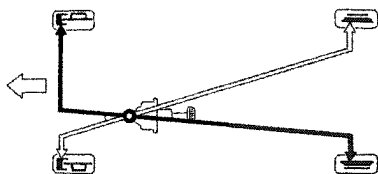


Brakes/Clutch Fluid (Manual Transmission)

Brake System Design

The diagonally-separated dual service brake system is designed so half the system will still provide braking action if the other half fails.



Stopping the car after losing the brake fluid from half the system will require more pedal pressure and pedal travel than normal. Also, the distance required to stop will be longer using only half the brake system. If the brakes fail suddenly, downshift to a lower gear for increased engine braking, and pull off the road as soon as possible.

WARNING

- It is dangerous to drive your car with a problem in either the brake electrical or hydraulic systems; have your dealer check both systems if you suspect brake trouble.
- Do not ride the brakes. In other words, don't put your foot on the brake pedal unless you intend to brake. This causes excessive brake wear and can damage, or lead to loss of braking effectiveness through overheating. Your brake lights may also confuse drivers behind you.
- Driving through deep water may affect the brakes. Check their effectiveness by pressing the brake pedal gently. If the car does not slow down at the normal rate, continue gently applying the brakes, while maintaining a safe speed, until they dry out and normal performance returns.

Brake Wear

Both front and rear brakes should be inspected for wear at the intervals shown in the Maintenance Schedule on page 80.

When the brakes require maintenance use only genuine Honda replacement parts or their equivalent.

Front Brake Wear Indicators

Your car is equipped with audible front brake wear indicators. When the brake pads need to be replaced, the wear indicators will make a "screeching" sound or a high pitch chirp.

(cont'd)

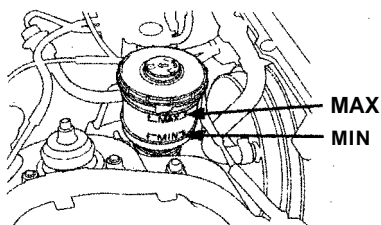
Brakes/Clutch Fluid (cont'd)

NOTE: Due to some driving habits or climates, brakes may "squeal" when you first apply them or when you have them partially applied; this is normal, and does not indicate excessive wear. The wear indicator makes a "screeching" sound while the brakes are applied.

Brake Fluid

Check the fluid level in the brake reservoir periodically; it should be between the MAX and MIN marks on the reservoir.

If the level is near the MIN mark, add fluid to raise it to the MAX mark. Do not overfill. Use only brake fluid manufactured to DOT 3 or DOT 4 specifications (see reservoir cap) from a sealed container. Follow the manufacturer's instructions printed on the can.



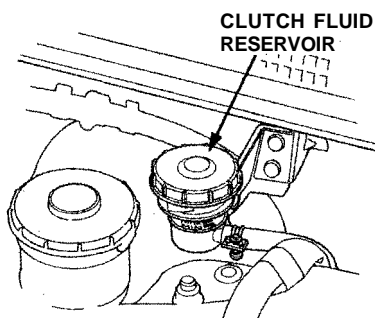
NOTE: A low brake fluid level may be an indication of brake pad wear or of brake fluid leakage. You should have your brakes checked if the brake fluid reservoir is low before re-filling it.

CAUTION: The arrow on the reservoir cap must be pointing forward after the cap is installed. Make sure the brake warning switch wiring doesn't get caught between the cap and top edge of the reservoir.

Clutch Fluid

Check the fluid level in the clutch reservoir periodically; it should be between the MAX and MIN marks on the reservoir.

If the level is near the MIN mark, add fluid to raise it to the MAX mark. Do not overfill. Use only brake fluid manufactured to DOT 3 or DOT 4 specifications from a sealed container. Follow the manufacturer's instructions printed on the can.



NOTE: A low clutch fluid level may be an indication of clutch fluid leakage. You should have your clutch checked if the clutch fluid level in the reservoir is low.

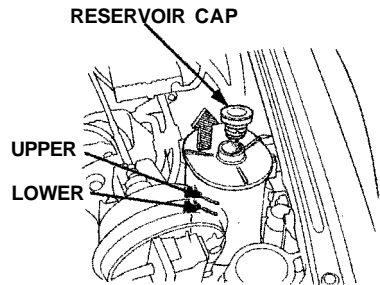
The power steering on your car provides easy handling while parking and maneuvering in traffic, without loss of road "feel" at highway speeds. An engine-driven hydraulic pump provides full power assist at low speeds and decreasing assist as the car goes faster.

CAUTION: If the power steering system should fail, or if the engine should stall, the car can still be steered. However, much greater effort will be required, particularly in sharp turns at low speed.

NOTE: You may feel a slight clunk or knock when turning the wheel with the engine off. This is a normal condition due to the design of the system.

Power Steering Fluid

Check the power steering fluid level with the engine cold and the car parked on level ground. Make sure the fluid level is between the upper and lower marks on the reservoir. If the level has dropped close to or below the lower mark, check for leaks before adding fluid to the upper mark. Do not overfill.



CAUTION: Use only genuine Honda power steering fluid. The use of other fluids such as A.T.F. or other manufacturer's power steering fluid will damage the system.

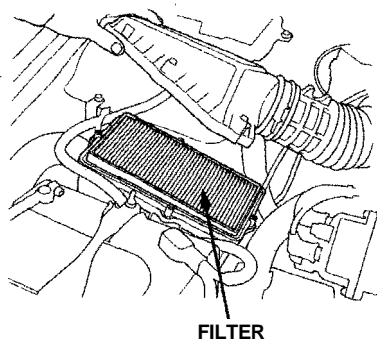
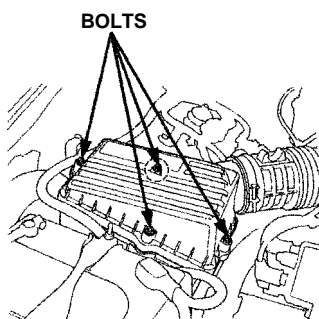
Air and Fuel Filters

Air Filter

Replace the air filter every 24 months or 30,000 miles (48,000 km), whichever comes first (more often in extremely dusty conditions).

Loosen the attaching bolts, then remove the cover.

Remove the air filter and replace it with a new filter. Reinstall the cover and tighten the bolts.



Fuel Filter

The fuel filter is located in the engine compartment, on the right center of the lower dashboard. It should be replaced at 60,000 miles (96,000 km) or 48 months whichever comes first, or any time you suspect contaminated gas may have clogged it.

CAUTION: Because the fuel system is under pressure, the filter should be replaced only by a qualified Honda technician.

Spark Plugs

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

Recommended spark plugs:

ZFR5F-11 (NGK), KJ16CR-L11 (ND)

(for all normal driving)

ZFR6F-11 (NGK), KJ20CR-L11 (ND)

(for hot climates or continuous high speed driving)



WARNING

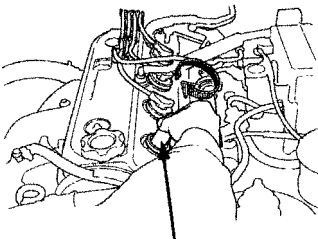
Keep hands away from the radiator fan. The fan may start automatically without warning and run for up to 15 minutes, even after the engine is turned off.

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

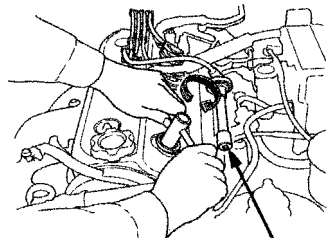
Replace plugs one at a time, so you don't get the wires mixed up.

1. Clean any dirt from around the spark plug base.
2. Disconnect the plug cap, then remove and discard the old plug.
3. Check the gap of the new spark plug 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.

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.



Thread in by hand



PLUG CAP