Thanks for your interest in the Honda Civic Si. Make sure you visit www.Autoweb.com often during your car shopping process to get the latest reviews, articles and rebate information on the cars you're interested in. When you're ready to buy, join the millions who have used Autoweb to get up-front pricing and delivery information from a local dealer and a friendly, no-hassle buying experience. Once you use our service, you'll never buy the old fashioned way again.

Inside This Report

- Price, Key Features and Description
- Similar Vehicles
- Available Trims and Standard Features
- Reliability and Satisfaction ratings
- Customer Comments

2003 Honda Civic Si

Consumer Rating: ★★★★★
Est. Market Price: $17,761
Invoice Price Range: $17,362 – $17,590
List Price Range: $19,000 – $19,250

Key Features:
- Alarm (available as a standard feature)
- 2.0 liter Engine
- Horsepower up to 160
- Basic Manufacturer Warranty of 3 years 36,000 miles.

Vehicle Information:
The 2003 Civic Si is a 2-door, 5-passenger sports coupe, available in two trims, the 5-spdt MT and the 5-spdt MT w/ Front Side Airbags. The 2003 Civic Si's closest competitors include the Acura RSX, the MINI Cooper, and the Volkswagen New Beetle. Upon introduction, both trims are equipped with a standard 2.0-liter, I4, 160-horsepower engine that achieves 26–mpg in the city and 30–mpg on the highway. A 5-speed manual transmission with overdrive is standard. The 2003 Civic Si is a carryover from 2002.

The Estimated Market Price is a national average of base model prices paid by consumers. Actual prices will vary by region, dealer, and options selected. Picture(s) for general illustration only. Actual vehicle(s) may vary depending upon level of features you choose. Photos Copyright 2003 Automotive Information Center The estimates shown above are based on information provided to Autoweb.com Inc. by independent sources. They are for U.S. vehicle configurations and are shown in U.S. dollars. Please keep in mind that prices can change without notice and there are many factors that affect vehicle pricing. There are additional costs not shown here which vary from state to state and even region-to-region. These include taxes, title, registration, and emission fees. Specific vehicles may have dealer- or manufacturer-added options not shown here that also affect price. In addition, there may be regional marketing and advertising fees or other costs that are beyond a dealer’s control. Your Autoweb.com Accredited Dealer will help you understand how a vehicle’s price is calculated and would be happy to answer your questions on specific vehicle configurations.

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Customer Rankings

This is how our customers ranked this vehicle.

Maximum score is 100.
Average score based on 8 reviews submitted for this vehicle.

Average scores:
For the Honda Civic Si: 76
For all vehicles: 89

| Comfort: | (85) |
| Performance: | (70) |
| Quality: | (73) |
| Look: | (78) |

Similar Vehicles

The following chart contains other manufacturer's vehicles that are similar to the Civic Si.

<table>
<thead>
<tr>
<th>Trim</th>
<th>List Price</th>
<th>Engine</th>
<th>MPG City</th>
<th>MPG Hwy</th>
<th>ABS Brakes</th>
<th>Airbags</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dodge Stratus Sedan SE Plus</td>
<td>$19,200</td>
<td>2.4L 4Cyl. 150hp Gas</td>
<td>21</td>
<td>30</td>
<td>Std</td>
<td></td>
</tr>
<tr>
<td>Dodge Stratus Sedan SE</td>
<td>$19,200</td>
<td>2.4L 4Cyl. 150hp Gas</td>
<td>21</td>
<td>30</td>
<td>Std</td>
<td></td>
</tr>
<tr>
<td>Dodge Stratus Sedan SE</td>
<td>$19,350</td>
<td>2.7L 6Cyl. 200hp Ethanol/Gas</td>
<td>21</td>
<td>28</td>
<td>Std</td>
<td></td>
</tr>
<tr>
<td>Ford Taurus LX Standard Sedan</td>
<td>$19,035</td>
<td>3.0L 6Cyl. 155hp Gas</td>
<td>20</td>
<td>28</td>
<td>Std</td>
<td></td>
</tr>
<tr>
<td>Kia Optima SE V6</td>
<td>$18,849</td>
<td>2.7L 6Cyl. 178hp Gas</td>
<td>18</td>
<td>24</td>
<td>Std</td>
<td></td>
</tr>
<tr>
<td>Pontiac Grand Am SE1 Sedan</td>
<td>$18,890</td>
<td>2.2L 4Cyl. 140hp Gas</td>
<td>26</td>
<td>33</td>
<td>Std</td>
<td></td>
</tr>
<tr>
<td>Toyota Camry LE</td>
<td>$18,970</td>
<td>2.4L 4Cyl. 157hp Gas</td>
<td>24</td>
<td>33</td>
<td>Std</td>
<td></td>
</tr>
<tr>
<td>Toyota Camry LE</td>
<td>$19,045</td>
<td>2.4L 4Cyl. 157hp Gas</td>
<td>23</td>
<td>33</td>
<td>Std</td>
<td></td>
</tr>
<tr>
<td>Volkswagen Jetta Sedan GLS TDI</td>
<td>$18,950</td>
<td>1.9L 4Cyl. 90hp Turbo Diesel</td>
<td>42</td>
<td>49</td>
<td>Std</td>
<td>Std</td>
</tr>
<tr>
<td>Volkswagen New Beetle GLS 1.9L TDI</td>
<td>$18,995</td>
<td>1.9L 4Cyl. 90hp Turbo Diesel</td>
<td>42</td>
<td>49</td>
<td>Std</td>
<td>Std</td>
</tr>
</tbody>
</table>
Available Trims

Manufacturers often sell the same vehicle with varying levels of equipment. These are called "trim levels." The trim levels for the Civic Si are shown below.

<table>
<thead>
<tr>
<th>Trim</th>
<th>List Price</th>
<th>Engine</th>
<th>MPG City</th>
<th>MPG hwy</th>
<th>ABS Brakes</th>
<th>Airbags</th>
</tr>
</thead>
<tbody>
<tr>
<td>Civic Si</td>
<td>$19,000</td>
<td>2.0L 4Cyl. 160hp Gas</td>
<td>26</td>
<td>30</td>
<td>Std</td>
<td>Std</td>
</tr>
<tr>
<td>Civic Si 5−spd MT w/ Front Side Airbags</td>
<td>$19,250</td>
<td>2.0L 4Cyl. 160hp Gas</td>
<td>26</td>
<td>30</td>
<td>Std</td>
<td>Std</td>
</tr>
</tbody>
</table>

Major standard features available for the Civic Si:

Civic Si
Cruise Control, Tachometer, Moonroof, Air Conditioning, Power Windows, Rear Defroster, Power Locks, Bucket Seating, CD Player,

Civic Si 5−spd MT w/ Front Side Airbags
Cruise Control, Tachometer, Moonroof, Air Conditioning, Rear Defroster, Power Windows, Power Locks, Bucket Seating, CD Player,

Customer Comments

The following comments come directly from visitors to our websites.

Things they liked...

"Shifter"
"Seats, engine, gear shifter"
"Gearshift location"
"The comfortable seats... so soft... Not like the Jetta's rock hard ... things that they were."
"Motor, power, std. equipment, interior size "

...and things they didn't

"Leather seats are unavailable"
"Marginal warranty"
"Visibility is horrendous"

"Small tires.. body too high.. needs to be a little lower."

"Fuel cut off 7100rpm, seating level (too high)"

**General comments**

"Smooth, high quality, actually a little sophisticated in feel. More European than Japnaese, perhaps due to the fact that it was developed primarily for the European market and is assembled in the UK. Despite being the largest Civic engine at 2.0 liters, torque is weak at lower rpm's, but the engine revs so smoothly that you don't mind getting into the accelerator to make it move out smartly. Interior material quality better than that of Civic EX, etc. Hatch is great. Not sure why you see so few on the rode, but the relative obscurity / exclusivity is a plus that you can't get in most any other Honda model."

**Milford , Connecticut – July, 2003**

"I bought my new Si a couple of months ago but wanted to wait a while before I wrote the review. I now have 5,000 miles on it and love it more now than when I bought it. I considered the Gti and Mini Cooper at the time but Honda reliability won me over. The performance could be a little more but this is still very fast car and no worry of turbo or supercharger going out. I really love the looks and the tires don't seem small to me like some others I have heard. Plus the 15 inchers are pretty resonable when time to replace tires. Finally it has without a doubt the best seat(front and back) in its class. Headroom in the back is awesome, I can easily get four fullsize guys inside without a problem. This car is hot!!!"

**Yukon , Oklahoma – December, 2002**

"I test drove this car as well as several others in this class, fully expecting the Civic Si to be my favorite, but it didn't work out that way. The engine is nice and powerful, almost too powerful for me, i was squealing the tires off the line when i was trying to just creep. The suspension was suprisingly mushy, with a lot more body lean in turns than i would expect from a Honda. I did enjoy the interior, the seats were especially nice and the gearshift positioning is as close to perfect as humanly possible, i wish all cars used this gearshift location. The stereo was nice, in typical Honda fashion. The biggest problem, and ultimately the reason i stopped considering it, was the visibilty. It is so difficult to see out of the tiny rear window, the tilt of it lends a strange perspective to everything, and the blind spots are huge. I found myself looking over my shoulder 5 times to make sure if a lane was clear to move into, and when i finally went ahead and switched lanes, it was with crossed fingers because i still wasn't really sure that there was no one in that blind spot. Safety features were add ons driving the price even higher, cost to insure it was the second highest of all the vehicles i considered, probably due to high theft rates of Hondas. The body styling is OK, but honestly i prefer the Civic hatchback from a few years ago, more rounded and balanced than this one which is too angular for my tastes. This is probably a good car for someone who wants the power, but it wasn't for me, and wasn't worth the expense of the loan and the insurance."

**Tampa , Florida – July, 2003**

"I have about 16000 miles on my car now and I love it. The looks were wierd at first when I saw the car in white but then I saw the silver and black ones and I liked them a lot. I got the silver one, of course. The engine is good for a stock 160hp car. The redline could be a little higher than about 7100 that it is now. I like the honda reliability. I had a 2002 Jetta before this car and that car just makes my Honda seem like a God. I've had no problems with this car like I did with the Jetta with only 10000 miles on it. This car handles surprisingly well and the transmission shifts are very smooth. I'd recommend at least test driving this car."

**Glendale , Arizona – June, 2003**

"This car will grow on you just give it some time. Do not listen to all the hype surrounding the cars handling. The car handles fine but admittly (for some)can be better which can be taken care of when the stock tires are worn out and
replaced with better slightly wider tires which is what I will do when the time comes. And can be made even better still if one desires with a hole host of parts that can be ordered through the aftermarket and simply bolted on with no extra modifications needed. All this hype surrounding how poorly the car handles is simply untrue do not believe it. This much quality, performance and standard equipment for under 18k is a great deal. If I have one complaint it is that the fuel cutoff is set too low 7,100rpm which is not high enough when you take into consideration how smooth and eager the engine is to rev to that level. As usual Honda fit and finish is as great(even better than cars costing 2x's and 3x's as much). The brakes are great and the steering feel is good. Best in class for the under 18k group."

Denver, Colorado – May, 2003

"Fun to drive, will be funner when I get my additions done to it. Sometimes a little too eager to run, must watch the tach, it can quickly pass its low 6800 rpm redline in first and second without much effort. It has a love it or hate it appearance, i hated it at first but i grew on me and now i like its looks. Drives good, good suspension, transmission, great front buckets, shifter position takes some getting used to but is wonderful when you learn to use it. Good car."

Karl K. (Milwaukee, Wisconsin – November, 2002)

"The test drive was not all that bad because you think that once the car is broken in it will run a little better...WRONG! Its got weak power, low red line for a Honda, VTEC that kicks in at 3K RPMs, VTEC that cant be felt when it does kick in, the list goes on and on. Honda did a poor job with this one."