



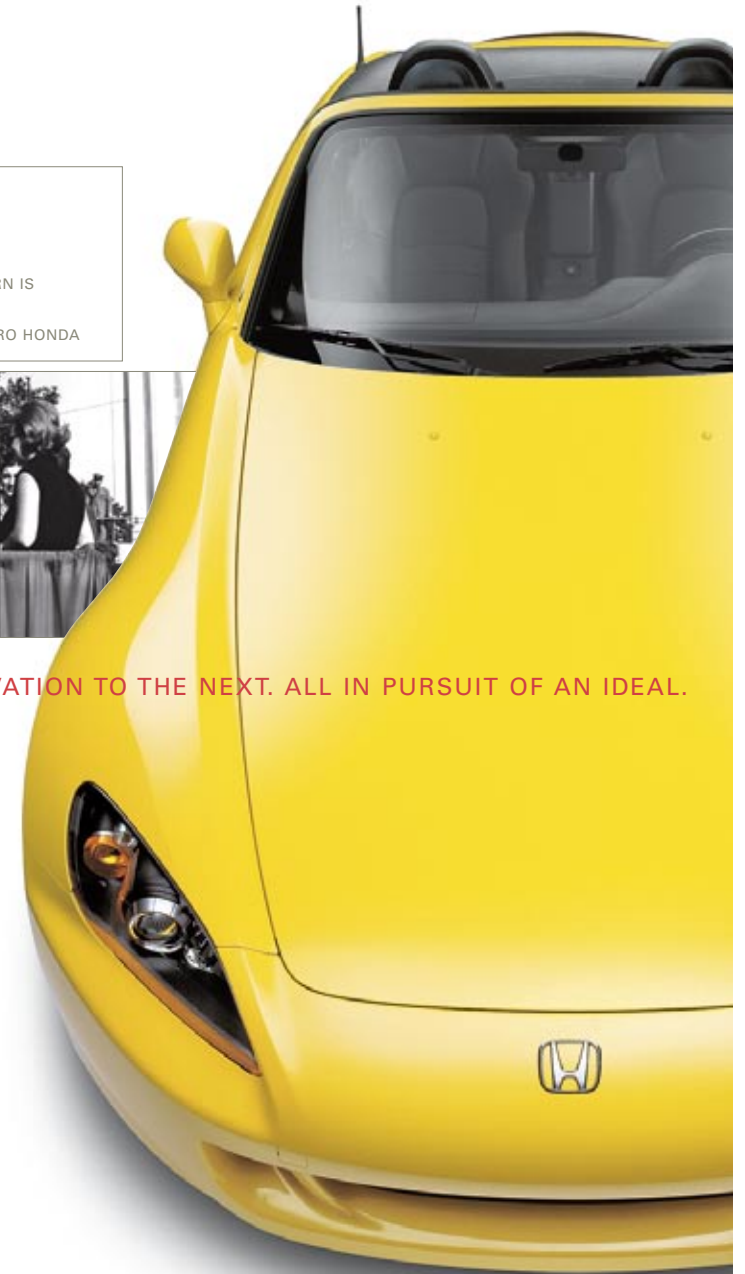


"THE BEST PLACE TO LEARN IS
AT THE HIGHEST LEVEL."
-SOICHIRO HONDA



THERE EXISTS A DIRECT LINE. FROM TEST TRACK TO RACETRACK. FROM ONE INNOVATION TO THE NEXT. ALL IN PURSUIT OF AN IDEAL.

It is an ongoing experiment begun more than 50 years ago: the idea of using the world's premier race circuits as not only a means to fill trophy cases, but as a testing ground. Of machines, of course, but also of people, using the pressure of competition to make our engineers better able to create innovative designs for our production vehicles.





IT IS THE COLLECTIVE KNOWLEDGE OF OVER 50 YEARS OF CHECKERED FLAGS. OF COUNTLESS HOURS FINE-TUNING PERFORMANCE.

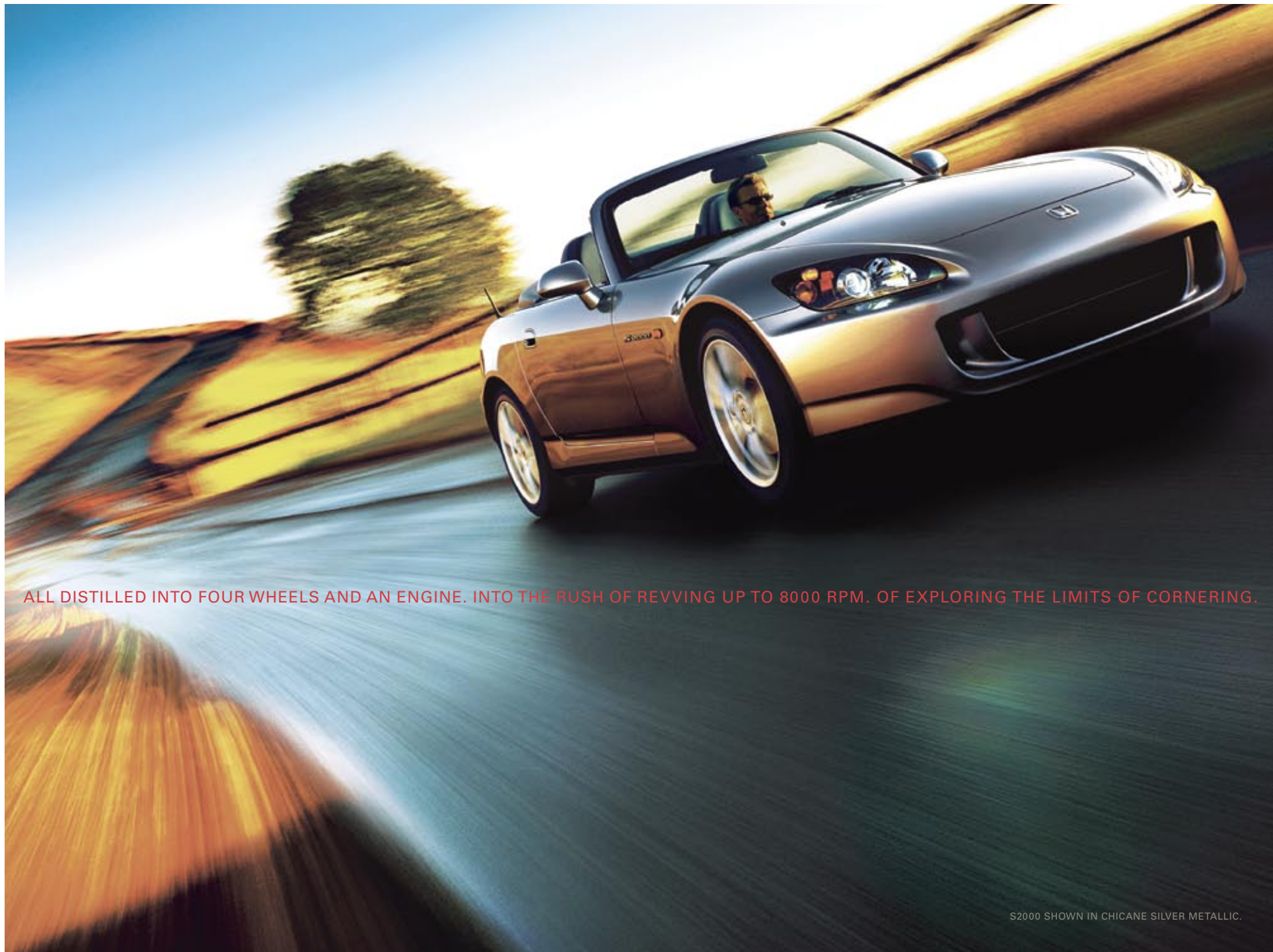
HONDA'S RACING HERITAGE INCLUDES OVER 70 FORMULA ONE™ GRAND PRIX VICTORIES. IN 2008, HONDA CONTINUES ITS ROLE AS THE SINGLE ENGINE SUPPLIER FOR THE INDYCAR® SERIES. WITH THE RECENT UNIFICATION OF OPEN-WHEEL RACING INTO ONE SERIES, HONDA WELCOMES THE OPPORTUNITY TO PROVIDE POWER TO ALL PARTICIPANTS IN A LARGER, MORE COMPETITIVE FIELD.

Developed at Suzuka, long associated with the Japanese Grand Prix, by the very engineers who helped Honda become a leader in racing, the S2000 perfectly evokes the pride, passion and exhilaration that are integral parts of Honda motorsports. Defying conventional limitations, innovations that were honed on the track take street-legal form in the fantastically fun-to-drive S2000.




BEGINNING WITH A HISTORIC VICTORY AT THE ISLE OF MAN TT RACE IN 1961, HONDA HAS GONE ON TO DOMINATE THE COMPETITIVE WORLDS OF GRAND PRIX MOTORCYCLE AND MOTOCROSS RACING.





ALL DISTILLED INTO FOUR WHEELS AND AN ENGINE. INTO THE RUSH OF REVVING UP TO 8000 RPM. OF EXPLORING THE LIMITS OF CORNERING.

S2000 SHOWN IN CHICANE SILVER METALLIC.



THE S2000 CR

CR

CLUB RACER

WITH INNOVATION AS YOUR GOAL, THERE IS NO ENDPOINT. BUT THERE ARE MILESTONES WITH WHICH TO MEASURE PROGRESS.

The S2000 CR is the closest street incarnation to date of Honda's racing know-how. Its removable hardtop and corresponding weight savings, firmer suspension, quicker steering ratio and fully functional front and rear spoilers all strengthen the indelible connection between driver, vehicle and road.

S2000 CR SHOWN IN APEX BLUE PEARL.

TWEAKED, TUNED AND FITTED TO INCREASE THE VEHICLE'S ALREADY LEGENDARY TRACK-WORTHY PERFORMANCE, THE HONDA S2000 CR REPOSITIONS THE LINE BETWEEN AUTOMOTIVE DREAM AND AUTOMOTIVE REALITY.

THE REAR SPOILER'S UNIQUE DESIGN SMOOTHS AIRFLOW OVER THE VEHICLE AND HELPS TO REDUCE LIFT BY UP TO 70%*

WITHOUT A POWER-FOLDING SOFT TOP, AIR CONDITIONING OR AUDIO SYSTEM, AND WITH ITS HARDTOP REMOVED, THE CR WEIGHS IN AT A LEAN 2,765 LBS - A FULL 99 LBS LIGHTER THAN THE STANDARD S2000.


SUSPENSION CHANGES LIKE STIFFER DAMPERS AND STABILIZER BARS AND A HIGHER SPRING RATE INCREASE THE CR'S LATERAL ACCELERATION.*

FEATURING A COMBINED INCREASE OF 20MM TO THE REAR TIRE WIDTH, A HIGH-PERFORMANCE COMPOUND AND A MORE AGGRESSIVE TREAD PATTERN THAN THE BASE S2000, THE CR'S POTENZA RE070 TIRES PROVIDE SUPER-STICKY CORNERING.

A REVISED EXHAUST SILENCER GIVES THE CR A THROATIER, SPORTIER EXHAUST NOTE.*

*When compared to S2000 standard model.

S2000 CR SHOWN IN APEX BLUE PEARL.



A UNIQUE REAR BODY BRACE LOCATED BEHIND THE ROLL-BAR COWLINGS INCREASES THE VEHICLE'S REAR SUSPENSION LATERAL RIGIDITY BY 18% AND VERTICAL RIGIDITY BY 94%.*

CR

INTERIOR

THE STEERING RACK HAS BEEN STIFFENED AND STEERING RATIO DROPPED FROM 14.9:1 TO 13.8:1 FOR AN IMPROVED ON-CENTER FEEL. THE UNIQUE ALUMINUM SHIFTER HAS BEEN SHORTENED BY 12.6MM, RESULTING IN A SHORTER THROW.*

*When compared to S2000 standard model.

DEEP-BOLSTERED SEATS WITH YELLOW AND BLACK FABRIC ARE DESIGNED TO HOLD YOUR BODY WHILE MANEUVERING.

S2000 CR SHOWN WITH EXCLUSIVE YELLOW/BLACK FABRIC.



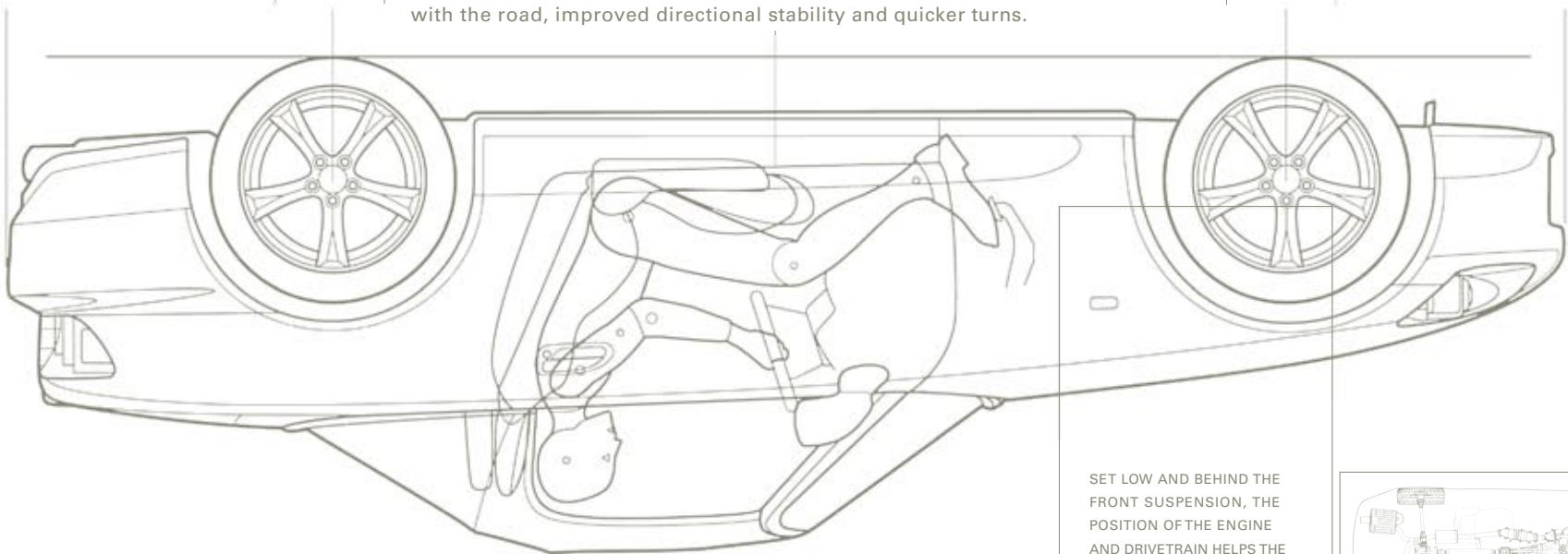
THE BALANCING ACT OF

51

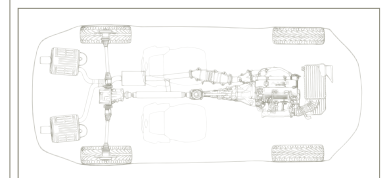
Five decades of designing and building racing cars and motorcycles has taught Honda engineers the value of centralizing a vehicle's mass. The resulting balanced weight distribution percentage translates into less cornering pitch, better tire contact with the road, improved directional stability and quicker turns.

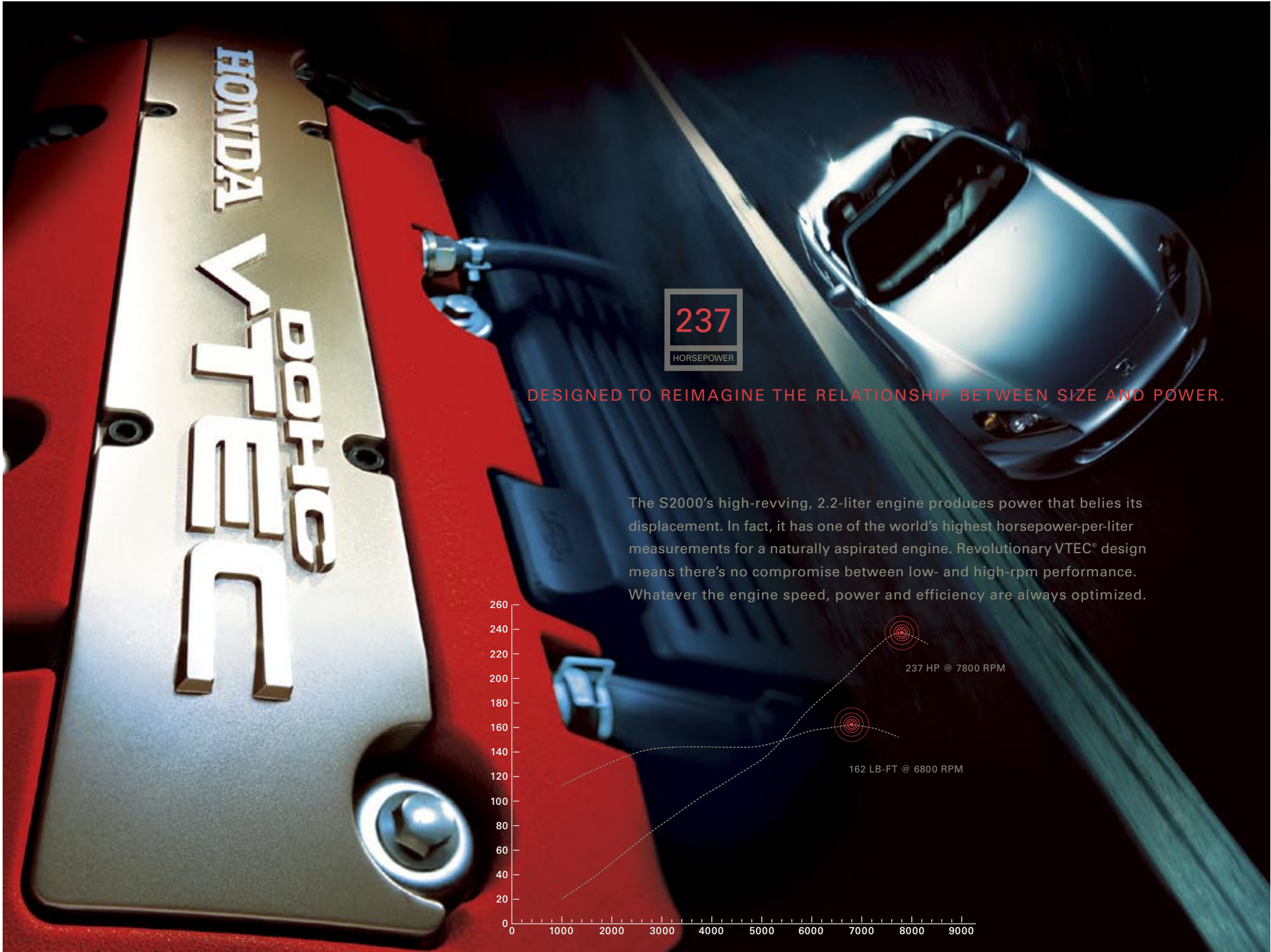
49

PRECISE CORNERING.



SET LOW AND BEHIND THE FRONT SUSPENSION, THE POSITION OF THE ENGINE AND DRIVETRAIN HELPS THE S2000 ACHIEVE ITS NEAR PERFECT WEIGHT BALANCE.



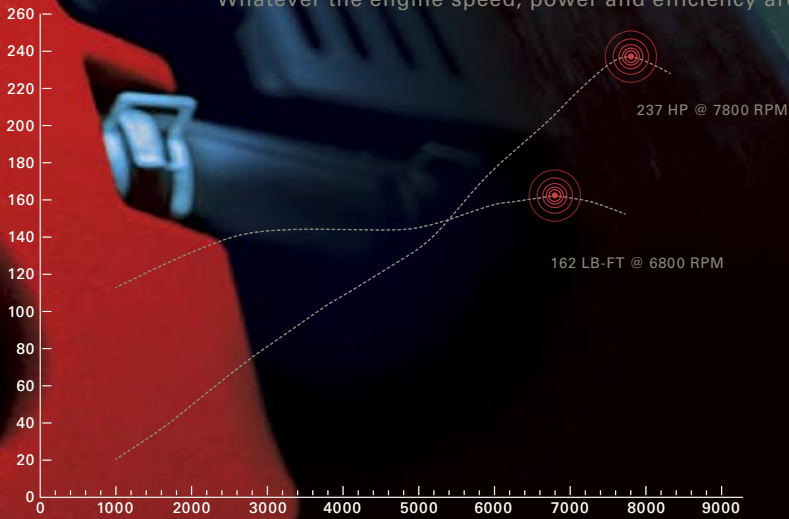


237

HORSEPOWER

DESIGNED TO REIMAGINE THE RELATIONSHIP BETWEEN SIZE AND POWER.

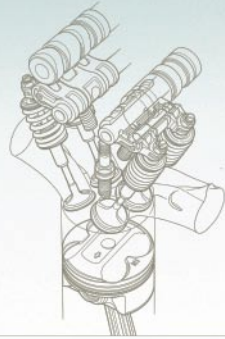
The S2000's high-revving, 2.2-liter engine produces power that belies its displacement. In fact, it has one of the world's highest horsepower-per-liter measurements for a naturally aspirated engine. Revolutionary VTEC® design means there's no compromise between low- and high-rpm performance. Whatever the engine speed, power and efficiency are always optimized.





S2000 SHOWN IN RIO YELLOW PEARL.

TO MINIMIZE DRAG AND REDUCE INTERNAL LOSSES, PISTONS FEATURE A REDUCED SKIRT AREA. ALSO HELPING REDUCE FRICTION ARE ROLLER-BEARING CAM FOLLOWERS.



ENGINEERING THAT HOLDS TRUE TO A SIMPLE FORMULA: LESS WEIGHT EQUALS LESS WAIT.



THE S2000'S ENGINE IS SURPRISINGLY COMPACT CONSIDERING ITS POWER OUTPUT. THIS IS ACHIEVED WITH TECHNOLOGY LIKE A NARROW DOHC DESIGN WITH A SPACE-EFFICIENT SILENT-CHAIN PRIMARY DRIVE AND GEAR-DRIVEN SECONDARY DRIVE.



The engine block, cylinder head and oil pan are aluminum alloy. The pistons are super-light forged alloy. Cylinder liners are fiber-reinforced metal. These and countless other tricks, like hollowing out the camshafts so they double as lubrication paths for the VTEC drivetrain, helped us develop an engine that is as lightweight as possible.





THE SHIFTER IS MOUNTED DIRECTLY ON TOP OF THE TRANSMISSION CASE TO HELP ELIMINATE PLAY IN THE LINKAGE AND PROVIDE OPTIMUM FEEL WHEN CHANGING GEARS.

S2000 SHOWN IN NEW FORMULA RED.

SIX WELL-CHOSEN GEAR RATIOS HELP ENSURE THAT POWER FLOW FROM ENGINE TO WHEELS LOSES NOTHING IN TRANSLATION.



GEAR RATIOS

3.133

2.045

1.481

1.161

0.943

0.763

1

2

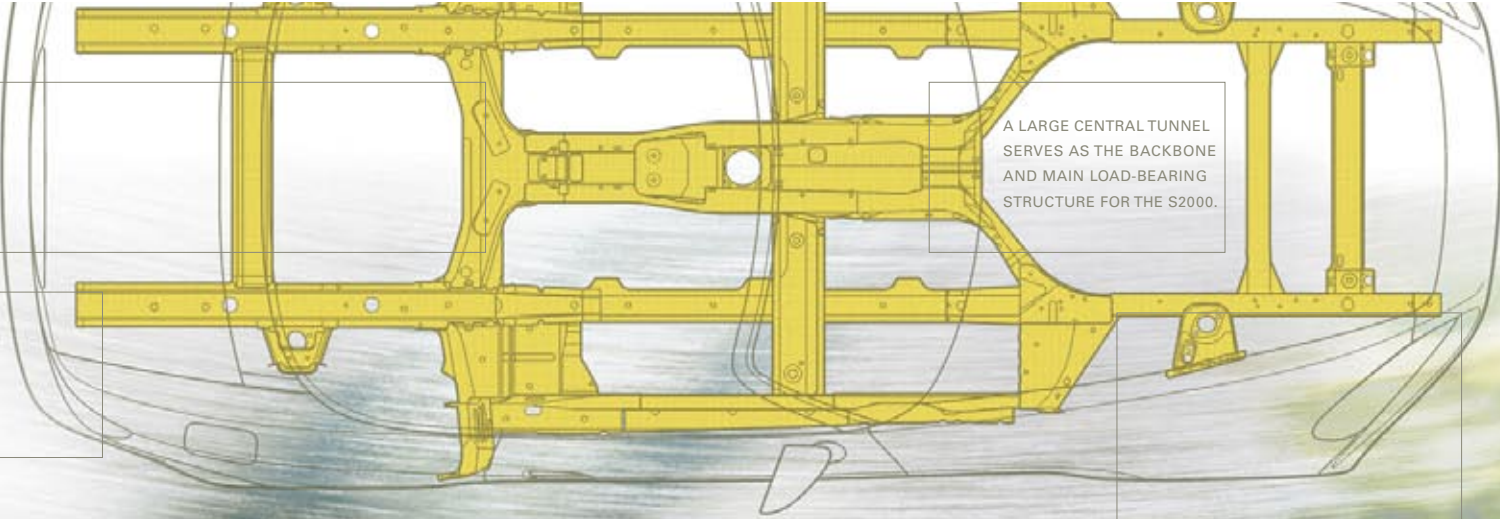
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4

5

6

The S2000's close-ratio gearing ensures strong performance in every gear. Shift throws are short and direct, with double- and triple-cone synchronizers helping reduce the effort. The limited-slip differential ensures continuous application of power to the rear wheels, especially when cornering. The transmission and entire drivetrain were designed to be as lightweight as possible, making the vehicle more responsive and increasing the driver's feel for the road.



THE CENTRAL FRAME TIES INTO DIAGONAL "X-BRACES" THAT THEN CONNECT DIRECTLY TO THE SUSPENSION SUBFRAMES.

A LARGE CENTRAL TUNNEL SERVES AS THE BACKBONE AND MAIN LOAD-BEARING STRUCTURE FOR THE S2000.

DIAGONALLY BRACED FRONT AND REAR BULKHEADS HELP BRING THE FRAME MEMBERS TOGETHER INTO A STRONG, BEAM-LIKE STRUCTURE.

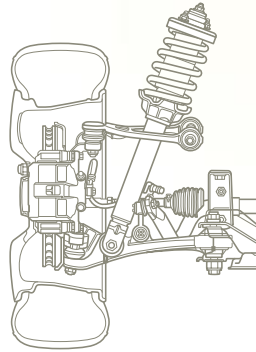
ON THE ISSUE OF COMPROMISING PERFORMANCE FOR THE FUN OF AN OPEN TOP, WE WERE QUITE RIGID AND UNYIELDING.

Body rigidity is crucial to good handling, but is usually sacrificed to deliver the fun of an open-top roadster. The S2000's monocoque body and high X-bone frame supply torsional rigidity higher than that found in many hardtopped sports cars. The result is super-sharp handling and immediate, direct road feel.

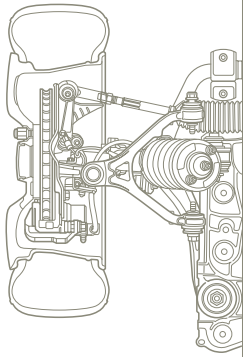


THE HIGH DOOR SILLS AND CENTRAL TUNNEL ADD AN EXTRA DIMENSION TO THE TRADITIONALLY FLAT 2-D FRAME, DRAMATICALLY BOOSTING TORSIONAL RIGIDITY.

FULLY INDEPENDENT DOUBLE WISHBONE SUSPENSION AT EACH CORNER FEATURES IDEAL GEOMETRY FOR MORE LINEAR RESPONSE TO DRIVER INPUT.



PICK YOUR LINE AND RACE-INSPIRED MECHANICS HOLD IT TIGHT.



As any racer will tell you, quick laps are more about consistent control than sheer power. The S2000's double wishbone suspension is designed to deliver, sharing many features with road-racing suspensions. These include a compact layout, highly rigid construction, minimal unsprung weight, a low center of gravity and ideal geometry.

GAS-PRESSURIZED SHOCKS, COIL SPRINGS AND STABILIZER BARS COMBINE FOR SUPERIOR ROAD HOLDING.

THE S2000'S COMPACT DOUBLE WISHBONE SUSPENSION DESIGN RESULTS IN HIGHER RIGIDITY AND ALLOWS FOR A LOW, AERODYNAMIC HOODLINE.





THE PUSH-BUTTON IGNITION IS YOUR FIRST, BUT BY NO MEANS LAST, CONNECTION TO A FORMULA ONE-INSPIRED EXPERIENCE.

THE SHIFT LEVER IS CONSTRUCTED OF A LIGHTWEIGHT ALUMINUM ALLOY, WRAPPED IN GENUINE LEATHER.

QUICKER READS, WITH FEWER DISTRACTIONS. THE HALLMARKS OF A COCKPIT BUILT FOR PERFORMANCE.





THE POWER CONVERTIBLE TOP IS EASY TO DROP, AND HAS A GLASS REAR WINDOW, TOO. THE ACRYLIC AERO SCREEN KEEPS WIND BUFFETING IN CHECK.

THE AUDIO SYSTEM FEATURES 8 SPEAKERS, INCLUDING 4 INTEGRATED INTO THE ROLL BARS.



S2000 SHOWN WITH BLACK LEATHER.



S2000 SHOWN IN CHICANE SILVER METALLIC.

ENGINEERING	S2000	S2000 CR
Engine Type	In-Line 4-Cylinder	In-Line 4-Cylinder
Engine Block/Cylinder Head	Aluminum-Alloy	Aluminum-Alloy
Fiber-Reinforced Metal (FRM) Cylinder Walls	•	•
Displacement (cc)	2157	2157
Horsepower @ rpm (SAE net)	237 @ 7800	237 @ 7800
Torque (lb-ft @ rpm)	162 @ 6800	162 @ 6800
Redline (rpm)	8000	8000
Bore and Stroke (mm)	87.0 x 90.7	87.0 x 90.7
Compression Ratio	11.1:1	11.1:1
Valve Train	16-Valve DOHC VTEC®	16-Valve DOHC VTEC
Multi-Point Fuel Injection	•	•
Drive-by-Wire™ Throttle System	•	•
CARB Emissions Rating	LEV-2	LEV-2
Direct Ignition System with Immobilizer	•	•
100K +/- Miles No Scheduled Tune-Ups*	•	•
TRANSMISSION		
6-Speed Manual Transmission		
Gear Ratios: 1st: 3.133, 2nd: 2.045, 3rd: 1.481, 4th: 1.161, 5th: 0.943, 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 Double Wishbone Suspension with Coil Springs	•	•
Stabilizer Bar (mm, front/rear)	27.2/25.4	28.6/26.5
Rear Body Brace	•	•
Electric Power-Assisted Rack-and-Pinion Steering (EPS)	•	•
Steering Wheel Turns, Lock-to-Lock	2.63	2.43
Steering Ratio	14.9:1	13.9:1
Power-Assisted Ventilated Front Disc/Solid Rear Disc Brakes (in, front/rear)	11.8/11.1	11.8/11.1
Alloy Wheels (in, front/rear)	17 x 7.0/17 x 8.5	17 x 7.0/17 x 8.5
Bridgestone Potenza RE050 Tires (front/rear)	P215/45 R17 87W/ P245/40 R17 91W	
Bridgestone Potenza RE070 Tires (front/rear)		P215/45 R17 87W/ P255/40 R17 94W
Compact Spare Tire	•	Tire Repair Kit
EXTERIOR FEATURES		
Remote Entry System with Trunk Release	•	•
Electrically Powered Soft Top with Molded Convertible Cover	•	•
Removable Hardtop	•	•
Glass Rear Window with Defroster	•	•
Dual-Outlet Exhaust	•	•
Body-Colored Power Side Mirrors	•	•
High-Intensity Discharge Headlights (HID)	•	•
Lightweight Alloy Wheels	Silver	Gray
Aluminum Hood	•	•
Front Underbody Spoiler	•	•
Rear Wing Spoiler	•	•
Body-Colored Roll-Over Bars	•	•
Impact-Absorbing Body-Colored Bumpers	•	•
2-Speed/Intermittent Windshield Wipers	•	•

SAFETY	S2000	S2000 CR
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	•	•
Tire Pressure Monitoring System² (TPMS)	•	•
COMFORT & CONVENIENCE		
Engine Start Button	•	•
Air Conditioning with Air-Filtration System	•	available with Audio
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	•	available with Audio
Center Console Storage Compartment with Lock	•	•
Beverage Holders (2)	•	•
12-Volt Power Outlet	•	•
Map Lights	•	•
SEATING		
Driver's Seat with 4-Way Manual Adjustment	•	•
Deep-Bolstered Sport Seats	Leather-Trimmed	Yellow/Black Fabric
AUDIO SYSTEM		
AM/FM/CD Audio System with 8 Speakers, Including 4 Integrated Roll-Bar Speakers	•	available with A/C
INSTRUMENTATION		
Digital Instrument Panel with Clock	•	•
Tachometer	•	with Peak Power Indicator
Exterior Temperature Indicator	•	•
Maintenance Minder™ System	•	•
INTERIOR MEASUREMENTS		
Headroom (in)	34.6	34.6
Legroom (in)	44.3	44.3
Shoulder Room (in)	50.0	50.7
Hiproom (in)	49.8	49.8
Cargo Volume (cu ft)	5.0	5.0
Passenger Volume (cu ft)	45.1	45.1
EXTERIOR MEASUREMENTS		
Length (in)	162.7	162.1
Height (in)	50.0	50.7
Curb Weight (lbs)	2864	2765 (without Hardtop) 2813 (with Hardtop) 2855 (with AC & Audio)
Weight Distribution (% front/rear)	49/51	49/51
EPA MILEAGE ESTIMATES³/CAPACITIES		
City/Highway/Combined	18/25/21	18/25/21
Crankcase (qt)	5.9	5.9
Coolant System (qt)	8.0	8.0
Fuel (gal)	13.2	13.2
Required Fuel	Premium Unleaded	Premium Unleaded

¹ Required XM® Radio monthly subscription sold separately after 90-day trial period. Installation costs and other fees and taxes may apply after initial trial period, including a one-time activation fee. All fees and programming subject to change. Subscriptions subject to Customer Agreement available at xmradio.com. XM service only available in the 48 contiguous United States. The XM name is a registered trademark of XM Satellite Radio Inc. ²For optimal tire wear and performance, tire pressure should be checked regularly with a gauge. Do not rely solely on the monitor system. See your owner's manual for details. ³Based on 2009 EPA mileage estimates, reflecting new EPA fuel economy methods beginning with 2008 models. Use for comparison purposes only. Do not compare to models before 2008. Your actual mileage will vary depending on how you drive and maintain your vehicle.

3-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.

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.

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*Does not apply to fluid and filter changes. May vary with driving conditions. See your owner's manual for more details.



\$2000 ACCESSORIES:

- XM® RADIO¹
- BLUE SOFT TOP* HARDTOP*
- HARDTOP STORAGE RACK
- HARDTOP DUST COVER
- 8-DISC CD CHANGER
- ASHTRAY
- CARGO NET
- ENGINE BLOCK HEATER
- TITANIUM SHIFT KNOB
- SECURITY SYSTEM
- FRONT UNDERBODY SPOILER*
- TRUNK SPOILER*
- WING SPOILER*
- DECK LID SPOILER*
- SIDE STRAKES
- WHEEL LOCKS
- SEATBACK ORGANIZER
- CAR COVER
- FIRST AID KIT

¹Applies to \$2000 standard model only.



Want your own look? Ask your dealer about Honda Genuine Accessories. They're designed, engineered and tested to meet the same exacting standards as your new vehicle—a high-quality way to make your new Honda one of a kind.

HONDA
Care

Honda Care® is an affordable, comprehensive vehicle and travel protection plan backed by Honda reliability, service and parts. Please see your Honda dealer for details.



Your dealer's team of trained technicians is at the ready to help keep your Honda in superb shape. All 2009 Honda vehicles – and any Honda Genuine Accessories installed at the time of purchase – are covered by the 3-year/36,000-mile New-Vehicle Limited Warranty.⁴ Plus, Honda cars and trucks are covered by a 5-year/60,000-mile Limited Powertrain Warranty, too.⁴ For more information or assistance, see your Honda dealer or please give us a call at 1-800-33-Honda.

HONDA
Financial Services

Whether you wish to buy or lease a Honda vehicle, Honda Financial Services can assist you with the process. Please ask your dealer which lease or purchase plan best suits your needs.

"WE ONLY HAVE ONE FUTURE, AND IT WILL BE MADE OF OUR DREAMS."

–SOICHIRO HONDA



A dream is a view of the world not as it is, but as it could be. For 60 years, Honda has encouraged its associates to aim beyond what is currently possible. All for the purpose of progressing human mobility.

This spirit has resulted in advances in environmental technology, like the hydrogen fuel cell FCX Clarity, that brings us closer to a future filled with blue skies. It guides us as we strive to exceed government safety regulations and has



led to industry-changing innovations on the ground, in the water, and, with the HondaJet™, in the air. And it pushes us to use premier race circuits as testing grounds for our ideas. Moving forward, our minds are open to new ideas, no matter where they come from. Because you never know what will be until you discover what can be. dreams.honda.com

