.2$ mm
- 60° = $0.3 \pm 0.2$ mm	+ 60° = $0.2 \pm 0.2$ mm	- 60° = $0.2 \pm 0.2$ mm	+ 60° = $0.3 \pm 0.2$ mm
- 75° = $0.1 \pm 0.2$ mm	+ 75° = $0.0 \pm 0.2$ mm	- 75° = $0.1 \pm 0.2$ mm	+ 75° = $0.1 \pm 0.2$ mm
- 90° = 0 mm	+ 90° = 0 mm	- 90° = 0 mm	+ 90° = 0 mm
- 105° = 0 mm	+ 105° = 0 mm	- 105° = 0 mm	+ 105° = 0 mm
- 120° = 0 mm	+ 120° = 0 mm	- 120° = 0 mm	+ 120° = 0 mm
- 135° = 0 mm	+ 135° = 0 mm	- 135° = 0 mm	+ 135° = 0 mm
- 150° = 0 mm	+ 150° = 0 mm	- 150° = 0 mm	+ 150° = 0 mm

3	326.	(REVISED) We need some correction in homologation sheet in art. 326. d) Please change with new one as below. Distribution Timing
---	------	--

d) Levée de came en mm (arbre démonté)  
Cam lifts in mm (dismounted camshaft) (dessin/drawing art. 325)



Admission / Inlet

Echappement / Exhaust

$0 = 3.6$  mm

$0 = 3.3$  mm

- 5° = 3.6 mm	+ 5° = 3.6 mm	- 5° = 3.3 mm	+ 5° = 3.3 mm
- 10° = 3.5 mm	+ 10° = 3.5 mm	- 10° = 3.2 mm	+ 10° = 3.2 mm
- 15° = 3.3 mm	+ 15° = 3.3 mm	- 15° = 3.0 mm	+ 15° = 3.0 mm
- 30° = 2.5 mm	+ 30° = 2.4 mm	- 30° = 2.2 mm	+ 30° = 2.3 mm
- 45° = 1.3 mm	+ 45° = 1.0 mm	- 45° = 1.0 mm	+ 45° = 1.3 mm
- 60° = 0.3 mm	+ 60° = 0.3 mm	- 60° = 0.3 mm	+ 60° = 0.3 mm
- 75° = 0.1 mm	+ 75° = 0.1 mm	- 75° = 0.1 mm	+ 75° = 0.2 mm
- 90° = 0 mm	+ 90° = 0 mm	- 90° = 0 mm	+ 90° = 0 mm
- 105° = 0 mm	+ 105° = 0 mm	- 105° = 0 mm	+ 105° = 0 mm
- 120° = 0 mm	+ 120° = 0 mm	- 120° = 0 mm	+ 120° = 0 mm
- 135° = 0 mm	+ 135° = 0 mm	- 135° = 0 mm	+ 135° = 0 mm
- 150° = 0 mm	+ 150° = 0 mm	- 150° = 0 mm	+ 150° = 0 mm

TOLERANCE :  $\pm 0.2$  mm and  $\pm 2^\circ$

