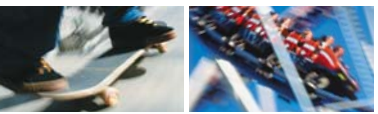


\$2000



Honda 2005



fueled



All it takes is one close encounter with the S2000 to leave you 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.



The S2000 may have four wheels, but it has a one-track mind when it's carving through the curves. AutoWeek magazine summed it up well when they referred to the edgy S2000 as "the ultimate 4-wheeled motorcycle."





Whether they see you coming or just catch a glimpse of you going, the chiseled nose, sculpted lines and LED taillights of the S2000 will turn more than a few heads.



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

passion

The design of the S2000 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 and 65 wins in CART open-wheel racing, and we expect to be just as successful with our IRL effort. This type of competition makes our engineers better able to create smart, innovative designs for our production vehicles. And this year's S2000 is a pure expression of that pioneering spirit and our burning desire to win.

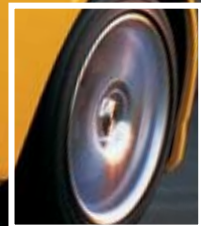


Soichiro Honda poured his lifelong passion for racing into the creation of the "S" series sports cars. Today's S2000 embodies the same spirit of innovation and competition that inspired the S600 and S800 roadsters 40 years ago.

S2000 shown in Solar Yellow Pearl.



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



The 999cc V-twin RC51, raced by champions like Honda vet Miguel Duhamel, has shown its dominance in Superbike circuits around the world.



applied

The DNA of the S2000 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 exhilarating 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.

For more than four decades, Honda has been racing – and winning – on the fastest and most demanding racetracks in the world. This experience has taught our engineers a lot about making cars that are not only innovative, but provide truly exhilarating performance as well.



240 horsepower
2.2 litres

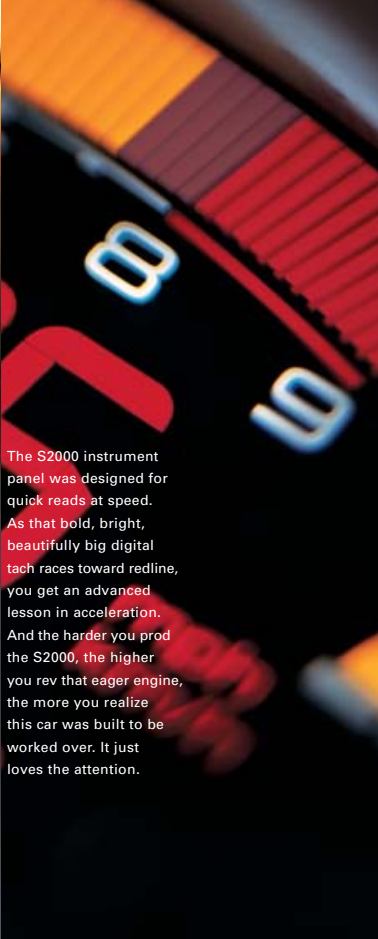
Numbers tell a thrilling tale. The 2.2-litre engine of the S2000 produces power that belies its displacement. It's also amazingly lightweight and compact, thanks to exact engineering and advanced materials. The result is a high-revving powerplant making an impressive 240-hp and 162 lb.-ft. of torque. Take those forceful figures, factor in performance-oriented gearing, and the S2000 driver is treated to driving exhilaration without comparison. Facts and figures can't fully describe seat-of-the-pants fun. But numbers don't lie. And they can even be poetry in motion.

S2000 shown in Silverstone Metallic.



Any racer will tell you. Going fast is more about consistent control than sheer power. So we tuned the chassis and suspension of the S2000 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 hard-topped 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.



The S2000 instrument panel was designed for quick reads at speed. As that bold, bright, beautifully big digital tach races toward redline, you get an advanced lesson in acceleration. And the harder you prod the S2000, the higher you rev that eager engine, the more you realize this car was built to be worked over. It just loves the attention.

connect



If you've ever slipped inside a Formula One cockpit, the interior of the S2000 may feel vaguely familiar. The gauges and controls are prominent and logically placed, creating an intuitive driver interface that's intimate, yet comfortable. The high-bolstered perforated leather seats cradle and brace you for quick maneuvers, and the leather-trimmed door panels offers just the right amount of elbowroom. Your hand finds the shifter while your feet fall naturally on the textured metal pedals, perfectly positioned for quick heel-toe downshifts. Purposeful, yet so refined. Racers should have it so good.

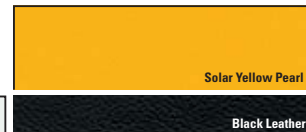
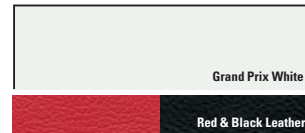
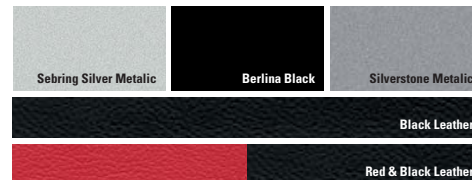


S2000 interior shown in Red and Black Leather

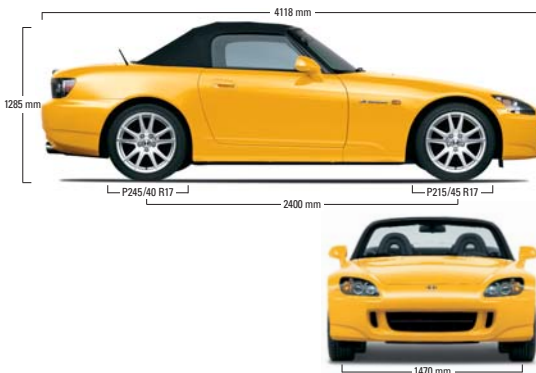
The power convertible top with glass rear window is easy to drop, and an acrylic aero screen keeps wind-buffeting in check. Honda's "safety for everyone" thinking shows in the dual front airbags* (SRS) and seatbelts which are anchored to the seat, floor and rollbar. And for extra security, the S2000 is guarded by an Immobilizer Theft-Deterrent System.

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

colour & trim



weights & measures



Curb Weight (kg)	1290
Weight distribution (% front/rear)	49/51
Interior	
Headroom (closed soft-top) (mm)	879
Legroom (mm)	1126
Shoulder Room (mm)	1288
Hip Room (mm)	1266
Cargo Volume (L)	152
Passenger Volume (L)	1370
Total Interior Volume (L)	1522



specifications & features

ENGINE	
2.2L 16-Valve DOHC VTEC™ Aluminum Alloy 4-Cylinder Engine with Fibre Reinforced Cylinder Walls	•
Displacement (cc)	2157
Horsepower @ rpm (SAE net)	240@7800
Torque (lb.-ft @ rpm)	162@6500
Redline (rpm)	8000
Bore & Stroke (mm)	87.0 x 90.7
Compression Ratio	11.1:1
Fuel System: Programmed Fuel Injection (PGM-FI)	•
Recommended Fuel	Premium Unleaded
Electronic Ignition System with Direct Ignition Control	•

DRIVE TRAIN	
Front Engine / Rear Wheel Drive System	•
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	2.8
Final Drive Ratio	4.1:1
Differential: Limited Slip (Torsen Design)	•
Fuel Consumption* City/HWY (L/100km)	12.0 / 8.5

*See Dealer for latest 2005 EnerGuide published by NRCan when available.

BODY / SUSPENSION / CHASSIS	
Chassis Type: High X-Bone Frame with Centre Tunnel	•
4-Wheel Independent Double-Wishbone Suspension with Coil Springs	•
Front / Rear Stabilizer Bars (mm)	26.5 / 25.4
Steering Type: Electric Power-Assisted Rack-and-Pinion	•
Monotube Gas Shock Absorbers	•
Front Brakes: Power Assisted Self-Adjusting Vented Disc	300mm x 25mm
Rear Brakes: Power Assisted Self-Adjusting Solid Disc	282mm x 12mm
Anti-lock Braking System (ABS)	•
Turning Diameter (Curb to Curb) (m)	10.8
17" Alloy Wheels	•
Tires: Summer Performance: Front:	215/45R17
Rear:	245/40R17

EXTERIOR FEATURES	
Body-Coloured Front Chin Spoiler	•
Body-Coloured Power Door Mirrors	•
Body-Coloured Side Sill Mouldings	•
Dual Chrome Exhaust Tail Pipe Finisher	•
Electrically Powered Soft-Top with Rear Glass Defrost	•
Fixed Mast Antenna	•
High Intensity Discharge (HID) Headlamps	•

COCKPIT FEATURES	
12V Front Accessory Outlet	•
3-Spoke Leather-Wrapped Steering Wheel	•
Aluminum Shift Knob with Leather-Trim	•
Aluminum Side Step Garnish	•
AM/FM Stereo with CD Player and Remote Audio Controls	•
Beverage Holder	•
Centre Console Storage Compartment with Lock	•
CFC-Free Air Conditioning with Micron Air-Filtration	•
Cruise Control	•
Digital Gauge Cluster	•
Driver and Passenger 4-Way Manual Seat Adjustments	•
Driver's Footrest	•
Dual Front Airbags (SRS)	•
Floor Mats	•
Front Map Lights	•
Keyless Remote Entry	•
Passenger Vanity Mirror	•
Perforated Leather-Trimmed Seating	•
Power Door Locks	•
Power Windows with Driver One-Touch Down	•
Push Button Start	•
Racing Mesh Door Pockets	•
Seatback Storage Pockets	•
Trunk Light	•



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Visit us online. For all of the latest Honda information, including our product specifications, pricing, photos and more, visit our website at [honda.ca](http://www.honda.ca/). It has everything you need to "design" your own Honda and personalize it with items from our list of quality accessories.

Quality Honda accessories give you the opportunity to fine-tune your new S2000 just how you like it. Whether you want to turn up the style, the versatility or the exclusivity, every accessory is designed and built to adhere to the strictest Honda standards. See your Dealer for full details.

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Genuine Honda Replacement Parts are made to the same exacting standards as original Honda Components and are guaranteed by our Genuine Honda Parts Warranty.

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Make the grade with Honda. If you're a recent university or college graduate, you may be eligible for an allowance of up to \$750.00 on certain Honda models. To learn more about our Graduate Program, see your participating Honda Dealer.

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