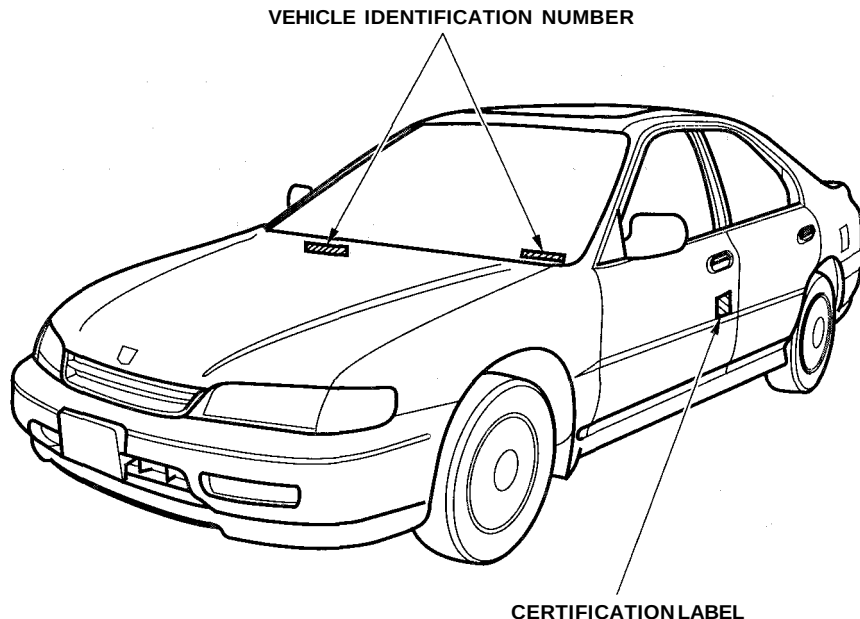


Identification Numbers

Your car has several identifying numbers located in various places.

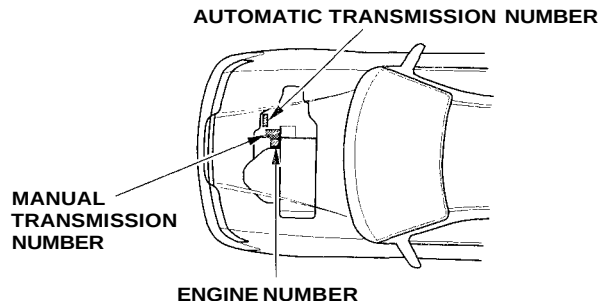
The Vehicle Identification Number (VIN) is the 17-digit number your Honda dealer uses to register your car for warranty purposes. It is also necessary for licensing and insuring your car. The easiest place to find the VIN is on a plate fastened to the top of the dashboard. You can see it by looking through the windshield on the driver's side. It is also on the Certification label attached to the driver's doorjamb, and is stamped on the engine compartment bulkhead. The VIN is also provided in bar code on the Certification label.



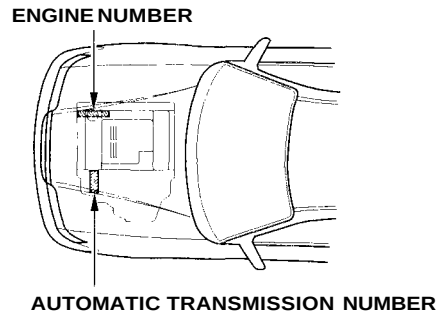
The Engine Number is stamped into the engine block. It is on the front.

The Transmission Number is on a label on top of the transmission.

4 Cylinder Models



6 Cylinder Models



Specifications

Dimensions

Length		4,675 mm (184.1 in)
		4,745 mm (186.8 in) *3
Width		1,780 mm (70.1 in)
Height		1,400 mm (55.1 in)
		1,405 mm (55.3 in) *3
Wheelbase		2,715 mm (106.9 in)
Track	Front	1,515 mm (59.6 in)
	Rear	1,500 mm (59.1 in)

Weights

Gross vehicle weight rating	See the certification label attached to the driver's doorjamb.
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Air Conditioning

Refrigerant type	HFC-134a (R-134a)
Charge quantity	600–650 g (21–23 oz)
	550–600 g (19–21 oz) *3
Lubricant type	Dn.S10X *1
	ND-OIL8 *2
	SP-10 *3

*1 : US: EX, Canada: EX-R

*2 : US: DX, LX, Canada: LX, EX

*3 : 6 cylinder models

Capacities

Fuel tank	Approx. 64.5 ℓ (17.04 US gal, 14.19 Imp gal)
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Capacities

Engine coolant	Change*1	
	Manual	5.4 ℓ (1.43 US gal, 1.19 Imp gal)
	Automatic	5.3 ℓ (1.40 US gal, 1.17 Imp gal)
		6.8 ℓ (1.80 US gal, 1.50 Imp gal) *4
	Total	
	Manual	6.9 ℓ (1.82 US gal, 1.52 Imp gal)
	Automatic	6.8 ℓ (1.80 US gal, 1.50 Imp gal)
		7.6 ℓ (2.01 US gal, 1.67 Imp gal) *4
Engine oil	Change*2	
	Including filter	3.8 ℓ (4.0 US qt, 3.3 Imp qt)
		4.3 ℓ (4.5 US qt, 3.8 Imp qt) *3
		4.4 ℓ (4.6 US qt, 3.9 Imp qt) *4
	Without filter	3.5 ℓ (3.7 US qt, 3.1 Imp qt)
		4.0 ℓ (4.2 US qt, 3.5 Imp qt) *3*4
	Total	
		4.9 ℓ (5.2 US qt, 4.3 Imp qt)
		5.6 ℓ (5.9 US qt, 4.9 Imp qt) *3
		5.3 ℓ (5.6 US qt, 4.7 Imp qt) *4
Manual trans- mission oil	Change	1.9 ℓ (2.0 US qt, 1.7 Imp qt)
	Total	2.0 ℓ (2.1 US qt, 1.8 Imp qt)
Automatic transmission fluid	Change	2.4 ℓ (2.5 US qt, 2.1 Imp qt)
		2.9 ℓ (3.1 US qt, 2.6 Imp qt) *4
	Total	6.0 ℓ (6.3 US qt, 5.3 Imp qt)
Windshield washer reservoir		7.1 ℓ (7.5 US qt, 6.2 Imp qt) *4
	U.S. Cars	2.5 ℓ (2.6 US qt, 2.2 Imp qt)
	Canada Cars	4.5 ℓ (4.8 US qt, 4.0 Imp qt)

*1 : Including the coolant in the reserve tank and that remaining in the engine.

Reserve tank capacity: 0.6 ℓ (0.16 US gal, 0.13 Imp gal)

*2 : Excluding the oil remaining in the engine.

*3 : US: EX, Canada: EX-R

*4 : 6 cylinder models

Lights

Headlights	High	12 V — 65 W (HB3)
		12 V — 60 W (HB3)
	Low	12 V — 55 W (HB4)
		12 V — 51 W (HB4)
Front turn signal lights		12 V — 21 W
Front parking lights		12 V — 6 CP (5 W)
Rear turn signal lights		12 V — 32 CP (21 W)
Stop/Taillights (and Rear side marker lights)		12 V — 21/5 W
High mount brake light		12 V — 21 W
Front side marker lights		12 V — 5 W
Back-up lights		12 V — 32 CP (21 W)
License plate lights		12 V — 8 W
Ceiling light		12 V — 8 W
Trunk lights		12 V — 3.4 W
Door courtesy lights		12 V — 3.4 W
Vanity mirror light		12 V — 1.8 W

Battery

Capacity	12 V — 55 AH/5 HR
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Fuses

Interior	See page 229 or the fuse label attached to the inside of the fuse box door under the dashboard.
Underhood	See page 228 or the fuse box cover.

Engine

Type	Water cooled 4-stroke SOHC, SOHC VTEC 4-cylinder, SOHC 6-cylinder (V6), gasoline engine
Bore x Stroke	85.0 x 95.0 mm (3.35 x 3.74 in) 87.0 x 75.0 mm (3.43 x 2.95 in) ^{*4}
Displacement	2,156 cm ³ (132 cu-in) 2,675 cm ³ (163.2 cu-in) ^{*4}
Compression ratio	8.8 : 1 9.0 : 1 ^{*4}
Spark plugs	See spark plug maintenance section pages 172 and 174 .

Alignment

Toe-in	Front	0.0 mm (0.00 in)
	Rear	2.0 mm (0.08 in)
Camber	Front	0°
	Rear	—0°25'
Caster	Front	3°00'

Tires

Size	Front/Rear	P185/70R14 87S ^{*1} 195/60R15 88H ^{*2} 205/60R15 91V ^{*4}
	Spare	T115/70D14 ^{*1} T125/70D15 ^{*3} T135/90D15 ^{*4}
	Front	220 kPa (2.2 kg/cm ² , 32 psi)
	Rear	220 kPa (2.2 kg/cm ² , 32 psi) 200 kPa (2.0 kg/cm ² , 29 psi) ^{*4}
	Spare	420 kPa (4.2 kg/cm ² , 60 psi)

*1 : US: DX, LX, Canada: LX, EX

*2 : US: EX, Canada: EX-R

*3 : US: LX with ABS, EX, Canada: EX with ABS, EX-R

*4 : 6 cylinder models

Anti-lock Brake System

The Anti-lock Brake System (ABS) is standard equipment on the LX V-6, EX, EX V-6 models in the U.S. and the EX-R, EX V-6, EX-R V-6 models in Canada. It is optional on the LX model in the U.S. and the EX model in Canada.

The ABS works by measuring how fast the wheels are turning during braking and comparing their speed. If any wheel is rotating much slower than the others (on the verge of locking up and skidding), the system reduces hydraulic pressure to that wheel's brake caliper. When that wheel's speed matches the other wheels, the system applies normal hydraulic pressure. This can take place several times per second at each wheel. You feel the ABS working as rapid pulsations in the brake pedal.

Each wheel has a wheel speed sensor assembly. As the wheel rotates, the sensor sends electrical pulses to the ABS control unit. The pulse frequency varies with the wheel speed.

The electrical output of the ABS control unit is connected to the modulator/solenoid unit. During braking, the ABS control unit monitors the pulse frequencies from the four wheels. When the control unit detects a wheel locking up, it energizes the appropriate solenoid in the modulator/solenoid unit. There are six solenoids: two for each front wheel, and two for the rear wheels. The energized solenoid reduces hydraulic pressure to one side of a modulator valve. This, in turn, reduces hydraulic pressure in the brake line going to the affected wheel. When that wheel speeds up because of the reduced braking effort, the control unit de-energizes

the solenoid. This builds hydraulic pressure on the modulator valve. The pressure increases in the hydraulic line to the wheel.

For the system to react quickly, the modulator/solenoid unit must have brake fluid under high pressure. This is supplied by a piston-type accumulator that is pressurized by an electric pump. A pressure-sensing switch on the accumulator controls this pump.

The control unit also contains error detection circuitry. It monitors the operation of the wheel sensors, solenoids, pump, and electronics. If the control unit detects any faults, it shuts off power to the pump motor and solenoids. The light on the instrument panel comes on. The brakes then work like a conventional system without anti-lock capabilities.

Tire Size Designation

A tire's sidewall is marked with a tire size designation. You will need this information when selecting replacement tires for your car. The following explains what the letters and numbers in the tire size designation mean.

(Example tire size designation)
P185/70R14 87S

P — Applicable vehicle type (tires marked with the prefix "P" are intended for use on passenger cars; however, not all tires have this marking).

185 — Tire width in millimeters.

70 — Aspect ratio. The tire's section height as a percentage of its width.

R — Tire construction code (Radial).

14 — Rim diameter in inches.

87 — Load Index, a numerical code associated with the maximum load the tire can carry.

S — Speed Rating Symbol. See the speed rating chart in this section for additional information.

Wheel Size Designation

Wheels are also marked with important information that you need if you ever have to replace one. The following explains what the letters and numbers in the wheel size designation mean.

(Example wheel size designation)
15 x 5-1/2 JJ

15 — Rim diameter in inches.

5-1/2 — Rim width in inches.

JJ — Rim contour designation.

Tire Speed Ratings

The chart below shows many of the different speed ratings currently being used for passenger car tires. The speed rating symbol is part of the tire size designation on the sidewall of the tire. This symbol corresponds to that tire's designed maximum safe operating speed.

Speed Rating Symbol	Maximum Speed
S	112 mph (180 km/h)
T	118 mph (190 km/h)
H	130 mph (210 km/h)
V	149 mph (240 km/h)
Z	Above 149 mph (240 km/h)

Tire Information

Tire Pressure Adjustment For High Speed Driving

Honda strongly recommends that you not drive faster than posted speed limits and conditions allow. If you decide it is safe to drive at high speeds, be sure to adjust the cold tire pressures as shown below. If you do not adjust the tire pressure, excessive heat can build up and cause sudden tire failure.

(US: LX, DX, Canada: LX, EX)

Tire Size	Cold Tire Pressure for Speeds over 100 mph (160 km/h)
P185/70R14 87S	240 kPa (2.4 kg/cm ² , 35 psi)

(US: EX, Canada: EX-R)

Tire Size	Cold Tire Pressure for Speeds over 100 mph (160 km/h)
195/60R15 88H	260 kPa (2.7 kg/cm ² , 38 psi)

(US: LX V-6, EX V-6, Canada: EX V-6,
EX-R V-6)

Tire Size	Cold Tire Pressure for Speeds over 100 mph (160 km/h)
205/60R15 91V	Front: 250 kPa (2.5 kg/cm ² , 36 psi)
	Rear: 230 kPa (2.3 kg/cm ² , 33 psi)

Be sure to readjust the pressure for normal driving speeds. You should wait until the tires are cold before adjusting the tire pressure (see page 182).

DOT Tire Quality Grading (U.S. Cars)

The tires on your car meet all U.S. Federal Safety Requirements. All tires are also graded for treadwear, traction, and temperature performance according to Department of Transportation (DOT) standards.

The following explains these gradings.

Treadwear

The treadwear grade is a comparative rating based on the wear rate of the tire when tested under controlled conditions on a specified government test course. For example, a tire graded 150 would wear one and one half (1-1/2) times as well on the government course as a tire graded 100. The relative performance of tires depends upon the actual conditions of their use, however, and may depart significantly from the norm due to variations in driving habits, service practices and differences in road characteristics and climate.

Traction

The traction grades, from highest to lowest, are A, B, and C, and they represent the tire's ability to stop on wet pavement as measured under controlled conditions on specified government test surfaces of asphalt and concrete. A tire marked C may have poor traction performance.

Warning: The traction grade assigned to this tire is based on braking (straight ahead) traction tests and does not include cornering (turning) traction.

Temperature

The temperature grades are A (the highest), B, and C, representing the tire's resistance to the generation of heat and its ability to dissipate heat when tested under controlled conditions on a specified indoor laboratory test wheel. Sustained high temperature can cause the material of the tire to degenerate and reduce tire life, and excessive temperature can lead to sudden tire failure. The grade C corresponds to a level of performance which all passenger car tires must meet under the Federal Motor Vehicle Safety Standard No. 109. Grades B and A represent higher levels of performance on the laboratory test wheel than the minimum required by law.

Warning: The temperature grade for this tire is established for a tire that is properly inflated and not overloaded. Excessive speed, underinflation, or excessive loading either separately or in combination, can cause heat build-up and possible tire failure.