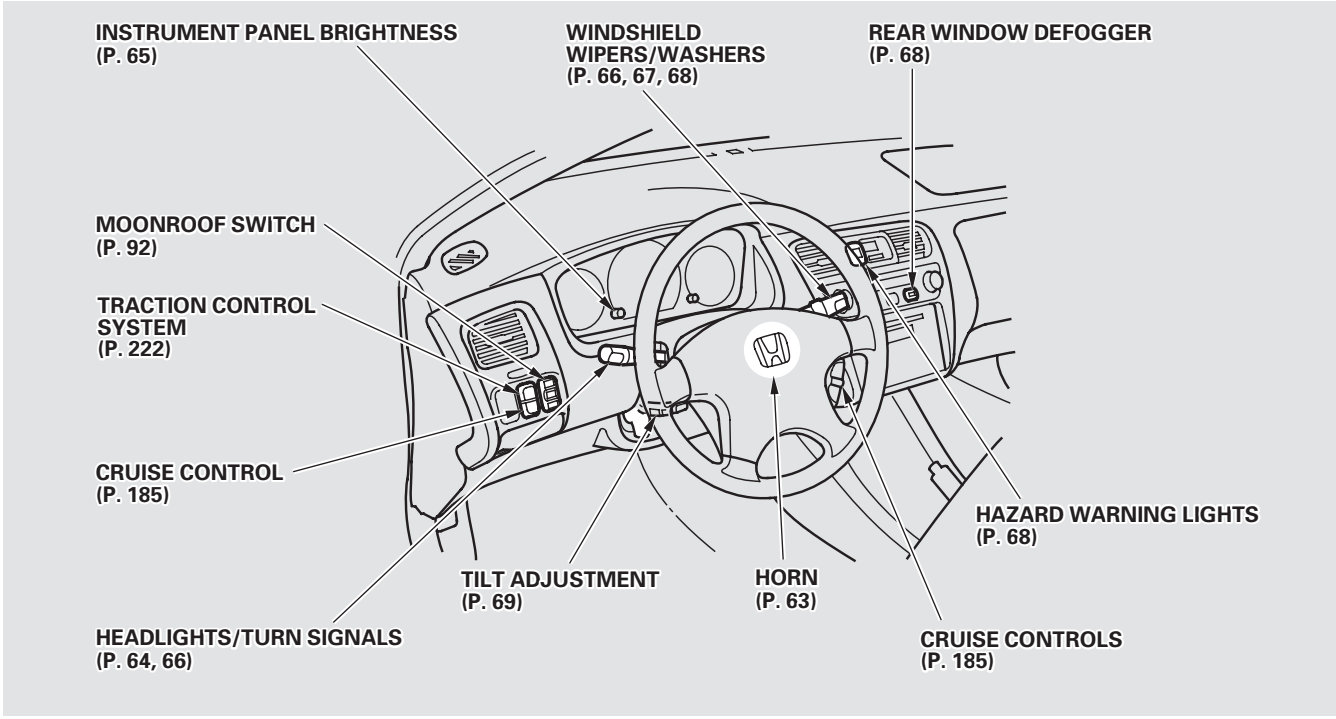

INSTRUMENT PANEL BRIGHTNESS
(P. 65)
WINDSHIELD
WIPERS/WASHERS
(P. 66, 67, 68)
REAR WINDOW DEFOGGER
(P. 68)
MOONROOF SWITCH
(P. 92)
TRACTION CONTROL
SYSTEM
(P. 222)
CRUISE CONTROL
(P. 185)
HAZARD WARNING LIGHTS
(P. 68)
TILT ADJUSTMENT
(P. 69)
HORN
(P. 63)
HEADLIGHTS/TURN SIGNALS
(P. 64, 66)
CRUISE CONTROLS
(P. 185)

Position the lap part of the belt as low as possible across your hips, then pull up on the shoulder part of the belt so the lap part fits snugly. This lets your strong pelvic bones take the force of a crash and reduces the chance of internal injuries.

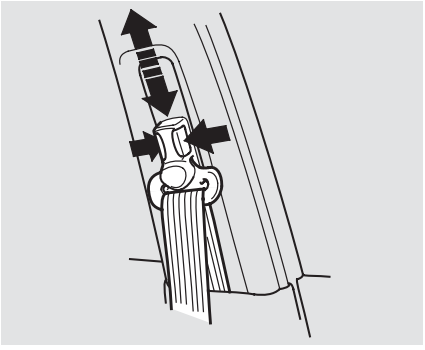
If necessary, pull up on the belt again to remove any slack from the shoulder part, then check that the belt rests across the center of your chest and over your shoulder. This spreads the forces of a crash over the strongest bones in your upper body.

⚠WARNING

Improperly positioning the seat belts can cause serious injury or death in a crash.

Make sure all seat belts are properly positioned before driving.

If the seat belt touches or crosses your neck, or if it crosses your arm instead of your shoulder, you need to adjust the seat belt anchor height.



To adjust the height of a front seat belt anchor, squeeze the two release buttons and slide the anchor up or down as needed (it has four positions).

Never place the shoulder portion of a lap/shoulder belt under your arm or behind your back. This could cause very serious injuries in a crash.

If a seat belt does not seem to work as it should, it may not protect the occupant in a crash. ***No one should sit in a seat with an inoperative seat belt.*** Anyone using a seat belt that is not working properly can be seriously injured or killed. Have your Honda dealer check the belt as soon as possible.

See page 42 for additional information about your seat belt system and how to take care of your belts.

Small Children

Placing a forward-facing child seat in the front seat of a vehicle equipped with a passenger's front airbag can be hazardous. If the vehicle seat is too far forward, or the child's head is thrown forward during a collision, an inflating front airbag can strike the child with enough force to kill or very seriously injure a small child.

Larger Children

Children who have outgrown child seats are also at risk of being injured or killed by an inflating passenger's front airbag. Whenever possible, larger children should sit in the back seat, properly restrained with a seat belt. (See page 36 for important information about protecting larger children.)

U.S. Models

To remind you of the passenger's front airbag hazards, and that children must be properly restrained in the back seat, your car has warning labels on the dashboard and on the driver's and front passenger's visors. Please read and follow the instructions on these labels.

Small Children: A child who is too large for a rear-facing child seat, and who can sit up without support, should be restrained in a forward-facing child seat. See page 33 for additional information on protecting small children.

3. The child seat should fit the vehicle seating position (or positions) where it will be used.

Due to variations in the design of child seats, vehicle seats, and seat belts, all child seats will not fit all vehicle seating positions.

However, Honda is confident that one or more child seat models can fit and be properly installed in all recommended seating positions in your car.

Before purchasing a child seat, we recommend that parents test the child seat in the specific vehicle seating position (or positions) where they intend to use the seat. If a previously purchased child seat does not fit, you may need to buy a different one that will fit.

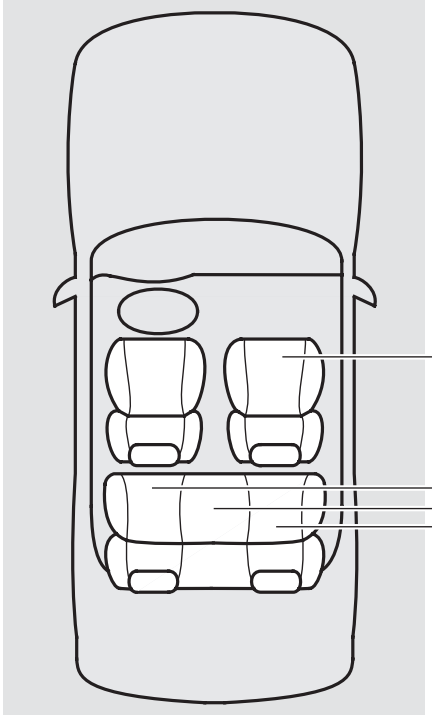
Placing a Child Seat
This page briefly summarizes Honda's recommendations on where to place rear-facing and forward-facing child seats in your car.

Airbags Pose Serious Risks to Children

The passenger's front airbag inflates with enough force to kill or seriously injure an infant in a rear-facing child seat.

A small child in a forward-facing child seat is also at risk. If the vehicle seat is too far forward, or the child's head is thrown forward during a collision, an inflating front airbag can kill or seriously injure the child.

If a small child must ride in the front, follow the instructions provided in this section.



Front Passenger's Seat
Infants: Never in the front seat, due to the front airbag hazard.

Small children: Not recommended, due to the front airbag hazard. If a small child must ride in front, move the vehicle seat to the rear-most position and secure a front-facing child seat with the seat belt. (see page 33).

Back Seats
Infants: Recommended positions. Properly secure a rear-facing child seat (see page 30).

Small children: Recommended positions. Properly secure a front-facing child seat (see page 33).

Installing a Child Seat

After selecting a proper child seat, and a good position to install the seat, there are three main steps in installing the seat:

1. ***Properly secure the child seat to the car.*** All child seats are designed to be secured to the car with the lap part of a lap/shoulder belt. Some child seats can be secured to the vehicle's LATCH anchorage system instead. A child whose seat is not properly secured to the car can be endangered in a crash. See pages 31, 34 and 40 for instructions on how to properly secure child seats in this car.

2. ***Make sure the child seat is firmly secured.*** After installing a child seat, push and pull the seat forward and from side to side to verify that it is secure.

To provide security during normal driving maneuvers as well as during a collision, we recommend that parents secure a child seat as firmly as possible.

However, a child seat does not need to be "rock solid." In some vehicles or seating positions, it may be difficult to install a child seat so that it does not move at all. Some side-to-side or back-and-forth movement can be expected and should not reduce the child seat's effectiveness.

If the child seat is not secure, try installing it in a different seating position, or use a different style of child seat that can be firmly secured in the desired seating position.

3. ***Secure the child in the child seat.*** Make sure the child is properly strapped in the child seat according to the child seat maker's instructions. A child who is not properly secured in a child seat can be thrown out of the seat in a crash and be seriously injured.

Storing a Child Seat

When you are not using a child seat, either remove it and store it in a safe place, or make sure it is properly secured. An unsecured child seat can be thrown around the car during a crash or sudden stop and injure someone.

When properly installed, a rear-facing child seat may prevent the driver or a front-seat passenger from moving the seat as far back as recommended (see page 13). Or it may prevent them from locking the seat-back in the desired upright position (see page 14).

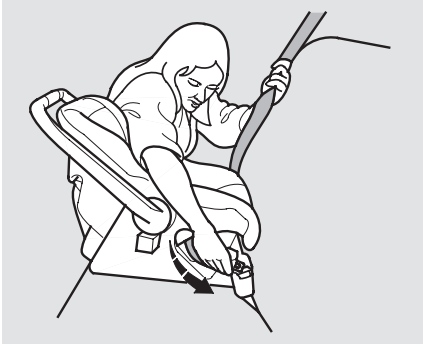
In either case, we recommend that you place the child seat directly behind the front passenger seat, move the front seat as far forward as needed, and leave it unoccupied. Or you may wish to get a smaller child seat that allows you to safely carry a front passenger.

Rear-Facing Child Seat Installation

The lap/shoulder belts in the back seats have a locking mechanism that must be activated to secure a child seat.

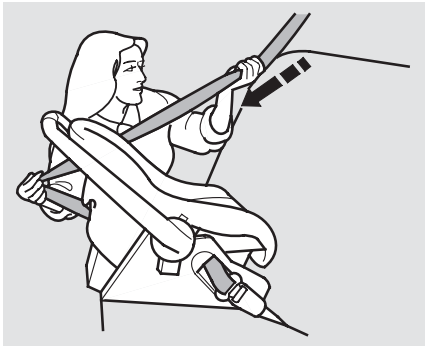
The following pages provide instructions and tips on how to secure a rear-facing child seat with this type of seat belt.

If you have a child seat designed to attach to the vehicle's LATCH anchorage system, follow the instructions on page 40 .



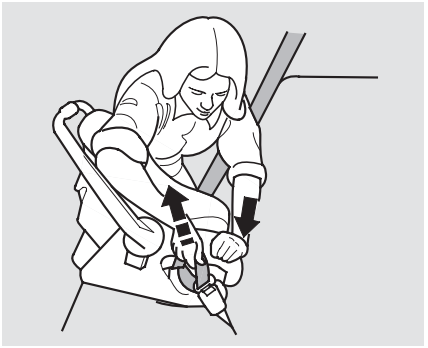
1. With the child seat in the desired back seating position, route the belt through the child seat according to the seat maker's instructions, then insert the latch plate into the buckle.

CONTINUED

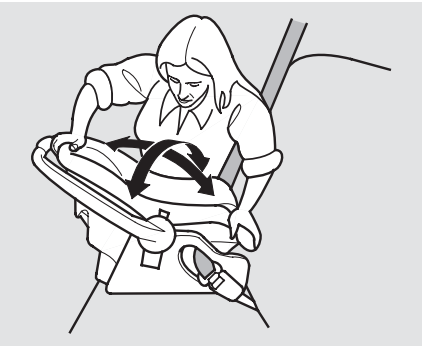


2. To activate the lockable retractor, slowly pull the shoulder part of the belt all the way out until it stops, then let the belt feed back into the retractor (you might hear a clicking noise as the belt retracts).

3. After the belt has retracted, tug on it. If the belt is locked, you will not be able to pull it out. If you can pull the belt out, it is not locked and you will need to repeat these steps.



4. After confirming that the belt is locked, grab the shoulder part of the belt near the buckle and pull up to remove any slack from the lap part of the belt. Remember, if the lap part of the belt is not tight, the child seat will not be secure. To remove slack, it may help to put weight on the child seat, or push on the back of the seat, while pulling up on the belt.



5. Push and pull the child seat forward and from side to side to verify that it is secure enough to stay upright during normal driving maneuvers. If the child seat is not secure, unlatch the belt, allow it to retract fully, then repeat these steps.

To deactivate the locking mechanism and remove a child seat, unlatch the buckle, unroute the seat belt, and let the belt fully retract.

⚠WARNING

Improperly placing a forward-facing child seat in the front seat can result in serious injury or death if the front airbags inflate.

If you must place a forward-facing child seat in front, move the vehicle seat as far back as possible and properly restrain the child.

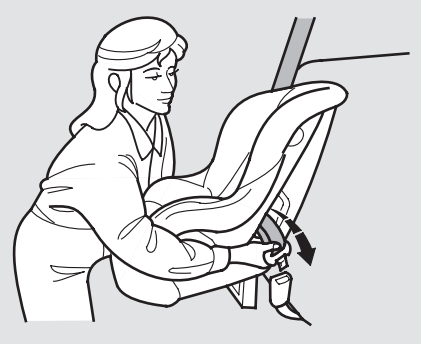
If it is necessary to put a forward-facing child seat in the front, move the vehicle seat as far to the rear as possible, be sure the child seat is firmly secured to the car, and the child is properly strapped in the seat.

Child Seat Installation

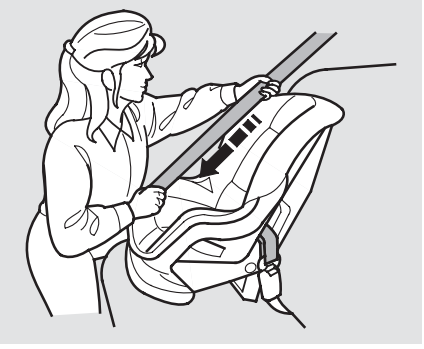
The lap/shoulder belts in the back and front passenger seating positions have a locking mechanism that must be activated to secure a child seat.

The following pages provide instructions on how to secure a forward-facing child seat with this type of seat belt.

If you have a child seat designed to attach to the vehicle's LATCH anchorage system, follow the instructions on page 40 .



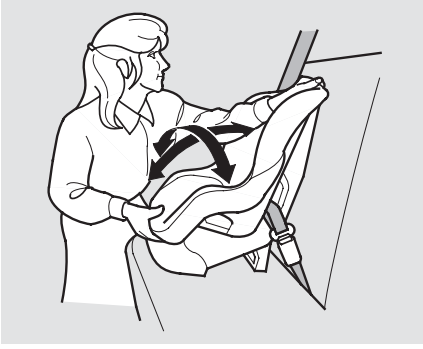
1. With the child seat in the desired seating position, route the belt through the child seat according to the seat maker's instructions, then insert the latch plate into the buckle.



2. To activate the lockable retractor, slowly pull the shoulder part of the belt all the way out until it stops, then let the belt feed back into the retractor (you might hear a clicking noise as the belt retracts).

3. After the belt has retracted, tug on it. If the belt is locked, you will not be able to pull it out. If you can pull the belt out, it is not locked and you will need to repeat these steps.

4. After confirming that the belt is locked, grab the shoulder part of the belt near the buckle and pull up to remove any slack from the lap part of the belt. Remember, if the lap part of the belt is not tight, the child seat will not be secure. It may help to put weight on the child seat, or push on the back of the seat, while pulling up on the belt.



5. Push and pull the child seat forward and from side to side to verify that it is secure enough to stay upright during normal driving maneuvers. If the child seat is not secure, unlatch the belt, allow it to retract fully, then repeat these steps.

To deactivate the locking mechanism in order to remove a child seat, unlatch the buckle, unroute the seat belt, and let the belt fully retract.

However, if the belt touches or crosses the child's neck, the child needs to use a booster seat.

Do not let a child wear a seat belt across the neck. This could result in serious neck injuries during a crash.

Do not let a child put the shoulder part of a seat belt behind the back or under the arm. This could cause very serious injuries during a crash. It also increases the chance that the child will slide under the belt in a crash and be injured.

Do not put any accessories on a seat belt. Devices intended to improve occupant comfort or reposition the shoulder part of a seat belt, severely compromise the protective capability of the seat belt and increase the chance of serious injury in a crash.

Two children should never use the same seat belt. If they do, they could be very seriously injured in a crash.

Using a Booster Seat

If a child needs a booster seat, we recommend choosing a style that allows the child to use the lap/shoulder belt directly, without a shield, as shown.

Whichever style you select, follow the booster seat maker's instructions.

CONTINUED

A child may continue using a booster seat until the tops of the ears are even with the top of the seat-back. A child of this height should be tall enough to use the lap/shoulder belt without a booster.

When Can a Larger Child Sit in Front
The National Highway Traffic Safety Administration and Transport Canada recommend that all children ages 12 and under be properly restrained in a back seat.

The back seat is the safest place for a child of any age or size.

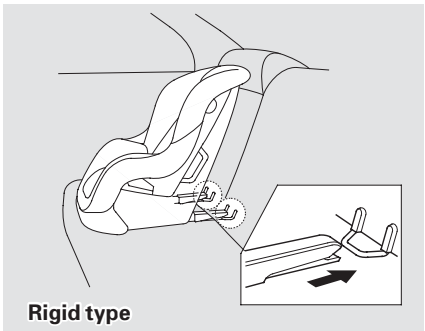
In addition, the passenger's front airbag poses serious risks to children. If the seat is too far forward, or the child's head is thrown forward during a collision, or the child is unrestrained or out of position, an inflating front airbag can kill or seriously injure the child.

The side airbag also poses risks. If any part of a larger child's body is in the path of a deploying airbag, the child could receive possibly serious injuries.

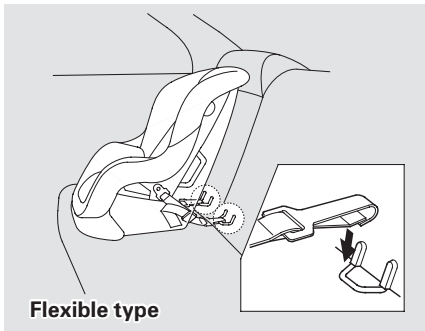
Of course, children vary widely. And while age may be one indicator of when a child can safely ride in the front, there are other important factors you should consider.

Physical Size
Physically, a child must be large enough for the lap/shoulder belt to properly fit over the hips, chest, and shoulder (see pages 16 and 36). If the seat belt does not fit properly, the child should not sit in the front.

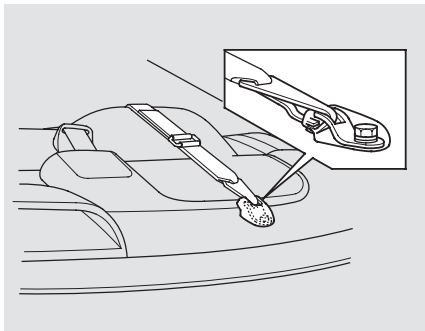
Maturity
To safely ride in front, a child must be able to follow the rules, including sitting properly and wearing the seat belt properly throughout a ride.


Rigid type

3. Put the child seat in the rear left or right vehicle seat and attach the child seat to the lower anchorages according to the child seat maker's instructions.


Flexible type

4. Follow the child seat maker's instructions for any additional advice on adjusting or tightening the fit.



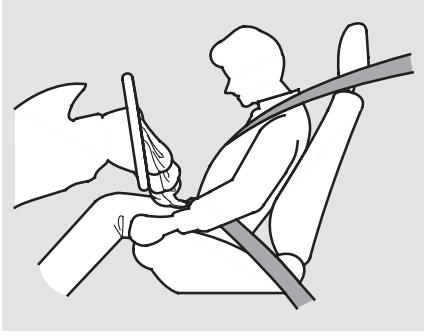
5. Attach the tether strap hook to the tether anchorage point and tighten the strap according to the child seat maker's instructions.

6. Push and pull the child seat forward and from side to side to verify that it is secure enough to stay upright during normal driving maneuvers.

During a frontal crash, your seat belts help restrain your lower body and torso. Your airbag provides a cushion to help restrain and protect your head and chest.

Since both airbags use the same sensors, both airbags normally inflate at the same time. However, it is possible for only one airbag to inflate.

This can occur when the severity of a collision is at the margin, or threshold, that determines whether or not the airbags will deploy. In such cases, the seat belt will provide sufficient protection, and the supplemental protection offered by the airbag would be minimal.



After inflating, the front airbags immediately deflate, so they won't interfere with the driver's visibility, or the ability to steer or operate other controls.

The total time for inflation and deflation is approximately one-tenth of a second, so fast that most occupants are not aware that the airbags deployed until they see them lying in their laps.

After a crash, you may see what looks like smoke. This is actually powder from the airbag's surface. Although the powder is not harmful, people with respiratory problems may experience some temporary discomfort. If this occurs, get out of the car as soon as it is safe to do so.

U.S. Owners:
For additional information on how your airbags work, see the booklet titled *SRS: What You Need to Know About Airbags* that came with your owner's manual.

Canadian Owners:
For additional information on how your airbags work, ask your dealer for a copy of the booklet titled *SRS: What You Need to Know About Airbags*.

If a small-statured adult leans sideways, or larger adult slouches and leans sideways into the deployment path of the side airbag, the system may also shut off the side airbag.

If the side airbag indicator light comes on, you should have the passenger sit upright. Once the passenger is out of the deployment path of the side airbag, the system will turn the airbag back on and the light will go out.

A front seat passenger should not use a cushion or other object as a backrest. It may prevent the cutoff system from working properly.

When you turn the ignition ON (II), the indicator should light briefly and go out (see page 57). If it doesn't light, stays on, or comes on while driving without a passenger in the front seat, have the system checked.

The instrument panel has many indicators to give you important information about your car.

Seat Belt Reminder Light

This indicator lights when you turn the ignition switch ON (II). It is a reminder to you and your passengers to protect yourselves by fastening the seat belts. A beeper also sounds if you have not fastened your seat belt.

If you do not fasten your seat belt, the beeper will stop after a few seconds but the light stays on until you do. Both the light and the beeper stay off if you fasten your seat belt before turning on the ignition.

Low Oil Pressure Indicator

The engine can be severely damaged if this light flashes or stays on when the engine is running. For complete information, see page 325 .

Charging System Indicator

If this light comes on when the engine is running, the battery is not being charged. For complete information, see page 326 .

Malfunction Indicator Lamp

See page 327 .

U.S. Canada

Parking Brake and Brake System Indicator

This light has two functions:

1. This indicator comes on when you turn the ignition switch ON (II). It is a reminder to check the parking brake. Driving with the parking brake not fully released can damage the brakes and tires.

2. If the indicator remains lit after you have fully released the parking brake while the engine is running, or if it comes on while driving, it can indicate a problem in the brake system. For complete information, see page 329 .

Supplemental Restraint System Indicator

This indicator lights when you turn the ignition switch ON (II). If it comes on at any other time, it indicates a potential problem with your front airbags. This light will also alert you to a potential problem with your side airbags or passenger's side airbag automatic cutoff system. For complete information, see page 47 .

Side Airbag Cut-off Indicator

Only on models equipped with side airbags

This indicator lights when you turn the ignition switch ON (II). If it comes on at any other time, it indicates that the passenger's side airbag has automatically shut off. For complete information, see page 48 .

U.S. Canada

Anti-lock Brake System (ABS) Indicator

Only on models equipped with ABS (see page 220)

This light normally comes on for a few seconds when you turn the ignition switch ON (II), and when the ignition switch is turned to START (III). If this light comes on at any other time, there is a problem in the ABS. If this happens, take the car to your dealer to have it checked. With the light on, your car still has normal braking ability but no anti-lock. For complete information, see page 221 .

TCS Traction Control System (TCS) Indicator

On all V6 models

This indicator has three functions:

1. It comes on as a reminder that you have turned off the Traction Control System.
2. It flashes when the TCS is regulating wheelspin.
3. If it comes on and stays on when the Traction Control System is on, it indicates that there is a problem in the TCS.

This light also comes on when you turn the ignition ON (II) and goes off after the engine starts. See page 222 for more information on the TCS.

Door and Brake Lamp Monitor

The appropriate light comes on in this display if the trunk or any door is not closed tightly. If a brake light does not work, the **BRAKE LAMP** indicator comes on when you push the brake pedal with the ignition switch ON (II).

A burned out brake light is a hazard when drivers behind you cannot tell you are braking. Have your brake lights repaired right away.

All the lights in the monitor display come on for a few seconds when you turn the ignition switch ON (II).

Turn Signal and Hazard Warning Indicators

The left or right turn signal light blinks when you signal a lane change or turn. If the light does not blink or blinks rapidly, it usually means one of the turn signal bulbs is burned out (see page 293). Replace the bulb as soon as possible, since other drivers cannot see that you are signalling.

When you turn on the Hazard Warning switch, both turn signal lights blink. All turn signals on the outside of the car should flash.

"Daytime Running Lights" Indicator

Canadian models only

This indicator lights when you turn the ignition switch to ON (II) with the headlight switch off and the parking brake set. It should go off if you turn on the headlights or release the parking brake. If it comes on at any other time, it means there is a problem with the DRL. There may also be a problem with the high beam headlights.

High Beam Indicator

This light comes on with the high beam headlights. See page 64 for information on the headlight controls.

On Canadian models, this indicator comes on with reduced brightness when the Daytime Running Lights (DRL) are on (see page 65).

Cruise Control Indicator

Only on models equipped with Cruise Control System

This lights when you set the cruise control. See page 185 for information on operating the cruise control.

Low Fuel Indicator

This light comes on as a reminder that you must refuel soon.

Immobilizer System Indicator

This indicator comes on for a few seconds when you turn the ignition switch ON (II). It will then go off if you have inserted a properly-coded ignition key. If it is not a properly-coded key, the indicator will blink and the engine will not start (see page 71).

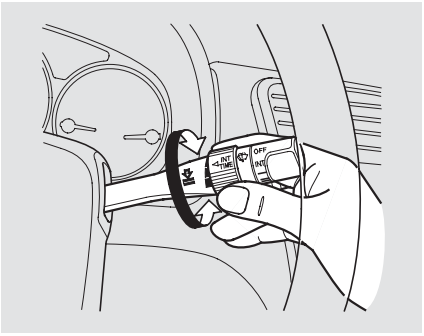
This indicator also blinks several times when you turn the ignition switch from ON (II) to ACCESSORY (I) or LOCK (0).

Washer Level Indicator

Canadian models only

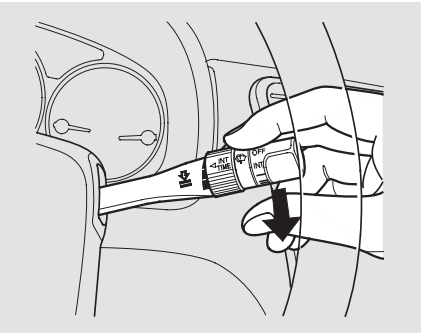
This light comes on when the washer fluid level is low. Add washer fluid when you see this light come on (see page 262).

In intermittent, the wipers operate every few seconds. The sweep interval will change slightly with speed; getting shorter as you drive faster. In low speed and high speed, the wipers run continuously.



On all models except U.S. DX and Value Package
You can vary how often the wipers sweep the windshield by turning the INT TIME ring next to the rotary switch.

If you turn the INT TIME ring to the shortest delay, the wipers will change from intermittent to low speed operation when vehicle speed exceeds 12 mph (20 km/h).



To operate the wipers in mist mode, push the control lever down. The wipers run at high speed until you release the lever. This gives you a quick way to clear the windshield.

The ceiling light (if the ceiling light switch is in the center position) will come on when you press the UNLOCK button. If you do not open any door, the light stays on for about 10 seconds, then fades out. If you relock the doors with the remote transmitter before 10 seconds have elapsed, the light will go off immediately.

You cannot lock the doors with the remote transmitter if any door is not fully closed or the key is in the ignition switch.

If you unlock the doors with the remote transmitter, but do not open any of the doors within 20 seconds, the doors automatically relock and the security system sets.

To open the trunk, push the Trunk Release button for approximately one second.

The trunk will not open if the key is in the ignition switch.

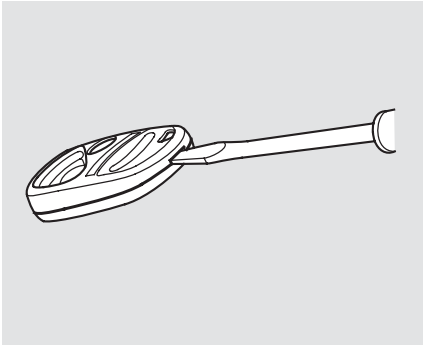
Panic Mode

Panic mode allows you to remotely activate your car's security system to attract attention. When activated, the horn will sound, and the exterior lights will flash, for about 30 seconds. To activate panic mode, press and hold the PANIC button for about two seconds.

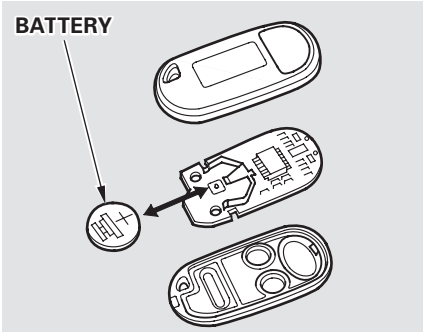
To cancel Panic mode before 30 seconds, press any button on the remote transmitter. You can also turn the ignition switch to ON (II).

Replacing the Battery
When the remote transmitter's battery begins to get weak, it may take several pushes on the button to lock or unlock the doors, and the LED will not light. Replace the battery as soon as possible.

Battery type: CR2025



To replace the battery, pry the two parts of the transmitter apart.



Remove the old battery and note the polarity. Make sure the polarity of the new battery is the same (+ side facing up), then insert it in the transmitter.

CONTINUED

As required by the FCC:
This device complies with Part 15 of the FCC rules. Operation is subject to the following two conditions: (1) This device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation.

Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

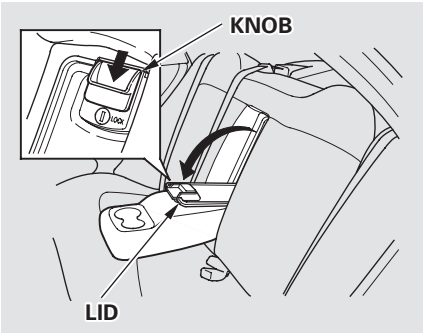
This device complies with Industry Canada Standard RSS-210.
Operation is subject to the following two conditions: (1) this device may not cause interference, and (2) this device must accept any interference that may cause undesired operation of the device.

Transmitter Care
Avoid severe shock to the transmitter, such as dropping or throwing it. Also, protect it from extreme hot or cold temperatures.

Clean the transmitter case with a soft cloth. Do not use strong cleaners or solvents that could harm the case. Immersing the transmitter in any liquid will harm the transmitter and cause it to not function properly.

If you lose a transmitter, you will need to have the replacement programmed to your car's system by your Honda dealer. Any other transmitters you have will also need to be reprogrammed.

Trunk Pass-through Cover

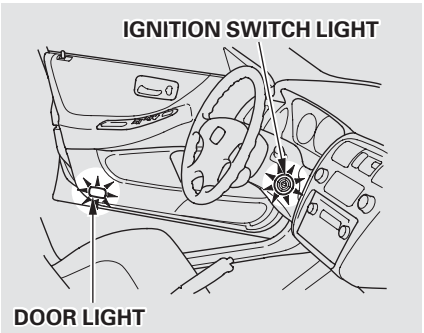


The pass-through cover can be opened from either side; it folds forward onto the center armrest. Open the cover by sliding the knob downward and pushing or pulling on the cover. To close the cover, swing it up and push firmly on the top. Make sure it latches properly. Make sure all items in the trunk and those extending through the pass-through are secured.

For security, this cover can be locked and unlocked only with the master key. To lock the cover, insert the key and turn it clockwise.

Never drive with this cover open and the trunk lid open.
See **Carbon Monoxide Hazard** on page 51 .

Courtesy Lights



On all models except U.S. DX and Value Package
Each door has a courtesy light. This light comes on when you open the door.

Your car also has a courtesy light in the ignition switch. This light comes on when you open the driver's door. It remains on for several seconds after the door is closed.

Mode Buttons
Use the MODE buttons to select the vents the air flows from. Some air will flow from the dashboard corner vents in all modes.

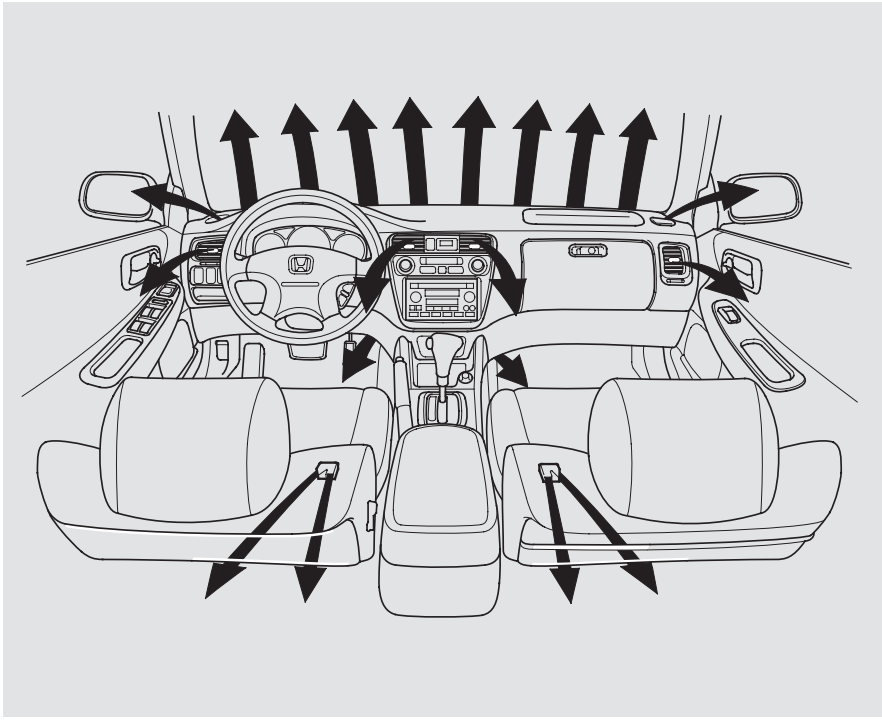
Air flows from the center and corner vents in the dashboard.

Air flow is divided between the vents in the dashboard and the floor vents.

Air flows from the floor vents.

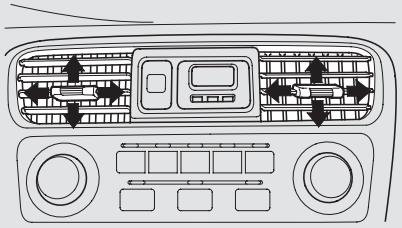
Air flow is divided between the floor vents and the defroster vents at the base of the windshield.

Air flows from the defroster vents at the base of the windshield. When you select or , the system automatically switches to Fresh Air mode and turns on the A/C.



Vent Controls

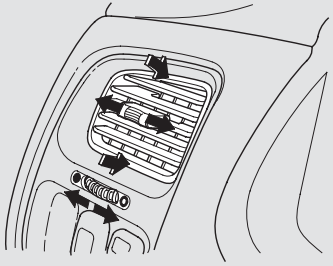
CENTER VENT



The direction of air flow from the vents in the center and each side of the dashboard is adjustable.

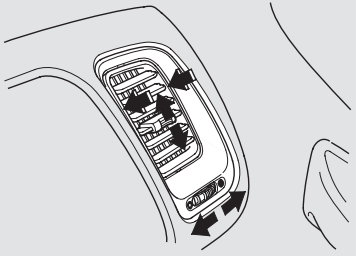
To adjust the air flow from the center vent, move the tab up-and-down and side-to-side.

DRIVER'S-SIDE VENT



On the driver's-side vent, move the vent up-and-down and move the tab side-to-side. On the passenger's-side vent, move the tab up-and-down and move the vent side-to-side.

PASSENGER'S-SIDE VENT



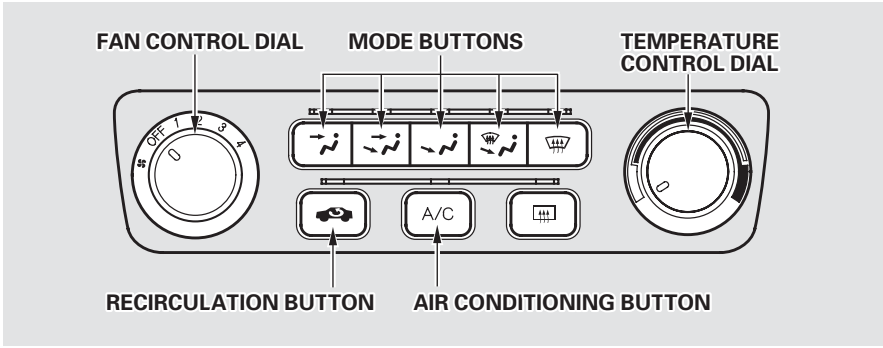
The vents in the corners of the dashboard can be opened and closed with the dials underneath them.

To Cool with A/C

1. Turn on the A/C by pressing the button. The light above the button should come on when a fan speed is selected.
2. Make sure the temperature control dial is set to maximum cool.
3. Select .
4. If the outside air is humid, select Recirculation mode. If the outside air is dry, select Fresh Air mode.
5. Set the fan to the desired speed.

If the interior is very warm from being parked in the sun, you can cool it down more rapidly by setting up the controls this way:

1. Start the engine.
2. Turn on the A/C by pressing the button. Make sure the temperature control dial is set to maximum cool.
3. Set the fan to maximum speed.
4. Open the windows partially. Select and Fresh Air mode.



When the interior has cooled down to a more comfortable temperature, close the windows and set the controls as described for normal cooling.

Air conditioning places an extra load on the engine. Watch the engine coolant temperature gauge (see page 61) when driving in stop-and-go traffic or climbing a long, steep hill. If it moves near the red zone, turn off the A/C until the gauge reads normally.

To Heat
To warm the interior:

1. Start the engine.
2. Select and Fresh Air mode.
3. Set the fan to the desired speed.
4. Adjust the warmth of the air with the temperature control dial.

To Heat and Dehumidify with Air Conditioning
Air conditioning, as it cools, removes moisture from the air. When used in combination with the heater, it makes the interior warm and dry.

1. Switch the fan on.
2. Turn on the air conditioning.
3. Select and Fresh Air mode.
4. Adjust the temperature control dial so the mixture of heated and cooled air feels comfortable.

This setting is suitable for all driving conditions whenever the outside temperature is above 32°F (0°C).

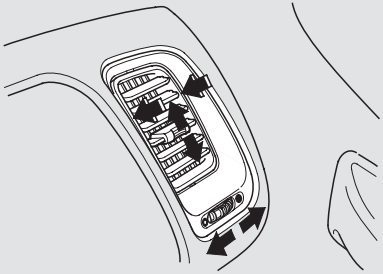
To Defog and Defrost
To remove fog from the inside of the windows:

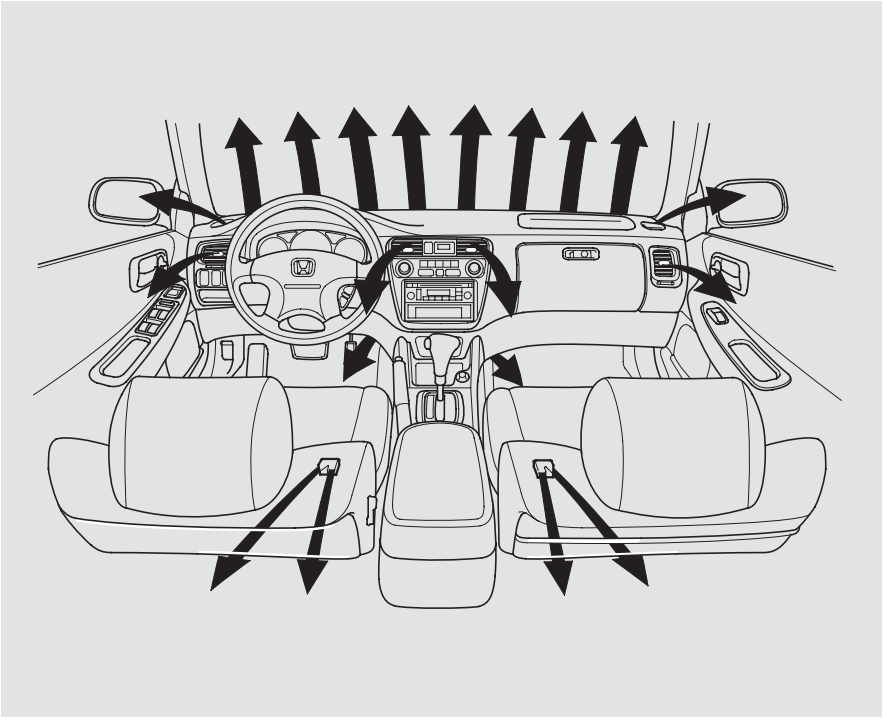
1. Switch the fan on.
2. Select .
   When you select , the system automatically switches to Fresh Air mode and turns on the A/C.
3. Adjust the temperature control dial so the air flow from the defroster vents feels warm.
4. Turn on the rear window defogger to help clear the rear window.

   When you switch to another mode from , the A/C stays on. Press the A/C button to turn it off.

CONTINUED

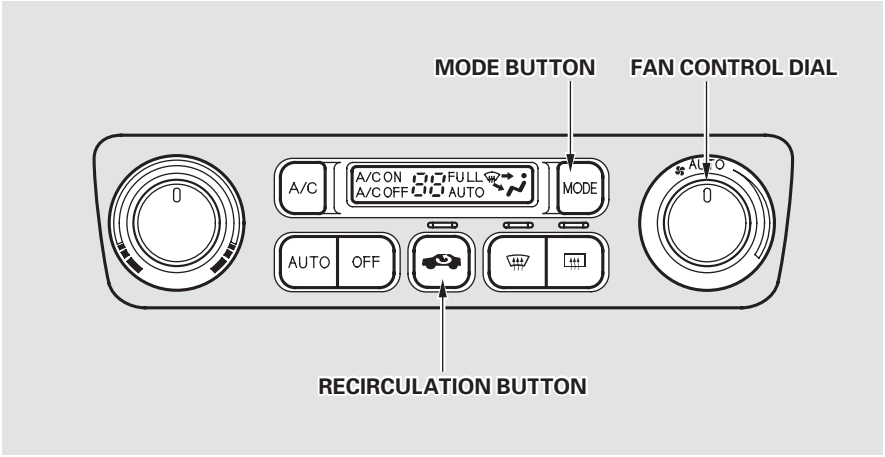
PASSENGER'S-SIDE VENT





Recirculation Button
This button controls the source of the air going into the system. When the indicator above this button is lit, air from the car's interior is sent through the system again (Recirculation mode). When the indicator is off, air is brought in from outside the car (Fresh Air mode).
You can, for example, manually put the system in recirculation mode when driving through an area of smoke or fumes.

Fan Control Dial
You can manually select the fan speed by turning the fan control dial. When you turn the dial clockwise, the fan is taken out of automatic mode and starts to run at its lowest speed. Turning the dial fully clockwise increases the fan's speed, which increases air flow.



Mode Button
Use the MODE button to select the vents the air flows from. Some air will flow from the dashboard corner vents in all modes. Each time you press the MODE button, the display shows the mode selected. Press the button four times to see all the modes.

Some air will come out of the side vents in all modes.

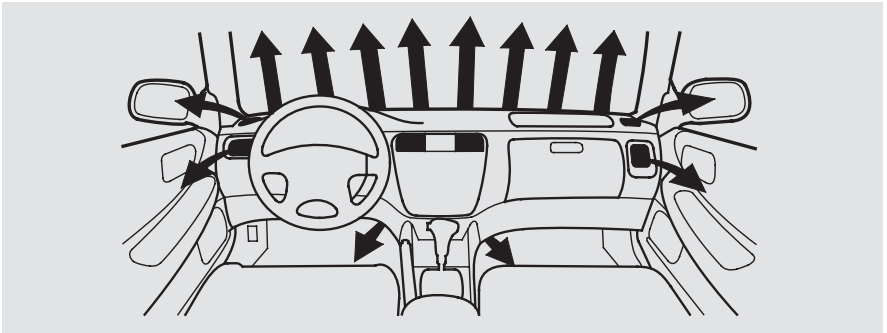
CONTINUED

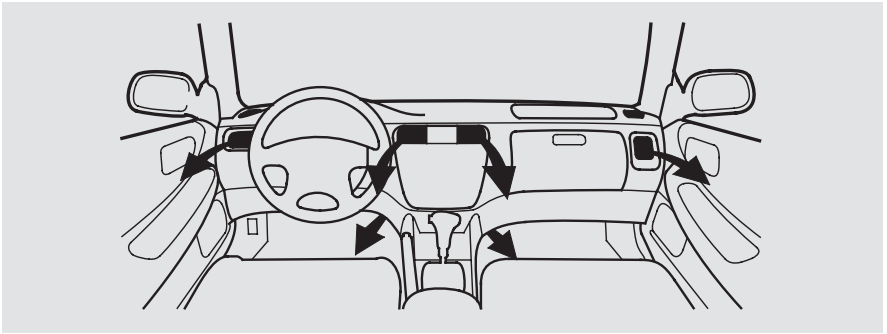
The main air flow is divided between the floor vents and defroster vents at the base of the windshield.

The main air flow comes from the floor vents.

The main air flow is divided between the dashboard vents and the floor vents.

The main air flow comes from the dashboard vents.



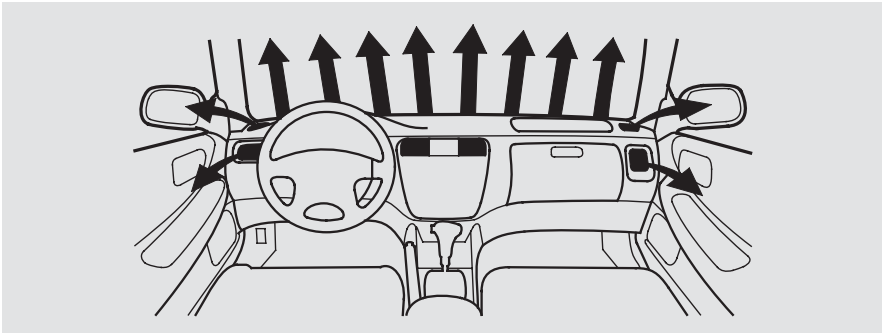


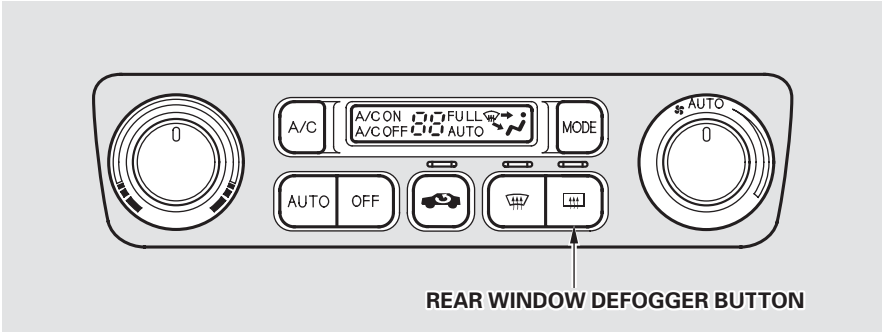
The button directs the main air flow to the windshield for faster defrosting. It also overrides any MODE selection you may have made.

When you select , the A/C turns on automatically and the system selects Fresh Air mode. For faster defrosting, manually set the fan speed to high. You can also increase air flow to the windshield by closing the side vents in the dashboard.

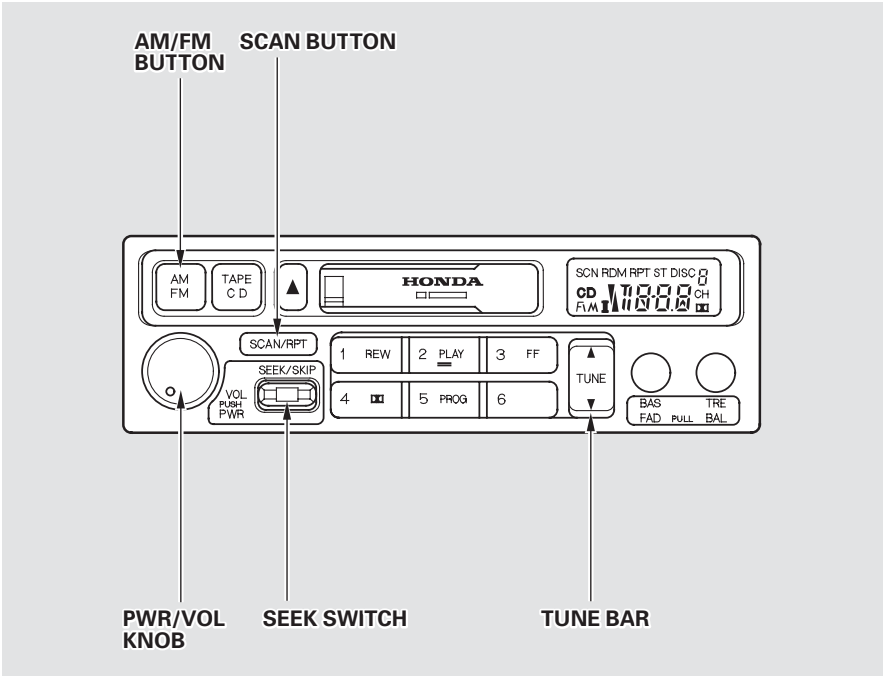
When you turn off by pressing the button again, the system returns to its former settings.

Rear Window Defogger Button
This button turns the rear window defogger on and off (see page 68).





SCAN – The SCAN function samples all the stations with strong signals on the selected band. To activate it, press the SCAN button, then release it. The system will scan up the band for a station with a strong signal. When it finds one, it will stop and play that station for approximately five seconds. If you do nothing, the system will then scan for the next strong station and play that for five seconds. When it plays a station that you want to continue listening to, press the SCAN button again.



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Preset – You can store the frequencies of your favorite radio stations in the six preset buttons. Each button will store one frequency on the AM band, and two frequencies on the FM band.

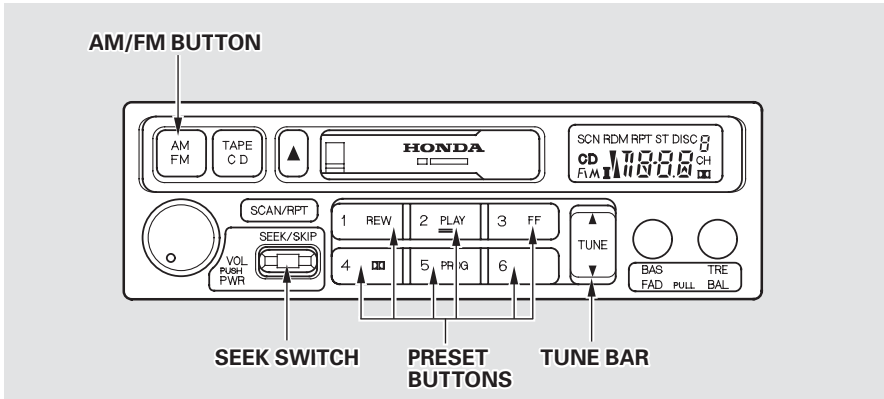
To store a frequency:

1. Select the desired band, AM or FM. FM1 and FM2 let you store two frequencies with each Preset button.

2. Use the TUNE or SEEK function to tune the radio to a desired station.

3. Pick the Preset button you want for that station. Press the button and hold it until you hear a beep.

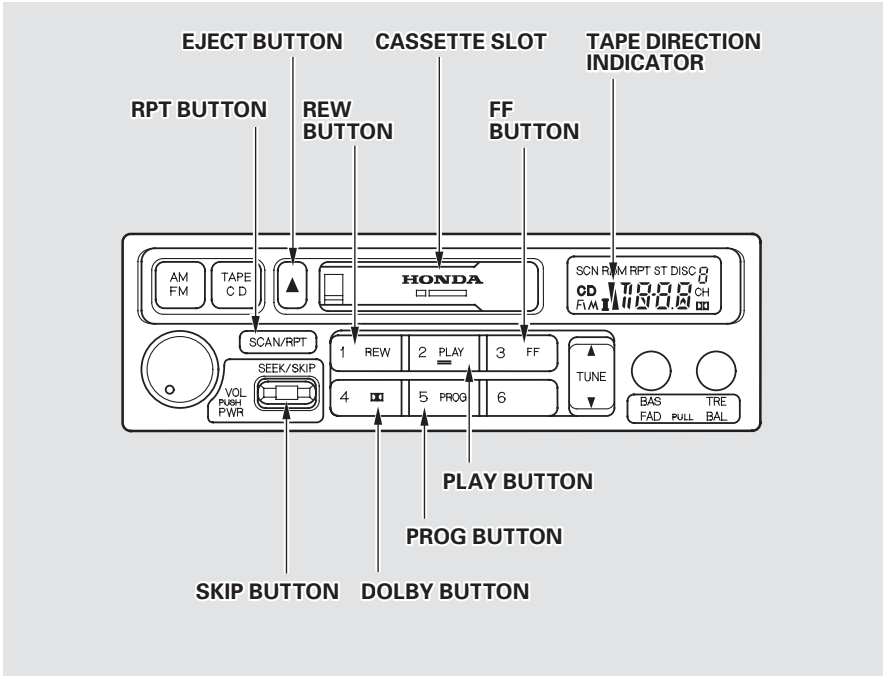
4. Repeat steps 1 to 3 to store a total of six stations on AM and twelve on FM.



Once a station's frequency is stored, simply press and release the proper preset button to tune to it.

The preset frequencies will be lost if your car's battery goes dead, is disconnected, or the radio fuse is removed.

REPEAT – The Repeat function continuously replays the current song or passage. Press the RPT button to activate it; you will see RPT displayed as a reminder. When the system reaches the end of the song or passage currently playing, it will automatically go into rewind. When it senses the beginning of the same song or passage, the system returns to PLAY mode. It will continue to repeat this same program until you deactivate REPEAT by pressing the button again.



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For best results when using CD-R discs, use only high quality discs labeled for audio use. When recording a CD-R, the recording must be closed in order for the disc to be used by CD players. CD-RW discs will not work in this unit.

To operate the CD changer or player, the ignition must be in ACCESSORY (I) or ON (II) and the audio system must be on.

Press the CD button until "CD" appears in the display. The system will start to play the first track of the first disc in the magazine.

When that disc ends, the next disc in the magazine is loaded and played. After the last disc finishes, the system returns to disc 1.

To select a different disc, press the appropriate preset button (1–6). If you select an empty slot in the magazine, the changer will, after finding that slot empty, try to load the CD in the next slot. This continues until it finds a CD to load and play.

You can use the SKIP switch to select tracks within a disc. If you push and release the SKIP switch, the system will move to the beginning of a track. Push the switch up to move to the beginning of the next track, and push the switch down to move to the beginning of the current track.

If you push and hold the SKIP switch, you will hear a beep and the system will continue to move across tracks. Release the switch when you think it has reached the desired place on the disc.

REPEAT – When you activate the Repeat feature by pressing the RPT button, the system continuously replays the current track. You will see RPT in the display as a reminder. Press the RPT button again to turn it off.

RANDOM PLAY – This feature, when activated, plays the tracks on a CD in random order, rather than in the order they are recorded on the CD. To activate Random Play, press and hold the RPT button until you see RDM in the display. The system will then select and play tracks randomly on the current disc. When all tracks on that disc have been played, the next disc is loaded and played randomly. This continues until you deactivate Random Play by pressing RPT again.

You can use any of five methods to find radio stations on the selected band: TUNE, SEEK, SCAN, AUTO SELECT, and the Preset buttons.

TUNE – Use the TUNE knob to tune the radio to a desired frequency. Turn the TUNE knob to the right to tune to a higher frequency, or to the left to tune to a lower frequency. Turn the knob right or left until the display reaches the desired frequency.

SEEK – The SEEK function searches the band for a station with a strong signal. To activate it, press the SEEK bar on either the ⏮ or ⏭ side, then release it. Depending on which side you press, the system scans upward or downward from the current frequency. It stops when it finds a station with a strong signal.

SCAN – The SCAN function samples all the stations with strong signals on the selected band. To activate it, press the SCAN button, then release it. When the system is in the SCAN mode, SCAN shows in the display. The system will scan up the band for a station with a strong signal. When it finds one, it will stop and play that station for approximately five seconds. If you do nothing, the system will then scan for the next strong station and play that for five seconds. When it plays a station that you want to continue listening to, press the SCAN button again.

Preset — You can store the frequencies of your favorite radio stations in the six preset buttons. Each button will store one frequency on the AM band, and two frequencies on the FM band.

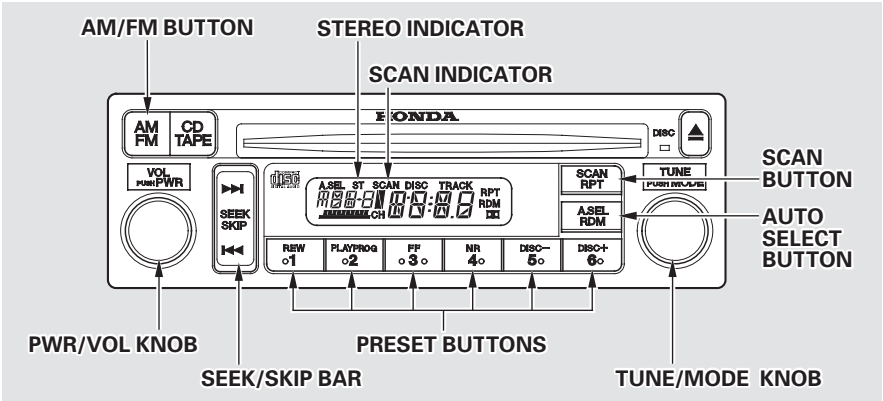
To store a frequency:

1. Select the desired band, AM or FM. FM1 and FM2 let you store two frequencies with each Preset button.

2. Use the TUNE, SEEK, or SCAN function to tune the radio to a desired station.

3. Pick the Preset button you want for that station. Press the button and hold it until you hear a beep.

4. Repeat steps 1 to 3 to store a total of six stations on AM and twelve on FM.



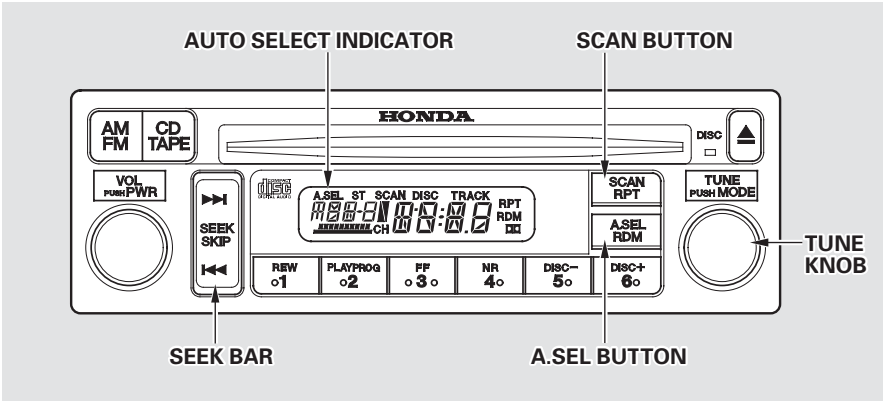
Once a station's frequency is stored, simply press and release the proper preset button to tune to it.

The preset frequencies will be lost if your car's battery goes dead, is disconnected, or the radio fuse is removed.

AUTO SELECT – If you are traveling far from home and can no longer receive the stations you preset, you can use the Auto Select feature to find stations in the local area.

To activate Auto Select, press the A. SEL button. A. SEL will flash in the display, and the system will go into scan mode for several seconds. It automatically scans both bands, looking for stations with strong signals. It stores the frequencies of six AM stations and twelve FM stations in the preset buttons. You can then use the preset buttons to select those stations.

If you are in a remote area, Auto Select may not find six strong AM stations or twelve strong FM stations. If this happens, you will see a "0" displayed when you press any preset button that does not have a station stored.



If you do not like the stations Auto Select has stored, you can store other frequencies in the preset buttons. Use the TUNE, SEEK, or SCAN function to find the desired frequencies, then store them in the selected preset buttons as described previously.

Auto Select does not erase the frequencies that you preset previously. When you return home, turn off Auto Select by pressing the A. SEL button. The preset buttons will then select the frequencies you originally set.

When the system reaches the end of the disc, it will return to the beginning and play that disc again.

You can switch to the radio while a CD is playing by pressing the AM/FM button. Press the CD button to return to playing the CD. The CD will begin playing where it left off.

If you turn the system off while a CD is playing, either with the PWR/VOL knob or by turning off the ignition, the disc will stay in the drive. When you turn the system back on, the CD will begin playing where it left off.

Press the eject button to remove the disc from the drive.

If you eject the disc, but do not remove it from the slot, the system will automatically reload the disc after 15 seconds and put the CD player in pause mode. To begin playing the disc, press the CD button.

You can use the SEEK/SKIP bar while a disc is playing to select passages and change tracks.

To move rapidly within a track, press and hold the SEEK/SKIP bar. Press the ►►| side to move forward. You will see CUE in the display. Press the |◄◄ side to move backward. You will see REW displayed. Release the bar when the system reaches the point you want.

Each time you press and release the ►►| side of the SEEK/SKIP bar, the system skips forward to the beginning of the next track. Press and release the |◄◄ side to skip backward to the beginning of the current track. Press it again to skip to the beginning of the previous track.

If you load a CD in the in-dash player while the changer is playing a CD, the system will stop the changer and begin playing the in-dash CD. To select the changer again, press the CD button. Play will begin where it left off. Use the CD button to switch between the player and the changer.

If you eject the in-dash CD while it is playing, the system will automatically switch to the CD changer and begin play where it left off. If there are no CDs in the changer, the display will flash. You will have to select another mode (AM or FM) with the button.

When you switch back to CD mode, the system selects the same unit (in-dash or changer) that was playing when you switched out of CD mode.

To use the SKIP, REPEAT, and RANDOM functions, refer to the in-dash player operating instructions.

Protecting Compact Discs
For information on how to handle and protect compact discs, see page 175 .

The tape direction indicator will light to show you which side of the cassette is playing. The ▲ indicates the side you inserted facing upward is now playing. If you want to play the other side, press the PLAY/PROG button.

Dolby noise reduction turns on when you insert a cassette. The DD indicator will light in the display. If the tape was not recorded with Dolby noise reduction, turn it off by pressing the NR button.

Noise reduction remains off until you turn it on by pressing the button again.

When the system reaches the end of the tape, it will automatically reverse direction and play the other side. If you want to remove the cassette from the drive, press the EJECT button on the cassette player.

If you turn the system off while a tape is playing, either with the PWR/VOL knob or by turning off the ignition, the cassette will remain in the drive. When you turn the system back on, the cassette player will be in pause mode. To begin playing, press the PLAY/PROG button.

To switch to the radio or CD player while a tape is playing, press the AM/FM, or CD/TAPE button. To change back to the cassette player, push the CD/TAPE button.

SCAN – The SCAN function samples all the stations with strong signals on the selected band. To activate it, press the SCAN button, then release it. When the system is in the SCAN mode, SCAN shows in the display. The system will scan up the band for a station with a strong signal. When it finds one, it will stop and play that station for approximately five seconds. If you do nothing, the system will then scan for the next strong station and play that for five seconds. When it plays a station that you want to continue listening to, press the SCAN button again.

Preset – You can store the frequencies of your favorite radio stations in the six preset buttons. Each button will store one frequency on the AM band, and two frequencies on the FM band.

To store a frequency:

1. Select the desired band, AM or FM. FM1 and FM2 let you store two frequencies with each Preset button.
2. Use the TUNE, SEEK, or SCAN function to tune the radio to a desired station.
3. Pick the Preset button you want for that station. Press the button and hold it until you hear a beep.
4. Repeat steps 1 to 3 to store a total of six stations on AM and twelve on FM.

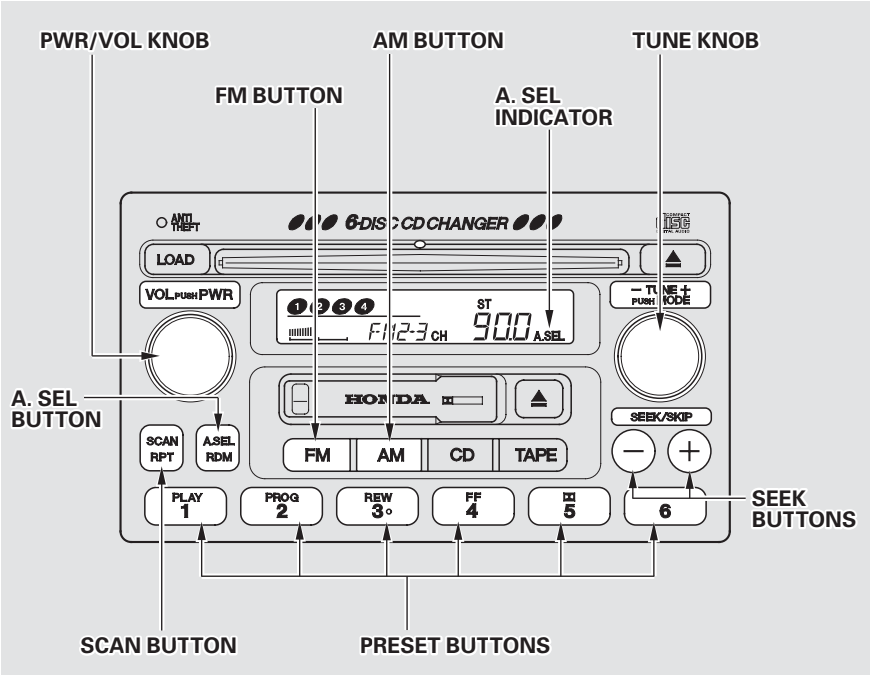
Once a station's frequency is stored, simply press and release the proper preset button to tune to it.

The preset frequencies will be lost if your car's battery goes dead, is disconnected, or the radio fuse is removed.

AUTO SELECT – If you are traveling far from home and can no longer receive the stations you preset, you can use the Auto Select feature to find stations in the local area.

To activate Auto Select, press the A. SEL button. A. SEL will flash in the display, and the system will go into scan mode for several seconds. It automatically scans both bands, looking for stations with strong signals. It stores the frequencies of six AM stations and twelve FM stations in the preset buttons. You can then use the preset buttons to select those stations.

If you are in a remote area, Auto Select may not find six strong AM stations or twelve strong FM stations. If this happens, you will see a "0" displayed when you press any preset button that does not have a station stored.



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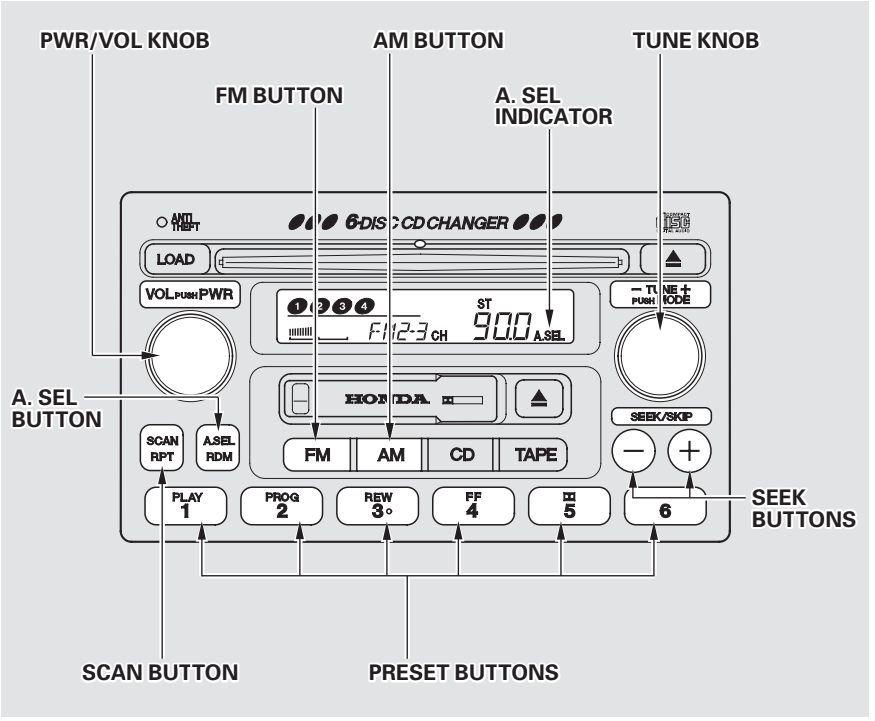
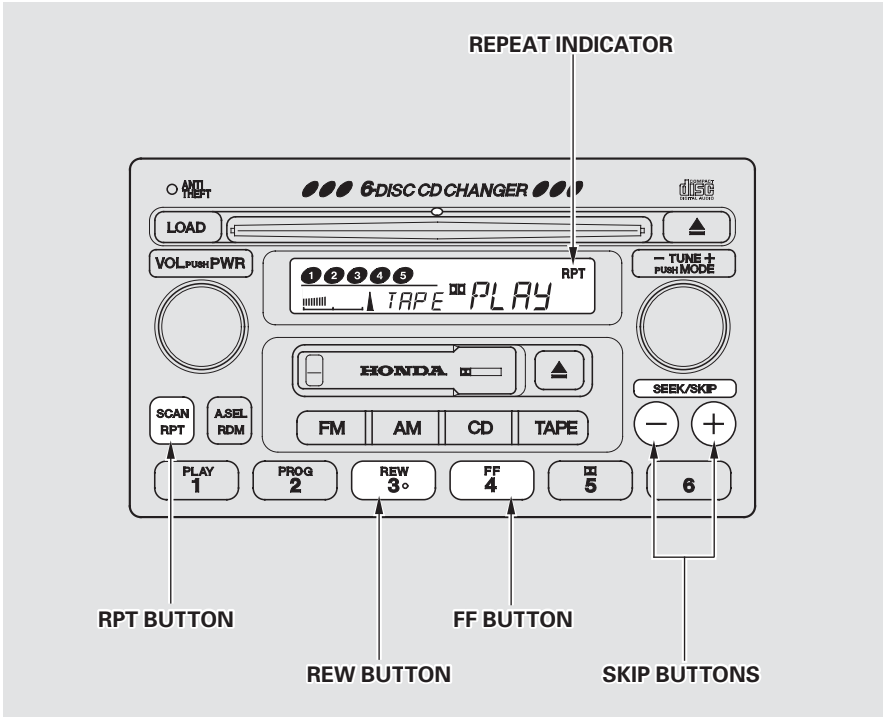
If you do not like the stations Auto Select has stored, you can store other frequencies in the preset buttons. Use the TUNE, SEEK, or SCAN function to find the desired frequencies, then store them in the selected preset buttons as described previously.

Auto Select does not erase the frequencies that you preset previously. When you return home, turn off Auto Select by pressing the A. SEL button. The preset buttons will then select the frequencies you originally set.



SKIP – The SKIP function allows you to find the beginning of a song or passage. To skip to the beginning of a song or passage currently playing, push the ⊖ button. You will see REW flashing in the display as the tape rewinds. To skip to the beginning of the next song, push the ⊕ button. You will see FF flashing in the display as the tape fast forwards. When the system finds the beginning of a song or passage, it goes back to PLAY.

To stop the SKIP function before it finds the beginning of a song or passage, press either of the SKIP buttons (⊖ or ⊕).



Loading CDs in the Changer
To load multiple CDs in one operation:

1. Press and hold the Load button until you hear a beep and see "LOAd" in the display, then release the button.

2. On the upper left side of the display, the disc number for an empty position will begin blinking and the green CD Loaded indicator will come on.

3. Insert the disc into the CD slot. Insert it only about halfway, the drive will pull it in the rest of the way. You will see BUSY in the display. The CD loaded indicator turns red and blinks as the CD is loaded.

4. When LOAd appears again in the display, insert the next disc into the CD slot.

5. Repeat this until all six positions are loaded. The system will then begin playing the last CD loaded.

If you are not loading CDs into all six positions, press the Load button again after the last CD has loaded. The system will begin playing the last CD loaded.

If you stop loading CDs before all six positions are filled, and you do not press the Load button, the system will wait for ten seconds, then stop the load operation and begin playing the last CD loaded.

To load a single CD:

1. Press and release the Load button.

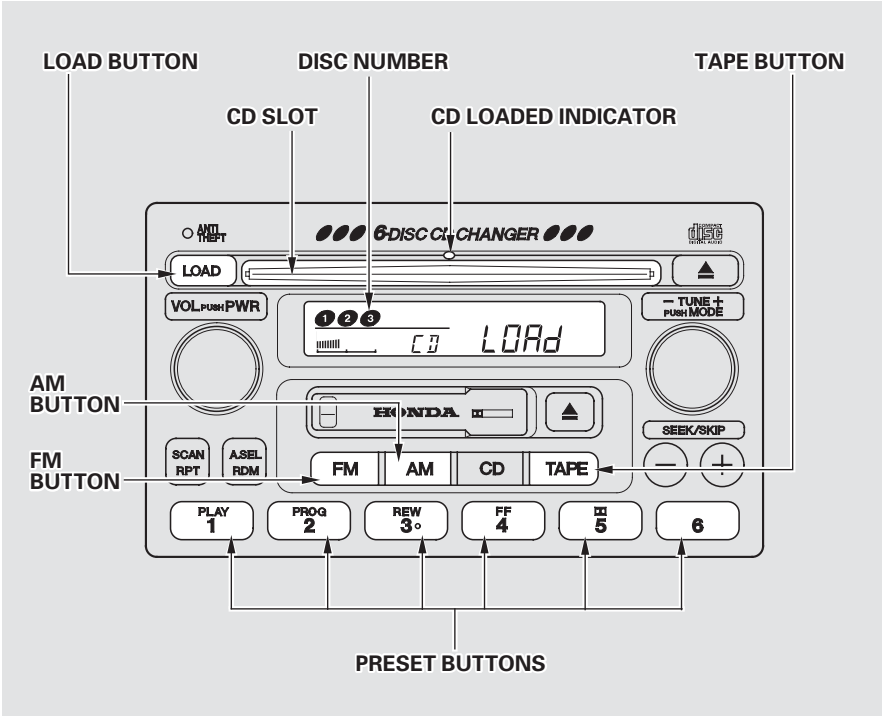
2. When the disc number for an empty position starts to blink and the green CD Loaded indicator comes on, you will see LOAd in the display, then insert the disc into the CD slot. Insert it only about halfway, the drive will pull it in the rest of the way.

3. The system will load the CD, and begin playing it.

CONTINUED

If you press the Load button while a CD is playing, the system will stop playing that CD and start the loading sequence. It will then play the CD just loaded.

You can also load a CD into an empty position while a CD is playing by pressing the appropriate preset button. Select an empty position (the disc number indicator is off), and press the preset button for that position (1 to 6). The system will stop playing the current CD and start the loading sequence. It will then play the CD just loaded.



Operation

Select the CD changer by pressing the CD button. You will see “Cd” in the display. The system will begin playing the last selected disc in the CD changer. You will see the disc and track numbers displayed.

When that disc ends, the next disc in the CD changer is loaded and played. After the last disc finishes, the system returns to disc 1.

To select a different disc, press the appropriate Preset button (1 – 6). If you select an empty position in the CD changer, the system will go into the loading sequence (see page 157).

You can use the SKIP buttons while a disc is playing to select passages and change tracks.

To move rapidly within a track, press and hold the appropriate SKIP button. You will hear a beep and the system will continue to move. Press the ⊕ button to move forward, or the ⊖ button to move backward. Release the button when the system reaches the point you want.

Each time you press the ⊕ button and release it, the system skips forward to the beginning of the next track. Press and release the ⊖ button to skip backward to the beginning of the current track. Press and release it again to skip to the beginning of the previous track.

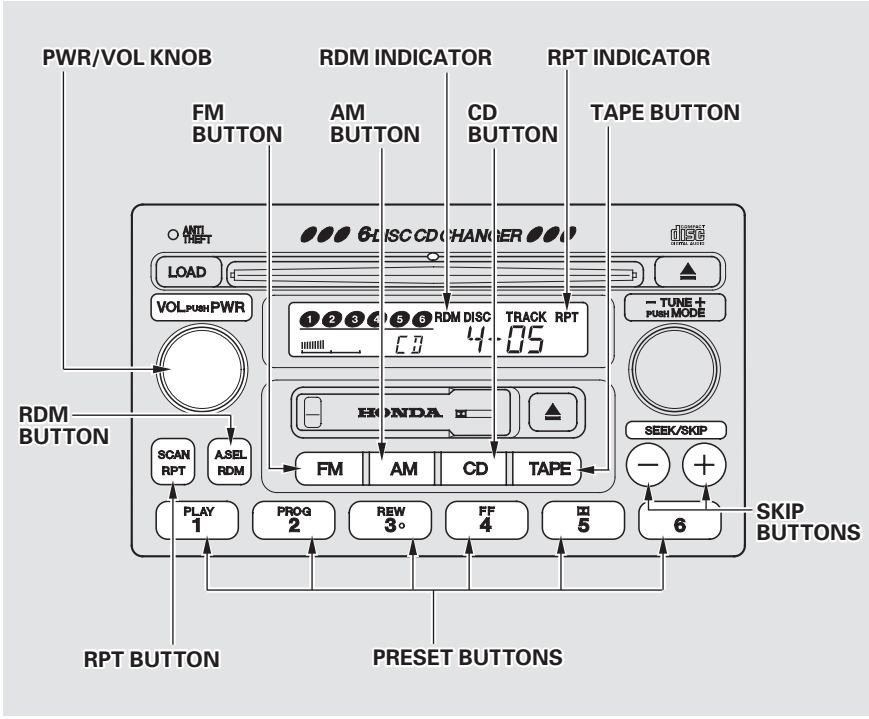
REPEAT – To activate the Repeat feature, press and release the RPT button. You will see RPT in the display as a reminder. The system continuously replays the current track. Press the RPT button again to turn it off. Pressing either of the SKIP buttons also turns off the repeat feature.

RANDOM PLAY – This feature, when activated, plays the tracks within a CD in random order, rather than in the order they are recorded on the CD. To activate Random Play, press the RDM button. You will see RDM in the display. The system will then select and play tracks randomly. This continues until you deactivate Random Play by pressing the RDM button again, or you select a different CD with a preset button.

CONTINUED

To take the system out of CD mode, press the AM or FM button, or insert a cassette in the player. If a tape is already in the cassette player, press the TAPE button. When you return to CD mode by pressing the CD button, play will continue at the same point that it left off.

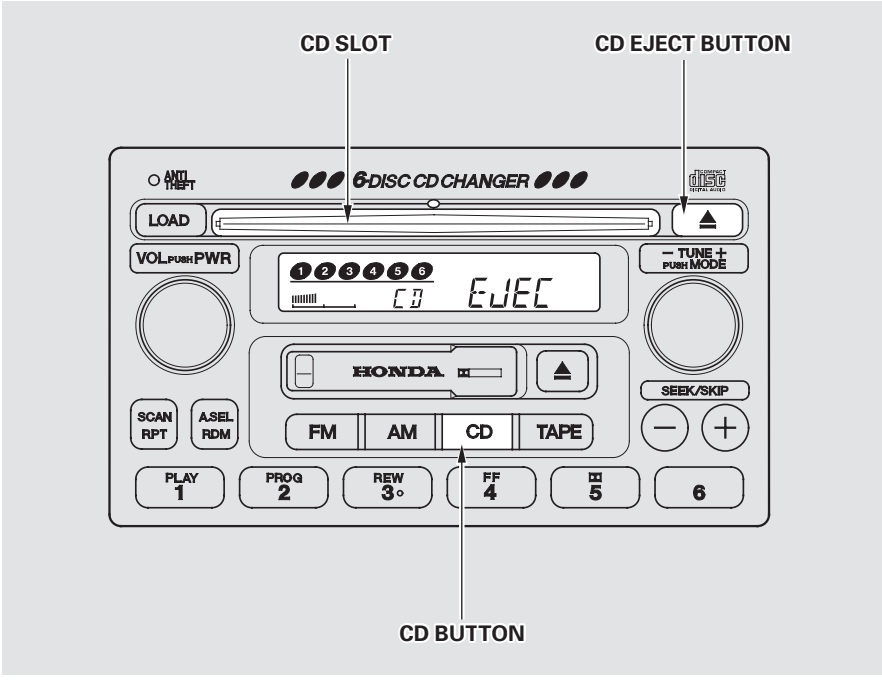
If you turn the system off while a CD is playing, either with the PWR/VOL knob or the ignition switch, play will continue at the same point when you turn it back on.



Removing CDs from the Changer
To remove the disc that is currently playing, press the Eject button. You will see “EJEC” in the display. When you remove the disc from the slot, the system automatically begins the Load sequence so you can load another CD in that position. If you do not load another CD, after ten seconds the system begins playing the next disc in the changer. If the changer is empty, the system selects the previous mode (AM, FM, or Tape).

If you do not remove the disc from the slot, the system will reload the disc after 15 seconds and put the CD changer in pause mode. To begin playing the disc, press the CD button.

To remove a different CD from the changer, first select it with the appropriate preset button. When that CD begins playing, press the Eject button.



CONTINUED

You can use any of four methods to find radio stations on the selected band: TUNE, SEEK, SCAN or the Preset buttons.

TUNE — Use the TUNE knob to tune the radio to a desired frequency. Turn the knob clockwise to tune to a higher frequency, or counterclockwise to tune to a lower frequency.

SEEK — The SEEK function searches the band for a station with a strong signal. To activate it, press either SEEK button (⊖ or ⊕), then release it. Depending on which SEEK button you press, the system scans upward or downward from the current frequency. It stops when it finds a station with a strong signal.

SCAN — The SCAN function samples all the stations with strong signals on the selected band. To activate it, press the SCAN button, then release it. The system will scan up the band for a station with a strong signal. When it finds one, it will stop and play that station for approximately five seconds. If you do nothing, the system will then scan for the next strong station and play that for five seconds. When it plays a station that you want to continue listening to, press the SCAN button again.

Preset — You can store the frequencies of your favorite radio stations in the six preset buttons. Each button will store one frequency on the AM band, and two frequencies on the FM band.

To store a frequency:

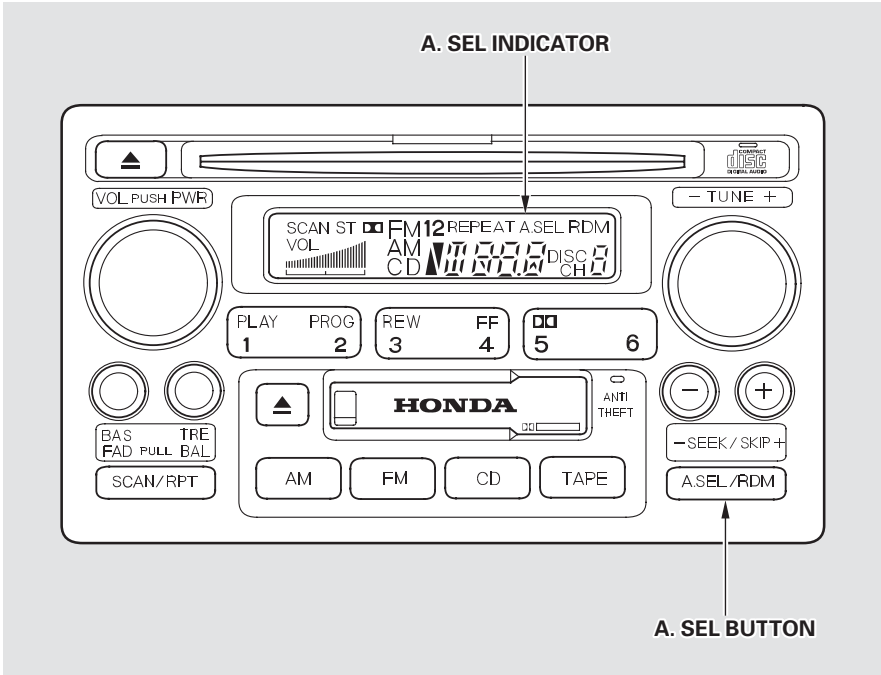
1. Select the desired band, AM or FM. FM1 and FM2 let you store two frequencies with each Preset button.
2. Use the TUNE or SEEK function to tune the radio to a desired station.
3. Pick the Preset button you want for that station. Press the button and hold it until you hear a beep.
4. Repeat steps 1 to 3 to store a total of six stations on AM and twelve on FM.

Once a station's frequency is stored, simply press and release the proper preset button to tune to it.
The preset frequencies will be lost if your vehicle's battery goes dead, is disconnected, or the radio fuse is removed.

AUTO SELECT – If you are traveling far from home and can no longer receive the stations you preset, you can use the Auto Select feature to find stations in the local area.

To activate Auto Select, press the A. SEL button. A. SEL will flash in the display, and the system will go into scan mode for several seconds. It automatically scans both bands, looking for stations with strong signals. It stores the frequencies of six AM stations and twelve FM stations in the preset buttons. You can then use the preset buttons to select those stations.

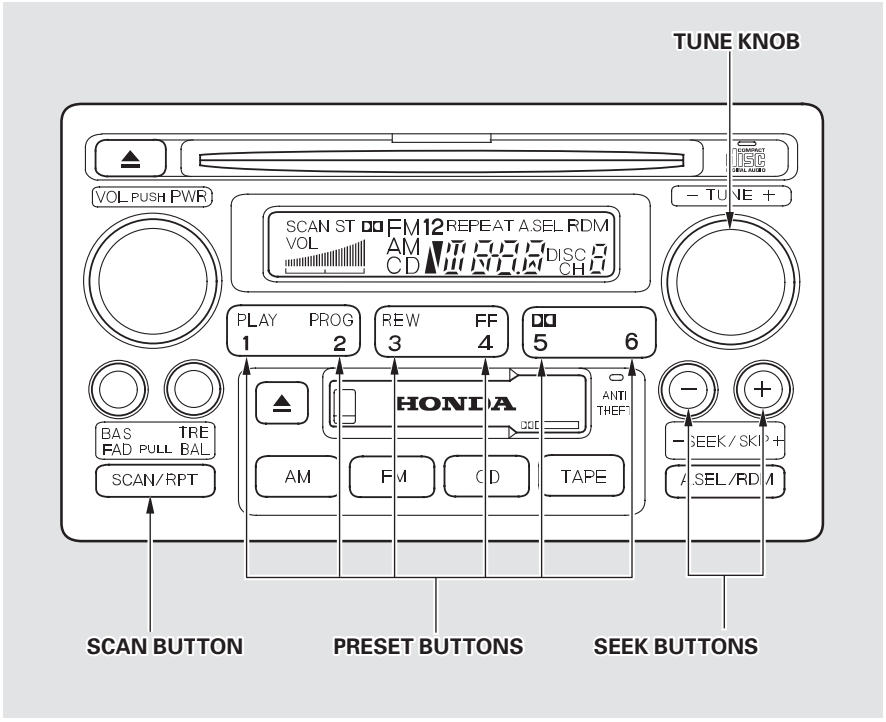
If you are in a remote area, Auto Select may not find six strong AM stations or twelve strong FM stations. If this happens, you will see a "0" displayed when you press any preset button that does not have a station stored.

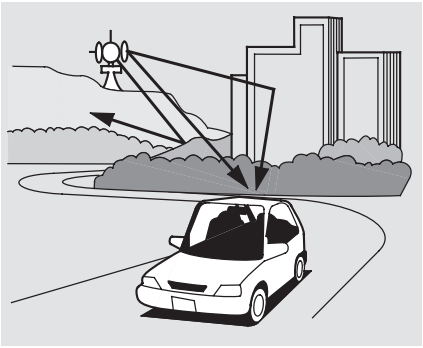


CONTINUED

If you do not like the stations Auto Select has stored, you can store other frequencies in the preset buttons. Use the TUNE, SEEK, or SCAN function to find the desired frequencies, then store them in the selected preset buttons as described previously.

Auto Select does not erase the frequencies that you preset previously. When you return home, turn off Auto Select by pressing the A. SEL button. The preset buttons will then select the frequencies you originally set.





Radio signals, especially on the FM band, are deflected by large objects such as buildings and hills. Your radio then receives both the direct signal from the station's transmitter, and the deflected signal. This causes the sound to distort or flutter. This is a main cause of poor radio reception in city driving.

Radio reception can be affected by atmospheric conditions such as thunderstorms, high humidity, and even sunspots. You may be able to receive a distant radio station one day and not receive it the next day because of a change in conditions.

Electrical interference from passing vehicles and stationary sources can cause temporary reception problems.

As required by the FCC:
Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

When the system reaches the end of the disc, it will return to the beginning and play that disc again.

You can switch to the radio while a CD is playing by pressing the AM or FM button. Press the CD button to return to playing the CD. The CD will begin playing where it left off.

If you turn the system off while a CD is playing, either with the PWR/VOL knob or by turning off the ignition, the disc will stay in the drive. When you turn the system back on, the CD will begin playing where it left off.

Press the eject button to remove the disc from the drive.

If you eject the disc, but do not remove it from the slot, the system will automatically reload the disc after 15 seconds and put the CD player in pause mode. To begin playing the disc, press the CD button.

You can use the SKIP buttons while a disc is playing to select passages and change tracks.

To move rapidly within a track, press and hold an appropriate SKIP button. Press the ⊕ button to move forward, or the ⊖ button to move backward. Release the button when the system reaches the point you want.

Each time you press the ⊕ button and release it, the system skips forward to the beginning of the next track. Press and release the ⊖ button to skip backward to the beginning of the current track. Press and release it again to skip to the beginning of the previous track.

REPEAT — To activate the Repeat feature, press and release the Repeat button. You will see REPEAT in the display. The system continuously replays the current track. Press the Repeat button again to turn it off.

RANDOM PLAY — This feature, when activated, plays the tracks on the CD in random order, rather than in the order they are recorded on the CD. To activate Random Play, press the RDM button. You will see RDM in the display. The system will then select and play tracks randomly. This continues until you deactivate Random Play by pressing the RDM button again.

The tape direction indicator will light to show you which side of the cassette is playing. The ▲ indicates the side you inserted facing upward is now playing. If you want to play the other side, press the PROG button.

Dolby noise reduction turns on when you insert a cassette. If the tape was not recorded with Dolby noise reduction, turn it off by pressing the DOLBY button.

When the system reaches the end of the tape, it will automatically reverse direction and play the other side. If you want to remove the cassette from the drive, press the EJECT button.

If you turn the system off while a tape is playing, either with the PWR/VOL knob or by turning off the ignition, the cassette will remain in the drive. When you turn the system back on, the tape will begin playing where it left off.

To switch to the radio or CD player while a tape is playing, press the AM, FM or CD button. To change back to the cassette player, push the TAPE button.

Tape Search Functions
With a cassette playing, you can use the FF, REW, SKIP, or REPEAT function to find a desired program.

FF/REW — Fast Forward and Rewind move the tape rapidly. To rewind the tape, push the REW button. You will see REW in the display. To fast forward the tape, push the FF button. You will see FF displayed. Press the PLAY button to take the system out of rewind or fast forward. If the system reaches the end of the tape while in fast forward or rewind, it automatically stops that function, reverses direction, and begins to play.

CONTINUED

SKIP — The SKIP function allows you to find the beginning of a song or passage. To skip to the beginning of a song or passage currently playing, push the ⊖ button. You will see REW flashing in the display as the tape rewinds. To skip to the beginning of the next song, push the ⊕ button. You will see FF flashing in the display as the tape fast forwards. When the system finds the beginning of a song or passage, it goes back to PLAY.

REPEAT — The Repeat function continuously replays the current song or passage. Press the REPEAT button to activate it; you will see REPEAT displayed as a reminder. When the system reaches the end of the song or passage currently playing, it will automatically go into rewind. When it senses the beginning of the same song or passage, the system returns to PLAY mode. It will continue to repeat this same program until you deactivate REPEAT by pressing the button again.

The SKIP and REPEAT functions use silent periods on the tape to find the end of a song or passage. These features may not work to your satisfaction if there is almost no gap between selections, a high noise level between selections, or a silent period in the middle of a selection.

The cruise control may not hold the set speed when you are going up and down hills. If your speed increases going down a hill, use the brakes to slow down to the desired speed. This will cancel the cruise control. To resume the set speed, press the RESUME/accel button. The CRUISE CONTROL light on the instrument panel comes on.

When climbing a steep hill, the automatic transmission may downshift to hold the set speed.

Changing the Set Speed
You can increase the set cruising speed in any of these ways:

- Press and hold the RESUME/accel button. The car will accelerate. When you reach the desired cruising speed, release the button.
- Push on the accelerator pedal. Accelerate to the desired cruising speed and press the SET/decel button.
- To increase your speed in very small amounts, tap the RESUME/accel button repeatedly. Each time you do this, your car will speed up about 1 mph (1.6 km/h).

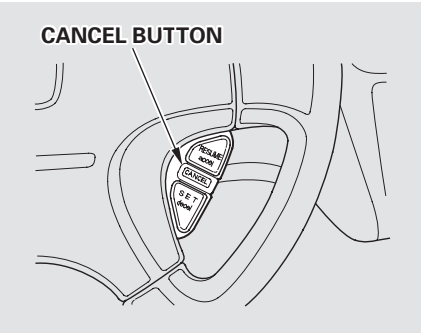
You can decrease the set cruising speed in any of these ways:

- Press and hold the SET/decel button. The vehicle will decelerate. Release the button when you reach the desired speed.
- To slow down in very small amounts, tap the SET/decel button repeatedly. Each time you do this, your car will slow down about 1 mph (1.6 km/h).
- Tap the brake or clutch pedal lightly with your foot. The CRUISE CONTROL light on the instrument panel will go out. When the car slows to the desired speed, press the SET/decel button. The car will then maintain the desired speed.

Even with the cruise control turned on, you can still use the accelerator pedal to speed up for passing. After completing the pass, take your foot off the accelerator pedal. The car will return to the set cruising speed.

Resting your foot on the brake or clutch pedal will cause the cruise control to cancel.

Cancelling the Cruise Control



You can cancel the cruise control in any of these ways:

- Tap the brake or clutch pedal.
- Push the CANCEL button on the steering wheel.
- Press the Cruise Control Master Switch.

When you push the CANCEL button, or tap the brake or clutch pedal, the CRUISE CONTROL light on the instrument panel will go out and the car will begin to slow down. You can use the accelerator pedal in the normal way.

The system remembers the previously-set cruising speed. To return to that speed, accelerate to above 25 mph (40 km/h), then press and release the RESUME/accel button. The CRUISE CONTROL light comes on, and the car will accelerate to the same cruising speed as before.

Pressing the Cruise Control Master Switch turns the system completely off and erases the previous cruising speed from memory. To use the system again, refer to ***Using the Cruise Control***.

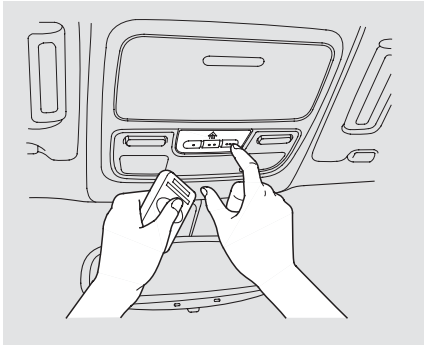
Training HomeLink
Before you can use HomeLink to operate devices around your home, it must "learn" the proper codes. For example, to train HomeLink to open and close the garage door:

Before you begin — If you just took delivery of your vehicle and have not trained any of the buttons in HomeLink before, you should erase any previously learned codes before training the first button. To do this, press and hold the two outside buttons on the HomeLink transceiver for about 20 seconds, until the red light flashes. Release the buttons, then proceed to Step 1.

If you are training the second or third buttons, go directly to Step 1.

1. Unplug the garage door opener motor from the house current.

2. Hold the end of the garage door opener remote control 2 to 5 inches from HomeLink. Make sure you are not blocking your view of the red light in HomeLink.



3. Select the HomeLink button you want to train.

4. Press the button on the remote control and the button on the transmitter at the same time. Hold down both buttons.

CONTINUED

Canadian Owners:
The remote control you are training from may stop transmitting after two seconds. This is not long enough for HomeLink to learn the code. Release and press the button on the remote control every two seconds until HomeLink has learned the code.

5. The red light in HomeLink should begin flashing. It will flash slowly at first, then rapidly.

6. When the red light flashes rapidly, release both buttons. HomeLink should have learned the code from the remote control.

7. Plug in the garage door opener motor, then test the HomeLink transceiver button by pushing it. It should operate the garage door.

   If the button does not work, repeat this procedure to train it again. If it still does not work, you may have a variable or rolling code garage door opener. Test this by pressing and holding the HomeLink transceiver button you just trained. If the red light blinks for two seconds, then stays on, you have a rolling code garage door opener. You may be able to verify this with the manufacturer's documentation. Go to "Training With a Rolling Code System."

8. Repeat these steps to train the other two HomeLink buttons to operate any other remotely-controlled devices around your home (lighting, automatic gate, security system, etc.).

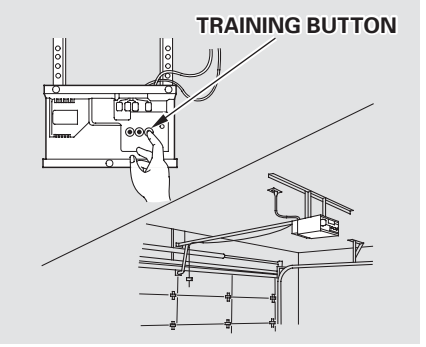
Training With a Rolling Code System
For security purposes, newer garage door opening systems use a "rolling" or variable code. Information from the remote control and the garage door opener are needed before HomeLink can operate the garage door opener.

The"Training HomeLink" procedure trains HomeLink to the proper garage door opener code. The following procedure synchronizes HomeLink to the garage door opener so they send and receive the correct codes.

It may be helpful to have someone assist you with this procedure.

1. Make sure you have properly completed the “Training HomeLink” procedure.

2. Find the “Training” button on your garage door opener unit. The location will vary, depending on the manufacturer. The manufacturer’s documentation may help.



3. Press the Training button on the garage door opener unit until the light next to the button comes on, then release it. The light may blink, or come on and stay on. You then have approximately 30 seconds to complete the following steps.

4. Press and release the button on HomeLink. (The same button you trained with the “Training HomeLink” procedure.)

5. Press and release the HomeLink button again. This should turn off the training light on the garage door opener unit. (Some systems may require you to press and release the button up to three times.)

6. Press the HomeLink button again. It should operate the garage door.

Retraining a Button
To train an already programmed transmitter button to operate a new device:

1. Select the HomeLink button you want to train.
2. Press and hold the HomeLink button until the red light begins to flash slowly (approximately 20 seconds).
3. While continuing to hold the HomeLink button, place the remote control for the device 2 to 5 inches from HomeLink.
4. Press and hold the button on the remote control. Hold both buttons until the red light begins to flash rapidly.
5. Release both buttons. HomeLink should now be trained to operate the device.

Erasing Codes
To erase the codes stored in all three buttons, press and hold the two outside buttons until the red light begins to flash, then release the buttons.

You should erase all three codes before selling the car.

As required by the FCC:
This device complies with Part 15 of the FCC rules. Operation is subject to the following two conditions: (1) This device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation.

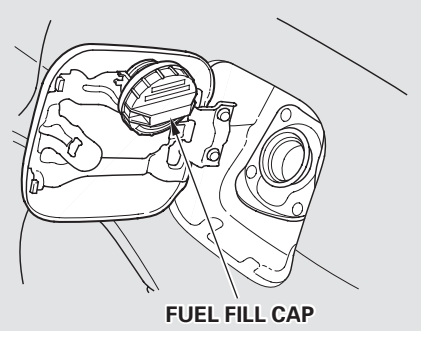
Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

This device complies with Industry Canada Standard RSS-210.
Operation is subject to the following two conditions: (1) this device may not cause interference, and (2) this device must accept any interference that may cause undesired operation of the device.

⚠WARNING

Gasoline is highly flammable and explosive. You can be burned or seriously injured when handling fuel.

- Stop the engine and keep heat, sparks, and flame away.
- Handle fuel only outdoors.
- Wipe up spills immediately.



FUEL FILL CAP

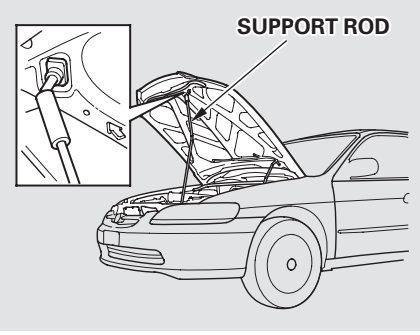
3. Remove the fuel fill cap slowly. You may hear a hissing sound as pressure inside the tank escapes. Place the cap in the holder on the fuel fill door.

4. Stop filling the tank after the fuel nozzle automatically clicks off. Do not try to “top off” the tank, leave some room for the fuel to expand with temperature changes.

   Your car has an on-board refueling vapor recovery system to help keep fuel vapors from going into the atmosphere. If the fuel nozzle keeps clicking off even though the tank is not full, there may be a problem with this system. Consult your dealer.

5. Screw the fuel fill cap back on, tighten it until it clicks several times. If you do not properly tighten the cap, the Malfunction Indicator Lamp may come on (see page 327).

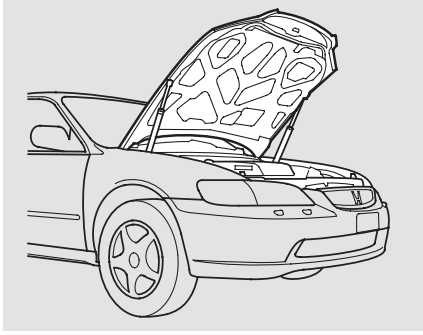
6. Push the fuel fill door closed until it latches.



4-cylinder models

3. Pull the support rod out of its clip and insert the end into the hole on the front of the hood around the center.

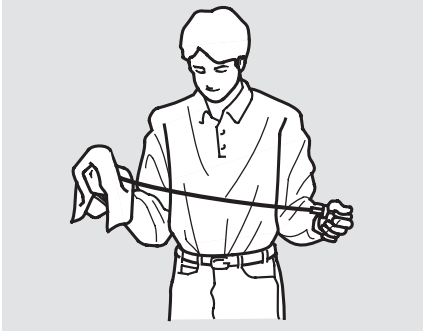
To close the hood, lift it up slightly to remove the support rod from the hole. Put the support rod back into its holding clip. Lower the hood to about a foot (30 cm) above the fender, then let it drop.
After closing the hood, make sure it is securely latched.



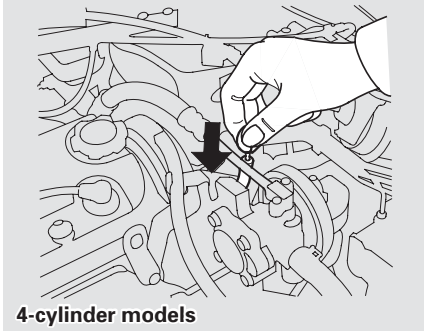
6-cylinder models

3. Lift the hood up most of the way. The hydraulic supports will lift it up the rest of the way and hold it up.

CONTINUED

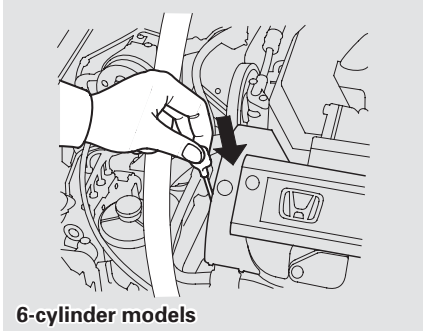


2. Wipe the dipstick with a clean cloth or paper towel.



4-cylinder models

3. Insert it all the way back in its tube.



6-cylinder models

CONTINUED

Modifications
Do not remove any original equipment or modify your car in any way that would alter its design or operation. This could make your car unsafe and illegal to drive.

For example, do not make any modifications that would change the ride height of your car, or install wheels and tires with a different overall diameter.

Such modifications can adversely affect handling, and interfere with the operation of the car's anti-lock brakes and other systems.

In addition, any modifications that decrease ground clearance increase the chance of undercarriage parts striking a curb, speed bump, or other raised object, which could cause your airbags to deploy.

Do not modify your steering wheel or any other part of your Supplemental Restraint System. Modifications could make the system ineffective.

Additional Safety Precaution

- ***Do not attach or place objects on the front airbag covers.*** Any object attached to or placed on the covers marked "SRS AIRBAG," in the center of the steering wheel and on top of the dashboard, could interfere with the proper operation of the airbags. Or, if the airbags inflate, the objects could be propelled inside the car and hurt someone.

On models equipped with side airbags

- ***Do not attach hard objects on or near a front door.*** If a side airbag inflates, a cup holder or other hard object attached on or near the door could be propelled inside the car and hurt someone.

- ***Do not place any objects over the outside edge of a front seat-back.*** Covering the outside edge of a front seat-back, with a non-Honda seat cover for example, could prevent the airbag from inflating properly.

Load Limit
The maximum load for your car is 850 lbs (395 kg).

This figure includes the total weight of all occupants, cargo, accessories, and the tongue weight if you are towing a trailer.

To figure out how much cargo you can carry:

- Add up the weight of all occupants.
- If you are towing a trailer, add the tongue weight to the number above.
- Subtract the total from 850 lbs (395 kg).

The final number is the total weight of cargo you can carry.

⚠WARNING

Overloading or improper loading can affect handling and stability and cause a crash in which you can be hurt or killed.

Follow all load limits and other loading guidelines in this manual.

Carrying Items in the Passenger Compartment

- Store or secure all items that could be thrown around and hurt someone during a crash.
- Do not put any items on top of the rear shelf. They can block your view and be thrown around the car during a crash.
- Be sure items placed on the floor behind the front seats cannot roll under the seats and interfere with the driver's ability to operate the pedals, or with the proper operation of the seats.
- Keep the glove box closed while driving. If the lid is open, a passenger could injure their knees during a crash or sudden stop.

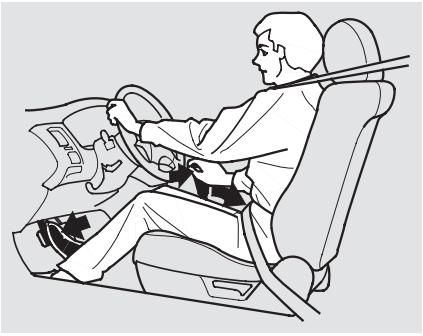
Carrying Cargo in the Trunk or on a Roof Top Carrier

- Distribute cargo evenly on the floor of the trunk, placing the heaviest items on the bottom and as far forward as possible.
- If you fold down the back seat, tie down items that could be thrown about the car during a crash or sudden stop.
- If you carry large items that prevent you from closing the trunk lid, exhaust gas can enter the passenger area. To avoid the possibility of carbon monoxide poisoning, follow the instructions on page 51 .
- If you can carry any items on a roof rack, be sure the total weight of the rack and the items does not exceed the maximum allowable weight. Please contact your Honda dealer for further information.

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 216 .

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 if it is necessary 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.

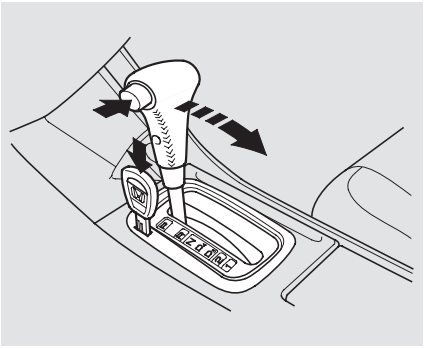
Drive (D4) — Use this position for your normal driving. The transmission automatically selects a suitable gear for your speed and acceleration. You may notice the transmission shifting up at higher speeds when the engine is cold. This helps the engine warm up faster.

Drive (D3) —This position is similar to D4, except only the first three gears are selected. Use D3 when towing a trailer in hilly terrain, or to provide engine braking when going down a steep hill. D3 can also keep 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 wheelspin.

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.



5. Push down on the key while you press the release button on the shift lever and move the shift lever out of Park to Neutral.

6. Remove the key from the Shift Lock Release slot, then reinstall the cover. Make sure the notch on the cover is on the left side. Depress the brake pedal and restart the engine.

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

If the TCS indicator comes on while driving, pull to the side of the road when it is safe and turn off the engine. Reset the system by re-starting the engine, and watch the TCS indicator. If the indicator remains on, or comes back on while driving, have the TCS inspected by your Honda dealer. You can still drive the vehicle without TCS.

The TCS indicator may occasionally come on for one or two seconds and then go out. This is normal.

This indicator will come on along with the ABS indicator if there is a problem in the anti-lock brake system (see **ABS Indicator** on page 221).

If the TCS indicator comes on along with the Brake System indicator, it indicates a problem in the brake system (see **Brake System Indicator** on page 57).

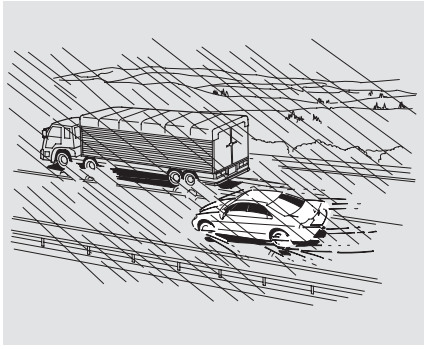
Visibility — Being able to see clearly in all directions and being visible to other drivers are important in all weather conditions. This is more difficult in bad weather. To be seen more clearly during daylight hours, turn on your headlights.

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 109).

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.

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-cylinder models:
  (U.S. DX, LX, Value Package and all SE models)
  4,035 lbs (1,830 kg)
  (EX)
  4,080 lbs (1,850 kg)

  6-cylinder models:
  4,255 lbs (1,930 kg)

- **Gross Axle Weight Rating (GAWR):**
  The total weight of the vehicle, all occupants, all cargo, and the tongue load must not exceed:

  4-cylinder models:
  (U.S. DX, LX, Value Package and all SE models)
  2,180 lbs (990 kg) on the front axle
  1,920 lbs (870 kg) on the rear axle
  (EX)
  2,205 lbs (1000 kg) on the front axle
  1,940 lbs (880 kg) on the rear axle

  6-cylinder models:
  2,315 lbs (1,050 kg) on the front axle
  1,960 lbs (890 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.

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.

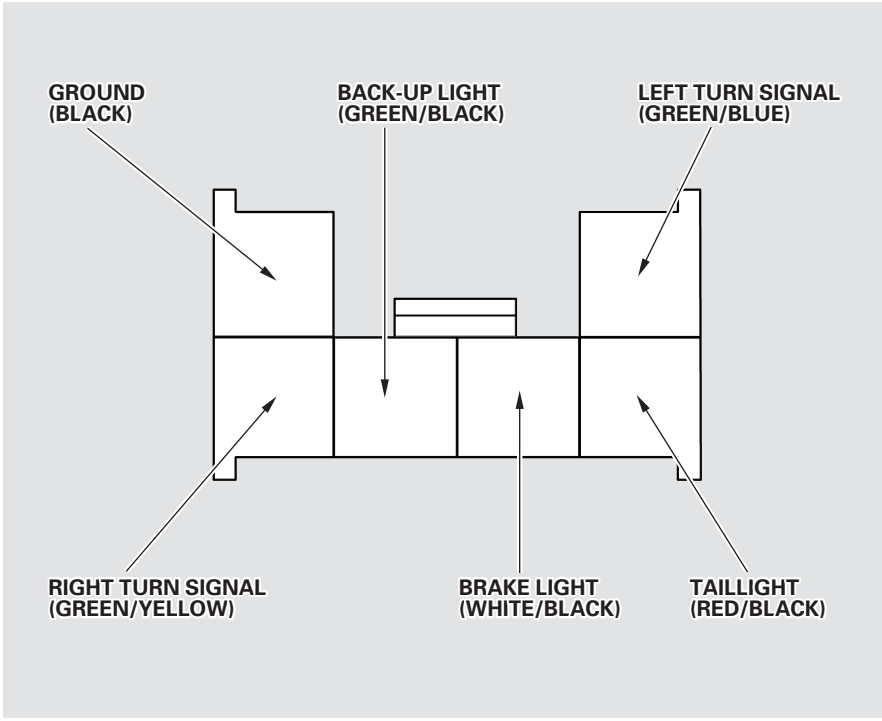
If you choose electric brakes, be sure they are electronically actuated. Do not attempt to tap into your vehicle's hydraulic system. No matter how successful it may seem, any attempt to attach trailer brakes to your vehicle's hydraulic system will lower braking effectiveness and create a potential hazard.

Trailer Lights

Your vehicle has a trailer lighting connector in the trunk. Refer to the drawing in this page 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.



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 227 and 228).
- 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 285), 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 D4 position when towing a trailer on level roads. D3 is the proper shift lever position to use when towing a trailer in hilly terrain. (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 (Hot) 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, shift to D3.

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.

Handling Crosswinds and Buffeting
Crosswinds and air turbulence caused by passing trucks can disrupt your steering and cause trailer swaying. When being passed by a large vehicle, keep a constant speed and steer straight ahead. Do not try to make quick steering or braking corrections.

Backing Up
Always drive slowly and have someone guide you when backing up. Grip the *bottom* of the steering wheel; then turn the wheel to the left to get the trailer to move to the left, and turn the wheel right to move the trailer to the right.

Parking
Follow all normal precautions when parking, including firmly setting the parking brake and putting the transmission in Park (automatic) or in 1st or Reverse (manual). Also, place wheel chocks at each of the trailer's tires.

Your authorized Honda dealer knows your car best and can provide competent, efficient service. However, service at a dealer is not mandatory to keep your warranties in effect. Maintenance may be done by any qualified service facility or person who is skilled in this type of automotive service. Keep all the receipts as proof of completion, and have the person who does the work fill out the Maintenance Record. Check your warranty booklet for more information.

We recommend the use of genuine Honda parts and fluids whenever you have maintenance done. These are manufactured to the same high-quality standards as the original components, so you can be confident of their performance and durability.

U.S. Vehicles:
Maintenance, replacement or repair of emissions control devices and systems may be done by any automotive repair establishment or individual using parts that are "certified" to EPA standards.

According to state and federal regulations, failure to perform maintenance on the items marked with # will not void your emissions warranties. However, Honda recommends that all maintenance services be performed at the recommended time or mileage period to ensure long-term reliability.

Service at the indicated distance or time — whichever comes first.	miles x 1,000	15	30	45	60	75	90	105	120
	km x 1,000	24	48	72	96	120	144	168	192
	months	12	24	36	48	60	72	84	96
Replace engine oil		Replace every 7,500 miles (12,000 km) or 1 year							
Replace engine oil filter		●	●	●	●	●	●	●	●
Check engine oil and coolant		Check oil and coolant at each fuel stop							
Replace air cleaner element			●		●		●		●
Inspect valve clearance			Adjust only if noisy					●	
Replace spark plugs								●	
Replace timing belt*1, balancer belt*1, *2, and inspect water pump								●	
Inspect and adjust drive belts			●		●		●		●
Inspect idle speed								●	
Replace engine coolant		120,000 miles (192,000 km) or 10 years, then every 60,000 miles (96,000 km) or 5 years							
Replace transmission fluid	MT	Every 120,000 miles (192,000 km) or 6 years							
	AT	120,000 miles (192,000 km) or 6 years, then every 90,000 miles (144,000 km) or 5 years							
Inspect front and rear brakes		●	●	●	●	●	●	●	●
Replace brake fluid		Every 3 years (independent of mileage)							
Check parking brake adjustment		●	●	●	●	●	●	●	●
Replace dust and pollen filter			●		●		●		●
Rotate tires (Check tire inflation and condition at least once per month)		Rotate tires every 7,500 miles (12,000 km)							
Visually inspect the following items:									
Tie rod ends, steering gear box, and boots Suspension components, driveshaft boots Brake hoses and lines (including ABS) All fluid levels and condition of fluids Cooling system hoses and connections #Exhaust system, #fuel lines and connections		●	●	●	●	●	●	●	●

U.S. Owners

Follow the Normal Conditions Maintenance Schedule if the severe driving conditions specified in the Severe Conditions Maintenance Schedule do not apply.

NOTE: If you only *OCCASIONALLY* drive under a "severe" condition, you should follow the Normal Conditions Maintenance Schedule.

Canadian Owners

Follow the Maintenance Schedule for Severe Conditions.

: See information on maintenance and emissions warranty, last column, page 239 .

*1 : See timing belt on page 283 to determine need for replacement.

*2 : Balancer belt applies to 4-cylinder models only.

Service at the indicated distance or time, whichever comes first. Do the items in **A, B, C, D** as required for each distance/time interval.
U.S. Owners — Refer to page 240 to determine which schedule to use.
Canadian Owners — Use the Maintenance Schedule for Severe Conditions.

7,500 mi/12,000 km	Do items in A.
15,000 mi/24,000 km/1 yr	Do items in A, B.
22,500 mi/36,000 km	Do items in A.
30,000 mi/48,000 km/2 yrs	Do items in A, B, C.
37,500 mi/60,000 km	Do items in A, B.
3 yrs (independent of mileage)	Do item in D.
45,000 mi/72,000 km/3 yrs	Do items in A, B.
52,500 mi/84,000 km	Do items in A.
60,000 mi/96,000 km/4 yrs	Do items in A, B, C.
67,500 mi/108,000 km	Do items in A.
75,000 mi/120,000 km/5 yrs	Do items in A, B.
82,500 mi/132,000 km	Do items in A.
6 yrs (independent of mileage)	Do item in D.
90,000 mi/144,000 km/6 yrs	Do items in A, B, C.
97,500 mi/156,000 km	Do items in A.
105,000 mi/168,000 km/7 yrs	☐Replace timing belt, balancer belt*1, inspect water pump. ☐Inspect valve clearance. ☐Check idle speed. ☐Replace spark plugs. Do items in A, B.
112,500 mi/180,000 km	Do items in A.
120,000 mi/192,000 km/8 yrs	Do items in A, B, C.
120,000 mi/192,000 km/10 yrs, then replace every 60,000 mi/ 96,000 km/5yrs	☐Replace engine coolant
Every 120,000 mi/192,000 km/6 yrs	☐Replace manual transmission fluid
120,000 mi/192,000 km/6yrs then replace every 90,000 mi/ 144,000 km/5yrs	☐Replace automatic transmission fluid

A	☐Replace engine oil. ☐Rotate tires (follow pattern on page 287).
B	☐Replace engine oil filter. ☐Inspect front and rear brakes. ☐Check parking brake adjustment. ☐Inspect tie rod ends, steering gear box and boots. ☐Inspect suspension components. ☐Inspect driveshaft boots. ☐Inspect brake hoses and lines (including ABS). ☐Check all fluid levels, condition of fluids, and check for leaks. ☐Inspect cooling system hoses and connections. ☐#Inspect exhaust system. ☐#Inspect fuel lines and connections.
C	☐Replace air cleaner element. ☐Inspect and adjust drive belts. ☐Replace dust and pollen filter.
D	☐Replace brake fluid every 3 years. (independent of mileage)

: See information on maintenance and emissions warranty, last column, page 239 .
*1 : Balancer belt applies to 4-cylinder models only.

NOTE:
- Check engine oil and coolant at each fuel stop.
- Check and adjust valve clearance, cold engine, only if noisy.

Service at the indicated distance or time — whichever comes first.	miles x 1,000	15	30	45	60	75	90	105	120
	km x 1,000	24	48	72	96	120	144	168	192
	months	12	24	36	48	60	72	84	96
Replace engine oil and oil filter		Replace every 3,750 miles (6,000 km) or 6 months							
Check engine oil and coolant		Check oil and coolant at each fuel stop							
Clean (○) or replace (●) air cleaner element Use normal schedule except in dusty conditons		○	●	○	●	○	●	○	●
Inspect valve clearance			Adjust only if noisy					●	
Replace spark plugs								●	
#Replace timing belt*1, balancer belt*1, *2, and inspect water pump								●	
Inspect and adjust drive belts			●		●		●		●
Inspect idle speed								●	
Replace engine coolant		120,000 miles (192,000 km) or 10 years, then every 60,000 miles (96,000 km) or 5 years							
Replace transmission fluid	MT	Every 60,000 miles (96,000 km) or 3 years							
	AT	60,000 miles (96,000 km) or 3 years, then every 30,000 miles (48,000 km) or 2 years							
Inspect front and rear brakes		Every 7,500 miles (12,000 km) or 6 months							
Replace brake fluid		Every 3 years (independent of mileage)							
Check parking brake adjustment		●	●	●	●	●	●	●	●
Replace dust and pollen filter*3			●		●		●		●
Lubricate all hinges, locks and latches		●	●	●	●	●	●	●	●
Rotate tires (Check tire inflation and condition at least once per month)		Rotate tires every 7,500 miles (12,000 km)							
Visually inspect the following items:									
Tie rod ends, steering gear box, and boots Suspension components, driveshaft boots		Every 7,500 miles (12,000 km) or 6 months							
Brake hoses and lines (including ABS) All fluid levels and conditions of fluids Cooling system hoses and connections #Exhaust system, #fuel lines and connections Lights and controls, vehicle underbody		●	●	●	●	●	●	●	●

U.S. Owners

Follow the Severe Conditions Maintenance Schedule if you drive your vehicle *MAINLY* under one or more of the following conditions:

- Driving less than 5 miles (8 km) per trip or, in freezing temperatures, driving less than 10 miles (16 km) per trip.
- Driving in extremely hot [over 90°F (32°C)] conditions.
- Extensive idling or long periods of stop-and-go driving.
- Trailer towing, driving with a car top carrier, or driving in mountainous conditions.
- Driving on muddy, dusty, or de-iced roads.

Canadian Owners

Follow the Maintenance Schedule for Severe Conditions.

: See information on maintenance and emissions warranty, last column, page 239 .

*1 : See timing belt on page 283 to determine need for replacement.

*2 : Balancer belt applies to 4-cylinder models only.

*3 : See Dust and Pollen Filter on page 282 for replacement information under special driving conditions.

Service at the indicated distance or time, whichever comes first. Do the items in **A, B, C, D, E** as required for each distance/time.
U.S. Owners — Refer to page 242 to determine which schedule to use.
Canadian Owners — Use the Maintenance Schedule for Severe Conditions.

3,750 mi/6,000 km	Do items in A.
7,500 mi/12,000 km	Do items in A, B.
11,250 mi/18,000 km	Do items in A.
15,000 mi/24,000 km/1 yr	☐Clean air cleaner element. Do items in A, B, C.
18,750 mi/30,000 km	Do items in A.
22,500 mi/36,000 km	Do items in A, B.
26,250 mi/42,000 km	Do items in A.
30,000 mi/48,000 km/2 yrs	Do items in A, B, C, D.
33,750 mi/54,000 km	Do items in A.
37,500 mi/60,000 km	Do items in A, B.
41,250 mi/66,000 km	Do items in A.
3 yrs (independent of mileage)	Do item in E.
45,000 mi/72,000 km/3 yrs	☐Clean air cleaner element. Do items in A, B, C.
48,750 mi/78,000 km	Do items in A.
52,500 mi/84,000 km	Do items in A, B.
56,250 mi/90,000 km	Do items in A.
60,000 mi/96,000 km/3 yrs	☐Replace MT fluid.
60,000 mi/96,000 km/3 yrs, then replace every 30,000 mi/48,000 km/2 yrs.	☐Replace AT fluid.
60,000 mi/96,000 km/4 yrs	☐#Replace timing belt*1, balancer belt*1, *2, inspect water pump. Do items in A, B, C, D.
63,750 mi/102,000 km	Do items in A.

*1 : See timing belt on page 283 to determine need for replacement.
*2 : Balancer belt applies to 4-cylinder models only.
*3 : See Dust and Pollen Filter on page 282 for replacement information under special driving conditions.

A	☐Replace engine oil and filter.
B	☐Inspect front and rear brakes. ☐Rotate tires (follow pattern on page 287). ☐Inspect tie rod ends, steering gear box and boots. ☐Inspect suspension components. ☐Inspect driveshaft boots.
C	☐Check parking brake adjustment. ☐Lubricate all hinges, locks and latches with multipurpose grease. ☐Inspect brake hoses and lines (including ABS) ☐Check all fluid leves, condition of fluids, and check for leaks. ☐Inspect cooling system hoses and connections. ☐#Inspect exhaust system. ☐#Inspect fuel lines and connections ☐Check all lights. ☐Inspect the underbody.
D	☐Replace air cleaner element. ☐Inspect and adjust drive belts. ☐Replace dust and pollen filter*3.
E	☐Replace brake fluid every 3 years (independent of mileage).

: See information on maintenance and emissions warranty, last column, page 239 .

NOTE:
- Check engine oil and coolant at each fuel stop.
- Check and adjust valve clearance, cold engine, only if noisy.

CONTINUED

67,500 mi/108,000 km	Do items in A,B.
71,250 mi/114,000 km	Do items in A.
75,000 mi/120,000 km/5 yrs	☐Clean air cleaner element. Do items in A, B, C.
78,750 mi/126,000 km	Do items in A.
82,500 mi/132,000 km	Do items in A, B.
86,250 mi/138,000 km	Do items in A.
90,000 mi/144,000 km/5 yrs	☐Replace AT fluid.
6 yrs (independent of mileage)	Do item in E.
90,000 mi/144,000 km/6 yrs	Do items in A, B, C, D.
93,750 mi/150,000 km	Do items in A.
97,500 mi/156,000 km	Do items in A, B.
101,250 mi/162,000 km	Do items in A.
105,000 mi/168,000 km/7 yrs	☐Replace timing belt*1, balancer belt*1, *2, and inspect water pump. ☐Inspect valve clearance. ☐Check idle speed. ☐Clean air cleaner element. ☐Replace spark plugs. Do items in A, B, C.
108,750 mi/174,000 km	Do items in A.
112,500 mi/180,000 km	Do items in A, B.
116,250 mi/186,000 km	Do items in A.
120,000 mi/192,000 km/8 yrs	☐Replace timing belt*1, balancer belt*1, *2, and inspect water pump. Do items in A, B, C, D.
120,000 mi/192,000 km/10 yrs, then replace every 60,000 mi/ 96,000 km/5 yrs	☐Replace engine coolant
120,000 mi/192,000 km/6 yrs	☐Replace MT fluid
120,000 mi/192,000 km/7 yrs	☐Replace AT fluid

: See information on maintenance and emissions warranty, last column, page 239 .

*1 : See timing belt on page 283 to determine need for replacement.

*2 : Balancer belt applies to 4-cylinder models only.

*3 : See Dust and Pollen Filter on page 282 for replacement information under special driving conditions.

NOTE:

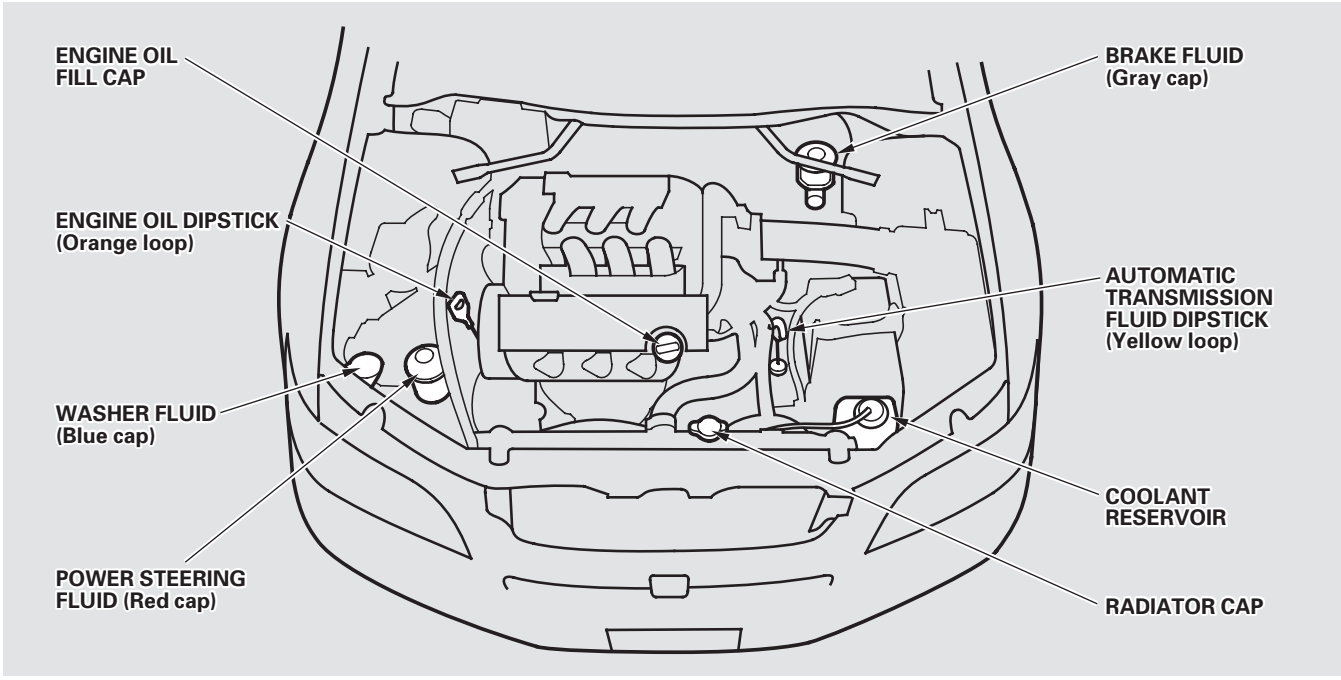
- Check engine oil and coolant at each fuel stop.
- Check and adjust valve clearance, cold engine, only if noisy.

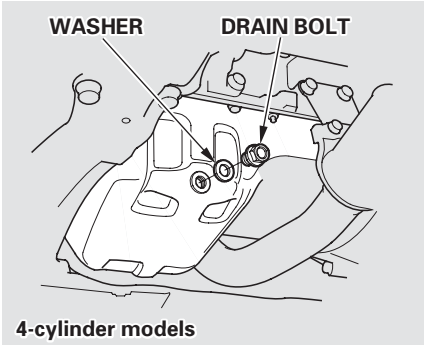
Required Maintenance Record (for Normal and Severe Schedules)

63,750 mi 102,000 km	Signature or dealer stamp	mi/km Date
67,500 mi 108,000 km		mi/km Date
71,250 mi 114,000 km		mi/km Date
75,000 mi 120,000 km (or 5 years)		mi/km Date
78,750 mi 126,000 km		mi/km Date
82,500 mi 132,000 km		mi/km Date
86,250 mi 138,000 km		mi/km Date
90,000 mi 144,000 km (or 6 years)		mi/km Date

93,750 mi 150,000 km	Signature or dealer stamp	mi/km Date
97,500 mi 156,000 km		mi/km Date
101,250 mi 162,000 km		mi/km Date
105,000 mi 168,000 km (or 7 years)		mi/km Date
108,750 mi 174,000 km		mi/km Date
112,500 mi 180,000 km		mi/km Date
116,250 mi 186,000 km		mi/km Date
120,000 mi 192,000 km (or 8 years)		mi/km Date

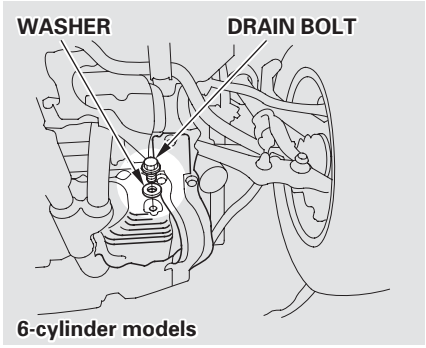
6-cylinder Models





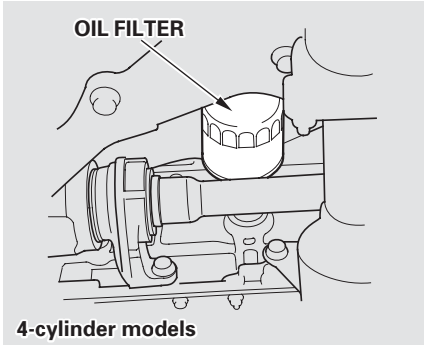
4-cylinder models

2. Open the hood and remove the engine oil fill cap. Remove the oil drain bolt and washer from the bottom of the engine. Drain the oil into an appropriate container.



6-cylinder models

3. Remove the oil filter and let the remaining oil drain. A special wrench (available from your Honda dealer) is required to remove the filter.



4-cylinder models

4. Install a new oil filter according to instructions that come with it.

5. Put a new washer on the drain bolt, then reinstall the drain bolt. Tighten it to:
33 lbf·ft (44 N·m , 4.5 kgf·m)

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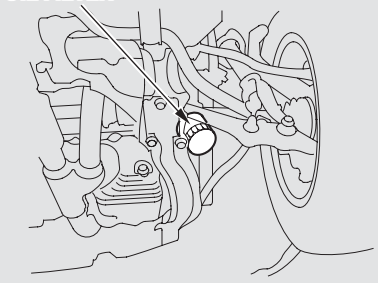


6-cylinder models

6. Refill the engine with the recommended oil.
   Engine oil change capacity (including filter):

   (4-cylinder models)
   4.5 US qt (4.3 ℓ , 3.8 Imp qt)
   (6-cylinder models)
   4.6 US qt (4.4 ℓ , 3.9 Imp qt)

7. Replace the engine oil fill cap. Start the engine. The oil pressure indicator light should go out within five seconds. If it does not, turn off the engine and reinspect your work.

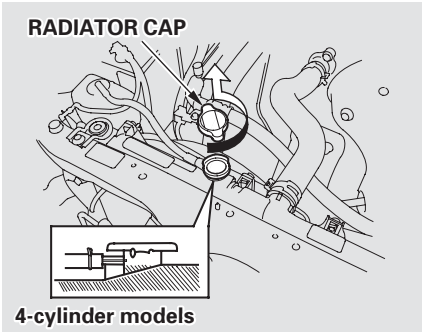
8. Let the engine run for several minutes and check the drain bolt and oil filter for leaks.

9. Turn off the engine, let it sit for several minutes, then check the oil level. If necessary, add oil to bring the level to the upper mark on the dipstick.

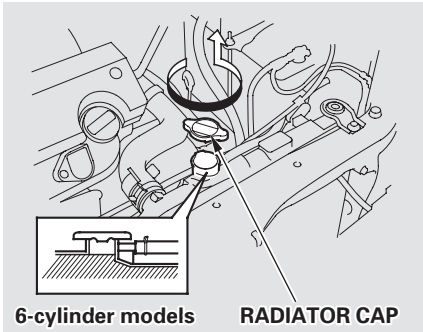
NOTICE

Improper disposal of engine oil can be harmful to the environment. If you change your own oil, please dispose of the used oil properly. Put it in a sealed container and take it to a recycling center. Do not discard it in a trash bin or dump it on the ground.

1. Make sure the engine and radiator are cool.



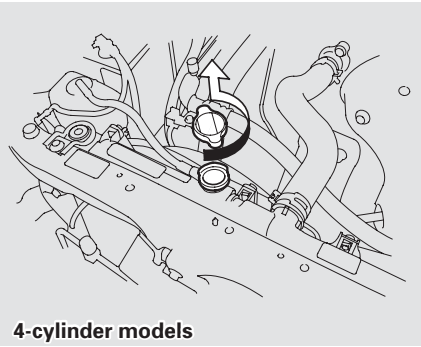
2. Turn the radiator cap counterclockwise, without pressing down on it, until it stops. This relieves any pressure remaining in the cooling system.



3. Remove the radiator cap by pushing down and turning counterclockwise.

4. The coolant level should be up to the base of the filler neck. Add coolant if it is low.

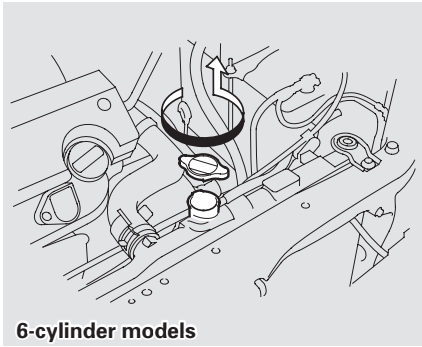
5. Put the radiator cap back on. Tighten it fully.



4-cylinder models

1. Open the hood. Make sure the engine and radiator are cool to the touch.

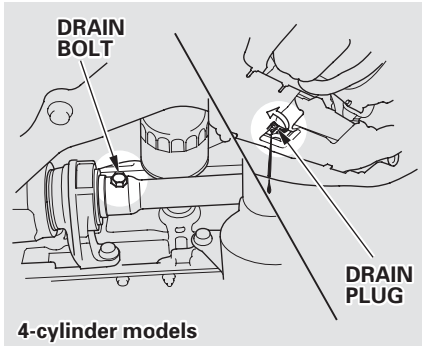
   Except EX V-6 model
   Turn the ignition ON (II). Turn the temperature control Dial all the way clockwise. Turn off the ignition and remove the key.



6-cylinder models

   EX V-6 model
   Turn the ignition ON (II). Turn the temperature control dial to 90°F (32°C). Turn off the ignition and remove the key.

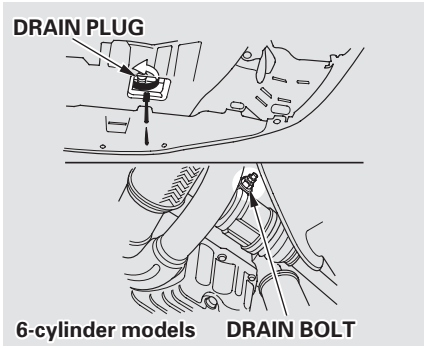
2. Remove the radiator cap.



4-cylinder models

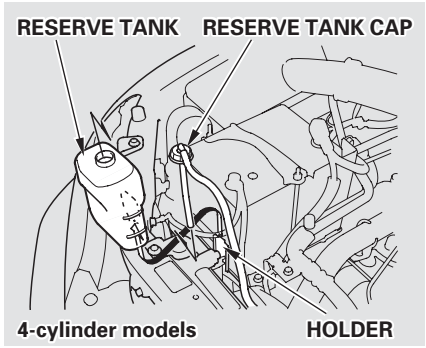
4-cylinder models

3. Loosen the drain plug on the bottom of the radiator. The coolant will drain through the splash guard. Remove the drain bolt and washer from the engine block.

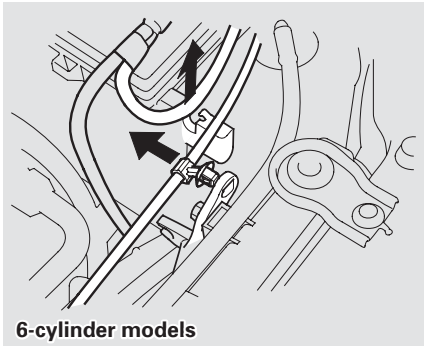


6-cylinder models

3. Loosen the drain plug on the bottom of the radiator. The coolant will drain through the splash guard. Loosen the drain bolt.



4. Remove the reserve tank from its holder by pulling it straight up. Drain the coolant, then put the tank back in its holder.



6-cylinder models

When removing the reserve tank, first remove the cruise control cable and the ground cable from their clips. After installing the tank back in place, put the cables back in their clips.

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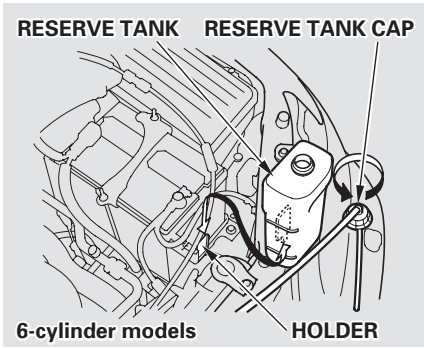
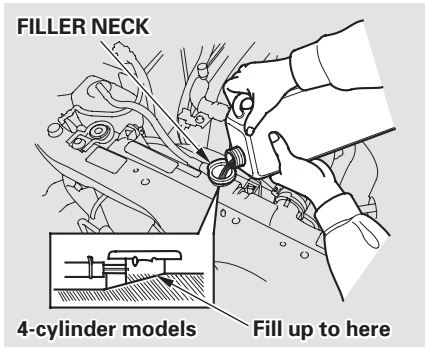


5. When the coolant stops draining, tighten the drain plug at the bottom of the radiator.

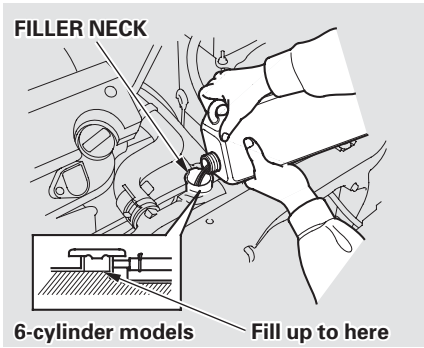
6. *4-cylinder models*
Put a new washer on the drain bolt, then reinstall the drain bolt in the engine block. Tighten it securely.

Tightening torque:
61 lbf·ft (83 N·m , 8.5 kgf·m)

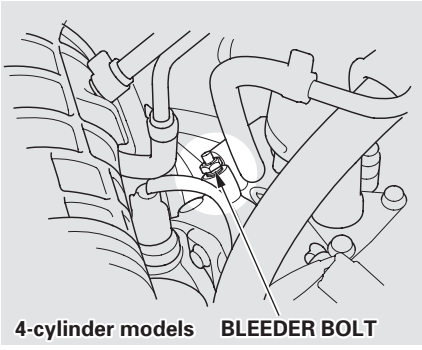


6-cylinder models
Tighten the drain bolt at the rear of the engine cylinder block securely.

Tightening torque:
7 lbf·ft (10 N·m , 1.0 kgf·m)



7. *4-cylinder models*
Loosen the bleeder bolt on top of the engine.
Pour Honda All Season Antifreeze/Coolant Type 2 into the radiator. This coolant is a mixture of 50 percent anti-freeze and 50 percent water. Pre-mixing is not required.
Tighten the bleeder bolt when coolant comes out in a steady stream with no bubbles.



6-cylinder models
Pour coolant into the radiator up to the base of the filler neck.

The cooling system capacity is:
With 5-speed manual transmission:
1.45 US gal (5.5 ℓ , 1.21 Imp gal)
With automatic transmission:
1.43 US gal (5.4 ℓ , 1.19 Imp gal)
6-cylinder models
1.48 US gal (5.6 ℓ , 1.23 Imp gal)

8. Start the engine and let it run for about 30 seconds. Then turn off the engine.

9. Fill the radiator with coolant up to the base of the filler neck.

10. Fill the reserve tank to the MAX mark. Install the reserve tank cap.

11. Install the radiator cap, and tighten it to the first stop.

12. Start the engine and let it run until the radiator cooling fan comes on at least twice. Then stop the engine.

13. Remove the radiator cap. Pour coolant into the radiator up to the base of the filler neck and into the reserve tank up to the MAX mark.

14. Start the engine and hold it at 1,500 rpm until the cooling fan comes on. Turn off the engine. Check the coolant level in the radiator and add coolant if needed.

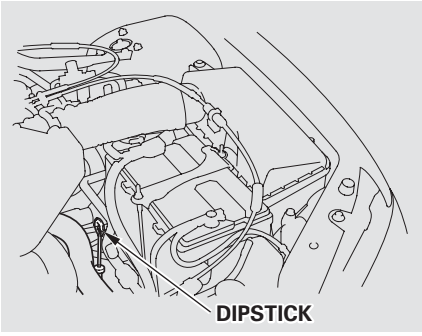
15. Install the radiator cap, and tighten it fully.

16. If necessary, fill the reserve tank to the MAX mark. Install the reserve tank cap.

6. Insert the dipstick all the way back into the transmission securely as shown in the illustration.

The transmission should be drained and refilled with new fluid according to the time and distance recommendations in the maintenance schedule.

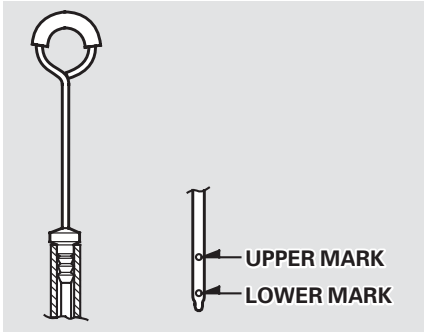
Automatic Transmission
6-cylinder models



Check the fluid level with the engine at normal operating temperature.

1. Park the car on level ground. Shut off the engine.

2. Remove the dipstick (yellow loop) from the transmission and wipe it with a clean cloth.



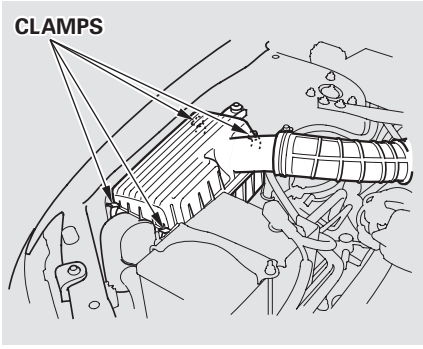
3. Insert the dipstick all the way into the transmission securely as shown in the illustration.

4. Remove the dipstick and check the fluid level. It should be between the upper and lower marks.

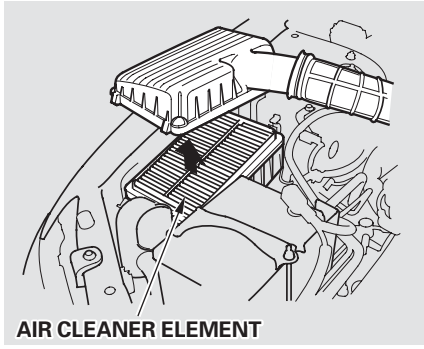
If Honda MTF is not available, you may use an API service SG, SH or SJ grade motor oil with a viscosity of SAE 10W-30 or 10W-40 as a temporary replacement. An SG grade is preferred, but an SH or SJ grade may be used if SG is not available. However, motor oil does not contain the proper additives and continued use can cause stiffer shifting. Replace as soon as it is convenient.

The transmission should be drained and refilled with new fluid according to the time and distance recommendations in the maintenance schedule.

Replacement
The air cleaner element is inside the air cleaner housing on the passenger's side of the engine compartment.
To replace it:

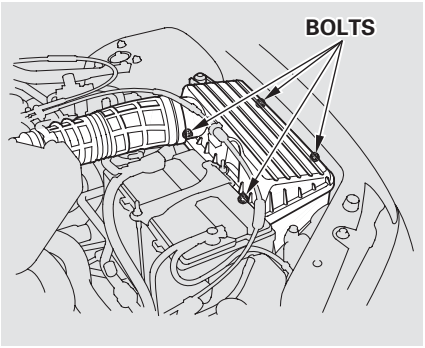


1. Unsnap the four hold-down clamps and remove the air cleaner housing cover.
2. Remove the old air cleaner element.
3. Carefully clean the inside of the air cleaner housing with a damp rag.

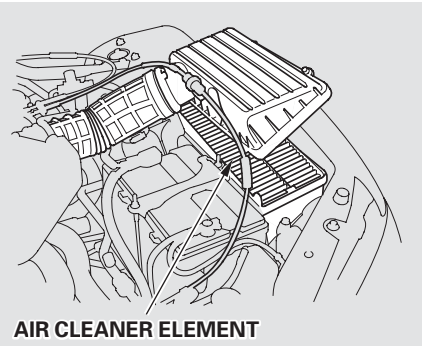


4. Place the new air cleaner element in the air cleaner housing.
5. Reinstall the air cleaner housing cover, snap the four hold-down clamps back into place.

Replacement
The air cleaner element is inside the air cleaner housing on the driver's side of the engine compartment.
To replace it:



1. Loosen the four bolts and remove the air cleaner housing cover.
2. Remove the old air cleaner element.
3. Carefully clean the inside of the air cleaner housing with a damp rag.

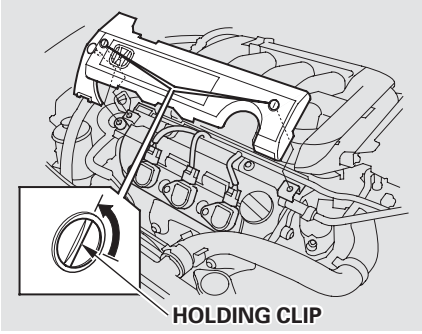


4. Place the new air cleaner element in the air cleaner housing.
5. Reinstall the air cleaner housing cover, tighten the four bolts.

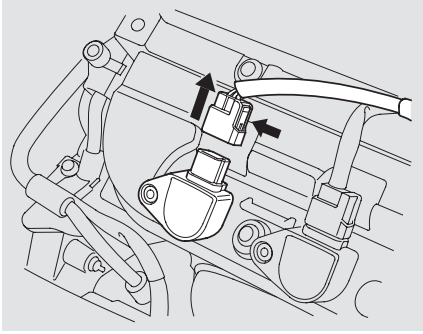
Spark Plugs (6-cylinder Models)

The spark plugs in your car should be replaced according to the time and distance recommendations in the maintenance schedule.

Replacement

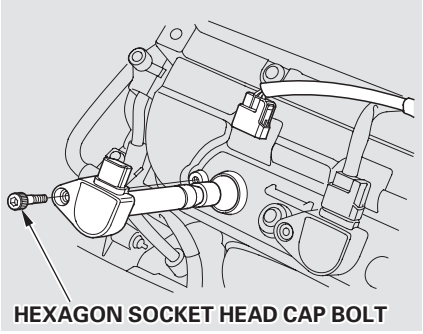


1. Loosen the two holding clips by turning the heads one-quarter turn counterclockwise with a flat-tipped screwdriver. Remove the cover on the front cylinder bank by pulling it straight up.



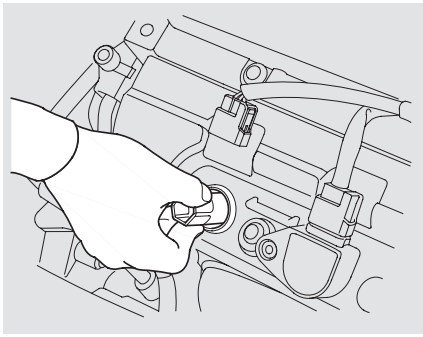
2. Clean up any dirt and oil that have collected around the ignition coils.

3. Disconnect the wire connector from the ignition coil by pushing on the lock tab and pulling on the connector. Pull on the plastic connector, not the wires.



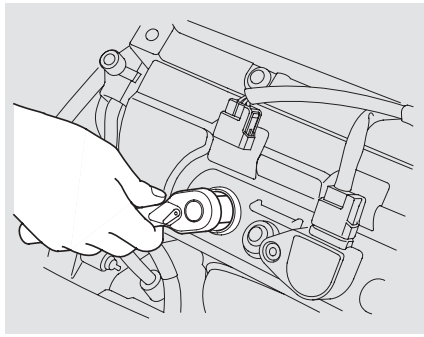
4. Use a wrench to remove the hexagon socket head cap bolt holding the ignition coil. Remove the ignition coil by pulling it straight out.

5. Remove the spark plug with a five-eighths inch (16 mm) spark plug socket.



6. Put the new spark plug into the socket; then screw it into the hole. Screw it in by hand so you do not crossthread it.

7. Torque the spark plug. (If you do not have a torque wrench, tighten the spark plug two-thirds of a turn after it contacts the cylinder head.)
   Tightening torque:
   13 lbf·ft (18 N·m , 1.8 kgf·m)



NOTICE

Tighten the spark plugs carefully. A spark plug that is too loose can overheat and damage the engine. Overtightening can cause damage to the threads in the cylinder head.

8. Install the ignition coil. Reinstall the hexagon socket head cap bolt.

9. Push the wire connector onto the ignition coil. Make sure it locks in place.

10. Repeat this procedure for the other five spark plugs.

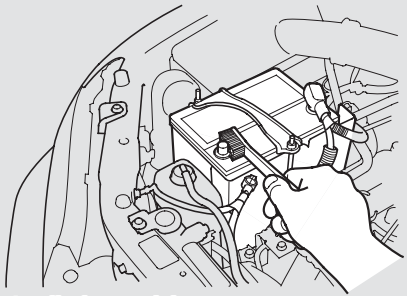
11. Reinstall the cover on the front cylinder bank while putting its mounting clip in the hole on the passenger's side. Secure the cover by turning the heads of the two holding clips one-quarter turn clockwise with a flat-tipped screwdriver.

Specifications:

NGK: PZFR5F-11
DENSO: PKJ16CR-L11

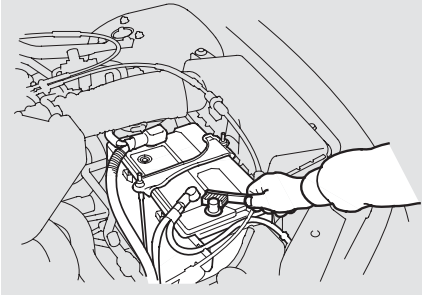
Spark Plug Gap:
0.04 in (1.1 mm) $^{+0}_{-0.1\ mm}$

WARNING: Battery posts, terminals and related accessories contain lead and lead compounds. **Wash hands after handling.**



4-cylinder models

If the terminals are severely corroded, clean them with baking soda and water. Then use a wrench to loosen and remove the cables from the terminals. Always disconnect the negative (−) cable first and reconnect it last. Clean the battery terminals with a terminal cleaning tool or wire brush. Reconnect and tighten the cables, then coat the terminals with grease.



6-cylinder models

If you need to connect the battery to a charger, disconnect both cables to prevent damage to the car's electrical system.

CONTINUED

⚠WARNING

The battery gives off explosive hydrogen gas during normal operation.

A spark or flame can cause the battery to explode with enough force to kill or seriously hurt you.

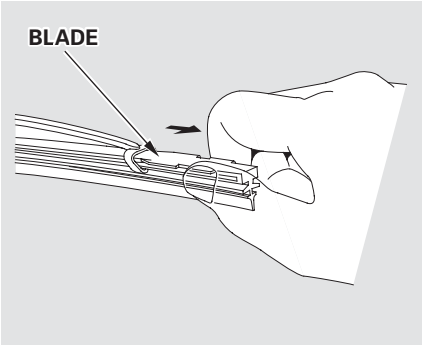
Wear protective clothing and a face shield, or have a skilled mechanic do the battery maintenance.

On EX, EX V-6, SE, and U.S. Value Package models

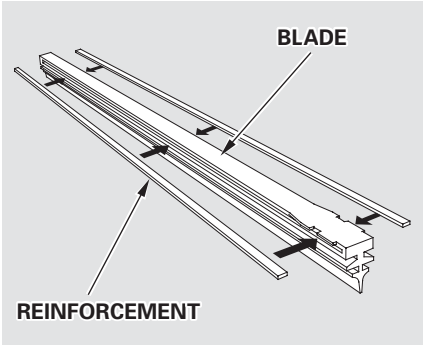
If your car's battery is disconnected or goes dead, the audio system will disable itself. The next time you turn on the radio you will see "Code" in the frequency display. Use the Preset buttons to enter the five-digit code (see page 183).

NOTICE

Charging the battery with the cables connected can seriously damage your car's electronic controls. Detach the battery cables before connecting the battery to a charger.



3. Remove the blade from its holder by grasping the tabbed end of the blade. Pull firmly until the tabs come out of the holder.



4. Examine the new wiper blades. If they have no plastic or metal reinforcement along the back edge, remove the metal reinforcement strips from the old wiper blade and install them in the slots along the edge of the new blade.

5. Slide the new wiper blade into the holder until the tabs lock.

6. Slide the wiper blade assembly onto the wiper arm. Make sure it locks in place.

7. Lower the wiper arm down against the windshield.
   Lower the passenger's side first, then the driver's side.

Recommended Tire Pressures for Normal Driving

The following chart shows the recommended cold tire pressures for most normal driving conditions and speeds. Tire pressures for high speed driving are the same as for normal driving.

U.S. DX, and Value Package

Tire Size	Cold Tire Pressure for Normal Driving
P195/70R14 90S	29 psi (200 kPa , 2.0 kgf/cm²)

U.S. : LX, EX, and SE
Canada : LX 4-cylinder, SE 4-cylinder and EX-L

Tire Size	Cold Tire Pressure for Normal Driving
P195/65R15 89H	30 psi (210 kPa , 2.1 kgf/cm²)

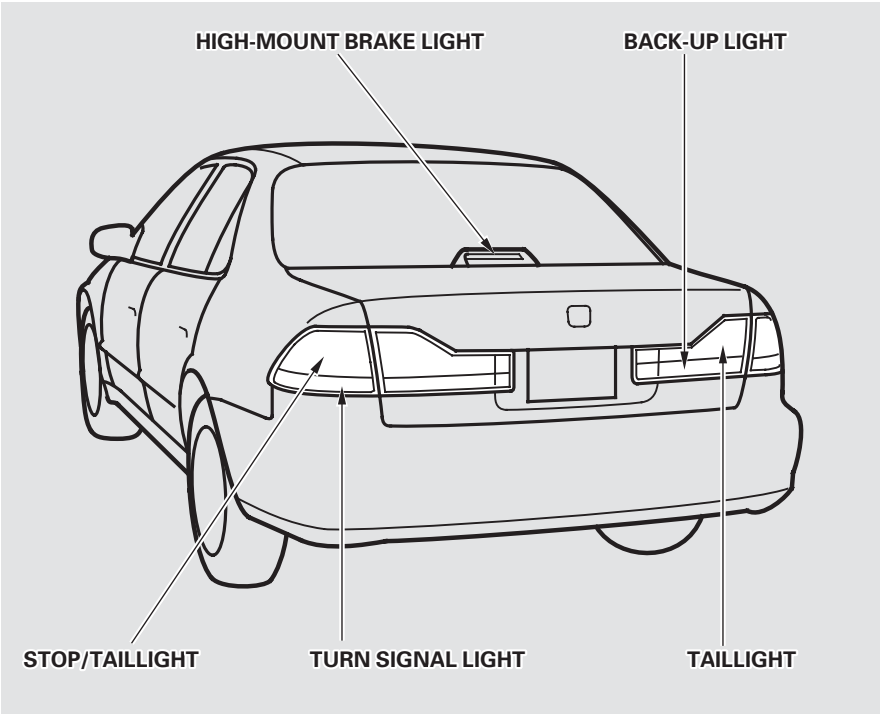
U.S. : LX V-6, EX V-6
Canada : EX V-6, SE V-6

Tire Size	Cold Tire Pressure for Normal Driving
P205/65R15 92V	30 psi (210 kPa , 2.1 kgf/cm²)

The compact spare tire pressure is:
60 psi (420 kPa , 4.2 kgf/cm²)

These pressures are also given on the tire information label on the driver's doorjamb.

Tubeless tires have some ability to self-seal if they are punctured. However, because leakage is often very slow, you should look closely for punctures if a tire starts losing pressure.

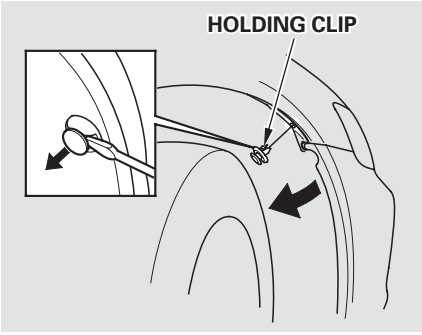


Check the following:

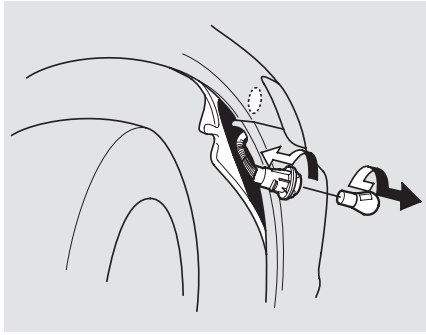
- Headlights (low and high beam)
- Parking lights
- Taillights
- Brake lights
- High-mount brake light
- Turn signals
- Back-up lights
- Hazard light function
- License plate light
- Side marker lights
- Daytime running lights (Canadian models)

If you find any bulbs are burned out, replace them as soon as possible. Refer to the chart on page 343 to determine what type of replacement bulb is needed.

Replacing Front Turn Signal and Side Marker Light Bulbs

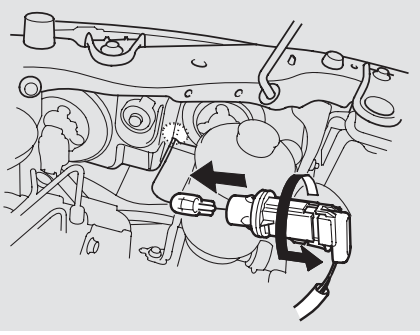


1. If you are changing the bulb on the driver's side, start the engine, turn the steering wheel all the way to the right, and turn off the engine. If you are changing the bulb on the passenger's side, turn the steering wheel to the left.



2. Use a flat-tipped screwdriver to remove the holding clip from the inner fender.
3. Pull the inner fender cover away from the fender and bumper.
4. Remove the socket from the headlight assembly by turning it one-quarter turn counterclockwise.
5. Remove the burned out bulb from the socket by pushing it in and turning the bulb counterclockwise until it unlocks.
6. Install the new bulb in the socket. Turn it clockwise to lock it in place.
7. Insert the socket back into the headlight assembly. Turn it clockwise to lock it in place.
8. Test the lights to make sure the new bulb is working.
9. Put the inner fender cover in place. Install the holding clip. Lock it in place by pushing on the center.

Replacing a Parking Light Bulb



1. The parking light bulb is under the headlight bulb.

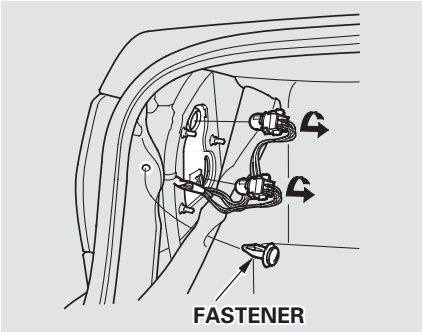
   Turn the bulb holder one-quarter turn counterclockwise to remove it from the lens.

2. Pull the bulb straight out of its socket.
   Push the new bulb straight into the socket until it bottoms.

3. Put the bulb holder back into its hole in the lens, and turn it clockwise until it locks.

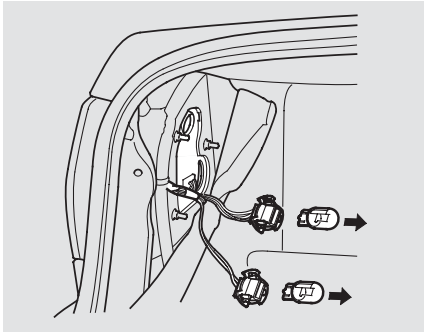
4. Turn on the parking lights to make sure the new bulb works.

Replacing Rear Bulbs (in Fenders)



1. Open the trunk.

   Remove the fastener from the side of the trunk lining by turning it counterclockwise with a coin. Pull the lining back.



2. Determine which of the two bulbs is burned out: stop/taillight or turn signal.

3. Remove the socket by turning it one-quarter turn counterclockwise.

4. Pull the bulb straight out of its socket.
   Push the new bulb straight into the socket until it bottoms.

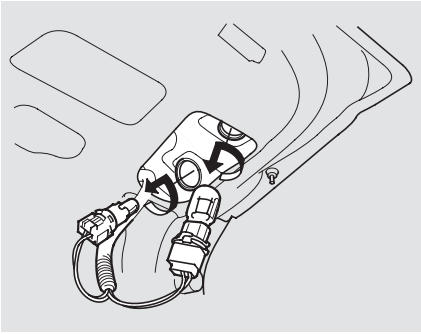
5. Reinstall the socket into the light assembly by turning it clockwise until it locks.

6. Test the lights to make sure the new bulb is working.

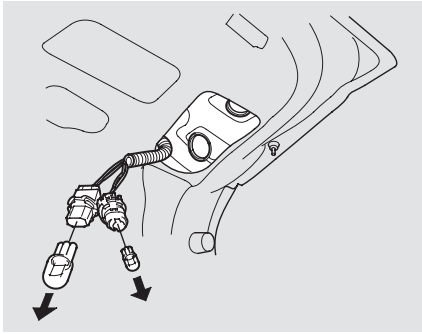
7. Reinstall the trunk lining. Make sure it is installed under the edge of the trunk seal.

8. Put the fastener in the hole on the side of the trunk lining and push on the center until it locks (the center is flush with the head).

Replacing Rear Bulbs (in Trunk Lid)

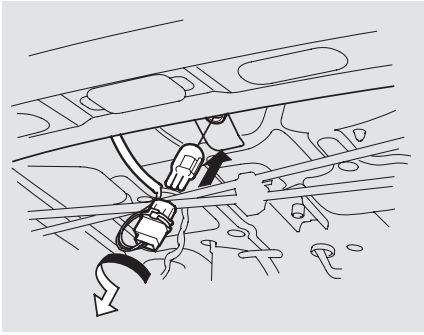


1. Open the trunk.
2. Determine which of the two bulbs is burned out: taillight or back-up light.



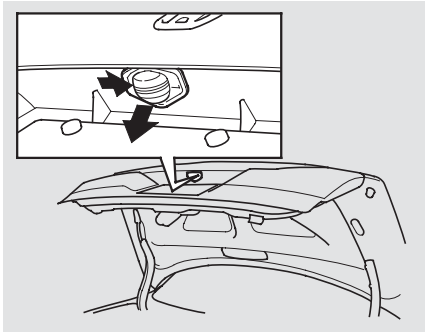
3. Remove the socket by turning it one-quarter turn counterclockwise.
4. Remove the burned out bulb from the socket by pulling it straight out of its socket.
5. Install the new bulb in the socket.
6. Reinstall the socket into the light assembly.
7. Test the lights to make sure the new bulb is working.

Replacing a High-mount Brake Light Bulb

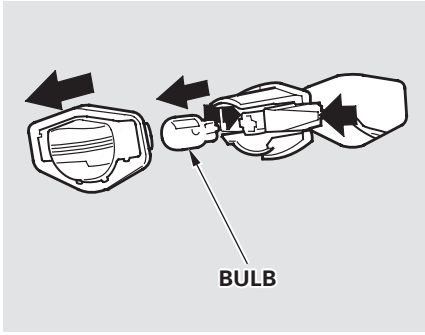


1. Open the trunk and remove the socket from the light assembly by turning it one-quarter turn counterclockwise.
2. Remove the burned-out bulb by pulling it straight out of the socket.
3. Install the new bulb and reinstall the socket. Make sure the new bulb is working.

Replacing a Rear License Plate Bulb



1. Remove the license light assembly by carefully prying on the left edge of the lens with a flat-tip screwdriver and pulling the assembly out.



2. Remove the lens from the bulb holder by pulling the lens while squeezing the tabs on both sides of the holder.

CONTINUED

3. Pull the bulb straight out of its socket. Push the new bulb in until it bottoms in the socket.

4. Turn on the parking lights and check that the new bulb is working.

5. Put the lens back on the bulb holder and push it until it latches.

6. Slide the left side of the light assembly into the hole. Push on the right side to latch the assembly into place.

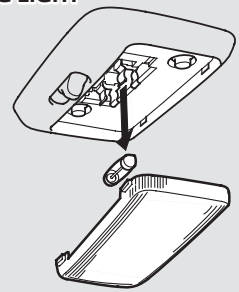
Replacing Bulbs in the Interior Lights

The ceiling light, door light and vanity mirror light come apart the same way, but they do not use the same type of bulb.

1. Remove the lens by carefully prying on the edge of the lens with a fingernail file or a small flat-tip screwdriver. Do not pry on the edge of the housing around the lens.

   Door light:
   Not available on U.S. DX and Value Package models
   Pry on the top middle of the lens.
   Ceiling light:
   Pry on the front edge of the lens near both sides.
   Spotlight:
   Not available on U.S. DX and Value Package models
   Pry on the front edge in front of both spotlights.

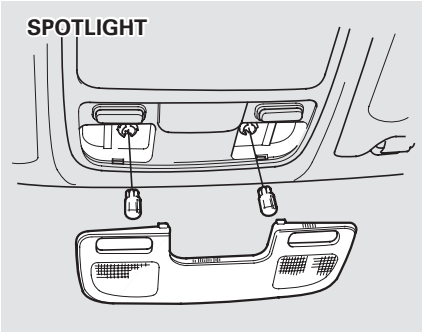
CEILING LIGHT



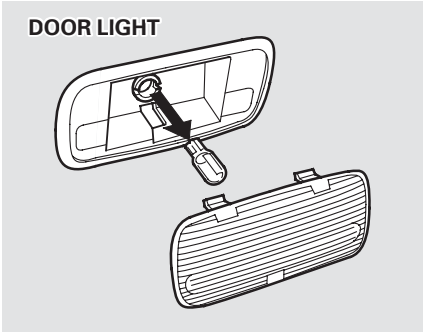
2. Remove the bulb by pulling it straight out of its metal tabs.

3. Push the new bulb into the metal tabs. Snap the lens back in place.

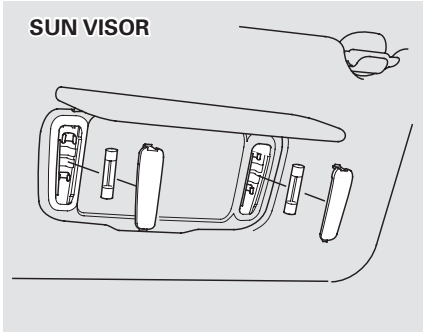
On all models except U.S. DX and Value Package models



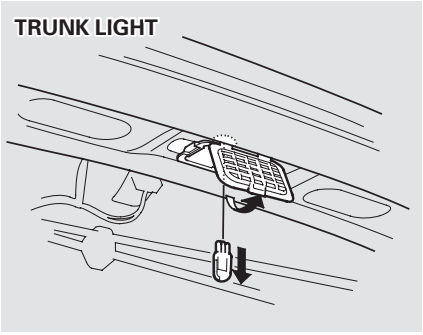
On all models except U.S. DX and Value Package models



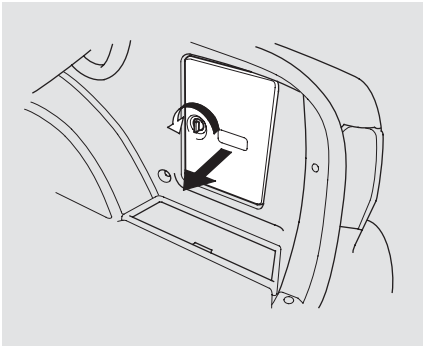
On all models except U.S. DX and Value Package models



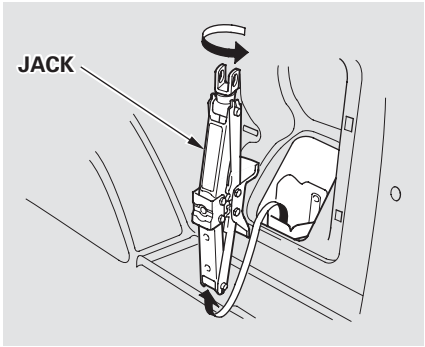
Replacing the Trunk Light Bulb



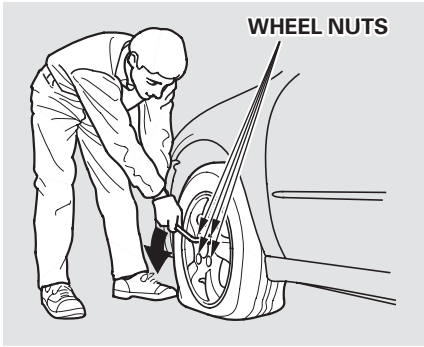
1. Open the trunk. Pull down the trunk light cover.
2. Remove the bulb by pulling it straight out of its metal tabs.
3. Push the new bulb into the metal tabs.
4. Push the cover back in place.



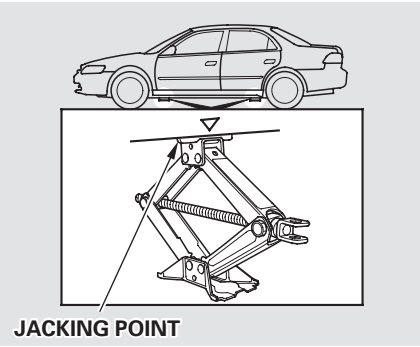
6. The jack is behind a cover in the right fender. Remove the cover by turning the handle counterclockwise, then pulling on the cover.



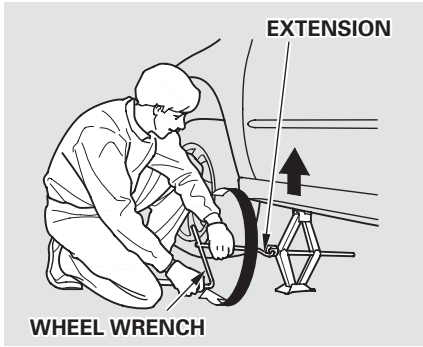
7. Turn the jack's end bracket counterclockwise to loosen it, then remove the jack.



8. Loosen the wheel nuts (four for the 4-cylinder models, five for the V-6 models) 1/2 turn with the wheel wrench.

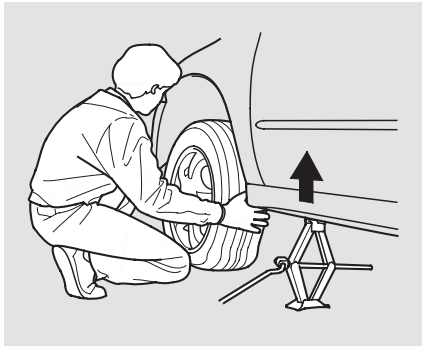


9. Locate the jacking point nearest the tire you need to change. It is pointed to by an arrow molded into the underside of the body. Place the jack under the jacking point. Turn the end bracket clockwise until the top of the jack contacts the jacking point. Make sure the jacking point tab is resting in the jack notch.



10. Use the extension and wheel wrench as shown to raise the vehicle until the flat tire is off the ground.

U.S. DX, Value Package, and LX models:
Do not attempt to forcibly pry the wheel cover off with a screwdriver or other tool. The wheel cover cannot be removed without first removing the wheel nuts.



11. Remove the wheel nuts and flat tire. Temporarily place the flat tire on the ground with the outside surface of the wheel facing up. Placing the wheel face down could mar its finish.

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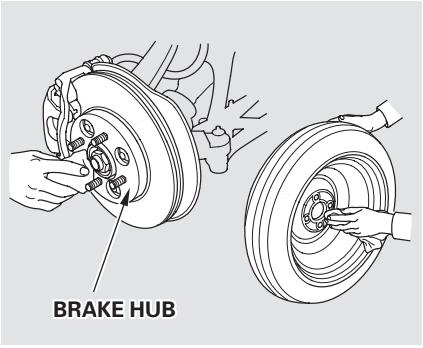
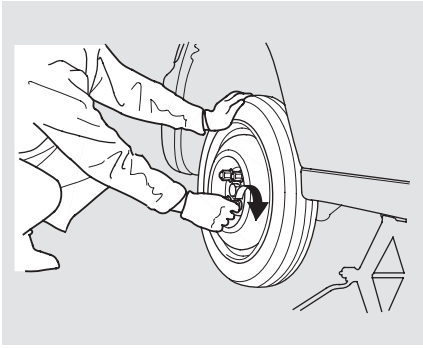
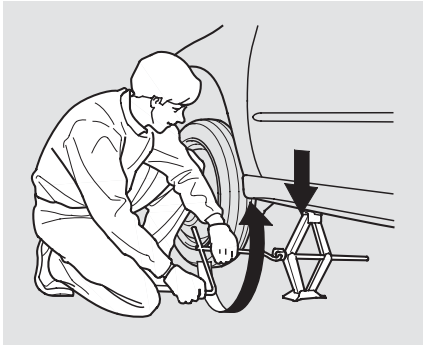


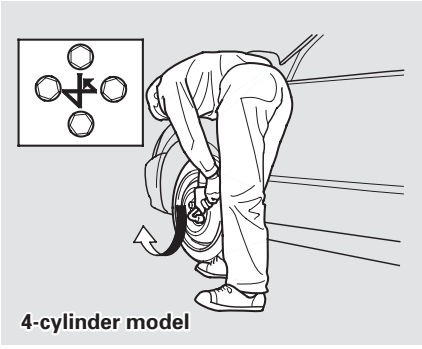
12. Before mounting the spare tire, wipe any dirt off the mounting surface of the wheel and hub with a clean cloth. Wipe the hub carefully, it may be hot from driving.



13. Put on the spare tire. Put the wheel nuts back on finger-tight, then tighten them in a crisscross pattern with the wheel wrench until the wheel is firmly against the hub. Do not try to tighten them fully.

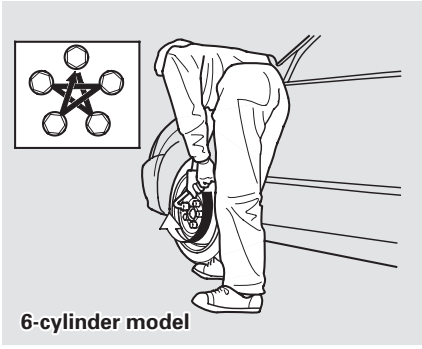


14. Lower the car to the ground and remove the jack.

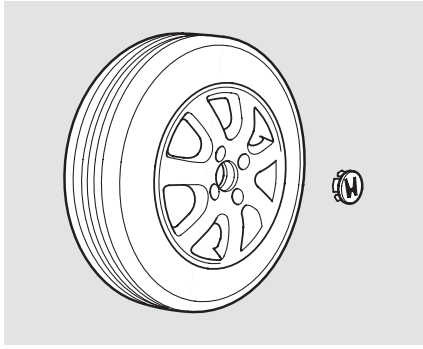


4-cylinder model

15. Tighten the wheel nuts securely in the same crisscross pattern. Have the wheel nut torque checked at the nearest automotive service facility.
Tighten the wheel nuts to:
80 lbf·ft (108 N·m , 11 kgf·m)



6-cylinder model



16. *LX with ABS, SE, EX, EX V-6 models*
Remove the center cap before storing the flat tire in the trunk well.

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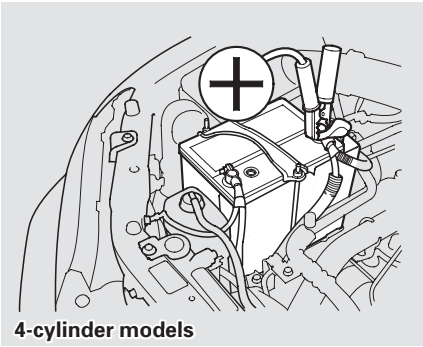
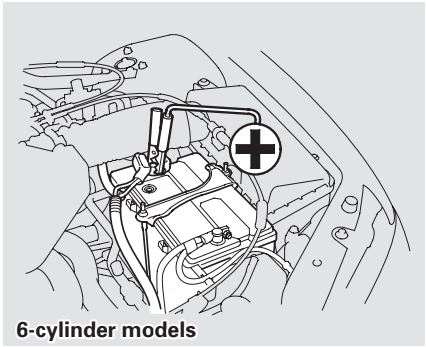
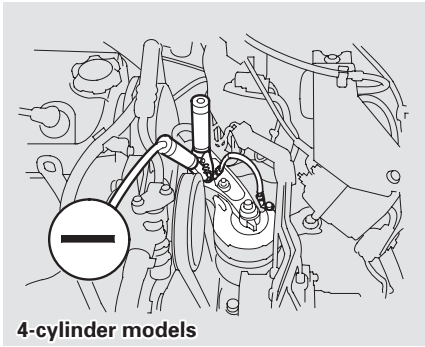


4-cylinder models

3. Connect one jumper cable to the positive (+) terminal on your Honda's battery. Connect the other end to the positive (+) terminal on the booster battery.



6-cylinder models



4-cylinder models

4. Connect the second jumper cable to the negative (−) terminal on the booster battery. Connect the other end to the grounding strap as shown. Do not connect this jumper cable to any other part of the engine.

5. If the booster battery is in another vehicle, have an assistant start that vehicle and run it at a fast idle.

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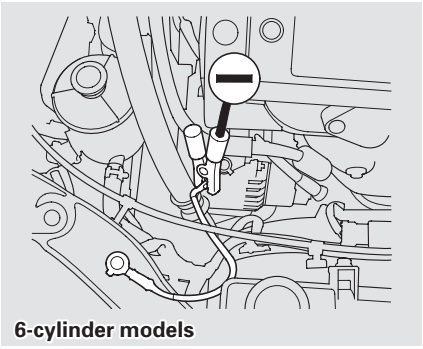
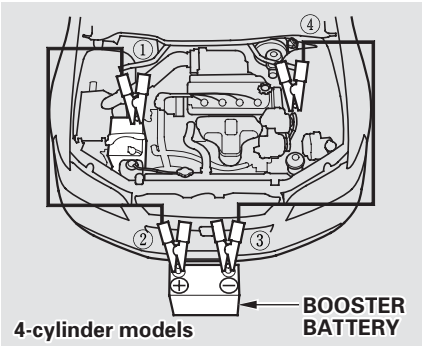


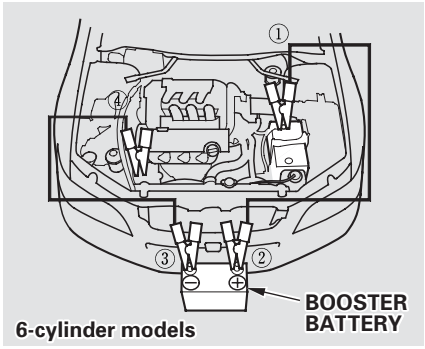
6-cylinder models



4-cylinder models

The numbers in the illustrations show you the order to connect the jumper cables.

6. Start your car. If the starter motor still operates slowly, check the jumper cable connections to make sure they have good metal-to-metal contact.



6-cylinder models

7. Once your car is running, disconnect the negative cable from your car, then from the booster battery. Disconnect the positive cable from your car, then the booster battery.

   Keep the ends of the jumper cables away from each other and any metal on the car until all are disconnected. Otherwise, you may cause an electrical short.

4. If the temperature gauge stays at the red mark, turn off the engine.

5. Wait until you see no more signs of steam or spray, then open the hood.

6. Look for any obvious coolant leaks, such as a split radiator hose. Everything is still extremely hot, so use caution. If you find a leak, it must be repaired before you continue driving (see **Emergency Towing** on page 336).

7. If you don't find an obvious leak, check the coolant level in the radiator reserve tank (see page 200). If the level is below the MIN mark, add coolant to halfway between the MIN and MAX marks.

8. If there was no coolant in the reserve tank, you may also have to add coolant to the radiator. Let the engine cool down until the pointer reaches the middle of the temperature gauge, or lower, before checking the radiator.

⚠WARNING

Removing the radiator cap while the engine is hot can cause the coolant to spray out, seriously scalding you.

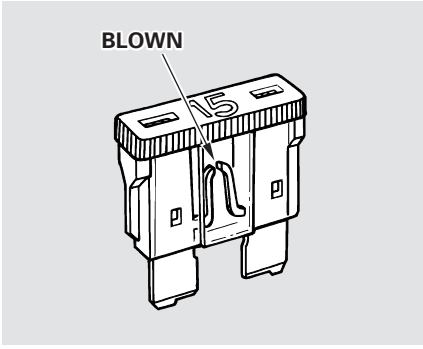
Always let the engine and radiator cool down before removing the radiator cap.

9. Using gloves or a large heavy cloth, turn the radiator cap counterclockwise, without pushing down, to the first stop. This releases any remaining pressure in the cooling system. After the pressure releases, push down on the cap and turn it until it comes off.

10. Start the engine and set the temperature control dial to maximum (climate control to FULL AUTO at 90°F/32°C). Add coolant to the radiator up to the base of the filler neck. If you do not have the proper coolant mixture available, you can add plain water. Remember to have the cooling system drained and refilled with the proper mixture as soon as you can.

11. Put the radiator cap back on tightly. Run the engine and watch the temperature gauge. If it goes back to the red mark, the engine needs repair. (See **Emergency Towing** on page 336 .)

12. If the temperature stays normal, check the coolant level in the radiator reserve tank. If it has gone down, add coolant to the MAX mark. Put the cap back on tightly.



5. Look for a burned wire inside the fuse. If it is burned, replace it with one of the spare fuses of the same rating or lower.

If you cannot drive the car without fixing the problem, and you do not have a spare fuse, take a fuse of the same rating or a lower rating from one of the other circuits. Make sure you can do without that circuit temporarily (such as the cigarette lighter or radio).

If you replace the blown fuse with a spare fuse that has a lower rating, it might blow out again. This does not indicate anything wrong. Replace the fuse with one of the correct rating as soon as you can.

NOTICE

Replacing a fuse with one that has a higher rating greatly increases the chances of damaging the electrical system. If you do not have a replacement fuse with the proper rating for the circuit, install one with a lower rating.

6. If the replacement fuse of the same rating blows in a short time, there is probably a serious electrical problem in your car. Leave the blown fuse in that circuit and have your car checked by a qualified mechanic.

On EX, EX V-6, SE, and U.S. Value Package models

If the radio fuse is removed, the audio system will disable itself. The next time you turn on the radio you will see “Code” in the frequency display. Use the Preset buttons to enter the five-digit code (see page 183).

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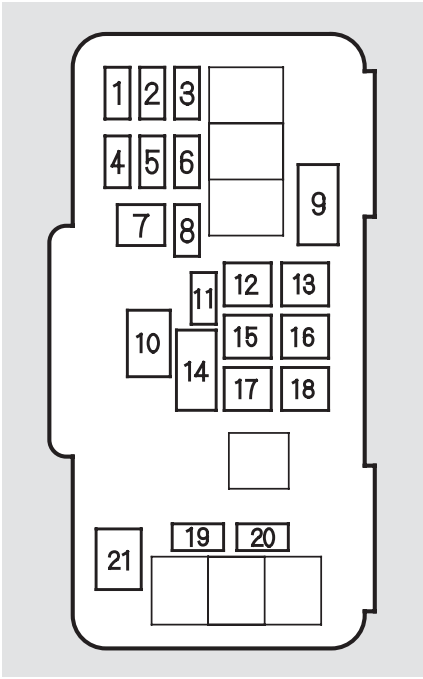
UNDER-HOOD FUSE BOX

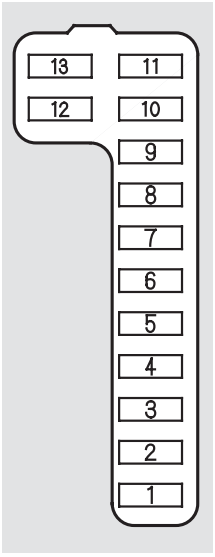


No.	Amps.	Circuits Protected
1	20 A	Left Headlight
2	(7.5A)	(Dimmer Relay)
3	20 A	Right Headlight
4	20 A	ABS F/S
5	20 A	Stop
6	15 A	ACG
7	30 A	ABS Motor
8	15 A	Hazard
9	—	Spare Fuse
10	100 A	Battery
11	20 A	Cooling Fan

No.	Amps.	Circuits Protected
12	40 A	Back Up, ACC
13	40 A	Power Window Motor
14	—	Spare Fuse
15	40 A	Power Seat
16	20 A	BSC
17	40 A	Heater Motor
18	40 A	Rear Defroster
19	20 A	Heated Seat
20	20 A	Condenser Fan
21	50 A	IG1 Main

INTERIOR FUSE BOXES

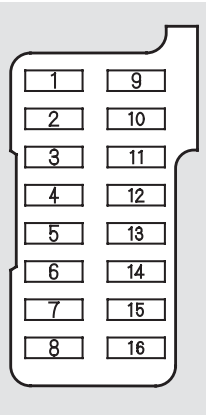
DRIVER'S SIDE



No.	Amps.	Circuits Protected
1	15 A	IG1 Fuel Pump
2	10 A	IG1 SRS
3	7.5 A	IG2 HAC
4	7.5 A	R/C Mirror
5	7.5 A	IG2 Day Light*
6	15 A	ECU (ECM/PCM), Cruise Control
7	7.5 A	IG1 Moonroof, Washer
8	7.5 A	ACC
9	7.5 A	Instrument Panel, Back-up Lights
10	7.5 A	IG1 Turn Signals
11	15 A	IG1 Coil
12	30 A	IG1 Wiper
13	7.5 A	STS

*: On Canadian models

PASSENGER'S SIDE



No.	Amps.	Circuits Protected
1	30 A	Moonroof
2	20 A	Driver Power Seat Recline
3	20 A	Assistant Power Seat Recline
4	20 A	Driver Power Seat Slide
5	20 A	Assistant Power Seat Slide
6	10 A	Daytime Running Light*
7	20 A	Rear Left Power Window
8	20 A	Front Right Power Window
9	20 A	Radio, Cigarette Lighter
10	10 A	Small Lights
11	7.5 A	Interior Light, Courtesy Lights
12	20 A	Power Door Locks
13	7.5 A	Clock
14	7.5 A	ABS Motor Check
15	20 A	Front Left Power Window
16	20 A	Rear Right Power Window

*: On Canadian models

If you decide to tow your car with all four wheels on the ground, make sure you use a properly-designed and attached tow bar. Prepare the car for towing as described above, and leave the ignition switch in Accessory (I) so the steering wheel does not lock. Make sure the radio and any items plugged into the accessory power socket are turned off so they do not run down the battery.

NOTICE

The steering system can be damaged if the steering wheel is locked. Leave the ignition switch in Accessory (I), and make sure the steering wheel turns freely before you begin towing.

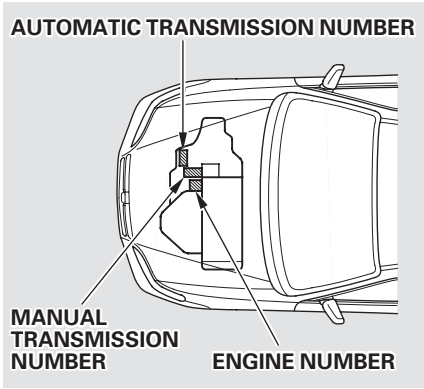
NOTICE

Trying to lift or tow your car by the bumpers will cause serious damage. The bumpers are not designed to support the car's weight.

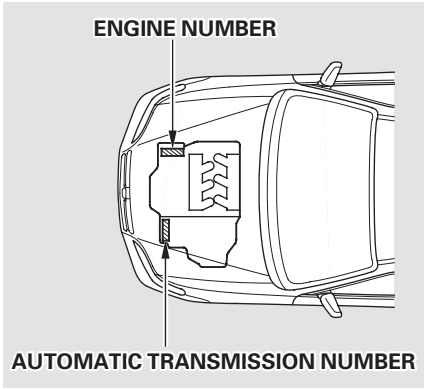
The Engine Number is stamped into the engine block. It is on the front.

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

4-cylinder Models



6-cylinder Models



Lights

Headlights	High	12 V — 60 W (HB3)
	Low	12 V — 51 W (HB4)
Front turn signal/side marker lights		12 V — 24/2.2 CP
Front parking lights		12 V — 3 CP
Rear turn signal lights		12 V — 21 W
Stop/Taillights		12 V — 21/5 W
Taillight		12 V — 3 CP
High-mount brake light		12 V — 21 W
Back-up lights		12 V — 21 W
License plate lights		12 V — 3 CP
Ceiling light		12 V — 7 W
Trunk lights		12 V — 5 W
Door courtesy lights		12 V — 2 CP
Vanity mirror light		12 V — 1.8 W

Battery

Capacity	4-cylinder	12 V — 52 AH/5 HR
	6-cylinder	12 V — 55 AH/5 HR

Fuses

Interior	See page 335 or the fuse label attached to the inside of the fuse box door on each side of the dashboard.
Under-hood	See page 334 or the fuse box cover.

Engine

Type	Water cooled 4-stroke SOHC, SOHC VTEC 4-cylinder, SOHC 6-cylinder (V6), gasoline engine
Bore x Stroke	3.39 x 3.82 in (86.0 x 97.0 mm) 3.39 x 3.39 in (86.0 x 86.0 mm)*3
Displacement	137.5 cu-in (2,254 cm^3) 182.8 cu-in (2,997 cm^3)*3
Compression ratio	8.8 : 1*1 9.3 : 1*2 9.4 : 1*3
Spark plugs	See spark plug maintenance section pages 273 and 275 .

*1 : DX, Value Package
*2 : LX, EX, SE
*3 : 6-cylinder models

Alignment

Toe-in	Front	0.00 in (0.0 mm)
	Rear	0.08 in (2.0 mm)
Camber	Front	0°
	Rear	−0°30′
Caster	Front	3°00′

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Tires

Size	Front/Rear	P195/70R14 90S *1 P195/65R15 89H *2 P205/65R15 92V *4
	Spare	T125/70D15 *3 T135/90D15 *4
Pressure	Front/Rear	29 psi (200 kPa , 2.0 kgf/cm²) *1 30 psi (210 kPa , 2.1 kgf/cm²) *2 *4
	Spare	60 psi (420 kPa , 4.2 kgf/cm²)

*1 : DX, Value Package
*2 : LX, EX, SE
*3 : 4-cylinder models
*4 : 6-cylinder models

- Select a nearby lightly traveled major highway where you can maintain a speed of 50 to 60 mph (80 to 97 km/h) for at least 20 minutes. Drive on the highway in D4 (A/T) or 5th (M/T). Do not use the cruise control. When traffic allows, drive for 90 seconds without moving the accelerator pedal. (Vehicle speed may vary slightly; this is okay.) If you cannot do this for a continuous 90 seconds because of traffic conditions, drive for at least 30 seconds, then repeat it two more times (for a total of 90 seconds).
- Then drive in city/suburban traffic for at least 10 minutes. When traffic conditions allow, let the vehicle coast for several seconds without using the accelerator pedal or the brake pedal.

If the testing facility determines the readiness codes are still not set, see your Honda dealer.

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Electrical Troubleshooting Manual:
This manual complements the Service Manual by providing in-depth troubleshooting information for each electrical circuit in your vehicle.

Body Repair Manual:
This manual describes the procedures involved in the replacement of damaged body parts.

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61S8401	1998-2002 Honda Accord 2/4 Door V6 Service Manual Supplement	$38.00
61S8400EL	1998-2002 Honda Accord 2/4 Door L4/V6 Electrical Troubleshooting Manual	$48.00
61S8030	1998-2002 Honda Accord 2/4 Door L4/V6 Body Repair Manual	$42.00
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Service Information Summary

Gasoline:
Unleaded gasoline, pump octane number of 86 or higher.

Fuel Tank Capacity:
17.12 US gal (64.8 ℓ , 14.26 Imp gal)

Recommended Engine Oil:
API Premium grade 5W-20 detergent oil (see page 248).

Oil change capacity (including filter):
Special Edition, EX, and U.S. LX
4.5 US qt (4.3 ℓ , 3.8 Imp qt)

LX-V6, EX-V6
4.6 US qt (4.4 ℓ , 3.9 Imp qt)

Automatic Transmission Fluid:
Honda ATF-Z1 (Automatic Transmission Fluid) preferred, or a DEXRON® III ATF as a temporary replacement (see page 262).

5-speed Manual Transmission Fluid:
Honda Manual Transmission Fluid preferred, or an API service SG, SH or SJ, SAE 10W-30 or 10W-40 motor oil as a temporary replacement (see page 263).

Capacity:
2.0 US qt (1.9 ℓ , 1.7 Imp qt)

Power Steering Fluid:
Honda Power Steering Fluid preferred, or another brand of power steering fluid as a temporary replacement. Do not use ATF (see page 266).

Brake Fluid:
Honda Heavy Duty Brake Fluid DOT 3 preferred, or a DOT 3 or DOT 4 brake fluid as a temporary replacement (see page 264).

Tire Pressure (measured cold):
Special Edition, EX, and U.S. LX
Front/Rear:
29 psi (200 kPa , 2.0 kgf/cm^2)

LX-V6
Front/Rear:
30 psi (210 kPa , 2.1 kgf/cm^2)

EX-V6
Front/Rear:
32 psi (220 kPa , 2.2 kgf/cm^2)

Spare Tire:
60 psi (420 kPa , 4.2 kgf/cm^2)