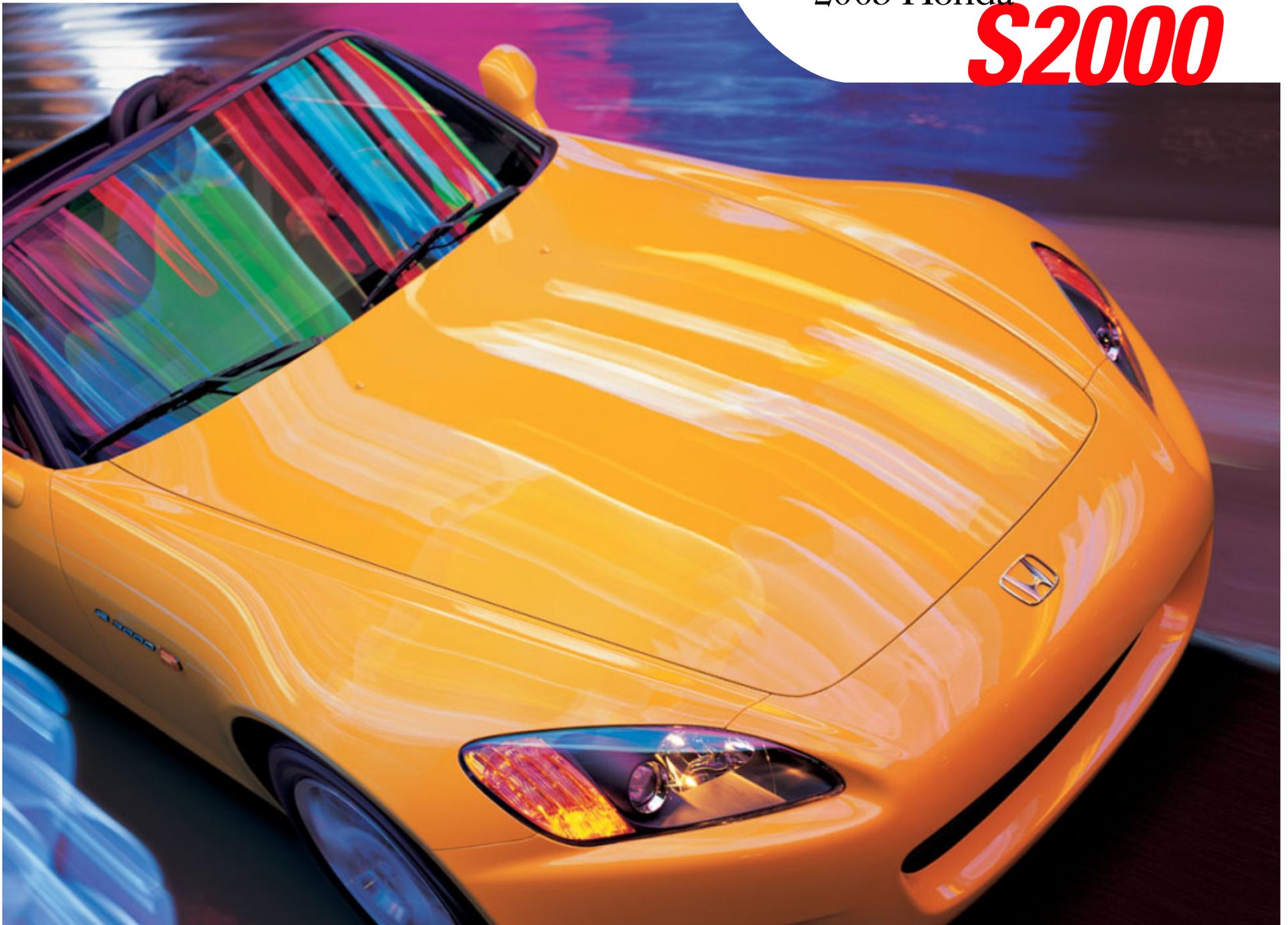


2003 Honda

**S2000**

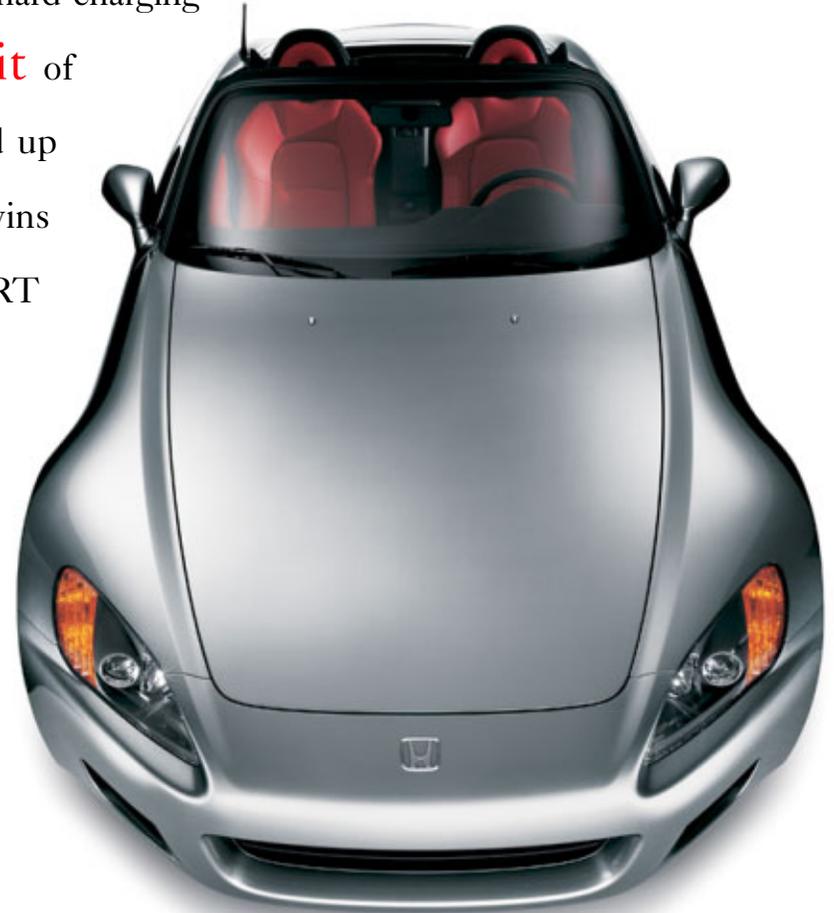


IT WAS BORN READY

**Racy roadster.** Ever dream of piloting a Formula One machine? The engine whines, rubber burns, you catch your breath as G-forces pin you to your seat. You become one with the car. Heart-pounding, adrenaline-pumping, hard-charging



excitement is the **spirit** of the Honda S2000, backed up by the clout of more than 70 Formula One wins since 1964 and over 50 victories in the CART open-wheel racing series. The desire to win and a rich **40-year** racing heritage inspire the DNA of the S2000, a showcase of Honda technology. Get ready for a blistering start.





S2000 shown in Silverstone Metallic.



**Push it.** Racing technology is now at your fingertips. Motorsports helped to inspire the S2000's engine start button. And you'll be inspired by the racecar-like howl when you rev it up. It's just a hint of the **exhilaration** that awaits you. A whopping 240 horsepower. Lofty 9000-rpm redline. Razor-sharp handling. Not to mention stunning good looks. This is a roadster that's bred from racers.

**YOU MAY NEVER BE LATE  
AGAIN**



S2000 shown in Sebring Silver Metallic.

Since its introduction, the S2000 has provoked lavish praise from the motoring press. And the accolades keep rolling in. The editors of *Motor Trend* magazine summed it up well: "Imagine if Formula One engineers built a sports car. Well, they did!"

**Hit it.**



S2000 shown in Suzuka Blue Metallic with accessory hardtop and trunk spoiler.

Honda's S2000 engineers took a **no-compromise** approach to performance. Immediate throttle response, lightning-quick steering and short, smooth shifts tell you that this is a purpose-built technological masterpiece. But **performance** is about more than power and G-forces. The S2000 runs efficiently enough to qualify as a Low-Emission Vehicle (LEV), demonstrating our continued **leadership** in addressing environmental concerns. Who says you can't be socially responsible and still have fun?

ENJOY THE SCENERY, THEN BLUR IT



S2000 shown in Spa Yellow Pearl.

**Wind it out.** Don't worry—the S2000 can take it. The 2.0-liter, competition-bred engine will spin freely all the way up to its stratospheric 9000-rpm redline. Honda's engineers designed the S2000 to respond to aggressive driving just like a racing machine. The technologies and materials used to build the S2000 contribute to an amazingly **lightweight** and high-revving

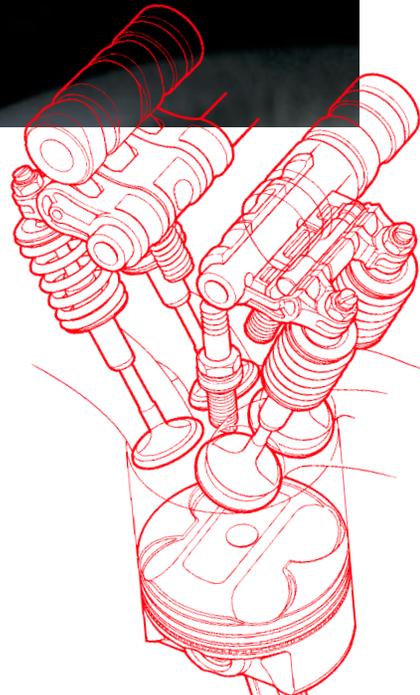
yet robust powerplant. An aluminum-alloy engine block, cylinder head and oil pan shave off ounces, and **fiber-reinforced metal** (FRM) cylinder liners also enhance the weight savings. The end result is a superbly compact, efficient and powerful engine that produces an astonishing 240 horsepower. It's true, good things really do come in small packages.



**Smooth operator.** Friction robs power and efficiency, so we took great strides in reducing its effects. The S2000's super-light **forged-alloy pistons** boast a reduced skirt area and tough carburized forged-steel connecting rods. The decreased surface contact between piston and cylinder wall enables greater performance by reducing friction and allowing higher revs.



**Tighten up.** The S2000's DOHC design features a space-efficient silent-chain primary drive and gear-driven secondary drive. The engine's lively, high-revving and compact design also inspired its unique **low-friction roller bearing** cam follower system, further reducing power losses. A narrow valve angle concentrates air and fuel around the spark plug, for more complete combustion.



**IT'S BIGGER THAN IT LOOKS.** Honda's racing engineers are obsessed with wringing the last drop of power from bantamweight engines. It shows in the unprecedented specs of the S2000's 2.0-liter mill. A high **11:1** compression ratio. Good torque on tap. And did we mention 240 horses? At 120 hp per liter, that's the highest specific output of any normally aspirated production automobile in the world. Power to zip you from zero to 60 in under 6 seconds. And so refined, you can zip for **105,000** miles before the first tune-up.\*

**PUTTING THE POWER TO THE GROUND.** All the power in the world is no good unless you can get it to the road. For the S2000, Honda engineered a unique close-ratio **6-speed** gearbox that lets you flick through the gears with short, confident snaps. The linkage is very rigid for a solid feel. Pick a gear, any gear, and the torque-sensing **limited-slip differential** keeps pouring power to asphalt. Whether you're chasing the apex of a curve, or just the next stoplight, torque is instantly transmitted to the wheel with the most grip.

We neatly tucked the compact engine entirely behind the front axle, producing a nearly perfect **50/50** front-to-rear weight distribution. This engine position creates what our engineers call a low polar moment of inertia,



**It can't be caught breathless.** The more air you move, the more power you make. But in traditional engine design, tuning choices must be made between low-end grunt and high-end horses. Not so with Honda's revolutionary **variable valve timing and lift electronic control (VTEC) technology**. At lower engine speeds, the intake and exhaust valves are motivated by cam lobes tuned for short duration and low lift. As the engine revs higher, a more radically tuned cam lobe comes into play, resulting in more high-rpm torque. The VTEC system maintains optimum intake and exhaust flow, and therefore **performance and efficiency**, over the entire powerband.



**Pressure to perform.** Victory is often decided in the last scorching sprint to the checkered flag. But success in motorsports begins in the engineer's mind. It's a behind-the-scenes race to innovate, to improve, to **surprise the competition** each season. At Honda, the pressure to dominate the track every time out forms engineers who revel in overcoming challenges.

allowing the S2000 to literally pivot its way around corners. The car's **centralized mass** translates into quicker, more direct response to the driver's input, with greater precision, steering feel and control.



S2000 shown in New Formula Red.

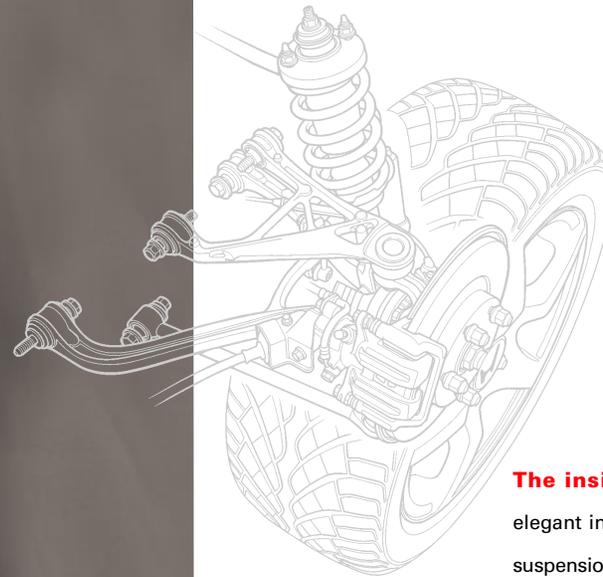
Decide to take on some twisties, and the S2000 will make short work of straightening them out. At the very core of the S2000's handling prowess is a monocoque body and **high X-bone frame**, imparting torsional rigidity greater than that found in many hardtop sports cars. The 4-wheel double wishbone suspension features a rigid, compact design tuned to hug the road and provide transparent steering feedback.

Lightweight components mean **minimal unsprung weight**, for an even higher degree of control and a surprisingly supple ride. The gas-pressurized mono-tube shocks and stout stabilizer bars keep the tires firmly planted and limit body roll. Want to change direction? The S2000's electric power-assisted rack-and-pinion steering (EPS) can respond like it's reading your mind. For stopping power, we equipped the

S2000 with 11-inch discs all the way around. Braking performance is tenacious, with superbly firm, direct pedal feel and standard ABS to help maintain steering control under hard braking. In the event of a collision, you'll appreciate the S2000's **structural integrity**. With safety in mind, its body and frame are engineered to help absorb the energy of full-frontal, offset-frontal and rear impacts.



S2000 models shown in Berlina Black and Silverstone Metallic. (Professional drivers on a closed course.)



**The inside line.** The S2000's elegant in-wheel double wishbone suspension is similar to that found on racecars. The rigid, space-efficient design enhances handling with ideal geometry, low center of gravity and quick weight transfer.

IT'S GOOD TO BE A CONTROL FREAK

It knows you. Every aspect of the S2000's interior anticipates your needs and the task at hand. Just touch the natural-feeling, **logically placed** controls. A quick glance at the big, easy-to-read digital instrument panel relays crucial information. Then there are those **distinctive touches** that make a great drive even better. Electronically controlled air conditioning and heating. An audio system with convenient left-hand inputs. Cruise control. Power mirrors, windows and door locks with remote entry. Top it all off with a standard Immobilizer Theft-Deterrent System to keep you **in sole possession**.



Slide into the cockpit and grasp the leather-wrapped steering wheel. You feel right at home. Now the short-throw leather-clad aluminum shifter begs your attention and you are more than happy to oblige. This is your mobile command post. Take charge.





S2000 interior shown in Blue Leather.

The purposeful design of the S2000's interior melds mind, body and machine. Leather-trimmed, sculpted door panels flank you, while high-bolstered leather bucket seats brace you through even the most intense hairpins. You can easily drop the **power convertible top** with its glass rear window at the touch of a button. An acrylic aero screen helps to calm wind buffeting. For the rally racer in you, textured metal pedals are positioned for spirited heel-toe action while shifting. And for safety's sake, we've also included **dual airbags\*** and three-point seat belts anchored to the seat, floor and rollbar.

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

## Specifications and Features

Engineering	
Engine Type	In-Line 4-Cylinder
Engine Block/Cylinder Head	Aluminum-Alloy
Displacement (cc)	1997
Horsepower @ rpm (SAE net)	240 @ 8300
Torque (lb-ft @ rpm)	153 @ 7500
Redline (rpm)	9000
Bore and Stroke (mm)	87x84
Compression Ratio	11.0:1
Valve Train	16-Valve DOHC VTEC®
Multi-Point Fuel Injection	•
Emissions Rating	LEV
Direct Ignition System with Immobilizer	•
105,000-Mile Tune-Up Interval*	•
Transmission	
Close-Ratio 6-Speed Manual Transmission	•
Gear Ratios: 1st: 3.133, 2nd: 2.045, 3rd: 1.481, 4th: 1.161, 5th: 0.971, 6th: 0.811, Reverse: 2.800, Final Drive: 4.100	
Torque-Sensing Limited-Slip Differential	•
Body/Suspension/Chassis	
High X-Bone Monocoque Frame	•
Independent In-Wheel Double Wishbone Suspension with Coil Springs	•
Stabilizer Bar (mm, front/rear)	27.2/28.6
Electric Power-Assisted Rack-and-Pinion Steering (EPS)	•
Steering Wheel Turns, Lock-to-Lock	2.4
Steering Ratio	13.9
Turning Diameter, Curb-to-Curb (ft.)	35.4
Power-Assisted Ventilated Front Disc/Solid Rear Disc Brakes (in., front/rear)	11.8/11.1
Anti-Lock Braking System (ABS)	•
Alloy Wheels (front/rear)	16 x 6.5 / 16 x 7.5
Bridgestone Potenza S-02 Tires (front/rear)	P205/55 R16 89W / P225/50 R16 92W
Interior Measurements	
Headroom (in.)	34.6
Legroom (in.)	44.3
Shoulder Room (in.)	50.2
Hiproom (in.)	49.8
Cargo Volume (cu. ft.)	5.0
Passenger Volume (cu. ft.)	48.4

Exterior Measurements	
Wheelbase (in.)	94.5
Length (in.)	162.2
Height (in.)	50.6
Width (in.)	68.9
Track (in., front/rear)	57.9/59.4
Curb Weight (lbs.)	2810
Weight Distribution (% front/rear)	49/51
EPA Mileage Estimates <sup>2</sup> /Fuel Capacity	
City/Highway	20/26
Fuel (gal.)	13.2
Required Fuel	Premium Unleaded
Exterior Features	
Remote Entry System with Trunk Release	•
Electrically Powered Soft Top	•
Glass Rear Window with Defroster	•
Body-Colored Dual Power Mirrors	•
High-Intensity Discharge Headlights (HID)	•
Molded Convertible Top Cover	•
2-Speed/Intermittent Windshield Wipers	•
Comfort & Convenience	
Air Conditioning with Air-Filtration System	•
Power Windows and Door Locks	•
Cruise Control	•
Integrated Roll Bars	•
Aero Wind Screen (Rear Wind Deflector)	•
Remote-Operated Audio Controls	•
Center Console Storage Compartment with Lock	•
Beverage Holder	•
Seating	
Driver's Seat with 4-Way Manual Adjustment	•
Leather-Trimmed Seats	•
Audio System	
AM/FM/CD Audio System with 4 Speakers and Clock	•
Safety	
Front 3-Point Seat Belts with Automatic Tensioning System	•
Dual Front Airbags (SRS)	•
Side-Impact Door Beams	•

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

### Available accessories:

- Trunk Spoiler
- Front Underbody Spoiler
- Side Strakes
- Hardtop
- Hardtop Storage Rack
- Hardtop Cover
- Wheel Locks
- Titanium Shift Knob
- Security System
- Seatback Pocket
- Cargo Net
- CD Changer
- Ashtray
- Vehicle Dust Cover
- Engine Block Heater

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Financial Services lease a Honda, **Honda**

**Financial Services** can assist you with  
the process. Ask your dealer which lease or  
purchase plan best suits your needs.

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

<sup>1</sup>Motor Trend, September 1999. <sup>2</sup>Based on 2003 EPA mileage estimates. Use for comparison purposes only. Actual mileage may vary. <sup>3</sup>**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. **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, the H-mark symbol, Honda Care and VTEC are trademarks of Honda Motor Co., Inc. © 2002 American Honda Motor Co., Inc.



S2000 shown in Sebring Silver Metallic.



Accord Sedan



Civic Sedan



Civic Hybrid



Accord Coupe



Civic Coupe



Civic Si



Insight



Element (Winter 2002, prototype shown.)



CR-V



Pilot



Odyssey