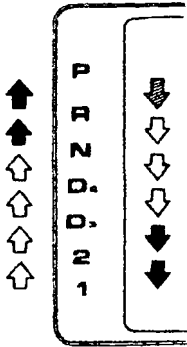





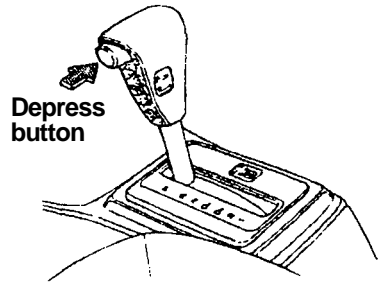
Shifting the Automatic

The automatic transmission shift lever has a locking mechanism to prevent accidental shifting into Reverse (R), Park (P), 2nd (2) or 1st (1). Also, an Automatic Shift Lock prevents you from shifting out of Park unless the brake pedal is already depressed and the ignition switch is in the II position.

Push the button on the shift handle to shift into 2nd, 1st, Reverse or Park; depress the brake pedal and then push the button on the shift handle to shift out of Park.

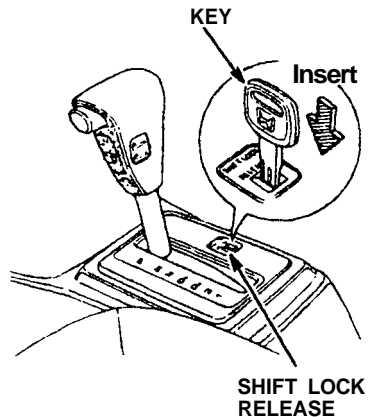


-  Depress the brake pedal first and push the button, then shift.
-  Push the button, then shift.
-  Shift as desired.



If you cannot shift out of Park with the brake pedal depressed and the ignition switch in the II position:

1. Turn the ignition switch off and remove the key.
2. Insert the key in the Shift Lock Release located to the right of the shift lever.
3. Press and hold the key down, then press the button on the shift handle and move the shift lever to Neutral.
4. Return the key to the ignition switch, depress the brake pedal and restart the engine.



NOTE: If you encounter any problem shifting out of Park, have your authorized Honda dealer check the system as soon as possible.

Shifting the Automatic (cont'd)

Operating Tips

For smoother operation, apply the brakes when shifting from Neutral or Park into a gear.

When parking: bring the car to a stop with the foot-brake, hold the brake on and shift into Park, set the hand-brake and then turn off the engine.

NOTE: Your 4-speed automatic transmission is equipped with a torque converter lock-up clutch. Because of this, you may notice what feels like an extra shift as the clutch engages.

CAUTION:

- **Shift into P only after the car has come to a complete stop.**
- **Shift into or out of R only after the car has come to a complete stop.**
- **Do not "rev-up" the engine when the brake is on and the shift lever is in D4, D3, 2, 1 or R.**
- **When stopped on a hill, use the brakes, not the accelerator pedal to hold your position.**
- **Do not shift from N or P into D4, D3, 2, 1 or R when the engine is above idle speed. Before shifting into gear, make sure your foot is firmly on the brake pedal.**
- **Do not rest your hand on the shift lever or push the lock-out button while driving.**

Driving Technique

D4-4th

Use the D4 range for normal in-town and highway driving. The car will start off in 1st and shift automatically to 2nd, 3rd, and 4th. The further down you push the accelerator, the later the transmission shifts and the faster the car accelerates.

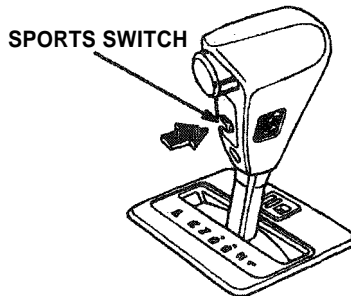
D3-3rd

D3 allows the transmission to start off in 1st and shift automatically to 2nd and 3rd. Use D3 when climbing grades to prevent the transmission from "hunting" between 3rd and 4th gear; or when increased engine braking is needed.

NOTE: If rapid acceleration is necessary, depress the accelerator to the floor; the transmission will automatically shift down according to load and engine speed. This applies to both D4 and D3 ranges.

S Mode

Pushing the Sports(**S**) switch while driving in the D4 or D3 range will change the shift points under part-throttle acceleration, allowing the transmission to stay in each lower gear for a longer period before automatically upshifting. With the Sports switch on, the "S" indicator light in the instrument panel will come on. To take the transmission out of the "S" mode, push the Sports switch again. The "S" indicator light will go out.



NOTE: Although the "S" indicator light in the instrument panel comes on in any gear range when the Sports switch is pushed, this mode functions only in the D3 and D4 ranges.

Shifting the Automatic (cont'd)

2-2nd

Use 2nd gear for increased engine braking when driving downhill, and increased power when driving uphill; also for driving on slippery roads, and freeing the car from mud or sand, where 1st gear could provide too much power and cause skidding or wheelspin.

The maximum recommended speed in 2nd gear is 69 mph (110 km/h).

1-1st

This position is to be used when stronger engine braking is needed.

The maximum recommended speed in 1st gear is 31 mph (50 km/h).

R-Reverse

CAUTION: Shift into or out of reverse only after the car has come to a complete stop; the transmission may be damaged if you shift while the car is moving.

P-Park

CAUTION: Use this position when starting the engine, or when parking. Shift into Park only when the car is COMPLETELY stopped.

N-Neutral

Use when starting the engine or during prolonged idling in traffic.

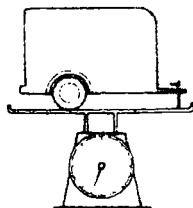
Towing a Trailer

Your car is designed primarily to carry passengers and a normal amount of luggage. Although your car is capable of towing a trailer, there will be an effect on handling, performance, engine and automatic transmission fluid temperatures, braking, general vehicle and tire durability and fuel economy.

⚠ WARNING

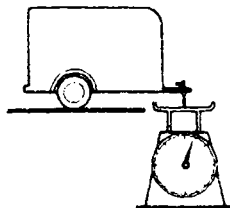
- The weight of the trailer plus its cargo must not exceed a total of **1,000 lbs. (450kg)**.
- The gross vehicle weight must not exceed the Gross Vehicle Weight Rating (GVWR) indicated on the Certification label (see page 121). The gross vehicle weight is the total weight of the car, driver, passengers, luggage, hitch and trailer tongue load.
- The total weight supported by each axle must not exceed the Gross Axle Weight Rating (GAWR). The front and rear GAWR's are shown on the Certification label (page 131). The distribution of luggage and passengers in the car, as well as the tongue load and hitch weight should also be considered in terms of the GAWR, which is the maximum amount of weight that should be supported over the front and the rear axles. You should have your car and trailer weighed at a commercial weighing station to check both the GVWR and GAWR's to confirm that the total weight and weight distribution are within safe driving limits.
- The maximum trailer tongue load must not exceed **100 lbs. (45 kg)**. Cargo should be distributed so that the tongue load is approximately 10% of the total weight of the trailer and its cargo. This is done by distributing approximately 60% of cargo weight toward the front of the trailer and 40% toward the rear.

TRAILER WEIGHT



Maximum: 1,000 lbs (450 kg)

TONGUE LOAD



Maximum: 100 lbs (45 kg)

- Never load the trailer so that the back is heavier than the front. This will seriously affect vehicle handling. Be sure the cargo is secured so that it will not move during driving.

Towing a Trailer (cont'd)

Hitches

Use only a hitch recommended by your Honda dealer. The hitch should be bolted securely to the car and installed by a qualified technician. Do not use a hitch designed for temporary installation and never use one that attaches only to the bumper.

Trailer Brakes and Safety Chains

Honda recommends that trailers equipped with brakes should conform to any applicable federal and state regulations. When using a trailer equipped with electric brakes, a trailer brake controller that connects to the car's electrical system is recommended. Installing a brake controller that connects to the car's brake hydraulic system could result in brake fluid contamination or leaks. A safety chain must always be used between the car and the trailer. Leave sufficient slack in the chain so that it does not bind in sharp turns. The chain should cross under the trailer tongue to prevent the tongue from dropping to the ground.

Tires

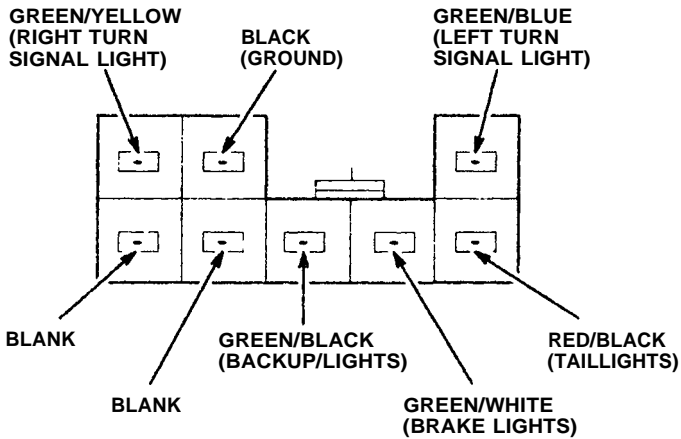
Make sure your car's tires are properly inflated. Adjust tire pressure to the recommended tire pressure indicated on the label attached to the driver's door jamb. The trailer tires should be of the proper size, load rating and inflated to the pressure recommended by the trailer manufacturer.

Trailer Lights

Trailer lights must comply with federal, state/provinces and local regulations.

See your local recreational vehicle dealer or rental agency for the correct type of lighting and wiring for your trailer. Check for correct operation of the turn signals and stop lights each time you hitch up.

A trailer lighting connector is provided in the spare tire compartment, in the notched area, left of the spare tire. The wiring color codes are described on the next page.



To connect your car's taillights to a trailer, an electrical converter must be installed. Your car has separate bulbs for brake (red) and turn signal lights (amber), while most trailers use the same bulb for brake and turn signal lights. A converter, available at most trailer supply stores, should be installed according to the instructions supplied by the converter manufacturer.

For information regarding trailer hitch and trailer electrical wiring availability, contact your Honda dealer, American Honda Motor Co., Inc. (for US cars), or Honda Canada (for Canada cars). See page 66 for American Honda and Honda Canada addresses.

CAUTION: Connections to your car's electrical system should be made by your Honda dealer or a qualified technician. Improper installation may damage your vehicle's electrical system and cause a malfunction of the lights.

Break-in Schedule

Do not tow a trailer during the 600 miles (1,000 km) break-in period: see page 2.

Maintenance

If you tow a trailer, your vehicle will require more frequent maintenance due to the additional load. Refer to the maintenance schedule under "Severe Driving Conditions" on page 89 for specific information.

Towing a Trailer (cont'd)

Before Towing

With the car and trailer completely loaded and parked on a level surface, confirm that the tongue loading is correct. If the car has an abnormal nose-up or nose-down attitude, check for improper cargo distribution. Check also for excessive cargo weight, worn suspension or other causes and correct the problem before driving.

Be sure the cargo is secured so it will not shift while driving. Check that your rearview mirrors conform to any federal, state or local regulations. If not, install rearview mirrors designed for towing.

Before towing a trailer, practice turning, stopping and reversing with a trailer in an area away from traffic until you learn the technique.

Towing Safety

WARNING

- **Stopping distance increases when towing a trailer. For each 10 mph (16 km/h) of speed, allow at least two car lengths between you and the vehicle ahead. Avoid sudden braking which may cause trailer jackknifing and loss of control.**
- **Avoid jerky starts and rapid acceleration. If your car has a manual transmission, always start out in first gear and release the clutch at moderate engine rpm.**
- **Avoid rapid lane changing and sharp turns. The trailer could hit your car in a tight turn. Slow down before making a turn. Remember, the total length of your car plus trailer requires a wider turning circle.**
- **Cross winds may adversely affect handling of your car and trailer. Use the rearview mirrors frequently to warn you of approaching large vehicles that may pass you causing your car and trailer to sway. When being passed, firmly grip the steering wheel and be prepared to reduce speed immediately but gradually. Never increase speed. Steer straight ahead.**
- **Towing a trailer in bad weather will magnify any difficulty in controlling the car caused by the weather itself. Avoid sudden maneuvers; slow down and use extra caution.**
- **Be careful when passing other vehicles. Passing requires considerable distance because of the added weight and length of your trailer.**

CAUTION:

- **Before starting out, check the operation of the lights and all car/trailer connections. After driving a short distance, stop and recheck the lights and connections.**
- **Reversing is difficult and requires practice. While backing-up, the trailer may pivot off-course. To correct for this, grip the bottom of the steering wheel and move your hand to the left to move the trailer to the left; or to the, right to move the trailer to the right. Turn the steering wheel a little at a time, and keep the speed very low. Have someone guide you when backing.**
- **To help prevent overheating of the brakes, shift into a lower gear to. make use of engine braking before descending steep or long grades; Do not make sudden downshifts.**
- **Pay strict attention to the coolant temperature gauge when going up hills. Because of the added load of the trailer, your car's engine may overheat on hot days. Turning off the air conditioner will reduce the load on the cooling system.**
- **On cars equipped with automatic transmission.**
 - **Do not hold the car stationary on an incline by using the accelerator pedal; this can cause the. transmission fluid to overheat. Instead, use the hand brake or foot brake.**
 - **When towing a trailer, avoid high transmission fluid temperatures (caused by the transmission frequently shifting between 3rd and 4th gears) by driving in D3.**

NOTE: Be sure to check state and local laws concerning maximum speed or other driving restrictions for cars towing trailers. If you are driving across several states, check each state's requirements before leaving home, because restrictions may vary.

Towing a Trailer (cont'd)

Parking with a Trailer

Whenever parking your car on an incline with a trailer attached, place and seat chocks at each wheel of the car and trailer. This is in addition to the normal parking preparations of firmly applying the parking brake and placing the transmission in first or reverse (manual transmission) or P (automatic transmission).

CAUTION: Parking on an incline is not recommended and should be done only if it cannot be avoided. Follow all precautions mentioned above and turn the wheels to point towards a curb if facing downhill, away from a curb if facing uphill. When leaving an inclined parking place, move the car slightly to unseat the chocks. Then, while keeping the foot brake firmly applied, have an assistant remove the chocks.