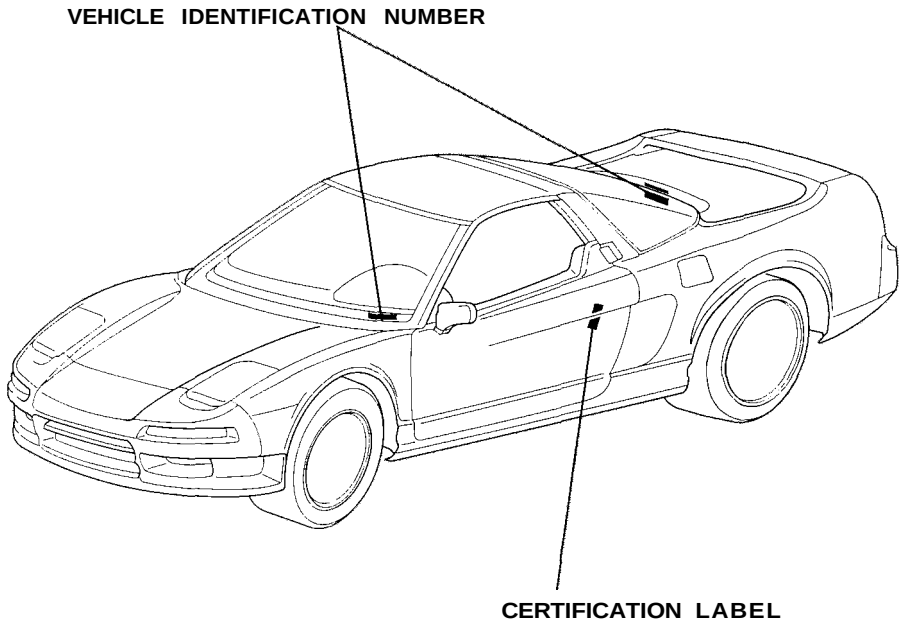
Identification Numbers

Your car has several identifying numbers located in various places.

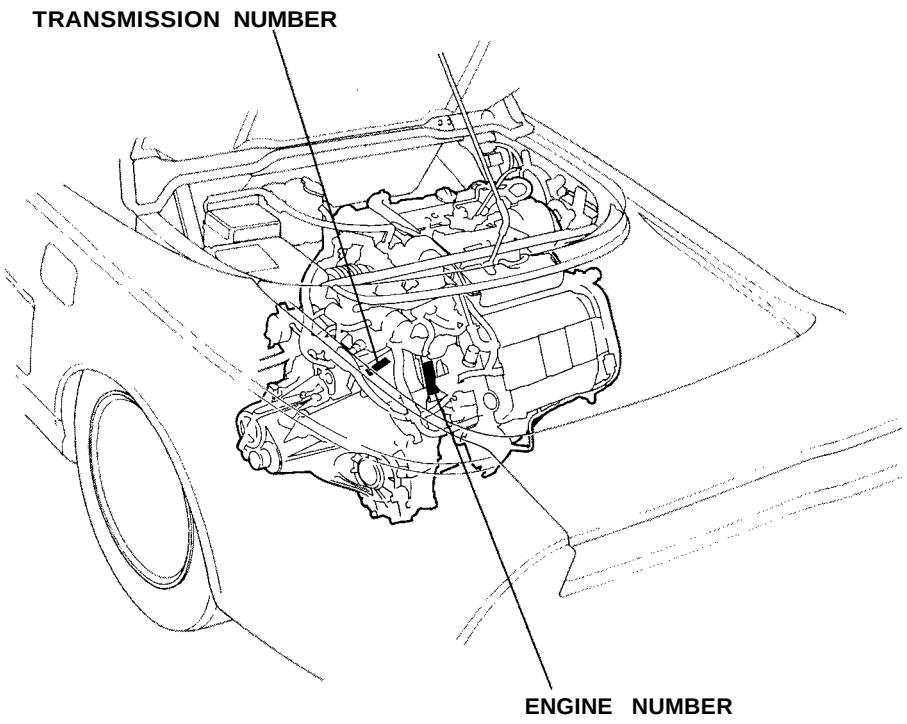
The Vehicle Identification Number (VIN) is the 17-digit number your Acura dealer uses to register your car for warranty purposes. It is also necessary for licensing and insuring your car. The easiest place to find the VIN is on a plate fastened to the top of the dashboard. You can see it by looking through 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 behind the engine. The VIN is also provided in bar code on the Certification label.



Identification Numbers

The Engine Number is stamped on the back left corner of the engine clock, below the rear valve cover.

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



Specifications

Dimensions		
Length		4,425 mm (174.0 in)
Width		1,810 mm (71.3 in)
Height		1,175 mm (46.3 in)
Wheelbase		2,530 mm (99.6 in)
Track	Front	1,510 mm (59.4 in)
	Rear	1,530 mm (60.2 in)

Weights	
Gross vehicle weight rating	See the Certification label attached to the driver's door-jamb.

Air Conditioning	
Refrigerant type	HFC-134a (R-134a)
Charge quantity	800–850 g (28.2–30.0 oz)
Lubricant type	ND-OIL8

Capacities		
Fuel tank		Approx. 70 ℓ (18.5 US gal. 15.4 Imp gal)
Engine coolant	Change*1	12.0 ℓ (12.7 US qt 10.6 Imp qt)
	Total Manual	16.0 ℓ (16.9 US qt 14.1 Imp qt)
	Automatic	16.5 ℓ (17.4 US qt 14.5 Imp qt)
Engine oil	Change*2 Including filter	5.0 ℓ (5.3 US qt 4.4 Imp qt)
	Without filter	4.3 ℓ (4.5 US qt 3.8 Imp qt)
	Total	6.3 ℓ (6.7 US qt 5.5 Imp qt)
Manual transmission oil	Change	2.7 ℓ (2.9 US qt 2.4 Imp qt)
	Total	2.8 ℓ (3.0 US qt 2.5 Imp qt)
Automatic transmission fluid	Change	2.9 ℓ (3.1 US qt 2.6 Imp qt)
	Total	7.0 ℓ (7.4 US qt 6.2 Imp qt)
Windshield washer reservoir	US Cars	2.5 ℓ (2.6 US qt 2.2 Imp qt)
	Canadian Cars	4.0 ℓ (4.2 US qt 3.5 Imp qt)

*1: Including the coolant in the expansion tank (2.1 /2.2 US qt/1.8 Imp qt) and that remaining in the engine.

*2: Excluding the oil remaining in the engine.

Specifications

Lights

Headlights	High	12V – 65W (HB3) 12V – 60W (HB3)
	Low	12V – 55W (HB4) 12V – 51W (HB4)
Daytime Running Lights		12V – 32CP
Front turn signal lights		12V – 45CP (SAE 3497)
Front Parking lights		12V – 6CP (SAE 3652)
Rear turn signal lights		12V – 45CP (SAE 3497)
Stop/Taillights		12V – 32/2CP (SAE 2057)
Taillights		12V – 2CP (SAE 194)
Side marker lights	Front	12V – 3CP (SAE 168)
	Rear	12V – 3CP (SAE 168)
Back-up lights		12V – 32CP (SAE 1156)
License plate lights		12V – 8W
Interior light		12V – 5W
Trunk light		12V – 3.4W
Door courtesy lights		12V – 3.4W

Battery

Capacity	Manual transmission	12V – 52AH/5HR
	Automatic transmission	12V – 55AH/5HR

Fuses

Front compartment	See page 220 or the fuse box cover.
Interior	See page 221 or the fuse label attached to the inside of the fuse box door under the dashboard.
Engine compartment	See page 221 or the fuse box cover.

Engine

Type	Water cooled 4-stroke DOHC VTEC V-6 gasoline engine
Bore × Stroke	90.0 × 78.0 mm (3.54 × 3.07 in)
Displacement	2,977 cm³ (182 cu in)
Compression ratio	10.2 : 1
Spark plugs	See spark plug maintenance section page 163.

Alignment

Toe	Front	out 3.5 mm (0.14 in.)
	Rear	in 4.0 mm (0.24 in)
Camber	Front	–0° 20'
	Rear	–1° 30'
Caster	Front	8°

Tires

Size	Front	215/45 ZR 16
	Rear	245/40 ZR 17
	Folding Spare Tire	165/80 D 15
Pressure	Front	230 kPa (2.3 kg/cm², 33 psi)
	Rear	275 kPa (2.8 kg/cm², 40 psi)
	Folding Spare Tire	Front: 180 kPa (1.8 kg/cm², 26 psi) Rear: 220 kPa (2.2 kg/cm², 32 psi)

Anti-lock Brake System

The Anti-lock Brake System (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 four solenoids: one for each wheel. 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.

The TCS works on the same speed-sensing principles as the ABS. The TCS monitors the speed of the wheels during acceleration. If one drive wheel starts to spin faster than the other, or both drive wheels spin faster than the front wheels, the TCS reduces engine power to minimize wheelspin.

The TCS uses the same wheel speed sensor assemblies used by the ABS. An additional sensor measures steering-wheel-angle. This senses how far the front wheels are turned, if at all. The TCS control unit receives the signals from these sensors.

When the TCS senses wheelspin, the control unit determines how much slippage to allow based on the difference in wheel speeds and the steering angle. It then controls the throttle and signals the engine's ECM to regulate ignition timing and fuel flow. This reduces available engine power.

The control unit monitors the TCS circuitry while driving. If it senses a problem, the TCS indicator light on the instrument panel goes on. The system will then be turned off.

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)
215/45ZR16

215 — Tire width in millimeters.

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

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

R — Tire construction code (Radial).

16 — Rim diameter in inches.

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)
16 x 7 JJ

16 — Rim diameter in inches.

7 — 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	180 km/h (112 mph)
T	190 km/h (118 mph)
H	210 km/h (130 mph)
V	240 km/h (149 mph)
Z	Above 240 km/h (149 mph)

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 those grades.

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.

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 evapo--ating 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 138.

* In Canada, Acura vehicles comply with the Canadian Motor Vehicle Safety Standards (CMVSS) on 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, a 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 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 emission control systems are separate from the crankcase and evaporative emission control systems.

PGM-FI System
The PGM-F1 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 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 (CO_2), dinitrogen (N_2), 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.

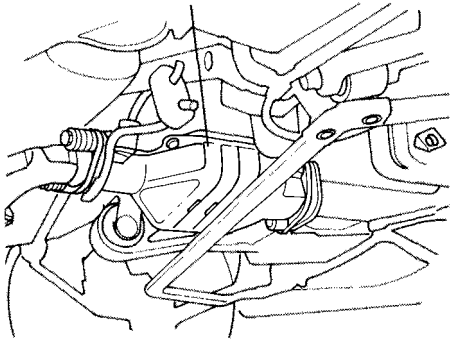
The emissions control systems are covered by warranties separate from the rest of your car. Read your warranty manual for more information.

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.

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