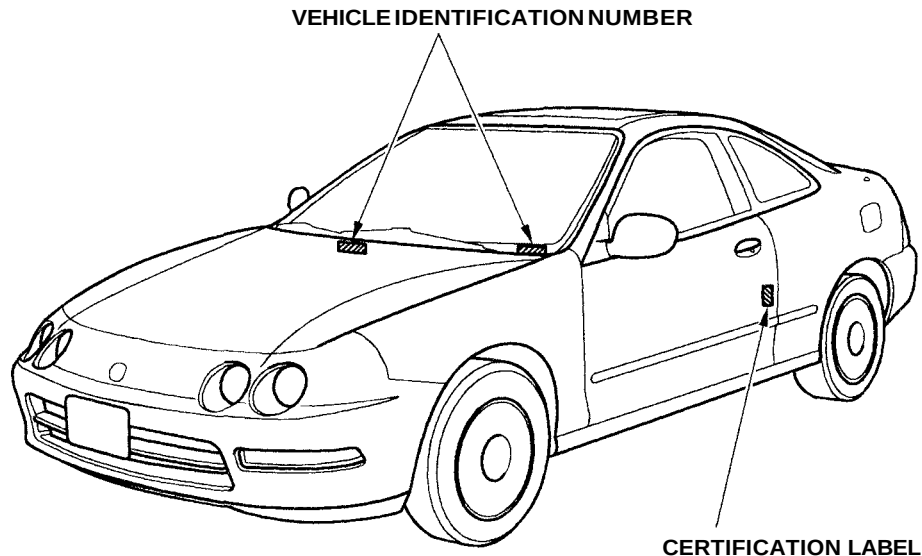


Identification Numbers

Your car has several identifying numbers located in various places.

The Vehicle Identification Number (VIN) is the 17-digit number your Acura 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.

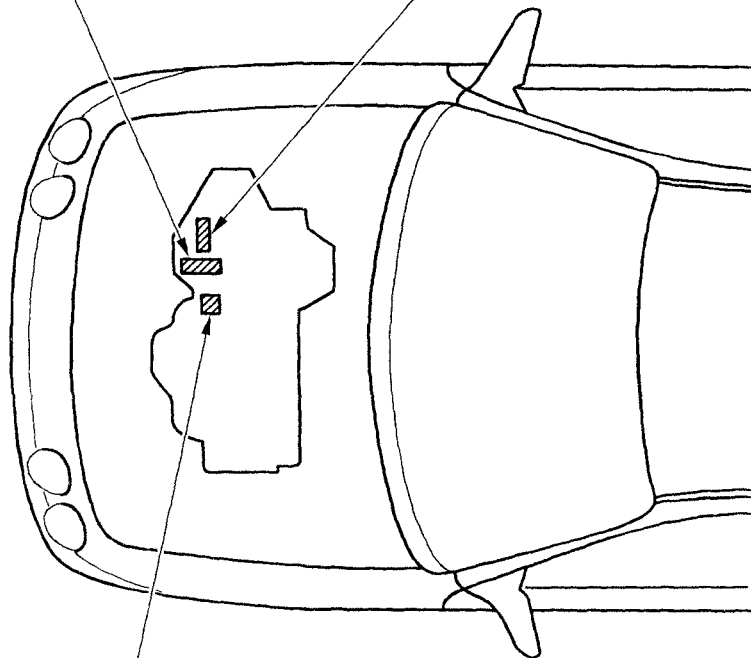


Identification Numbers

The Engine Number is stamped into the engine block.

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

MANUAL TRANSMISSION NUMBER **AUTOMATIC TRANSMISSION NUMBER**



ENGINE NUMBER

Specifications

Dimensions

Length		4,380 mm (172.4 in)
Width		1,710 mm (67.3 in)
Height		1,335 mm (52.6 in)
Wheelbase		2,570 mm (101.2 in)
Track	Front	1,475 mm (58.1 in)
	Rear	1,470 mm (57.9 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 DOHC* ¹ , DOHC VTEC* ² 4-cylinder gasoline engine
Bore x Stroke	81.0 x 89.0 mm (3.19 x 3.50 in)* ¹ 81.0 x 87.2 mm (3.19 x 3.43 in)* ²
Displacement	1,834 cm ³ (112 cu-in)* ¹ 1,797 cm ³ (110 cu-in)* ²
Compression ratio	9.2 : 1* ¹ 10.0 : 1* ²
Spark plugs	See spark plug maintenance section page 146.

* 1 : RS, LS, GS

* 2 : GS-R

Air Conditioning

Refrigerant type	HFC-134a (R-134a)
Charge quantity	650 - 700 g (22.9 - 24.7 oz)
Lubricant type	ND-OIL8

Capacities

Fuel tank		Approx. 13.2 US gal (50 ℓ, 11.0 Imp gal)
Engine coolant	Change* ¹	
	Manual	1.16 US gal (4.4 ℓ, 0.97 Imp gal)* ² 1.24 US gal (4.7 ℓ, 1.03 Imp gal)* ³
	Automatic	1.24 US gal (4.7 ℓ, 1.03 Imp gal)
	Total	
	Manual	1.69 US gal (6.4 ℓ, 1.41 Imp gal)* ² 1.77 US gal (6.7 ℓ, 1.47 Imp gal)* ³
	Automatic	1.77 US gal (6.7 ℓ, 1.47 Imp gal)
	Total	
Engine oil	Change* ⁴	
	Including filter	4.0 US qt (3.8 ℓ, 3.3 Imp qt)* ² 4.2 US qt (4.0 ℓ, 3.5 Imp qt)* ³
	Without filter	3.7 US qt (3.5 ℓ, 3.1 Imp qt)* ² 3.9 US qt (3.7 ℓ, 3.3 Imp qt)* ³
	Total	4.9 US qt (4.6 ℓ, 4.0 Imp qt)* ² 5.1 US qt (4.8 ℓ, 4.2 Imp qt)* ³

* 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 : RS, LS, GS

* 3 : GS-R

* 4 : Excluding the oil remaining in the engine.

Capacities

Manual transmission fluid	Change	2.3 US qt (2.2 ℓ, 1.9 imp qt)
	Total	2.4 US qt (2.3 ℓ, 2.0 imp qt)
Automatic transmission fluid	Change	2.9 US qt (2.7 ℓ, 2.4 imp qt)
	Total	6.2 US qt (5.9 ℓ, 5.2 imp qt)
Windshield washer reservoir	US cars	2.6 US qt (2.5 ℓ, 2.2 imp qt)
	Canadian cars	4.8 US qt (4.5 ℓ, 4.0 imp qt)

Lights

Headlights	High	12 V -- 60 W (HB3)
	Low	12 V -- 51 W (HB4)
Front turn signal/parking lights		12 V -- 32/3 CP (SAE 1157)
Front side marker lights		12 V -- 3 CP (SAE 168)
Rear turn signal lights		12 V -- 32 CP (SAE 1156)
Stop/Taillights		12 V -- 32/3 CP (SAE 1157)
High mount brake light*		12 V -- 21 CP (SAE 921)
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
Ceiling light		12 V -- 5 W
Cargo area light		12 V -- 3.4 W
Spotlights		12 V -- 5 W

* : Except high-mount brake light installed in rear spoiler

Battery

Capacity	12 V -- 36 AH/5 HR
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Fuses

Interior	See page 202 or the fuse label attached to the inside of the fuse box door under the dashboard.
Under-hood	See page 203 or the fuse box cover.

Alignment

Toe-in	Front	0 mm (0.0 in)
	Rear	3.0 mm (0.12 in)
Camber	Front	-- 0°05'
	Rear	-- 0°45'
Caster	Front	1°10'

Tires

Size	Front/Rear	P195/60R14 85H * ¹ P195/55R15 84V * ²
	Spare	T115/70D14 * ³ T125/70D14 * ⁴
Pressure	Front	29 psi (2.0 kgf/cm ² , 200 kPa)* ¹ 35 psi (2.4 kgf/cm ² , 240 kPa)* ²
		29 psi (2.0 kgf/cm ² , 200 kPa)* ¹ 33 psi (2.3 kgf/cm ² , 230 kPa)* ²
	Rear	
	Spare	60 psi (4.20 kgf/cm ² , 420 kPa)

* 1 : RS, LS

* 2 : GS-R, GS

* 3 : RS

* 4 : LS, GS, GS-R

Tire Information

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)
P195/55R15 84V

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

195 — Tire width in millimeters.

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

R — Tire construction code (Radial).

15 — Rim diameter in inches.

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

V — 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 6 JJ

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 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 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)

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.

CONTINUED

Tire Information

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.

The burning of gasoline in your car's engine produces several byproducts. 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 emission controls work and what to do to maintain them. This section summarizes how the emission controls work. Scheduled maintenance is on page [128](#).

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

Crankcase Emission Control System

Your car 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 Emission Control System

As gasoline evaporates in the fuel tank, an evaporative emission 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.

Emission Controls

Exhaust Emission Controls

The exhaust emission controls include three systems: PGM-FI, Ignition Timing Control and Three Way Catalytic Converter. These three 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 emission control systems are separate from the crankcase and evaporative emission 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) uses various sensors to determine how much air is going into the engine. It then controls how much fuel to inject under all operating conditions.

Ignition Timing Control System

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

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

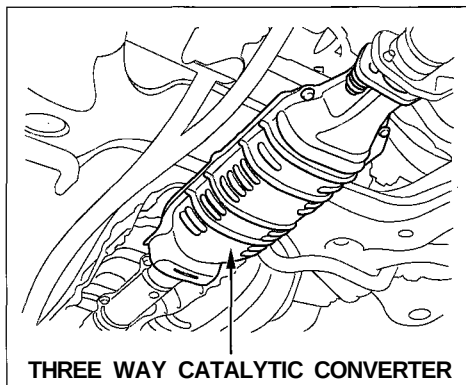
The emission control systems are designed and certified to work together in reducing emissions to levels that comply with the Clean Air Act. To make sure the emissions remain low, you should use only new Genuine Acura replacement parts or their equivalent for repairs. Using lower quality parts may increase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

The emissions control systems are covered by warranties separate from the rest of your car. 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 Acura 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 car away from high grass, dry leaves, or other flammables.



A defective three way catalytic converter contributes to air pollution, and can impair your engine's performance. Follow these guidelines to protect your car'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 car diagnosed and repaired if it is misfiring, backfiring, stalling, or otherwise not running properly.