Recommended Shift Points

Drive in the highest gear that lets the engine run and accelerate smoothly. This will give you the best fuel economy and effective emissions control. The following shift points are recommended:

Shift up	Normal acceleration
1st to 2nd	15 mph (24 km/h)
2nd to 3rd	28 mph (45 km/h)
3rd to 4th	41 mph (66 km/h)
4th to 5th	52 mph (84 km/h)

Shift up	Cruise from acceleration
1st to 2nd	7 mph (11 km/h)
2nd to 3rd	22 mph (35 km/h)
3rd to 4th	33 mph (53 km/h)
4th to 5th	48 mph (77 km/h)

Maximum Speeds

The speeds in these tables are the maximums for the given gears. If you exceed these speeds, the engine speed will enter, into the tachometer's red zone. If this occurs, you may feel the engine cut in and out. This is caused by a limiter in the engine's computer controls. The engine will run normally when you reduce the rpm below the red zone.

Gear	Maximum speeds
1st	30 mph (49 km/h)
2nd	56 mph (91 km/h)
3rd	86 mph (139 km/h)
4th	113 mph (182 km/h)
5th	Top speed

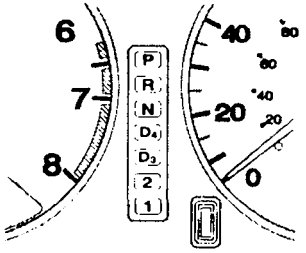
Automatic Transmission

Your Honda's transmission has four forward speeds and is electronically controlled for smoother shifting. It also has a "lock-up" torque converter for better fuel economy. You may feel what seems like another shift when the converter locks.

Automatic Transmission

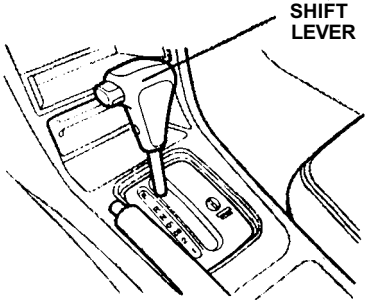
Shift Lever Position Indicator

This indicator between the tachometer and speedometer shows which shift position the shift lever is in. The "D4" indicator comes on for a few seconds when you turn the ignition switch ON (II). If it flashed while driving (in any shift position), it indicates a possible problem in the transmission. Avoid rapid acceleration and have the transmission checked by an authorized Honda dealer as soon as possible.



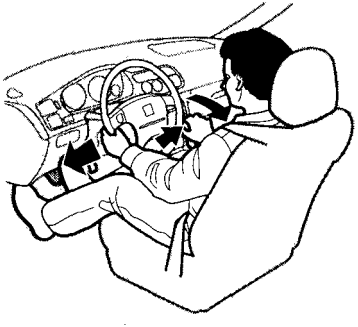
Shift Lever Positions

The shift lever has seven positions. It must be in Park or Neutral to start the engine. When you are stopped in D4, D3, 2, 1 or R, press firmly on the brake pedal, and keep your foot off the accelerator pedal.



To shift from:	Do this:
P to R	Press the brake pedal, and press the release button.
R to P N to R D3 to 2 2 to 1	Press the release button.
1 to 2 2 to D3 D3 to D4 D4 to N D4 to D3 N to D4 R to N	Move the lever.

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 94.

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 you need 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 may be 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.

continued

Automatic Transmission

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 wheel spin.

Whenever you move the shift lever to a lower gear, the transmission downshifts only if the engine's redline will not be exceeded in the lower gear.

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.

Maximum Speeds

The speeds in these tables are the maximums for the given position. If you exceed these speeds, the engine speed will enter into the tachometer's red zone. If this occurs, you will feel the engine cut in and out. This is caused by a limiter in the engine's computer controls. The engine will run normally when you reduce the rpm below the red zone.

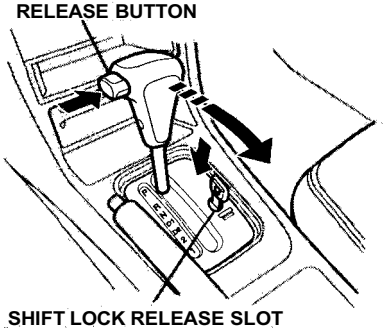
Position	Maximum speeds
1	33 mph (54 km/h)
2	61 mph (99 km/h)
D3	100 mph (160 km/h)
D4	Top speed

Shift Lock Release

This allows you to move the shift lever out of Park if the normal method of pushing on the brake pedal and pressing the release button does not work.

1. Set the parking brake.
2. Remove the key from the ignition switch.

3. Insert the key in the Shift Lock Release slot next to the shift lever.
4. Push down on the key while you press the release button and move the shift lever out of Park to Neutral.
5. Remove the key from the Shift Lock Release slot. Return the key to the ignition switch, depress the brake pedal, and restart the engine.



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

The Braking System

Your Honda is equipped with front disc brakes. The brakes on the rear wheels may be disc or drum, depending on the model. The braking system is power assisted to reduce the effort needed on the brake pedal.

Put your foot on the brake pedal only when you intend to brake. Resting your foot on the pedal keeps the brakes applied lightly, causing them to build up heat. Heat buildup can reduce how well your brakes work. It also keeps your brake lights on all the time, confusing drivers behind you.

Constant application of the brakes when going down a long hill builds up heat and reduces their effectiveness. Use the engine to assist the brakes by downshifting to a lower gear and taking your foot off the accelerator pedal.

Brake Wear Indicators

The front disc brakes and rear brakes of ABS-equipped cars have audible brake wear indicators. When the brake pads need replacing, you will hear a distinctive metallic "screeching" sound when you apply the brakes. If you do not have the brake pads replaced, they will screech all the time.

Your brakes may sometimes squeal or squeak when you apply them lightly. Do not

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