

INSTRUMENT PANEL

Article Text

1993 Honda Prelude

For Cadi Centre Nsk CA 95051

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ARTICLE BEGINNING

1993 ACCESSORIES & EQUIPMENT

Honda Instrument Panels

Prelude

DESCRIPTION & OPERATION

The instrument panel contains a speedometer, tachometer (if equipped), fuel gauge, coolant temperature gauge, and warning light displays. Cross-coil type gauges, in which 2 intersecting coils are wound around a permanent magnet, are used. An electronic speedometer is used. Accord uses either an ND panel with 7 gauge lights or an NS panel with 5 gauge lights.

TESTING

FUEL GAUGE TEST

CAUTION: Turn ignition off before fuel gauge pointer reaches "F" mark. Failure to turn ignition off before pointer reaches "F" mark may damage fuel gauge.

1) Ensure ignition switch is in OFF position. Check fuse No. 13 (10-amp) in dash fuse box. If fuse is okay, remove luggage compartment carpet. Remove access panel. Disconnect 5-pin connector from fuel gauge sending unit.

2) Connect voltmeter positive lead to Yellow/Green wire and negative lead to body ground. Turn ignition switch to ON position. Indicated voltage should be 5-8 volts. If voltage is not as specified, check for open circuit in Yellow and/or Yellow/Green wire. Check for poor ground connection.

3) Turn ignition switch to OFF position. Connect Yellow/Green and Yellow/White wires with a jumper wire. Turn ignition switch to ON position. Ensure fuel gauge pointer starts to move toward "F" mark on gauge. If fuel gauge pointer does not move, replace gauge. If fuel gauge is okay, check sending unit.

FUEL GAUGE SENDING UNIT TEST

1) Ensure ignition switch is in OFF position. Remove fuel gauge sending unit access cover in luggage compartment. Disconnect connector from fuel gauge sending unit.

2) Remove fuel gauge sending unit. Use an ohmmeter to measure resistance between fuel gauge sending unit terminals with sending unit float held at empty (down), half-full (middle) and full (up)

positions. Compare readings with FUEL GAUGE SENDING UNIT RESISTANCE table. If resistance values are incorrect, replace fuel gauge sending unit.

FUEL GAUGE SENDING UNIT RESISTANCE TABLE

AA	
Float Position	Ohms
Empty	16-32
Half-Full	116-188
Full	239-314
AA	

TEMPERATURE GAUGE TEST

CAUTION: Turn ignition off before gauge pointer reaches "H" mark. Failure to turn ignition off before pointer reaches "H" mark may damage gauge.

CAUTION: Turn ignition off immediately after all gauge segments illuminate. Failure to turn ignition off immediately may damage gauge.

- 1) Ensure ignition switch is in OFF position. Disconnect and ground Red wire on coolant temperature gauge sender. Turn ignition switch on. Ensure all light segments of gauge illuminate properly.
- 2) If gauge light segments do not illuminate, check fuse No. 13 (10-amp). Check Red or Yellow wire for an open circuit. If fuse and wiring are okay, replace temperature gauge. If gauge is okay, test temperature gauge sending unit.

TEMPERATURE GAUGE SENDING UNIT TEST

- 1) Disconnect Red wire from temperature gauge sending unit. Use an ohmmeter to measure resistance of temperature gauge sending unit with engine cold. Start engine and allow coolant temperature to rise.
- 2) Measure temperature gauge sending unit resistance as coolant temperature rises. If resistance values differ from specifications, replace temperature gauge sending unit. See TEMPERATURE GAUGE SENDING UNIT RESISTANCE table.

TEMPERATURE GAUGE SENDING UNIT RESISTANCE TABLE

AA	
Temperature	Ohms
133oF (56oC)	142
185-212oF (85-100oC)	49-314

AA

OIL PRESSURE SWITCH TEST

Disconnect Yellow/Red wire from oil pressure switch. Use an ohmmeter to check continuity of oil pressure switch. With engine off, continuity should exist between oil pressure switch terminal and ground. With engine running, continuity should not exist. If switch fails to operate as described, check engine oil level and oil pump pressure. If oil level and oil pump pressure are okay, replace pressure switch.

HAZARD WARNING SWITCH TEST

Remove center console trim panel. Remove retaining screw from switch. Slowly rotate switch clockwise and remove from console. Disconnect 6-pin connector. With hazard switch in specified position, use an ohmmeter to check continuity between switch terminals. See Fig. 1. If continuity is not as specified, replace hazard warning switch.

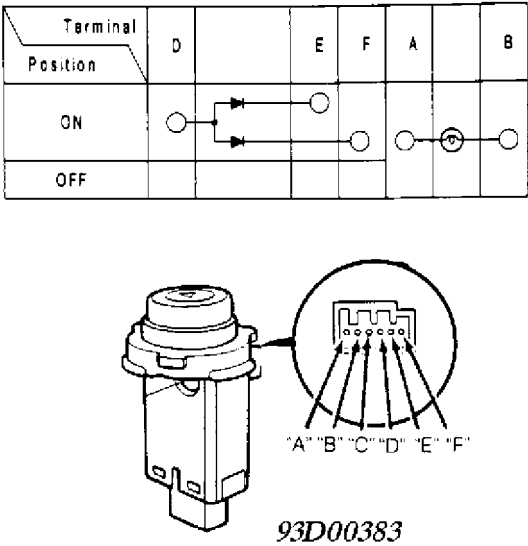


Fig. 1: Testing Hazard Warning Switch
Courtesy of American Honda Motor Co., Inc.

SPEED SENSOR INPUT TEST

- 1) Check 10-amp fuse No. 23 in dash fuse box. Disconnect 3-pin connector from speed sensor, located on right side of engine.
- 2) Use an ohmmeter to check continuity between Black wire and

ground. If continuity exists, go to next step. If continuity does not exist, check Black wire for an open circuit. Also check for poor ground.

3) Turn ignition switch to ON position. Use a voltmeter to check voltage between Black/Yellow wire and ground. If battery voltage is present, go to next step. If battery voltage is not present, check Black/Yellow wire for an open circuit.

4) With ignition on, check voltage between Orange wire and ground. If voltage is about 5 volts, go to next step. If voltage is not as specified, check Orange wire for an open circuit.

5) If continuity and voltage checks are okay, but speedometer/odometer/trip meter does not operate properly, replace speed sensor.

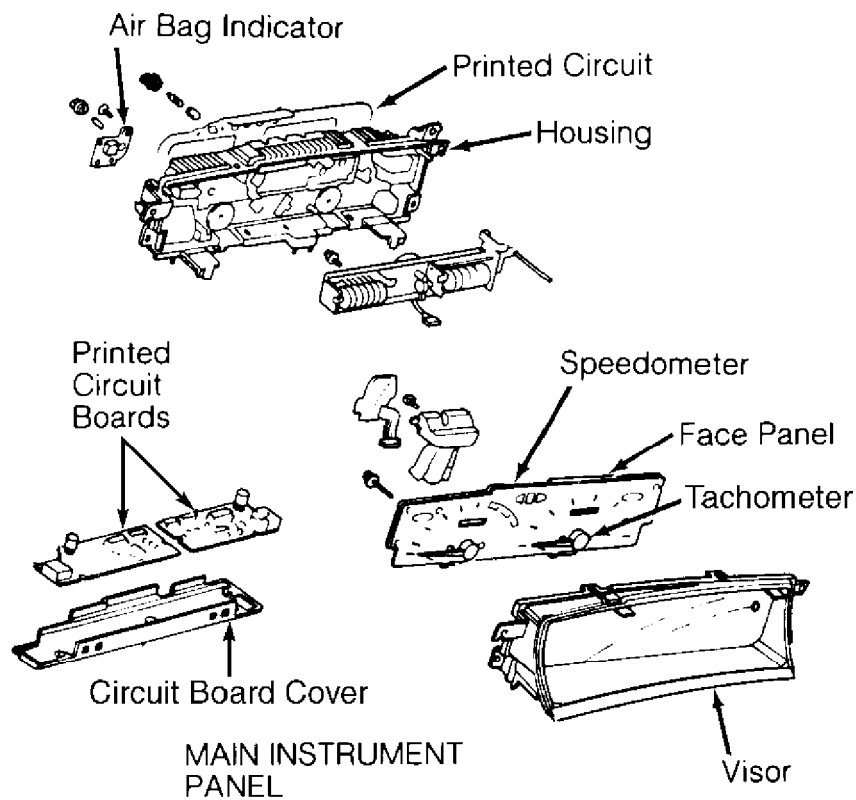
REMOVAL & INSTALLATION

INSTRUMENT CLUSTER

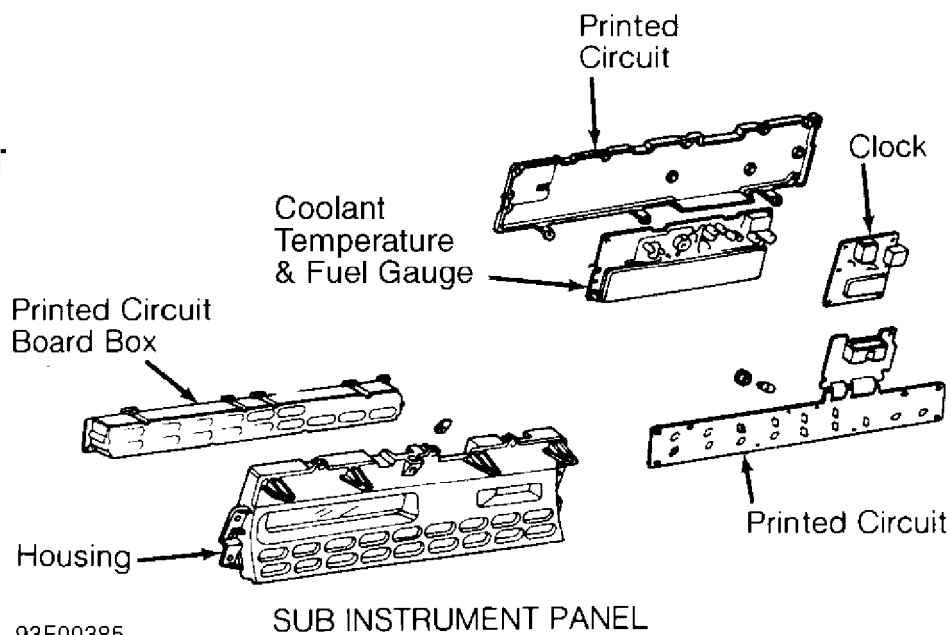
Removal & Installation

1) Remove speaker covers. Remove instrument visor from above instrument cluster. Remove black face panel from dash. Disconnect 6-pin connector from clock reset switch.

2) Remove main gauge assembly retaining screws. Place cloth over dash to protect main instrument panel. Remove main instrument panel, and disconnect its connectors. Remove sub instrument panel in similar manner. See Fig. 2. To install main and sub instrument panels, reverse removal procedure.



INSTRUMENT



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Fig. 2: Exploded View Of Instrument Panel
 Courtesy of American Honda Motor Co., Inc.

WIRING DIAGRAMS

For circuit information, see appropriate wiring diagram in

the WIRING DIAGRAMS section.

END OF ARTICLE