

Air Cleaner Filter

See your Maintenance Schedule for change intervals. If the car is operated in dusty areas it will require more frequent element replacement. Your Honda Dealer can be of assistance in determining the proper replacement frequency for the conditions under which you operate your vehicle.

Do not attempt to clean the air filter. The filter is designed to provide normal filtering efficiency between replacement intervals.

For maximum protection, it is advisable to use genuine Honda air cleaner filters as replacements,

Never run the engine with the air cleaner filter removed. If the engine should backfire, it could possibly cause an engine compartment fire.

Be sure to reinstall the air cleaner filter and assembly correctly. If it is installed incorrectly, engine damage could result.

Manual Transmission Fluid

MUA Model

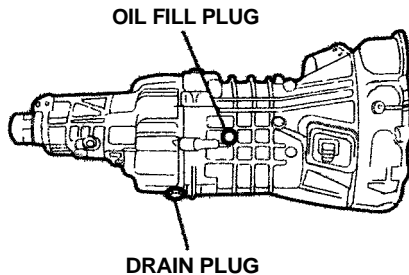
See the Maintenance Schedule to find out how often the lubricant level should be checked.

Check that the fluid level reaches the plug hole by removing the filler plug on the transaxle case. If the fluid level is low, refill the case up to the filler plug hole,

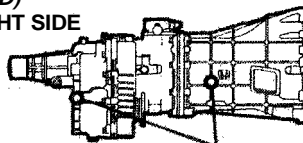
Use a high-quality engine oil labeled SG or SF that is of the correct viscosity for existing ambient temperatures as follows.

Ambient Temperature	Viscosity Lubricant to Be Used
Areas where ambient temperatures of 90°F (32°C) and higher are regularly encountered.	SAE 15W-40 20W-40 20W-50
Other areas	SAE 5W-30

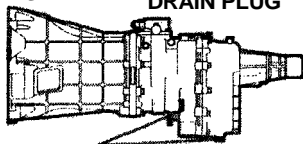
(2WD)



(4WD)
RIGHT SIDE



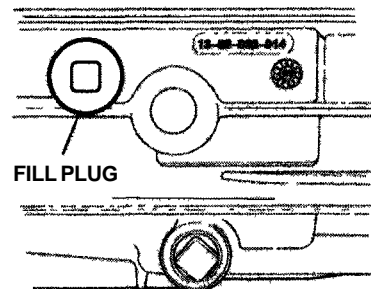
LEFT SIDE



BW Model

The transmission fluid in this model does not require periodic changing. Add lubricant, if needed, to fill to the level of the filler plug hole.

Use only DEXRON IIE fluid.



USE DEXRON IIE ATF ONLY

The BW-T5 transmission is used only on the 2-wheel drive 4-cylinder model.

Automatic Transmission Fluid

Proper Fluid

	Kind of Fluid
Transmission	DEXRON IIE
Transfer (4WD)	SAE 5W-30SF (Engine oil)

You can buy this fluid from your Honda Dealer.

Checking Transmission Fluid Level

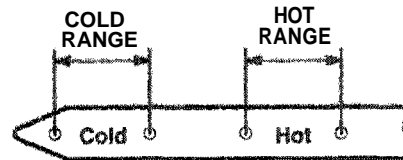
Check the automatic transmission fluid level at each engine oil change. Overfilling can cause foaming and loss of fluid. A low fluid level can cause slipping in the transmission. In either case, transmission damage can result.

If you have driven for a prolonged period of time or in city traffic in hot weather, wait until the fluid cools down (approximately 30 minutes) before checking the fluid level.

In very cold weather, check the fluid level only after the vehicle has completely warmed up.

Add just enough DEXRON HE fluid to fill the transmission. DO NOT OVERFILL.

Remove the dipstick located in the engine compartment.



Carefully touch the wet end of the dipstick to find out if the fluid is cool, warm or hot. Wipe the dipstick clean and push it back in until the cap seats. Pull out the dipstick and read the fluid level.

- If it feels warm, about the normal operating temperature of 158° to 176°F (70° to 80°C), the level should be in the "HOT" range.
- If it feels cool, about room temperature of 68° to 86 °F (20° to 30 °C), the level should be in the "COLD" range.

The transmission fluid level check must be performed with the vehicle at normal operating temperature. Inspections at any other temperatures should only be considered to be reference checks and may not reflect the actual fluid level.

Front (4WD) and Rear Axles

Drain Intervals

See your Maintenance Schedule for drain intervals.

Change the transmission fluid and service the filter screen at drain intervals.

See the Maintenance Schedule List to determine how often the lubricant should be changed. Add lubricant, if needed, by filling to the level of the filler plug hole. Use GL-5 gear lubricant of the proper viscosity as shown below.

If your vehicle is equipped with the optional limited slip differential (on the rear axle), use GL-5 Limited Slip Differential Gear Lubricant of the correct viscosity for the existing ambient temperatures.

Recommended Lubricant

Ambient Temperature	Lubricant Viscosity to Be Used
Below 50°F (10°C)	SAE 80 or SAE 80W-90
0°F to 90°F (-18°C to 32°C)	SAE 90 or SAE 80W-90
Above 50°F (10°C) consistently	SAE 140

Engine Cooling System

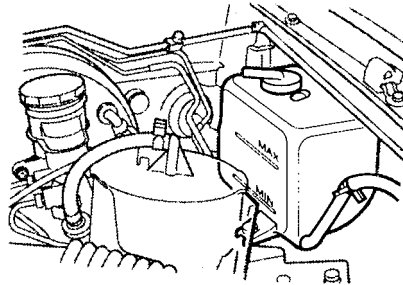
The engine cooling system is designed to maintain the engine at the proper operating temperatures. The cooling system was filled at the factory with a quality engine coolant. The engine cooling system is designed to use coolant (a mixture of water and ethylene glycol antifreeze) rather than plain water. The engine coolant solution should be used year-round. It has many advantages such as:

- provides freezing protection as low as -33°F (-36°C)
- provides boiling protection up to 262°F (128°C)
- protects against rust and corrosion to the cooling system
- maintains the proper engine temperature for efficient operation and emission control
- allows proper operation of the engine coolant temperature gauge

See the Maintenance Schedule in this section to find out when the engine coolant must be replaced.

Checking the Coolant Level

Check the engine coolant level at the interval shown in the Maintenance Schedule unless there is evidence of leaking or overheating. The engine coolant level should be between the maximum and the minimum level marks on the radiator reserve tank.



You usually do not need to remove the radiator cap to check the engine coolant level.

⚠ WARNING

Removing the radiator cap while the engine is hot can cause the coolant to spray out, seriously scalding you.

Always let the engine and radiator cool down before removing the radiator cap.

Adding Engine Coolant

To add engine coolant, remove the cap on the radiator reserve tank and fill the tank up to the maximum level mark. Add a 50/50 mixture of water and a good quality ethylene glycol antifreeze.

If you need to add engine coolant frequently, see your Honda dealer for a cooling system, check.

If the proper quality antifreeze is used there is no need to add extra inhibitors or additives. They may be harmful to the proper operation of the system.

Cooling System Service

The cooling system should be serviced at the intervals specified, in the Maintenance Schedule as follows:

- Wash the radiator cap and filter neck with clean water.
- Check the engine coolant level in the radiator and have it tested for freeze protection. Add ethylene glycol antifreeze, if needed, to maintain freeze protection at -33°F (-36°C).

- Have the cooling system and radiator cap tested for a pressure capacity of 15 psi (105 kPa). If a replacement cap is needed, use a cap specified for your model.
- Tighten all radiator and heater hose clamps. Inspect all hoses. Replace the hoses if they are swollen, "cheeked," or otherwise worn. Carefully tighten the hose clamps at the radiator. Overtightening could bend or collapse the radiator fittings.
- Clean the front of the radiator core and air conditioning condenser.

It is the owner's responsibility to:

- Maintain the cooling system freeze protection at -33°F (-36°C) to ensure protection against corrosion and loss of

engine coolant from boiling. This should be done even if freezing temperatures are not expected.

- Add ethylene glycol-based antifreeze when antifreeze has to be added because of engine coolant loss or if more protection against freezing at temperatures lower than -33°F (-36°C) is needed. Do not use an alcohol-based or methanol based antifreeze, or plain water. They boil at a lower point, and do not provide corrosion protection.

Thermostat

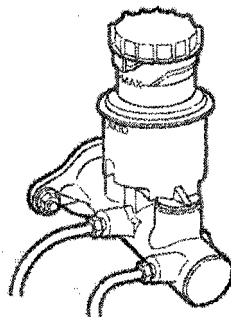
The engine coolant temperature is controlled by a thermostat, which stops engine coolant flow through the radiator until a preset temperature is reached. This thermostat is installed in the engine coolant outlet on the engine cylinder head for L4-2.6L engine and is installed in the engine coolant inlet on the front of the engine block for V6-3.2L engine. The same thermostat is used in both winter and summer.

Other Required Maintenance

Brake Master cylinder

Check the master cylinder fluid level in the reservoir every time you check the engine oil level.

The level should be between the MAX and ADD level line. If the level is lower than the ADD level line, fill to the MAX level line with DOT-3 or DOT-4 fluid.



If the diaphragm inside the reservoir cap is deformed, return it to the original (collapsed) condition, then tighten the cap.

It is normal for the brake fluid level to go down slightly as the front brake pads wear. So be sure to keep the reservoir fluid at the proper level.

If the reservoir needs frequent refilling, it may indicate a serious mechanical problem.

Brake fluid absorbs water from the air. Never use brake fluid that has been open to the air for an extended period. Throw it away and use new brake fluid from a sealed container.

NOTICE

Brake fluid can damage your vehicle's paint. Thoroughly clean up any brake fluid spills.

Front Wheel Bearings

Clean and repack the front wheel bearings at the interval shown in the Maintenance Schedule. Due to the weight of the tire and wheel assembly it is recommended that they be removed from the hub before lubricating the bearings to prevent damage to the oil seal.

"Long Fiber" grease should not be used to lubricate the wheel bearings. It can cause damage. Clean the old grease out of the bearings and hubs before repacking.

Free-Wheeling Hubs

Clean and lubricate the free-wheeling hubs at the same time the front wheel bearings are serviced as outlined in the Maintenance Schedule. Use EP multipurpose-type grease (NLGI No. 1 or 2).

Hood Latch and Hinges

Lubricate the hood latch assembly and hood hinge assembly as follows:

1. Wipe off any accumulation of dirt or contamination on the latch parts.
2. Apply multipurpose-type grease (NLGI No. 1 or 2) to the hood latch pin cam.
3. Apply light engine oil to all pivot points in the release mechanism.
4. Lubricate hood hinges with multipurpose-type grease (NLGI No. 1 or 2).
5. Check the hood hinges and latch mechanism to assure they are working correctly.

Air Conditioning

Periodically have your Honda Dealer check your air conditioning system to be sure there has been no loss in cooling output. See your Honda Dealer if you suspect that the system is not performing as it should.

Body Lubrication

Normal use of a vehicle causes metal-to-metal movement at certain points in the body. Noise, wear and improper operation at these points will result when a protective film of lubricant is not provided.

For exposed surfaces such as door checks, door lock bolts, lock striker plates, etc., apply a thin film of light engine oil.

Any lubricant should be used sparingly. After application, all