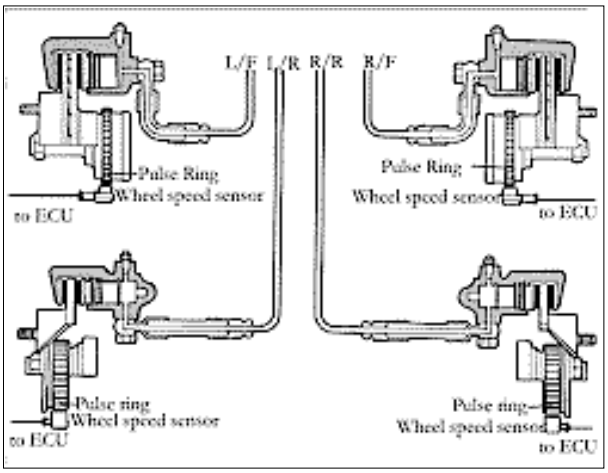
The layout designs have changed drastically since the first Honda type ABS system. They have 2 basic types of 3 channel systems and now there is even a 4 channel system, but we will just look at the 3 channel types for now. I want to concentrate more on the early 3 channel design first because you will see more of these broken in you shop. It will also make the system a little easier to understand.

The later Honda models with the separate smaller modulator/reservoir style 3 channel system has had some serious changes in it's components and layout, but it's operation is still basically the same.

Figure 1



On the 2 basic types of 3 channel systems, both will release separately the L/F, R/F channels or, brake calipers, as shown in *Figure 1*.

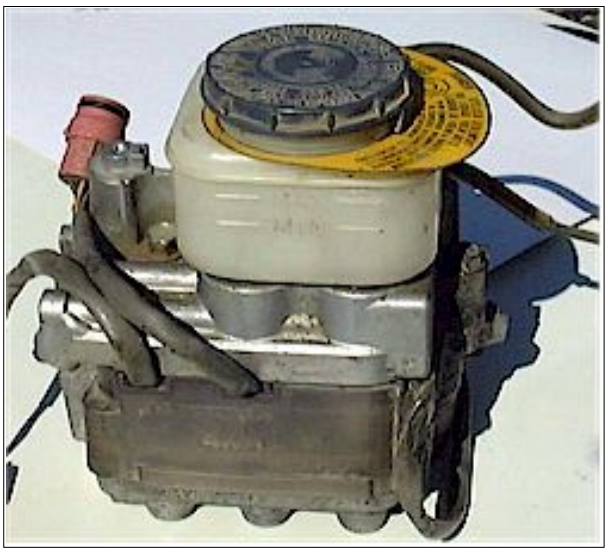
Both rear wheels are on the same channel so it will release the rear wheels together depending on which one locked first.

The photos in this article show the system components from the early Legend because its parts are larger, making it easier to show. The later systems do look different but still operate basically the same.

Component Description and Operational Information

The self diagnostic ECU (not shown) controls virtually all ABS functions, but relies on inputs from wheel and vehicle speed sensors and also must have the other components intact.

Figure 2



The modulator with reservoir, shown in *Figure 2*, controls brake fluid hydraulic flow through the use of internal solenoids.

Figure 3

The pump, shown in *Figure 3*, builds the system fluid pressure into the accumulator, shown in *Figure 4*, which is a high pressure storage unit.