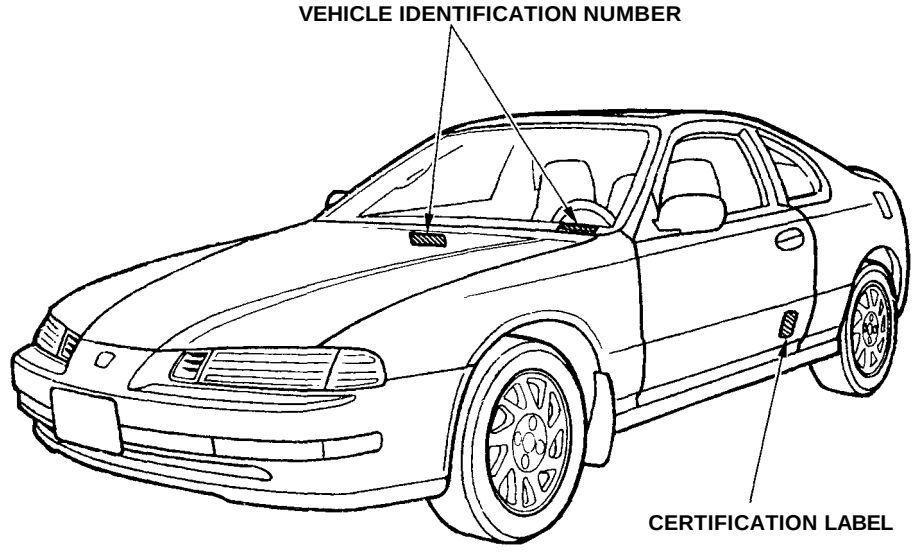
Identification Numbers

Your car has several identifying numbers located in various places.

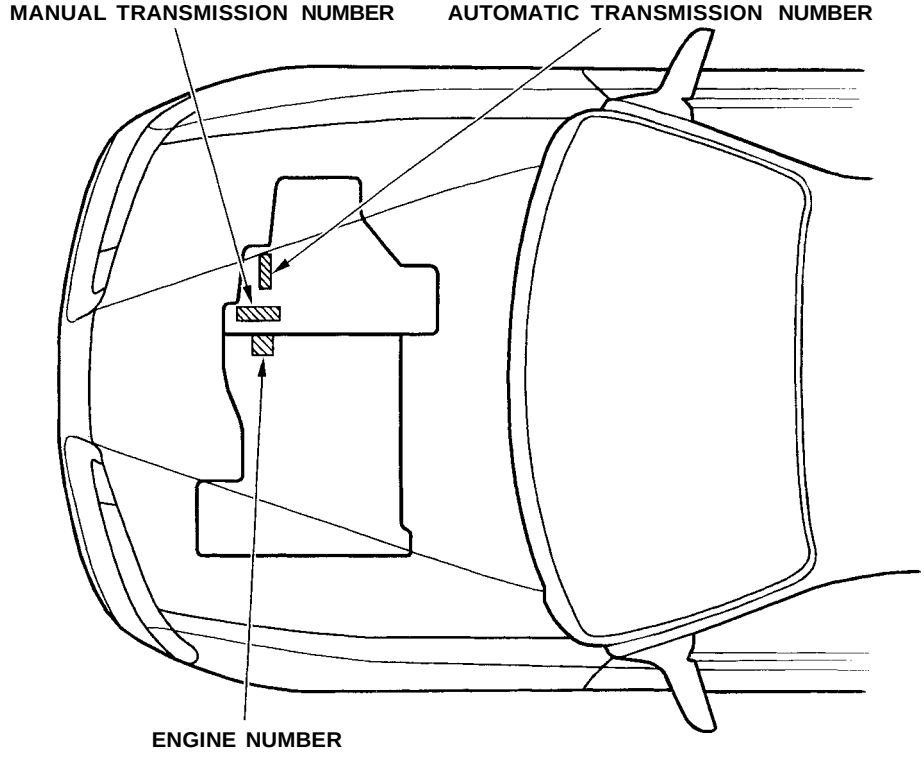
The Vehicle Identification Number (VIN) is the 17-digit number your Honda dealer uses to register your car for warranty purposes. It is also necessary for licensing and insuring your car. The easiest place to find the VIN is on a plate fastened to the top of the dashboard. You can see it by looking through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



Identification Numbers

The Engine Number is stamped into the engine block.

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



Specifications

Dimensions

Length		4,440 mm (174.8 in)
Width		1,765 mm (69.5 in)
Height		1,290 mm (50.8 in)
Wheelbase		2,550 mm (100.4 in)
Track	Front	1,525 mm (60.0 in)
	Rear	1,515 mm (59.6 in)

Weights

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

Engine

Type	Water cooled 4-stroke SOHC*1, DOHC*2, DOHC VTEC*3 4-cylinder gasoline engine
Bore x Stroke	85.0 x 95.0 mm (3.35 x 3.74 in) *1 87.0 x 95.0 mm (3.43 x 3.74 in) *2 87.0 x 90.7 mm (3.43 x 3.57 in) *3
Displacement	2,156 cm³ (132 cu-in) *1 2,259 cm³ (138 cu-in) *2 2,157 cm³ (132 cu-in) *3
Compression ratio	8.8 : 1*1 9.8 : 1*2 10.0 : 1*3
Spark plugs	See spark plug maintenance section page 157.

* 1 : US: S, Canada: S
* 2 : US: Si, Canada: SR, SR 4WS
* 3 : US: VTEC, Canada: SR-V

Capacities

Fuel tank		Approx. 60 ℓ (15.9 US gal , 13.2 Imp gal)
Engine coolant	Change*1	
	Manual	3.5 ℓ (0.92 US gal , 0.77 Imp gal) *2 3.8 ℓ (1.00 US gal , 0.84 Imp gal) *3 4.0 ℓ (1.06 US gal , 0.88 Imp gal) *4
	Automatic	3.4 ℓ (0.90 US gal , 0.75 Imp gal) *2 3.7 ℓ (0.98 US gal , 0.81 Imp gal) *3
	Total	
	Manual	7.1 ℓ (1.88 US gal , 1.56 Imp gal) *2 7.4 ℓ (1.96 US gal , 1.63 Imp gal) *3 7.6 ℓ (2.01 US gal , 1.67 Imp gal) *4
	Automatic	7.0 ℓ (1.85 US gal , 1.54 Imp gal) *2 7.3 ℓ (1.93 US gal , 1.61 Imp gal) *3
Engine oil	Change*5	
	Including filter	3.8 ℓ (4.0 US qt , 3.3 Imp qt) *2 4.3 ℓ (4.5 US qt , 3.8 Imp qt) *3 4.8 ℓ (5.1 US qt , 4.2 Imp qt) *4
	Without filter	3.5 ℓ (3.7 US qt , 3.1 Imp qt) *2 4.0 ℓ (4.2 US qt , 3.5 Imp qt) *3 4.5 ℓ (4.8 US qt , 4.0 Imp qt) *4
	Total	4.9 ℓ (5.2 US qt , 4.3 Imp qt) *2 5.4 ℓ (5.7 US qt , 4.8 Imp qt) *3 5.9 ℓ (6.2 US qt , 5.2 Imp qt) *4

* 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 : US: S, Canada: S
* 3 : US: Si, Canada: SR, SR 4WS
* 4 : US: VTEC, Canada: SR-V
* 5 : Excluding the oil remaining in the engine.

Capacities

Manual transmission oil	Change	1.9 ℓ (2.0 US qt, 1.7 Imp qt)
	Total	2.0 ℓ (2.1 US qt, 1.8 Imp qt)
Automatic transmission fluid	Change	2.4 ℓ (2.5 US qt, 2.1 Imp qt)
	Total	6.0 ℓ (6.3 US qt, 5.3 Imp qt)
Windshield washer reservoir	US cars	2.5 ℓ (2.6 US qt, 2.2 Imp qt)
	Canadian cars	4.5 ℓ (4.8 US qt, 4.0 Imp qt)

Lights

Headlights	High	12 V — 65 W (HB3) 12 V — 60 W (HB3)
	Low	12 V — 55 W (HB4) 12 V — 51 W (HB4)
Front turn signal lights		12 V — 32 CP
Front parking lights		12 V — 5 W
Rear turn signal lights		12 V — 45 CP
Stop/Taillights		12 V — 43/3 CP (SAE 3496)
High mount brake light*1		12 V — 21 CP
Side marker lights	Front	12 V — 3 CP (SAE 168)
	Rear	12 V — 3 CP (SAE 168)
Back-up lights		12 V — 32 CP
License plate lights		12 V — 8 W
Ceiling lights		12 V — 8 W 12 V — 5 W *2
Spotlight		12 V — 5 W *2
Trunk lights		12 V — 3.4 W

* 1 : Except high-mount brake light installed in rear spoiler.
* 2 : US: VTEC, Canada: SR 4WS, SR-V

Air Conditioning

Refrigerant type	HFC-134a (R-134a)
Charge quantity	600 – 650 g (21 – 23 oz)
Lubricant type	SP-10

Battery

Capacity	12 V — 55 AH/5 HR

Fuses

Interior	See page 208 or the fuse label attached to the inside of the fuse box door under the dashboard.
Underhood	See page 209 or the fuse box cover.

Alignment

Toe-in	Front	0.0 mm (0.00 in)
	Rear	2.0 mm (0.08 in)
Camber	Front	0°
	Rear	−0°45′
Caster	Front	2°40′

Tires

Size	Front/Rear	185/70R14 87H *1 205/55R15 87V *2
	Spare	T115/70D14 *1 T135/80D15 *2
Pressure	Front/Rear	205 kPa (2.1 kg/cm², 30 psi) *1 220 kPa (2.2 kg/cm², 32 psi) *2
	Spare	415 kPa (4.15 kg/cm², 60 psi)

* 1 : S
* 2 : Except S

Anti-lock Brake System

The Anti-lock Brake System (ABS) is standard equipment on all models except the S 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.

Four Wheel Steering

The SR 4WS model in Canada is equipped with an electronic Four Wheel Steering system.

As inputs, the 4WS system uses a vehicle speed sensor and a sensor to measure how far the front wheels are turned.

The electronic control unit for the 4WS system uses these inputs to determine which direction to steer the rear wheels, and at what angle. Depending on vehicle speed and the angle of the front wheels, the rear wheels will be "countersteered" (steered in the opposite direction of the front wheels) or "same-steered" (steered in the same direction as the front wheels).

The 4WS electronic control unit drives an electric motor built into the rear steering box. Sensors for rear wheel angle and speed provide feedback. The electronic control unit uses this feedback to compare the actual rear wheel angle to the desired angle.

When the driver turns the front wheels with the car traveling less than 18 mph (30 km/h), the rear wheels are countersteered. The angle of countersteer increases as the angle of the front wheels increases, to a maximum countersteer angle of six degrees. This improves response when parallel parking or making sharp turns.

Above 18 mph (30 km/h), the rear wheels are same-steered as the driver begins to turn the steering wheel. The rear wheel angle for any given steering wheel angle is not fixed; it increases as vehicle speed increases. This improves response in lane-changing maneuvers.

As the driver continues to turn the steering wheel, the rear wheels are steered back to the straight-ahead position and then to countersteer mode. As with same steer, the angle of countersteer varies with vehicle speed; increasing and then decreasing as the speed rises. This gives improved handling in low, medium, and high speed curves.

The 4WS system's electronic control unit monitors the sensors whenever the ignition is ON. If it detects a problem anywhere in the system, it lights the 4WS indicator on the instrument panel and turns the system off. With the system off, the rear wheels remain pointed straight ahead. Your car will then drive like a conventional car without 4WS.

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)
185/70R14 87H

185 — Tire width in millimeters.

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

R — Tire construction code (Radial).

14 — Rim diameter in inches.

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

H — 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)
14 x 5-1/2 JJ

14 — Rim diameter in inches.

5-1/2 — 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	112 mph (180 km/h)
T	118 mph (190 km/h)
H	130 mph (210 km/h)
V	149 mph (240 km/h)
Z	Above 149 mph (240 km/h)

Tire Pressure Adjustment For High Speed Driving

Honda strongly recommends that you not drive faster than posted speed limits and conditions allow. If you decide it is safe to drive at high speeds, be sure to adjust the cold tire pressures as shown below. If you do not adjust the tire pressure, excessive heat can build up and cause sudden tire failure.

(S)

Tire Size	Cold Tire Pressure for Speeds over 100 mph (160 km/h)
185/70R14 87H	245 kPa (2.5 kg/cm², 36 psi)

(Except S)

Tire Size	Cold Tire Pressure for Speeds over 100 mph (160 km/h)
205/55R15 87V	275 kPa (2.8 kg/cm², 40 psi)

Be sure to readjust the pressure for normal driving speeds. You should wait until the tires are cold before adjusting the tire pressure (see page 164).

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.

CONTINUED

Tire Information

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.

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 132.

* In Canada, Honda 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 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-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 Tuning Control System
This system constantly adjusts the ignition timing, reducing the amount of HC, CO 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.

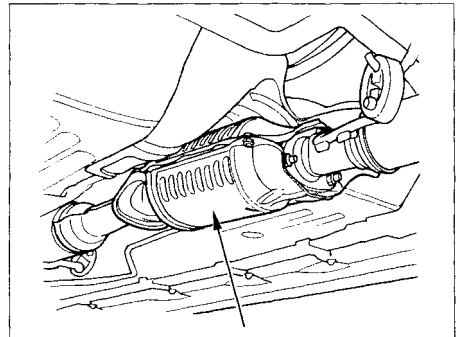
Replacement Parts
The emission control systems are designed and certified to work together in reducing emissions to levels that comply with the Clean Air Act. To make sure the emissions remain low, you should use only new genuine Honda replacement parts or their equivalent for repairs. Using lower quality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