

97 prelude manual transmission problems



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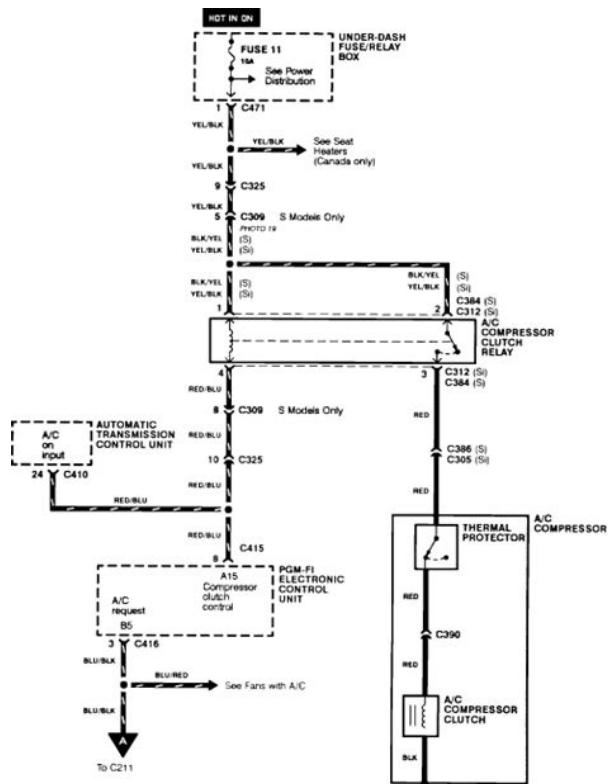
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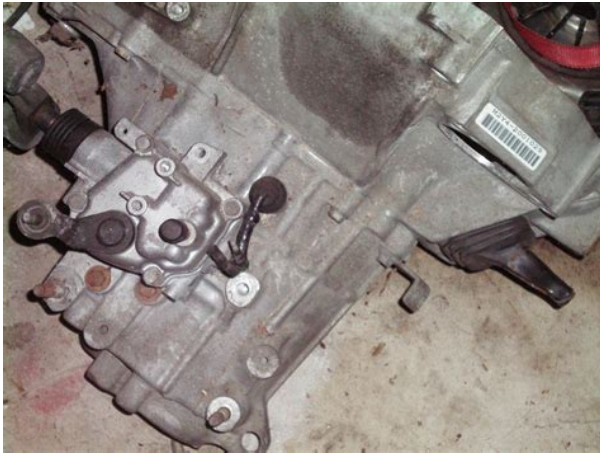


When I reach the gears for 1st and 2nd gear the car jerks back. As soon as I stop, it starts all over again. I replaced the transmission fluid with Lucas no slip and more trans fluid. Do you think its the 1st and 2nd gear clutch thats broken or needa to be fixed. Or is it the transmission starting to slip I replaced the Honda prelude When im driving, car Please refer to CarGurus Terms of Use. Content will be removed if CarGurus becomes aware that it violates our policies. Ownership cost Advice for buyers Our recommendations Alternatives Finance this car Advice for buyers What should I look for in a used Honda Prelude coupe. Hondas have a reputation for reliability, and generally the Prelude is no exception. However, the automatic gearbox has caused some problems. Those fitted to the 2.2litre engine suffered the most, with complete failures not uncommon. Replacing the unit is expensive. There have been a couple of recalls for the coupe, so its worth checking to make sure the work has been carried out. Steering joints can weaken, and in the worst cases could fail, causing a total loss of control. There was also a problem with the ignition system, which might lead the car to stall. You should make sure that the fourwheel steering system on the rangetopping VTi models is adjusted properly, and check that the wear on each of the tyres is even. The alloy wheels are also prone to kerbing, and if an owner has been particularly careless, the front suspension could have been damaged at the same time. What are the most common problems with a used Honda Prelude coupe. Is a used Honda Prelude coupe reliable. Open Gallery 1 Images Previous Ownership cost Up next Our recommendations Get insurance quote Follow What Car. Information for dealers Sitemap Contact What Car. Subscribe to our newsletter Subscribe to What Car. For this NHTSA complaint data, the only way is to read through the comments below. Any duplicates or errors. Its not us. Spread the word.<http://www.climber-online.com/upload/epson-8700ub-manual.xml>

- **1.0, honda prelude manual transmission problems.**



I heard its with all the Honda. Basically it would sound like a screw driver was being forced into the gears or something. On top of that it was revving ridiculously high and not moving anywhere. My fourth gear was gone they check engine light is on. But honestly as a consumer a loyal one, I feel like I should be compensated by having my transmission replaced or fully rebuilt. Cause everyone knows as well as Honda mechanics who have filled me in with the ss transmission problems being the cause of bad bearings and bad internals and bad torque converters. Seeing as me being the consumer and being constantly put in a situation been am I gonna break down on the freeway on the way to work or yet even worse at night past midnight when Im off. The essence of the law concerning aftermarket auto parts is that a vehicle manufacturer may not condition a written or implied warranty on the consumers using parts or services which are identified by brand, trade, or corporate name such as the vehicle makers brand unless the parts or service are provided free of charge. The law means that the use of an aftermarket part alone is not cause for denying the warranty. However, the laws protection does not extend to aftermarket parts in situations where such parts actually caused the damage being claimed under the warranty. Further, consumers are advised to be aware of any specific terms or conditions stated in the warranty which may result in its being voided. The law states in relevant part no warrantor of. When I looked on the forums, Honda is very well aware of the failure by design of their Honda Prelude. Very soon after I got it I noticed the shifting was jerky. Soon after it became jumpy and now when I drivie my car from cold its bolting into gear with a tremendous jerk. I feel its on its way out. It cost 1500 to have it rebuilt the first time, Honda already addressed the 0001 Prelude auto transmissions in a recall, why havent the addressed the issues in the prior years. <http://dodeehosting.com/userfiles/epson-880-service-manual.xml>



I for one am tired of it, Honda owes it to their loyal consumers that they confront this issue head on. It current is failing the same way the first transmission failed. I am joining a class action law suit if it is not taken care of from Honda. This car only has 65,000 miles on it! The car came with 167K miles and now I'm at 169K. The main reason why I am filing a complaint, is the automatic transmission is going out. I take my car to work, school, drive my mom to work, and even my younger brother to school. This is the only car we have. The transmission slips and jerks at low rpms from 1K3K in 1st/2nd gear. I've done research on 9701 Honda Prelude and the automatic transmission has the most fails. If my automatic transmission goes out I wouldn't have the funds to replace it while I'm still paying for insurance and monthly payments. I believe that Honda should replace the transmission without cost even with cars without the extended warranty. Also I hear that the 9901 automatic transmissions were stronger than the 9798 years and were also given an extended warranty for the 9901 years with under 100K miles. The reason is cheap parts and metals in the transmissions themselves. The 97 Prelude were recalled in turkey, and replaced with a new M6ha unit. Mine is constantly slipping and tearing up. I'm looking at a constant problem that costs a lot of money. I bought this car for its quality and prestige in the Honda world, but due to the lack of quality and workmanship in the automatic transmissions, my opinion of Prelude has drastically dropped. I would not care if I had an automatic or a manual, I just want a car that works like the Honda company lacked to make it. Thank you. Started to make a minor buzzing noise when in park or neutral. Took it to my independent Honda mechanic who told me that I had a bearing going in the transmission. It would require a rebuild of the transmission. That's what I did. Sold it to a Honda dealership.

Honda needs to recognize the problem with these transmissions. No more Honda for me. Honda refuses to assist consumers with faulty transmission problems inherent in the vehicles. Trans will slip out of gear, or not engage when entering freeway, causing a dangerous and life threatening condition. When someone gets killed because of these transmissions, American Honda will then be forced to recall these horrible cars. When shifting from 1st to 2nd, the car will rev up like it's in neutral then suddenly jerk into 2nd. The same thing happens for 2nd, 3rd, and 4th gears. On several occasions, when I came to a complete stop the car would shudder violently then the engine would cut out. This happens several times while I was trying to cross an intersection, and the car could not be stopped while in drive because the engine kept cutting out. I had to stay in neutral then shift to drive real quick and hope the engine didn't stall in order to cross the road. This has proven to be very dangerous, and potentially life threatening. Honda should pay to fix this obvious defect. This causes the drivers following the vehicle to brake unexpectedly. So, I decided to contact Honda and make them see the issue, instead I received a no answer, which was a pretty lame excuse to not replace a transmission failure in all 9799 Honda Prelude cars, so, the service manager decided to retry the Honda USA number, and they got me through and replaced the transmission under a nontransmission warranty. So, my point is that Honda must comply with a transmission warranty on all these cars, and not just the newer models, because it is unfair to have a transmission which will eventually fail,

again and again and again. So, with all this said, I want to make sure something will be done regarding this issue. Thanks. In addition, the engine burned oil, the vehicle had a hard time going backwards. Consumer had numerous incidents with the vehicle going out control.

1989 Honda Prelude L4-1955cc DOHC
 Vehicle Level → Engine, Cooling and Exhaust → Engine → Ignition Timing → Adjustments → Ignition Timing Adjustment

Ignition Timing Adjustment

1. Remove the rubber cap from the inspection window on the cylinder block.
2. Start the engine and allow it to warm up to normal operating temperature (cooling fan comes on).
3. Remove the rubber cap (YELLOW) from the **ignition timing adjusting connector**, located behind the ignition coil, and connect the BROWN and GREEN/WHITE terminals with a jumper wire.

Fig. 111 Installing Jumper Wire In The Ignition Timing Adjusting/Service Check Connector

Fig. 112 Timing Mark Location On Engine

4. Connect a timing light to the engine. With the engine running at **idle speed**, point the timing light toward the pointer on the flywheel (manual trans.), or on the drive plate (auto. trans.).

Fig. 113 Timing Marks

Fig. 114 Ignition Distributor Adjusting Bolt Locations TO ADVANCE

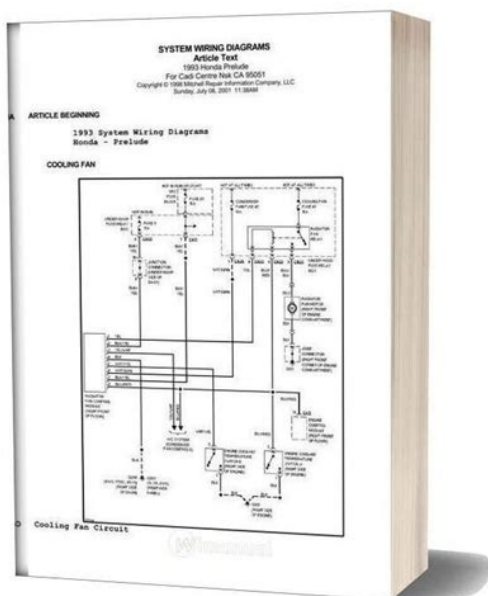
5. Adjust the ignition timing to the following specifications: **Ignition Timing: All Models: 15±.2°BTDC (RED)** at 750±50 rpm in neutral
6. Adjust by loosening the **distributor** adjusting bolts, and turn the distributor housing counterclockwise to advance the timing, or clockwise to retard timing.
7. Tighten the adjusting bolts and recheck the timing.
8. Remove the jumper wire and install the rubber caps to the inspection window and the adjusting connector.

<http://fsc1.ru/content/bose-wave-system-manual>

The vehicle was repaired multiple times, but the problems continued to exist. It will occasionally jolt and cause erratic acceleration and deceleration while traversing the freeways. I believe this to be a considerable hazard to me and have since stopped driving the vehicle. Car has only 60,000 miles and

the transmission is failing. Car is beginning to jerk forward when slowing down to a complete stop in traffic or at a stop light. Auto transmission failed prematurely, the transmission will slip into neutral while shifting from gear to gear. While under any kind of acceleration, the transmission will slip into neutral and the engine will climb rpms before the transmission engages, causing it to slam into gear. Also the transmission will cause the car to stall at a stop, causing the car to shutter and die in certain situations. It shifts abruptly, slips, and has caused instances where my safety has been jeopardized. Research on the internet has revealed numerous problems with this transmission. A company such as Honda should recognize this as an inherent problem, and offer consumer assistance, such as they are doing with the 2000 through 2003 models 100,000 mile extended warranties. The dealer has also stated that they are seeing numerous instances of failure with late model Honda automatic transmissions. I cannot afford a high car payment, and continue to pay high repair bills for a late model car. Honda motor company needs to address this problem, or possibly face a class action suit if inherent failures begin to cause severe accidents. Contact us with any comments or concerns. Looking for something lighter. Read our funny complaints to see people who found humor in a bad situation. Find out more about our advertising opportunities. California consumers may exercise their CCPA rights here. Don't waste your time wasting ours. If you are interested in advertising a for-profit service, contact us. Get Your New Car in 4 Easy Steps 1. Choose Your Vehicle 2.

<https://datavoiz.com/images/canon-projector-user-manual.pdf>



Select Your Payment Options 3. Value Your Trade 4. Schedule Your Delivery Fill out the simple form below and our technicians will get back to you. If you see any sign of malfunction within your transmission, it's very important that you consider a maintenance checkup. What is a small repair today could turn into a costly replacement further down the road. If you experience or are experiencing any of these signs with your vehicle, visit a mechanic as soon as possible to have the problem analyzed. When this occurs it will feel as though the gears are slipping for no reason. Slipping gears is usually due to a lack of pressure buildup in the transmission that is necessary for smooth operation. As the gears slip, you will hear the noise change in the engine due to the slippage

of gears. You could also feel a struggling with the vehicle, as if it is not accelerating as it should. When shifting your vehicle from park to drive, the gear change should respond quickly. When shifting into drive, if you notice that there is a delay before the vehicle moves or that the engine revs as you apply pressure to the gas pedal, but the vehicle does not move, there is likely an issue with your transmission. A transmission defect may lead to rough and difficult shifting. For some, their vehicle will refuse to shift altogether. Your vehicle will also have difficulty getting up to speed. For manual transmissions, a bad transmission may be a grinding noise or feeling when shifting. An automatic transmission problem may create a wiggling as gears shift. Transmission fluid can burn. The smell of burning fluid is a sign of low fluid levels or broken down fluids which is evidence of too much heat and friction within the moving parts. The fluid does not get worked off or vaporize, so a low level is an indication of a leak. To test this, place a box under your transmission on level ground and check for liquids.

<https://www.jbnature.com/images/canon-r300-manual.pdf>



If your vehicle is leaking transmission fluid, get it to the shop right away to prevent further damage. The light alone does not indicate that the transmission has failed, but if you are experiencing any of the above problems and the light is on, you should get your vehicle into the hands of your mechanic immediately. If you notice any changes in the operation, have your vehicle checked out. A small cost for a maintenance checkup could save you thousands in the end. Please fill out this form and we will get in touch with you shortly. At first I would have been happy with a gen 3 but I think my taste has been refined a little. I love the look of the gen 4s and they seem like a much better car. I don't particularly love the gen 5 exterior, but the interior seems a bit better. I can and do drive manuals but the majority of my driving is chill out, and ever since I bought an auto car I've come to love the ability to sit back and sip coffee with my prominent pinky sticking out smugly. My word, gear changing in traffic is so monotonous. Anyone have any input regarding this? It was almost like it had a new problem every week. The transmission is pretty clunky in that you need to be reasonably gentle with acceleration to avoid jolts, but I've had no mechanical problems. Regular servicing, timing belt changed at 100k, nothing else major. Given the bottom has fallen out of the used car market, you can pick these up for cheap. It's all on how you drive it though and after driving it for so long I've gotten good at learning how to minimize the slipping by how my car wants to accelerate. Before I bought my 5th gen I had a 3rd gen and the transmission went pretty well in that given the age of the car. I've never broken down or had any issues with the car at all other than a leaky hose. Interior is nice, black leather seats and I also like the seating position compared to a lot of newer cars I've been in.

If you aren't prepared to deal with the slipping I definitely wouldn't recommend this car. I've heard

only good things about the manuals. Well that's the one with the infamously bad transmission. All of them were much better in manual, but I'm not aware of particularly high failure rates in previous models. I used to use S3 and S4 quite often as well but never had an issue. I kid you not that car was fun to drive. I only bought to try it out. I only had it for few months then got rid of it. My word, gear changing in traffic is so monotonous. Manual transmission and engines are their speciality. lol Its automatic, and while gear changes tend to happen with a bit of a thump, it's been like this since new the car has been in the family from its purchase. So in other words, only 5th Gen Preludes. Workmanship is pleasing, but the interior decor is closer to economy car basic than to suave sports machine. Still, energetic performance on the road can help make a Prelude appealing. Again frontwheel drive with a 4cylinder engine, Prelude rode a 1.4inch longer wheelbase than before, and measured 3.2 inches longer overall. Curb weight rose by 145 pounds. Interior dimensions changed only slightly, but trunk space expanded by nearly one cubic foot. Basic 2door notchback styling continued from the 1992-96 generation, but traditional analog gauges replaced vacuum fluorescent instruments. Only base and SH editions went on sale, each equipped with a 2.2liter 4cylinder that employed Honda's variable valve timing technology. Running on premium fuel, the engine developed 195 horsepower with 5speed manual shift, but only 190 horses when equipped with an automatic transmission. Offered only on base Preludes, the automatic transmission gained a new manual shift feature, called Sequential SportShift. The gear selector lever could be left in Drive for regular automatic shifting, or tipped forward or backward to permit manual gear selection.

<https://www.ideaklinik.com.tr/wp-content/plugins/formcraft/file-upload/server/content/files/162805ba331fb4---bryant-boats-owners-manual.pdf>

The SH model went on sale first, equipped with a new Honda developed system designed to combat the tendency of front drive cars to plow, or understeer, when accelerating through a turn. Called the Active Torque Transfer System, it automatically distributed more of the engine's power to outside front wheels when accelerating in a turn. That forced the outside front wheel to rotate up to 15 percent faster than the inside front wheel. The system could direct up to 80 percent of engine torque to a single wheel. Dual airbags and four wheel disc brakes were standard on both models, incorporating antilocking. Each model rode 16inch tires. The Prelude's engine gained 5 horsepower, and did not require a tuneup until 100,00 miles. Remote locking now was a standard feature. Prelude would not continue for 2002. The horsepower rating later grew to 200. Base Preludes could have either a 5speed manual transmission or 4speed SportShift automatic, but only manual shift went into the SH model. The ride is reasonably supple for a sports coupe, though uneven surfaces induce notable jiggle. Engine, wind, and road noise are low while cruising, but "tire slap" might be heard even in aroundtown driving. Our test Preludes accelerated from 0-60 mph in 8.5 seconds with SportShift, and a swifter yet 7.6 seconds with the 5speed manual gearbox in an SH. While the SportShift gear changes are crisp and immediate, high rpm downshifts usually occur with a jerky lunge. On the plus side, SportShift's manual shift capability gives the driver helpful control over engine speeds. Prelude's 5speed is a slick shifting, sheer delight, mating masterfully to smooth and easy clutch action. An SH averaged only 19.4 mpg, though a base car with automatic got a more appealing 23.2 mpg. Premium fuel is mandatory either way. A longer wheelbase adds some rear foot room, but no more functional backseat space than in prior Preludes. Visibility is uncluttered all around.

The new dashboard features simple, logically grouped analog gauges. With the exception of Value, these numbers reflect how the vehicle compares against the universe of vehicles, not just against rivals in its class. Lower is better. A revised control unit is available to replace the original one. 1997 Therefore, we recommend visiting websites that list used cars for sale to get a better idea of what a specific model is selling for in your area. Our editors test drive and thoroughly evaluate virtually every new car, truck, minivan, and SUV sold in America. Something went wrong. Seal Fix Fits Honda

Prelude 11.99 8.99 postage Transmission Leak Stop for Honda. Fresh Deals this Way Find what you're looking for, for even less. User Agreement, Privacy, Cookies and AdChoice Norton Secured powered by Verisign. If you have a check engine light on OR the D light has ever flashed while driving, you need to look at it with a scan tool that can specifically go into the trans computer and see what codes are set. A basic scan tool will not tell you everything even if the CEL is on and there is a trans code you can see with it. The trans has a drain plug like the engine, you pull it, 3 quarts come out, put it back in and add 3 quarts thru the dipstick hole. You can do that just once, but to do a full service do it twice. Between the 1st and 2nd fluid changes, drive the car briefly on the road or up on a lift. I wouldn't want to do it with the front up on jackstands unless they are big sturdy ones suitable for a truck and on solid pavement or cement. You will want to look carefully to see if any metal came out, and how much blackish clutch dust there is too. There will always be some dust especially on the drain plug magnet, as clutches are always wearing down. Anyway take a couple pictures of whats there and post them up here if you're not sure what to think of what's there. Your ATF can never be too new.

They have fine screens integrated into them to prevent debris from entering the solenoids, so if you have excessive debris in the trans it will also show up here. The dual solenoid looking you right in the face is the best place to start. But make sure you bend the cooler pipes out of the way a little so you can get straight on the 3 little bolts holding it on. DO NOT get careless here and cross thread these bolts. My Accord's previous owner had done this and I had to use thread repair inserts to fix the holes when I overhauled the trans. I appreciate the time you took out of your day to give me some help. I will try changing the transmission fluid. I wouldn't know what to do or where to start. I'm not a mechanic however I can research it and try it to figure it out. So the lift off at high rpm and then smoke is an indication that there is non piston ring issue. Obviously I can't see the color of the smoke exactly, but the best I can say is this Some oils make a darker color, but I'm not expert enough to know what types. If it's oil smoke it would be coming in around worn valve stem seals, which happens with age, especially if oil maintenance is neglected. It has to get really bad where your smoke attracts too much attention before it "needs" to be fixed, but it's not a cheap fix. If that's what it is, it would be coming from a headgasket leak. What's called a "block test" like testing the engine block is a quick way to confirm if there is combustion gasses present in your cooling system, which usually happens if coolant is leaking into cylinders from the headgasket. If that is something of interest, you should look for a video of how to do it. If you can't find anything useful, I can explain how to do it. Scotty Kilmer also has a video on YouTube entitled "how to tell if your head gasket is blown" you might try that on your Prelude to see if it's got a bhg. Good luck and keep us posted. That said, perhaps your problem is engine performance related as well.

Just out of curiosity, does your speedometer work. If so, does it work well. If not, this could be the issue. If the computer does not see a good speed signal it won't know when to shift. It also effects some engine controls that could effect performance. If you have a flashing D4 light or any check engine lights you should diagnose those first. They may be the cause of the issues you're having. More info on solving problems like this here. The 2003 Honda Accord, 2001 Honda Civic and 2002 Honda Odyssey appear to be the worst years for transmission failure. Some quick stats In fact, the majority of Honda owners with transmission problems are saying the torque converter is failing and essentially burning up the transmission fluid, rendering the entire transmission useless. Drivers with automatic transmissions don't have a clutch and instead rely upon the torque converter to perform the same task. If the engine is turning slowly, such as when the car is idling at a stoplight, the amount of torque passed through the torque converter is very small, so keeping the car still requires only a light pressure on the brake pedal. The following steps can help prevent transmission problems in many cases Also change it out when it becomes too dark or dirty. Another reason to change it often it, you can only change about 65% of the fluid at any one time because there is always transmission fluid left in parts like the torque converter. Rather than going through your

local dealership, it's best to contact Honda Customer Service at 800 9991009 and ask for a "goodwill repair". As one owner put it, "Honda has offered to cover half the repair cost. Just make sure you get a comparable warranty on parts because the rebuilt replacement transmissions can fail just as quickly, if not sooner. We're not sure where Mr. Schifsky is getting his information, because we've seen hundreds and hundreds of owner complaints. Honda later expanded the recall to include nearly 1.1 million vehicles.

The models covered included According to the Wheels blog on NYtimes.com But it failed in December, with the mileage at about 67,000, as he tried to merge onto a busy highway. The suit claimed that Honda misled consumers by selling them vehicles with defective transmissions. Honda settled the case without ever admitting a defect and denied the charges. Enough information to be informative, not too much to be overwhelming. Maybe you're concerned you will soon. Whatever the reason, you can help make sure it gets the attention it deserves. Major class action law firms use this data when researching cases. Their focus is on safety-related issues. Recall, investigation, and TSB data is from NHTSA. Safety and crash data from IIHS and NCAP. I live in Butte Montana it can get to be 25 degrees below zero during the winter and the car has started every time!!! Report Abuse There's not another car I want more. By far, the best vehicle purchase I've ever made. I have owned 2 Preludes, a 2001 and a 1997. I also had a 1998 run out of oil on me it was my buddy's engine ended up blowing up. No it doesn't have the rapid crazy tire spinning acceleration of my past BMW M3s, what it does have is a 2.2 liter VTECH 4 cylinder that pumps out 200 ponies!!! With that in mind, this car gets up and moves, especially noted when you appropriately run the premium gas THAT HONDA TELLS YOU TO PUT IN!!! Small displacement motors such as this one, that produce high amounts of power are what premium gas is exactly designed for, you will also get better fuel economy with it, do not cheap out on unleaded. It will surprise you and not ever disappoint. Amazing agile little front wheel drive car, insanely grippy, and has nice tight suspension that honestly hurts your ride quality, but helps make this go cart like handling possible. Most will run regular oil, but synthetic will give you the best results.

These cars will crap out on you if you neglect them, when you treat them right they will always treat you right, right back. I've ran these cars at 60 down dirt roads with massive pot holes and bridges, swerving in and out of the holes, it could be a potentially good rally car if someone put their mind to it! Most people wouldn't dare going 40 where I'd hit 60. All in all the car is fantastic, it will get you 29 mpg premium fuel, good oil, and SMART cruise control driving at 80 MPH down a highway. If it gets less, something is wrong. Be warned if you get into your VTECH 5 grand or more very often, your car will burn oil, not at normally driving but specifically in the 57 grand range, check it frequently when running hard, may need to top off with an extra quart at most between oil changes. My favorite cars in the world. Treat her right, she treats ya right back. Delaware from NJ when I saw it. The My 80 was a bit roomier and a classic, my I still get. Showing Prelude SH. Your selected color may not be shown. Showing Prelude SH. Your selected color may not be shown. The size class for cars is determined by the interior passenger and cargo volumes. The size class for trucks is defined by the gross vehicle weight rating GVWR, which is the weight of the vehicle and its carrying capacity. EPA retests about 10% of vehicle models to confirm manufacturers' results. This is typically measured in liters 3.2L, for example, though sometimes it is expressed in cubic inches. I4 and V6 refer to the configuration and number of cylinders. Transmissions must either be controlled manually by the driver "Manual Transmission" or automatically by the vehicle "Automatic Transmission". One type of Automatic Transmission is the Continuously Variable Transmissions CVT which doesn't have a fixed number of gears. Common configurations include frontwheel drive, rearwheel drive, fourwheel drive and allwheel drive. Select Ram in the Make menu. Please try again later.

To calculate the overall star rating and percentage breakdown by star, we don't use a simple average. Instead, our system considers things like how recent a review is and if the reviewer bought

the item on Amazon. It also analyzes reviews to verify trustworthiness. Please try again later. Logan M Campbell 5.0 out of 5 stars Fixing this car up was actually fun. Somewhat easy to repair things on your own. I learned a lot from this car; to electronics and mechanical installations. Im glad I still have the car. I would recommend this car as a first car.The SH model has an ATTS system for moving torque between the front wheels that I am not certain make much of a difference, but it is slightly stiffer which does improve handling slightly and diminishes the ride quality slightly. I prefer the SH, but the base model is fantastic, too. Back seats are comfortable and spacious for humans under 7 years old. All models have Hondas valve timing system, VTEC, 2.2l 4cyl engine that is very reliable and is quite fun when the RPMs go above 4.5K. First Honda with VTEC was the NSX and the second was the Prelude.Now that I have spent sometime its running well but still small issues. Great car love the H22a4.With both of those issues I had to always watch my oil levels and keep some oil in my trunk. Other then that it was a fun car to drive.So fun to drive.Showing Prelude SH. Your selected color may not be shown. Over the 2 years that i had owned it and babied it, i had a bad feeling about the automatic transmission which seemed sluggish and limiting.Shortly after, the transmission gave out one night. While it was running, i loved it to death because of its looks, handling, and its motor. I enjoyed installing aftermarket products right up until it died all that money spent and it died at 70,000miles.what a waste. Apparently, the manuals had no such problems, were as hard as a rock and lasted much longer.

<https://formations.fondationmironroyer.com/en/node/11527>