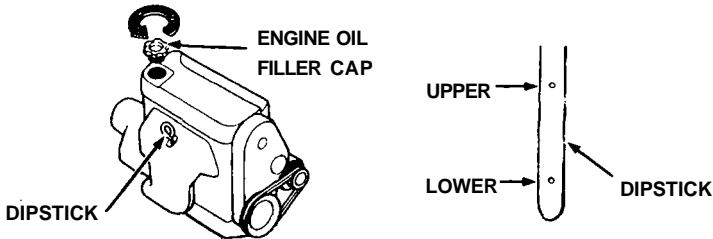


Engine Oil and Filter

Checking

Check the engine oil a couple of minutes after shutting the engine off, with the car parked on level ground. Remove the dipstick and wipe it clean. Re-insert it all the way down, then pull it out and read the level. The level should be between the upper and lower marks.



Adding

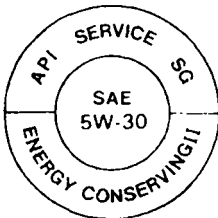
If the level has dropped close to the lower mark, add oil until it is even with the upper mark.

1. Turn the oil filler cap counterclockwise to remove. Add oil, then check the level again. Do not overfill.
2. Reinstall the cap and twist clockwise until it stops.

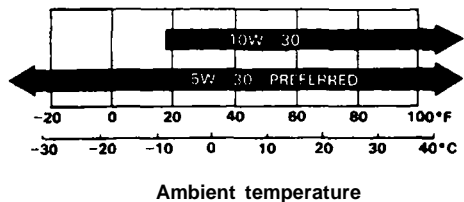
CAUTION:

- Be sure the oil filler cap is correctly replaced before starting the engine.
- Engine oil is a major factor affecting the performance and service life of the engine, you should use only a premium quality detergent oil labeled SG grade.

LOOK FOR THIS LABEL
ON THE OIL CONTAINER



Use the proper viscosity oil for the
climate in which you drive:



Some oil labels may also include additional designations of quality such as CC or CD. However, these are acceptable only when used together with SG.

NOTE:

5W-30 viscosity oil is recommended for improved fuel economy.

(cont'd)

Engine Oil and Filter (cont'd)

Fuel Efficient Oil

For the best fuel economy from your car, it is recommended that you use a fuel efficient SG grade oil. This oil is usually identified by the words such as: "Energy Conserving II," "Gas Saving," and "Fuel Saving," etc.

Changing Oil and Filter

Engine oil and filter should be changed together every 6 months or 7,500 miles (12,000 km), whichever comes first. The filter is located on the engine block, below the intake manifold. A special "cap type" oil filter wrench is required (available from your Honda dealer). Use only a genuine Honda filter or its equivalent.

CAUTION:

The oil filter cannot easily be removed from above the engine. For this reason it is recommended that the oil filter change be done by a skilled mechanic.

1. Start the car to warm up the engine, then shut it off.
2. Remove the engine oil filler cap and drain bolt, and drain the oil.

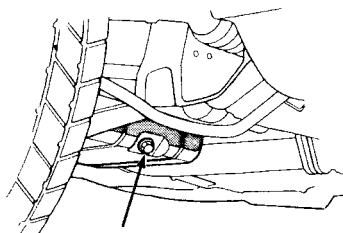
▲ WARNING

A warmed-up engine and the oil in it are hot; be careful not to burn yourself.

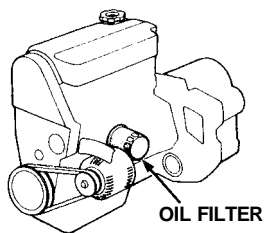
3. Remove the oil filter and let the remaining oil drain out.
4. Install a new filter according to the instructions on or with the filter.

ENGINE OIL CAPACITY (including filter):

3.5 ℓ (3.7 US qt, 3.1 Imp qt)



ENGINE OIL
DRAIN BOLT



OIL FILTER

-
5. Reinstall the drain bolt with a new washer and tighten it securely. Refill the engine with the recommended oil, to the upper mark on the dipstick.
 6. Reinstall the filler cap securely.
 7. Start the engine and make sure oil is not leaking from the drain bolt or the filter.
 8. Shut off the engine and recheck the oil level.

NOTE:

Please dispose of used motor oil in a manner that is compatible with the environment. We suggest you take it in a sealed container to your local service station for reclamation. Do not throw it in the trash or pour it on the ground.

CAUTION:

Used motor oil may cause skin cancer if repeatedly left in contact with the skin for prolonged periods. Although this is unlikely unless you handle used oil on a daily basis, it is still advisable to thoroughly wash your hands with soap and water as soon as possible after handling used oil.

Transmission Oil/Fluid Check

Transmission oil/fluid must be checked with the engine off and the car on level ground.

▲ WARNING

If the engine has been running, some engine components may be hot enough to burn you.

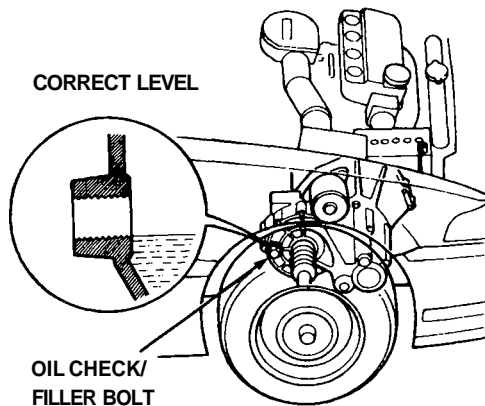
CAUTION:

If the oil/fluid level is low, check for possible leaks before adding oil. Do not overfill.

Since the transmission and differential are in the same housing, you are actually checking both oil/fluid levels in one procedure. Change transmission oil/fluid according to the Maintenance Schedule on page 54 .

5-Speed

Remove the oil filler bolt (beside the right axle). Feel inside the bolt hole with your finger. If the oil is up to the bottom edge of the hole, the oil level is correct. If it is not, slowly add oil until it runs out of the hole, then reinstall the bolt and tighten it securely with a wrench.

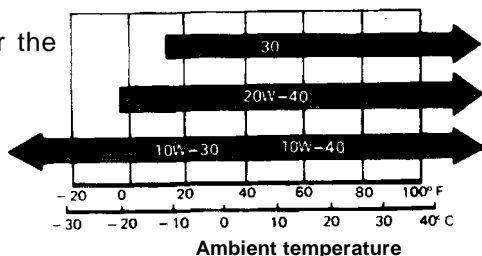


MANUAL TRANSMISSION

OIL CHANGE CAPACITY: 1.8 ℓ (1.9 US qt. 1.6 Imp qt)

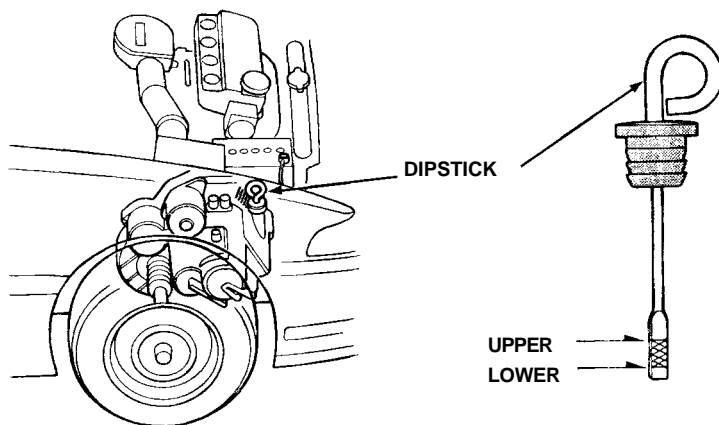
Use only SF or SG grade motor oil when adding or changing transmission oil.

Use the proper viscosity oil for the climate in which you drive:



Automatic

The automatic transmission fluid level is checked (with the engine off and the car on level ground) using the dipstick on the passenger side of the transmission housing. Remove the dipstick and wipe it off.



Insert the dipstick and remove it. The fluid level should be between the upper and lower marks.

If necessary, add fluid and recheck. Use only DEXRON® II Automatic Transmission Fluid (A.T.F.) when adding or changing fluid. After checking the fluid level, push the dipstick in securely.

AUTOMATIC TRANSMISSION

FLUID CHANGE CAPACITY: 2.4 ℓ (2.5 US qt, 2.1 Imp qt)

Cooling System

The engine in your Honda contains a number of aluminum parts. Therefore, it requires an antifreeze/coolant specifically formulated to protect the aluminum parts from corrosion. Failure to use a suitable antifreeze/coolant may seriously shorten the life of the engine as the result of rapid corrosion damage. Some antifreeze/coolants, although labelled for use in engines containing aluminum, may not provide adequate protection for your engine.

Therefore, use only a Honda **RECOMMENDED** antifreeze/coolant. CHECK WITH YOUR AUTHORIZED HONDA DEALER.

For best corrosion protection, the mixture of coolant and water must be maintained year-round at 50/50. Concentrations less than 50% coolant may not provide sufficient protection against corrosion and freezing. Concentrations of greater than 60% coolant will impair cooling efficiency and are not recommended. Low-mineral drinking water or distilled water should be mixed with the antifreeze/coolant. Coolant loss should be replenished by a mixture containing the proper concentration of antifreeze and water. Do not mix different antifreeze/coolants.

Do not use additional rust inhibitors or anti-rust products, as they may not be compatible with the radiator coolant.

ENGINE DAMAGE CAUSED BY IMPROPER COOLANT USAGE IS NOT COVERED BY THE NEW CAR WARRANTY.

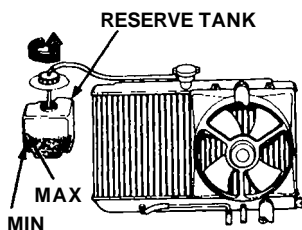
Checking Coolant

Check the coolant level in the reserve tank when the engine is at normal operating temperature.

WARNING

Do not remove the radiator cap when the engine is hot; the coolant is under pressure and could severely scald you.

- If the level is below the MAX mark, but still visible, add a 50/50 solution of antifreeze and water to bring it up to MAX.
- If there is no coolant in the reserve tank, the cooling system should be checked for leaks and repaired if necessary. Coolant must then be added to the radiator.



CAUTION:

Radiator coolant will damage paint. Quickly rinse any spilled coolant from painted surfaces.

Wait until the engine is cool, then turn the radiator cap counterclockwise until it stops. **DO NOT PRESS DOWN WHILE TURNING THE CAP.** After any remaining pressure has been relieved, remove the cap by pressing down and again turning it counterclockwise. Add enough coolant to fill the radiator, and reinstall the cap. Be sure to tighten it securely. Fill the reserve tank up to the MAX mark with the engine cold.

Maintenance

1. Check the freeze protection level of the coolant with a hydrometer.
2. Keep the front of the radiator free of dirt and debris.
3. Check hoses and hose clamps regularly.

Replacing Coolant

Replace coolant at 36 months or 45,000 miles (72,000 km), whichever comes first. Thereafter, replace every 2 years or 30,000 miles (48,000 km), whichever comes first.

RADIATOR COOLANT

REFILL CAPACITY:

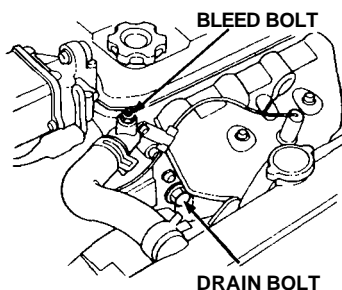
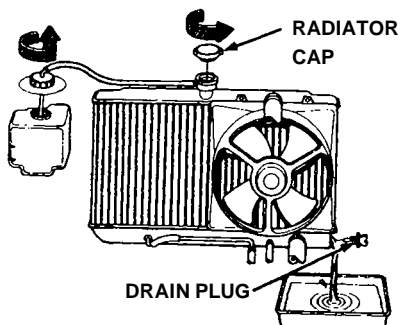
including reserve tank 0.4 ℓ (0.11 US gal, 0.09 Imp gal)

HF:	4.2 ℓ (1.11 US gal, 0.92 Imp gal)
CRX (Manual transmission):	4.5 ℓ (1.19 US gal, 0.99 Imp gal)
CRX (Automatic transmission):	4.4 ℓ (1.16 US gal, 0.97 Imp gal)
Si:	4.4 ℓ (1.16 US gal, 0.97 Imp gal)

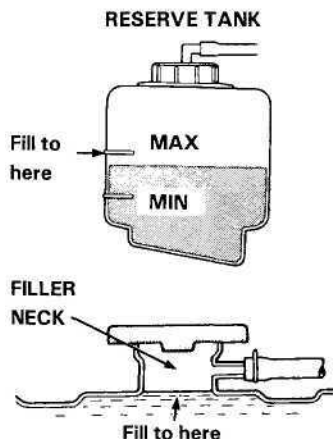
(cont'd)

Cooling System (cont'd)

1. Set the heater temperature control dial to maximum heat.
2. Remove the radiator cap and drain plug when the radiator is cool, and drain the radiator.



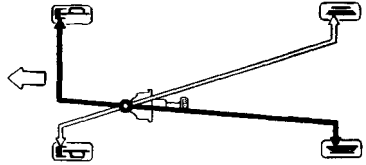
3. Remove the drain bolt from the front side of the cylinder block, and drain the engine and heater.
4. Apply non-hardening sealant to the drain bolt threads, then reinstall the bolt and tighten it securely.
5. Tighten the radiator drain plug securely.
6. Mix the recommended antifreeze with an equal amount of low-mineral or distilled water and fill the reservoir to maximum, as illustrated.
7. Loosen the air bleed bolt in the thermostat housing, then fill the radiator to the filler neck with the coolant mixture. Tighten the bleed bolt as soon as coolant starts to run out in a steady stream without bubbles.



8. With the radiator cap off, start the engine and let it run until warmed up (fan goes on at least twice). Then, if necessary, add more coolant mix to bring the level back up to the filler neck.
9. Put the radiator cap on, then run the engine again and check for leaks.

Brake System Design

The diagonally-separated dual service brake system is designed so half the system will still provide braking action if the other half fails.



Stopping the car after losing the brake fluid from half the system will require more pedal pressure and pedal travel than normal. Also, the distance required to stop will be longer using only half the brake system. If the brakes fail suddenly, downshift to a lower gear for increased engine braking, and pull off the road as soon as possible.

▲ WARNING

- It is dangerous to drive your car with a problem in either the brake electrical or hydraulic system; have your dealer check both systems if you suspect brake trouble.
- Do not ride the brakes. In other words, don't put your foot on the brake pedal unless you intend to brake. This causes excessive brake wear and can damage, or lead to loss of braking effectiveness through overheating. Your brake lights may also confuse drivers behind you.
- Driving through deep water may affect the brakes. Check their effectiveness by pressing the brake pedal gently. If the car does not slow down at the normal rate, continue gently applying the brakes, while maintaining a safe speed, until they dry out and normal performance returns.

Brake Wear

Both front and rear brakes should be inspected for wear at the intervals shown in the Maintenance Schedule on page 54 .

When the brakes require maintenance, use only genuine Honda replacement parts or their equivalent.

(cont'd)

Brakes (cont'd)

Front Brake Wear Indicators

Your car is equipped with audible front brake wear indicators. When the brake pads wear to point that they should be replaced, they will make a "screeching" sound when the wheels are rolling and when the brakes are applied.

NOTE:

Due to some driving habits or climates, brakes may "squeal" when you first apply them or when you have them partially applied; this is normal, and does not indicate excessive wear. The wear indicator makes a "screeching" sound while the brakes are applied.

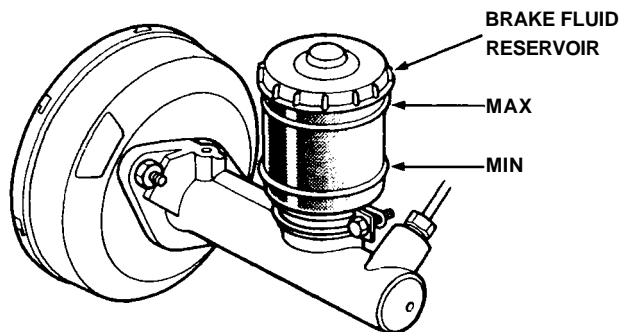
Brake Fluid

Check the fluid level in the brake reservoir periodically; it should be between the MAX and MIN marks on the reservoir.

If the level is near the MIN mark, add fluid to raise it to the MAX mark. Do not overfill. Use only brake fluid manufactured to DOT 3 or DOT 4 specifications (see reservoir cap) from a sealed container. Follow the manufacturer's instructions printed on the can.

NOTE:

A low brake fluid level may be an indication of brake pad wear or of brake fluid leakage. You should have your brakes checked if the brake fluid level in the reservoir is low before re-filling it.



CAUTION:

The arrow on the reservoir cap must be pointing forward after the cap is installed. Make sure the brake warning switch wiring doesn't get caught between the cap and top edge of the reservoir.