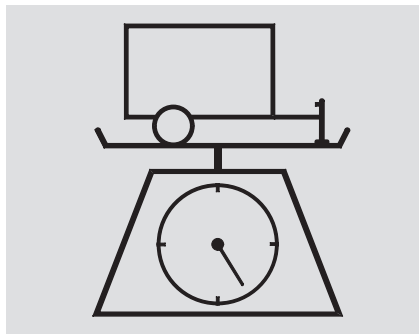
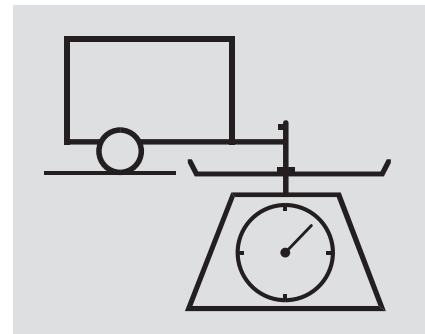


Your Honda has been designed primarily to carry passengers and their cargo. You can use it to tow a trailer if you carefully observe the load limits, use the proper equipment, and follow the guidelines in this section.

### Load Limits



- **Total Trailer Weight:** The total weight of the trailer and everything loaded in it must not exceed 1,500 lbs (680 kg). Towing a load that is too heavy can seriously affect your vehicle's handling and performance. It can also damage the engine and drivetrain.



- **Tongue Load:** The weight that the tongue of a fully-loaded trailer puts on the hitch should be approximately 10 percent of the trailer weight. Too little tongue load can make the trailer unstable and cause it to sway. Too much tongue load reduces front-tire traction and steering control.

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## Towing a Trailer

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To achieve a proper tongue load, start by loading 60 percent of the load toward the front of the trailer and 40 percent toward the rear, then re-adjust the load as needed.

- **Gross Vehicle Weight Rating (GVWR):**

The total weight of the vehicle, all occupants, all cargo, *and* the tongue load must not exceed:  
4,320 lbs (1,960 kg)

- **Gross Axle Weight Rating (GAWR):**

The total weight of the vehicle, all occupants, all cargo, and the tongue load must not exceed:

2,160 lbs (980 kg)  
on the front axle

2,250 lbs (1,020 kg)  
on the rear axle

### **WARNING**

Exceeding load limits or improperly loading your vehicle and trailer can cause a crash in which you can be seriously injured or killed.

Check the loading of your vehicle and trailer carefully before starting to drive.

### **Checking Loads**

The best way to confirm that vehicle and trailer weights are within limits is to have them checked at a public scale.

Using a suitable scale or a special tongue load gauge, check the tongue load the first time you set up a towing combination (a fully-loaded vehicle and trailer), then recheck the tongue load whenever the conditions change.

### **Towing Equipment and Accessories**

Towing can require a variety of equipment, depending on the size of your trailer, how it will be used, and how much load you are towing.

Discuss your needs with your trailer sales or rental agency, and follow the guidelines in the rest of this section. Also make sure that all equipment is properly installed and that it meets federal, state, province, and local regulations.

### ***Hitches***

Any hitch used on your vehicle must be properly bolted to the underbody.

### ***Safety Chains***

Always use safety chains. Make sure they are secured to both the trailer and hitch, and that they cross under the tongue so they can catch the trailer if it becomes unhitched. Leave enough slack to allow the trailer to turn corners easily, but do not let the chains drag on the ground.

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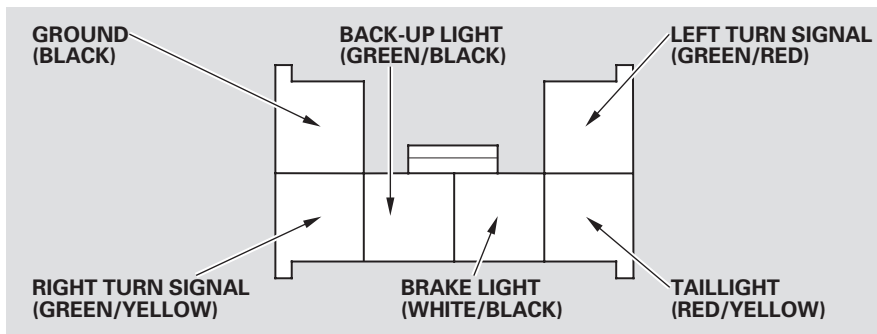
# Towing a Trailer

## Trailer Brakes

Honda recommends that any trailer having a total weight of 1,000 lbs (450 kg) or more be equipped with its own electric or surge-type brakes.

If you choose electric brakes, be sure they are electronically actuated. Do not attempt to tap into your vehicle's hydraulic system. No matter how successful it may seem, any attempt to attach trailer brakes to your vehicle's hydraulic system will lower braking effectiveness and create a potential hazard.

## Trailer Lights



All states and Canadian provinces require some type of trailer lights. Check requirements for the areas where you plan to tow.

Your vehicle has a trailer lighting connector located behind the left side panel in the cargo area. Refer to the drawing above for the wiring color code and purpose of each pin.

If you use a converter, you can get the connector and pins that mate with the connector in your vehicle from your Honda dealer.

Since lighting and wiring vary in trailer type and brand, you should also have a qualified mechanic install a suitable connector between the vehicle and the trailer.

### ***Additional Trailer Equipment***

Many states and Canadian provinces require special outside mirrors when towing a trailer. Even if they don't, you should install special mirrors if you cannot clearly see behind you, or if the trailer creates a blind spot.

Ask your trailer sales or rental agency if any other items are recommended or required for your towing situation.

### **Pre-Tow Checklist**

When preparing to tow, and before driving away, be sure to check the following:

- The vehicle has been properly serviced, and the tires, brakes, suspension, and cooling system are in good operating condition.

If you tow frequently, follow the Severe Conditions maintenance schedule.

- The trailer has been properly serviced and is in good condition.
- All weights and loads are within limits (see pages [217](#) and [218](#)).
- The hitch, safety chains, and any other attachments are secure.
- All items on and in the trailer are properly secured and cannot shift while you drive.

- The lights and brakes on your vehicle and the trailer are working properly.
- Your vehicle tires and spare are properly inflated (see page [278](#)), and the trailer tires and spare are inflated as recommended by the trailer maker.

# Towing a Trailer

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## **Driving Safely With a Trailer**

The added weight, length, and height of a trailer will affect your vehicle's handling and performance, so driving with a trailer requires some special driving skills and techniques.

For your safety and the safety of others, take time to practice driving maneuvers before heading for the open road, and follow the guidelines discussed below.

## ***Towing Speeds and Gears***

Drive slower than normal in all driving situations, and obey posted speed limits for vehicles with trailers. If you have an automatic transmission, use the Over drive (O/D) mode when towing a trailer on level roads. Turn off the Over drive (O/D) mode when towing a trailer in hilly terrain (see page 207 ). (See “*Driving on Hills*” in the next column for additional gear information.)

## ***Making Turns and Braking***

Make turns more slowly and wider than normal. The trailer tracks a smaller arc than your vehicle, and it can hit or run over something the vehicle misses. Allow more time and distance for braking. Do not brake or turn suddenly as this could cause the trailer to jackknife or turn over.

## ***Driving on Hills***

When climbing hills, closely watch your temperature gauge. If it nears the red mark, turn the air conditioning off, reduce speed and, if necessary, pull to the side of the road to let the engine cool.

If the automatic transmission shifts frequently between 3rd and 4th gears while going up a hill, turn off the Over drive (O/D) mode (see page 207 ).

If you must stop when facing uphill, use the foot brake or parking brake. Do not try to hold the vehicle in place by pressing on the accelerator, as this can cause the automatic transmission to overheat.

When driving down hills, reduce your speed and shift down to 3rd gear on the manual transmission, and turn off the Over drive (O/D) mode on the automatic transmission. Do not “ride” the brakes, and remember it will take longer to slow down and stop when towing a trailer.

### ***Handling Crosswinds and Buffeting***

Crosswinds and air turbulence caused by passing trucks can disrupt your steering and cause trailer swaying. When being passed by a large vehicle, keep a constant speed and steer straight ahead. Do not try to make quick steering or braking corrections.

### ***Backing Up***

Always drive slowly and have someone guide you when backing up. Grip the *bottom* of the steering wheel; then turn the wheel to the left to get the trailer to move to the left, and turn the wheel right to move the trailer to the right.

### ***Parking***

Follow all normal precautions when parking, including firmly setting the parking brake and putting the transmission in Park (automatic) or in 1st or Reverse (manual). Also, place wheel chocks at each of the trailer’s tires.