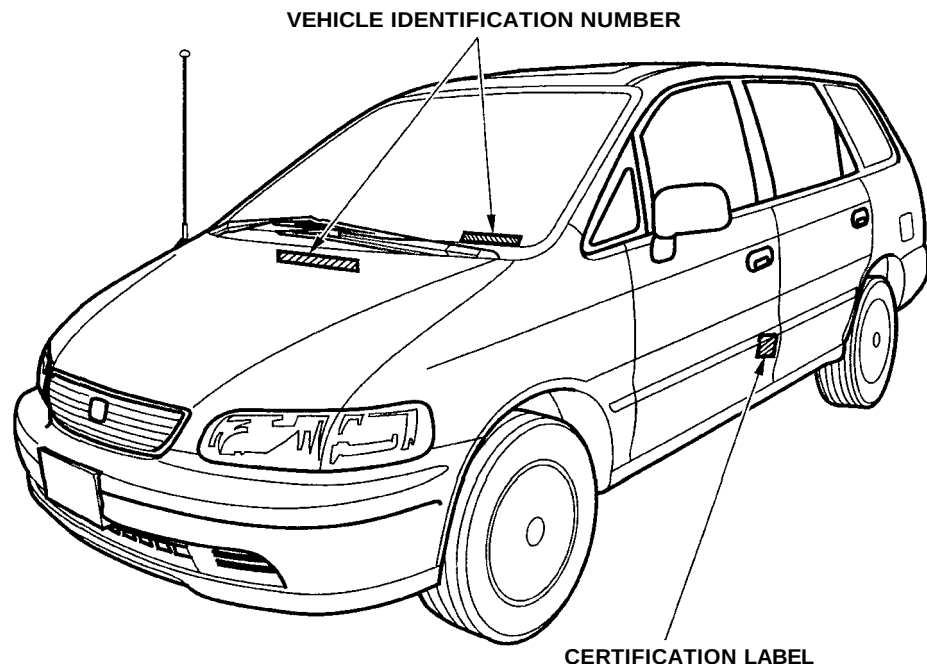


Identification Numbers

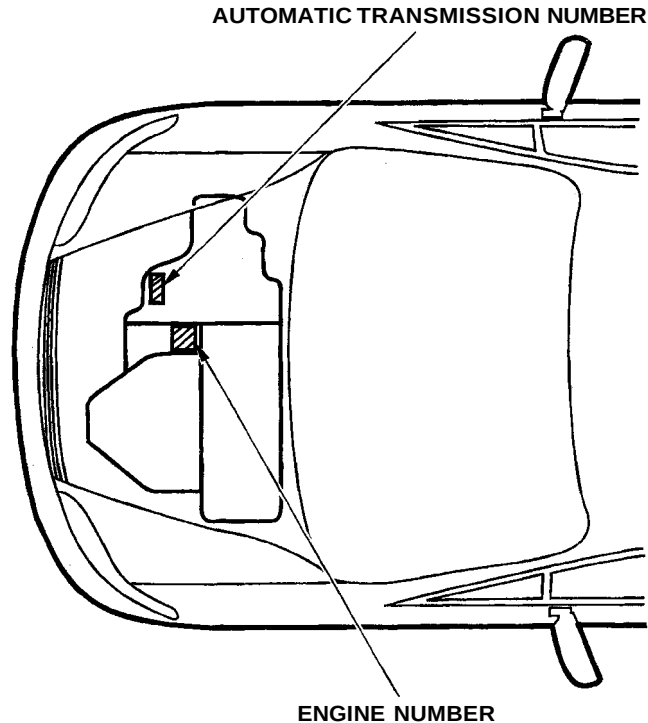
Your car has several identifying numbers located in various places.

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. It is on the front.

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



Specifications

Dimensions

Length	4,755 mm (187.2 in)
Width	1,792 mm (70.6 in)
Height	1,642 mm (64.6 in)
Wheelbase	2,830 mm (111.4 in)
Track	Front 1,524 mm (60.0 in)
	Rear 1,545 mm (60.8 in)

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	600–650 g (21–23 oz)* ¹ 800–850 g (28–30 oz)* ²
Lubricant type	ND-OIL8

* 1 : For front A/C only

* 2 : For front and rear A/C

Capacities

Fuel tank		Approx. 65 ℓ (17.2 US gal , 14.3 Imp gal)
Engine coolant	Change* ¹ Total	6.3 ℓ (1.66 US gal , 1.39 Imp gal) 7.8 ℓ (2.06 US gal , 1.72 Imp gal)
Engine oil	Change* ² Including filter Without filter Total	3.8 ℓ (4.0 US qt , 3.3 Imp qt) 3.5 ℓ (3.7 US qt , 3.1 Imp qt) 4.9 ℓ (5.2 US qt , 4.3 Imp qt)
Automatic transmission fluid	Change Total	2.4 ℓ (2.5 US qt , 2.1 Imp qt) 6.0 ℓ (6.3 US qt , 5.3 Imp qt)
Windshield washer reservoir	US Cars Canada Cars	2.5 ℓ (2.6 US qt , 2.2 Imp qt) 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:

0.6 ℓ (0.16 US gal , 0.13 Imp gal)

* 2 : Excluding the oil remaining in the engine.

Lights

Headlights	High/Low	12 V — 60/55 W (HB2)
Front sidemarker/parking/turn signal lights		12 V — 32/2 CP
Rear turn signal lights		12 V — 21 W
Stop/Taillights (and Rear side marker lights)		12 V — 21/5 W
Back-up lights		12 V — 21 W
License plate lights		12 V — 5 W
Ceiling light		12 V — 5 W
Tailgate lights		12 V — 5 W
Door courtesy lights		12 V — 3.4 W
Vanity mirror light		12 V — 1.8 W
Stop Lights		12 V — 5 W

NOTE:

Replacement of the high-mount brake light should be done by your dealer.

Battery

Capacity	12 V — 55 AH/5 HR
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Fuses

Interior	See page 212 or the fuse label attached to the inside of the fuse box door under the dashboard.
Under-hood	See page 211 or the fuse box cover.

Engine

Type	Water cooled 4-stroke SOHC, 4-cylinder, gasoline engine
Bore x Stroke	85.0 x 95.0 mm (3.35 x 3.74 in)
Displacement	2,156 cm ³ (132 cu-in)
Compression ratio	8.8 : 1
Spark plugs	See spark plug maintenance section page 161 .

Alignment

Toe-in	Front	0.0 mm (0.00 in)
	Rear	0.0 mm (0.00 in)
Camber	Front	0°
	Rear	-0°30'
Caster	Front	2°55'

Tires

Size	Front/Rear	P205/65R15 92S
	Spare	T135/90D15
Pressure	Front/Rear	220 kPa (2.2 kgf/cm ² , 32 psi)
	Spare	420 kPa (4.2 kgf/cm ² , 60 psi)

Anti-lock Brake System

The Anti-lock Brake System (ABS) is standard equipment on all U.S. models and the Canadian six-passenger model. It is optional on the Canadian seven-passenger model.

The ABS works by measuring how fast the wheels are turning during braking and comparing their speeds. 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 six solenoids: two for each front wheel, and two 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 a piston-type 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, disabling the ABS. The indicator on the instrument panel comes on. The brakes then work like a conventional system without anti-lock capabilities.