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Book Descriptions:

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Then contacted us later after 2 weeks to give us that price. Of course, we'd already bought another vehicle. Very courteous salesperson No problem with dealership just not the right car for needs. Being several hours away, he was willing to send a short video of some specifics. He stayed in touch and had the vehicle ready for me to drive when I arrived. Although I ended up taking a pass on the particular vehicle I was interested in, I would certainly consider another trip there for the right vehicle. Honest and straight forward. Vehicles priced fairly. In hindsight should have purchased vehicle I looked at. It sold. Rose is awesome. Amazingly they had a list of cars for reasonable prices that met my ever need. If you're looking for honesty and professionalism look no more because this small dealer provides it all. Definitely check out their inventory and I promise you'll leave a happy camper. Elliot had everything I wanted in a car and even worked on the price. Very happy customer. Vehicle already had a contract. Dealer assured me they would inform me when a similar vehicle was available. 2 thumbs up But we had other options to view as we didn't put a deposit on the explorer totally our fault. The staff was amazingly nice and professional. Konsatine was my salesman. He was great!! Will never buy a car from them. The only responses I received were of promotional sales campaigns that they were running. I gave up and moved on to dealerships that were willing to actually respond to my questions. After weeks of asking for the information, I asked if the vehicle was still available because I couldn't find it on CarGurus anymore. Was told it was still available, requested more information again, was told weeks later it wasn't actually available. Not helpful. Didn't buy from them but did appreciate the texts and emails during decision making process. <http://alliance-ic.ru/uploads/canon-elura-65-camcorder-manual.xml>

- **1995 honda accord manual transmission for sale, 1.0, 1995 honda accord manual transmission for sale.**

They have me a great deal Despite the car Juan is refusing to negotiate at all and still In 2000, it became the first massproduced Super Ultra Low Emissions Vehicle. And in 2005, it was among the first vehicles in its segment to offer sidecurtain airbags as standard equipment. No wonder the Accord has sold nearly 10 million units since its introduction in 1976 and remains one of the bestselling vehicles in the U.S. For 2011, the Accord comes in a number of variations, including sedan and coupe trims, as well as the new Accordbased Crosstour crossover utility vehicle, or CUV. The Crosstour comes equipped with a rear tailgate, providing access to its versatile cargo area. Sedan offerings include the LX, SE, and EX trim levels. Owners can add optional packages for the LX and EX, upgrading them to LXP and EXL, respectively, while the new SE is a standalone trim. Accord EX and EXL trims also come equipped with a fourcylinder engine, though it generates 190 hp. Reviewers like its wellrounded nature, and the Accord meets owners expectations in just about every category. It performs and handles well, looks contemporary and stylish, and offers a roomy, well-equipped, and wellthoughtout interior. In addition, the Accord consistently achieves high safety ratings and excels in reliability and affordability. But Honda continues to hold on to its reputation for quality when other automakers such as Toyota haven't fared so well. Competitive sedans built by Ford and Hyundai, to name just two automakers, will continue to put pressure on the Accord, but its longevity and wellregarded brand name will continue to make it a viable choice for prospective buyers seeking a practical, reliable, well-designed daily commuter. However, some reviewers consider the Accord slightly dated, and Honda has responded by regularly updating the Accords interior and exterior. The automaker made minor updates to the interior in 2010, and for 2011 revised the Accords grille, front bumper, trunk, and

wheels.<http://thebangkokpages.com/paddyspalmspub/temp/canon-elph-camera-manual.xml>

More extensive revisions, however, will more than likely have to wait for a generation change around 2012 or 2013. Facing long lines at the pumps, many buyers were ready for more fuelefficient transportation that didnt compromise on performance, comfort, style, reliability, or practicality. The Accord fit the bill perfectly. An upscale Accord LX debuted in 1978, and a fourdoor sedan with a 72hp, 1.8liter engine hit the streets in 1979. In 1981, an SE Special Edition trim with leather upholstery, power windows, audio system with cassette player, and alloy wheels helped build the Accords reputation for quality and comfort. The firstgeneration Accord proved so popular that demand overshot supply, and dealer markups were not uncommon. Featuring sedans built in the U.S. at a plant in Marysville, Ohio, the secondgeneration Accord was longer than its predecessor. Honda stretched the wheelbase by about 3 inches and overall length by a little less than 2 inches. The automaker also restyled the Accords body to give it a more upscale look. Trims included the base twodoor hatchback, the LX twodoor hatchback, and a fourdoor sedan. In 1984, Honda introduced an optional fourspeed automatic transmission, replacing the previous threespeed, and in 1985 the automaker introduced a new trim, the SEi, powered by a fuelinjected 1.8liter engine, which added 24 hp. The wheelbase grew again, by 5.9 inches to 102.4 inches, and the Accord rode on a redesigned suspension with double wishbones at all four corners. Again, Honda stretched the wheelbase, to 107.1 inches, which moved the Accord from he compact to the midsize automotive segment. Perhaps as a result of the Accords lengthening wheelbase, the hatchback disappeared from the lineup, which now included sedans and coupes at DX and LX trim levels, as well as at a new highend EX level. In addition, in 1991, Honda introduced a new Accord wagon trim, available at the LX and EX trim levels. A new 2.

2liter, 130hp fourcylinder engine powered the fourthgeneration Accord. It produced 125 hp for DX and LX trims, and 130 hp for the topoftheline EX trims. In 1992, all Accords received a driversside airbag as standard equipment. Some reviewers considered the exterior design of the fifthgeneration Accord somewhat clunky, especially when compared to the more refined design of the previous generation. Once again, the Accords wheelbase grew in length, to 106.9 inches, which resulted in more interior space. In addition, the coupe rode on a slightly shorter 105.1 wheelbase, while the sedan retained the previous generations 106.9inch wheelbase. For the sixth generation, Honda dropped the wagon from the lineup. Dual front airbags became standard, while side airbags were standard in EX trims and available for the DX and LX trim levels. In 2000, the Accord became the first internal combustion, gaspowered vehicle to achieve Super Ultra Low Emissions Vehicle SULEV standard. SULEV Accord EX sedans were offered in California to comply with that states stringent emissions standards. Once again, Honda abandoned the Accords sleek exterior lines in favor of a solid yet less fluid look. The Accord rode on a more tightly tuned doublewishbone suspension, which provided more precise handling, while the interior excelled in form and function. Still frontwheel driven, the Accord offered a choice of a 160hp fourcylinder or a 240hp V6 engine and three transmissions, including a new fivespeed automatic, which came standard in V6 trims, and a new sixspeed manual, which was available only in the V6 coupe. With the seventh generation, Honda introduced an optional navigation system for the Accord and made dual front and sidecurtain airbags standard on every Accord trim in 2005. In addition, the Accord Hybrid, with a unique powerplant generating 253 hp, debuted in 2005.

<http://fscl.ru/content/3rd-gen-prelude-service-manual>

Accord highlights for the eighth generation include the incorporation of Hondas Advanced Compatibility Engineering body structure, which further improves ride and handling, and the inclusion of the automakers Vehicle Stability Assist as standard equipment in every trim. It also was a finalist for Motor Trends Car of the Year. However, some feel the Hybrids slightly better fuel economy numbers when compared to a fourcylinderpowered Accord do not justify its higher price

tag. A year later, Honda offered optional stability control, so buyers should keep an eye out for Accord trims equipped with that system. The tightly tuned suspension of the seventh generation Accord 2003-2007 provided a comfortable ride, but some reviewers report less than stellar brakes and handling for cars manufactured during this period. However, in head-to-head driving comparisons with competitive vehicles, the Accord performed very well and remains a good used car option. Again, buyers may want to keep an eye out for V6 powered trims, and even the top of the line EX trims from this generation will be affordable to budget minded buyers. It's reliable, roomy, efficient, and unpretentious. Yet unlike most cars, unfortunately, numerous flaws remain, small oversights that, collectively, produce there's good reason for this, as the Accord excels at everything it is asked to do. As a result, after all, over 30 million shoppers use CarGurus to find great deals on used cars and new cars in their area. And when its time to get rid of your old ride, sell your car simply and securely on CarGurus. And if you only want to see cars with a single owner, recent price drops, photos, or available financing, our filters can help with that too. Never Failed Emissions. Rare Any Maintenance. Brakes are the Best. Handling is Fabulous. Fun to Drive. She Never let Me Down. GREAT on Gas. I Hope They Decide to Make that Year All over again. Although I hear the Same thing from Every Accord Owner I Ever talk To. She was Born in California USA.

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Problem solved Only major problem was ignition switch, which was so easy I did it myself. Keep up on routine maintenance and it'll run FOREVER!!!! Other taxes may apply. Repossessed cars To adjust your criteria for more results, you can navigate to our search tool on the left of this landing page. Some of the terms you would most likely hear are the word "certified preowned CPO cars and repossessed cars. Any car parts that needed repairs will be replaced with brand new components. Basically, these cars are dealer approved, refurbished vehicle. Usually, cars that have low mileage and have a complete service history. It should also be a few years old. There are instances that the service cars or dealership demo units get relegated to a CPO status. The opportunity in making these cars look good as much as possible for prospective used buyers is too good for them to pass up. One of them is the additional peace of mind when you buy a CPO. The dealership will give an extended warranty. That's on top of the part replacement process and a thorough car inspection. It also comes with a complete set of car history and service records. Repossession works when somebody else's loss becomes the gain of a bargain hunter. The banks take back the cars from people who failed to repay their car loans. These repossessed cars will be put on sale. With the continuous price increase because of the tax reform law or TRAIN law, most car buyers will opt for cheaper options like repossessed cars. These types of used cars become more appealing, especially for budget conscious consumers. This is because repo cars are up for sale because the former car owner was not able to keep up with their loan repayments and not because the condition of the car is deteriorating. This is because you are buying from a bank which will assure you a secure and legal transaction. You are buying from a bank which is a reputable financial institution.

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See your car's value Edmunds Expert Review 1995 Highlights A V6 is offered in this midsize Honda. Unfortunately, it fails to improve performance figures because of the mandatory automatic transmission. V6 Accords gain different front styling as a result of the increased size of the engine bay. All V6 Accords come with standard antilock brakes. With only 130k, the engine f22b1 VTEC pushes like it's at 40k. Transmission slipping, but further review of the fluid whoever owned it previously did not follow the manual and keep Hondas ATF z1 fluid which is the only fluid you can put in a Honda transmission for it to act properly not any at your local auto store. I actually own this and I am in love with this car mainly because it is excellent on gas, especially if you are a city driver with a billion things to do. My Honda Accord has great mileage. It has 190,000 miles on it, and it is a great amount of miles for an almost 20 year car. It is an automatic vehicle with an engine of 4

cylinder, VTEC, 2.2 Liters. It holds about 11 gallons of unleaded gas so you don't have to pay more for the other types of gas, because its engine is perfectly fine with the unleaded. Also, my car came in a red color. It has 4 doors with automatic windows. The comfort is incredible, the ease of driving is amazing. Effortless shifting stick, turning, breaking. Zero rust spent most of its life in Texas, now Illinois. It looks and drives like a 50K car. It doesn't leak anything, nothing makes noise, no ticking, knocking, nothing. All I can add is STILL the best car I've ever owned. This is a unicorn. They don't make them like this anymore. Read more Read less Best and most reliable car I ever owned. It handles amazingly and is a comfortable ride. I am looking at buying a second 95 due to excellent ratings but this one will be an automatic for my daughter.

Available styles include LX 2dr Coupe, LX V6 4dr Sedan, EX 4dr Sedan, EX 4dr Wagon, LX 4dr Wagon, DX 4dr Sedan, EX 2dr Coupe, LX 4dr Sedan, and EX V6 4dr Sedan. Shop with Edmunds for perks and special offers on used cars, trucks, and SUVs near Rutland, ND. Doing so could save you hundreds or thousands of dollars. Edmunds also provides consumer-driven dealership sales and service reviews to help you make informed decisions about what cars to buy and where to buy them. Which used 1995 Honda Accords are available in my area. Shop Edmunds car, SUV, and truck listings Once you have identified a used vehicle Can't find a used 1995 Honda Accord you want in Should I lease or buy a 1995 Honda Accord. Is it better to lease or buy a car. Ask most people and they'll probably tell you And from a financial perspective, it's true, provided you're willing to make Leasing, on the other hand, it's also good if you're someone who likes to drive a. We carry a wide-ranging catalog of used Honda transmissions for all applications including gas and diesel engines. Buy your used Honda transmissions from us and save time and money. Our used engines and transmissions are covered under a 1-year warranty from the date of purchase, included for free! You will be surprised at the prices we quote, as we have a very large network of salvage yards in US. It debuted in 1976, as a compact hatchback, though this style only lasted through 1989, as the lineup was expanded to include a sedan, coupe and wagon. By the sixth-generation Accord at the end of the 1990s, it evolved into an intermediate vehicle, with one basic platform but with different bodies and proportions to increase its competitiveness against its rivals in different international markets. However, the tenth-generation Accord sedan, with similar exterior dimensions, returned to full-size car status with its combined interior space of 123 cubic feet 3.5 m³; the coupe was discontinued in 2017.

It showed similarity to the Volkswagen Scirocco, which had been introduced in January 1974, leading to speculation that the form of the Accord was copied from the Scirocco. Japanese market cars claimed 80 PS 59 kW JIS similar to SAE Gross, while European and other export markets received a model without emissions control equipment; it claimed 80 PS as well but according to the stricter DIN norm. It was a platform expansion of the earlier Honda Civic at 4,125 mm 162 in long. To comply with gradually tightening emission regulations enacted in Japan, the engine was fitted with Honda's CVCC technology. The Accord sold well due to its moderate size and great fuel economy. In 1978 an LX version of the hatchback was added which came with air conditioning, a digital clock, and power steering. Technically, the sedan was not changed from the hatchback, and the wheelbase remained the same as well. In 1980 the optional two-speed semiautomatic transmission of previous years became a three-speed fully automatic gearbox a four-speed automatic transaxle was not used in the Accord until the 1983 model year. The North American versions had slightly redesigned bumper trim. Other changes included new grilles and taillamps and remote mirrors added on the four-door chrome and the LX black plastic models. The CVCC badges were deleted, but the CVCC induction system remained. At the same time, California specification engines received a four-port exhaust valve head and a catalytic converter. This version of the EK1 engine was equivalent to the 1981 49 state High Altitude engine, with the addition of an air jet controller device that helped maintain proper mixture at higher altitudes above 4000 feet. The horsepower increased from 72 hp 54 kW for 5-speed cars and 68 hp 51 kW for automatic cars with the two-port 49 state

engine to 75 hp 56 kW, like the 1981-83 versions. Y39 was replaced by Oslo Ivory No. YR43. Dark brown was discontinued, as was the bronze metallic.

A bit later in 1981 an SE 4-door model was added for the first time, with Novillo leather seats and power windows. Paint color was NH77M Glacier Gray with gray interior. Base model hatchbacks, along with the four-door, LX, and SE four-door, all received the same smaller black plastic remote mirror. The instrument cluster was revised with mostly pictograms which replaced worded warning lights and gauge markings. The shifter was redesigned to have a stronger spring to prevent unintentional engagement of reverse, replacing the spring-loaded shift knob of the 1976 to 1980 model year cars. Shift lever was also shortened by a couple inches, with a larger thread diameter, allowing usage of later Honda shift knobs, including the rectangular knob used on all 1986 and newer Accords. This allowed Honda to sell the product at different sales channels called Honda Clio, which sold the Accord, and Honda Verno, that sold the Vigor. The LX hatchback offered a digital clock and slightly higher fuel economy due to its lighter weight. Other Automotive lighting variations included amber front and red rear side marker lights and reflectors in North America, and headlamp washers and a red rear fog lamp for European markets. This quickly filtered through to export markets, where the outdated Hondamatic was soon superseded entirely. The manual five-speed transmission remained unchanged. A new 120 mph speedometer replaced the earlier 88 mph unit. The Special Edition SE featured Novillo leather seating, power windows, power sunroof and door locks. Gray was added as a color option. A slightly modified EK2 engine was introduced, replacing the earlier EK1, albeit still carbureted. Honda integrated rear side marker lights and reflectors into the side of the tail light units. European Accords now included a side turn signal repeater just behind each front wheel well. The U.S.

requirement for standardized headlamps was rescinded in late 1983, but North American Accords continued to use sealed beams until the fourth-generation models were released in 1989. Supplies were tight, as in the Eastern states, the wait was months for a Graphite Gray sedan, a then-popular color. The regular hatchback was available in Greek White, Dominican Red, and the metallic Stratos Blue. The 1984 LX hatchback came in three metallic colors only Graphite Gray, Regency Red, and Copper Brown. A fuel-injected, 110 bhp 82 kW non-CVCC ES3 engine was exclusive to this model. This 12-valve, 1,829 cc 1.829 L; 111.6 cu in engine was the first non-CVCC engine used in an Accord, and was the same basic engine design used by Honda until 1989. Like the previous SE trim in 1983, the SEi featured Novillo leather seating, power moonroof, bronze tinted glass, a premium sound system with cassette, and 13-inch alloy wheels. The level of luxury equipment on the SEi was essentially items that were installed on the Honda Vigor VTLi, that was only sold in Japan. In 1981, the Accord offered an adjustable ride height air suspension in the Japanese market. From 1983 in Japan and 1984 in Europe, the second-generation Accord was available with antilock brakes called ALB as an option. This braking system was the first time that an Accord used four-wheel disc brakes. Fuel injection became available in 1984 in the Japan market with the earlier introduction of the ES3 engine in the SEi. Models took a year to arrive in North American and European markets with less stringent emissions laws continuing, using carburetors throughout second-generation production. It had a very striking exterior design styled by Toshi Oshika in 1983, that resonated well with buyers internationally. One notable feature was the hidden headlamps. Because this generation was also sold as the Honda Vigor, the Accord received the hidden headlamps.

Honda's Japanese dealership channel called Honda Verno all had styling elements that helped identify products only available at Honda Verno. As a result, Japanese market Accords had a Honda Verno styling feature, but were sold at newly established Japanese dealerships Honda Clio with the all-new, luxury Honda Legend sedan, and international Accords were now visually aligned with the Prelude, the CRX, and the new Integra. Accords in all other bodies hatchback, AeroDeck, coupe had only retractable headlamps worldwide. While more expensive than competitors MacPherson strut

systems, this setup provided better stability and sharper handling for the vehicle. All had front sway bars and upper models had rear sway bars as well. ABS was available as an option on the 4wheel disc brake models, though not in North America. Base model Accords rode on 13inch steel wheels with hubcaps with more expensive models having the option of 14inch alloy wheels. On Accord 1986 model year engine block was marked as BS and BT in the United States, BS1 and BT1 in Canada, this cars had chassis code BA. Since 1987 the engine block in Indonesia was marked as NA instead of A20A2. The engine block in Thailand was marked as A. In the Japanese home market, the Accord was available with a full power package, heated mirrors optional, a digital instrument cluster optional, sunroof optional, cruise control, and climate control which was also optional. Some North European export models also had heated front seats and head light washers. The bodystyle of a flat roof hatchback was also used on the third generation Honda Civic third generation subcompact, the second generation Honda City supermini and the first generation Honda Today kei car. The AeroDeck was unique to the Accord model line, as the AeroDeck was not available as a Honda Vigor, as the Accord and Vigor were mechanically identical. The AeroDeck returned an aerodynamic value of .34, and the 2,600 mm 102.

4 in wheelbase returned a spacious interior for both front and rear passengers, on par with a midsize sedan. Unfortunately, the appearance was not well received in Japan, as the introduction of the Accord Coupe was more well liked. The appearance was more popular in the United Kingdom. In addition, speed sensitive power steering is included, which gives the car easy turning assistance at speeds below 40 kilometres per hour 25 mph during operation, such as parallel parking. And switches are arranged efficiently and at the time was the driving position can be finetuned adjustments. The lower part of the hatch was not like one used on a station wagon that went all the way down to the rear bumper, so loading cargo into the back wasnt as convenient as a conventional station wagon with a one piece hatchback. The rear hatch also wrapped into the rear roof, similar to a gull wing door so that the rear glass was in two pieces, one for the back window, and another partially on the rear roof. When open, the hatch rose above the roof at a right angle, providing additional overhead clearance when the hatch was open. Although much larger than its predecessor the sedans styling was evolutionary, featuring the same low slung design and wraparound rear window as the third generation Accord. For the first time a 3door hatchback was no longer available internationally. The growing popularity of the Accord internationally was evident in the ever increasing dimensions, which now matched almost exactly with the first generation Legend introduced in 1985. All Accords sold in North America came with a completely new all aluminum 2.2 liter 16 valve electronic fuel injected engine standard, replacing the previous 2.0 liter 12 valve model from the past generation. Also noteworthy, all Accords equipped with automatic transmissions used an electronically controlled rear engine mount to reduce low frequency noise and vibration.

The mount contained two fluid filled chambers separated by a computer controlled valve. At low engine speeds, fluid is routed through the valve damping vibration. Above 850 rpm, fluid is routed around the valve making the engine mount stiffer. The Canadian Accord trim levels varied slightly from the U.S. models with LX, EX and EXR roughly corresponding to the American DX, LX and EX, respectively. Fourth generation Japanese assembled EXi Accords sold in Australia offered the same 4wheel steering technology as was available optionally on the U.S. Honda Prelude, but was not included on the New Zealand assembled versions. The four wheel steering system was also available on the Accords Japanese platform mate, called the Honda Ascot FTBi. U.S. Accord Coupes were available in the same DX, LX and EX trims as the U.S. Accord Sedan LX, EX and EXR in Canada. Cruise control was dropped from the DX sedan, with air conditioning remaining a dealer installed option. The LX kept the same features as the previous generation including air conditioning, power windows, door locks, and mirrors. Some models though rare were special ordered with an antilock braking system at that time abbreviated as ALB, now all automakers refer to it as ABS. A redesigned manual transmission with a hydraulic clutch was standard equipment in

all trims while an allnew electronically controlled 4speed automatic transmission was optional for all models. These semiautomatic restraints were a two component system; a motorized shoulder belt along with a nonintegrated and manually operated seatbelt. The shoulder belts automatically reared around each window frame encircling both the driver and front seat passenger whenever the front door closed. The process reversed to release them when opened. The lap belts however, still required manual fastening. European and Japanese vehicles had options not available within the U.S. including automatic climate control systems, power seats and several other minor features.

The Accord Wagons were available from November 1990, only in LX and EX trim in North America or just 2.2i in Japan. They had larger front brakes to compensate for the added weight and unlike other U.S. Accords, included a drivers side airbag as standard equipment. For the first time, a manual transmission was not offered in the SE. Two colors were available Solaris Silver Metallic with Graphite Black interior and Brittany Blue Metallic with Ivory interior. Unlike previous editions, the 1991 SE was not equipped with uniquely styled alloy wheels but instead carried the EX model wheels. The SE trim was dropped again but left behind its 140 hp 104 kW F22A6 engine for use in the EX models. The system used the same EXSE twin outlet muffler, a revised air intake tract, a revised camshaft and a revised intake manifold using IAB butterfly valves which open at 4600 rpm to increase air intake breathing at high rpm. Antilock 4wheel disc brakes became standard on the EX. The front and rear facias received a more rounded and updated look. Coupe and sedan models received a new grille, new headlamps, amber parking lights, slightly thinner body side molding, updated wheel designs and for the first time, the EX coupe used wheels different from the EX sedan. The sedans received restyled shortened taillamps with inverted amber turn signal and backup light positions. EX trim levels included a radio antitheft function to deter stereo theft. A front drivers seat armrest was now standard on LX and EX models. Some dealerinstalled accessories were dropped including the luggage rack, trunklip spoiler and cockpit cover. A gold finish kit was added. Three colors were offered for the 10th Anniversary Edition Frost White, Granada Black Pearl, and Arcadia Green Pearl. The 10th Anniversary models also included the same premium seat fabric found in EX models. The Granada Black cars were paired with Gray interior, while the Granada Black EX had Ivory interior.

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