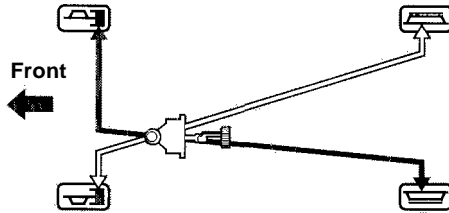


Brake System Design

The hydraulic system that operates the brakes has two separate circuits. Each circuit works diagonally across the vehicle (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.



Anti-lock Brakes

U.S. EX, Canadian LX and EX models, and SE models

ABS helps to prevent the wheels from locking up and skidding during hard braking, allowing you to retain steering control.

When the front tires skid, you lose steering control; the vehicle continues straight ahead even though you turn the steering wheel. The ABS helps to prevent lock-up and helps you retain steering control by pumping the brakes rapidly; much faster than a person can do it.

CONTINUED

The Braking System

You should never pump the brake pedal, this defeats the purpose of the ABS. Let the ABS work for you by always keeping firm, steady pressure on the brake pedal as you steer away from the hazard. This is sometimes referred to as *"stomp and steer."*

You will feel a pulsation in the brake pedal when the ABS activates, and you may hear some noise. This is normal, it is the ABS rapidly pumping the brakes.

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 activate the ABS. However, you may feel the ABS activate immediately if you are trying to stop on snow or ice.

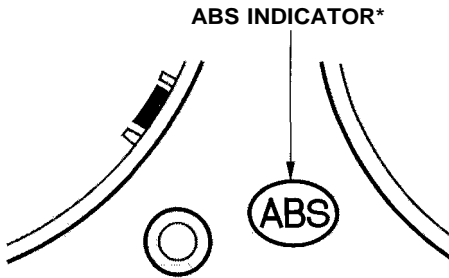
Important Safety Reminders
ABS does not reduce the time or distance it takes to stop the vehicle, it only helps with steering control during braking. You should always maintain a safe following distance from other vehicles.

ABS will not prevent a skid that results from changing direction abruptly, such as trying to take a corner too fast or making a sudden lane change. Always drive at a safe, prudent speed for the road and weather conditions.

ABS cannot prevent a loss of stability. Always steer moderately when you are braking hard. Severe or sharp steering wheel movement can still cause your vehicle to veer into oncoming traffic or off the road.

A vehicle with ABS may require a longer distance to stop on loose or uneven surfaces, such as gravel or snow, than a vehicle without anti-lock. Slow down and allow a greater distance between vehicles under those conditions.

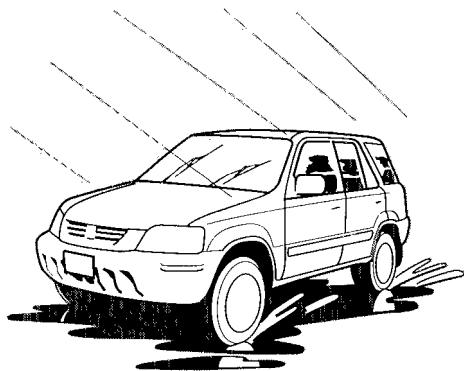
ABS Indicator



***U.S. indicator shown**

The ABS is self-checking. If anything goes wrong, the ABS indicator on the instrument panel comes on (see [page 55](#)). This means the anti-lock function of the braking system has shut down. The brakes still work like a conventional system without anti-lock, providing normal stopping ability. You should have the dealer inspect your car as soon as possible.

Driving in Bad Weather



Rain, fog, and snow conditions require a different driving technique because of reduced traction and visibility. Keep your vehicle well-maintained and exercise greater caution when you need to drive in bad weather. The cruise control should not be used in these conditions.

Driving Technique — Always drive slower than you would in dry weather. It takes your vehicle longer to react, even in conditions that may seem just barely damp. Apply smooth, even pressure to all the controls. Abrupt steering wheel movements or sudden, hard application of the brakes can cause loss of control in wet weather. Be extra cautious for the first few miles (kilometers) of driving while you adjust to the change in driving conditions. This is especially true in snow. A person can forget some snow-driving techniques during the summer months. Practice is needed to relearn those skills.

Exercise extra caution when driving in rain after a long dry spell. After months of dry weather, the first rains bring oil to the surface of the roadway, making it slippery.

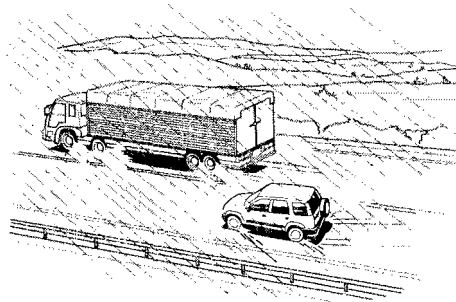
Visibility — Being able to see clearly in all directions and being visible to other drivers are important in all weather conditions. This is more difficult in bad weather. To be seen more clearly during daylight hours, turn on your headlights.

Inspect your windshield wipers and washers frequently. Keep the windshield washer reservoir full of the proper fluid. Have the windshield wiper blades replaced if they start to streak the windshield or leave parts unwiped. Use the defrosters and air conditioning to keep the windows from fogging up on the inside (see page [103](#)).

Traction — Check your tires frequently for wear and proper pressure. Both are important in preventing "hydroplaning" (loss of traction on a wet surface). In the winter, mount snow tires on all four wheels for the best handling.

Watch road conditions carefully, they can change from moment to moment. Wet leaves can be as slippery as ice. "Clear" roads can have patches of ice. Driving conditions can be very hazardous when the outside temperature is near freezing. The road surface can become covered with areas of water puddles mixed with areas of ice, so your traction can change without warning.

Be careful when downshifting. If traction is low, you can lock up the drive wheels for a moment and cause a skid.

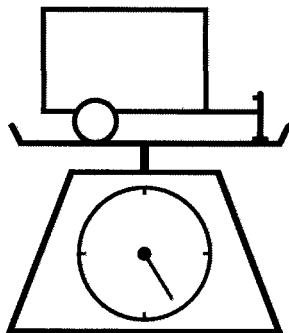


Be very cautious when passing, or being passed by other vehicles. The spray from large vehicles reduces your visibility, and the wind buffeting can cause you to lose control.

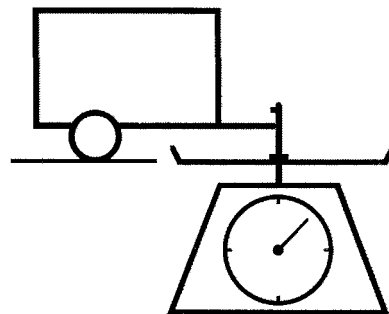
Towing a Trailer

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 1,000lbs (450kg). 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.

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:
4,165 lbs (1,900 kg)

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

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

2,030 lbs (930 kg)
on the front axle

2,155 lbs (990 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.

Towing a Trailer

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

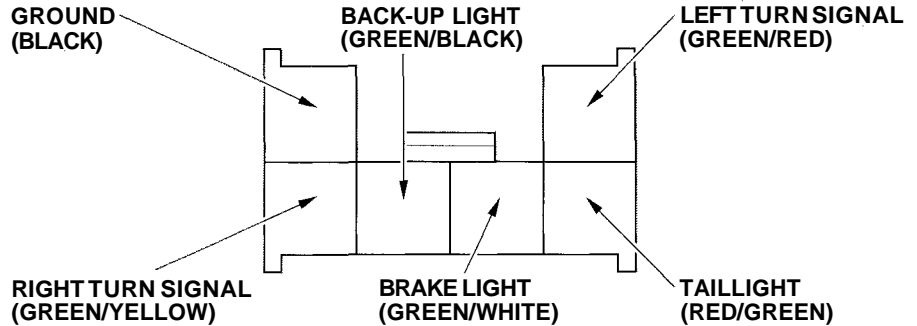
Always use safety chains. Make sure they are secured to both the trailer and hitch, and that they cross under the tongue so they can catch the trailer if it becomes unhitched. Leave enough slack to allow the trailer to turn corners easily, but do not let the chains drag on the ground.

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



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.

Towing a 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.
- All weights and loads are within limits (see pages [182](#) and [183](#)).
- 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 [235](#)), and the trailer tires and spare are inflated as recommended by the trailer maker.

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 [152](#)). (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 [172](#)).

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 2nd gear. Do not "ride" the brakes, and remember it will take longer to slow down and stop when towing a trailer.

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