The red engine start button says it all. The Honda S2000 is different. Serious and fun. Its technical perfection is to be admired; its ample capabilities to be enjoyed. Top down, an open road, the sun and wind. A car that responds to your commands as if it were an extension of your body. Precise controls, superb balance, sensational performance. A tribute to the art and science of driving.
The S2000 is the latest addition to the proud line of Honda high-performance cars.

It's like a Formula One car with two seats.

If you wanted to design the ideal sports-car interior, where would you look for ideas? Honda engineers modeled the S2000 interior after a Formula One race-car cockpit. After all, the idea is the same—connect the driver to the car. Place the controls where you can use them. Instinctively. Design the instruments and gauges so you can read them instantly. Even the seats have been designed with extra back and shoulder support to better hold you in place when cornering.
Driver's car. Driver's controls. The S2000's 4-Wheel Disc Brakes have a direct feel that enhances braking control. The clutch has been designed to have a light, precise action. And textured pedals improve grip.

Put the top down. Relax. Maybe cruise your favorite highway—it's easy to get carried away in the S2000. There's an AM/FM stereo with CD player, air conditioning and the convenience of a remote entry system, and power windows, door locks and mirrors.

An Immo immobilizer Theft-Deterrent System offers peace of mind. And there's the latest in safety features. The body and frame are engineered to help protect you in a full-frontal, offset-frontal, side or rear impact. There are dual airbags and 3-point seat belts with pretensioners. The door posts, driver's and passenger's integrated roll bars, and even the windshield posts connect to reinforced frame members in the floor.

Honda reminds you and your passengers to always buckle up.

The S2000 uses an informative, easy-to-read digital electronic instrument panel, similar to the type used in many racing cars.
In 1963, the Honda Motor Company entered Formula One racing. Since then, Honda has continued to compete at many of the highest levels of international motorsports, winning 73 Grands Prix, 6 Formula One Constructor's Championships, 3 Championship Auto Racing Manufacturer's Championships, and more than 30 CART races. The S2000 is a celebration of this Honda racing spirit.

Honda derives numerous benefits from its racing program. For example, many of our products use technologies we first developed on the track. However, that's not why we race. We do it because it's an outstanding training ground for our engineers. It sharpens their problem-solving skills and teaches them to take risks. When the standard textbook answers aren't good enough, racing forces them to reach down inside themselves and find new and better solutions. It also teaches them another very important lesson—that success is the only standard by which their work is judged. It's the kind of experience we want our people to have, because it leads to the kind of thinking that produces a sports car like the S2000.
Mechanical beauty is more than skin deep.

The S2000’s low-friction, forged Pistons and Connecting Rods are specifically designed to operate efficiently at extremely high rpm.

The S2000’s 49/51 Front-to-Rear Weight Distribution and rear-wheel-drive layout give it nimble, responsive handling.

High-performance technology usually trickles down from racing cars to street cars; with the S2000, there was a flood. Its 2.0 liter, 16-valve VTEC™ engine redlines at an incredible 9000 rpm, and produces 240 horsepower and 163 lb-ft. of torque. That’s an amazing 120 horsepower per liter—the highest power output per liter of any normally aspirated automobile engine in the world—yet it still runs so clean that it is classified as a Low-Emission Vehicle (LEV) engine. A smooth-shifting, close-ratio 6-speed manual transmission ensures quick acceleration in any gear. Throttle control is precise, because the drivetrain is engineered to have a minimum of rotational mass. A torque-sensing, limited-slip differential ensures plenty of traction at the rear wheels.
Designed for high-rpm operation, the S2000 engine's DOHC valve train uses special, compact, low-friction roller-bearing cam followers. Honda VTEC (variable valve timing and lift electronic control) spreads power over the engine's operating range.

Compact and efficient, the S2000’s DOHC Cam-Drive System uses a silent primary chain, with automatic adjustment and an accurate, reliable, geared secondary drive.

Excess weight and space compromise performance. So the 240-hp, 16-valve S2000 engine incorporates numerous weight- and space-saving techniques used on Honda racing engines. The engine block, cylinder head and oil pan are made from aluminum alloy. Hollow camshafts feed lubrication oil to the highly compact valve train, and the water and oil pumps are mounted low and to the side, for better weight distribution.

Notice that the entire power-train is located between the front and rear axles. This gives the S2000 excellent weight distribution and centralized mass, which help make it highly responsive and balanced.
Large, jewel-like taillight and backup light lenses give the S2000 a distinctive look. Sculpted, clear acrylic covers enhance its overall appearance and reduce drag.

The S2000's braking system uses large, 11-inch 4-wheel disc brakes (vented in front), and a highly fade-resistant pad material. Pedal feel and brake bias have been designed for hard braking. ABS (anti-lock braking system) is standard.

Strong, lightweight and highly space-efficient, the S2000's all-new, independent in-wheel double wishbone front and rear suspension system gives it agile, responsive handling and a high level of cornering ability. Gas-pressure type mono-tube shock absorbers effectively control suspension movement and damp unwanted vibration.

Front and rear stabilizer bars minimize body roll.

High body rigidity is extremely important for optimum control in a roadster. The S2000's advanced high X-bone frame and monocoque body form a tight, flex-free structure that greatly contributes to its dynamic performance and safety.
Custom-contoured, carpeted Floor Mats add luxury and they protect your original floor cover. The floor mats are bound on the edges for extra durability and have a special non-slip backing.

Enjoy top-down motoring even more. An optional, clear acrylic Aero Screen that fits between the driver's and passenger's seats reduces wind turbulence.

Want to personalize your S2000? Dress it up with a set of distinctive Black Chrome Badges and Honda H-Mark Emblems.

Add a custom, aerodynamic look to your S2000 with a Trunk Spoiler. It's engineered to Honda's exacting standards.

Visit your Honda dealer or www.honda.com for a complete list of available accessories.
The numbers are impressive.

Engine
- Type: Aluminum Alloy In-Line 4 with Fiber-Reinforced (FRM) Cylinder Walls
- Displacement (cm³): 1997 / 211.9
- Horsepower @ rpm (SAE net): 240 @ 8300
- Torque (ft-lb @ rpm): 153 @ 7500
- Compression Ratio: 11.0:1
- Valve Train: 16-Valve DOHC VTEC®
- Fuel System: Multi-Point Programmmed Fuel Injection (PGM-FI)
- Ignition System: Electronic with Immobilizer Theft Deterrent System

Drivertrain
- Type: Front Engine, Rear Wheel Drive
- 6-Speed Manual Transmission with Torque-Sensing Limited-Slip Differential
- Final Drive Ratio: 4.1:1

Body/Suspension/Chassis
- High XBone Monocoque Frame
- Independent In-Wheel Double Wishbone Suspension
- Stabilizer Bar (mm, front/rear): 26.2/27.2
- Coaxial Electric Power Rack-and-Pinion Steering
- Steering Wheel Turns, Lock-to-Lock: 2.4
- Turning Diameter, Curb-to-Curb (ft): 35.4
- Power-Assisted 4-Wheel Disc Brakes
- Anti-Lock Braking System (ABS): 3-Channel
- Wheels (front/rear): 16x6.5J / 16x7.5J
- Tires (front/rear): P205/55 R16 89W / P225/50 R16 92W

Interior Features
- Dual Airbags (SRS)
- Power Windows
- Power Door Locks
- Cruise Control
- Auto Lights
- Air Conditioning
- Mirror Anti-Fog System
- AM/FM Stereo CD Player
- Remote-Operated Audio Controls
- Digital Instrument Panel
- Aluminum Shift Knob
- Leather-Trimmed Seats
- Leather-Wrapped Steering Wheel
- Center Console Storage Compartment with Lock
- Beverage Holder
- 2-Speed Intermittent Windshield Wipers
- 3-Point Seat Belts with Pretensioners
- Integrated Roll Bars
- Immobilizer Theft Deterrent System
- Low-Fuel Indicator Light
- Engine Start Button
- 12-Volt Power Outlet

Exterior Features
- Electrically Powered Soft Top
- Dual-Outlet Exhaust
- High-Intensity Discharge Headlights (HID)
- Lightweight Alloy Wheels
- Body-Colored Dual Power Mirrors
- Remote Entry System
- Impact-Absorbing Body-Colored Bumpers

New Formula Red
Available with Black Leather

Grand Prix White
Available with Red Leather

Silverstone Metallic
Available with Black or Red Leather

Berlina Black
Available with Black or Red Leather

A review of its specifications confirms the S2000's pure performance credentials. And its generous level of luxury and convenience features makes it a world-class sports car without compromise.