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It's a known fact that the SportShift Automatic transmission in the 5th generation prelude goes bad, and no matter how well you take care of it, you have a very good chance that down the line somewhere it is going to go bad on you for one reason or another. It all amounts to money, time, and patience. If you are a broke college student with only one car, and your auto transmission is doing fine, then you are not going to want to be doing the swap. It would have been a little bit cheaper if I had found a used auto transmission myself, but you have to think about this what if you pay to get a used transmission put in your car and 6 months later it goes out again. Then you're screwed. Do you have the money to even fix the car at all. But I HIGHLY recommend you get a couple estimates on how much it will cost to get the auto transmission rebuilt, or to buy a used one and install it and compare that to the prices of the 5spd swap in the next section. If you are patient enough to look around see links section for parts and find everything you need at low prices, then your swap isn't going to cost as much. Just as an idea. Here are some prices from Honda for a few random parts I will cover all of the parts and prices later on in the article. It also depends on how you want the car to drive; do you want it to feel stock. This is your decision. Here is a list of all the transmissions that will bolt onto an H22 might not be 100% complete and their ratios Credit to Daniel M. from Hondatech.com. It also has been rebuilt with carbon coated synchronizers. Now that you are familiar with what it is, you should decide whether you need one. This again, depends on your budget and also on what transmission you decide to use. If you pick a transmission with an OEM LSD then you don't have to worry, because it obviously has one already. By now you should know what a LSD does, so make your own decision whether to buy one and use it or not.

If you want an OEM feel with a low budget, then get a used OEM clutch and flywheel and you will be happy. But the general school of thought on this topic is that since your transmission is going to be off already, why not upgrade the clutch and flywheel and save yourself the trouble of having to do it later right I suggest you get an idea of what you want by either talking to friends who have aftermarket clutches. Maybe driving them to get a feel or do some research online. I'm sure there are many others, but these are the ones I have most commonly heard about. Download here I got lucky and got a lot of parts cheap and shipped in one big shipment. As you can tell below, buying this stuff from Honda would be enough to buy a new car. In my case, we replaced the boots on the axles, throw out bearing, and a couple other small things just to be on the safe side. You could also check junk and salvage yards for all these parts, but take someone with you who knows what all of these parts look like, or see my thread here on preludepower.com with pictures of all my parts when I got them in. But if you have knowledge of transmissions and this type of work and you want to DIY, I will refer you to this website it tells you where to look in helms and problems they encountered. The guy I have doing mine has never done a 5spd swap on a prelude before, but he has done them on civics and accord and he knows his Hondas. We tapped into the original wires under the dash that lead to the starter and ran them to the clutch cutoff switch. My mechanic did some fancy soldering and got it to work nicely. We didn't cut off the harness from the switch, but instead just soldered the wires to the prongs then filled the whole thing with high temp hot glue to keep them from moving around and keep moisture out. I drove it around and when I got back home it had

stopped. I'll figure out if it is fixed or not, and if it isn't then I will figure out the problem and post it. The ECU turned out to be fine.

Oh yeah and my water pump was going out. The parts pictured include I do not claim responsibility for any of those sites or information therein, but I do claim credit for taking the time and effort and months of reading and searching through TONS of sites and articles to find all this information and bring it to you in one place. But above all have fun with your swap and I hope this helped answer any questions you have! Two models were available. Base engine was a 135horsepower 2.2liter four. The sporty Si carried a new 2.3liter twincam four, rated at 160 horsepower. Either engine may drive a 5speed manual or 4speed automatic transmission. New allelectronic 4wheel steering marked the Si 4WS model. With this setup, rear wheels turn slightly in the same direction as the fronts, to improve cornering and maneuverability. A driverside airbag was standard on all Preludes, while the Si 4WS added a passengerside airbag. Antilock braking was standard on the Si, but not available on the S edition. Both the VTEC and the Si 4WS had dual airbags. Inside, new vacuumfluorescent instruments sat behind a smoked dashboard lens. Otherwise, Preludes were unchanged, except that the base S model gained air conditioning. Base S models used a 135horsepower, singlecam 2.2liter 4cylinder. A dualoverheadcam 2.3liter, rated 160 horsepower, went into the midlevel Si. Highperformance VTEC Preludes, available from 1993 to '96, benefited from a dualcam 2.2liter with variablevalve timing, developing 190 horsepower. Except for the VTEC, which came only with 5speed manual shift, any Prelude might have either a manual or an automatic transmission. Warning lights stretch all across the dashboard top, sitting too far to the right for easy checking while underway. Vacuumfluorescent fuel and temperature gauges are near the center, difficult to read. All engines are turbines smooth. While a basemodel Prelude's acceleration is only adequate, the Si feels snappy, and the VTEC is sportscar quick.

The automatic transmission hurts performance only slightly, but it has poor shift quality and seems to wander haphazardly through the gears at highway speeds. Test stickshift Si Preludes have yielded a reasonably frugal 23.1 mpg in daily driving. Stopping ability is commendable, but lack of antilock braking on the S model is unfortunate. We haven't found that 4wheel steering helps much, yielding only a small gain in maneuvering ease. Not many are around, anyway. With the exception of Value, these numbers reflect how the vehicle compares against the universe of vehicles, not just against rivals in its class. Lower is better The belts should be serviced under the Honda Lifetime Seat Belt Limited Warranty. 1992-96 Therefore, we recommend visiting websites that list used cars for sale to get a better idea of what a specific model is selling for in your area. Our editors test drive and thoroughly evaluate virtually every new car, truck, minivan, and SUV sold in America. The twodoor coupe was loosely derived from the Honda Accord and spanned five generations. The Prelude was used by Honda to introduce the Japanese Honda retail sales chain Honda Verno, with the international release of the model following shortly after. Production of the Prelude concluded in 2001 upon the introduction of the Honda Integra DC5. The Prelude complied with the series of music-themed vehicle names which Honda used at the time, along with the Accord, Quintet, Concerto, Jazz and Ballade. The machine, like all Hondas, embodies fabrication that is, in my opinion, surpassed only by the narrowest of margins by Mercedes-Benz. It featured a nonautomatic choke with three positions and a twobarrel carburetor. In addition to the standard fabrics offered in most models, an Executive option was offered in some markets which added power steering and Connolly leather upholstery.

Honda used a single central gauge cluster design in this car which housed the speedometer and tachometer in one combined unit where both instruments needles swept along the same arc. The Prelude featured intermittent wipers, tinted glass, and a remote trunk release. 1980 saw the introduction of the CVCCII engine which employed the use of a catalytic converter and several other refinements that improved driveability, the Prelude also received a mild facelift in 1981. The JDM

B20A produced 160 PS 118 kW at 6300 rpm, while the European B20A1 produced only 137 hp 102 kW. This was the first generation of Prelude to have popup headlights, which allowed for a more aerodynamic front clip, reducing drag. Opening the headlights, however, especially at higher speeds, produced significantly more drag. The design retained nothing of the first generation, being considerably more aerodynamic and with large glass surfaces. The model with the 2.0 liter engine was regarded as the top level car in Japan because Japanese buyers were liable for a higher annual road tax over the car with the 1.8 liter engine. The Japanese 1.8 had CVCC and claimed 125 PS 92 kW, considerably more than export models. Due to the fairly low weight of the car 1,025 kg or 2,260 lb and high power the 16valve engine produced 160 PS or 118 kW in Japanese trim, the car was relatively nimble in comparison to its competitors, which most Preludes had not been up to that time. The 1984-87 base models had Civic style full wheel covers. North American 1.8s offered 100 hp 75 kW, while the later 2.0 has 110 hp 82 kW. Featuring evolutionary styling from its predecessor, it shared design cues from the Honda NSX that would be introduced later in 1990. The Prelude featured innovative features for its time such as a 0.34 drag coefficient, roof pillars made of high strength metal and its signature feature, the available option of the world's first mechanical four wheel steering system available in a mass production passenger car.

This was one of the best performances by a Japanese built or branded car until the Nissan Micra won the award five years later. The front and rear bumpers were revised on the new Prelude. The rear front bumper and rear tail lights featured clear indicators and a revised parking light design. Many of the interior parts were also revised, including the dash bezel, the door handle and window switches. The Japanese version of the Si with the B20A was rated 140 PS with the JDM engine and was rated for 37 MPG. It featured fixed headlights, with a front fascia very similar to the contemporary Honda Legend coupe and Honda Accord of the same time period. It also featured chrome trim on the headlights front and rear bumpers, side moldings, tail lights and both front and rear windscreens to enhance the focus on luxury rather than sportiness. The fuel injected 2.0 Si became the entry level model, being supplanted by a new Si model with the B21A1 engine, with Si 4WS or Si ALB ABS as optional trim models. The revised version of the B20A5, called the B21A1 was available. It was bored to 83 mm 3.3 in with a total displacement of 2056 cc producing up to 145 hp 108 kW and had a special cylinder liner featuring FRM fiber reinforced metal that is reported to be extremely tough. This causes premature piston ring wear contributing to exceptionally high oil consumption. In 1991, SR ALB and SE models were introduced. The SE model was closer to the JDM and EDM models in that it was fully optioned with leather interior and was equipped with both 4WS and ALB. These cars were a limited production run and very few were built. Si States catalogues indicate 3000 built. They both featured standard 4WS, ALB, Viscous LSD transmissions, TCS SiTCV only, leather wrapped steering wheel and gear lever, extra sound deadening insulation on the firewall and hood, and many more features that were usually options. The Si States also featured a Japanese version of the 2.

1 liter B21A 1 engine called the B21A rated at 150 PS 110 kW. Two major distinctions of the Si States was that it was the same width as the Prelude sold in North America, from which it took its name, due to the wider side moldings. The other being that it was over 2.0 liters, a limitation in engine displacement in Japan for insurance reasons. The extra width and the larger engine combined to place the Prelude Si States in a considerably higher tax bracket; while this slowed sales it also targeted some status hungry buyers. The Si States model was only available with the MY8A LSD equipped automatic transmission. The SiTCV model was available with the MY8A automatic or the D2E4 manual 5 speed transmission. The car had a 58% front and 42% rear weight distribution. Its styling approach is similar to the Honda Ascot Innova during the same time period. The rear end was rounded and fairly high in comparison to the previous square trunk line. The front fascia of the car became wider with fixed headlights. The glass moonroof made way for a steel sliding sunroof which no longer retracted into the car but extended out and over it. Later models 1994 and on also featured

translucent speedometer and tachometer needles. Also featured was an 8-speaker audio system Gathers DSP 8 Speaker System which included a center dash-mounted speaker and rear center subwoofer, while the U.S. version received only 7 speakers center dash speaker not included. The Japanese version also included a digital climate control system. The Canadian version received some options which were not available in the United States. For instance, the Japanese Prelude had power folding mirrors as well as a rear windscreen wiper, while the Canadian market was the one to have heated mirrors and optional heated seats. The Japanese model came with optional Honda Access accessories such as Typus ski racks, under dash lights, headrest covers, a cabin air filter, and floor mats.

Some of the Japanese domestic market fourth generation Prelude VTECs did not come with options such as a sunroof and 4-wheel steering, as it was possible to skip these options when buying in Japan. The Prelude was only available in three models for Canada and two models for the US the Base and Type SH. Unlike the North American market Preludes, JDM Preludes came with rear windscreen wipers, except for the Xi. All models and trim packages stayed within the BB chassis code BB5BB9 and housed either an H-series or F-series engine. The SE did not receive body-colored side skirts as standard like the Type SH, and also did not feature the active torque transfer system ATTS. Dealer accessories for Canadian vehicles included carbon fiber audio panel, sunroof visor, 6-disc dash CD changer, trunk-mounted CD changer, cassette player, roof rack, gold-plated emblem kit, gold-plated exhaust finisher, leather shift knob, full and half nose mask, security system, and a cargo mat. With a compression ratio of 11.0:1, 87.0 mm 3.4 in bore x 90.7 mm 3.6 in stroke and VTEC valve timing, lift and duration were adjusted to 12.2 mm 0.5 in intake and 11.2 mm 0.4 in exhaust. Honda also overhauled the air box and replaced it with a more efficient design that is often referred to as Dynamic Chambering, along with a larger throttle body design bored to 62 mm as opposed to the previous 60 mm. The exhaust system was also treated to a redesign, with the pipe cross sections becoming more cylindrical rather than oval. The three-way catalytic converter was also increased in size, as well as the exhaust piping from 2 to 2 in 51 to 57 mm tToV. In addition to a higher output engine Type S and like all ATTS-equipped Preludes featured an overhauled front suspension layout which offered a more effective camber curve. The gearing on the Type S matches most other fifth-generation Preludes equipped with a manual transmission, excluding the five-speed 2.2 VTi VTEC which has a final drive ratio of 4.2661.

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