



# FEDERATION INTERNATIONALE DU SPORT AUTOMOBILE

Homologation N°

N - 5356 N

FN-015

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

Homologation valable à partir du 01 JUIL 1982 prononcée par  
Homologation valid as from \_\_\_\_\_ decided by FISA

En complément de la fiche de Gr. A n° A-5356  
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 3DOOR (EF3)  
Commercial name(s) — Type and model \_\_\_\_\_

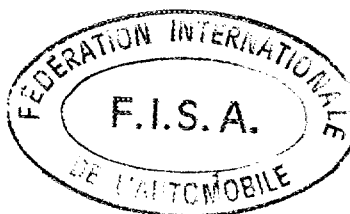
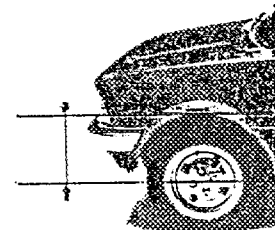
103. Cylindrée totale 1,590.4 cm<sup>3</sup>  
Cylinder capacity \_\_\_\_\_

## 2. DIMENSIONS, POIDS / DIMENSIONS, WEIGHTS

201. Poids minimum 920 kg  
Minimum weight \_\_\_\_\_

205. Hauteur minimum centre moyeu de roue /  
ouverture du passage de roue 350 mm  
Minimum height center hub /  
wheel arch opening 355 mm

AV  
Front 350 mm  
AR  
Rear 355 mm



*Paul H. Hoeg*

Marque HONDA Modèle EF3 N° Homol. N-5356 N  
 Make HONDA Model EF3

207. Voie maximum AV 1,450 mm AR 1,455 mm  
 Maximum track Front Rear

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

3. MOTEUR / ENGINE

302. Nombre de supports 3  
 Number of supports

308. Volume minimal total d'une chambre de combustion 46.5 cm<sup>3</sup>  
 Total minimum volume of a combustion chamber

309. Volume minimum d'une chambre de combustion dans la culasse 43.8 cm<sup>3</sup>  
 Minimum volume of a combustion chamber in the cylinderhead

310. Rapport volumétrique maximum (par rapport à l'unité) 9.5: 1  
 Maximum compression ratio (in relation with the unit)

311. Hauteur minimum du bloc-cylindres 237 mm  
 Minimum height of the cylinder block



313. Chemises b) Matériau XXXX  
 Sleeves Material

317. Piston a) Matériau Aluminum - alloy  
 Piston Material

b) Nombre de segments 3 c) Poids minimum 316 g  
 Number of rings Minimum weight

d) Distance de la médiane de l'axe au sommet du piston 32.5 ± 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 +1.5 ± 0.15 mm  
 Distance (+/-) between the top of the piston at TDC and the gasket plane of the cylinderblock

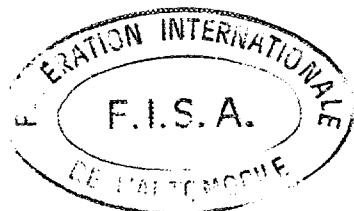
f) Volume de l'évidement du piston 1.2 ± 0.5 cm<sup>3</sup>  
 Piston groove volume

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

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

321. Culasse: c) Hauteur minimum 132 mm  
 Cylinderhead: Minimum height

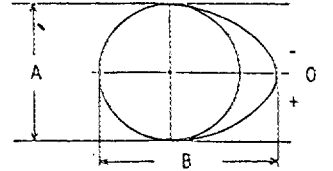
d) Endroit de la mesure From top of cylinder head to bottom of cylinder head  
 Where measured



322. Epaisseur du joint de culasse serré 1.2±0.2 mm  
 Thickness of the tightened cylinderhead gasket \_\_\_\_\_ mm

325. Arbre à cames e) Diamètre des paliers 27.0 mm  
 Camshaft Diameter of bearings \_\_\_\_\_ mm

g) Dimensions de la came Admission. A = 27.0±0.1 mm  
 Cam dimensions Inlet: B = 33.0±0.1 mm  
 Echappement A = 27.0±0.1 mm  
 Exhaust B = 32.4±0.1 mm



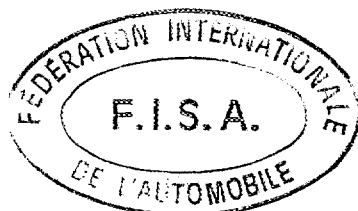
326. Distribution a) Jeu théorique pour la distribution Admission 0.23 mm Echappement 0.26 mm  
 Timing Theoretical timing clearance Inlet \_\_\_\_\_ mm Exhaust \_\_\_\_\_ mm

b) Avance à l'ouverture (avec jeu théorique (326 a))  
 Valves open at (with theoretical timing clearance (326 a))  
 Admission 48 ° avant/~~après~~ PMH Echappement 96 ° 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 105 ° ~~avant~~/après PMB Echappement 66 ° ~~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		Echappement / Exhaust	
0 = <u>6.0±0.2</u> mm		0 = <u>5.4±0.2</u> mm	
- 5° = <u>5.8±0.2</u> mm	+ 5° = <u>5.9±0.2</u> mm	- 5° = <u>5.3±0.2</u> mm	+ 5° = <u>5.3±0.2</u> mm
- 10° = <u>5.5±0.2</u> mm	+ 10° = <u>5.5±0.2</u> mm	- 10° = <u>4.1±0.2</u> mm	+ 10° = <u>4.9±0.2</u> mm
- 15° = <u>4.9±0.2</u> mm	+ 15° = <u>4.5±0.2</u> mm	- 15° = <u>3.5±0.2</u> mm	+ 15° = <u>4.3±0.2</u> mm
- 30° = <u>2.9±0.2</u> mm	+ 30° = <u>1.9±0.2</u> mm	- 30° = <u>2.9±0.2</u> mm	+ 30° = <u>1.8±0.2</u> mm
- 45° = <u>0.9±0.2</u> mm	+ 45° = <u>0.6±0.2</u> mm	- 45° = <u>2.2±0.2</u> mm	+ 45° = <u>0.5±0.2</u> mm
- 60° = <u>0.3±0.2</u> mm	+ 60° = <u>0.2±0.2</u> mm	- 60° = <u>0.4±0.2</u> mm	+ 60° = <u>0.2±0.2</u> mm
- 75° = <u>0.1±0.2</u> mm	+ 75° = <u>0.1±0.2</u> mm	- 75° = <u>0.2±0.2</u> mm	+ 75° = <u>0.1±0.2</u> mm
- 90° = <u>0.0±0.2</u> mm	+ 90° = <u>0.0±0.2</u> mm	- 90° = <u>0.0±0.2</u> mm	+ 90° = <u>0.0±0.2</u> mm
- 105° = <u>0.0±0.2</u> mm	+ 105° = <u>0.0±0.2</u> mm	- 105° = <u>0.0±0.2</u> mm	+ 105° = <u>0.0±0.2</u> mm
- 120° = <u>0.0±0.2</u> mm	+ 120° = <u>0.0±0.2</u> mm	- 120° = <u>0.0±0.2</u> mm	+ 120° = <u>0.0±0.2</u> mm
- 135° = <u>0.0±0.2</u> mm	+ 135° = <u>0.0±0.2</u> mm	- 135° = <u>0.0±0.2</u> mm	+ 135° = <u>0.0±0.2</u> mm
- 150° = <u>0.0±0.2</u> mm	+ 150° = <u>0.0±0.2</u> mm	- 150° = <u>0.0±0.2</u> mm	+ 150° = <u>0.0±0.2</u> 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) = 48 avant/après PMH  
 before/after TDC = 0,0 mm

+ 20°	= 0.2 ± 0.2 mm
+ 40°	= 0.4 ± 0.2 mm
+ 60°	= 1.2 ± 0.2 mm
+ 80°	= 3.7 ± 0.2 mm
+ 100°	= 6.3 ± 0.2 mm
+ 120°	= 8.4 ± 0.2 mm
+ 140°	= 9.8 ± 0.2 mm
+ 160°	= 10.3 ± 0.2 mm
+ 180°	= 9.8 ± 0.2 mm
+ 200°	= 8.3 ± 0.2 mm
+ 220°	= 6.2 ± 0.2 mm
+ 240°	= 3.6 ± 0.2 mm
+ 260°	= 1.2 ± 0.2 mm
+ 280°	= 0.4 ± 0.2 mm
+ 300°	= 0.2 ± 0.2 mm
+ 320°	= 0.1 ± 0.2 mm
+ 340°	= 0.0 ± 0.2 mm
+ 360°	= 0.0 ± 0.2 mm

Art. 326 b) = 104 avant/après PMB  
 before/after BDC = 0,0 mm

+ 20°	= 0.1 ± 0.2 mm
+ 40°	= 0.3 ± 0.2 mm
+ 60°	= 0.5 ± 0.2 mm
+ 80°	= 2.0 ± 0.2 mm
+ 100°	= 4.3 ± 0.2 mm
+ 120°	= 6.4 ± 0.2 mm
+ 140°	= 8.0 ± 0.2 mm
+ 160°	= 8.9 ± 0.2 mm
+ 180°	= 8.9 ± 0.2 mm
+ 200°	= 8.1 ± 0.2 mm
+ 220°	= 6.6 ± 0.2 mm
+ 240°	= 4.5 ± 0.2 mm
+ 260°	= 2.2 ± 0.2 mm
+ 280°	= 0.6 ± 0.2 mm
+ 300°	= 0.3 ± 0.2 mm
+ 320°	= 0.2 ± 0.2 mm
+ 340°	= 0.0 ± 0.2 mm
+ 360°	= 0.0 ± 0.2 mm

327. Admission h) Nombre de ressorts par soupape

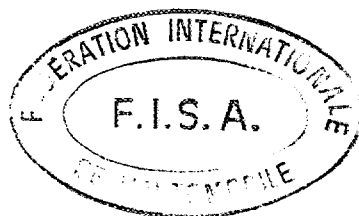
Inlet Number of springs per valve 1

i) Caractéristiques des ressorts: Sous une charge de	<u>14.69</u> kg, la longueur max. du ressort est de	<u>41.2</u> mm
Spring characteristics: Under a load of	_____ kg, the max. length of the spring is	_____ mm
Caractéristiques des ressorts: Sous une charge de	<u>XXXX</u> kg, la longueur max. du ressort est de	<u>XXXX</u> mm
Spring characteristics: Under a load of	_____ kg, the max. length of the spring is	_____ mm
k) Diamètre extérieur des ressorts <u>22.4 ± 0.2</u> mm	l) Nombre de spires des ressorts <u>8.4</u> mm	
Exterior diameter of the springs _____ mm	Number of spring coils _____ mm	
m) Diamètre du fil des ressorts <u>3.6 ± 0.1</u> mm	n) Longueur libre maximum des ressorts <u>47.49</u> mm	
Diameter of spring wire _____ mm	Maximum free length of the springs _____ mm	

328. Echappement

Exhaust

c) Diamètre de(s) sortie(s) du collecteur <u>42</u> mm	i) Nombre de ressorts par soupape <u>1</u>
Diameter of the manifold exit(s) _____ mm	Number of springs per valve _____
k) Caractéristiques des ressorts: Sous une charge de <u>13.84</u> kg, la longueur max. du ressort est de <u>40.5</u> mm	
Spring characteristics: Under a load of _____ kg, the max. length of the spring is _____ mm	
l) Diamètre extérieur des ressorts <u>22.3 ± 0.2</u> mm	m) Nombre de spires des ressorts <u>8.25</u>
Exterior diameter of the springs _____ mm	Number of spring coils _____
n) Diamètre du fil des ressorts <u>3.5 ± 0.1</u> mm	o) Longueur libre maximum des ressorts <u>46.89</u> mm
Diameter of spring wire _____ mm	Maximum free length of the springs _____ mm



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Make \_\_\_\_\_ Model \_\_\_\_\_

329. Système anti-pollution a) oui/~~non~~  
Anti pollution system Yes/~~no~~  
b) Description Catalytic post combustion  
Description \_\_\_\_\_

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

331. Capacité du circuit de refroidissement 5.0 L  
Cooling system capacity \_\_\_\_\_

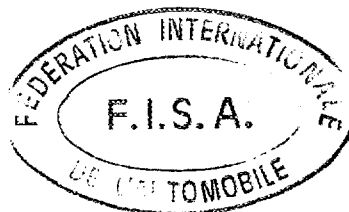
332. Ventilateur de refroidissement a) Nombre 1 b) Diamètre de l'hélice 280 mm  
Cooling fan Number \_\_\_\_\_ Diameter of the screw \_\_\_\_\_ mm  
c) Matériau de l'hélice Polypropylène d) Nombre de pales 4  
Material of the screw \_\_\_\_\_ Number of blades \_\_\_\_\_  
e) Type de connexion Electric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

333. Système de lubrification c) Capacité totale 4.3 L  
Lubrification system Total capacity \_\_\_\_\_ L  
d) Radiateur(s) d'huile oui/~~non~~ Nombre \_\_\_\_\_  
Oil radiator(s) yes/~~no~~ Number 1  
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: NIPPONDENSO  
Number \_\_\_\_\_ Make and type Type: Gear wheel  
d) Emplacement e) Débit maximum  
Location Incorporated in fuel tank Maximum flow 1.42 l/mn



Marque HONDA Modéle EF3 N° Homol. N-5356 N  
 Make \_\_\_\_\_ Model \_\_\_\_\_

5. EQUIPEMENT ELECTRIQUE / ELECTRICAL EQUIPEMENT

501. Batterie(s) b) Tension 12 V c) Emplacement In engine compartment  
 Battery(ies) Tension \_\_\_\_\_ Location \_\_\_\_\_

502. Génératrice(s) a) Nombre 1  
 Generator(s) Number \_\_\_\_\_  
 b) Type Alternator c) Système d'entraînement Belt  
 Type \_\_\_\_\_ Drive system \_\_\_\_\_

503. Phares escamotables: a) oui/non b) Système de commande XXX  
 Retractable headlights: yes/no Drive system \_\_\_\_\_

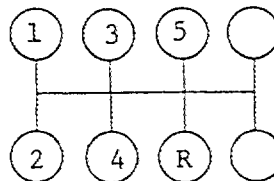
6. TRANSMISSION / DRIVE

602. Embrayage a) Type Dry d) Diamètre du(des) disque(s) 212 ± 2 mm  
 Clutch Type \_\_\_\_\_ Diameter of the plate(s) \_\_\_\_\_

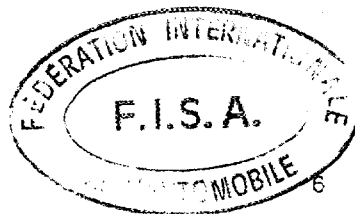
603. Boîte de vitesse  
 Gearbox  
 e) rapports  
 ratios

	Manuelle / Manual			Automatique / Automatic		
	rapports ratio	nombre de dents/ number of teeth	synchro.	rapports ratio	nombre de dents/ number of teeth	synchro.
1	3.250	39/12	X			
2	1.944	35/18	X			
3	1.346	35/26	X			
4	1.033	31/30	X			
5	0.878	29/33	X			
AR/R	3.153	41/13	X			
Const- tante Const- tant.	XXXX	XXXX				

f) Grille de vitesse  
 Gear change gate



605. Couple final b) Rapport 3.888 c) Nombre de dents 70/18  
 Final drive Ratio \_\_\_\_\_ Number of teeth \_\_\_\_\_



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

Modèle EF3  
 Model \_\_\_\_\_

N° Homol. N-5356 N

**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
<del>oui</del> /non <del>yes</del> /no	<del>oui</del> / <del>non</del> <del>yes</del> / <del>no</del>
XXXX mm	XXXX
XXXX	XXXX
XXXX mm	XXXX mm
XXXX mm	XXXX mm

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

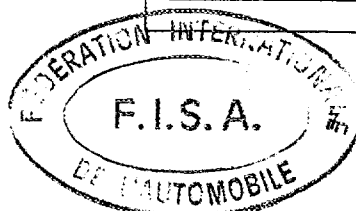
A = major leaf / X = auxiliary leaf  
 2 = 2nd leaf / 3 = 3rd leaf / 4 = 4th leaf / 5 = 5th leaf

- 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 EF3  
 Model \_\_\_\_\_

N° Homol. N-5356 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

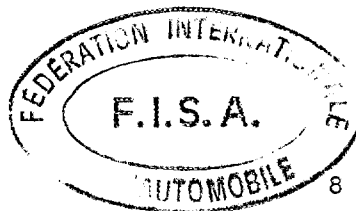
**706. Stabilisateur**  
**Stabilizer**

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

AV / Front	AR / Rear
1,025 ± 3 mm	1,000 ± 3 mm
∅18 mm	∅13 mm
Steel	Steel
XXXX mm	XXXX mm
<del>oui</del> /non yes/no	<del>oui</del> /non yes/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





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

Modèle EF3  
 Model \_\_\_\_\_

N° Homol. N-5356 **N**

8. TRAIN ROULANT / RUNNING GEAR

801. Roues  
 Wheels

	AV / Front	AR / Rear	Secours / Spare
a) Diamètre Diameter	<u>14</u> " <u>354.8+0.8</u> mm	<u>14</u> " <u>354.8+0.8</u> mm	<u>13</u> " <u>329.4+0.4</u> mm
b) Largeur Width	<u>5</u> " <u>127+1.0</u> mm	<u>5</u> " <u>127+1.0</u> mm	<u>4</u> " <u>102+1.5</u> mm
c) Marque et type Make and type	<u>MAKE:KANAI</u> <u>TYPE:5-Jx14</u>	<u>MAKE:KANAI</u> <u>TYPE:5-Jx14</u>	<u>MAKE:KANAI</u> <u>TYPE:4-Tx13</u>
d) Matériau Material	<u>Steel</u>	<u>Steel</u>	<u>Steel</u>
e) Poids unitaire Unitary weight	<u>8.5</u> kg	<u>8.5</u> kg	<u>6.0</u> kg
f) Dépot entre plan de montage et extrémité intérieure Offset between mounting and extreme inner face	<u>122.5+2.0</u> mm	<u>122.5+2.0</u> mm	<u>112+2.0</u> 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 ~~oui~~/non  
 Air conditioning ~~yes~~/no

d) Sièges  
 Seats

d1) Type  
 Type

d2) Appuie-tête  
 Headrest

d3) Poids  
 Weight

AR / Rear	AV / Front
<u>Bench</u>	<u>Separate</u>
<del>oui</del> /non <del>yes</del> /no	<del>oui</del> /non <del>yes</del> /no
<u>14.0+1.0</u> kg	<u>12.5+1.0</u> kg

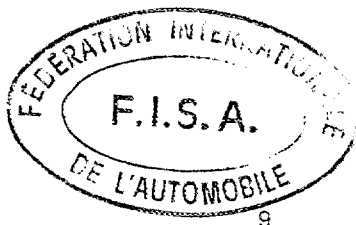
d4) Siège AR rabattable ~~oui~~/  
 Car rear seat be folded ~~yes~~/  
 oui/non  
 yes/no

e) Plaque arrière ~~oui~~/  
 Rear ledge ~~yes~~/  
 oui/non  
 yes/no

e1) Matériau Polyp propylene  
 Material \_\_\_\_\_

902. Extérieur  
 Exterior

n) Essuie-glace AR ~~oui~~/  
 Rear wiper ~~yes~~/  
 oui/non  
 yes/no



Marque HONDA  
Make

Modèle EF3  
Model

N° Homol. N-5356 N

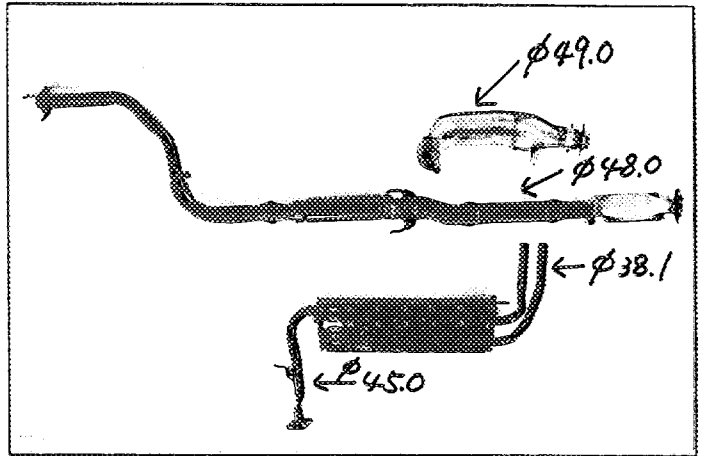
PHOTOS / PHOTOS

Moteur / Engine

AA) Piston de profil  
Piston profilé

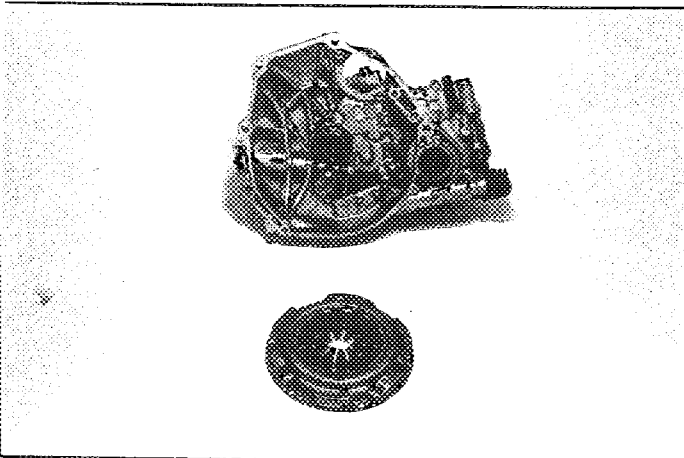


BB) Echappement complet  
Complete exhaust system



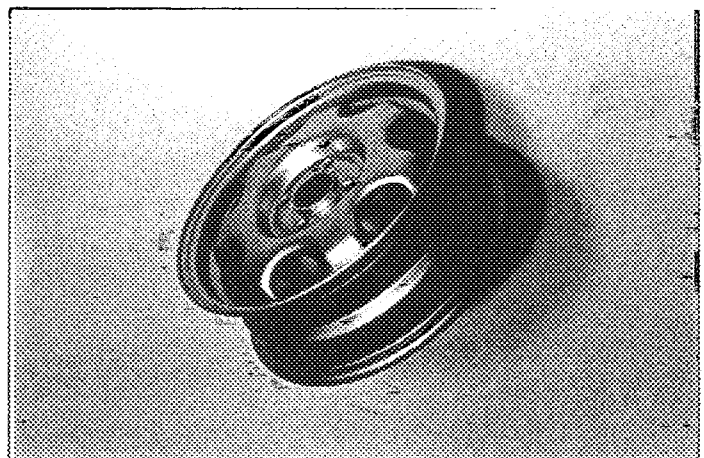
Transmission / Transmission

CC) Embrayage complet  
Complete clutch

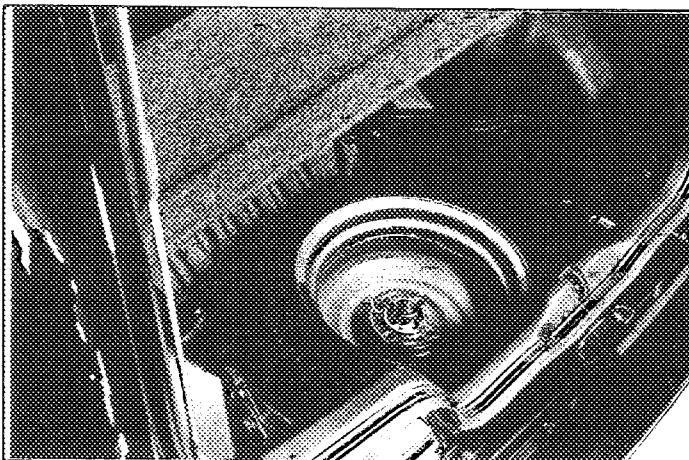


Train roulant / Running gear

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

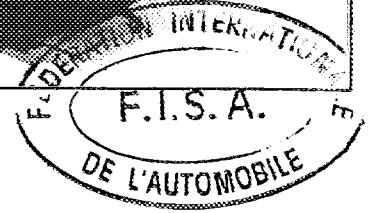


EE) Roue de secours dans son emplacement  
Spare wheel in its location



Carrosserie / Bodywork

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



Make HONDA Model EF3 No Homol. N-5356

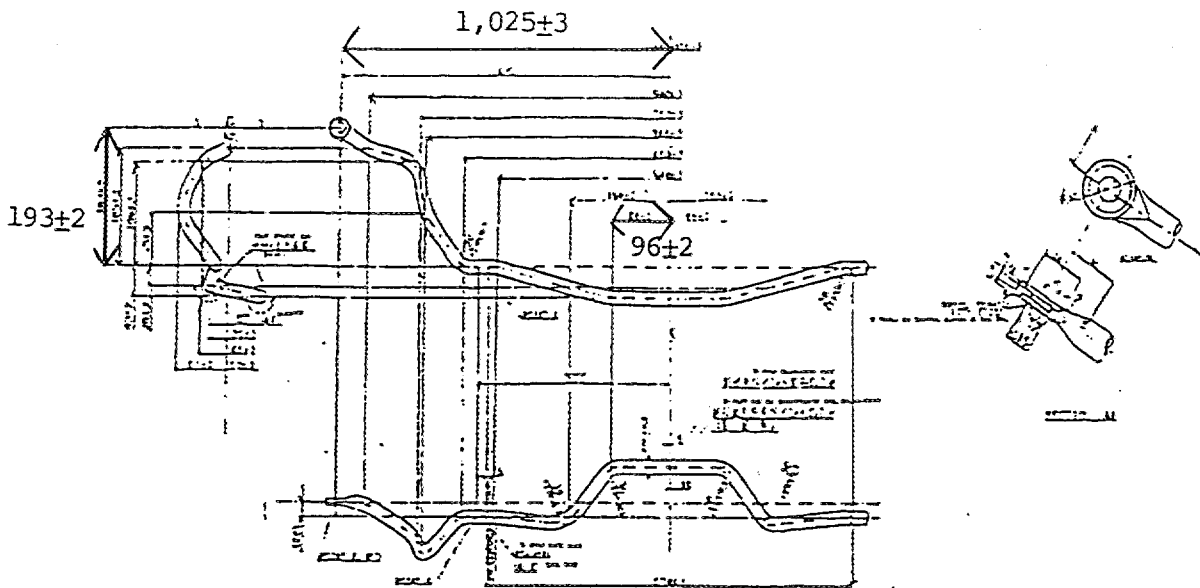
No Ext. \_\_\_\_\_

JAF公認番号 \_\_\_\_\_

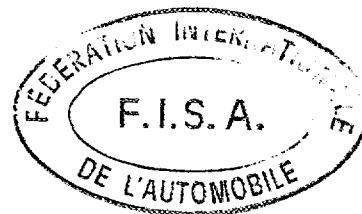
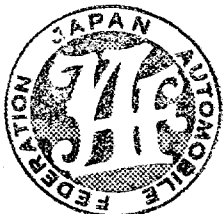
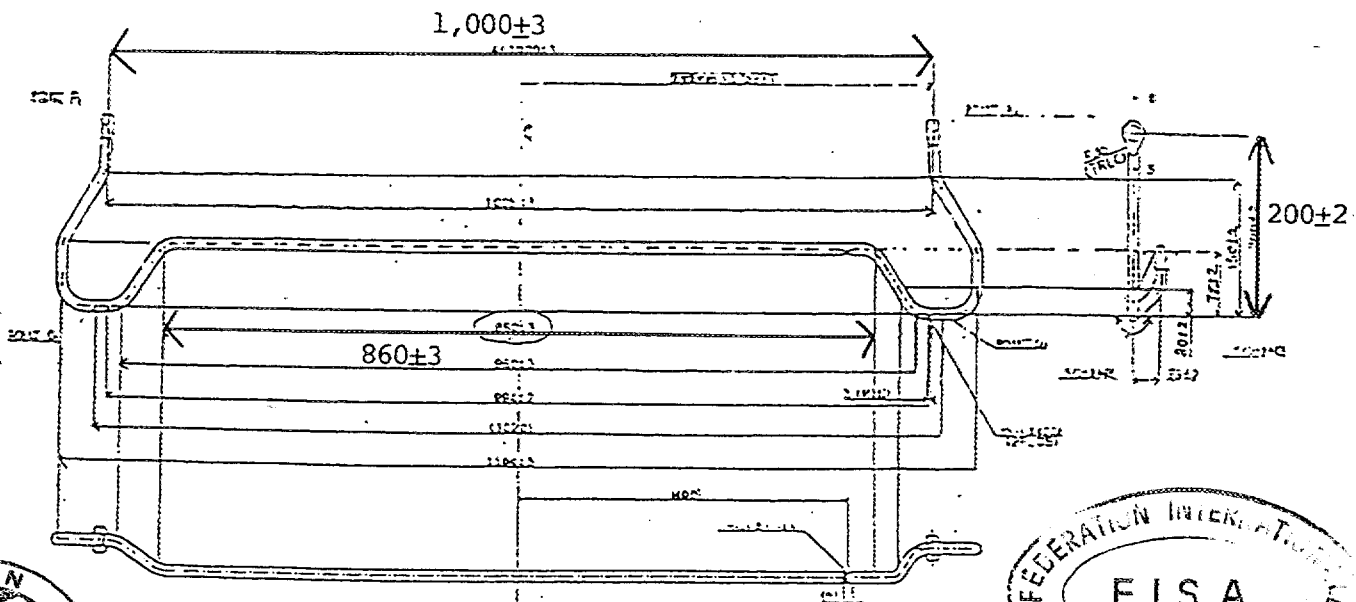
Page or ext. ページまたは続頁	Art. 項目	Description 記述
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8                      706                      Stabilizer (Drawings)

(FRONT)



(REAR)





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

FISA Homologation No

N-5356

Extension No

01/01 ER

JAF 公認番号 FN-015 ER- 1/1

発効年月日 1990年 5月31日

FORM OF EXTENSION TO THE OFFICIAL FISA HOMOLOGATION

FISA 公認追加形式

- 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

公認発行日

01 JUL. 1990

in group

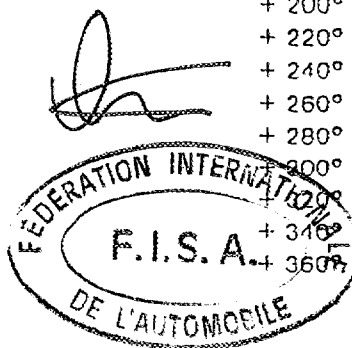
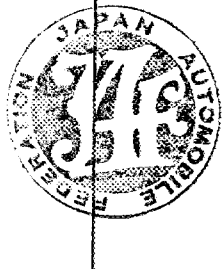
FISA グループ

N

Manufacturer HONDA MOTOR CO., LTD.  
製造者

Model and type CIVIC 3 DOOR (EF3)  
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 48 ◦ avant/après PMH Inlet before/after TDC	Echappement 96 ◦ avant/après PMB Exhaust before/after BDC
	c) Retard à la fermeture (avec jeu théorique (326 a)) Valves closes at (with theoretical timing clearance (326 a))	
	Admission 105 ◦ avant/après PMB Inlet before/after BDC	Echappement 66 ◦ avant/après PMH Exhaust before/after TDC
	Admission / Inlet	Echappement / Exhaust
	Art. 326 b) = 48 ◦ avant/après PMH before/after TDC = 0.0 mm	Art. 326 b) = 104 ◦ avant/après PMB before/after BDC = 0.0 mm
	+ 20° = 0.2 ± 0.2 mm	+ 20° = 0.1 ± 0.2 mm
	+ 40° = 0.4 ± 0.2 mm	+ 40° = 0.3 ± 0.2 mm
	+ 60° = 1.2 ± 0.2 mm	+ 60° = 0.5 ± 0.2 mm
	+ 80° = 3.7 ± 0.2 mm	+ 80° = 2.0 ± 0.2 mm
	+ 100° = 6.3 ± 0.2 mm	+ 100° = 4.3 ± 0.2 mm
	+ 120° = 8.4 ± 0.2 mm	+ 120° = 6.4 ± 0.2 mm
	+ 140° = 9.8 ± 0.2 mm	+ 140° = 8.0 ± 0.2 mm
	+ 160° = 10.3 ± 0.2 mm	+ 160° = 8.9 ± 0.2 mm
	+ 180° = 9.8 ± 0.2 mm	+ 180° = 8.9 ± 0.2 mm
	+ 200° = 8.3 ± 0.2 mm	+ 200° = 8.1 ± 0.2 mm
	+ 220° = 6.2 ± 0.2 mm	+ 220° = 6.6 ± 0.2 mm
	+ 240° = 3.6 ± 0.2 mm	+ 240° = 4.5 ± 0.2 mm
	+ 260° = 1.2 ± 0.2 mm	+ 260° = 2.2 ± 0.2 mm
	+ 280° = 0.4 ± 0.2 mm	+ 280° = 0.6 ± 0.2 mm
	+ 300° = 0.2 ± 0.2 mm	+ 300° = 0.3 ± 0.2 mm
	+ 320° = 0.1 ± 0.2 mm	+ 340° = 0.2 ± 0.2 mm
	+ 340° = 0.0 ± 0.2 mm	+ 360° = 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

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

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

Admission  $25 \pm 1$  ° avant/après PMH Echappement  $70 \pm 1$  ° 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  $76 \pm 1$  ° avant/après PMB Echappement  $31 \pm 1$  ° avant/après PMH  
 Inlet before/after BDC Exhaust before/after TDC

Admission / Inlet

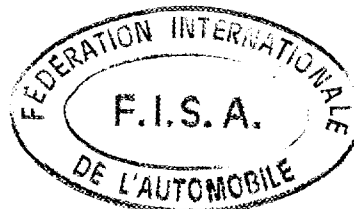
Echappement / Exhaust

Art. 326 b) =  $25 \pm 1$  ° avant/après PMH before/after TDC = 0,0 mm

+ 20°	= $0.2 \pm 0.2$ mm
+ 40°	= $1.5 \pm 0.2$ mm
+ 60°	= $4.2 \pm 0.2$ mm
+ 80°	= $6.6 \pm 0.2$ mm
+ 100°	= $8.6 \pm 0.2$ mm
+ 120°	= $9.9 \pm 0.2$ mm
+ 140°	= $10.2 \pm 0.2$ mm
+ 160°	= $9.6 \pm 0.2$ mm
+ 180°	= $8.1 \pm 0.2$ mm
+ 200°	= $5.9 \pm 0.2$ mm
+ 220°	= $3.3 \pm 0.2$ mm
+ 240°	= $1.1 \pm 0.2$ mm
+ 260°	= $0.2 \pm 0.2$ 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) =  $70 \pm 1$  ° avant/après PMB before/after BDC = 0,0 mm

+ 20°	= $0.3 \pm 0.2$ mm
+ 40°	= $1.7 \pm 0.2$ mm
+ 60°	= $3.8 \pm 0.2$ mm
+ 80°	= $5.8 \pm 0.2$ mm
+ 100°	= $7.5 \pm 0.2$ mm
+ 120°	= $8.6 \pm 0.2$ mm
+ 140°	= $8.9 \pm 0.2$ mm
+ 160°	= $8.3 \pm 0.2$ mm
+ 180°	= $7.1 \pm 0.2$ mm
+ 200°	= $5.2 \pm 0.2$ mm
+ 220°	= $3.0 \pm 0.2$ mm
+ 240°	= $1.0 \pm 0.2$ mm
+ 260°	= $0.2 \pm 0.2$ 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-5356

Extension No

02 / 02 ER

JAF公認番号 FN-015 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 in group FISAグループ N  
公認発行日

Manufacturer HONDA MOTOR CO., LTD. Model and type CIVIC 3 DOOR (EF3)  
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.	<p><u>ORIGINAL HOMOLOGATION SHEET : PAGE 3</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

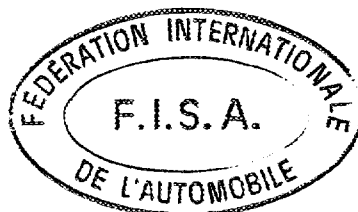
$$0 = \underline{6.0 \pm 0.2} \text{ mm}$$

- 5° = $5.8 \pm 0.2$ mm	+ 5° = $5.9 \pm 0.2$ mm
- 10° = $5.5 \pm 0.2$ mm	+ 10° = $5.5 \pm 0.2$ mm
- 15° = $4.9 \pm 0.2$ mm	+ 15° = $4.5 \pm 0.2$ mm
- 30° = $2.9 \pm 0.2$ mm	+ 30° = $1.9 \pm 0.2$ mm
- 45° = $0.9 \pm 0.2$ mm	+ 45° = $0.6 \pm 0.2$ mm
- 60° = $0.3 \pm 0.2$ mm	+ 60° = $0.2 \pm 0.2$ mm
- 75° = $0.1 \pm 0.2$ mm	+ 75° = $0.1 \pm 0.2$ mm
- 90° = $0.0 \pm 0.2$ mm	+ 90° = $0.0 \pm 0.2$ mm
- 105° = $0.0 \pm 0.2$ mm	+ 105° = $0.0 \pm 0.2$ mm
- 120° = $0.0 \pm 0.2$ mm	+ 120° = $0.0 \pm 0.2$ mm
- 135° = $0.0 \pm 0.2$ mm	+ 135° = $0.0 \pm 0.2$ mm
- 150° = $0.0 \pm 0.2$ mm	+ 150° = $0.0 \pm 0.2$ mm

Echappement / Exhaust

$$0 = \underline{5.4 \pm 0.2} \text{ mm}$$

- 5° = $5.3 \pm 0.2$ mm	+ 5° = $5.3 \pm 0.2$ mm
- 10° = $4.1 \pm 0.2$ mm	+ 10° = $4.9 \pm 0.2$ mm
- 15° = $3.5 \pm 0.2$ mm	+ 15° = $4.3 \pm 0.2$ mm
- 30° = $2.9 \pm 0.2$ mm	+ 30° = $1.8 \pm 0.2$ mm
- 45° = $2.2 \pm 0.2$ mm	+ 45° = $0.5 \pm 0.2$ mm
- 60° = $0.4 \pm 0.2$ mm	+ 60° = $0.2 \pm 0.2$ mm
- 75° = $0.2 \pm 0.2$ mm	+ 75° = $0.1 \pm 0.2$ mm
- 90° = $0.0 \pm 0.2$ mm	+ 90° = $0.0 \pm 0.2$ mm
- 105° = $0.0 \pm 0.2$ mm	+ 105° = $0.0 \pm 0.2$ mm
- 120° = $0.0 \pm 0.2$ mm	+ 120° = $0.0 \pm 0.2$ mm
- 135° = $0.0 \pm 0.2$ mm	+ 135° = $0.0 \pm 0.2$ mm
- 150° = $0.0 \pm 0.2$ mm	+ 150° = $0.0 \pm 0.2$ mm



Page or ext. ページまたは補足	Art. 項目	Description 記述
3	326.	<p><u>(REVISED)</u>                      We need some correction in homologation sheet in art. 326. d)                      Please change with new one as below.</p> <p>Distribution Timing</p> <p>d) Levée de came en mm (arbre démonté)                      Cam lifts in mm (dismounted camshaft)</p> <p>(dessin/drawing art. 325)</p>

Admission / Inlet

Echappement / Exhaust

$0 = \underline{6.0}$ mm		$0 = \underline{5.4}$ mm	
- 5° = <u>6.0</u> mm	+ 5° = <u>6.0</u> mm	- 5° = <u>5.3</u> mm	+ 5° = <u>5.3</u> mm
- 10° = <u>5.8</u> mm	+ 10° = <u>5.8</u> mm	- 10° = <u>5.2</u> mm	+ 10° = <u>5.2</u> mm
- 15° = <u>5.6</u> mm	+ 15° = <u>5.6</u> mm	- 15° = <u>5.0</u> mm	+ 15° = <u>5.0</u> mm
- 30° = <u>4.5</u> mm	+ 30° = <u>4.3</u> mm	- 30° = <u>3.8</u> mm	+ 30° = <u>4.0</u> mm
- 45° = <u>2.8</u> mm	+ 45° = <u>2.1</u> mm	- 45° = <u>1.8</u> mm	+ 45° = <u>2.6</u> mm
- 60° = <u>0.8</u> mm	+ 60° = <u>0.2</u> mm	- 60° = <u>0.2</u> mm	+ 60° = <u>0.8</u> mm
- 75° = <u>0.1</u> mm	+ 75° = <u>0.1</u> mm	- 75° = <u>0.1</u> mm	+ 75° = <u>0.2</u> mm
- 90° = <u>0</u> mm	+ 90° = <u>0</u> mm	- 90° = <u>0</u> mm	+ 90° = <u>0</u> mm
- 105° = <u>0</u> mm	+ 105° = <u>0</u> mm	- 105° = <u>0</u> mm	+ 105° = <u>0</u> mm
- 120° = <u>0</u> mm	+ 120° = <u>0</u> mm	- 120° = <u>0</u> mm	+ 120° = <u>0</u> mm
- 135° = <u>0</u> mm	+ 135° = <u>0</u> mm	- 135° = <u>0</u> mm	+ 135° = <u>0</u> mm
- 150° = <u>0</u> mm	+ 150° = <u>0</u> mm	- 150° = <u>0</u> mm	+ 150° = <u>0</u> mm

TOLERANCE : ± 0.2 mm and ± 2°

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

