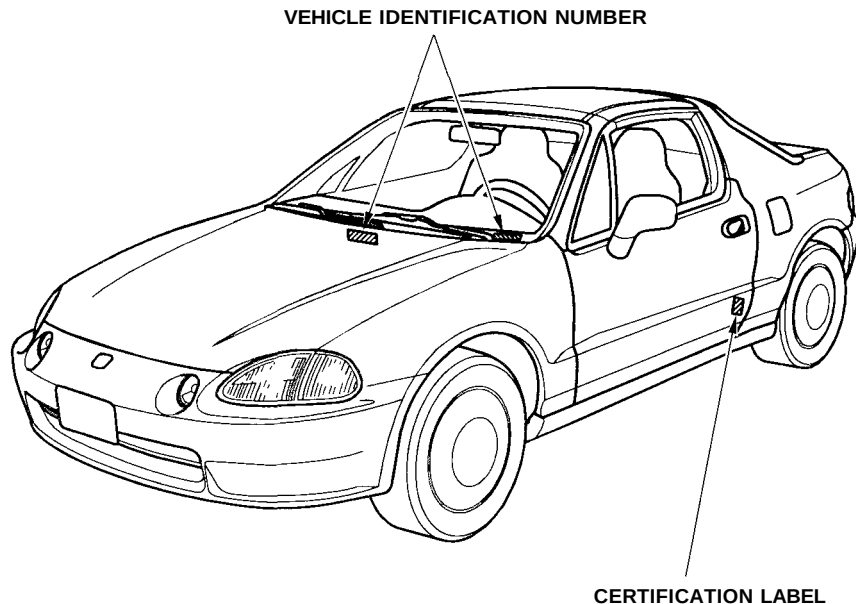


Identification Numbers

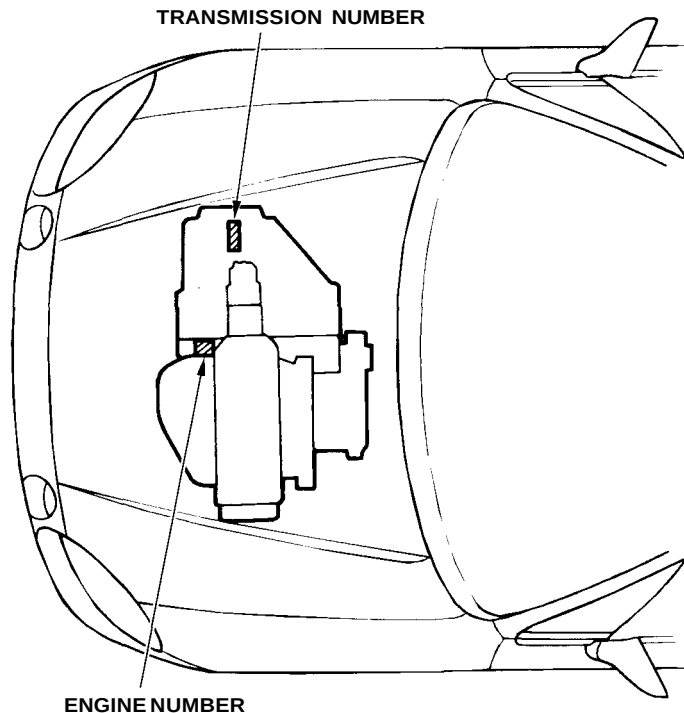
Your car has several identifying numbers located in various places.

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.

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



Specifications

Dimensions

Length		3,995 mm (157.3 in)
Width		1,695 mm (66.7 in)
Height		1,255 mm (49.4 in)
Wheelbase		2,370 mm (93.3 in)
Track	Front	1,475 mm (58.1 in)
	Rear	1,465 mm (57.7 in)

Weights

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

Type	Water cooled 4-stroke SOHC* ¹ , SOHC VTEC* ² , DOHC VTEC* ³ 4-cylinder gasoline engine
Bore x Stroke	75.0 x 84.5 mm (2.95 x 3.33 in)* ¹ 75.0 x 90.0 mm (2.95 x 3.54 in)* ² 81.0 x 77.4 mm (3.19 x 3.05 in)* ³
Displacement	1,493 cm ³ (91.1 cu-in)* ¹ 1,590 cm ³ (97.0 cu-in)* ² 1,595 cm ³ (97.3 cu-in)* ³
Compression ratio	9.2 : 1* ^{1*2} 10.2 : 1* ³
Spark plugs	See spark plug maintenance section page 145.

* 1 : S

* 2 : Si

* 3 : VTEC

Capacities

Fuel tank		Approx. 45 ℓ (11.9 US gal, 9.9 Imp gal)
Engine coolant	Change* ¹	3.6 ℓ (0.95 US gal, 0.79 Imp gal)
	Manual	3.9 ℓ (1.03 US gal, 0.86 Imp gal)* ⁴
	Automatic	3.5 ℓ (0.92 US gal, 0.77 Imp gal)* ²
		3.8 ℓ (1.00 US gal, 0.84 Imp gal)* ³
	Total	4.5 ℓ (1.19 US gal, 0.99 Imp gal)
Engine oil	Manual	4.8 ℓ (1.27 US gal, 1.06 Imp gal)* ⁴
	Automatic	4.4 ℓ (1.16 US gal, 0.97 Imp gal)* ²
		4.7 ℓ (1.24 US gal, 1.03 Imp gal)* ³
	Change* ⁴	3.3 ℓ (3.5 US qt, 2.9 Imp qt)
	Including filter	4.0 ℓ (4.2 US qt, 3.5 Imp qt)* ⁴
Manual trans- mission oil	Without filter	3.0 ℓ (3.2 US qt, 2.6 Imp qt)
		3.7 ℓ (3.9 US qt, 3.3 Imp qt)* ⁴
	Total	4.0 ℓ (4.2 US qt, 3.5 Imp qt)
		4.8 ℓ (5.1 US qt, 4.2 Imp qt)* ⁵
	Change	1.8 ℓ (1.9 US qt, 1.6 Imp qt)
Automatic trans- mission fluid		2.2 ℓ (2.3 US qt, 1.9 Imp qt)* ⁴
	Total	1.9 ℓ (2.0 US qt, 1.7 Imp qt)
Windshield washer reservoir		2.3 ℓ (2.4 US qt, 2.0 Imp qt)* ⁴
	Change	2.7 ℓ (2.9 US qt, 2.4 Imp qt)
Automatic trans- mission fluid	Total	5.9 ℓ (6.2 US qt, 5.2 Imp qt)
	US Cars	2.5 ℓ (2.6 US qt, 2.2 Imp qt)
Windshield washer reservoir	Canadian 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: 0.4 ℓ (0.11 US gal, 0.09 Imp gal)

* 2 : S * 3 : Si * 4 : VTEC

* 5 : Excluding the oil remaining in the engine.

Air Conditioning

Refrigerant type	HFC-134a (R-134a)
Charge quantity	500—550 g (17.6—19.4 oz)
Lubricant type	SP-10

Lights

Headlights (H/L/O)	12 V — 60/55 W (HB2)
Front turn signal/ Side marker lights	12 V — 43/3 CP (SAE 3496)
Auxiliary lights	12 V — 45 CP (SAE 3497)
Rear turn signal lights	12 V — 32 CP (SAE 1156)
Stop/Taillights	12 V — 32/2 CP (SAE 2057)
Rear side marker lights	12 V — 3 CP (SAE 168)
Back-up lights	12 V — 32 CP (SAE 1156)
License plate lights	12 V — 8 W
Interior light	12 V — 5 W
Trunk light	12 V — 3.4 W

Battery

Capacity	12 V — 36 AH/5 HR
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Fuses

Interior	See page 192 or the fuse label attached to the inside of the fuse box door under the dashboard.
Underhood	See page 193 or the fuse box cover.

Alignment

Toe-in	Front	0.0 mm (0.00 in)
	Rear	2.0 mm (0.08 in)
Camber	Front	— 15'
	Rear	— 20' *
Caster	Front	— 30'
		1°10'

*: VTEC

Tires

Size	Front/Rear	P175/70R13 82S * ¹ P185/60R14 82H * ² P195/60R14 85V * ³
	Spare	T105/80D13 * ^{1*2} T135/70D15 * ^{3*4}
Pressure	Front	220 kPa (2.2 kg/cm ² , 32 psi) * ¹ 200 kPa (2.0 kg/cm ² , 29 psi) * ^{2*3}
	Rear	220 kPa (2.2 kg/cm ² , 32 psi) * ¹ 200 kPa (2.0 kg/cm ² , 29 psi) * ^{2*3}
	Spare	415 kPa (4.15 kg/cm ² , 60 psi)

* 1 : S

* 2 : Si

* 3 : VTEC

* 4 : U.S. Si with ABS

Anti-lock Brake System

The Anti-lock Brake System (ABS) is standard equipment on the VTEC model. It is optional on the U.S. Si model.

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 three solenoids: one for each front wheel, and one 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 an 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.