Inspiration strikes hard. The harder the better.
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 then we built a roadster that is supremely responsive, forceful and refined. One that's downright inspired.
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."
Whether they see you coming or just catch a glimpse of you going, the S2000’s chiseled nose and combination LED taillights will turn more than a few heads. Its freshly sculpted lines speak the language of zip brilliantly.
The S2000's purely sporty intentions are punctuated with large 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.

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. The S2000's aerodynamic nose features a large front air intake and high-intensity discharge (HID) headlights. Look closely. Beauty is in the details, like a useful 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.
The value of life can be measured by how many times your soul has been deeply stirred.
— Seiichiro Honda

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 in 2004 we took the top seven spots at the Indy 500. The pressure of competition makes our engineers better able to create smart, innovative designs for our production vehicles. And the '05 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.

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.
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 groundbreaking 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.
Sometimes, just numbers can tell a thrilling tale. The S2000's 2.2-liter engine produces power that belies its displacement. It's also amazingly lightweight and compact, thanks to exact engineering and advanced materials. The result is a high-revving powerplant making an impressive 240 hp and 162 lb.-ft. of torque. Take those forceful figures, factor in performance-oriented gearing, and the S2000 driver is treated to driving exhilaration without comparison. 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.
The S2000 instrument panel was designed for quick reads at speed. 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.*

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. Roller rockers and a low-friction roller bearing cam follower system further reduce power losses to friction.

The S2000's engine is designed and tuned to give enthusiastic drivers even more to get excited about. Its low-end torque provides satisfying launches and consistent power through back-to-back S-curves – not to mention thrilling drives around town. Accelerating from a stop or passing at speed, you’ll have power on tap across the powerband. True, zipping from zero to 60 in under 6 seconds is fun, but the best gauge of the S2000's performance isn’t clock ticks or skid pads. It’s the mega-doses of adrenaline that’ll be pumping through your veins.
Any racer will tell you. Going fast is more about consistent control than sheer power. So we tuned 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 supply torsional rigidity higher than that found in many hardtopped sports cars. Then we increase rigidity further with body reinforcements and a crossmember for super-sharp handling and immediate, direct road feel. Gas-pressurized mono-tube shocks, coil springs and a pair of stabilizer bars team up for superior road-holding in quick corners, as well as improved ride comfort at any speed.

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 to literally pivot around corners with ease. Just another example of how the S2000 is designed for driver control.

S2000 shown in Rio Yellow Pearl.
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, yet comfortable. The high-bolstered perforated leather seats cradle and brace you for quick maneuvers, and the leather-trimmed door panels offer just the right amount of 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.
The 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), roll bars and seat belts anchored to the seat, floor and roll bar. And for extra security, there's an Immobilizer Theft-Deterrent System.

*Honda reminds you and your passengers to always buckle up.
control
Take command of the S2000, and you complete its purpose. Power windows, mirrors and door locks with remote entry ease your access. An easy-to-read instrument panel reports vital information. Stow your gear in the center console bin and handy 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.

Get a good grip on the sporty leather-wrapped shift knob and snap through the S2000's six gears with firm, short throws. The slick, tough carbon synchronizers help smooth the way, and its gear ratios are spaced to provide strong acceleration in lower gears. Wind it out. Make that 240-horsepower engine sing.
When the imagined becomes real, thoughts fade and senses reign.
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

Accessories

- Headrest Speaker System
- XM® Satellite Radio
- Blue Soft Top
- Hardtop
- Hardtop Storage Rack
- Hardtop Storage Cover
- 8-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
**Curbside Weight (lbs.)**
2835

**Weight Distribution (%) front/rear**
49/51

### Interior

- **Headroom (in.)**
  34.6

- **Legroom (in.)**
  44.3

- **Shoulder Room (in.)**
  50.7

- **Hiproom (in.)**
  49.8

- **Cargo Volume (cu. ft.)**
  5.0

- **Passenger Volume (cu. ft.)**
  44.8

- **Length (in.)**
  162.2

- **Height (in.)**
  41.5

- **Wheelbase (in.)**
  85.6

### Exterior

- **Width (in.)**
  59.4

- **Height (in.)**
  57.3

- **Door Opening Width (in.)**
  5.3

- **Door Opening Height (in.)**
  68.9

- **Front Track (in.)**
  51.4

- **Rear Track (in.)**
  51.4

- **Wheel (in.)**
  P215/45 R17 E 91W
### 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):** 162 @ 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: 2.945, 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 (mm, front/rear):** 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 (in, front/rear):** 11.8/11.1
- **Alloy Wheels (in, front/rear):** 17 x 7.0/17 x 8.5
- **Bridgestone Potenza RE050 Tires (front/rear):** P215/45 R17 87W / P245/40 R17 91W

### EPA Mileage Estimates/Fuel Capacity
- **City/Highway:** 20/25
- **Crankcase (qt.):** 5.8
- **Coolant System (qt.):** 8.0
- **Fuel (gal.):** 13.2
- **Required Fuel:** Premium Unleaded

### 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:**

### Exterior Features
- **Remote Entry System with Trunk Release:**
- **Electrically Powered Soft Top:**
- **Glass Rear Window with Defroster:**
- **Dual-Outlet Exhaust:**
- **Body-Color 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:**

### 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:**
- **Metal Shift Knob with Leather:**
- **Textured Aluminum Pedals:**
- **Integrated Roll Bars:**
- **Aero Wind Screen (Rear Wind Deflector):**
- **Remote-Operated Audio Controls:**

*Does not apply to fluid and filter changes. See your owner's manual for details.*
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<th>Comfort &amp; Convenience (continued)</th>
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<td>Center Floor Tunnel Net Pocket</td>
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**Seating**
- Driver's Seat with 4-Way Manual Adjustment
- Leather-Trimmed Seats

**Audio System**
- AM/FM/XM® Ready/CD Audio System with 4 Speakers

**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

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**We've always been clear thinkers.** Since our pioneering stratified-charge CVCC engines of the 1970s, Honda has led the way in Earth-friendly 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. Our Insight was the first gas-electric hybrid sold in the U.S., and only Honda offers three 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."  

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**The science of safety.** Honda is taking safety engineering to new levels in some of the world's most sophisticated labs, like our R&D center in Tochigi, Japan. The world's first indoor all-directional crash-test facility, it allows our engineers to crash-test vehicles at a variety of speeds and impact angles. As a result of our emphasis on safety, five 2004 Honda models have earned the top crash-test ratings — five stars — in NHTSA frontal and side impact tests.

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**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.

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**Honda Care** Honda Care<sup>®</sup> is a highly affordable, reassuringly comprehensive vehicle and travel protection plan that is backed by Honda reliability, service and parts. See your dealer for details.
Just ask. At Honda, support and assistance are always at the ready. Your dealer’s team of trained technicians is there to help keep your Honda car or truck in superb shape. Any Honda accessories installed at the time you buy your vehicle are covered under the 3-year/36,000-mile limited warranty. And if you ever desire more information or assistance with our products, feel free to give us a call at 1-800-33-Honda.

Visit us online. To get all the latest Honda information, such as MSRP's, photographs, features, specifications and more, check out our Web site at honda.com. The site has all the tools to “build” your own Honda and personalize it with items from our long list of quality accessories. You can even request a dealer price quote, apply for financing and check dealer inventories for just the right Honda vehicle.