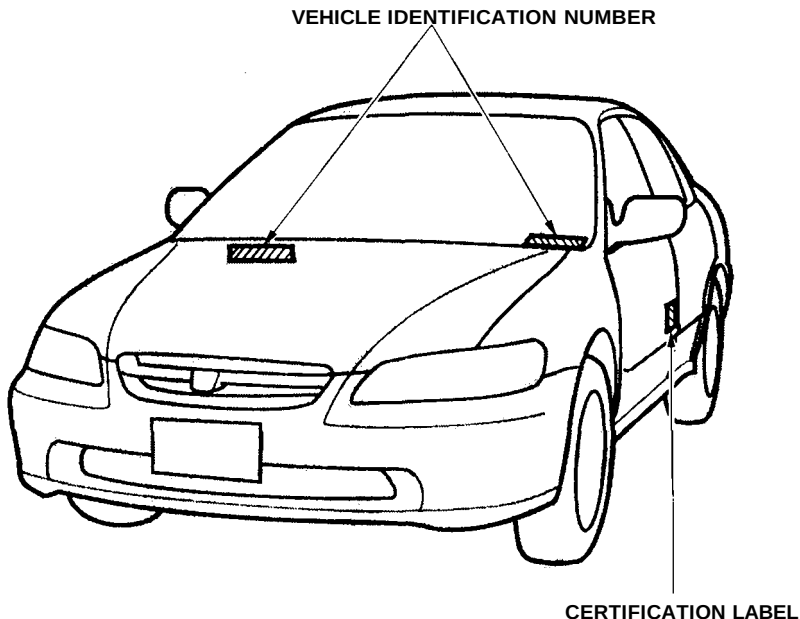


Identification Numbers

Your vehicle 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 vehicle for warranty purposes. It is also necessary for licensing and insuring your vehicle. 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.

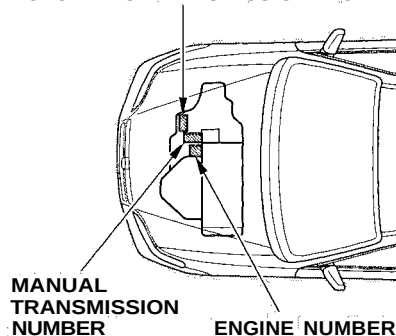


The Engine Number is stamped into the engine block. It is on the front.

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

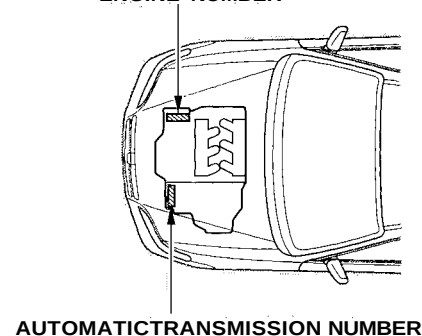
4-Cylinder Models

AUTOMATIC TRANSMISSION NUMBER



6-Cylinder Models

ENGINE NUMBER



Specifications

Dimensions

Length	188.8 in (4,795 mm)
Width	70.3 in (1,785 mm)
Height	56.9 in (1,445 mm)
	57.3 in (1,455 mm) *
Wheelbase	106.9 in (2,715 mm)
Track	Front 61.2 in (1,555 mm)
	Rear 60.4 in (1,535 mm)

* : 6-cylinder models

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	25–27 oz (700–750 g)
Lubricant type	ND-OIL8

Capacities

Fuel tank	Approx. 17.12 US gal (64.8 ℓ, 14.26 Imp gal)
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Capacities

Engine coolant	Change* ¹	
	Manual	1.45 US gal (5.5 ℓ, 1.21 Imp gal)
	Automatic	1.43 US gal (5.4 ℓ, 1.19 Imp gal)
		1.48 US gal (5.6 ℓ, 1.23 Imp gal) * ³
	Total	
	Manual	1.85 US gal (7.0 ℓ, 1.54 Imp gal)
	Automatic	1.82 US gal (6.9 ℓ, 1.52 Imp gal)
		1.98 US gal (7.5 ℓ, 1.65 Imp gal) * ³
Engine oil	Change* ²	
	Including filter	4.5 US qt (4.3 ℓ, 3.8 Imp qt)
		4.6 US qt (4.4 ℓ, 3.9 Imp qt) * ³
	Without filter	4.2 US qt (4.0 ℓ, 3.5 Imp qt)
	Total	
		5.9 US qt (5.6 ℓ, 4.9 Imp qt)
		5.3 US qt (5.0 ℓ, 4.4 Imp qt) * ³
Manual trans-mission oil	Change	2.0 US qt (1.9 ℓ, 1.7 Imp qt)
	Total	2.1 US qt (2.0 ℓ, 1.8 Imp qt)
Automatic transmission fluid	Change	2.6 US qt (2.5 ℓ, 2.2 Imp qt)
		3.1 US qt (2.9 ℓ, 2.6 Imp qt) * ³
	Total	6.6 US qt (6.2 ℓ, 5.5 Imp qt)
		7.6 US qt (7.2 ℓ, 6.3 Imp qt) * ³
Windshield washer reservoir	U.S. Cars	2.6 US qt (2.5 ℓ, 2.2 Imp qt)
	Canada Cars	4.8 US qt (4.5 ℓ, 4.0 Imp qt)

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

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

* 2 : Excluding the oil remaining in the engine.

* 3 : 6-cylinder models

Specifications

Lights

Headlights	High	12 V — 60 W (HB3)
	Low	12 V — 51 W (HB4)
Front turn signal/Side marker lights		12 V — 24/2.2 CP
Front parking lights		12 V — 3 CP
Rear turn signal lights		12 V — 21 W
Stop/Taillights		12 V — 21/5 W
Taillight		12 V — 3 CP
High-mount brake light		12 V — 21 W
Back-up lights		12 V — 21 W
License plate lights		12 V — 3 CP
Ceiling light		12 V — 7 W
Trunk lights		12 V — 5 W
Door courtesy lights		12 V — 2 CP
Vanity mirror light		12 V — 1.8 W

Battery

Capacity	4 cyl. 12 V — 52 AH/5 HR 6 cyl. 12 V — 55 AH/5 HR
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Fuses

Interior	See page 290 or the fuse label attached to the inside of the fuse box door on each side of the dashboard.
Under-hood	See page 289 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	3.39 x 3.82 in (86.0 x 97.0 mm) 3.39 x 3.39 in (86.0 x 86.0 mm) ^{*3}
Displacement	137.5 cu-in (2,254 cm ³) 182.8 cu-in (2,997 cm ³) ^{*3}
Compression ratio	8.8 : 1 ^{*1} 9.3 : 1 ^{*2} 9.4 : 1 ^{*3}
Spark plugs	See spark plug maintenance section pages 228 and 230.

* 1 : DX

* 2 : LX, EX

* 3 : 6-cylinder models

Alignment

Toe-in	Front	0.00 in (0.0 mm)
	Rear	0.08 in (2.0 mm)
Camber	Front	0°
	Rear	—0°30'
Caster	Front	3°00'

CONTINUED

Specifications

Tires

Size	Front/Rear	P195/70R14 90S * ¹ P195/65R15 89H * ² P205/65R15 92V * ⁴
	Spare	T125/70D15 * ³ T135/90D15 * ⁴
Pressure	Front/Rear	29 psi (200 kPa , 2.0 kgf/cm ²) * ¹ 30 psi (210 kPa , 2.1 kgf/cm ²) * ² * ⁴
	Spare	60 psi (420 kPa , 4.2 kgf/cm ²)

*1 : DX

*2 : LX, EX

*3 : 4-cylinder models

*4 : 6-cylinder models

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 vehicle. The following explains what the letters and numbers in the tire size designation mean.

(Example tire size designation)
P195/65R15 89H

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

195 — Tire width in millimeters.

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

R — Tire construction code (Radial).

15 — Rim diameter in inches.

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

H — Speed 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)
15x6JJ

15 — Rim diameter in inches.

6 — 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 vehicle tires. The speed 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 Symbol or Category	Maximum Speed
Q	99 mph (160 km/h)
S	112 mph (180 km/h)
T	118 mph (190 km/h)
H	130 mph (210 km/h)
V	149 mph (240 km/h)
W	168 mph (270 km/h)
ZR	Over 149 mph (240 km/h)

Tire Information

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.

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.

Oxygenated Fuels

Some conventional gasolines are being blended with alcohol or an ether compound. These gasolines are collectively referred to as oxygenated fuels. To meet clean air standards, some areas of the United States and Canada use oxygenated fuels to help reduce emissions.

If you use an oxygenated fuel, be sure it is unleaded and meets the minimum octane rating requirement.

Before using an oxygenated fuel, try to confirm the fuel's contents. Some states/provinces require this information to be posted on the pump.

The following are the EPA-approved percentages of oxygenates:

ETHANOL (ethyl or grain alcohol)
You may use gasoline containing up to 10 percent ethanol by volume. Gasoline containing ethanol may be marketed under the name "Gasohol."

MTBE (Methyl Tertiary Butyl Ether)
You may use gasoline containing up to 15 percent MTBE by volume.

METHANOL (methyl or wood alcohol)
You may use gasoline containing up to 5 percent methanol by volume as long as it also contains cosolvents and corrosion inhibitors to protect the fuel system. Gasoline containing more than 5 percent methanol by volume may cause starting and/or performance problems. It may also damage metal, rubber and plastic parts of your fuel system.

If you notice any undesirable operating symptoms, try another service station or switch to another brand of gasoline.

Fuel system damage or performance problems resulting from the use of an oxygenated fuel containing more than the percentages of oxygenates given above are not covered under warranty.

If you are planning to take your Honda outside the U.S. or Canada, contact the tourist bureaus in the areas you will be traveling in to find out about the availability of unleaded gasoline with the proper octane rating.

If unleaded gasoline is not available, be aware that using leaded gasoline in your Honda will affect performance and fuel mileage, and damage its emissions controls. It will no longer comply with U.S. and Canadian emissions regulations, and will be illegal to operate in North America. To bring your vehicle back into compliance will require the replacement of several components, such as the oxygen sensors and the three way catalytic converter. These replacements are not covered under warranty.

Emissions Controls

The burning of gasoline in your vehicle's engine produces several by-products. Some of these are carbon monoxide (CO), oxides of nitrogen (NOx) and hydrocarbons (HC). Gasoline evaporating from the tank also produces hydrocarbons. Controlling the production of NOx, CO, and HC is important to the environment. Under certain conditions of sunlight and climate, NOx and HC react to form photochemical "smog." Carbon monoxide does not contribute to smog creation, but it is a poisonous gas.

The Clean Air Act

The United States Clean Air Act* sets standards for automobile emissions. It also requires that automobile manufacturers explain to owners how their emissions controls work and what to do to maintain them. This section summarizes how the emissions controls work. Scheduled maintenance is on page [164](#).

* In Canada, Honda vehicles comply with the Canadian Motor Vehicle Safety Standards (CMVSS) for Emissions valid at the time they are manufactured.

Crankcase Emissions Control System

Your vehicle has a Positive Crankcase Ventilation System. This keeps gasses that build up in the engine's crankcase from going into the atmosphere. The Positive Crankcase Ventilation valve routes them from the crankcase back to the intake manifold. They are then drawn into the engine and burned.

Evaporative Emissions Control System

As gasoline evaporates in the fuel tank, an evaporative emissions control canister filled with charcoal adsorbs the vapor. It is stored in this canister while the engine is off. After the engine is started and warmed up, the vapor is drawn into the engine and burned during driving.

Exhaust Emissions Controls

The exhaust emissions controls include four systems: PGM-FI, Ignition Timing Control, Exhaust Gas Recirculation and Three Way Catalytic Converter. These four systems work together to control the engine's combustion and minimize the amount of HC, CO, and NOx that comes out the tailpipe. The exhaust emissions control systems are separate from the crankcase and evaporative emissions control systems.

PGM-FI System

The PGM-FI System uses sequential multiport fuel injection. It has three subsystems: Air Intake, Engine Control, and Fuel Control. The Engine Control Module (ECM) or the Powertrain Control Module (PCM) uses various sensors to determine how much air is going into the engine. It then controls how much fuel to inject under all operat-

ing conditions.

Ignition Timing Control System

This system constantly adjusts the ignition timing, reducing the amount of HC, CO and NOx produced.

Exhaust Gas Recirculation (EGR) System

The Exhaust Gas Recirculation (EGR) system takes some of the exhaust gas and routes it back into the intake manifold. Adding exhaust gas to the air/fuel mixture reduces the amount of NOx produced when the fuel is burned.

Three Way Catalytic Converter

The three way catalytic converter is in the exhaust system. Through chemical reactions, it converts HC, CO, and NOx in the engine's exhaust to carbon dioxide (CO₂), dinitrogen (N₂), and water vapor.

Replacement Parts

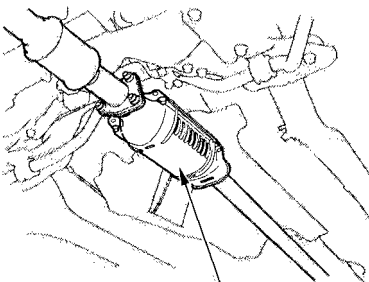
The emissions control systems are designed and certified to work together in reducing emissions to levels that comply with the Clean Air Act. To make sure the emissions remain low, you should use only new Genuine Honda replacement parts or their equivalent for repairs. Using lower quality parts may increase the emissions from your vehicle.

The emissions control systems are covered by warranties separate from the rest of your vehicle. Read your warranty manual for more information.

Three Way Catalytic Converter

The three way catalytic converter contains precious metals that serve as catalysts, promoting chemical reactions to convert the exhaust gasses without affecting the metals. The catalytic converter is referred to as a three-way catalyst, since it acts on HC, CO, and NOx. A replacement unit must be an original Honda part or its equivalent.

The three way catalytic converter must operate at a high temperature for the chemical reactions to take place. It can set on fire any combustible materials that come near it. Park your vehicle away from high grass, dry leaves, or other flammables.



THREE WAY CATALYTIC CONVERTER

A defective three way catalytic converter contributes to air pollution, and can impair your engine's performance. Follow these guidelines to protect your vehicle's three way catalytic converter.

- Always use unleaded gasoline. Even a small amount of leaded gasoline can contaminate the catalyst metals, making the three way catalytic converter ineffective.

- Keep the engine tuned-up.
- Have your vehicle diagnosed and repaired if it is misfiring, backfiring, stalling, or otherwise not running properly.