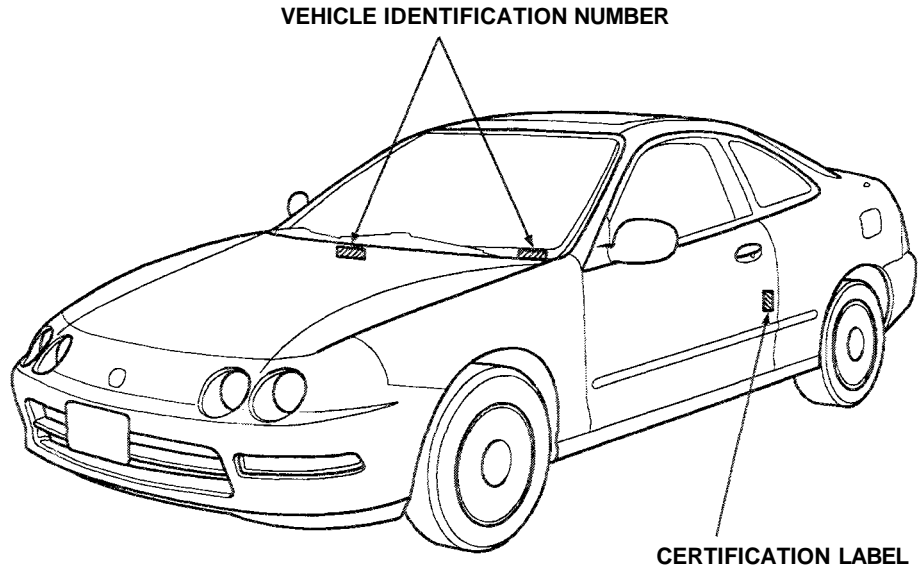


Identification Numbers

Your car has several identifying numbers located in various places.

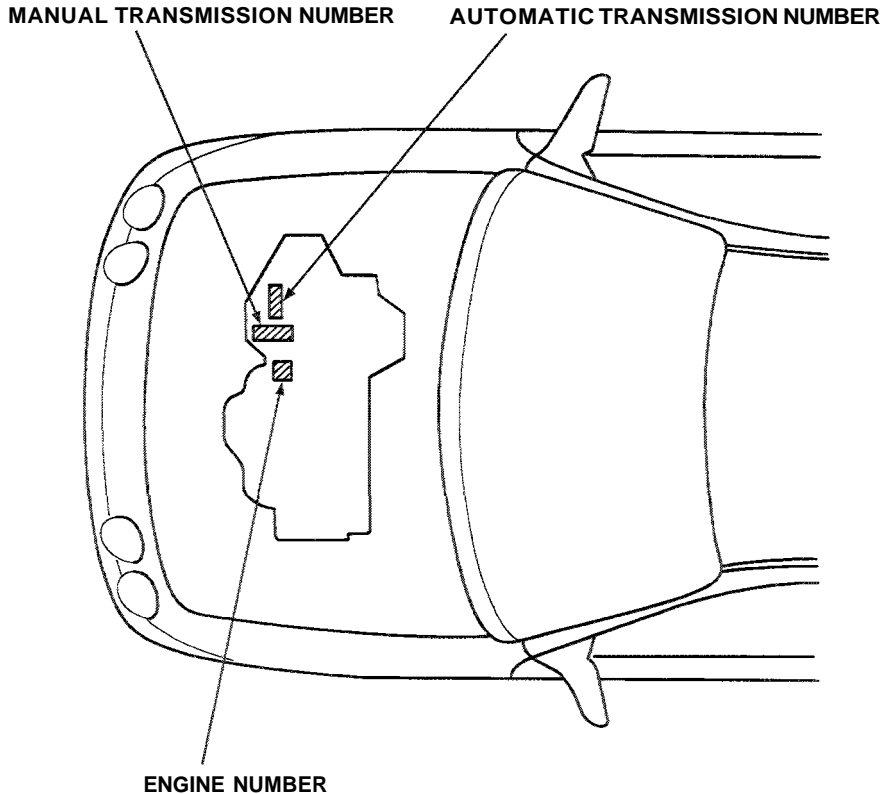
The Vehicle Identification Number (VIN) is the 17-digit number your Acura dealer uses to register your car for warranty purposes. It is also necessary for licensing and insuring your car. The easiest place to find the VIN is on a plate fastened to the top of the dashboard. You can see it by looking through the windshield on the driver's side. It is also on the Certification label attached to the driver's door jamb, 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		4,380 mm (172.4 in)
Width		1,710 mm (67.3 in)
Height		1,335 mm (52.6 in)
Wheelbase		2,570 mm (101.2 in)
Track	Front	1,475 mm (58.1 in)
	Rear	1,470 mm (57.9 in)

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 DOHC* ¹ , DOHC VTEC* ² 4-cylinder gasoline engine
Bore x Stroke	81.0 x 89.0 mm (3.19 x 3.50 in) * ¹ 81.0 x 87.2 mm (3.19 x 3.43 in) * ²
Displacement	1,834 cm ³ (112 cu-in) * ¹ 1,797 cm ³ (110 cu-in) * ²
Compression ratio	9.2 : 1 * ¹ 10.0 : 1 * ²
Spark plugs	See spark plug maintenance section page 148 .

* 1 : RS, LS

* 2 : GSR

Air Conditioning

Refrigerant type	HFC-134a (R-134a)
Charge quantity	650–700 g (23–25 oz)
Lubricant type	ND-OIL8

Capacities

Fuel tank		Approx. 50 ℓ (13.2 US gal, 11.0 Imp gal)
Engine coolant	Change* ¹	
	Manual	4.4 ℓ (1.16 US gal, 0.97 Imp gal) * ² 4.7 ℓ (1.24 US gal, 1.03 Imp gal) * ³
	Automatic	4.7 ℓ (1.24 US gal, 1.03 Imp gal)
	Total	
	Manual	6.4 ℓ (1.69 US gal, 1.41 Imp gal) * ² 6.7 ℓ (1.77 US gal, 1.47 Imp gal) * ³
	Automatic	6.7 ℓ (1.77 US gal, 1.47 Imp gal)
	Total	
Engine oil	Change* ⁴	
	Including filter	3.8 ℓ (4.0 US qt, 3.3 Imp qt) * ² 4.0 ℓ (4.2 US qt, 3.5 Imp qt) * ³
	Without filter	3.5 ℓ (3.7 US qt, 3.1 Imp qt) * ² 3.7 ℓ (3.9 US qt, 3.3 Imp qt) * ³
	Total	4.6 ℓ (4.9 US qt, 4.0 Imp qt) * ² 4.8 ℓ (5.1 US qt, 4.2 Imp qt) * ³

* 1 : including the coolant in the reserve tank and that remaining in the engine.

Reserve tank capacity:

0.6 ℓ (0.16 US gal, 0.13 Imp gal)

* 2 : RS, LS

* 3 : GS-R

* 4 : Excluding the oil remaining in the engine.

Specifications

Capacities

Manual trans- mission oil	Change	2.2 ℓ (2.3 US qt , 1.9 Imp qt)
	Total	2.3 ℓ (2.4 US qt , 2.0 Imp qt)
Automatic trans- mission fluid	Change	2.7 ℓ (2.9 US qt , 2.4 Imp qt)
	Total	5.9 ℓ (6.2 US qt , 5.2 Imp qt)
Windshield washer reservoir	US cars	2.5 ℓ (2.6 US qt , 2.2 Imp qt)
	Canadian cars	4.0 ℓ (4.2 US qt , 3.5 Imp qt)

Lights

Headlights	High	12 V — 65 W (HB3)
	Low	12 V — 55 W (HB4)
Front turn signal/parking lights		12 V — 32/3 CP (SAE 1157)
Front side marker lights		12 V — 3 CP (SAE 168)
Rear turn signal lights		12 V — 32 CP (SAE 1156)
Stop/Taillights		12 V — 32/3 CP (SAE 1157)
High mount brake light*		12 V — 21 CP (SAE 921)
Rear side marker lights		12 V — 3 CP (SAE 168)
Back-up lights		12 V — 32 CP (SAE 1156)
License plate lights		12 V — 8 W
Ceiling light		12 V — 5 W
Cargo area light		12 V — 3.4 W
Spotlights		12 V — 5 W

* : Except high-mount brake light installed in rear spoiler.

Battery

Capacity	12 V — 36 AH/5 HR
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Fuses

Interior	See page 198 or the fuse label attached to the inside of the fuse box door under the dashboard.
Underhood	See page 199 or the fuse box cover.

Alignment

Toe-in	Front	0.0 mm (0.00 in)
	Rear	3.0 mm (0.12 in)
Camber	Front	—0°05'
	Rear	—0°45'
Caster	Front	1°10'

Tires

Size	Front/Rear	P195/60R14 85H *1 P195/55R15 84V *2	
	Spare	T115/70D14 *3 T135/70D15 *4	
Pressure	Front	200 kPa (2.0 kg/cm ² , 29 psi) *1 240 kPa (2.4 kg/cm ² , 35 psi) *2	
		Rear	200 kPa (2.0 kg/cm ² , 29 psi) *1 230 kPa (2.3 kg/cm ² , 33 psi) *2
	Spare		415 kPa (4.15 kg/cm ² , 60 psi)

* 1 : RS, IS

* 2 : GS-R

* 3 : RS

* 4 : LS,GS-R

Anti-lock Brake System

The Anti-lock Brake System (ABS) is standard equipment on the LS and GS-R models. It is not available on the RS model.

The ABS works by measuring how fast the wheels are turning during braking and comparing their speed. If any wheel is rotating much slower than the others (on the verge of locking up and skidding), the system reduces hydraulic pressure to that wheel's brake caliper. When that wheel's speed matches the other wheels, the system applies normal hydraulic pressure. This can take place several times per second at each wheel. You feel the ABS working as rapid pulsations in the brake pedal.

Each wheel has a wheel speed sensor assembly. As the wheel rotates, the sensor sends electrical pulses to the ABS control unit. The pulse frequency varies with the wheel speed.

The electrical output of the ABS control unit is connected to the modulator/solenoid unit. During braking, the ABS control unit monitors the pulse frequencies from the four wheels. When the control unit detects a wheel locking up, it energizes the appropriate solenoid in the modulator/solenoid unit. There are three solenoids: one for each front wheel, and one for the rear wheels. The energized solenoid reduces hydraulic pressure to one side of a modulator valve. This, in turn, reduces hydraulic pressure in the brake line going to the affected wheel. When that wheel speeds up because of the reduced braking effort, the control

unit de-energizes the solenoid. This builds hydraulic pressure on the modulator valve. The pressure increases in the hydraulic line to the wheel.

For the system to react quickly, the modulator/solenoid unit must have brake fluid under high pressure. This is supplied by an accumulator that is pressurized by an electric pump. A pressure-sensing switch on the accumulator controls this pump.

The control unit also contains error detection circuitry. It monitors the operation of the wheel sensors, solenoids, pump, and electronics. If the control unit detects any faults, it shuts off power to the pump motor and solenoids. The light on the instrument panel comes on. The brakes then work like a conventional system without anti-lock capabilities.

Supplemental Restraint System

The SRS Includes the steering wheel airbag assembly, sensors in the dashboard, and a control unit with sensors behind the center console.

(All models except the Canadian RS model)

The system also has a dashboard-mounted airbag assembly for the 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 size. For the SRS to activate, at least two sensors must trigger. 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 must be replaced after it is activated. After use, your Acura 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 Acura dealer to diagnose and repair the system as soon as possible.

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

Emission Controls

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 United States 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 [125](#).

* In Canada, Acura 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 System. This keeps gasses that build up in the engine's crankcase from going into the atmosphere. The Positive Crankcase Ventilation 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 gasoline 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.

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 uses sequential multiport fuel injection. It has three subsystems: 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

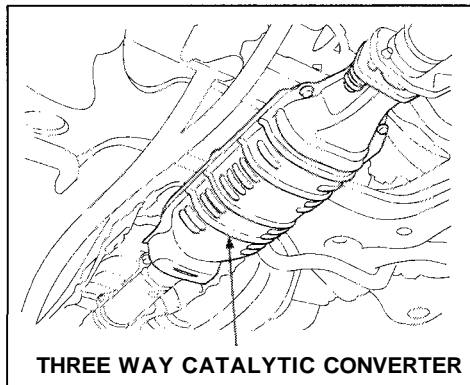
The emission control systems are designed and certified to work together in reducing emissions to levels that comply with the Clean Air Act. To make sure the emissions remain low, you should use only new genuine Acura replacement parts or their equivalent for repairs. Using lower quality parts may increase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



A defective three way 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.

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