Your one-touch connection to 50 years of checkered flags.
The Honda S2000 wasn’t just “inspired” by racing. It was developed on the high-speed straightaways, breathtaking sweepers and tight hairpins of Suzuka, site of the Japanese Grand Prix. By engineers who have worked to create Honda’s extraordinary heritage of success in motorsports. Settle into the cockpit, run it up through the gears and probe the cornering limits—you’ll have no problem discovering this amazing machine’s true genetic code. The S2000 is the link between world-beating performance—and you.
The quickest way from point A to point B is your favorite line.
The S2000 may have four wheels, but it has a one-track mind when it's carving through curves. Which is exactly what you'd expect from the largest manufacturer of motorcycles on Earth.

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.
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 sleek aerodynamic nose features a large air intake, high-intensity discharge headlights (HID) and new daytime running lights. Beauty is also in the details, like a useful center console and racy metallic-finish trim. Now climb in, look up at the endless sky and forward to an endless road.

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

Whether 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 brilliantly.
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 won the IRL’s “triple crown” in 2004. We believe the pressure of competition makes our engineers better able to create smart, innovative designs for our production vehicles. And the ’06 S2000 is a pure expression of our pioneering spirit and our burning desire to win.

passion

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

Honda stunned the motorcycle racing world in 1931, 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.
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.

Veteran Honda racer Miguel Duhamel rides the CBR600RR to overall victory in America's premier 2-wheel road-racing event, the 2005 Daytona 200.

Honda’s latest successes include a sweep of the top four places at the 2005 Indy 500. The victory went to Dan Wheldon of Andretti Green Racing.
Sometimes, numbers alone 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 237 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. Now, specs alone can't fully portray on-the-pavement fun. But numbers just don't lie—and they can even be poetry in motion.
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 exacting tolerances. To reflect the maintenance required by your specific driving style, the new Maintenance Minder system tracks such things as engine and ambient temperatures, engine revolutions and distance driven, and then alerts you when service is required.

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 lifter 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-reving, 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. Also helping to reduce power losses to friction is a roller-bearing cam follower system.

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, this machine's performance specs are impressive, 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.
**striking balance**

Any racer will tell you. Quick laps are 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 increased 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.

Fully independent double wishbone suspension at each corner has an in-wheel design for ideal geometry. This translates to more linear response to driver input. The ABS offers a progressive pedal feel, and teams with big brake rotors to help slow you down quick. For ’06, standard Vehicle Stability Assist (VSA™) with traction control can brake individual wheels and/or reduce throttle to help you counter oversteer and understeer and stay on your intended path.
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 newly redesigned high-bolstered perforated leather seats cradle and brace you for quick maneuvers, while the powerful audio system with speakers in the roll bars provides the ideal soundtrack for your road adventure. To help keep you an informed driver, an exterior temperature indicator has been fitted to the instrument panel. Think of it as road telemetry.

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.

*S2000 interior shown in Red and Black Leather.

*Honda reminds you and your passengers to always buckle up.
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 237-horsepower engine sing.

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 handy center console and convenient door pockets. Beverage holders stand by. Adjust 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.
Do you number the corners on your favorite road?
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.¹

XM® Satellite Radio®
Blue Soft Top
Hardtop
Hardtop Storage Rack
Hardtop Storage Cover
8-Disc CD Changer

Ashtray
Cargo Net
Engine Block Heater
Titanium Shift Knob
Security System

Front Underbody Spoiler
Trunk Spoiler
Wing Spoiler
Side Skirts
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 Advanced-Technology Partial Zero-Emission Vehicles (AT-PZEV). Our natural-gas-fueled Civic GX is the cleanest internal-combustion vehicle as certified by the EPA.² Our Insight was the first gas-electric hybrid sold in the United States, 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.”³

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 vehicle-to-vehicle crash-test facility, it allows our engineers to crash-test vehicles at various speeds and impact angles. In fact, several Honda models have received 5-star ratings from the National Highway Traffic Safety Administration (NHTSA).⁴

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, reassuringly comprehensive vehicle and travel protection plan that is backed by Honda reliability, service and parts. See your dealer for details.
The finish line is wherever you say it is.
## Specifications & Features

### Engineering
- **Engine Type:** In-Line 4-Cylinder
- **Engine Block/Cylinder Head:** Aluminum-Alloy
- **Fiber-Reinforced (FRM) Cylinder Walls:**
- **Displacement (cc):** 2159
- **Horsepower @ rpm (SAE net, Rev 04/04):** 237 @ 7800
- **Torque (lb-ft @ rpm):** 162 @ 6800
- **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:**
- **Drive-by-Wire Throttle System™:**
- **Rear-Wheel Drive:**
- **CARB Emissions Rating:** LEV-2
- **Direct Ignition System with Immobilizer:**
- **100,000-Miles-or-More 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
- **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
- **All-Wheel Drive (in, front/rear):**
- **Bridgestone Potenza RE050 Tires (front/rear):** P215/45 R17 87W / P235/40 R17 91W

### Safety
- **Front 3-Point Seat Belts with Automatic Tensioning System:**
- **Driver's and Passenger's Seat Belt Reminder:**
- **Dual Front Airbags (SRS):**
- **Daytime Running Lights (DRL):**
- **Side-Impact Door Beams:**
- **Anti-Lock Braking System (ABS):**
- **Vehicle Stability Assist (VSA™) with Traction Control:**
- **Brake Assist:**
- **Immunizer Theft-Deterrent System:**

### Exterior Features
- **Remote Entry System with Trunk Release:**
- **Electrically-Powered Soft Top:**
- **Glass Rear Window with Defroster:**
- **Dual-Outlet Exhaust:**
- **Body-Colored Power Side Mirrors:**
- **High-Intensity Discharge Headlights (HID):**
- **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:**
- **Aluminum Shift Knob with Leather:**
- **Textured Aluminum Pedals:**
- **Integrated Roll Bars:**
- **Aero Wind Screen (Rear Wind Deflector):**
- **Remote-Operated Audio Controls:**
- **Center Console Storage Compartment with Lock:**
- **Steering Wheel Controls (phone):**
- **12-Volt Power Outlet:**
- **Map Lights:**

### EPA Mileage Estimates/Fuel Capacity
- **City/Highway:** 20/25
- **V6/Capacity (g):** 5.9
- **Coolant System (gal):** 8.0
- **Fuel (gal):** 13.2
- **Required Fuel:** Premium Unleaded

### Audio System
- **AM/FM/CD Stereo System with 8 Speakers**
- **Including 4 Integrated Roll Bars Speakers:**

### Instrumentation
- **Digital Instrument Panel with Clock:**
- **Tachometer:**
- **Digital Odometer and Digital Trip Meters (2):**
- **Fuel and Coolant Temperature Indicators:**
- **Exterior Temperature Indicator:**
- **Low-Oil Pressure and Low-Fuel Indicators:**

### Maintenance Minder System

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1. Three-Year/36,000-Mile Limited Warranty.
2. Five-Year/60,000-Mile Limited Powertrain Warranty.
3. Ordinary maintenance or adjustments, parts subject to normal wear and replacement, and certain items are excluded. See your Honda dealer for full terms and conditions of the limited warranties. 
4. Required maintenance is sold separately after three years. All new and pre-owned Honda vehicles are subject to purchase agreements. HondaPower® performance and availability are subject to change. Sales prices include a service fee. *Based on 30000 miles.*
5. Motor vehicles are subject to Customer Agreement available at nominated.com. XM Ready audio package is a new-to-the-market, high-quality audio system with an extended version of the XM Ready audio system is a new-to-the-market, high-quality audio system with an extended version of the XM Ready audio package. XM service is available in the 48 contiguous United States. The XM name and XM Ready are registered trademarks of XM Inc. For more information, see your Honda dealer for details. Certain vehicles may be equipped with optional equipment. All images used in this brochure are based upon the latest available information at the time of printing. Although descriptions are based on the latest available information at the time of printing, actual vehicle may vary from that shown. 
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