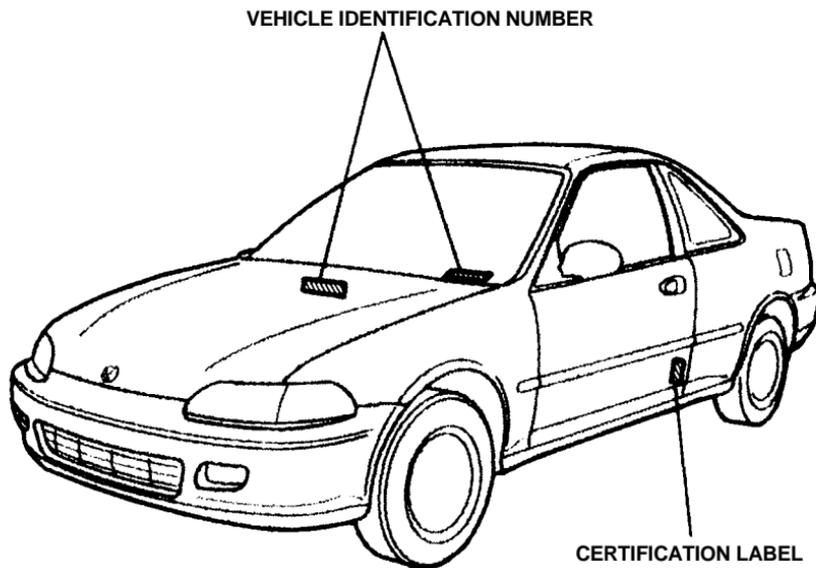


Identification Numbers

Your car has several identifying numbers located in various places.

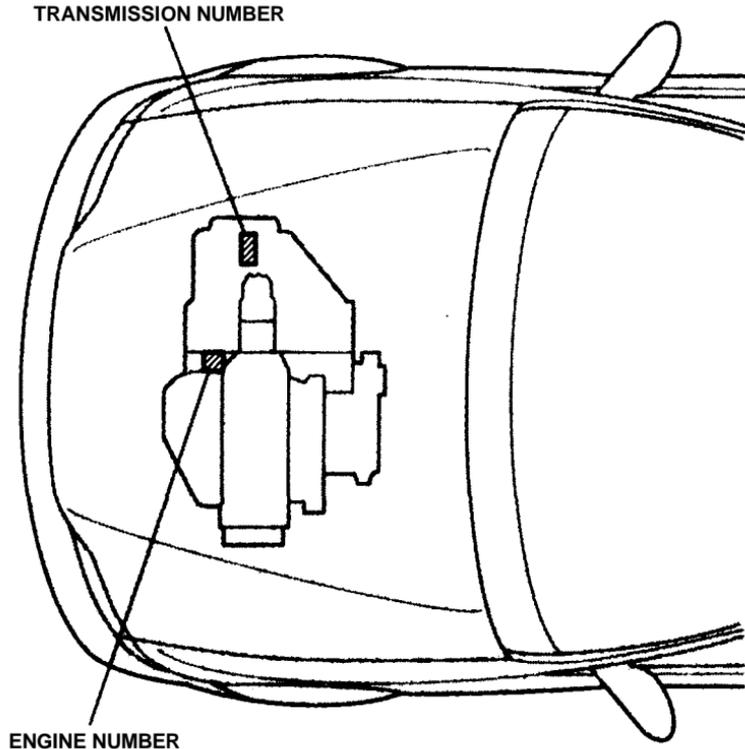
The Vehicle Identification Number (VIN) is the 17-digit number your Honda dealer uses to register your car for warranty purposes. It is also necessary for licensing and insuring your car. The easiest place to find the VIN is on a plate fastened to the top of the dashboard. You can see it by looking through the windshield on the driver's side. It is also on the Certification label attached to the driver's doorjamb, and is stamped on the engine compartment bulkhead. The VIN is also provided in bar code on the Certification Label.



Identification Numbers

The Engine Number is stamped into the engine block.

The Transmission Number is on a label on top of the transmission.



Specifications

Dimensions

Length	172.8 in (4,390 mm)	
Width	66.9 in (1,700 mm)	
Height	50.9 in (1,294 mm)	
Wheelbase	103.2 in (2,622 mm)	
Track	Front	58.1 in (1,475 mm)
	Rear	57.7 in (1,465 mm)

Weights

Gross vehicle weight rating	See the certification label attached to the driver's door-jamb.
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Engine

Type	Water cooled 4-stroke SOHC 4-cylinder gasoline engine
Bore x Stroke	2.95 x 3.33 in (75.0 x 84.5mm) ^{*1} 2.95 x 3.54 in (75.0 x 90.0mm) ^{*2}
Displacement	91.1 cu-in (1,493 cm ³) ^{*1} 97.0 cu-in (1,590 cm ³) ^{*2}
Compression ratio	9.2:1
Spark plugs	See spark plug maintenance section page 126.

*1: DX

*2: US: EX, EX w/option pkg., Canada: Si

Capacities

Fuel tank	Approx. 11.9 US gal (45ℓ, 9.9 Imp gal)	
Radiator coolant Change ^{*1}	5 Speed	0.95 US gal (3.6ℓ, 0.79 Imp gal)
	Automatic	0.92 US gal (3.5ℓ, 0.77 Imp gal) ^{*2}
		1.00 US gal (3.8ℓ, 0.84 Imp gal) ^{*3}
	Total	
	5 Speed	1.19 US gal (4.5ℓ, 0.99 Imp gal)
	Automatic	1.16 US gal (4.4ℓ, 0.97 Imp gal) ^{*2}
		1.24 US gal (4.7ℓ, 1.03 Imp gal) ^{*3}
Engine oil	Change ^{*4}	
	Including filter	3.5 US qt (3.3ℓ, 2.9 Imp qt)
	Without filter	3.2 US qt (3.0ℓ, 2.6 Imp qt)
	Total	4.2 US qt (4.0ℓ, 3.5 Imp qt)
5-speed manual transmission oil	Change	1.9 US qt (1.8ℓ, 1.6 Imp qt)
	Total	2.0 US qt (1.9ℓ, 1.7 Imp qt)
Automatic transmission fluid	Change	3.0 US qt (2.8ℓ, 2.5 Imp qt)
	Total	6.1 US qt (5.9ℓ, 5.3 Imp qt)
Windshield washer reservoir	US cars	2.6 US qt (2.5ℓ, 2.2 Imp qt)
	Canadian Cars	4.8 US qt (4.5ℓ, 4.0 Imp qt)

*1: Including the coolant in the reserve tank and that remaining in the engine.
Reserve tank capacity:

0.4ℓ (0.11 US gal, 0.09 Imp gal)

*2: DX

*3: US: EX, EX w/option pkg., Canada: Si

*4: Excluding the oil remaining in the engine.

Specifications

Lights

Headlights (HI/LO)	12V – 60/55 W
Front turn signal/ side marker lights	12V – 43/3 CP (SAE 3497)
Rear turn signal lights	12V – 32CP (SAE1156)
Stop/Tailights	12V – 32/2CP (SAE 2057)
Rear side marker lights	12V – 3 CP (SAE 168)
Back-up lights	12V – 32 CP (SAE 1156)
High-mount brake light	12V – 45CP
License plate lights	12V – 8W
Interior light	12V – 8W
Trunk light	12V – 3.4W

Battery

Capacity	12V – 52AH/5HR
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Fuses

Interior		See the fuse label attached to the inside of the fuse box door under the dashboard.
Underhood		See the fuse box cover.

Alignment

Toe-in	Front	0.00 in (0.0 mm)
	Rear	0.08 in (2.0 mm)
Camber	Front	0°
	Rear	-0°20'
Caster	Front	1°10'

Tires

Size	Front/Rear	P175/70R13 *1 P185/60 R14 *2
	Spare	T105/80D13 *1 T105/70D14 *2
Pressure	Front/Rear	32 psi (2.2 kg/cm ² , 220 kPa) *1 29 psi (2.0 kg/cm ² , 200 kPa) *2
	Spare	60 psi (4.15 kg/cm ² , 415 kPa)

* 1: DX

* 2: US: EX, EX w/option pkg., Canada: Si

Supplemental Restraint System

The Honda Supplemental Restraint System (SRS) is standard on all Civic 2-doors sold in the U.S. and Canada. The SRS includes the steering wheel airbag assembly, sensors in the dashboard, and a control unit with sensors behind the center console.

US. EX with option package.

Your car also has a dashboard-mounted airbag assembly for the front seat passenger.

The sensors are decelerometers, set to trigger in a severe frontal impact that generates more force than a 25 mile per hour crash into a parked vehicle of similar weight. For the SRS to activate, one or both dash sensors and one or both control unit sensors must activate. This duplication is to prevent accidental activation.

When the control unit receives trigger signals from at least two sensors, it sends voltage to the airbag. The control unit stores this charge in capacitors to insure reliability even if a severe impact damages the car's battery or electrical connections.

The electrical charge sent to the airbag assembly ignites its propellant, which burns instantaneously. The gas produced by the burning propellant inflates the airbag instantly.

The airbag is vented so it stays inflated for only an instant and does not block the driver's vision. Smoke from the burned propellant comes out of the airbag and into the car's interior. This is normal and does not mean there is a fire. The airbag collapses onto the driver's lap.

The airbag unit can inflate only one time. After use, your Honda dealer must check the complete Supplemental Restraint System and replace the airbag assembly.

To ensure long-term reliability, the SRS uses gold-plated electrical connections throughout. Exposed components are sealed with epoxy. The control unit monitors the SRS circuitry whenever the ignition is ON (II). If the control unit senses any faults, it turns on the SRS indicator light on the instrument panel. Take the car to your Honda dealer to diagnose and repair the system as soon as possible.

The SRS needs no regular maintenance other than an inspection by your Honda dealer 10 years after manufacture.

The burning of gasoline in your car's engine produces several by-products. Some of these are carbon monoxide (CO), oxides of nitrogen (NOx), and hydrocarbons (HC). Gasoline evaporating from the tank also produces hydrocarbons. Controlling the production of NOx, CO, and HC is important to the environment. Under certain conditions of sunlight and climate, NOx 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 Clean Air Act* sets standards for automobile emissions. It also requires that automobile manufacturers explain to owners how their emission controls work and what to do to maintain them. This section summarizes how the emission controls work. Scheduled maintenance is on page [104](#).

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

Crankcase Emission Control System

Your car has a Positive Crankcase Ventilation (PCV) System. This keeps gasses that build up in the engine's crankcase from going into the atmosphere. The PCV valve routes them from the crankcase back to the intake manifold. They are then drawn into the engine and burned.

Evaporative Emission Control System

As fuel evaporates in the fuel tank, an evaporative emission 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.

Emission Controls

Exhaust Emission Controls

The exhaust emission controls include three systems: PGM-FI, Ignition Timing Control, and Three-way Catalytic Converter. These three 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 emission control systems are separate from the crankcase and evaporative emission control systems.

PGM-FI System

The PGM-FI System on this model is a sequential multiport fuel injection. The PGM-FI System on your car has three sub systems: 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.

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

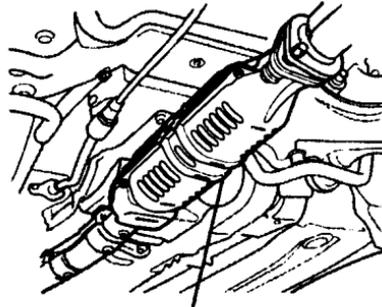
The emission control systems are designed and certified to work together in reducing emissions to levels that comply with the Clean Air Act. To make sure the emissions remain low, you should use only new genuine Honda replacement parts or their equivalent for repairs. Using lower quality parts may increase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

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