
Recommended Shift Speeds

For best fuel economy, and effective emission control, shift at the speeds shown:

Shift up	Normal Acceleration
1st to 2nd	15 mph (24 km/h)
2nd to 3rd	28 mph (45 km/h)
3rd to 4th	41 mph (66 km/h)
4th to 5th	52 mph (83 km/h)

Shift up	Cruise From Acceleration
1st to 2nd	7 mph (11 km/h)
2nd to 3rd	22 mph (35 km/h)
3rd to 4th	33 mph (53 km/h)
4th to 5th	48 mph (77 km/h)

Maximum Allowable Speeds

The speeds shown are the maximum at which the car can be driven or downshifted in each gear without over-revving the engine.

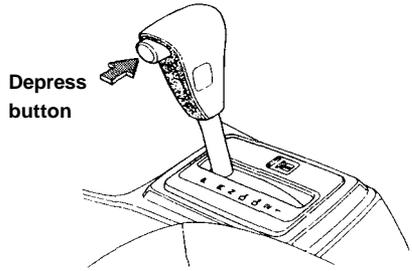
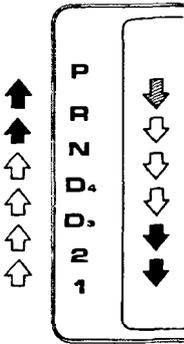
	US: DX/LX Canada: LX/EX	US: EX Canada: EX-R
1st	31 mph (50 km/h)	31 mph (50 km/h)
2nd	56 mph (90 km/h)	56 mph (90 km/h)
3rd	87 mph (140 km/h)	84 mph (135 km/h)

Shifting the Automatic

The automatic transmission shift lever has a locking mechanism to prevent accidental shifting into Reverse (R), Park (P), 2nd (2), or 1st (1). Also, an Automatic Shift Lock prevents you from shifting out of Park unless the brake pedal is already depressed and the ignition switch is in the II position.

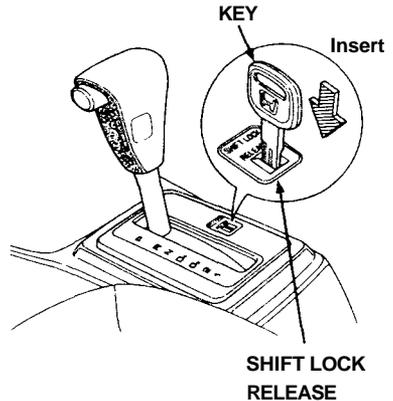
Push the button on the shift handle to shift into 2nd, 1st, Reverse, or Park; depress the brake pedal and then push the button on the shift handle to shift out of Park.

- ➡ : Depress the brake pedal first and push the button, then shift.
- ➡ : Push the button, then shift.
- ↩ : Shift as desired.



If you cannot shift out of Park with the brake pedal depressed and the ignition switch in the II position:

1. Turn the ignition switch off and remove the key.
2. Insert the key in the Shift Lock Release located to the right of the shift lever.
3. Press and hold the key down, then press the button on the shift handle and move the shift lever to Neutral.
4. Return the key to the ignition switch, depress the brake pedal and restart the engine.



NOTE:

If you encounter any problem shifting out of Park, have your authorized Honda dealer check the system as soon as possible.

Operating Tips

For smoother operation, apply the brakes when shifting from Neutral or Park to a forward or reverse gear.

When parking: bring the car to a stop with the foot brake, hold the brake on, and shift into Park, set the hand brake and then turn off the engine.

NOTE:

Your 4 speed automatic transmission is equipped with a torque converter lock-up clutch. Because of this, you may notice what feels like an extra shift as the clutch engages.

CAUTION:

- **Shift into P only after the car has come to a complete stop.**
- **Shift into or out of R only after the car has come to a complete stop.**
- **Do not "rev-up" the engine when the brake is on and the shift lever is in D₄, D₃, 2, 1, or R.**
- **When stopped on a hill, use the brakes to hold your position, not the accelerator pedal.**
- **Do not shift from N or P into D₄, D₃, 2, 1, or R when the engine is above idle speed. Before shifting into gear, make sure your foot is firmly on the brake pedal.**
- **Do not rest your hand on the shift lever or push the lock-out button while driving.**

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Shifting the Automatic (cont'd)

Driving Technique

D4-4th

Use the D₄ range for normal in-town and highway driving. The car will start off in 1st and shift automatically to 2nd, 3rd, and 4th. The further down you push the accelerator, the later the transmission will shift and the faster the car will accelerate.

D3-3rd

Use of D₃ will allow the transmission to start off in 1st and shift automatically to 2nd and 3rd. Use D₃ when climbing grades to prevent the transmission from "hunting" between 3rd and 4th gear; or when increased braking is needed.

NOTE:

If rapid acceleration is necessary, depress the accelerator to the floor; the transmission will automatically shift down according to load and engine speed. This applies to both D₄ and D₃ ranges.

2-2nd

Use 2nd gear for increased engine braking when driving downhill, and increased power when driving uphill; also for driving on slippery roads, and freeing the car from mud or sand, where 1st gear could provide too much power and cause skidding or wheelspin. The maximum recommended speed in 2nd gear is: 69 mph (110 km/h).

1 - 1st

This position is to be used when stronger engine braking is needed. The maximum recommended speed in 1st gear is: 31 mph (50 km/h).

R-Reverse

CAUTION:

Shift into or out of reverse only after the car has come to a complete stop; the transmission may be damaged if you shift while the car is moving.

P-Park

CAUTION:

Use this position when starting the engine, or when parking. Shift into Park only when the car is COMPLETELY stopped.

N-Neutral

Use when starting the engine or during prolonged idling in traffic.

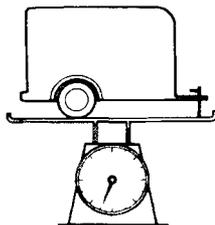
Towing a Trailer

Your car is designed primarily to carry passengers and a normal amount of luggage. Although your car is capable of towing a trailer, there will be an effect on handling, performance, braking, general vehicle and tire durability and fuel economy.

▲ WARNING

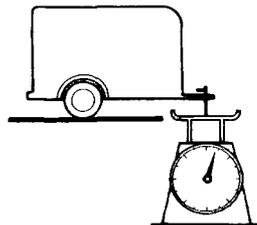
- The weight of the trailer plus its cargo must not exceed a total of 1,000 lbs. (450kg).
- The gross vehicle weight must not exceed the Gross Vehicle Weight Rating (GVWR) indicated on the Certification label (see page 150). The gross vehicle weight is the total weight of the car, driver, passengers, luggage, hitch, and trailer tongue load.
- The total weight supported by each axle must not exceed the Gross Axle Weight Rating (GAWR). The front and rear GAWR's are shown on the Certification label (see page 150). The distribution of luggage and passengers in the car, as well as the tongue load and hitch weight should also be considered in terms of the GAWR, which is the maximum amount of weight that should be supported over the front and the rear axles. You should have your car and trailer weighed at a commercial weighing station to check both the GVWR and GAWR's to confirm that the total weight and weight distribution are within safe driving limits.
- The maximum trailer tongue load must not exceed 100 lbs. (45 kg). Cargo should be distributed so that the tongue load is approximately 10% of the total weight of the trailer and its cargo. This is done by distributing approximately 60% of cargo weight toward the front of the trailer and 40% toward the rear.

TRAILER WEIGHT



Maximum: 1,000 lbs (450 kg)

TONGUE LOAD



Maximum: 100 lbs (45 kg)

- Never load the trailer so that the back is heavier than the front. This will seriously affect vehicle handling. Be sure the cargo is secured so that it will not move during driving.

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