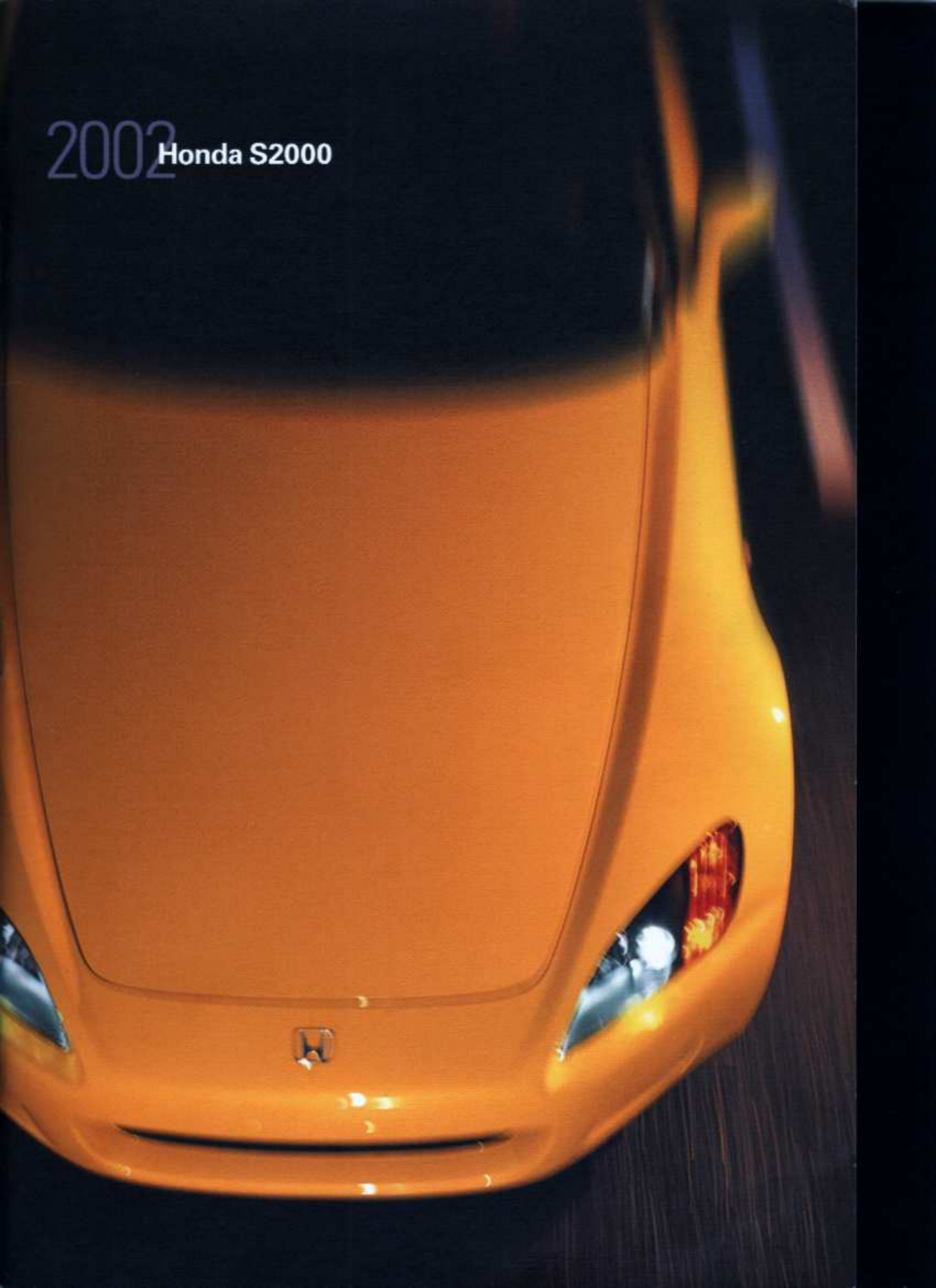


2002 Honda S2000





Maybe it's the engine start button.

Or that big "9" staring back at you

from the end of the tach. Something about

the S2000 says this is no ordinary two-seater.

This is all about race-bred performance and

g-forces. And that's why you're here. Driving

the S2000 is the exhilaration and technology

extracted from Honda's 50 years of racing

experience. With 240 horsepower and a lofty

9000-rpm redline, it's the first roadster to

truly capture the very soul of racing. A few

seconds behind the wheel will explain it all.

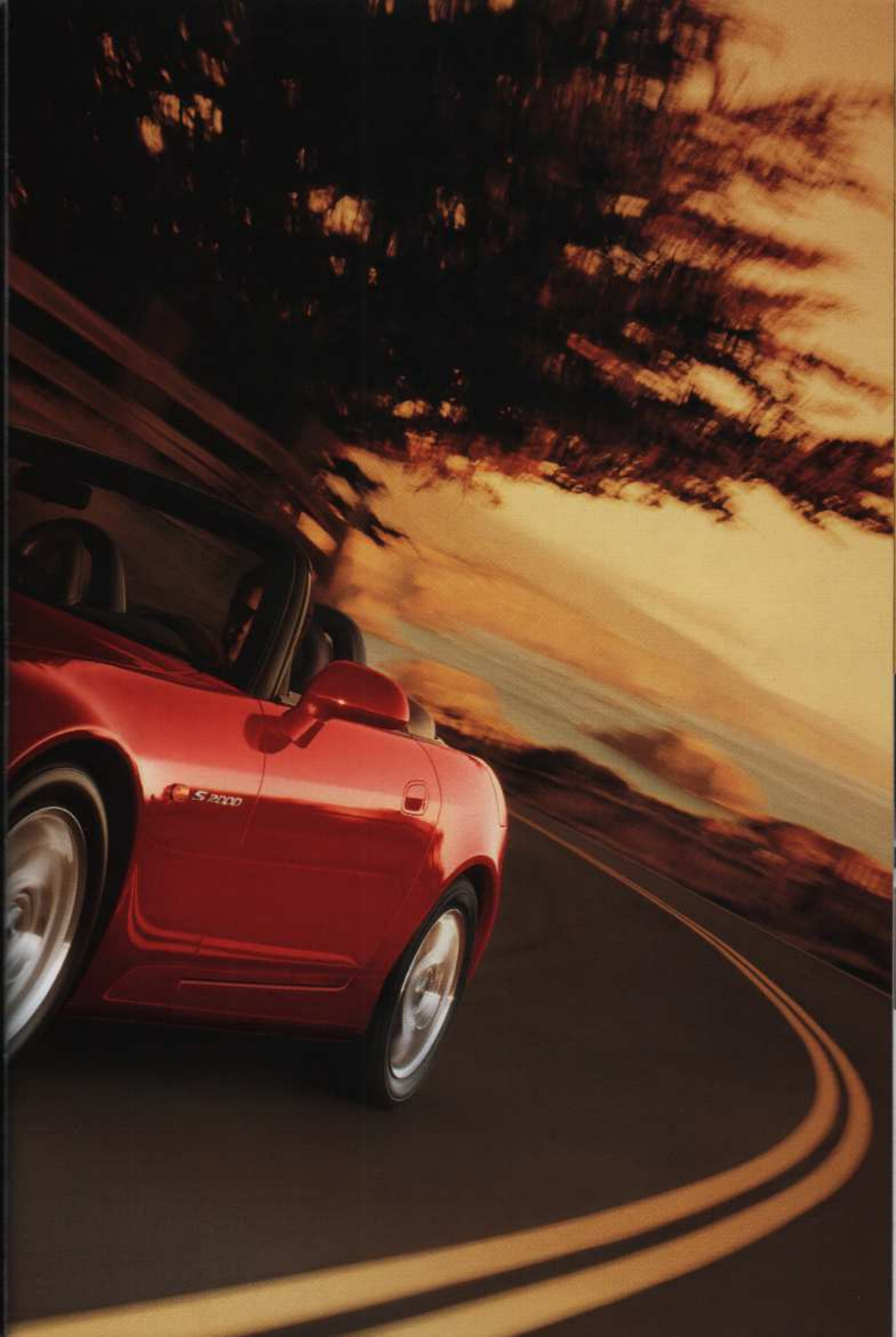


SEL



You can catch your breath later.







**"The S2000 is a unique and
seductive tool for speed."**

Car and Driver¹

**"The S2000 has the speed, reflexes, and open-top
exhilaration of a purebred sports car."**

Automobile Magazine²

**"[Honda] pulled no punches when it came
to creating a high-performance 2-seat
convertible that does more than measure
up with its European counterparts."**

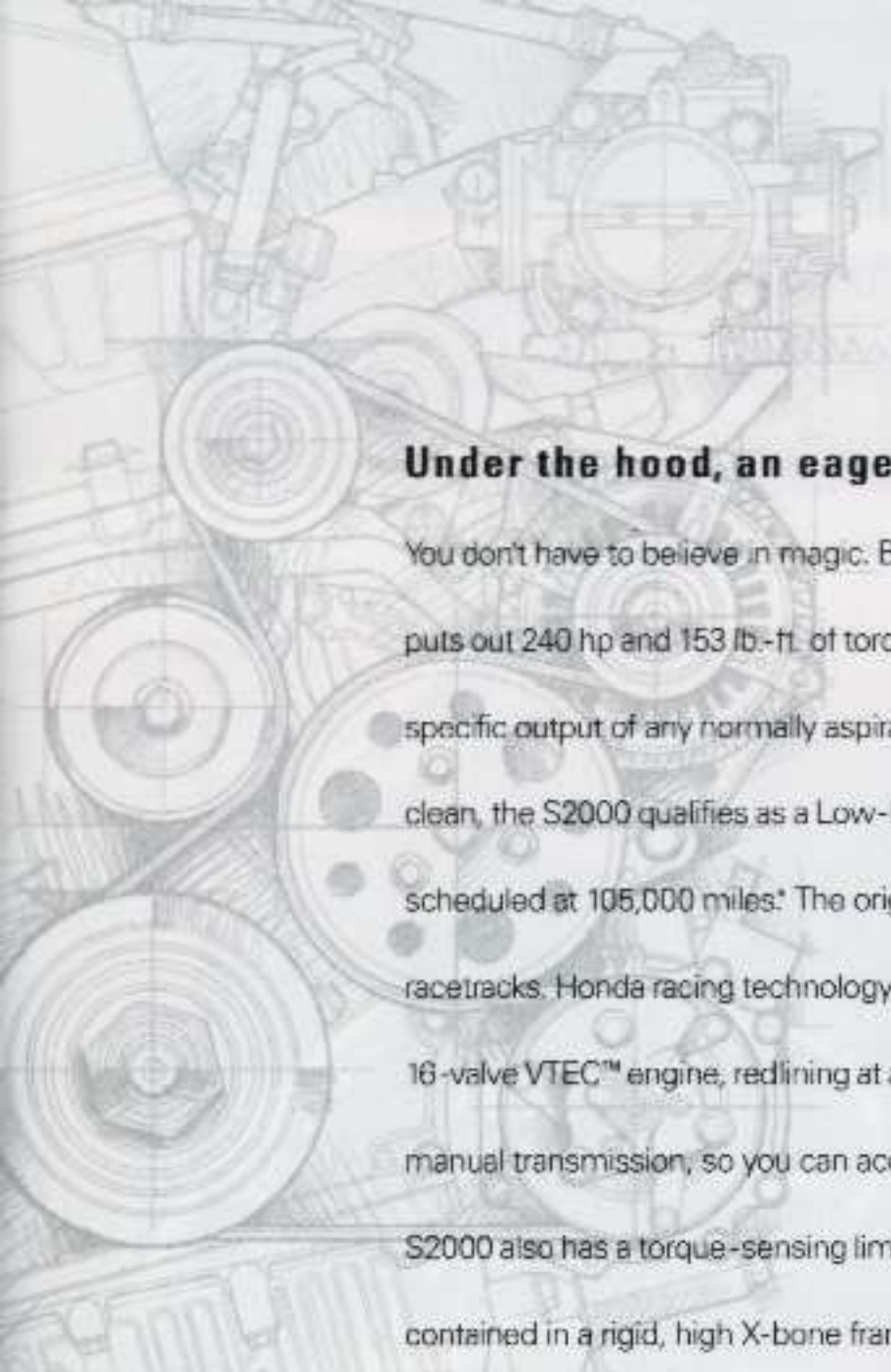
Road & Track³







S 2000



Under the hood, an eager genie wants out of its bottle.

You don't have to believe in magic. But it may help. The 2.0-liter engine in the S2000 puts out 240 hp and 153 lb.-ft. of torque. That's a stunning 120 hp per liter, the highest specific output of any normally aspirated production engine in the world. Yet it runs so clean, the S2000 qualifies as a Low-Emission Vehicle (LEV). Plus, its first tune-up is scheduled at 105,000 miles.* The origins of this virtuosity can be found on the world's racetracks. Honda racing technology courses through the veins of the S2000. From its 16-valve VTEC™ engine, redlining at an amazing 9000 rpm, to its close-ratio 6-speed manual transmission, so you can accelerate quickly in any gear. The rear-wheel-drive S2000 also has a torque-sensing limited-slip differential to ensure plenty of grip. All contained in a rigid, high X-bone frame for unequalled handling precision and stability.

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



Sport
VTEC

You'll never think of a liter quite the same way again.

Getting 120 horsepower out of each liter requires extreme measures. Enter the VTEC (variable valve timing and lift electronic control) system. It varies both the intake and exhaust valve operation in the S2000 engine to achieve optimum engine airflow over the entire powerband. This results in more complete combustion and greater efficiency. The engine block, cylinder head and oil pan are made of lightweight aluminum alloy.

The S2000 engine is surprisingly compact – an attribute shared with Honda's racing engines. In order to minimize the influence of engine mass on handling, it's important to keep it as close to the center of the car as possible. The S2000 engine is located entirely behind the front axle centerline. This keeps weight off the corners of the car and closer to the center, where it contributes to a sharper steering response and unflappable cornering poise – something you feel and appreciate right away.

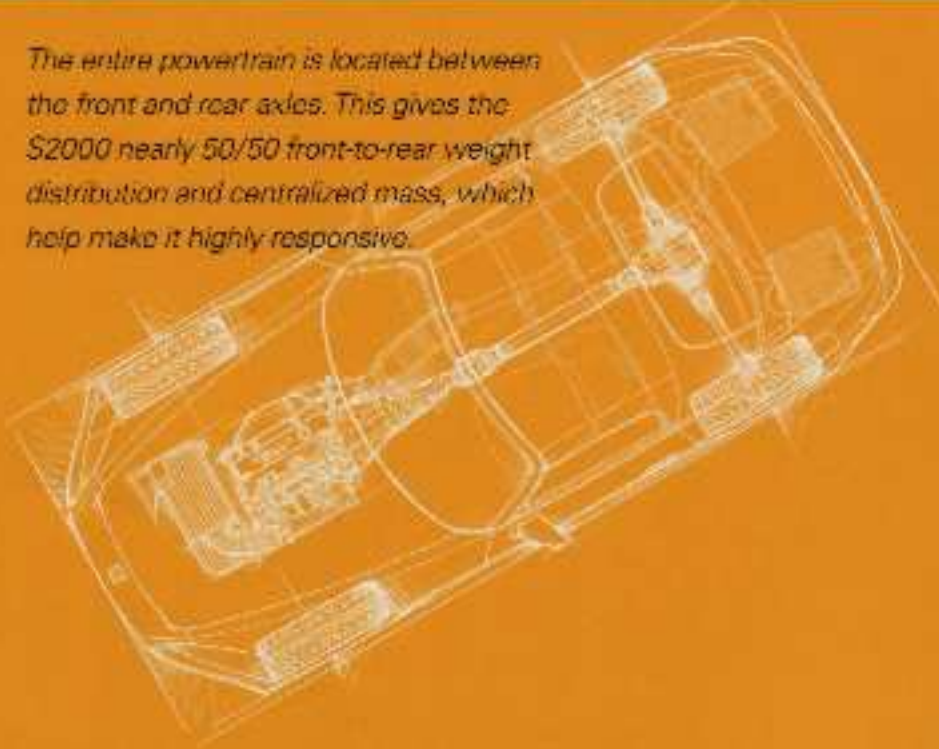


The S2000's low-friction forged pistons and lightweight connecting rods are specifically designed to operate with great efficiency at extremely high rpm.

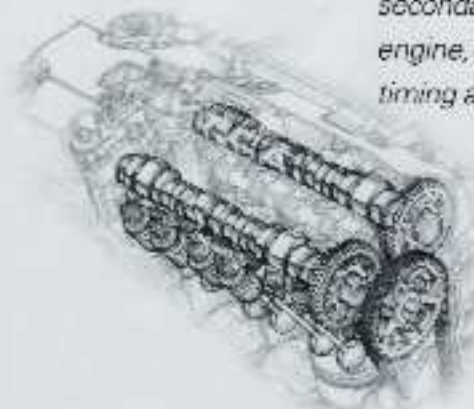
The S2000 was engineered to excel at high engine speeds. The DOHC valve train for the engine uses special compact, low-friction roller-bearing cam followers. Honda VTEC (variable valve timing and lift electronic control) helps to spread power throughout the engine's operating range.

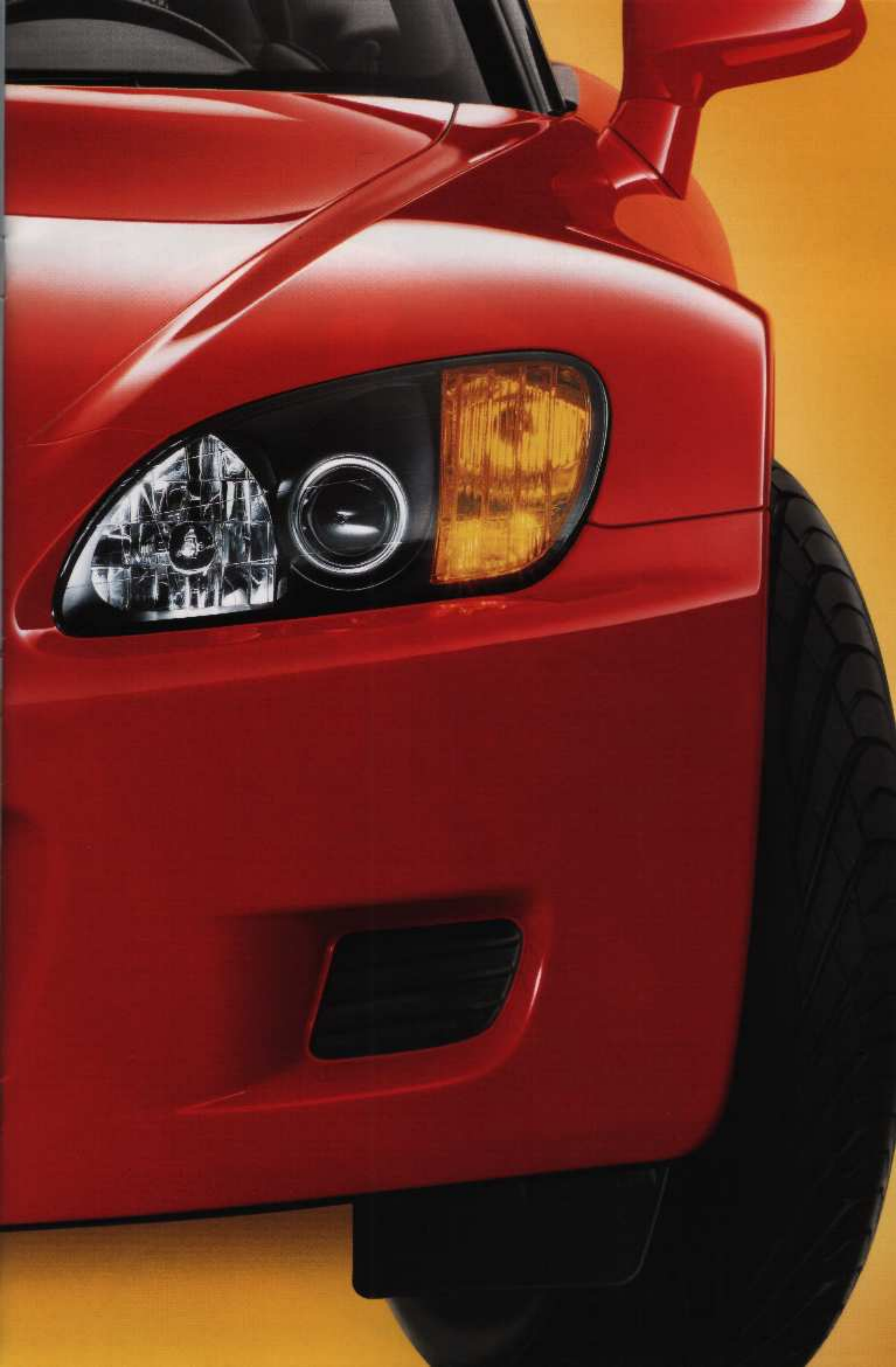


The entire powertrain is located between the front and rear axles. This gives the S2000 nearly 50/50 front-to-rear weight distribution and centralized mass, which help make it highly responsive.



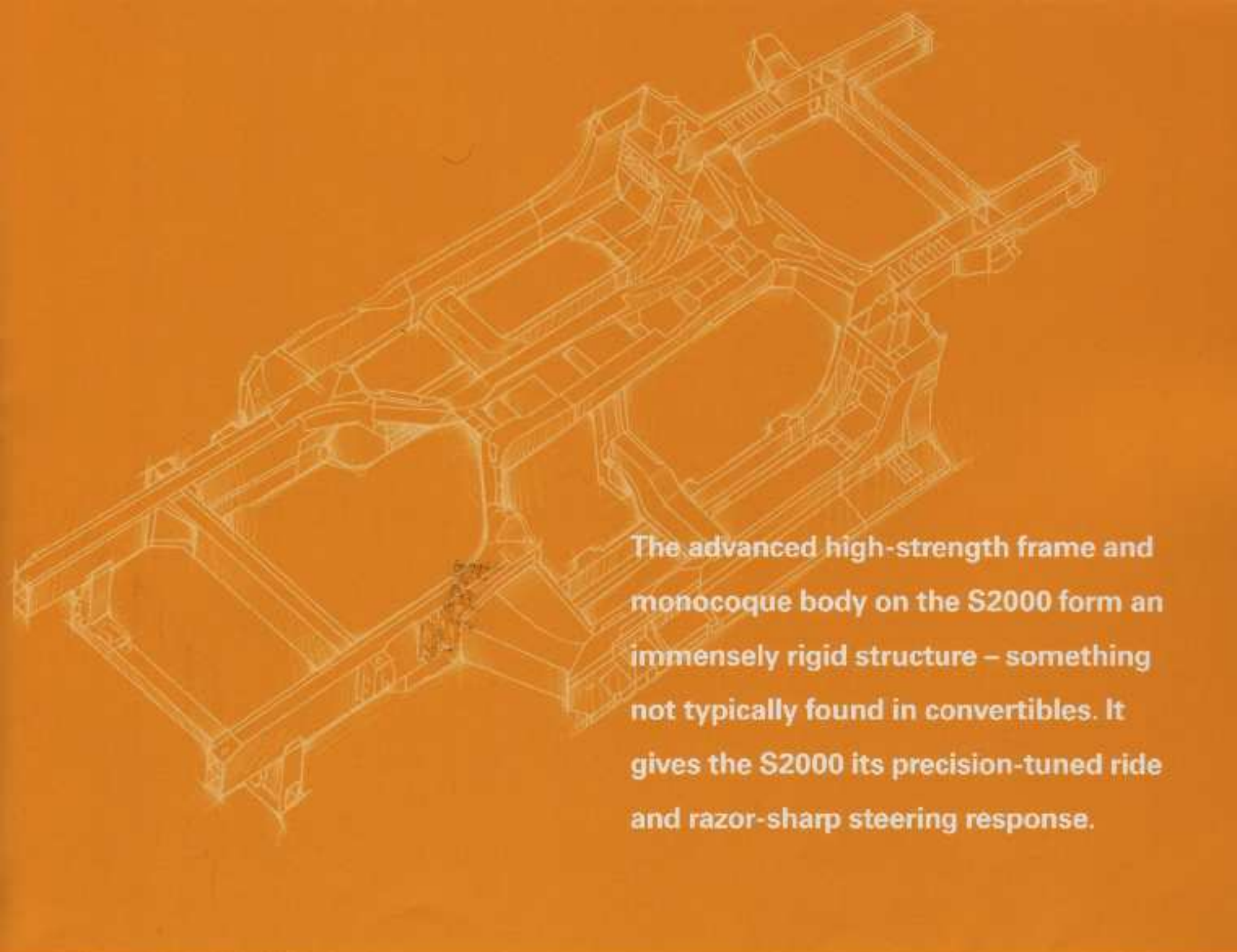
Compact and efficient, the DOHC cam-drive system uses a silent primary chain with automatic adjustment. The secondary drive is geared, as in a racing engine, for dependability and greater timing accuracy at high rpm.





The large 11-inch 4-wheel disc brakes are vented in front and solid in back, and they use a highly fade-resistant pad material. Pedal feel and brake bias have been specifically designed for hard braking. An anti-lock braking system (ABS) is standard equipment.





The advanced high-strength frame and monocoque body on the S2000 form an immensely rigid structure – something not typically found in convertibles. It gives the S2000 its precision-tuned ride and razor-sharp steering response.



Its suspension has been programmed to hug the road.

The contact patch, where the tire meets the pavement, is where a car's performance has its moment of truth. The compact "in-wheel" design of the S2000's 4-wheel double wishbone suspension is dedicated to maximizing grip and precision. High-strength suspension components are light and compact, reducing unsprung weight for excellent control. The rear-wheel-drive S2000 uses front and rear stabilizer bars and gas-pressurized, mono-tube shock absorbers to help minimize body roll and ride harshness. The integrity of the S2000 results in agility and handling response that must be felt to be fully appreciated. You feel the road, but leave the bumps behind.



**Its racy good looks
are inherited.**





Innovative, technically sophisticated for its day and a truly enjoyable car to drive, the 1964 S600 was one of Honda's very first sports cars.



In 1963, the Honda Motor Company entered Formula 1 racing. Since then, Honda has continued to compete at many of the highest levels of international motorsports, winning 71 Grand Prix, 6 Formula 1 Constructor's Championships, 3 Championship Auto Racing Teams (CART) Manufacturer's Championships plus 5 CART Driver's Championships, and more than 50 races in the series. The Honda S2000 roadster carries on this racing spirit.



Tap into a rich legacy of performance engineering.

Racing isn't just about crowds and trophies. For Honda, the racing program offers an opportunity to put new performance technology to the test in extreme situations. At Honda, one of the primary directives includes sending our young engineers into the crucible of racing to sharpen their problem-solving skills.

Unyielding time constraints imposed by racing provide the environment for learning to innovate under pressure. A racing competitor once commented that while many car companies go racing, Honda is a racing company that happens to build production cars. The S2000 embodies that passion and competitive heritage.





**Suddenly, every road's
your favorite.**





Forget everything you've ever known about roadsters.

You rotate the key in its cylinder. Then you do something different. Something racecar drivers have done for years. You press a button to start the engine. That's a reminder this is no run-of-the-mill sports car. This is serious business. The leather-wrapped shift knob for the 6-speed clicks through its paces with a flick of the wrist. Steering feel is precise, and the gauges convey information at a quick glance. All of which lets you concentrate on the business at hand – the thrill of being one with the car.





A clear acrylic aero screen fits between the driver's and passenger's seats to help in reducing wind turbulence. If you prefer, it folds down out of the way.

With left-hand controls, you can change audio system modes, preset channels and volume - or mute the sound quickly and easily with the touch of a fingertip.





Textured pedals improve grip and provide a constant connection to the racecar heritage of the S2000. The clutch is sprung for light, precise action, while the brakes have a direct feel that enhances braking control.

A full-bodied approach to the performance state of mind.

Settle into the leather seat, adjust the seatback and slide the seat into position. The S2000 interior immerses you in the roadster experience, whether you take advantage of its race-bred performance or simply wish to take in some fresh air. The high seat bolsters brace your back and shoulders through the turns. An easy-to-use two-latch release frees the electrically powered soft top. An AM/FM stereo CD player featuring a pair of door-mounted tweeters provides clean, clear sound. And the S2000 also has electronically controlled heating and air conditioning with a micron air-filtration system, a remote entry system, cruise control and power windows, mirrors and door locks.





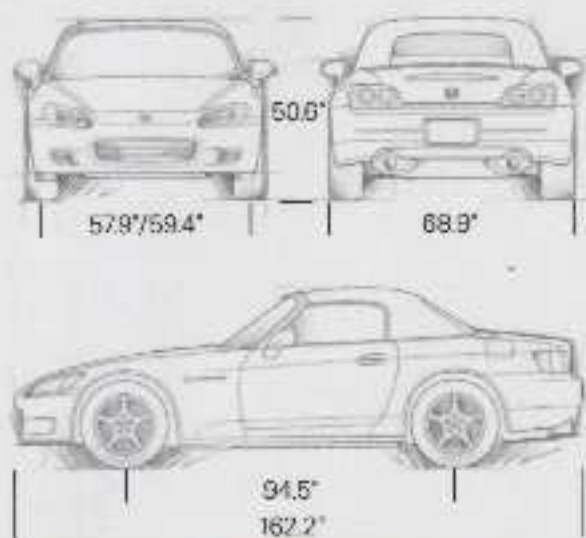
The S2000 is serious about performance, and just as serious about passenger safety. The body and frame are engineered not only to hold up to the rigors of spirited driving, but also to help protect you in a full-frontal, offset-frontal, side or rear impact. There are dual front airbags (SRS)* and 3-point seat belts with pretensioners. Integrated roll bars for driver and passenger – plus the door and windshield posts – are reinforced, and connect to frame members in the floor. The central tunnel and the front and rear side-members of the X-bone frame are designed to offer the rigidity and passenger protection of a closed-top vehicle in full-frontal as well as rear impacts. Side-impact protection is built into the doors, side sills and cockpit floor. There's an Immobilizer Theft-Deterrent System to provide peace of mind when you park your S2000. And a locking storage compartment in the center console keeps small items out of view.

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





**Let's see, there must be
a longer way there.**



Engine

Type: Aluminum-Alloy In-Line 4-Cylinder with Fiber-Reinforced (FRM) Cylinder Walls
 Displacement (cc/cu. in.) 1997/121.9
 Horsepower @ rpm (SAE net) 210 @ 8300
 Torque (lb.-ft. @ rpm) 153 @ 7500
 Compression Ratio 11.0:1
 Valve Train: 16-Valve DOHC VTEC™
 Fuel System: Multi-Point Programmed Fuel Injection (PGM-FI)
 Ignition System: Electronic with Immobilizer Theft-Deterrent System

Drivetrain

Type: Front Engine/Rear-Wheel Drive
 Manual Transmission: 6-Speed Close-Ratio with Torque-Sensing Limited-Slip Differential
 Final Drive Ratio 4.1:1
 Gear Ratios:
 1st 3.13
 2nd 2.05
 3rd 1.48
 4th 1.16
 5th 0.97
 6th 0.81

EPA Mileage Estimates¹/Fuel Capacity

6-Speed Manual (City/Highway) 20/26
 Fuel (gal.) 13.2

Interior Dimensions

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
 Curb Weight (lbs.) 2810

Body/Suspension/Chassis

High X-Bone Monocoque Frame
 Suspension: Independent In-Wheel Double Wishbone with Coil Springs
 Stabilizer Bar (mm, front/rear) 28.2/21.2
 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) 16x6.5JJ / 16x7.5JJ
 Tires: Bridgestone Potenza S-02 (front/rear) P205/55 R16 89W / P225/50 R16 92W

Exterior Features

Remote Entry System with Trunk Release
 Electrically Powered Soft Top with Glass Rear Window and Defroster
 Dual-Outlet Exhaust
 Body-Colored Dual Power Mirrors
 High-Intensity Discharge Headlights (HID)
 Lightweight Alloy Wheels
 Impact-Absorbing Body-Colored Bumpers
 Molded Convertible Top Cover

Interior Features

Air Conditioning with Micron Air-Filtration System
 Power Windows
 Power Door Locks
 Cruise Control
 AM/FM Stereo with CD Player and Clock
 Leather-Trimmed Seats
 Leather-Wrapped Steering Wheel
 Leather-Wrapped Shift Knob
 Dual Front Airbags (SRS)
 3-Point Seat Belts with Pretensioners
 Integrated Roll Bars
 Immobilizer Theft-Deterrent System
 Remote-Operated Audio Controls
 Beverage Holder
 Center Console Storage Compartment with Lock
 Map Lights
 Digital Instrument Panel
 2-Speed/intermittent Windshield Wipers
 Engine Start Button
 Low-Fuel Indicator Light
 Aero Wind Screen
 12 Volt Power Outlet
 Textured Aluminum Pedals
 Floor Mats

Accessories

Exterior
 Removable Hard Top
 Rear Decklid Spoiler
 Front Underbody Spoiler
 Side Strakes
 Vehicle Dust Cover
 Wheel Locks
 Interior
 Titanium Shift Knob
 Security System
 Seatback Pocket
 Cargo Net
 Audio
 CD Changer
 Kelton bassworks Subwoofer



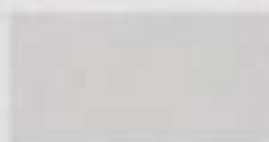
New Formula Red with Black Leather



Spa Yellow Pearl with Black Leather



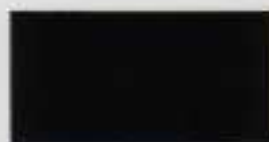
Suzuka Blue Metallic with Blue Leather



Grand Prix White with Red Leather



Sebring Silver Metallic with Black or Red Leather



Berlina Black with Black or Red Leather

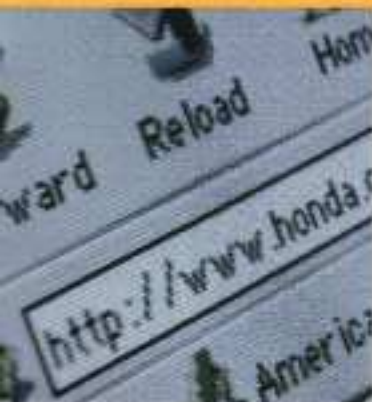
For years, Honda has led the industry in reducing the impact automobiles will have on the environment.



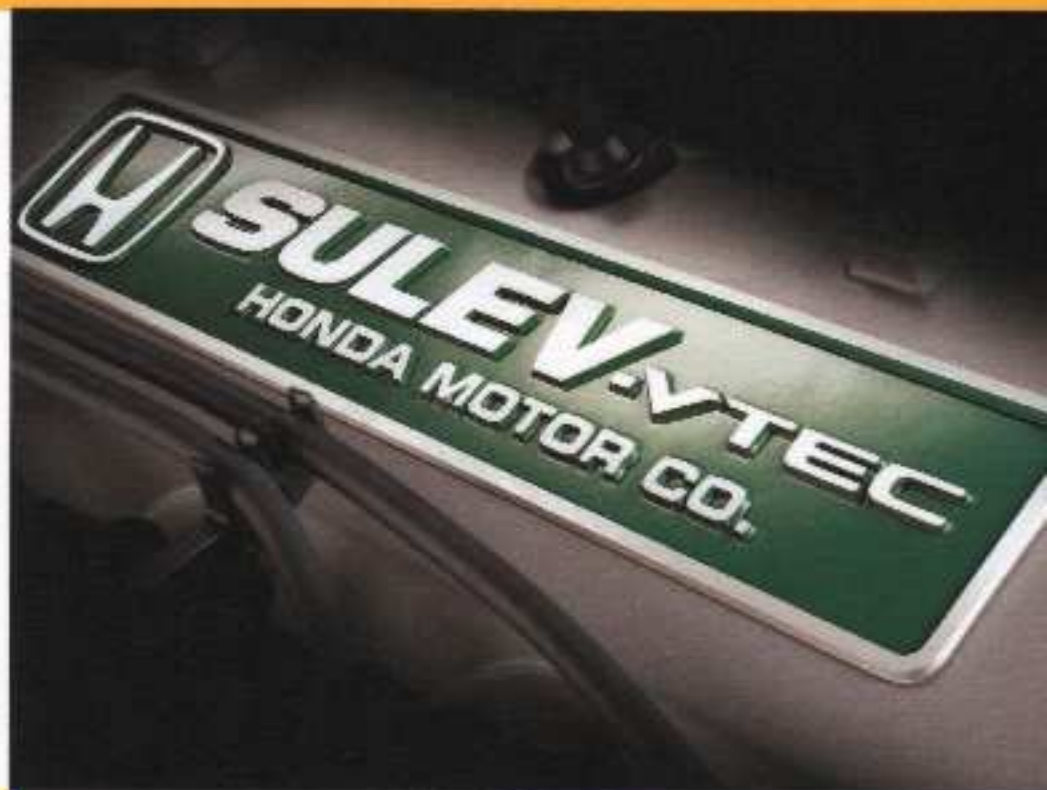
Proving that it can be done with little sacrifice to performance. In 1975, we

introduced the innovative Civic CVCC, the first car to pass the federal Clean Air Act standards without the use of a catalytic converter. Ever since, our engineers have pushed the limits of design. When California's standards for Low-, Ultra-Low- and Super-Ultra-Low-Emission Vehicles (LEV, ULEV and SULEV) were introduced over the past eight years, a Honda was the first gasoline-powered car to meet each one. In fact, we have

met all these standards before they became mandatory. And for 2002, every new Honda vehicle meets or surpasses all fifty states' LEV standards. From the natural-gas Civic GX, the cleanest internal combustion production-engine vehicle ever built, to the brilliant 240-hp S2000 roadster. With our record, it's only fitting that we would be the first to introduce a gasoline-electric-powered hybrid car in the United States: the Insight. This ultra-low-emission vehicle was the first car to receive the Excellence in Environmental Engineering Award from the Sierra Club. And you can be sure Honda will continue to lead the way in providing some of the most advanced and cleanest vehicles on the road.



When you purchase an S2000, it's covered by a 3-year/36,000-mile limited warranty.² See your dealer for details. For additional product information, you can call us at 1-800-33-Honda, or visit our Web site at [honda.com](http://www.honda.com).



Your dealer features Honda-trained technicians who can expertly service your S2000, and a variety of Genuine Honda parts and accessories to help you personalize it.

HONDA

Financial Services

Whether you buy or 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
Care

Honda Care is a comprehensive and affordable vehicle and travel protection plan backed by Honda reliability, service and parts. See your dealer for more information.