

Cooling System

Your Honda engine contains a number of aluminum parts. Therefore, it requires an antifreeze/coolant specifically formulated to protect the aluminum parts from corrosion. Failure to use a suitable antifreeze/coolant may seriously shorten the life of the engine as the result of rapid corrosion damage. Some antifreeze/coolants, although labelled for use in engines containing aluminum, may not provide adequate protection for your engine.

Therefore, use only a Honda **RECOMMENDED** antifreeze/coolant. CHECK WITH YOUR AUTHORIZED HONDA DEALER.

For best corrosion protection, the mixture of coolant and water must be maintained year-round at 50/50. Concentrations less than 50% coolant may not provide sufficient protection against corrosion and freezing. Concentrations of greater than 60% coolant will impair cooling efficiency and are not recommended. Low-mineral drinking water or distilled water should be mixed with the antifreeze/coolant. Coolant loss should be replenished by a mixture containing the proper concentration of antifreeze and water.

Do not mix different antifreeze/coolants.

Do not use additional rust inhibitors or anti-rust products, as they may not be compatible with the radiator coolant.

ENGINE DAMAGE CAUSED BY IMPROPER COOLANT USAGE IS NOT COVERED BY THE NEW CAR WARRANTY.

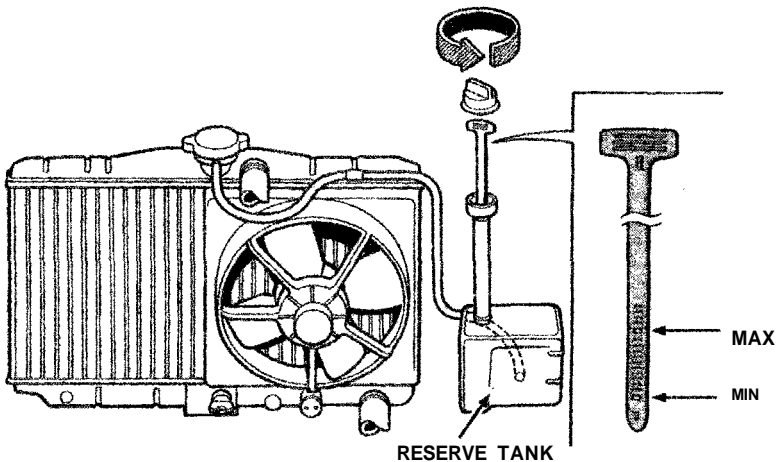
Checking Coolant

Check the coolant level in the reserve tank when the engine is at normal operating temperature (with the engine off and the car on the level ground), using the dipstick in the reserve tank. Remove the dipstick and wipe it off. Insert the dipstick and remove it. The coolant level should be between the MAX and MIN marks.

▲ WARNING

- **Do not remove the radiator cap when the engine is hot; the coolant is under pressure and could severely scald you.**
- **Keep hands away from the radiator fan. The fan may start automatically without warning and run for up to 15 minutes, even after the engine is turned off.**

-
- If the level is between the MIN and MAX marks on the dipstick add a 50/50 solution of antifreeze and water to bring it up to MAX.
 - If there is no coolant visible on the dipstick, the cooling system should be checked for leaks and repaired if necessary. Coolant must then be added to the radiator.



CAUTION:

Radiator coolant will damage paint. Quickly rinse any spilled coolant from painted surfaces.

Wait until the engine is cool, then turn the radiator cap counterclockwise until it stops. **DO NOT PRESS DOWN WHILE TURNING THE CAP.** After any remaining pressure has been relieved, remove the cap by pressing down and again turning it counterclockwise. Add enough coolant to fill the radiator, and reinstall the cap. Be sure to tighten it securely. Fill the reserve tank up to the MAX mark with the engine cold.

Maintenance

1. Check the freeze protection level of the coolant with a hydrometer.
2. Keep the front of the radiator free of dirt and debris.
3. Check hoses and hose clamps regularly.

(cont'd)

Cooling System (cont'd)

Thermostat

The thermostat in the cooling system does not need to be changed for summer or winter operation. However, for extremely cold climates, an optional thermostat is available from your Honda dealer.

Replacing Coolant

Replace coolant at 36 months or 45,000 miles (72,000 km), whichever comes first. Thereafter, replace every 2 years or 30,000 miles (48,000 km), whichever comes first.

RADIATOR COOLANT

REFILL CAPACITY:

including reserve tank 0.75 l (0.198 US gal, 0.165 Imp gal)

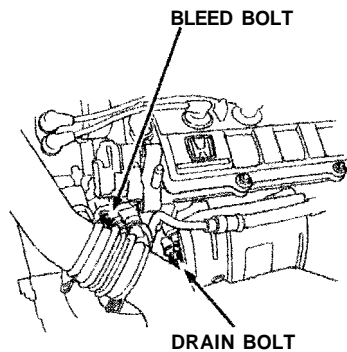
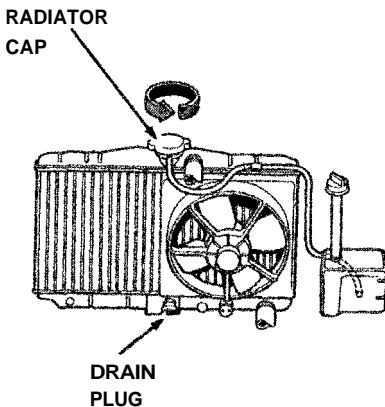
Manual transmission 2.0 S: 5.15 l (1.361 US gal, 1.133 Imp gal)

2.0 Si,Si: 6.15 l (1.625 US gal, 1.353 Imp gal)

Automatic transmission 2.0 S: 5.85 l (1.546 US gal, 1.287 Imp gal)

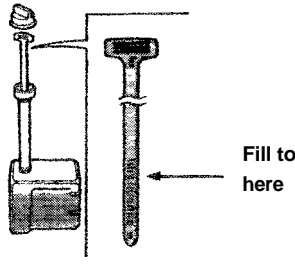
2.0 Si,Si: 6.15 l (1.625 US gal, 1.353 Imp gal)

1. Set the heater temperature lever to maximum heat.
2. Remove the radiator cap and loosen the drain plug when the radiator is cool, and drain the radiator.

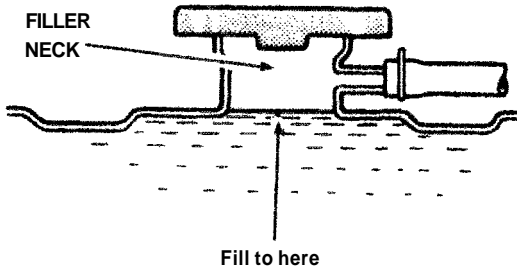


3. Remove the drain bolt from the front side of the cylinder block, and drain the engine and heater.
4. Apply non-hardening sealant to the drain bolt threads, then reinstall the bolt and tighten it securely.
5. Tighten the radiator drain plug securely.

-
6. Mix the recommended antifreeze with an equal amount of low-mineral or distilled water and fill the reservoir to maximum, as illustrated.



7. Loosen the air bleed bolt in the thermostat housing, then fill the radiator to the filler neck with the coolant mixture. Tighten the bleed bolt as soon as coolant starts to run out in a steady stream without bubbles.



8. With the radiator cap off, start the engine and let it run until warmed up (fan goes on at least twice). Then, if necessary, add more coolant mixture to bring the level back up to the filter neck.
9. Put the radiator cap on, then run the engine again and check for leaks.

Spark Plugs

Spark plugs should be replaced every 24 months or 30,000 miles (48,000 km), whichever comes first.

Recommended spark plugs:

(2.0S)

For all normal driving

BCPR5EY-N11 (NGK)

BCPR5E-11 (NGK)

Q16PR-U11 (ND)

For hot climates or continuous high speed driving

BCPR6EY-N11 (NGK)

BCPR6E-11 (NGK)

BCPR7EY-N11 (NGK)

BCPR7E-11 (NGK)

Q20PR-U11 (ND)

Q22PR-U11 (ND)

(2.0Si,Si)

For all normal driving

ZFR5F-11 (NGK)

KJ16CR-L11 (ND)

For hot climates or continuous high speed driving

ZFR6F-11 (NGK)

KJ20CR-L11 (ND)

▲ WARNING

Keep hands away from the radiator fan. The fan may start automatically without warning and run for up to 15 minutes, even after the engine is turned off.

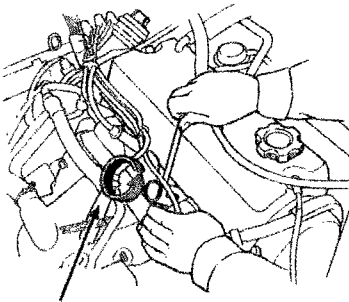
CAUTION:

Never use spark plugs with an improper heat range; they will adversely affect engine performance and durability.

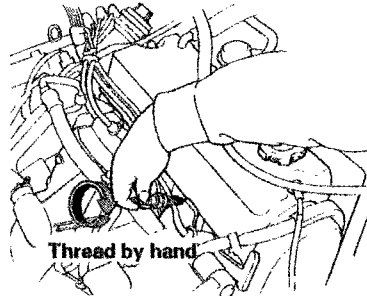
Spark Plug Replacement

Replace plugs one at a time, so you don't get the wires mixed up.

1. Clean any dirt from around the spark plug base.
2. Disconnect the spark plug cap, then remove and discard the old plug.
3. Check the gap of the new spark plugs before installation.
Plug gap should be:
1.1 mm (0.04 in)
4. Thread the new spark plug in by hand to prevent cross-threading.
5. After the plug seats against the cylinder head, tighten 1/2 turn with a spark plug wrench to compress the washer.
6. Reinstall the spark plug cap.



PLUG CAP



Thread by hand

CAUTION:

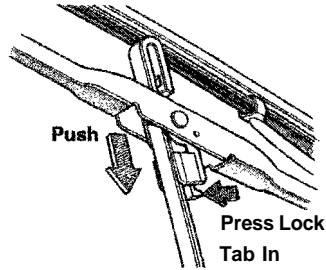
The spark plugs must be securely tightened, but not overtightened. A plug that's too loose can get very hot and possibly damage the engine; one that's too tight could damage the threads in the cylinder head.

Wiper Blades

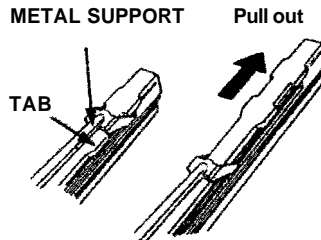
For maximum visibility, replace worn or cracked wiper blades when you notice they do not wipe the windshield cleanly or smoothly.

To Replace Worn-out Blades:

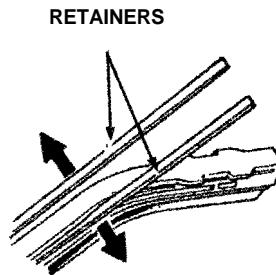
1. Detach the blade assembly from the arm by pressing the lock tab in, then pushing the blade toward the base of the arm.



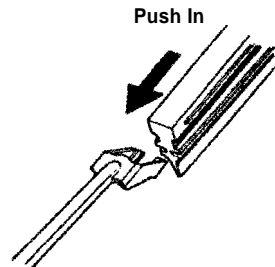
2. Firmly grasp the end of the blade rubber and pull until the tabs are free of the metal support.



3. Remove the metal retainers from the worn-out blade rubber and put them in a new blade rubber.



4. Insert the new blade rubber from the opposite side of the blade tabs and position the tabs in the metal support.



5. Reinstall the blade assembly on the arm.