

2000

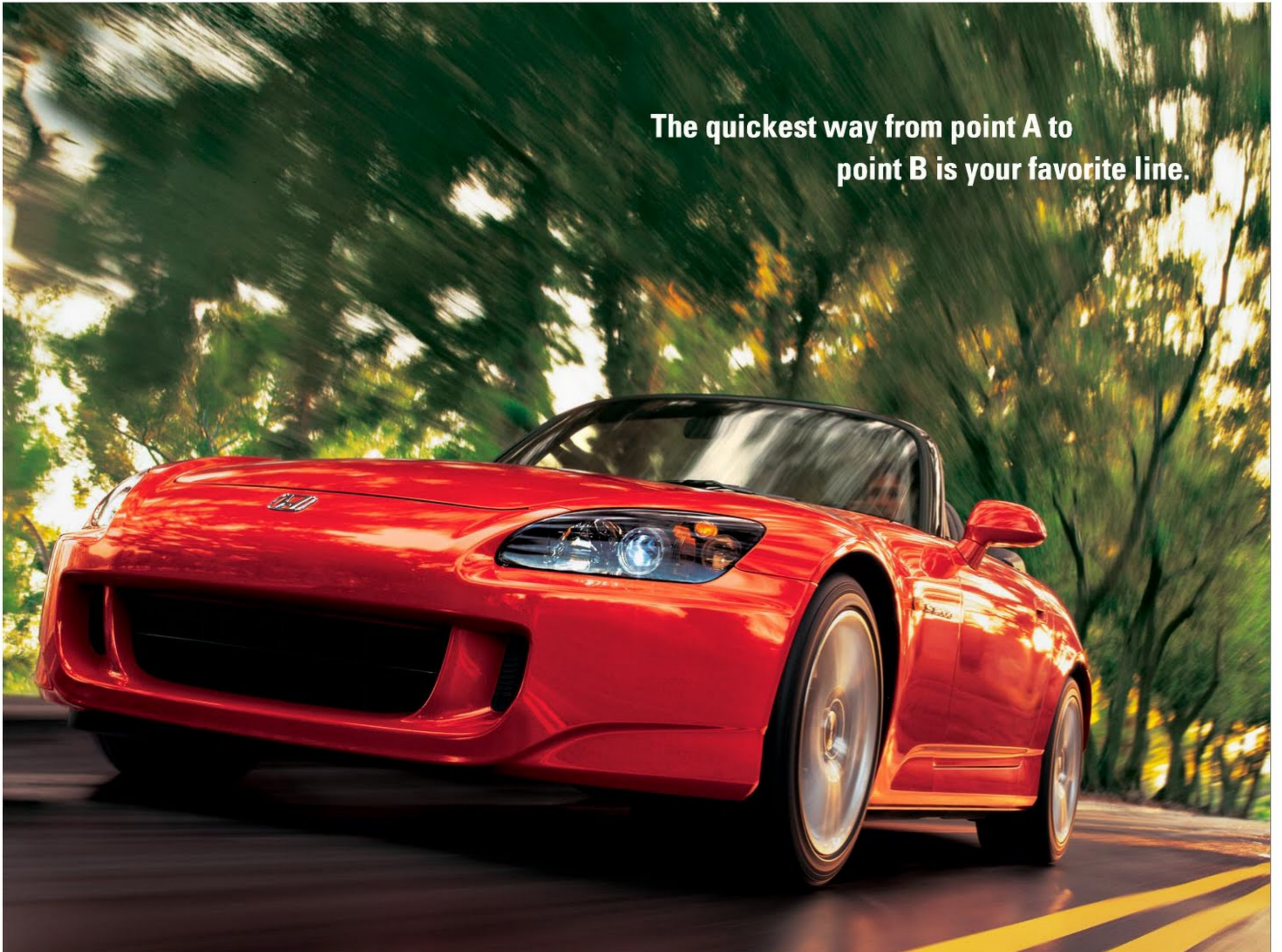


**Your one-touch connection to
50 years of checkered flags.**

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.**



fueled



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.





S2000 shown in Silverstone Metallic.



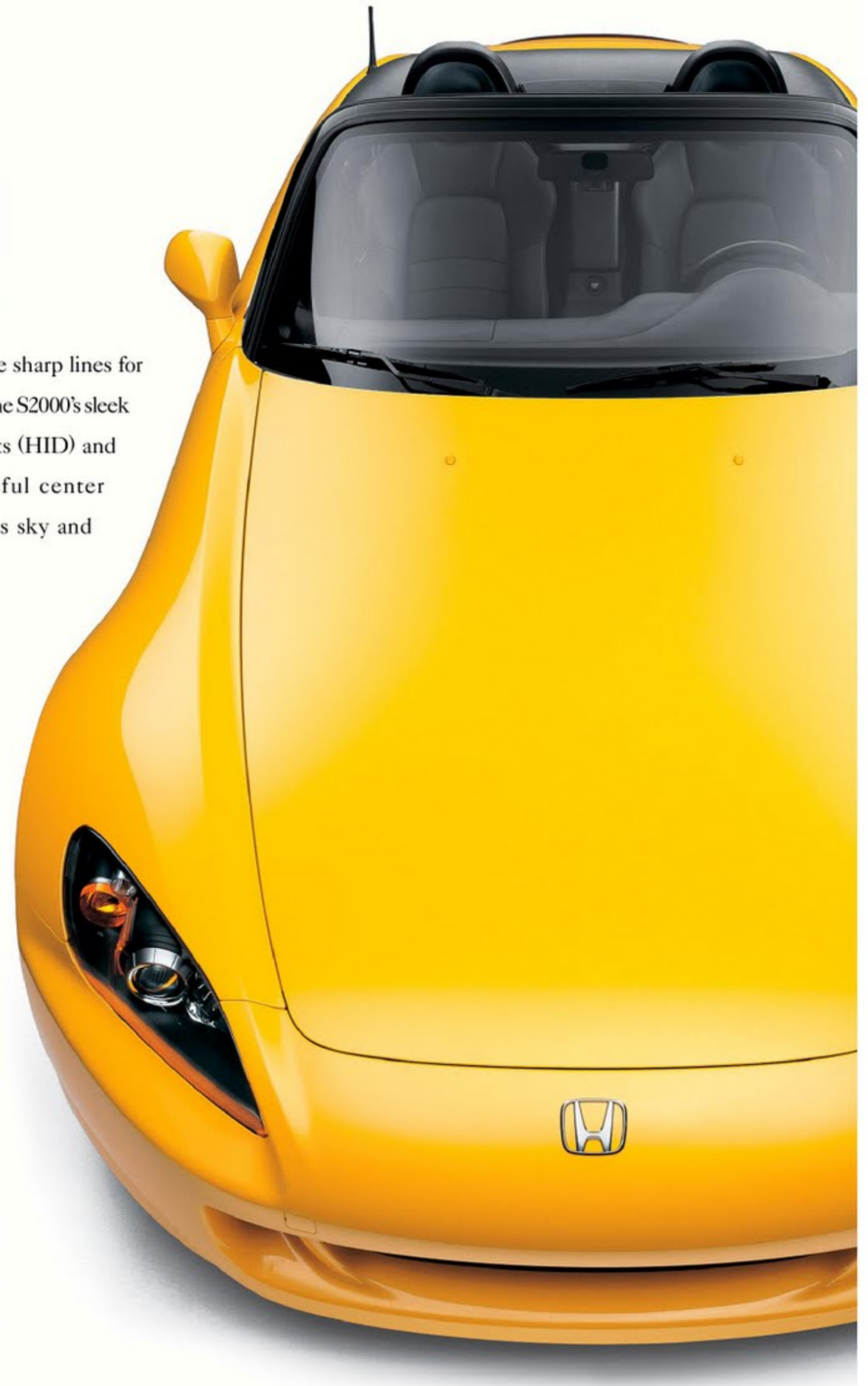
r u s h

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.





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.
— Soichiro Honda



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.



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 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.



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.



applied

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.



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.



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

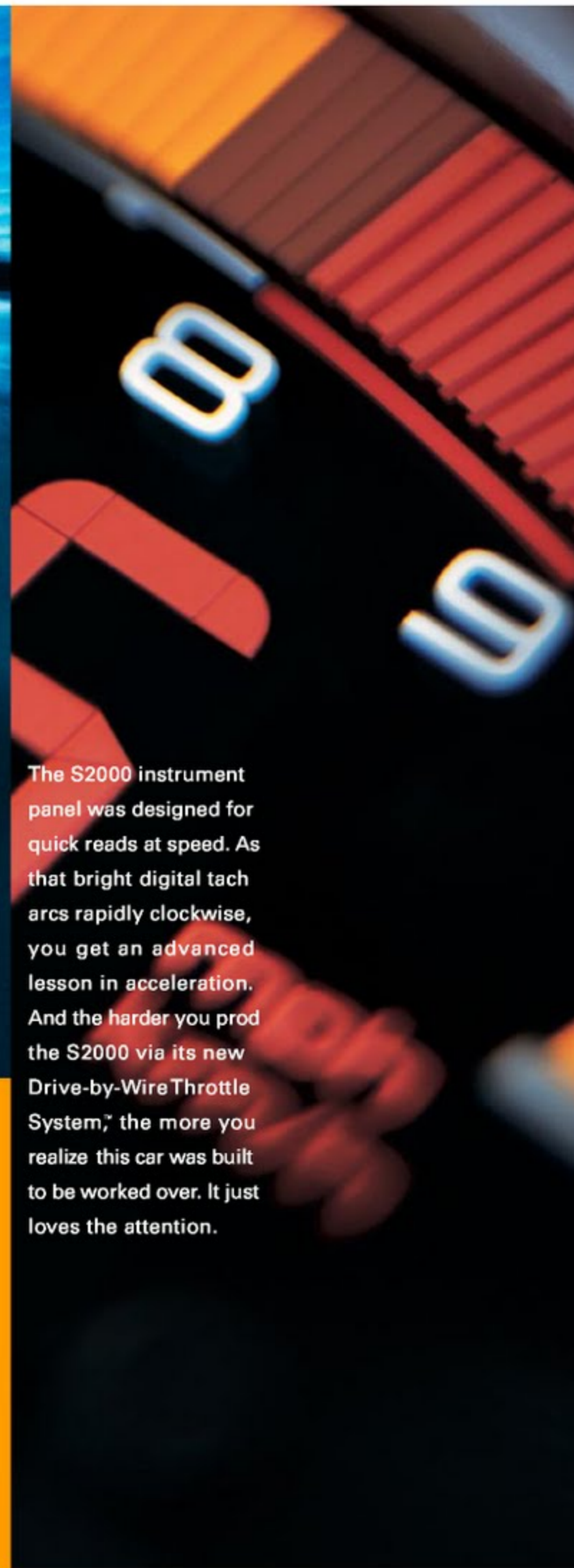




S2000 shown in Sebring Silver Metallic.

237 horsepower 2.2 liters

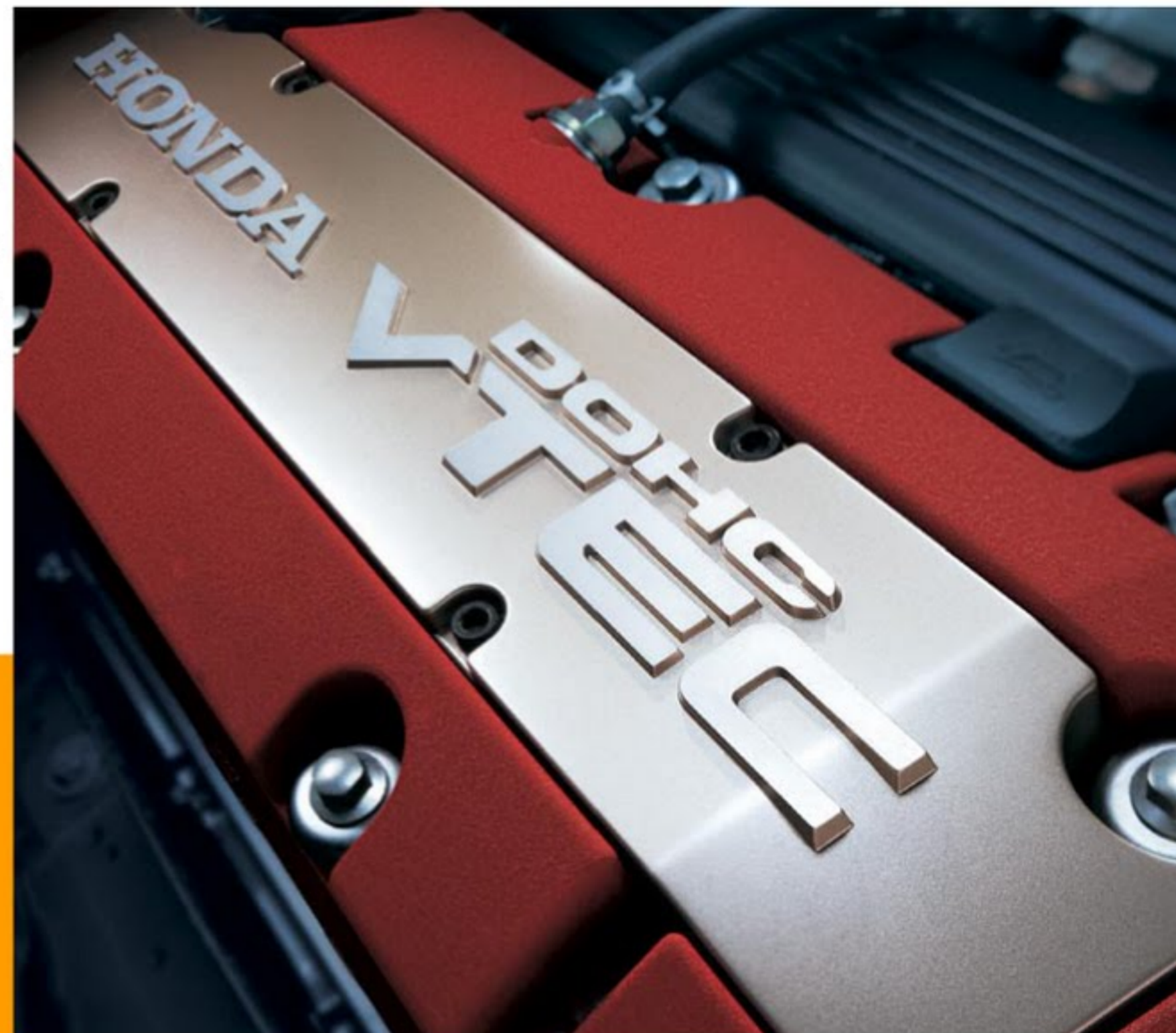
Sometimes, numbers alone can tell a thrilling tale. The S2000's 2.2-liter engine produces power that belies its displacement. It's also amazingly lightweight and compact, thanks to exact engineering and advanced materials. The result is a high-revving powerplant making an impressive 237 hp and 162 lb.-ft. 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.



The S2000 instrument panel was designed for quick reads at speed. As that bright digital tach arcs rapidly clockwise, you get an advanced lesson in acceleration. And the harder you prod the S2000 via its new Drive-by-Wire Throttle System,[™] 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 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.

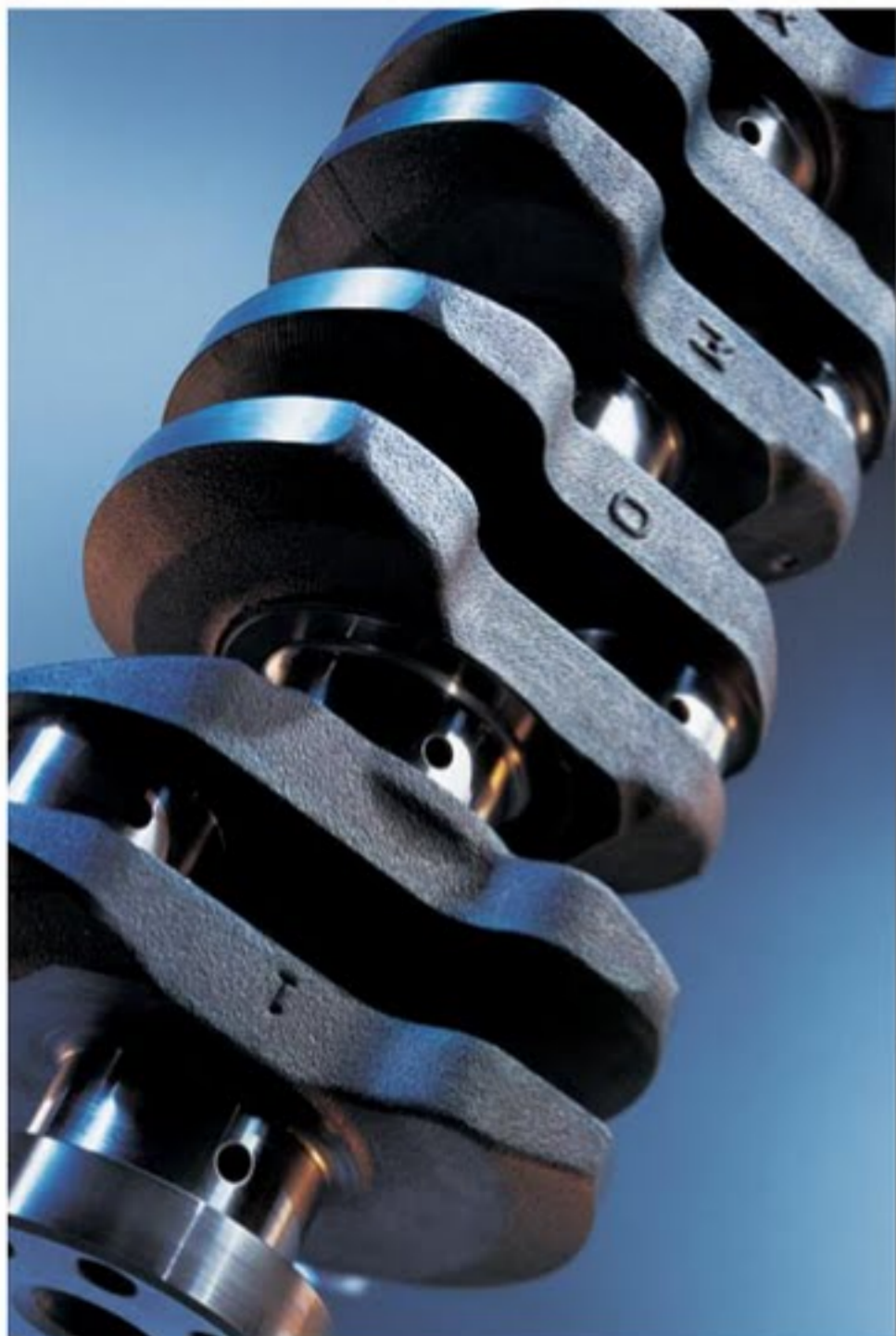


Honda's revolutionary variable valve timing and lift electronic control (VTEC[®]) technology overcomes a longtime limitation of traditional engine design. With VTEC, no compromises have to be made between low- and high-rpm performance. One cam lobe is tuned for low-end torque. Rev higher, and another 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 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. 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.



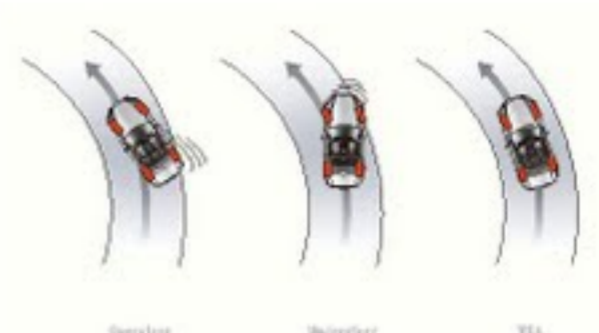
S2000 shown in Rio Yellow Pearl.



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.

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 Silverstone Metallic.

connect



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.



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 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?**

S2000 shown in New Formula Red.

accessories

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



XM² Satellite Radio²
 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 Strakes
 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.⁴ 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."⁵



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).⁶

HONDA

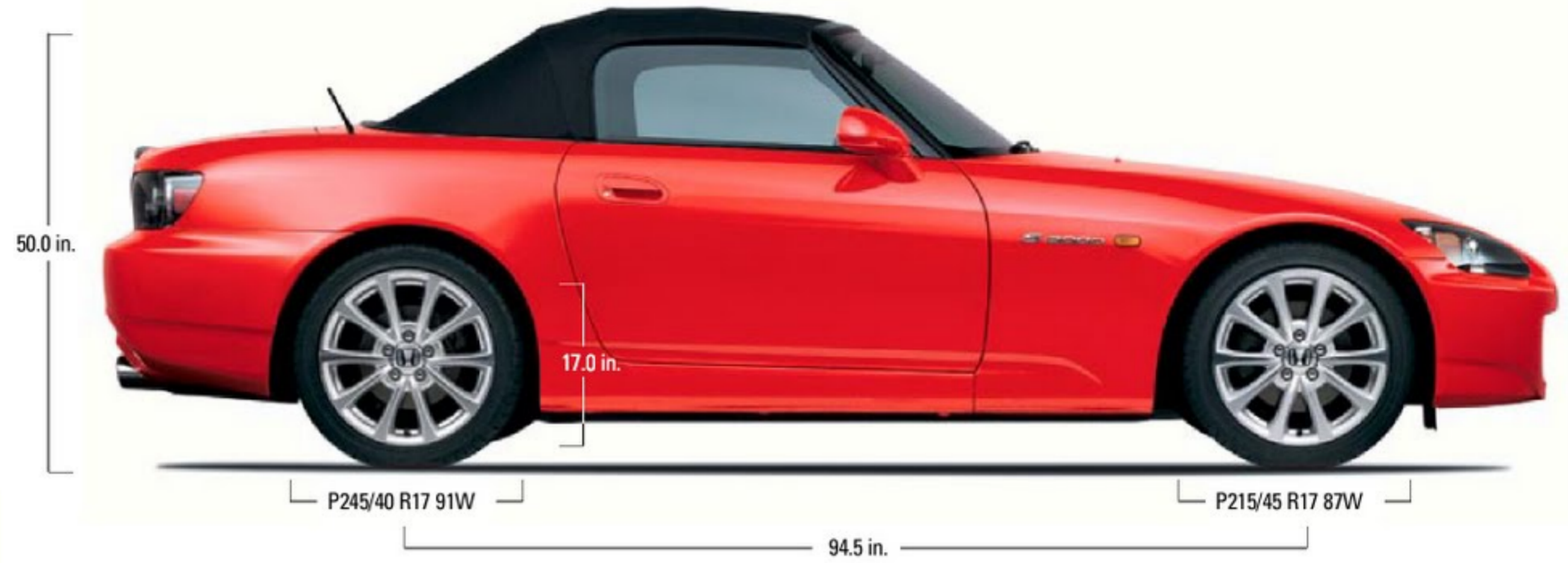
Financial Services

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.



| | |
|------------------------------------|-------|
| Curb Weight (lbs.) | 2855 |
| 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.) | 31.5 |
| Height (in.) | 41.5 |





**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) | 2157 |
| Horsepower @ rpm (SAE net, Rev 8/04)* | 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, 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 |

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 | • |
| 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-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 | • |

Comfort & 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 | • |
| Beverage Holders (2) | • |
| 12-Volt Power Outlet | • |
| Map Lights | • |

EPA Mileage Estimates²/Fuel Capacity

| | |
|----------------------|------------------|
| City/Highway | 20/25 |
| Crankcase (qt.) | 5.9 |
| Coolant System (qt.) | 8.0 |
| Fuel (gal.) | 13.2 |
| Required Fuel | Premium Unleaded |

Seating

| | |
|--|---|
| Driver's Seat with 4-Way Manual Adjustment | • |
| Leather-Trimmed Seats | • |

Audio System

| | |
|---|---|
| AM/FM/XM Ready ³ /CD Audio System with 8 Speakers Including 4 Integrated Roll Bar 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 | • |

13-Year/36,000-Mile Limited Warranty. 5-Year/60,000-Mile Limited Powertrain 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 the limited warranties. ²Required XM subscription sold separately after three trial months. All fees and programming subject to change. Subscriptions subject to Customer Agreement available at xmradio.com. XM Ready audio system is pre-wired to accept the dealer-installed accessory XM Satellite Radio hardware. XM service only available in the 48 contiguous United States. The XM name and XM Ready are registered trademarks of XM Inc. ³Based on 2005 EPA mileage estimates. Final 2006 EPA mileage estimates were not available at the time of printing. Use for comparison purposes only. Actual mileage may vary. ⁴Tier-2 Bin-2 EPA certification as of June 2004. ⁵Based on a U.S. Emissions Study (2002) by the Union of Concerned Scientists. The Union of Concerned Scientists is an independent organization. Results do not imply endorsement of Honda or its products. **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. All images contained herein are either owned by American Honda Motor Co., Inc., or used under a valid license. It is a violation of federal law to reproduce these images without express written permission from American Honda Motor Co., Inc., or the individual copyright owner of such images. Formula 1, Formula ONE, F1 and translations thereof are trademarks of Formula One Licensing BV, a Formula One Group Company. Licensed by Formula One Administration Limited, a Formula One Group Company. All rights reserved. Honda Financial Services is a DBA of American Honda Finance Corporation. Honda, the H-mark symbol, Honda Care, Drive-by-Wire Throttle System, VSA and VTEC are trademarks of Honda Motor Co., Ltd. ©2005 American Honda Motor Co.