

Honda
S2000







feel

Why was Soichiro Honda so obsessed with racing? The answer is simple: he loved the way it made him feel. He loved the feeling of adrenaline as he drove, the feeling of excitement as he watched and the feeling of pride when his team won. But from the day Ritchie Ginther's RA272 took its first Grand Prix title, a simple question became a lifelong project: What if everybody could experience the same feeling a racing car driver has every time they get behind the wheel?

introducing the Honda S2000

Unveiled in the year 2000, the Honda S2000 was seen as the company's 50th birthday present to the world. Sleek, powerful and pure, it has already taken four International Engine of the Year awards. But more than that, it has put the feeling of true high-performance engineering within the reach of more people than ever before. Quite literally, it is the Power of Dreams.

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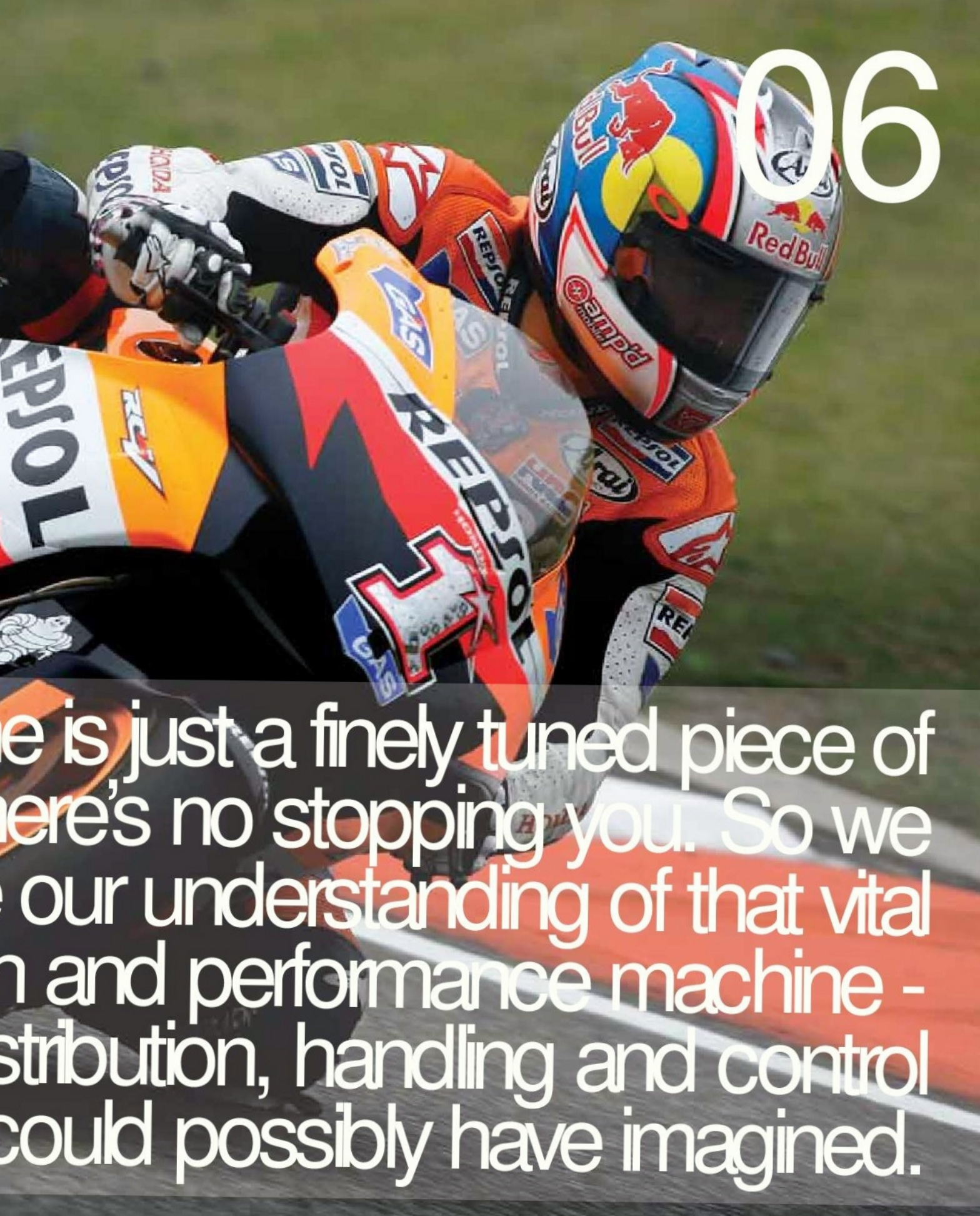
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Alone any machine
metal, but give it life and then
looked to MotoGP to refine
relationship between man
learning more about weight dis
than we could



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is just a finely tuned piece of
there's no stopping you. So we
our understanding of that vital
and performance machine -
distribution, handling and control
could possibly have imagined.



road car, race bred

How do you give an everyday motorist the reflexes of a racing driver? The answer lies with Honda's all-new smooth-shifting, direct-action 6-speed manual transmission.

Years of diverse performance engineering have given us a real advantage in transmission design, so the Honda S2000's close-ratio gearbox is finely tuned to match the engine's torque characteristics, delivering smooth straight line acceleration, with maximum speed achieved in sixth gear.








raw power, finely balanced

Delivering raw power is one thing, but without the right levels of balance it's pointless. This is where racetrack engineering truly comes into play. We drew on years of top class racing experience to move the heavier components into a more central position and develop a new in-wheel type double wishbone suspension especially for the Honda S2000. This way, the driver is always positioned behind the centre of gravity and can handle the perfectly balanced 50:50 weight distribution in true racing style.



40 years of racing knowledge in one engine

There are three simple reasons why we asked Honda Formula One engineers to design the Honda S2000: Engine, Gearbox, Performance. The result is a totally unique power plant that brings true racetrack power to the road. To achieve instantaneous throttle response and consistent performance in all driving situations, they developed a 2.0 litre naturally aspirated 4-cylinder DOHC VTEC engine. It delivers a maximum output of 240PS at 8,300rpm for a specific output of 125PS per litre, and a maximum torque of 208Nm at 7,500rpm. As a result, engine output gives nothing but power from low engine speeds all the way up to the 9,000rpm redline.

0-100km/h in 6.2 seconds never felt so authentic.





What we learn on the vehicles. This is where we be designed both inside about lap times. We want 'feel'. Only then can



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On the racetrack we apply in all our
work we learn how a car should
be and out. But it's not simply
want to know how our drivers
can we truly understand what
people want from their cars.

how does a car design itself?

The Honda S2000 was built by people who spend most of their time trying to win races. So when it came to aesthetics, they let the wind tunnel do the talking. The distinctive exterior shape uses a rising front to rear bodyline that gives it its classic, wedge shaped appearance. But it's a styling that feels just as good as it looks, reducing lift and optimising the balance between the front and rear ends for superior stability at high speeds.







how do you design a feeling?

Every detail on the Honda S2000 is designed to create a feeling. The large front air intakes and dual chrome exhaust pipes give an authentic sports car feel. 17" alloy wheels improve grip and stability, allowing you to feel the road more intuitively. The front headlight washers maintain the efficiency of the HID headlamps, allowing you to feel safe and responsible in all conditions, while the aluminium kick plates give a feeling of real racing heritage every time you step inside.



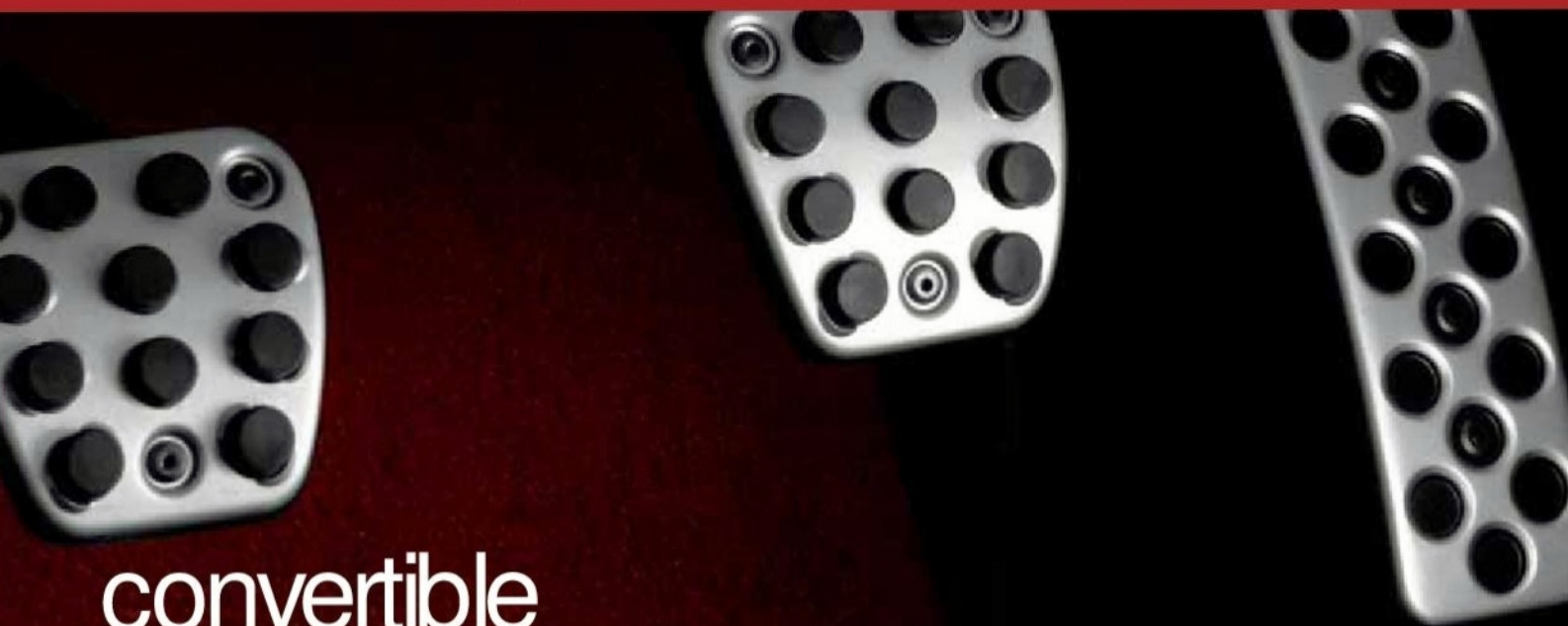


interior or driver's cockpit?

To handle genuine sports car performance, a driver needs to be in tune with the environment around them – another lesson we learned from F1. Their cockpits are ergonomically designed around the driver so all controls can be operated purely by feel, without taking their hands off the wheel. The Honda S2000 follows this thinking but adds elegance and simplicity to create a purposeful interior where the controls are intelligently clustered around the steering wheel. Even the dashboard height has been lowered to increase road visibility, significantly increasing the driver's focus and attention on the road.







convertible or sports coupe?

What makes a convertible feel more like a sports coupe? Features like aluminium pedals, engine start button, newly designed full bucket seats, small zero-offset steering wheel and high centre console create the feeling of true racing pedigree. But add to this headrest mounted speakers and heater setting designed to pump warm air to the centre console, the Honda S2000 soon takes top-down driving to another level.



racetrack performance needs racetrack safety

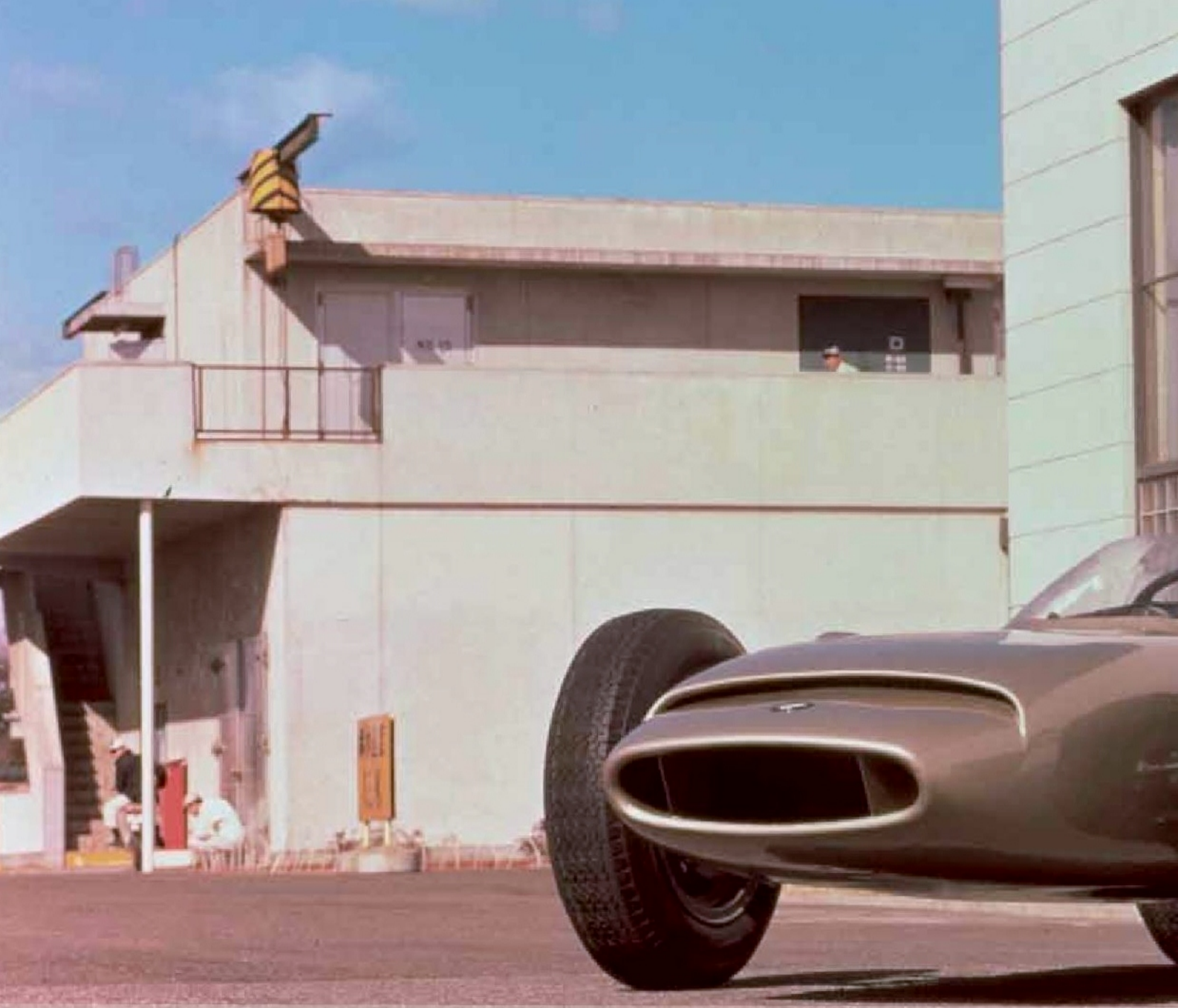
Redefining the way sports cars are built for the road meant redefining the way they are tested. But when we couldn't find a crash test centre that met our standards, we were left with only one option – to build our own. To this day, the Honda test centre at Tochigi is the largest indoor test facility in the world.

This technology enabled us to create unique safety features for the Honda S2000 like a 'High X-Bone frame' open-body structure to create a light 'open-body' structure with the rigidity and passenger-crash-protection qualities of a 'closed-body' structure. We also developed a double-walled, steel-pipe-reinforced tubular front pillar, highly rigid roll bars, and twin door beams to provide driver and passengers with an ultra strong survival cell.

The Honda S2000 also features dual SRS airbags, 3-point ELR seatbelts with load-limiting pre-tensioners, and interior structures that protect the head in a collision. In addition, collapsible hood hinges and wiper pivots help minimise pedestrian injuries in the event of an accident.

Protecting people also means protecting the environment. So we adopted a multi-port exhaust secondary air injection system to achieve unprecedented performance and remarkably clean exhaust emissions in a mass-production engine. This technology allows quicker heating of the catalytic converter, reducing harmful emissions - especially during cold starts.





When you choose a Honda
You get a superbike, a power
get a piece of Honda
Honda's vision. To give you

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Honda, you don't just get a car.
You get a superboat, an F1 racing car. You
get a choice. Because this was Soichiro
Honda. To give you more. To give you choices.

tailor your dreams

The Honda S2000 is all about balance and proportion. With our range of exterior accessories we improve even further on its lively sports image. A front skirt accentuates your sports car's intense, road-hugging appearance. A lower fender protector enhances the aerodynamic looks and smoothes performance by deflecting airflow past the Honda S2000's rear tyres. The trunk spoiler is pure inspiration from the roadster's racing heritage.



With its arrowhead nose and short, rounded rear, the Honda S2000 isn't shy about showing off its strong racing lineage. It always looks good and drives beautifully. The trunk spoiler is an extra styling touch that will set your favourite roadster well apart from the crowd, by accentuating its thrilling, aerodynamic looks and performance.





tailor your dreams

We've crafted an exclusive range of Honda Genuine Accessories to heighten your driving pleasure. Every accessory integrates seamlessly into your Honda S2000 giving it your own personal touch whether practical or sports inspired. For a complete overview of all accessories please visit - www.honda-access.com



1.
Honda S2000 adapter for iPod
This handy adapter connects your iPod® to your Honda S2000's sound system. Expect perfect integration and top quality sound as you drive to your own soundtrack.

iPod is a trademark of Apple Computer, Inc., registered in the U.S. & other countries

3.
Gearshift knob
The compact form and short shift-stroke of this alloy gearshift knob are designed with quick gear changes in mind, for that racing car feel.

5.
Seatback net
Seatback nets are a nifty addition to your car's storage space, which will keep belongings in place at high speeds and on long journeys.

2.
Full body cover
Constructed of a poly/cotton fabric, this custom made full body cover protects the paintwork and prevents moisture from condensing underneath. Its soft inner fabric guards against scratching the finish and comes in a handy storage bag.

4.
8 CD changer
Play and change up to eight CDs with this premium quality CD changer, specially designed for the Honda S2000.

6.
Premium floor carpets
Pure indulgence and added protection for your car's interior. These premium floor carpets, featuring a grained metal emblem with embossed Honda S2000 logo, are available in black, red or birch to complement the interior.



The Honda S2000 is available in two models, the soft-top convertible 2.0 VTEC Roadster, or with a removable hard-top as the 2.0 VTEC GT.



2.0 VTEC GT



2.0 VTEC Roadster

specifications

	2.0 VTEC Roadster	2.0 VTEC GT
Engine		
Engine displacement (cc)	1997	1997
Maximum power (PS @ rpm)	240@8300	240@8300
Maximum torque (Nm @ rpm)	208@7500	208@7500
Fuel type	Petrol	Petrol
Recommended fuel rating (RON)	98 recommended	98 recommended
Transmission		
6-speed manual	•	•
Driven wheels	Rear	Rear
Performance		
Maximum speed (km/h)	240	240
Acceleration 0-100km/h (secs)	6.2	6.2
Fuel consumption†		
Urban (l/100km)	13.9	13.9
Urban (mpg)	20.3	20.3
Extra urban (l/100km)	7.8	7.8
Extra urban (mpg)	36.2	36.2
Combined (l/100km)	10.0	10.0
Combined (mpg)	28.2	28.2
CO ₂ emissions (g/km)		
Weights and towing (kg)		
Kerb weight	1271	1271
Turning circle - kerb to kerb (m)	10.8	10.8
Wheels and tyres		
Wheels	17" alloy	17" alloy
Tyres (front)	215/45	215/45
Tyres (rear)	245/40	245/40
Spare wheel	Space Saver	Space Saver
Instruments and controls		
Engine start button	•	•
Digital odometer (trip)	•	•
Automatic headlight height	•	•
Tachometer (rev counter)	•	•
Safety		
Dual front Supplemental Restraint System (SRS) airbags	•	•
Vehicle Stability Assist (VSA)	•	•
High level rear brake light	•	•
Anti-lock Braking System (ABS)	•	•
Headlight washers	•	•
Front ventilated disc brakes	•	•
Rear disc brakes	•	•
Roll over protection	•	•
Anti-roll bars	Front/Rear	Front/Rear
Side impact protection beams	•	•
Seatbelt buckle pre-tensioners	•	•

2.0 VTEC Roadster

2.0 VTEC GT

	2.0 VTEC Roadster	2.0 VTEC GT
Security		
Rolling code ECU engine immobiliser	•	•
Boot release in locking centre console	•	•
Tracker system	○	○
Central locking	•	•
Remote keyless entry	•	•
Interior and perimeter alarm system (CAT 1)	•	•
Exterior		
Electrically adjustable and heated door mirrors	•	•
Body coloured bumpers	•	•
Body coloured door mirrors	•	•
Body coloured hard-top	○	•
Body coloured door handles	•	•
High Intensity Discharge (HID) headlights	•	•
Bee sting aerial	•	•
Comfort and convenience		
Electric power assisted steering	•	•
Manual air conditioning with pollen filter	•	•
Front cupholders	•	•
Leather and alloy gear knob	•	•
Leather wrapped steering wheel	•	•
Drilled aluminium pedals	•	•
Embossed kick plates	•	•
Soft-top with glass heated rear screen	•	•
Electric roof	•	•
Front electric windows	•	•
Passenger vanity mirror with lid in sunshade	•	•
Seating		
Leather upholstery	•	•
In car entertainment		
Stereo CD tuner with RDS	•	•
Front speakers	•	•
Tweeters	•	•
Roll bar speakers	•	•
Remote stereo controls	•	•

Key • Standard ○ Optional

† Fuel consumption. This test is designed to give an indication of on-road fuel consumption



These specification details do not apply to any particular product which is supplied or offered for sale. The manufacturers reserve the right to vary their specifications, including colours, with or without notice and at such times in such manner as they think fit. Major as well as minor changes may be involved. Every effort, however, is made to ensure the accuracy of the particulars contained in this brochure. This publication shall not constitute in any circumstances whatsoever an offer by the Company to any person. All sales are made by the Distributor or Dealer concerned subject to and with the benefit of the standard Conditions of Sale and Warranty given by the Distributor or Dealer, copies of which may be obtained from him on request. This publicity material applies to the UK only Trade Descriptions Act (1968). Whilst efforts are made to ensure specification accuracy, brochures are prepared and printed several months in advance of distribution and consequently cannot always immediately reflect either changes in specification or in some isolated cases the provision of a particular feature. Customers are always advised to discuss specification details with the supplying Dealer especially if your model selection is dependent upon one of the features advertised.



Red leather is available with Berlina Black, Platinum White Pearl, Moon Rock Metallic and Synchro Silver Metallic



Brown leather is available with Berlina Black and Moon Rock Metallic



Black leather is available with all exterior colour options

Apex Blue Pearl

Berlina Black

Platinum White Pearl

Bermuda Blue Pearl

Moon Rock Grey Metallic

New Formula Red

Synchro Silver Metallic

New Indy Yellow Pearl

colours



glossary

ANTI-LOCK BRAKING SYSTEM (ABS)

The Anti-lock Braking System prevents the wheels from locking when the brakes are applied in an emergency, reducing the possibility of a skid on wet, icy or loose surfaces, and enabling the driver to retain steering control. To further improve braking in all conditions the front brake discs are ventilated.

HIGH INTENSITY DISCHARGE (HID) HEADLIGHTS

Instead of a bulb, the sealed HID headlights contain xenon gas. An electric spark (arc) passing through the gas produces an even, true-white light with a higher intensity than conventional halogen units for improved visibility.

HIGH X-BONE FRAME

In this frame construction, the raised centre tunnel features a strong boxed type structure that connects to the front and rear side members in a single horizontal plane. Completely straight front side members are connected to the floor tunnel, side sills, and floor frame to form a "three-point support structure". Impact load is thus efficiently distributed, resulting in an open body with rigidity and collision safety equal to that of a closed body without the weight penalty.

IN-WHEEL TYPE DOUBLE WISHBONE SUSPENSION

This suspension was specially designed for the Honda S2000 to offer maximum cornering potential and response together with superior stability and linear response. While separately providing strong lateral rigidity, the adoption of this in-wheel type design contributed to keeping the dimensions compact and the centre of gravity low. Bolting the suspension onto sub-frames that are directly attached to the body has further enhanced cornering performance and response.

The use of floating piston type single-tube gas-filled shock absorbers has contributed to improved roll response, and maximised tyre contact, for high at-the-limit performance and stability. Furthermore, locating the rear suspension's control arm under the lower arm and forward of the axle axis improves toe and camber rigidity for further improved stability and control.

ROLL BARS

The Honda S2000 has two highly rigid roll bars that are reinforced steel hoops and are fitted directly to the chassis. These, along with other safety features, help minimise any injury in the event of a collision.

TRACTION CONTROL

Traction control is integrated into the VSA and helps the Honda S2000 to accelerate smoothly on slippery surfaces. Any wheel about to break traction upon acceleration will have its brake applied and/or power diverted from it until secure traction is regained.

VEHICLE STABILITY ASSIST (VSA)

With an array of sensors, Vehicle Stability Assist (VSA) has been designed to detect incidences of both understeer and oversteer. Based on the severity of the condition, the system can increase engine power and/or apply braking to an individual wheel in order to correct the situation and return to the intended course. This system works seamlessly and unobtrusively to ensure a safe passage. In addition to aiding cornering stability, the system also acts as a traction control device.

2.0 VTEC ENGINE

This engine varies the amount of valve lift and the duration of valve opening during the intake stroke of each engine cylinder. The effect is optimised combustion over changing engine speeds with the result of reduced fuel combustion and emissions as well as increased engine performance.





what next?

Honda engineers gain insights from everywhere and treat every environment they work in as a place to learn. But what can we transfer between the design of our cars and the design of our boats? Well, with the Honda Formula 4-Stroke powerboat there are already more similarities than you might think.

Take the engine. We know that a high revving engine can give the maximum performance and thrill to a driver. And where better to learn about strength and ability at high revs than in a powerboat race? To produce enough power to cut through the waves at speeds of 110km/h, the engines are at full throttle for much of the race, placing massive stresses on the engine.

At Honda we learn from our experiences and use them to help develop and improve our future engines. One such engine is the VTEC, which was first launched over 15 years ago and continues to have an exceptional reliability record after more than 15 million units sold. So, in our continuing search for improvement, we will keep on racing so that we keep on learning.

“One must keep chasing one’s
dreams” Soichiro Honda



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A division of Honda Motor Europe Ltd. No. 857969 Registered in England and Wales Part No: CARM XXXX Issue Date: 09/07

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