

Lights

Headlights	High	12 V – 55 W
Daytime running lights		12 V – 55 W(H1)
Front turn signal lights		12 V – 21 W
Rear turn signal lights		12 V – 21 W
Stop/Taillights		12 V – 21 W/5 W
Side marker lights	Front	12 V – 5 W
	Rear	12 V – 5 W
Back-up lights		12 V – 21 W
License plate lights		12 V – 5 W
Interior light		12 V – 5 W
Trunk light		12 V – 5 W

Air conditioning

Refrigerant type	HFC-134a (R-134a)
Charge quantity	19.4 – 21.2 oz (550 – 600 g)
Lubricant type	SP-10

Battery

Capacity	12 V – 36 AH/5 HR
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Fuses

Under-hood	See page 235 or the fuse box cover.
Interior	See page 234 or the fuse label attached to the inside of the fuse box door under the dashboard.

Alignment

Toe	Front	0.00 in (0.0 mm)
	Rear	in 0.24 in (6.0 mm)
Camber	Front	– 0°30'
	Rear	– 1°30'
Caster	Front	6°

Tires

Size	Front	205/55R16 89W
	Rear	225/50R16 92W
	Spare Tire	T125/70D16 96M
Pressure	Front	32 psi (220 kPa , 2.2 kgf/cm ²)
	Rear	32 psi (220 kPa , 2.2 kgf/cm ²)
	Spare Tire	60 psi (420 kPa , 4.2 kgf/cm ²)

DOT Tire Quality Grading (U.S. Vehicles)

The tires on your vehicle 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.

Uniform Tire Quality Grading

Quality grades can be found where applicable on the tire sidewall between the tread shoulder and the maximum section width. For example:

Treadwear 200
Traction AA
Temperature A

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 AA, A, B, and C. Those grades 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 straight-ahead braking traction tests, and does not include acceleration, cornering, hydroplaning, or peak traction characteristics.

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.

Oxygenated Fuels

Some conventional gasolines are being blended with alcohol or an ether compound. These gasolines are collectively referred to as oxygenated fuels. To meet clean air standards, some areas of the United States and Canada use oxygenated fuels to help reduce emissions.

If you use an oxygenated fuel, be sure it is unleaded and meets the minimum octane rating requirement.

Before using an oxygenated fuel, try to confirm the fuel's contents. Some states/provinces require this information to be posted on the pump.

The following are the U.S. EPA and Canadian CGSB approved percentages of oxygenates:

ETHANOL (ethyl or grain alcohol)
You may use gasoline containing up to 10 percent ethanol by volume. Gasoline containing ethanol may be marketed under the name "Gasohol."

MTBE (Methyl Tertiary Butyl Ether)
You may use gasoline containing up to 15 percent MTBE by volume.

METHANOL (methyl or wood alcohol)
You may use gasoline containing up to 5 percent methanol by volume as long as it also contains cosolvents and corrosion inhibitors to protect the fuel system. Gasoline containing more than 5 percent methanol by volume may cause starting and/or performance problems. It may also damage metal, rubber and plastic parts of your fuel system.

If you notice any undesirable operating symptoms, try another service station or switch to another brand of gasoline.

Fuel system damage or performance problems resulting from the use of an oxygenated fuel containing more than the percentages of oxygenates given above are not covered under warranty.

If you are planning to take your Honda outside the U.S. or Canada, contact the tourist bureaus in the areas you will be traveling in to find out about the availability of unleaded gasoline with the proper octane rating.

If unleaded gasoline is not available, be aware that using leaded gasoline in your Honda will affect performance and fuel mileage, and damage its emissions controls. It will no longer comply with U.S. and Canadian emissions regulations, and will be illegal to operate in North America. To bring your car back into compliance will require the replacement of several components, such as the oxygen sensors and the three way catalytic converter. These replacements are not covered under warranty.

Emissions Controls

The burning of gasoline in your car's engine produces several byproducts. Some of these are carbon monoxide (CO), oxides of nitrogen (NO_x) and hydrocarbons (HC). Gasoline evaporating from the tank also produces hydrocarbons. Controlling the production of NO_x, CO, and HC is important to the environment. Under certain conditions of sunlight and climate, NO_x 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 emissions controls work and what to do to maintain them. This section summarizes how the emissions controls work. Scheduled maintenance is on page [148](#).

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

Crankcase Emissions 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 Emissions Control System

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

Exhaust Emissions Controls

The exhaust emissions controls include four systems: PGM-FI, Ignition Timing Control, Secondary Air Injection System 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 emissions control systems are separate from the crankcase and evaporative emissions 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.

Secondary Air Injection System

During engine warm-up, air is pumped into the exhaust to reduce emissions when the engine is cold.

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

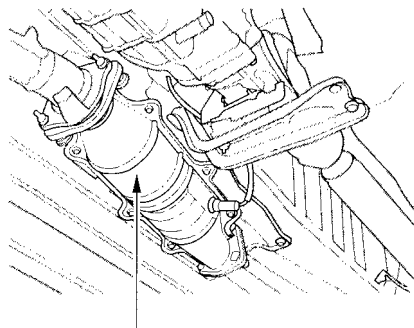
The emissions control systems are designed and certified to work together in reducing emissions to levels that comply with the Clean Air Act. To make sure the emissions remain low, you should use only new Genuine Honda replacement parts or their equivalent for repairs. Using lower quality parts may increase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

- Keep the engine tuned-up.
- Have your car diagnosed and repaired if it is misfiring, back-firing, stalling, or otherwise not running properly.
- Always use unleaded gasoline. Even a small amount of leaded gasoline can contaminate the catalyst metals, making the three way catalytic converter ineffective.