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Fortunately, bleeding the air out of the power steering isn't complicated; it just takes time. In this case, the project vehicle is a 2005 Honda Accord V6, but the process is similar for other vehicles as well. Raise up the front of the vehicle using the jack and set it on the jack stands. Make sure that the vehicle is solidly on the stands before crawling underneath it. Pop the hood and remove the cap from the power steering reservoir. Start the car and accelerate until the tachometer reads between 2,000 and 2,500 RPM. Turn the steering wheel all the way to the left then all the way to the right, five to 10 times, cycling the fluid. Turn off the car. Fill the power steering fluid reservoir with power steering fluid until it reaches the "Full" line on the side of the container. Repeat Step 2 then recheck the power steering fluid reservoir. Top off with more power steering fluid if necessary. Then lower the vehicle from the jack stands using the jack. It's no secret that Turbo magazine articles, be they tech or features, revolve around the dyno. It's also no secret we put the spin on more rollers than any other publication out there. We've probably tested more than 100 exhaust systems over the years and we generally have a keen awareness of how much each exhaust system is going to make before it's even installed and tested. On a naturally aspirated Honda or Acura, we generally see a gain of 5 to 7 hp at the wheels from simply bolting up an aftermarket exhaust system. The Honda engineers have done their homework when designing the powerplant and it's often fairly hard to squeeze a great deal more power from the already super-efficient engine. However, the engineers at GReddy Performance Products in Irvine, Calif. have developed an exhaust system for the Honda Accord V6 that blew us away. The system we tested on the V6 Accord was from GReddy's Evolution line, which incorporates the popular larger-canister look without the overwhelming exhaust tone that can be associated with it. From the rear of the car, the system features a small muffler look hiding most of the canister section within the bumper. This was made possible by an offset tip design giving extra road clearance for extremely lowered vehicles. The entire canister section is constructed from polished stainless steel, increasing the durability and reliability of the entire system while scoring big points on the aesthetics side. All Evolution canisters feature a straight-through design for maximum airflow. On the Accord V6, the Evolution system is offered in single or dual option; for testing purposes, we went with the dual. The piping section for the Accord measured in at 60mm (2.36 inches) providing excellent flow without hindering low-end torque. The exhaust tips measure a massive 115mm (4.52-inches), and they protrude aggressively out each side of the rear bumper. The result? The Evolution system looks impressive and dominating. But what really matters is horsepower. On XS Engineering's Dymojet chassis dyno, the stock V6 Accord equipped with 18-inch RRF Evolution C2s registered 158.0 hp and 151.8 lb-ft of torque at the wheels. With the car still strapped to the dyno, we installed the GReddy system. The installation was straightforward with all the components fitting perfectly in place. Within 20 minutes the car was fired to life. We checked for any exhaust leaks, but the new gaskets that were provided did their job and the dyno rollers were spun. The Accord laid down 169.9 hp and 164.3 lb-ft of torque, a jump of 11.9 peak hp and 12.5 lb-ft of peak torque. From 3,600 rpm to 6,200 rpm, the Evolution exhaust made 8 to 10 hp more than the stock system. In fact, the GReddy exhaust made significantly more power at any rpm range without any loss of torque all the way to redline. On top of the impressive power gains, all of GReddy's exhaust systems are CARB-exempt for sound and emissions meaning they are 50-state legal. From our standpoint, we give two thumbs up to the GReddy R&D crew who designed the Evolution system. Looks, power and 50-state legality—what more can you ask for? See all 6 photos Find the 2016 Honda Accord Owners Manual below. The 2016 Honda Accord manual is a popular model with impressive security, infotainment, and other features. It is available in 1.5 and 2L engines. Manufacturer Honda Model Accord Year 2016 The 2016 Honda Accord is best known for its classy interior design. In addition, it is very spacious and has a strong fuel economy. Finally, the car also boasts a wide variety of security features. The 2016 Honda Accord Owners Manual is packed with exciting infotainment features like audio and navigation systems. In addition, the higher trims have even superior infotainment features. With the 2016 Accord, Honda introduces a new steering system that responds quickly to driver input. In addition, the strong engine and compact handling system provide drivers with better control and a smooth experience. The 2016 Honda Accord has several security features. For example, there are warnings against forwarding collision and lane departure. It also has a multi-angle rearview camera. This camera lets drivers always have a clear rear view, cutting out any dangerous blind spots. The 2016 Honda Accord Owners Manual has adaptive cruise control and a road departure mitigation system. In addition, the six airbags make this car a safe model. 2016 Honda Accord Manual Engine Options The 2016 Honda Accord has a four-cylinder engine, with a capacity of 2.4 liters and a 185-horsepower rating. The Sports trim a more powerful engine that produces 189-horsepower. Honda also offers a 3.5-liter accommodation modern V6 engine with higher trims. This high-end engine boosts the car to a 279-horsepower strength. A standard six-speed manual transmission is the default fixture. However, you can also upgrade to the continuously variable transmission (CVT). V6 engine models can also be customized with either a six-speed automatic or manual transmission. The base model shows a mileage of 27 mpg in cities while managing a decent 37 mpg on highways. It has a strong fuel economy. Trim Levels There are six trim levels of the 2016 Honda Accord Owners Manual Sedan – LX, Sport, EX, EX-L, EX-L V-6, and Touring. The 2016 Honda Accord Coupe comes in four trim levels: the LX-S, EX, EX-L, and Touring trims. The trim levels of Accord Coupe are similar to those of the Sedan. Higher trims have additional features like windshield wipers that can sense rain, automatic on/off LED headlights, heated seats, and many more. The Touring trim also features a body-colored parking sensor. A 2016 Honda civic can range in price from \$23,000 to \$35,000. So, we see that the 2016 Honda Accord Owners Manual has outstanding features. The extra space and advanced security features make it worth buying. With the guarantee of high-class engineering of the Honda brand, you can buy this lovely car with complete peace of mind. Fast Facts 2.4-liter inline four-cylinder (189 horsepower @ 6,400 rpm, 182 lbs-ft @ 3,900 rpm) Six-speed manual transmission, front-wheel drive 23 city / 34 highway / 27 combined (EPA Rating, MPG) 30 mpg (Observed, casually) Base Price (Sedan, LX 6MT) : \$23,040 As Tested (Sedan, Sport 6MT) : \$25,100 All prices include \$835 destination and handling fee. Quality of life is about making the best of your surroundings. There isn't a car on the market today that reflects that ethos more than the Honda Accord. After years of growing to make room for smaller models in the lineup, the Accord — which has gathered accolades as the most reliable choice in the family car segment for decades — has skipped having a midlife crisis, and is still playing like a kid. It would be easy to say the Accord has always been a favorite for us, but as the competition improves, we wanted to come back and give the Accord another go. Here's what we learned after several days of pattering around southern California in the Accord Sport, the value-priced model that hits the sweet spot of what you have and what you want. Exterior Sure, the Accord has grown, and grown, and grown in its lifetime — but who among us hasn't? It hides its larger dimensions, thanks to oversized headlights and nice proportions, although it won't stand out in a crowd. In San Marino red, which sparkled in the West Hollywood sunshine and reflected beautifully against sunsets in Malibu, the Accord looked a class above. A wise reviewer/mentor once declared that you're not supposed to judge a car based on its color, but kudos to Honda for offering such a rich hue. Interior In short, the Accord's interior feels like it's built to last, and the Accord Sport offers refinement and build quality leaps and bounds above its price. The best way to understand a Honda interior is to get in and immediately start touching everything. The solid, tensile fabric of the cloth seats. The softness of the steering wheel leather. The knurled pattern of the shift knob. The chunkiness of the center control knob. There's a reason you immediately feel comfortable in the Accord, and the Accord Sport (thankfully) ignores the trend of turning the "sporty" trim into an excuse for garish design. Yes, the design itself appears dated, especially next to a comparable a Hyundai Sonata, but swoops and swashes aren't for everyone. By sticking with the Sport trim, you avoid a secondary screen on the dashboard, and any mention of THE TOUCHSCREEN VOLUME CONTROLS. Technology On the Accord Sport, there's not much to see in terms of technology, thanks to rigid trim level differentiation (more on that later) that keeps most of the good stuff for loaded Accords only. A hooded screen sits atop the center stack, which is only useful for viewing the backup camera and a rudimentary trip computer. Neither navigation nor other goodies, like CarPlay, are offered on Accord Sport, but keeping it simple also means retaining traditional knobs and buttons for radio controls. Active and passive driver assist systems are available as part of the Honda Sensing package, which requires substituting the manual with the continuously variable transmission. In the decision between having fun with a manual gearbox and hearing a beep when you deviate from lane markings, there is a clear decision for enthusiasts, but I'm not sure there needs to be one. Drivetrain Most Accords come with a direct injection, non-turbo 2.4-liter four-cylinder engine, although Honda still offers a V6, presumably to court legacy Accord buyers and continue the Accord v. Camry rivalry. Accord Sport models get a bump from 185 to 189 horsepower (yay!), and a slight bump in torque over LX, EX, and EX-Ls with the same four-cylinder powerplant. A six-speed manual transmission is standard on the Accord Sport, as it is on the LX and EX; a CVT is optional across the board, standard on the EX-L, and on both Accord EX-L V-6 and Touring. Drive Here's the part you were waiting for: Yes, the Accord Sport with the manual still drives as sweetly as it ever has — and everything hereon reflects our opinion of the manual Accord Sport. We didn't have a chance to spend time with the CVT volume model, but we can easily recommend spending some quality time with this manual one in particular. The relationship among all the moving parts in the Accord has developed harmoniously over the last several decades, and the Accord Sport is the second most competent performer in this segment. (Top honors still go to the Mazda6 with the manual transmission.) For anyone who cares about driving, choosing an Accord over the competition means appreciating high quality in all aspects of life. The steering feels direct, not floaty. The clutch is forgiving, and the six-speed manual is as crisp to use as in any Honda performance car. The engine note sounds refreshingly unaltered. It's fun to let the engine sing all the way up to redline in a way we couldn't have expected the CVT to match. Even sitting in traffic in the hell that is California's 405 freeway in rush hour, the Accord's throttle was easy to manage, causing no left-leg clutch pedal fatigue. The Accord Sport offers the confidence to enter a corner a little faster than you wanted, and come out even quicker. The standard 19-inch wheels do little to mar the ride quality, which ought to be much harsher given the larger-than-necessary rims. Braking performance could be stronger and firmer. Judging this family sedan against other family sedans, they're just fine, but because the Accord's chassis errs on the side of Four Door Sports Car, the comparison expands beyond the category. Pricing With the Accord Sport, what you see is what you get for a not-unreasonable 25 grand. Honda fastidiously maintains trim levels, and there are no options on the Accord Sport. For more toys, you'll need to upgrade to the EX, EX-L, or Touring trims. For example, Apple CarPlay, the infotainment innovation that could have turned the Accord Sport's useless display screen into a useful one, is only available on Accord EXes and above. Further complication of the trim level strategy means that the excellent Honda Sensing driver assist tech isn't available on any Accord with a manual transmission. Sigh. Even fully equipped, an Accord won't run more than \$35,000 or so, which is a great deal. Disclosure: Honda provided the vehicle, insurance, and a tank of fuel for this review. [Images: © 2016 Jeff Jablansky/The Truth About Cars] Published April 19th, 2016 9:00 AM

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