

\$2000

Honda

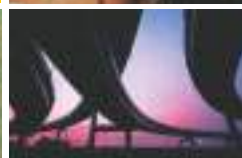
2004



**Inspiration strikes hard.
The harder the better.**



fueled



The S2000 may have four wheels, but it has a one-track mind when it's carving through curves. *Autoweek* magazine summed it up well when they referred to the edgy S2000 as "the ultimate 4-wheeled motorcycle."¹



One close encounter with the S2000's potential, and you may be left a bit breathless, wondering what inspired such a raw expression of performance. But in creating it, Honda engineers didn't really need to seek inspiration. Because in the world we live in, it keeps finding us. It's in the loud metallic wail of our racing engines, and in the intoxicating aromas of high-octane fuel and hot, sticky rubber pulling at asphalt. We listened. We tuned in. And for 2004, we built an S2000 even more forceful, responsive and refined. More inspired than ever before.





S2000 shown in Silverstone Metallic.



r u s h

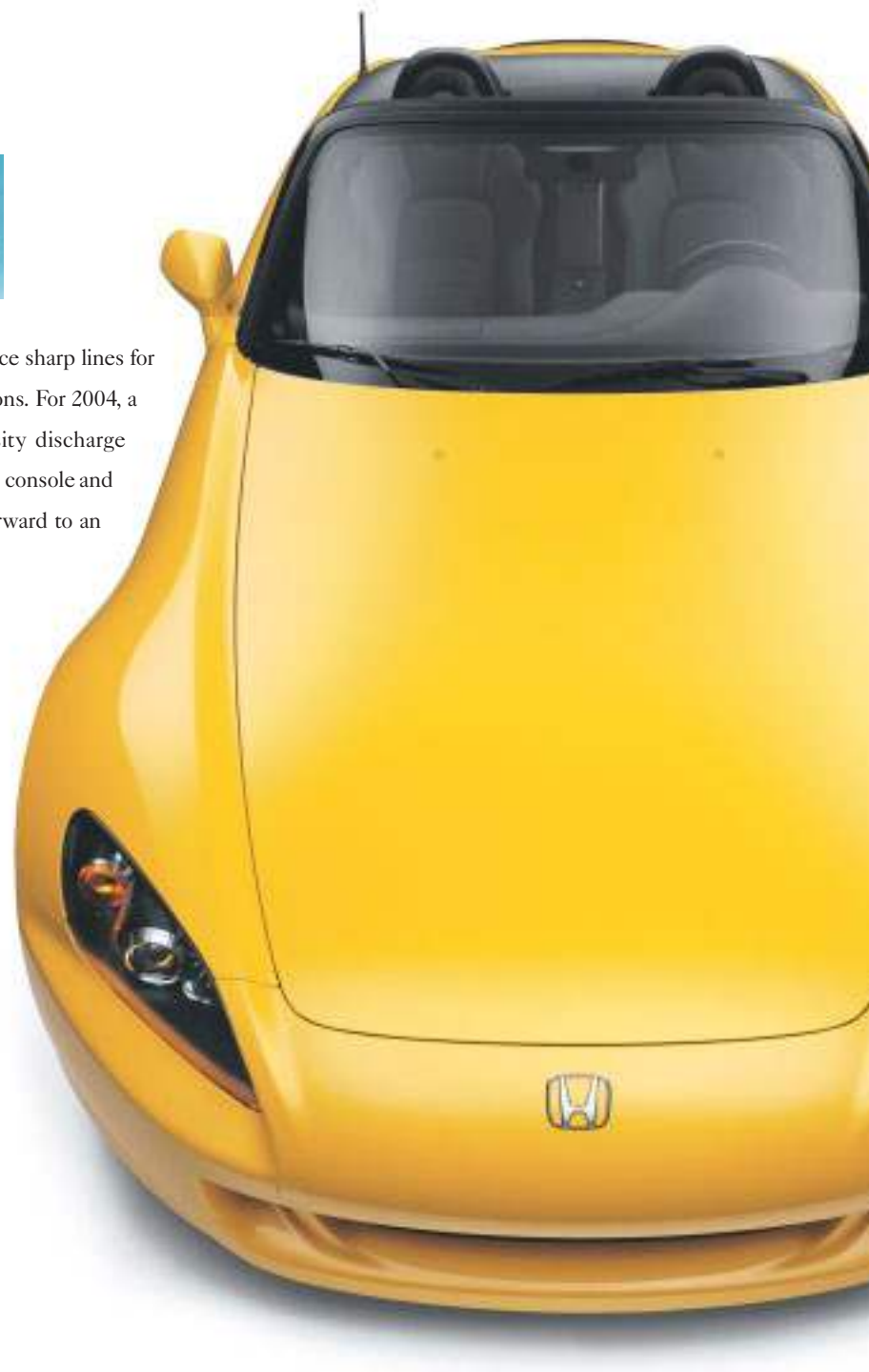


It's not impolite to stare at something truly beautiful. Smooth contours balance sharp lines for a shape that's a touch elegant, yet unapologetic about its hard-edged intentions. For 2004, a more aerodynamic nose features a larger front air intake and high-intensity discharge (HID) headlights. Look closely. Beauty is in the details, like the new center console and cool metallic-finish interior trim. Now climb in, look up at endless sky and forward to an endless road. Complete the picture.



For 2004, the S2000's sporty intentions are punctuated with larger 17-inch alloy wheels shod with low, wide P245/40 R17 rubber in back to get power to pavement, and with P215/45 R17 tires in front for directional control.

If they see you coming or just catch a glimpse of you going, the S2000's new chiseled nose and combination LED taillights will turn more than a few heads. Its freshly sculpted lines speak the language of zip fluently.





The value of life can be measured by how many times your soul has been deeply stirred.
— Soichiro Honda



John Surtees raced his V-12 Formula One Honda to a thrilling victory in the 1967 Monza Grand Prix. The win marked the beginning of Honda's legendary Formula One success story.

passion

The S2000's design is a reflection of a long, distinguished heritage of racing success on the world's most demanding circuits. We've collected more than 70 Grand Prix victories in Formula One racing and 65 wins in CART open-wheel racing, and we expect to be just as successful with our new IRL effort. The pressure of competition makes our engineers better able to create smart, innovative designs for our production vehicles. And the '04 S2000 is a pure expression of our pioneering spirit, and our burning desire to win.

Honda stunned the motorcycle racing world in 1961, when Mike "The Bike" Hailwood piloted Honda racers to victory at the Isle of Man, in both the 125cc and 250cc classes.



Mr. Honda poured his lifelong passion for racing into the creation of the "S" series sports cars. And today's S2000 embodies the same spirit of innovation and competition that inspired the S600 and S800 roadsters 40 years ago.



applied

The S2000 epitomizes racing heritage applied to the street. Its DNA is that of a pure thoroughbred racer, with a lineage like a road map of Honda engineering milestones. Through thinking that defies conventional limitations, we develop ground-breaking technology that wins races. Those innovations take street-legal form in the fantastically fun-to-drive S2000. Take a trip around your neighborhood, and hear those Formula One genes loud and clear. You may even think about building a grandstand in the driveway.

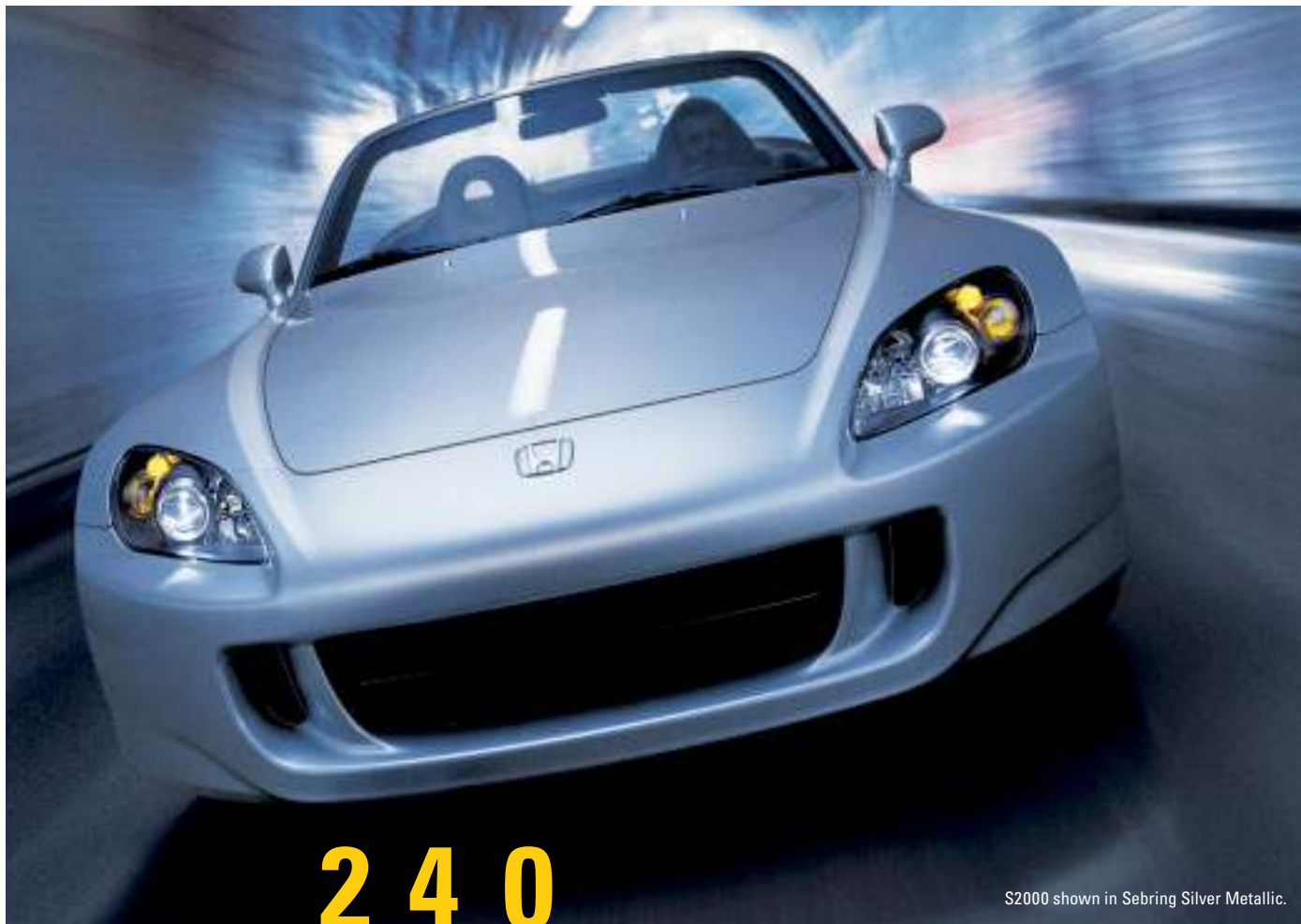


Honda's latest racing efforts focus on the IRL series, where we will compete with a completely new, normally aspirated V-8 engine.



Honda's revolutionary, V-5 engine-powered RC211V raced to a World Championship in its 2002 debut season.





240 horsepower 2.2 liters

S2000 shown in Sebring Silver Metallic.

Sometimes, just numbers can tell a thrilling tale. For 2004, we've increased the displacement of the S2000's engine to 2.2 liters with a longer stroke, and increased its compression ratio too. It's still amazingly lightweight and compact, making 240 horsepower and 161 lb.-ft. of torque. Take those forceful figures, factor in some revised overall gear ratios, and the '04 S2000 driver is now treated to an even more exhilarating driving experience. Mere facts and figures can't fully describe seat-of-the-pants fun. But numbers just don't lie. And they can even be poetry in motion.



We redesigned the '04 S2000 instrument panel for even better visibility. As that bold, bright and beautifully big digital tach zips toward redline, you get an advanced lesson in acceleration. And the harder you prod the S2000, the higher you rev that eager engine, the more you realize this car was built to be worked over. It just loves the attention.

Give the irresistibly red start button a push, and you're only scratching the surface of the S2000's similarities to a motorsports machine. Honda racing engineers developed its engine components and systems, carefully honing ultra-lightweight materials to meet exacting tolerances. This use of advanced technology combined with a close attention

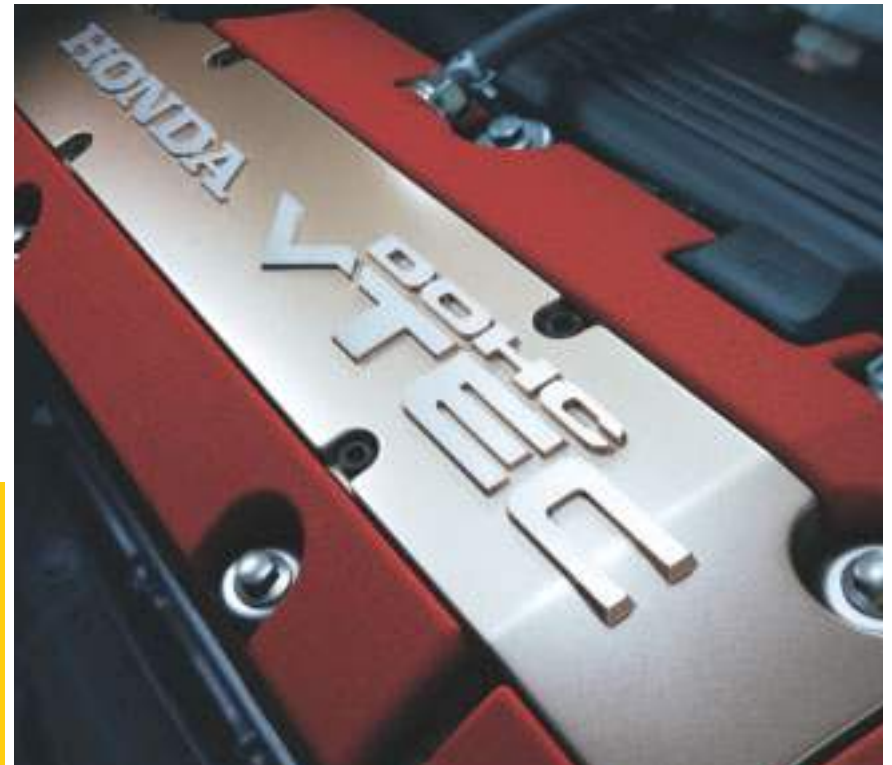
to precision yields abundant power teamed with remarkable durability.

Plus the added convenience of no scheduled tune-ups for 105,000 miles.*



forcefully
focused

The S2000's engine is lightweight, and also surprisingly compact considering how much power it puts out. This is achieved with technology like a narrow DOHC design with a space-efficient silent-chain primary drive and gear-driven secondary drive. The geared drive also improves timing accuracy.



Honda's revolutionary variable valve timing and lift electronic control (VTEC™) technology overcomes a longtime limitation of traditional engine design. With VTEC, no compromises have to be made between low- and high-rpm performance. One cam lobe is tuned for low-end torque. Rev higher, and another lobe takes over valve operation for a boost in high-end horsepower. So whatever the engine speed, power and efficiency are always optimized.

*Does not apply to fluid and filter changes. See your owner's manual for details.



Heavy is bad. Light is good. It's a simple idea, but it takes some pretty sophisticated thinking to make it a reality. Our engineers used lightweight aluminum alloy to create the S2000's engine block, cylinder head and oil pan. And super-light forged alloy pistons do their business in cylinder liners that are composed of fiber-reinforced metal (FRM), another trick Honda-developed weight-savings feature. These components help form an engine that is free-revving, efficient and amazingly lightweight, yet still strong and durable.



Friction is your foe, but the S2000 slips through its grasp. It has pistons that are shaped with a reduced skirt area for minimal drag between piston and cylinder wall. Less friction means less heat, enabling the engine to operate at higher rpms and to put out more power. The engine also uses a low-friction roller bearing cam follower system, further reducing power losses to friction.



For 2004, the S2000's engine displacement gets a 10% increase, from 2.0 liters to 2.2 liters. And that little bump makes a big difference in the S2000's power characteristics, providing more low-end torque for more thrilling real-world drives. Whether accelerating from a stop or passing at speed, you'll have power on tap across the powerband. Zipping from zero to 60 is always fun, but the best gauges of the S2000's engine improvements aren't clock ticks or skid pads. It's the mega-doses of adrenaline that'll be pumping through your veins.

striking balance

Any racer will tell you. Going fast is more about consistent control than sheer power. For 2004, we refined the S2000's chassis and suspension to help grant its driver complete command when the going gets curvy. The monocoque body and high X-bone frame already had torsional rigidity higher than that of many hard-topped sports cars. For '04, we further increased rigidity with body reinforcements and a new crossmember for super-sharp handling with an even more direct feel. And the gas-pressurized mono-tube shocks, coil springs and rear stabilizer bars are revised for better road-holding in quick corners, as well as improved ride comfort at any speed.



Fully independent double wishbone suspension at all four corners features an in-wheel design for ideal geometry and a low center of gravity for quick weight transfer. For 2004, a lower roll center gives an even more linear response to driver input. And an improved ABS system offers a shorter pedal stroke as well as more progressive pedal feel, and teams with big brake rotors to help slow you down quick.



S2000 shown in Rio Yellow Pearl.

We positioned the lightweight 2.2-liter powerplant far back in the engine bay, entirely behind the front axle. It's part of our efforts to optimize handling by centralizing the mass of the S2000, creating what our tuning-obsessed engineers call a low polar moment of inertia.

When combined with a remarkable power-to-weight ratio and the quick electric power-assisted rack-and-pinion steering (EPS), mass centralization helps the S2000 pivot around corners with ease. The EPS system has been recalibrated for '04, for improved response and driver control.



S2000 shown in Silverstone Metallic.

c o n n e c t



If you've ever slipped inside a Formula One cockpit, the S2000's interior may feel vaguely familiar. The gauges and controls are prominent and logically placed, creating an intuitive driver interface that's intimate, but also comfortable. High-bolstered leather seats cradle and brace you for quick maneuvers, and the leather-trimmed door panels have been resculpted, offering a bit more elbow room. Your hand finds the shifter while your feet fall naturally on the textured metal pedals, perfectly positioned for quick heel-toe downshifts. Purposeful, yet so refined. Racers should have it so good.



S2000 interior shown in Red and Black Leather.

The S2000's power convertible top is easy to drop, and it has a glass rear window too. The acrylic aero screen keeps wind buffeting in check. Driver and passenger safety is aided by dual front airbags* (SRS), rollbars and seat belts anchored to the seat, floor and rollbar. And for extra security, the S2000 is guarded by an Immobilizer Theft-Deterrent System.

*Honda reminds you and your passengers to always buckle up.



Grab hold of the leather-wrapped aluminum shift knob and snap through the S2000's six gears with firm, short throws. For 2004, slick, tough carbon synchronizers smooth the way, and the overall gear ratios are revised for stronger acceleration in lower gears. Wind it out. Make that 240-horsepower engine sing.



control

Take command of the S2000, and you complete its purpose. Power windows, mirrors and door locks with remote entry ease your access. An easier-to-read instrument panel reports vital information. Stow your gear in the center console bin and larger door pockets. Beverage holders stand by. Set the electronically controlled air conditioning to your ideal zone. Intuitively placed left-hand audio-system controls and steering wheel-mounted cruise control keep you seamlessly connected even while under way. All systems go. Jet pilots shouldn't get to have all the fun.



**When the imagined becomes real,
thoughts fade and senses reign.**



a c c e s s o r i e s

Your dealer can help you personalize your new S2000 with a wide selection of Genuine Honda Accessories. And if you have them installed at the time of vehicle purchase, they're covered by the standard Honda 3-year, 36,000-mile limited warranty.²

Headrest Speaker System
XM® Satellite Radio³
Hardtop
Hardtop Storage Rack
Hardtop Storage Cover
6-Disc CD Changer

Ashtray
Cargo Net
Engine Block Heater
Seatback Pocket
Titanium Shift Knob
Security System

Front Underbody Spoiler
Trunk Spoiler
Wing Spoiler
Side Strakes
Wheel Locks
Vehicle Dust Cover



We've always been clear thinkers. Since our pioneering stratified-charge CVCC engines of the 1970s, Honda has led the way in Earth-friendlier vehicles. Today, every new Honda meets or surpasses Low-Emission-Vehicle (LEV) standards. Some are even Super-Ultra-Low-Emission Vehicles (SULEV). Our natural-gas-fueled Civic GX is the **cleanest-burning** internal-combustion vehicle ever tested by the EPA.⁵ Our Insight was the first gas-electric hybrid sold in the U.S., and only Honda offers two hybrid models. Now, our zero-emission FCX fuel-cell car is the first ever certified for commercial use in the U.S. And the Union of Concerned Scientists says, "Honda is the cleanest car company by a large margin."⁶



Honda advances safety technology in some of the world's most sophisticated labs, such as our R&D center in Tochigi, Japan. The world's first indoor all-directional crash-test facility, it allows engineers to crash-test our vehicles at a variety of speeds and impact angles. As a result of our **emphasis upon safety**, five Honda models to date have earned the top crash-test ratings—five stars—in NHTSA frontal and side impact tests.⁷ That's more models than any other brand.

HONDA

Financial Services

Whether you buy or lease a Honda vehicle, **Honda Financial Services** can assist you with the process. Ask your dealer which lease or purchase plan best suits your needs.

HONDA

Care

Honda Care™ is a highly affordable, comprehensive vehicle and travel protection plan that is backed by Honda reliability, service and parts. See your dealer for details.

specifications & features

Engineering	
Engine Type	In-Line 4-Cylinder
Engine Block/Cylinder Head	Aluminum-Alloy
Fiber-Reinforced (FRM) Cylinder Walls	•
Displacement (cc)	2157
Horsepower @ rpm (SAE net)	240 @ 7800
Torque (lb-ft @ rpm)	161 @ 6500
Redline (rpm)	8000
Bore and Stroke (mm)	87.0 x 90.7
Compression Ratio	11.1:1
Valve Train	16-Valve DOHC VTEC®
Multi-Point Fuel Injection	•
Rear-Wheel Drive	•
CARB Emissions Rating	LEV
Direct Ignition System with Immobilizer	•
105,000-Mile Tune-Up Interval*	•
Transmission	
6-Speed Manual Transmission	•
Gear Ratios	1st: 3.133, 2nd: 2.045, 3rd: 1.481, 4th: 1.161, 5th: 0.942, 6th: 0.763, Reverse: 2.800, Final Drive: 4.100, Secondary Gear Reduction: 1.208
Torque-Sensing Limited-Slip Differential	•
Body/Suspension/Chassis	
High X-Bone Monocoque Frame	•
Independent In-Wheel Double Wishbone Suspension with Coil Springs	•
Stabilizer Bar (<i>mm, front/rear</i>)	26.5 / 25.4
Electric Power-Assisted Rack-and-Pinion Steering (EPS)	•
Steering Wheel Turns, Lock-to-Lock	2.6
Steering Ratio	14.9
Power-Assisted Ventilated Front Disc/ Solid Rear Disc Brakes (<i>in., front/rear</i>)	11.8/11.1
Anti-Lock Braking System (ABS)	•
Alloy Wheels (<i>in., front/rear</i>)	17x7.0 / 17x8.5
Bridgestone Potenza RE050 Tires (<i>front/rear</i>)	P215/45 R17 87W / P245/40 R17 91W
EPA Mileage Estimates ¹ /Fuel Capacity	
City/Highway	20/25
Crankcase (<i>qt.</i>)	5.9
Coolant System (<i>qt.</i>)	8.0
Fuel (<i>gal.</i>)	13.2
Required Fuel	Premium Unleaded
Exterior Features	
Remote Entry System with Trunk Release	•
Electrically Powered Soft Top	•
Glass Rear Window with Defroster	•
Dual-Outlet Exhaust	•
Body-Colored Dual Power Mirrors	•
High-Intensity Discharge Headlights (HID)	•
Combination LED Taillights	•
Lightweight Alloy Wheels	•
Aluminum Hood	•
Impact-Absorbing Body-Colored Bumpers	•
Molded Convertible Top Cover	•
2-Speed/Intermittent Windshield Wipers	•

Comfort & Convenience	
Engine Start Button	•
Air Conditioning with Air-Filtration System	•
Power Windows and Door Locks	•
Cruise Control	•
Leather-Wrapped Steering Wheel	•
Short-Throw Direct Shift Linkage	•
Aluminum Shift Knob with Leather	•
Textured Aluminum Pedals	•
Integrated Roll Bars	•
Aero Wind Screen (<i>Rear Wind Deflector</i>)	•
Remote-Operated Audio Controls	•
Center Console Storage Compartment with Lock	•
Beverage Holders (2)	•
Center-Floor Tunnel Net-Pocket	•
12-Volt Accessory Outlet	•
Map Lights	•
Floor Mats	•
Seating	
Driver's Seat with 4-Way Manual Adjustment	•
Leather-Trimmed Seats	•
Audio System	
AM/FM/XM ² -Ready/CD Audio System with 4 Speakers ³	•
Instrumentation	
Digital Instrument Panel with Clock	•
Tachometer	•
Digital Odometer and Digital Trip Meters (2)	•
Fuel and Coolant Temperature Gauges	•
Low-Oil Pressure and Low-Fuel Indicator Lights	•
Safety	
Front 3-Point Seat Belts with Automatic Tensioning System	•
Dual Front Airbags (SRS)	•
Side-Impact Door Beams	•
Anti-Lock Braking System (ABS)	•
Immobilizer Theft-Deterrent System	•
Curb Weight (<i>lbs.</i>)	2835
Weight Distribution (<i>%, front/rear</i>)	49/51
Interior	
Headroom (<i>in.</i>)	34.6
Legroom (<i>in.</i>)	44.3
Shoulder Room (<i>in.</i>)	50.7
Hiproom (<i>in.</i>)	49.8
Cargo Volume (<i>cu. ft.</i>)	5.0
Passenger Volume (<i>cu. ft.</i>)	44.8
Length (<i>in.</i>)	31.5
Height (<i>in.</i>)	41.5

¹*Autoweek*, 12/03/01. ²**3-Year/36,000-Mile Limited Warranty:** Ordinary maintenance or adjustments, parts subject to normal wear and replacement, and certain items are excluded. See your Honda dealer for terms and conditions of this limited warranty. ³Standard audio system is prewired to accept the dealer-installed accessory XM[®] Satellite Radio hardware. XM Satellite Radio is available only in the 48 contiguous United States. The XM name is a registered trademark of XM Satellite Radio, Inc. See your dealer for subscription details. ⁴Based on 2004 EPA mileage estimates. Use for comparison purposes only. Actual mileage may vary. ⁵Tier 2 Bin 2 EPA certification as of June 2003. ⁶Based on a U.S. Emissions Study (2002) by the Union of Concerned Scientists. The Union of Concerned Scientists is an independent organization. Results do not imply endorsement of Honda or its products. ⁷National Highway Traffic Safety Administration crash-test results as of June 2003. **Always use seat belts. The passenger's airbag poses serious risks to children, so Honda strongly recommends that you do not carry any child in this car. See the owner's manual for more details.** F1 images supplied by Honda F1 Press Office. Specifications, features, illustrations and equipment shown in this brochure are based upon the latest available information at the time of printing. Although descriptions are believed to be correct, accuracy cannot be guaranteed. American Honda Motor Co., Inc., reserves the right to make changes at any time, without notice or obligation, in colors, specifications, accessories, materials and models. Some features mentioned herein are not available in all areas. See your Honda dealer for details. Some vehicles may be shown with optional equipment. Available = Optional. Honda Financial Services is a DBA of American Honda Finance Corporation. Honda, the H-mark symbol, Honda Care and VTEC are trademarks of Honda Motor Co., Ltd. ©2003 American Honda Motor Co.

*Does not apply to fluid and filter changes. See your owner's manual for details.