

2003 Honda Civic EX

THE FOUR STANDARD CIVIC MODELS (the Civic Si and Hybrid are not covered here) share major mechanical pieces, but there are important differences. The DX and LX engines are identical, but the GX engine is designed to use the continuously variable transmission (CVT).

The EX described here is the only Civic with Honda's VTEC variable valve timing system. It uses a true return-less fuel injection system with a pressure regulator in the tank, although there is a pulse damper on the fuel rail.

CHEAT SHEET



Production run: 2001-2005
Model variants: DX, LX, GX, EX
Engines: 1.7L SOHC 4-cyl (D17A2, D17A6)

Idle speed relearn is required after disconnecting the battery or powertrain control module (PCM) power or ground, but it's simple. Warm the engine to operating temperature at 3,000 rpm, then let it idle for five minutes at no-load with the throttle closed.

The timing belt drives the water pump and Honda recommends changing both at the same time. Introduced in 2001, the platform was slightly revised in 2003, so alignment specs given here are for 2003 and later.

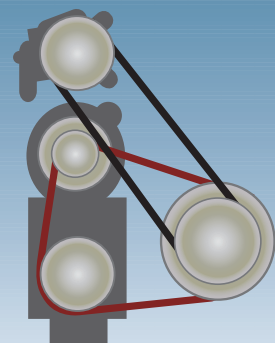
Aftermarket fluids are not recommended for Honda transmissions and power steering. According to many in the aftermarket,

Honda's own fluids definitely provide smoother shifts and better service life.

Service bulletins were issued to address a clicking noise while driving a manual transmission in second gear (internal repairs required), erratic gauge readings (reboot gauge module by disconnecting and

touching both battery cables together), resetting the "maintenance required" indicator (turn off all lights first), and DTC P1607 (replace PCM).

BELT POSITIONS D17A2, D17A6 ENGINE



KEY SPECS

2003 HONDA CIVIC EX

D17A2, D17A6 ENGINE SPECS

Type: I4, 1.7L, belt-driven SOHC with VTEC, four-valve, open-deck alloy block, alloy head
Displacement: 1668cc (102 cid)
Bore x stroke: 75 x 94.4mm (2.95 x 3.72 in.)
Horsepower: 127 hp @ 6,300 rpm
Torque: 114 ft.-lbs. @ 4,800 rpm
Compression ratio: 9.9:1
Emission control: EGR, EVAP
Fuel system: PGM-FI
Fuel pressure: 40-47 psi @ idle. *See Technical Notes.*
Fuel injectors: N/A
Oil pressure: 10 psi @ idle, 50 psi @ 3,000 rpm
Valve clearance: Intake, 0.007-0.009 in. (0.18-0.22mm). Exhaust, 0.009-0.011 in. (0.23-0.27mm)
Spark plug gap: 1.0-1.1mm
Firing order: 1-3-4-2
Ignition timing: 8° ± 2° @ idle (red mark)
Base idle speed: 700 ± 50 rpm. *See Technical Notes.*

ELECTRICAL SYSTEM

Battery: 12V, 36AH
Alternator: 70 amp
Ignition: Direct

CAPACITIES

Oil/filter change: 3.7 qt. (3.5L)
Automatic trans: 2.9 qt. (2.7L)
Manual trans: 1.6 qt. (1.5L)
Fuel tank: 13.2 gal. (50L)
Cooling system: 4.1 qt. (4.0L)
Refrigerant: 17.5-19.5 oz. (500-550g)
Compressor: 4.3 oz. (130cc)

LUBRICANTS

Brake fluid: DOT 3
Engine oil: API SJ or newer, SAE 5W-20
Automatic trans oil: Honda ATF
Manual trans oil: Honda MTF
Power steering: Honda Power Steering Fluid
Refrigerant: R134a
Compressor: PAG SP-10

MAINTENANCE REQUIREMENTS

Oil and filter: 10,000 miles
Brake Fluid: Every three years
Valve adjustment: 110,000 miles
Coolant: 120,000 miles, then every 60,000 miles or five years
Transmission: 120,000 miles or 6 years, then every 90,000 miles or five years
Spark plugs: 110,000 miles
Timing belt: 110,000 miles

CHASSIS SPECIFICATIONS

Drivetrain: FWD, five-speed manual or four-speed automatic with O/D
Brake system: Disc/drum with four-channel ABS
WS sensors: N/A
Front disc thickness: 0.75 in. (19mm) minimum
Rear drum diameter: 7.910 in. (201mm) maximum

SUSPENSION SYSTEM

Front: MacPherson struts, lower wishbone, stabilizer bar
Rear: Trailing arm, upper and lower lateral links, stabilizer bar
Lug nut torque: 80 ft.-lbs. (108 Nm)
Axle nut torque: Front and rear, 134 ft.-lbs. (181 Nm)

FRONT ALIGNMENT SPECS

Toe: 0 ± 3mm (0 ± 0.120 in.)
Camber: 0°00' ± 45'
Caster: 2°14' ± 1°. *See Technical Notes.*

REAR ALIGNMENT SPECS

Toe: 2 +2 or -1mm (0.080 in. +0.080 in. or -0.040 in.)
Camber: -0°45' ± 45'