

## 6th gen honda civic service manual

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**Size:** 4169 KB

**Type:** PDF, ePub, eBook

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First post linked to the download. If the download stops working you are going to have to search through google on your own. As of March 26, 2013 the link still works. Amazon and the Amazon logo are trademarks of Amazon.com, Inc, or its affiliates. It retained its classleading handling as it, along with the fourth and fifth generations, had front double wishbone suspension, the advanced independent suspension inspired by Hondas racing research. You might not need every tool for every procedure. The Civic gave Honda its first market success with a standard compact car. Civic has undergone ten generational changes, becoming more upscale and larger. The sixth generation Honda Civic was introduced in 1995. It retained its classleading handling as it, along with the fourth and fifth generations, had front double wishbone suspension, the advanced independent suspension inspired by Hondas racing research. Depending on the market, five door liftbacks and station wagons were also available. In 1995, the Civic won the Car of the Year Japan award for the third time. Civics in this generation include front engine and front wheel drive or four wheel drive layouts. Each variant of the Civic includes several trim levels depending on the market. The CX trim level, for instance, was only available as a hatchback and was the base trim package. The EX trim level, however, was available as a coupe or sedan and included a higher horsepower engine, power sunroof, air conditioning, and a remote entry system. Other trim levels include the DX, LX, HX, GX, and VP. The trim level name is generally included in capital letters on the rear of the car. <http://sasdevelopments.com/userfiles/c200h-ct001-v1-manual.xml>

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6th Generation Honda Civic 19962000 1996, 1997, 1998, 1999, 2000 Honda Civic hatchback, coupe,

sedan, coupe si. It will cover everything from oil changes to rebuilding the transmission. Contents  
General Information Specification Maintenance Engine Cooling Fuel and Emissions Clutch S40  
Model Manual Transmission S4C Model Manual Transmission Automatic Transmission CVT  
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if you can. December 2010 Learn how and when to remove this template message The Domani  
replaced the sedan version of the Concerto in Japan while the sedan version of the Concerto was  
directly replaced by the sixth generation Civic sedan in other markets. Neither were offered in North  
America. The Civic 5door hatchback also formed the basis for the 1995 Rover 400 although the  
4door sedan version of the Rover was quite distinct from the Domani.In 1997, the CX added 14inch  
wheels as standard equipment.Power steering was standard on all sedans, and on the coupes when  
ordered with automatic transmission.

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It included all standard equipment from DX plus 14inch wheels, power windows, power locks, power  
mirrors, power steering, front stabilizer bar, front center armrest with storage compartment, cargo  
area light, cruise control, and tachometer. For 1997, the LX added air conditioning as standard  
equipment.It included all standard equipment from LX plus a higherhorsepower SOHC VTEC engine,  
power sunroof, air conditioning, remote entry system, plus bodycolored side mirrors and side  
molding. ABS was standard on sedan only and optional on the coupe if equipped with an automatic  
transmission.It was the only trim available with a CVT continuously variable transmission, though  
customers could also choose a 5speed manual transmission.See Honda Civic GX for detail and  
references.It included all standard equipment from DX plus automatic transmission, power locks, CD  
player, air conditioning, keyless entry, and special paint. EX trims had the slave cassette player  
standard. All vehicles were equipped with four speakers except for the EX which included two extra

tweeters located on the front doors, radio wiring prep, and an antenna regardless of whether or not they had a radio. With the adoption of the VTi badge in Europe and the SiR and Type R badges in Japan for the sports variants of Civics, the Si became primarily a US-specific badge, a branding trend that would continue in subsequent Civic generations. These redesigns could vary according to the country of origin for the car. For example, in some European countries there was no redesign to the climate control area or to the rear of the sedan models. The coupe and sedan models also received a slight redesign to the bottom of the rear bumper. On the pre-facelift sedans, the stop lights were on top of the reverse and turn lights; for the facelift version, the reverse and turn lights were on top of the stop lights.

The sliding air system controls were replaced by rotary ones, which freed up space to accommodate an enlarged radio, which included the cassette player or Compact Disc player. Previously, the large size of the ventilation controls reduced the size of the radio, necessitating a slave cassette player or Compact Disc player at the bottom of the console. It had a compression ratio of 12.5:1. Various gear sets and final drives were used between trims and model years, resulting here are 4 different manual transmission combinations. The conventional 4-speed automatic was not available on the HX trim. A JDM variant called the Civic RTi was also produced and it featured either manual and automatic transmissions coupled to a Honda real-time all-wheel drive layout. Other JDM Civic models included a model with the RealTime 4-wheel drive and a rear wiper in the back window of the sedan, which was not seen in other markets. Canadian Civic coupes came in DX, Si, and SiR, the equivalent of the DX, EX, and Si in the United States. Only the EX sedan, Si coupe and SiR coupe had power locks and power windows, the Si and SiR coupes were the only Canadian Civic trims with a power moonroof. All sedans and coupes had a group option package available that added air conditioning and antilock brakes. The hatchbacks, available only in CX and DX trims, were sold as economy cars; as in the US, they had none of the amenities of other trims in the Civic lineup, not even as options. All sedans, coupes, and the hatchback DX had two front airbags; while the CX hatchback had the driver's side airbag only. The car was similar to the Canadian DX hatchback, but came with additional standard parts including mesh 14-inch wheels identical to an optional wheel in the Japanese market beginning with the previous generation of Civic, and similar in design to the common third generation 15-inch Integra mesh wheels, body-colored side mirrors and side moldings, a midwing and a Special badge on the rear of the hatch.

The high output 118kW B16A2 VTEC engine was introduced later and available in the coupe and hatch, known as the VTiR EM1 and EK4 respectively. This engine produced 160 hp 120 kW at 7,800 rpm with a displacement of 1,595 cc. Both came with regular front disk brakes and rear drum brakes. Transmission choices were a 5-speed manual or a 4-speed automatic, available in both trims. During the 1999 facelift, an SiR version was introduced. It had a B16A2 1.6L DOHC VTEC engine and was initially available in Nighthawk black, Tafteta white and Passion orange variants. Formula red and sunburst yellow color variants followed afterwards with silver accents on the center console. The only transmission choice was a 5-speed manual. This model was equipped with the B16B 185 PS 136 kW; 182 hp at 8,200 rpm AKA PCT, which is essentially a destroked, but powerful, version of the B18C engine from the Integra Type R. The chassis was given the designation EK9. The EK9 was very special as it was essentially based on the JDM EK4 SiR but taken out of the production line and given additional reinforcement to the chassis and body shell. Weight was also meticulously removed to create a light weight racecar feel. Other additions over the EK4 were bigger brakes, 5 stud wheel hub, quicker steering ratio, specially tuned suspension, Recaro seats, MOMO steering wheel, titanium shift knob, front lip spoiler, rear wing, smoked headlights and a hand built engine that embodied the racing spirit of Honda. This engine featured a hand polished cylinder head, lighter flywheel, redesigned cam profiles, high compression pistons and balanced crankshaft. The gearbox was fitted with a helical type limited slip differential. The Civic ViRS had a three-way switch installed on the right side of steering wheel marked D, S1, or S2. These settings affected which cam was

used, the ECUs airfuel mapping, and gearbox behaviour on automatics. S2 was the sportiest mode. The Type R was never released into the South African market.

No SOHC VTEC motors were available either. South African model options were. Civic 150i D15Z4. Civic 160i D16Y9. Civic VTEC B16A6. Ballade 150i D15Z4. Ballade 160i D16Y9. Ballade 180i B18B4 and. Ballade VTEC B16A6. The VTEC model Civic and Ballade were the highest specification model one could purchase at the time. Although the VTEC models came with a lower displacement, power was greater thanks to the VTEC system. Leather seats, electric power windows and better performance all came with the VTEC models Civic or Ballade. As Honda in SA were distributed by Mercedes-Benz SA at the time, many models used some Mercedes trim, such as their leather trim and alarm system on the Ballade and Civic VTEC models. It was built in five-door hatchback and Aerodeck Estate models in various trim levels and engine sizes. These came with five-door body and fifty-five litre fuel tank, ABS, driver and passenger air bags, power steering and electric door mirrors, amongst other things. The later models came with air conditioning as standard. The 1.8 VTi model was the flagship model explained in detail below with the biggest petrol engine to be given to MA MB MC Civics. The Domani-based Civics were also available with the Rover L Series diesel engine which was a 2litre, eightvalve, directinjection turbocharged unit 20T2N, 20T2R; an essential addition in the European market. Later diesel engines came with intercoolers. The chassis codes designated to this model and generation of Civics were chassis codes MA8, MA9, MB1, MB2, MB3, MB4, MB6, MB7, and MB8 for the liftback, while the Aerodeck chassis codes are MB9, MC1, MC2, MC3, and MC9. Compared to the original Domani, the Liftback and Aerodeck featured a new interior, similar to that of the more upmarket Rover 400. The VTiS improved on the appearance of the standard Civic VTi five-door with a more pronounced front lip and also a rear lip on the bumpers, and different side skirts. Other than this, it is identical to the regular VTi.

The instrument dials on later VTiS models changed slightly, now with italic numbering. The boot badges spelling out Honda Civic 1.6VTi and VTEC were all replaced with a single VTiS badge, and there was an alloy gear knob and VTiS floor mats. Mechanically and in performance terms it is identical to a regular EK4 VTi. Due to a problem with the registration process, many genuine VTiS were not on the log books as a VTiS, but a VTi, and regular VTi Civics were logged as VTiS; this problem also affected the special edition EK4 Civic Jordan, of which some were also logged as a VTiS. A 500 car special limited edition Honda Civic VTi EK4 3door model was created with their own signed Eddie Jordan plaque with the specific number stamped on it in the centre console. It had the same basic spec as the EK4 VTi, but the extras included Sunlight Yellow paint work, yellow and black leather interior, Jordan decals on the sides and rear of the car as well as stitched into the seats and floor carpets. Like the Renault Clio Williams, the Jordan team had no involvement in the development of the car. UK produced with styling and interior specifications were aimed primarily at the UK market. Proto Corporation. Retrieved 20120814. By using this site, you agree to the Terms of Use and Privacy Policy. To add a new vehicle, select the year, make, and model at left. With plenty of trim levels and a variety of body styles, there's a Civic for nearly every need. The base LX comes well equipped leaving almost nothing out, it includes antilock brakes, power adjustable. Read more The current generation Honda Civic was offered initially only in sedan form, but a coupe version appeared later in the model year and more recently, a hatchback version has appeared. With plenty of trim levels and a variety of body styles, there's a Civic for nearly every need.

EX models add 17inch alloy wheels, an automatic transmission, remote start, an upgraded 8speaker stereo as well as LaneWatch blind spot monitoring as well as Apple CarPlay and Android Auto smartphone integration. Leather seats, steering wheel and shiftknob are optional as are an 8way power adjustable driver seat. The Touring Civic has 18inch machined alloy wheels, rainsensing wipers, a 450watt audio system that also includes a 7inch touchscreen that also includes all of the modern smartphone connectivity. Leather seats are standard on the Touring and they are heated



and poweradjustable. Dynamic cruise control, LED headlights and dualzone climate control are also included. LX, Sport Sedan, and Sport Coupes receive a 158horsepower, 2.0L iVTEC 4cylinder engine. The LX hatchback, EX, EXL and Touring models are equipped with a 1.5L turbo iVTEC engine that produces 174 horsepower and 162lb feet of torque, while the Sport and Sport Touring Hatchback produce 180 horsepower and 177lb feet of torque. Continuously Variable Transmission CVT equipped vehicles extend gas mileage up to 42 mpg when paired with the 1.5L turbocharged engine. Civic Hatchbacks are also available in a variety of trims, including Sport Touring. Sport Touring adds automatic LED headlights, heated rear outboard seats, navigation, an aero kit and sport pedals. Si equipped vehicles are only available as a coupe with a manual transmission. The Si gets a power bump from the 1.5L turbo engine to 205horsepower and 192lb feet of torque, which is sent to the front wheels via a 6speed manual transmission. The suspension on the Si has also been tightened up and the car makes an excellent competitor to the VW GTi as a bargain performance car. Of course, should buyers want even more performance, the Type R is also available, with over 300 horsepower sent to the front wheels, a limitedslip differential and 19inch wheels.

The Type R is only available in the hatchback body style as tradition would dictate and brings all of Hondas best engineering talent to produce one of the fastest and best handling frontwheel drive vehicles ever built. Safety takes a strong presence in the new Civic. Of course, it includes front and side airbags, but low tire pressure warning, backup camera and stability control are also standard on every Civic. Honda Sensing system, is also standard for all but the highperformance trims. Its a suite of safety features that includes Lane Keep Assist, which will monitor and can even nudge the vehicle back into its lane, Blind Spot sensors and Collision Mitigation that will detect an impending accident and can even apply the brakes if needed. Close this. You may order presentation ready copies to distribute to your colleagues, customers, or clients, by visiting It does as well or better than my mothers 2012 Elantra. I am the 3rd owner and has 226,000 miles on it, mostly highway. Automatic 4speed transmission, d16y7 engine. The coolant system has a very very slow leak it in it somewhere but everything else is absolutely perfect with this car. I love that this car is so versatile. I plan on installing a trailer hitch so I can tow small trailers with this car too. This car has supreme usefulness. I am very happy that the components under the hood are not tightly packed like newer cars. I was able to add a complete train horn system including the air compressor, 2 gallon air tank and the horns all under the hood and inside the front bumper. There were even predrilled holes on the sides of the rails just inside the hood to knit all my zip ties through to secure the components! Awesome. The double wishbone suspension is very nice, especially with the help of good tires and a beefy rear sway bar bought on Ebay. The rear bumpers support beam has lot of predrilled and smoothed holes so I could mount a genuine train bell in under there with Zip ties.

Have audioin jack built into radio. Have paddle shifters so I can shift early to save gas. Im now on the search for another car possibly a fit or another civic, but that civic was my very first car and I had no problems with it!!!! It had great gas mileage, was quiet, very safe, and overall just a great car!!! I miss it The red color and not having a CD player are my only complaints. Its a great car and reliable during this time of not being able to afford major maintenance, high gas prices or a new car. Thanks Honda Fun to drive and handles well in traffic or on the freeway although any significant hill requires downshifting and upping the revs to maintain speed. Good acceleration is there if youre willing to mash the gas. Good climate controls and powerful fan. Previous owners just did the usual maintenance.fluid changes, filter changes, rotate tires. Recently needed an O2 sensor replacement, thats the biggest maintenance item to date according to previous owners. Passed Georgia emissions just fine. This car could probably benefit from new shocks.it still has the originals front and rear. Only problem I and previous owner had was the drivers door window jumping off the front track, permanently fixed by adjusting and shiming the front track inside the door to line up properly.search the net and youll find this window problem is not uncommon. All in all, I fully expect to get another 100K miles out of this car. Or more. Honda has always been the most reliable

well designed car always ready to head out on the open road for adventure. This kind of stuff is normal in the Northeast where the salt they put on the roads eats away at your cars. I could probably drive the car another 100k, but I'm itching for a new car. Would definitely consider the Honda Civic again. I'm just waiting a few years for the plugin hybrids to come out! Wanting next year to buy one but won't if this drawback is on the newer models. Mine is a 1995.

Also owned a Saturn, which I loved, but also had a lot of road noise. I get 42 MPG on the freeway. I have 194,000 plus miles and thanks to my husband and the guy at Accurate Auto who both keep it in top shape I'm aiming at 250,000 before I trade it in for yet another Civic. Thank you Honda. Very few problems and only routine maintenance. My gas mileage is in the 30-34 mpg range and with gas prices so high this is a big plus. I am sure the 2007 model is equally as good possibly even better and would recommend the Civic to anyone looking for a great, economical vehicle that will last for years! Write a Review Please consider whitelisting Autoblog. But ads are also how we keep the garage doors open and the lights on here at Autoblog and keep our stories free for you and for everyone. And free is good, right. If you'd be so kind as to whitelist our site, we promise to keep bringing you great content. Thanks for that. And thanks for reading Autoblog. A drop down menu will appear. The exact text will differ depending on the actual application you have running. It only takes a few seconds. Please follow the instructions below to enable JavaScript in your browser. Book your inspection now Vehicle inspection is based on walkaround and startup only and is the opinion of the BookingIn Officer. Full inspection is recommended. SNJHMEK1540YS208446 103618569 GST Note GST is included in the final bid price of this item. GST is included in the buyers premium. See User Agreement If you are unsure do not bid as no refunds will be given. By registering and bidding, you have agreed to GraysOnline terms and conditions of sale. If necessary please familiarise yourself with them prior to bidding on any items in this auction. The terms and conditions of the online auctions may change from time to time. Please ensure you clearly read the special terms and conditions contained in this page and also in the bidders agreement.

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