

Transmission Oil/Fluid Check

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

⚠ WARNING

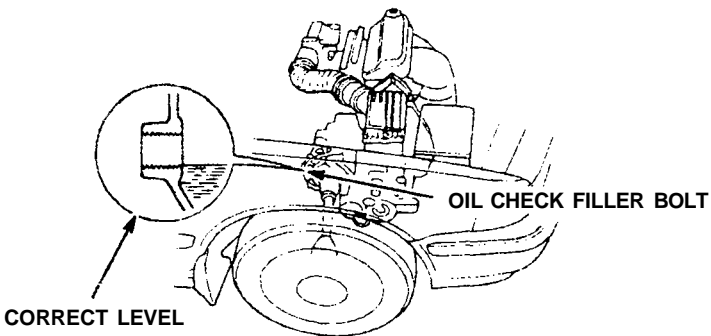
- If the engine has been running, some engine components may be hot enough to burn you.
- Keep hands away from the radiator fan. The fan may start automatically without warning and run for up to 15 minutes, even after the engine is turned off.

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

Since the transmission and differential are in the same housing, you are actually checking both oil/fluid levels in one procedure. Change transmission oil/fluid according to the Maintenance Schedule on page 87.

5-Speed

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



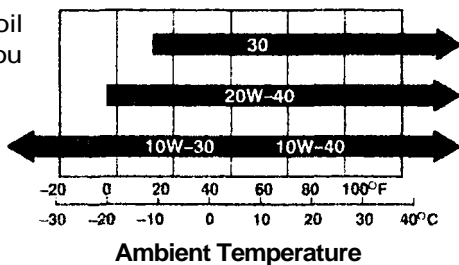
5-SPEED TRANSMISSION OIL CHANGE CAPACITY:

1.9 ℓ (1.7 Imp qt, 2.0 US qt).

Transmission Oil/Fluid Check (cont'd)

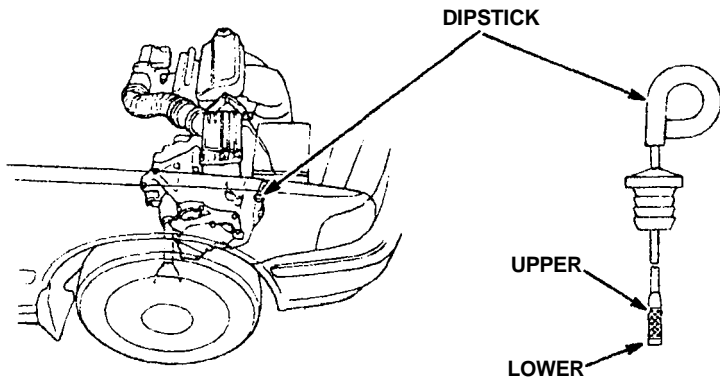
Use only SF or SG grade motor oil when adding or changing transmission oil.

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



Automatic

Check the automatic transmission fluid level (with the engine off and the car on level ground) with the dipstick in the right end of the transmission housing. Remove the dipstick and wipe it off.



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

If necessary, add fluid and recheck. Use only Genuine Honda or DEXRON® II Automatic Transmission Fluid (A.T.F.) when adding or changing fluid.

After checking the fluid level, replace the dipstick securely.

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

Cooling System

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

Therefore, use only a Honda-recommended antifreeze/coolant.

CHECK WITH YOUR AUTHORIZED HONDA DEALER.

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

Do not mix different antifreeze/coolants.

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

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

Checking Coolant

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

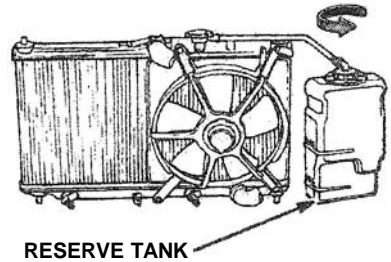


- **Do not remove the radiator cap when the engine is hot; the coolant is under pressure and could severely scald you.**
- **Keep hands away from the radiator fan. The fan may start automatically without warning and run for up to 15 minutes, even after the engine is turned off.**

Cooling System (cont'd)

If the level is below the MAX mark, but still visible, add a 50/50 solution of antifreeze and water to bring it up to MAX.

If there is no coolant in the reserve tank, the cooling system should be checked for leaks and repaired if necessary. Coolant must then be added to the radiator.



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

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

Maintenance

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

Replacing Coolant

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

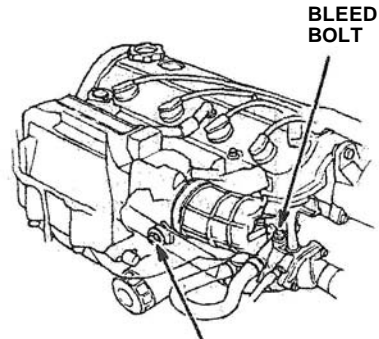
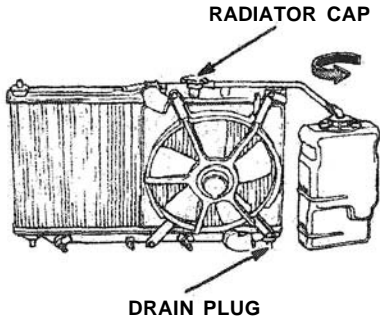
RADIATOR COOLANT REFILL CAPACITY:

including reserve tank 0.6 ℓ (0.5 Imp qt, 0.6 US qt)

5 speed transmission 3.0 ℓ (2.6 Imp qt, 3.2 US qt)

Automatic transmission 3.5 ℓ (3.1 Imp qt, 3.7 US qt)

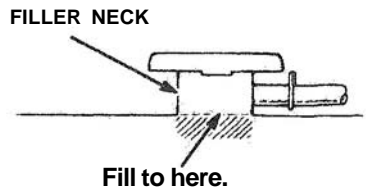
1. Set the heater temperature control dial to maximum heat.
2. When the radiator is cold to the touch, remove the radiator cap and loosen the drain plug.



3. Remove the drain bolt from the rear side of the cylinder block, and drain the engine and heater.
4. Apply non-hardening sealant to the drain bolt threads, then reinstall the bolt and tighten it securely.
5. Tighten the radiator drain plug securely.
6. Mix the recommended antifreeze with an equal amount of low-mineral or distilled water and fill the reservoir to maximum, as illustrated.



7. Loosen the air bleed bolt in the water outlet, then fill the radiator to the filler neck with the coolant mixture. Tighten the bleed bolt as soon as coolant starts to run out in a steady stream without bubbles.



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