

Automatic Transmission

Drive (D4) — Use this position for your normal driving. The transmission automatically selects a suitable gear for your speed and acceleration.

Drive (D3) — This position is similar to D4, except only the first three gears are selected. Use D3 to provide engine braking when going down a steep hill. D3 can also keep the transmission from cycling between third and fourth gears in stop-and-go driving.

For faster acceleration when in D3 or D4, you can get the transmission to automatically downshift by pushing the accelerator pedal to the floor. The transmission will shift down one or two gears, depending on your speed.

Second (2) — To shift to Second, press the release button on the side of the shift lever. This position locks the transmission in second gear. It does not downshift to first gear when you come to a stop. Second gives you more power when climbing, and increased engine braking when going down steep hills. Use second gear when starting out on a slippery surface or in deep snow. It will help reduce wheelspin.

Whenever you move the shift lever to a lower gear, the transmission downshifts only if the engine's redline will not be exceeded in the lower gear.

First (1) - To shift from Second to First, press the release button on the side of the shift lever. With the lever in this position, the transmission locks in First gear. By upshifting and downshifting through 1, 2, D3 and D4, you can operate this transmission much like a manual transmission without a clutch pedal.

Maximum Speeds

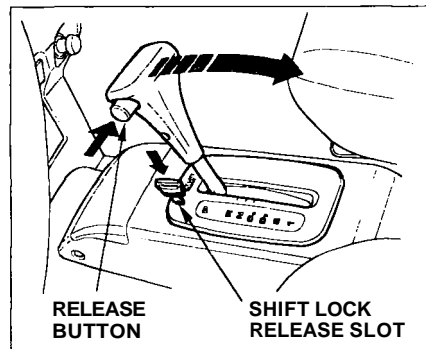
The speeds in this table are the maximums for the given position. If you exceed these speeds, the engine speed will enter into the tachometer's red zone. If this occurs, you will feel the engine cut in and out. This is caused by a limiter in the engine's computer controls. The engine will run normally when you reduce the RPM below the red zone.

Position	Maximum speeds
1	35 mph (56 km/h)
2	63 mph (100 km/h)
D3	99 mph (160 km/h)
D4	Top speed

Shift Lock Release

This allows you to move the shift lever out of Park if the normal method of pushing on the brake pedal and pressing the release button does not work.

1. Set the Parking brake.
2. Remove the key from the ignition switch.
3. Insert the key in the Shift Lock Release slot next to the shift lever.
4. Push down on the key while you press the release button and move the shift lever out of Park to Neutral.



5. Remove the key from the Shift Lock Release slot. Depress the brake pedal and restart the engine.

If you need to use the Shift Lock Release, it could mean your car is developing a problem. Have the car checked by your Honda dealer.

The Braking System

All Civics are equipped with front disc brakes. The brakes on the rear wheels may be disc or drum, depending on model. The braking system is power-assisted to reduce the effort needed on the brake pedal.

Put your foot on the brake pedal only when you intend to brake. Resting your foot on the pedal keeps the brakes applied lightly, causing them to build up heat. Heat build-up can reduce how well your brakes work. It also keeps your brake lights on all the time, confusing drivers behind you.

Constant application of the brakes when going down a long hill builds up heat and reduces their effectiveness. Use the engine to assist the brakes by downshifting to a lower gear and taking your foot off the accelerator pedal.

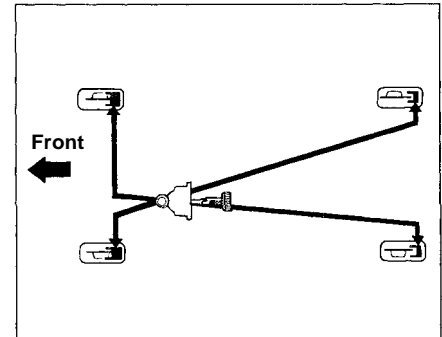
Check your brakes after driving through deep water. Apply the brakes moderately to see if they feel normal. If not, apply them gently and frequently until they do. Since a longer distance is needed to stop with wet brakes, be extra cautious and alert in your driving.

Brake Wear Indicators

The front disc brakes on all cars have audible brake wear indicators. They are also on the rear brakes of cars equipped with ABS. When the brake pads need replacing, you will hear a distinctive metallic "screeching" sound when you apply the brakes. If you do not have the brake pads replaced, they will begin squeeching all the time. Your brakes may sometimes squeal or squeak when you apply them lightly. Do not confuse this with the brake wear indicators. They make a very audible "screeching".

Brake System Design

The hydraulic system that operates the brakes has two separate circuits. Each circuit works diagonally across the car (the left-front brake is connected with the right-rear brake, etc.). If one circuit should develop a problem, you will still have braking at two wheels.



If this happens, you will immediately notice that the brake pedal goes down much farther and you need to press on it much harder. A much longer distance will be needed to stop the car.

Slow the car by downshifting to a lower gear and removing your foot from the accelerator pedal. Pull to the side of the road as soon as it is safe. Because of the longer stopping distance needed, brake system failure is very hazardous. It is best to have your car towed, but if you must drive the car in this condition, be extremely cautious. Have your car repaired as soon as possible.

Anti-lock Brakes

Only on cars equipped with ABS
ABS helps you maintain steering control. It does this by helping you to prevent the wheels from locking up and skidding.

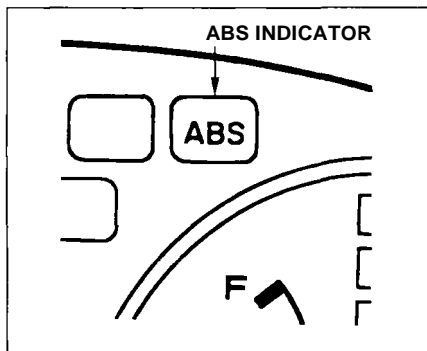
The ABS is always "On". It requires no special effort or driving technique. You will feel a pulsation in the brake pedal when the ABS activates.

Activation varies with the amount of traction your tires have. On dry pavement, you will need to press on the brake pedal very hard before you feel the pedal pulsation that means the ABS has activated. However, you may feel the ABS activate immediately if you are trying to stop on snow or ice. Under all conditions, the ABS is helping to prevent the wheels from locking so you can retain steering control. You should continue to press on the brake pedal with the same force.

You may feel a slight movement of the brake pedal just after you start the engine. This is the ABS working.

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The Braking System, Driving in Bad Weather

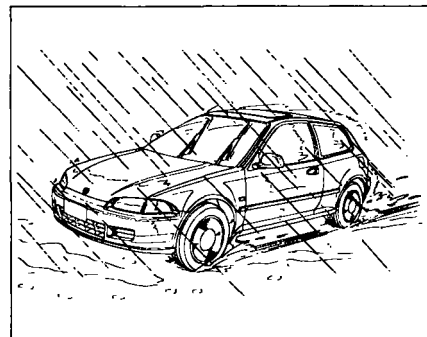


The ABS is self-checking. If anything goes wrong, the ABS indicator on the instrument panel comes on (see page 34). This means the Anti-lock function of the braking system has shut down. The brakes still work like a conventional system, providing normal stopping ability. You should have the dealer inspect your car as soon as possible.

A car with ABS may require a longer distance to stop on loose or uneven surfaces than an equivalent car without Anti-lock. The ABS cannot make up for road conditions or bad judgment. It is still your responsibility to drive at reasonable speeds for weather and traffic conditions, and to leave a margin of safety.

For a technical description of the ABS hardware, refer to page 196.

Driving in Bad Weather



Rain, fog, and snow conditions require a different driving technique because of reduced traction and visibility. Keep your car well-maintained and exercise greater caution when you need to drive in bad weather. The cruise control should not be used in these conditions.

Driving Technique — Always drive slower than you would in dry weather. It takes your car longer to react, even in conditions that may seem just barely damp. Apply smooth, even pressure to all the controls. Abrupt steering wheel movements or sudden, hard application of the brakes can cause loss of control in wet weather. Be extra cautious for the first few miles of driving while you adjust to the change in driving conditions. This is especially true in snow. A person can forget some snow-driving techniques during the summer months. Practice is needed to relearn those skills.

Exercise extra caution when driving in rain after a long dry spell. After months of dry weather, the first rains bring oil to the surface of the roadway, making it slippery.

Visibility — Being able to see clearly in all directions and being visible to other drivers are important in all weather conditions. This is more difficult in bad weather. To be seen more clearly during daylight hours, turn on your headlights.

Inspect your windshield wipers and washers frequently. Keep the windshield washer reservoir full of the proper fluid. Have the windshield wiper blades replaced if they start to streak the windshield or leave parts unwiped. Use the defrosters and air conditioning to keep the windows from fogging up on the inside (see page 70).

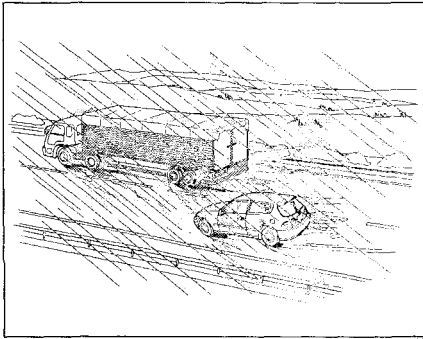
Traction — Check your tires frequently for wear and proper pressure. Both are important in preventing "hydroplaning" (loss of traction on a wet surface). In the winter, mount snow tires on all four wheels for the best handling.

Watch road conditions carefully, they can change from moment to moment. Wet leaves can be as slippery as ice. "Clear" roads can have patches of ice. Driving conditions can be very hazardous when the outside temperature is near freezing. The road surface can become covered with areas of water puddles mixed with areas of ice, so your traction can change without warning.

Be careful when downshifting. If traction is low, you can lock up the drive wheels for a moment and cause a skid.

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Driving in Bad Weather, Towing a Trailer



Be very cautious when passing, or being passed by other vehicles. The spray from large vehicles reduces your visibility, and the wind buffeting can cause you to lose control.

Towing a Trailer

Your car is not designed to tow a trailer. Attempting to do so can void your warranties.