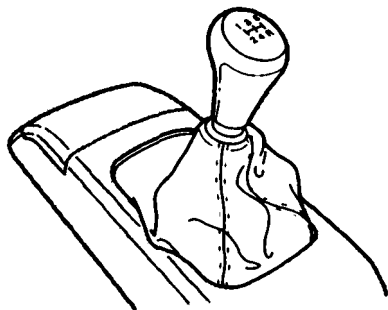


5-Speed Manual Transmission



The manual transmission is synchronized in all forward gears for smooth operation. It has a lockout so you cannot shift directly from Fifth to Reverse. When shifting up or down, make sure you push the clutch pedal down all the way, shift to the next gear, and let the pedal up gradually. When you are not shifting, do not rest your foot on the clutch pedal. This can cause your clutch to wear out faster.

WARNING

Rapid slowing or speeding up can cause loss of control on slippery surfaces. If you crash, you can be injured.

Use extra care when driving on slippery surfaces.

Come to a full stop before you shift into reverse. You can damage the transmission by trying to shift into reverse with the car moving. Depress the clutch pedal, and pause for a few seconds before shifting into reverse, or shift into one of the forward gears for a moment. This stops the gears so they won't "grind."

When slowing down, you can get extra braking from the engine by shifting down to a lower gear.

This extra braking can help you maintain a safe speed and prevent your brakes from overheating while going down a steep hill. Before downshifting, make sure engine speed will not go into the red zone in the lower gear. Refer to the Maximum Speeds chart.

Recommended Shift Points

Drive in the highest gear that lets the engine run and accelerate smoothly. This will give you the best fuel economy and effective emissions control. The following shift points are recommended:

Shift up	Normal acceleration
1 st to 2 nd	15 mph (24 km/h)
2 nd to 3 rd	27 mph (43 km/h)
3 rd to 4 th	39 mph (62 km/h)
4 th to 5 th	53 mph (85 km/h)

5-Speed Manual Transmission, Automatic Transmission

Shift up	Cruise from acceleration
1 st to 2 nd	9 mph (14 km/h)
2 nd to 3 rd	20 mph (32 km/h)
3 rd to 4 th	33 mph (53 km/h)
4 th to 5 th	48 mph (77 km/h)

Maximum Speeds

The speeds in these tables are the maximums for the given gears. If you exceed these speeds, the engine speed will enter into the tachometer's red zone. If this occurs, you may feel the engine cut in and out. This is caused by a limiter in the engine's computer controls. The engine will run normally when you reduce the rpm below the red zone.

DX

Gear	Maximum speeds
1 st	32 mph (51 km/h)
2 nd	59 mph (95 km/h)
3 rd	88 mph (142 km/h)
4 th	112 mph (181 km/h)
5 th	Top speed

U.S.: EX, Canada: Si

Gear	Maximum speeds
1 st	34 mph (55 km/h)
2 nd	58 mph (94 km/h)
3 rd	89 mph (143 km/h)
4 th	Top speed
5 th	Top speed

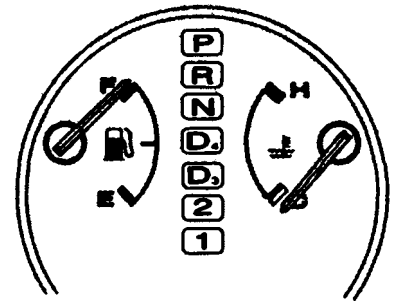
Automatic Transmission

Your Honda's transmission has four forward speeds. It has a "lock-up" torque converter for

better fuel economy. You may feel what seems like another shift when the converter locks.

Shift Lever Position Indicator

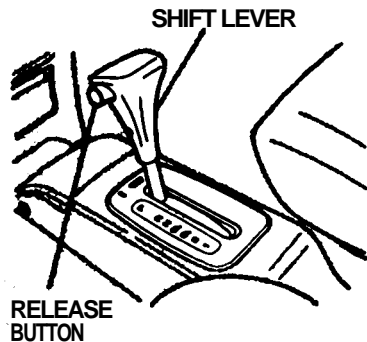
This display is on the instrument panel. It shows you the position of the shift lever.



Automatic Transmission

Shift Lever Positions

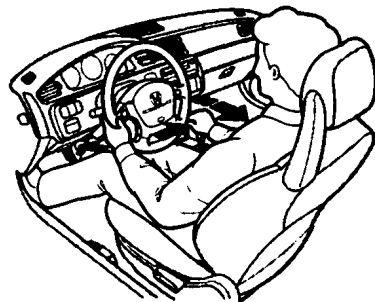
The shift lever has seven positions. It must be in Park or Neutral to start the engine. When you are stopped in D4, D3, 2, 1 or R, press firmly on the brake pedal, and keep your foot off the accelerator pedal.



To shift from:	Do this:
P to R	Press the brake pedal, and press the release button.
R to P N to R D3 to 2 2 to 1	Press the release button.
1 to 2 2 to D3 D3 to D4 D4 to N D4 to D3 N to D4 R to N	Move the lever.

Park (P) - This position mechanically locks the transmission. Use Park whenever you are turning off or starting the engine. To shift out of Park, you must press on the brake pedal and have your foot off the accelerator pedal.

Press the release button on the side of the shift lever to move it.



If you have done all of the above and still cannot move the lever out of Park, see **Shift Lock Release** on page 90.

You must also press the release button to shift into Park. To avoid transmission damage,

come to a complete stop before shifting into Park. The shift lever must be in Park before you can remove the key from the ignition switch.

Reverse (R) — To shift to Reverse from Park, see the explanation under Park. To shift to Reverse from Neutral, come to a complete stop and then shift. Press the release button before shifting into Reverse from Neutral.

Neutral (N) — Use Neutral if you need to restart a stalled engine or you need to stop briefly with the engine idling. Shift to Park position if you need to leave the car for any reason. Press on the brake pedal when you are moving the shift lever from Neutral to another gear.

Drive (D4) — Use this position for your normal driving. The transmission automatically selects a suitable gear for your speed and acceleration. You may notice the transmission shifting up at higher speeds when the engine is cold. This helps the engine warm up faster.

Drive (D3) — This position is similar to D4, except only the first three gears may be selected. Use D3 to provide engine braking when going down a steep hill. D3 keeps the transmission from cycling between third and fourth gears in stop-and-go driving.

For faster acceleration when in D3 or D4, you can get the transmission to automatically downshift by pushing the accelerator pedal to the floor. The transmission will shift down

one or two gears, depending on your speed.

Second (2) — To shift to Second, press the release button on the side of the shift lever. This position locks the transmission in second gear. It does not downshift to first gear when you come to a stop. Second gives you more power when climbing, and increased engine braking when going down steep hills. Use second gear when starting out on a slippery surface or in deep snow. It will help reduce wheel spin.

Whenever you move the shift lever to a lower gear, the transmission downshifts only if the engine's redline will not be exceeded in the lower gear.

Automatic Transmission

First (1)—To shift from Second to First, press the release button on the side of the shift lever. With the lever in this position, the transmission locks in First gear. By upshifting and downshifting through 1, 2, D₃, and D₄, you can operate this transmission much like a manual transmission without a clutch pedal.

Maximum Speeds

The speeds in these tables are the maximums for the given position. If you exceed these speeds, the engine speed will enter into the tachometer's red zone. If this occurs, you will feel the engine cut in and out. This is caused by a limiter in the engine's computer controls. The engine will run normally when you reduce the rpm below the red zone.

DX

Position	Maximum speeds
1	37 mph (60 km/h)
2	66 mph (106 km/h)
D ₃	99 mph (160 km/h)
D ₄	Top speed

U.S.: EX, Canada: Si

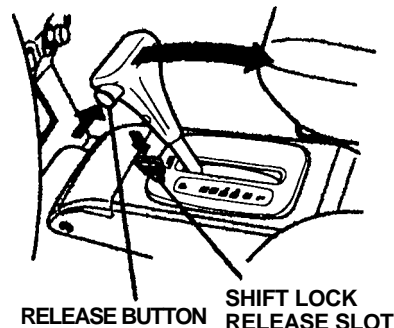
Position	Maximum speeds
1	42 mph (67 km/h)
2	75 mph (120 km/h)
D ₃	112 mph (180 km/h)
D ₄	Top speed

Shift Lock Release

This allows you to move the shift lever out of Park if the normal method of pushing on the brake pedal and pressing the release button does not work.

1. Set the Parking brake.

2. Remove the key from the ignition switch.
3. Insert the key in the Shift Lock Release slot next to the shift lever.
4. Push down on the key while you press the release button and move the shift lever out of Park to Neutral.



5. Remove the key from the Shift Lock Release slot. Return the key to the ignition switch, depress the brake pedal, and restart the engine.

If you need to use the Shift Lock Release, it could mean your car is developing a problem. Have the car checked by your Honda dealer.

The Braking System

All Civics are equipped with front disc brakes. The brakes on the rear wheels may be disc or drum, depending on the model. The braking system is power-assisted to reduce the effort needed on the brake pedal.

Put your foot on the brake pedal only when you intend to brake. Resting your foot on the pedal keeps the brakes applied lightly, causing them to build up heat.

Heat buildup can reduce how well your brakes work. It also keeps your brake lights on all the time, confusing drivers behind you.

Constant application of the brakes when going down a long hill builds up heat and reduces their effectiveness. Use the engine to assist the brakes by downshifting to a lower gear and taking your foot off the accelerator pedal.

Check your brakes after driving through deep water. Apply the brakes moderately to see if they feel normal. If not, apply them gently and frequently until they do. Since a longer distance is needed to stop with wet brakes, be extra cautious and alert in your driving.

Brake Wear Indicators

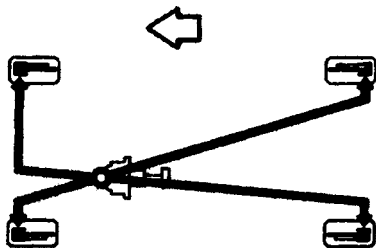
The front disc brakes on all cars have audible brake wear indicators. They are also on the rear brakes of cars with ABS. When the brake pads need replacing, you will begin to hear a distinctive metallic "screeching" sound when you apply the brakes. If you do not have the brake pads replaced, they will screech all the time.

Your brakes may sometimes squeal or squeak when you apply them lightly. Do not confuse this with the brake wear indicators. They make a very audible "screeching."

The Braking System

Brake System Design

The hydraulic system that operates the brakes has two separate circuits. Each circuit works diagonally across the car (the left-front brake is connected with the right-rear brake, etc.). If one circuit should develop a problem, you will still have braking at two wheels.



If this happens, you will notice that the brake pedal goes down much farther and you need to press on it much harder. A much longer distance will be needed to stop the car.

Slow the car by downshifting to a lower gear and removing your foot from the accelerator pedal. Pull to the side of the road as soon as it is safe. Because of the longer stopping distance needed, brake system failure is very hazardous. It is best to have your car towed, but if you must drive the car in this condition, be extremely cautious. Have your car repaired as soon as possible.

Anti-Lock Brakes

For U.S. EX with ABS option

Your car has an Anti-lock Brake System (ABS). ABS helps you to maintain steering control. It does

this by helping to prevent the wheels from locking up and skidding.

The ABS is always "ON." It requires no special effort or driving technique. You will feel a pulsation in the brake pedal when the ABS activates.

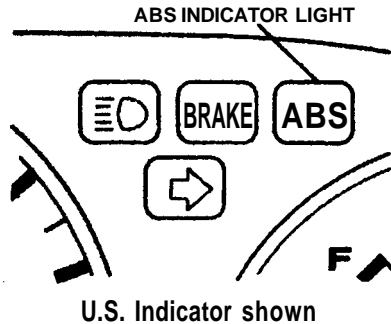
Activation varies with the amount of traction your tires have. On dry pavement, you will need to press on the brake pedal very hard before you feel the pedal pulsation that means the ABS has activated. However, you may feel the ABS activate immediately if you are trying to stop on snow or ice.

Under all conditions, the ABS is helping to prevent the wheels from locking so you can retain steering control. You should

The Braking System, Towing a Trailer

continue to press on the brake pedal with the same force.

You may feel a slight movement of the brake pedal just after you start the engine. This is the ABS working.



The ABS is self-checking. If anything goes wrong, the ABS indicator on the instrument

panel comes on (see page 29). This means the anti-lock function of the braking system has shut down. The brakes still work like a conventional system, providing normal stopping ability. You should have the dealer inspect your car as soon as possible.

A car with ABS may require a longer distance to stop on loose or uneven surfaces than an equivalent car without anti-lock brakes. The ABS cannot make up for road conditions or bad judgment. It is still your responsibility to drive at reasonable speeds for weather and traffic conditions and leaving a margin of safety.

Towing a Trailer

Your car is not designed to tow a trailer; attempting to do so can void your warranties.