



LEGEND



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ince before the dawn of recorded history there have been legends...Legends recounting momentous events, legends which recall real or imaginary deeds of courage and heroism against staggering odds but, from today, the word *legend* takes on another, and equally significant meaning as Honda proudly presents a totally new, totally enthralling motor car – Honda Legend.



Honda's reputation for automotive design, innovation and dedication to quality is already legendary and is attested to by countless automotive awards. It springs from a country and its people steeped in traditions of excellence, where craftsmanship and quality are the guiding lights.

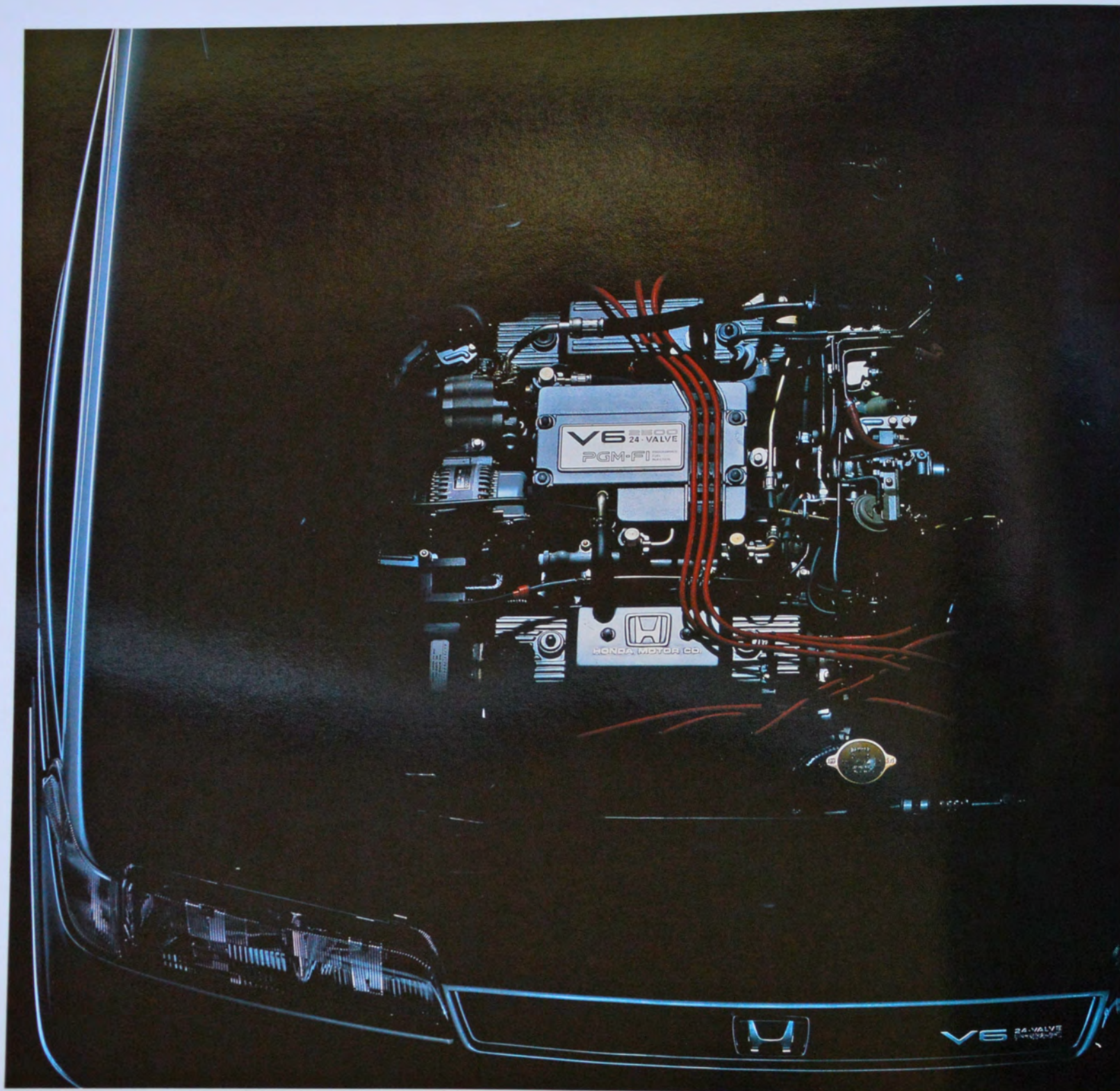
From that country comes Honda Legend, a motor car like no other before...A car which is as exciting, as new and as innovative as your wildest dreams could imagine.

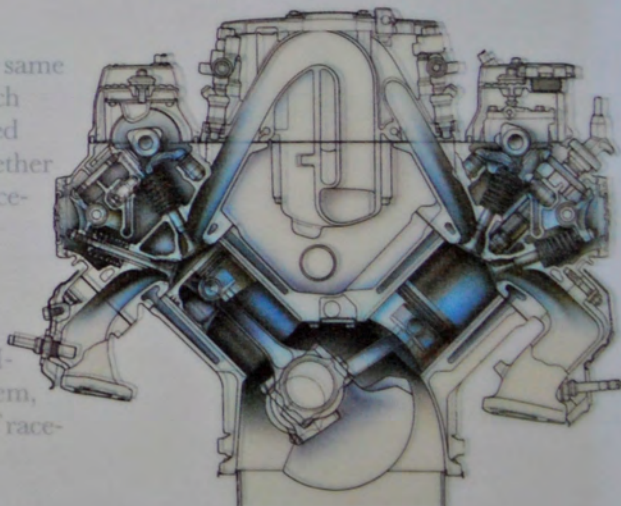
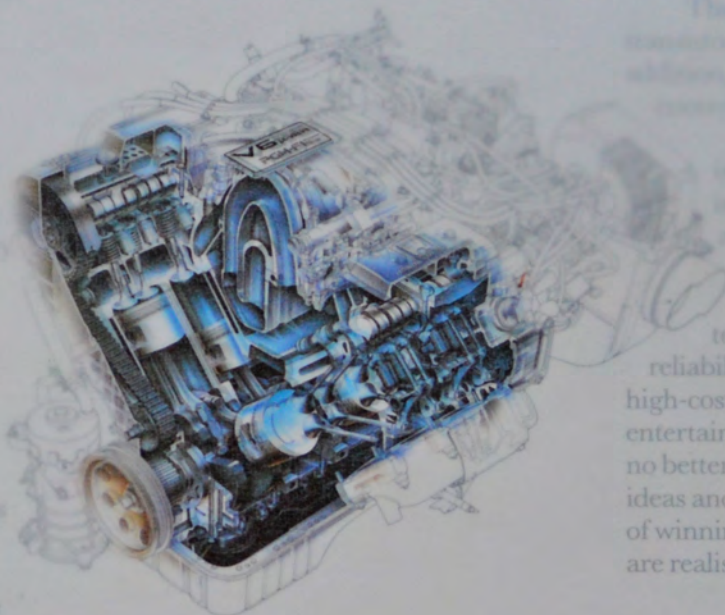
Honda Legend is a shining synthesis of tradition and technology at its very, very best.

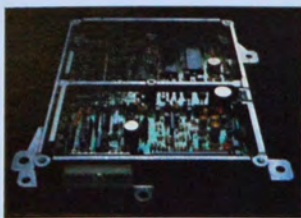












In the 60s, Honda made its first foray into the rarified world of F1 Grand Prix motor racing, producing a car which achieved notable victories against Europe's best.

In the late 70s and early 80s, the name Honda dominated Formula Two racing, winning countless races as well as the European Championship twice.

Now, in the mid-80s, Honda, still the only Japanese company ever to enter the field, is once again in the forefront of Formula One Grand Prix, winning races and, as ever, leading the way in technology.

Honda Legend's incredible 2.5 litre, single overhead cam, 24 valve, 90° V6 power plant, fuelled by Honda's own Programmed Fuel Injection (PGM-FI) system, owes much of its advanced technology to the winning F1 engine.

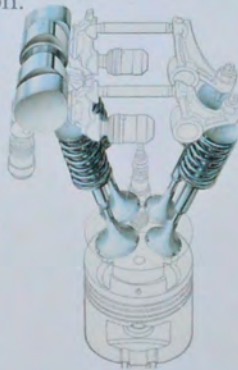
Developing a remarkable 120 kilowatts, Honda Legend's power plant is an exciting story of advanced fuel efficiency and sparkling performance.

Both the engine block and one-piece cylinder heads are precision cast in aluminium alloy – used for its lightness and heat-dissipation qualities.

The alloy pistons are molybdenum coated to minimise friction.

The main bearing supports use a racing car-developed system of 6 bolts – 4 vertical and 2 horizontal – to withstand high performance stresses more effectively.

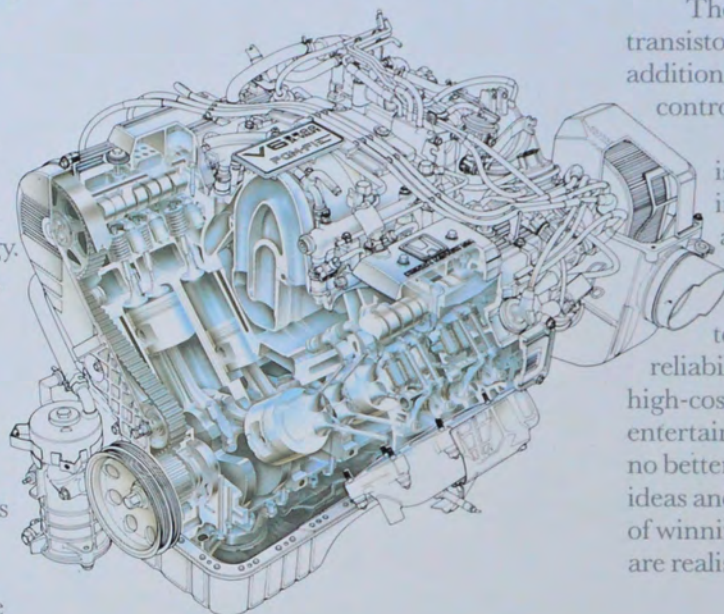
To overcome the vibration problems inherent in a conventional 90° V6, crank



pins are offset by 30°, thus making the firing interval an even 120°. Further vibration reduction is achieved with the addition of hydraulic engine mounts.

The Legend engine is astonishingly smooth, especially at idle. It's actually possible to balance a coin on the rocker cover with the engine running!

The fuel efficiency and performance potential of double overhead camshaft designs, using the cross-flow principle, are undeniable and, thanks to advanced design



system which, in fact, uses an eight bit microprocessor to analyse information received from eight sensor units. It maintains an optimum fuel/air ratio for optimum power and fuel efficiency under all operating conditions.

The eight sensors provide information on: Throttle Angle, Coolant Temperature, Intake Air Temperature, Manifold Air Pressure, Atmospheric Pressure, TDC, Cylinder Firing Sequence, Exhaust Gas Oxygen.

The ignition system is a fully transistorised, high capacity unit and in addition, Legend features an electronic idle control system.

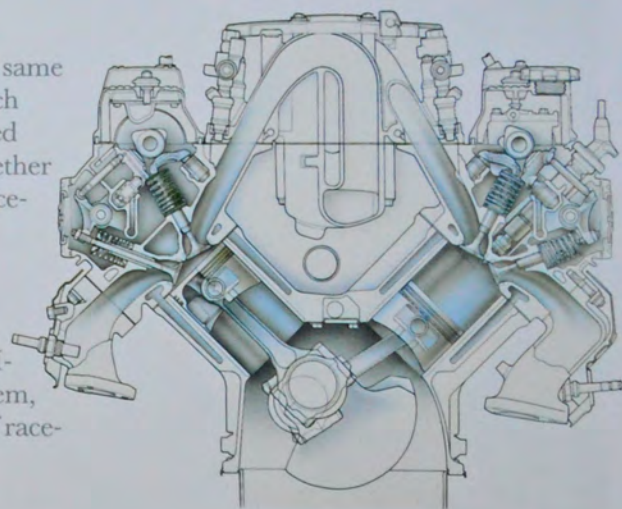
Technology for its own sake is a path down which dangers of inefficiency and unreliability lurk always, and thus, the Honda Legend, advanced though it undoubtedly is, you'll find that the measure of technology is its efficiency and reliability. Honda is not in the hi-tech, high-cost world of F1 Grand Prix racing for entertainment, it's there because there is no better or faster way to test and prove new ideas and new developments. The benefits of winning in a race against the world's best are realised in Honda Legend.

techniques, Honda Legend provides the same efficiencies with a single camshaft for each bank of cylinders. Camshafts are surfaced with a special low-friction alloy and, together with cams, bearings and followers, is force-lubricated.

HONDA PROGRAMMED FUEL INJECTION

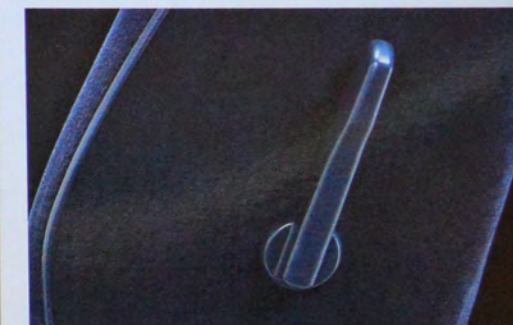
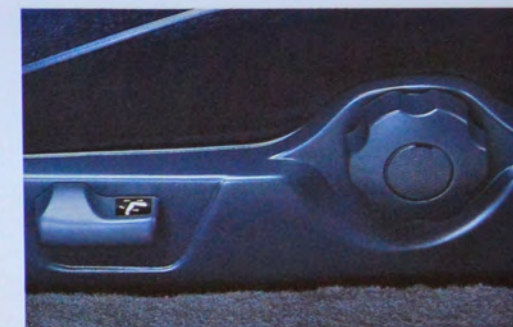
Programmed Fuel Injection (PGM-FI), a Honda-developed, sequential system, is yet another example of Honda's use of race-developed technology in road vehicles.

As the name suggests, it is an electronically-controlled fuel/air mixing

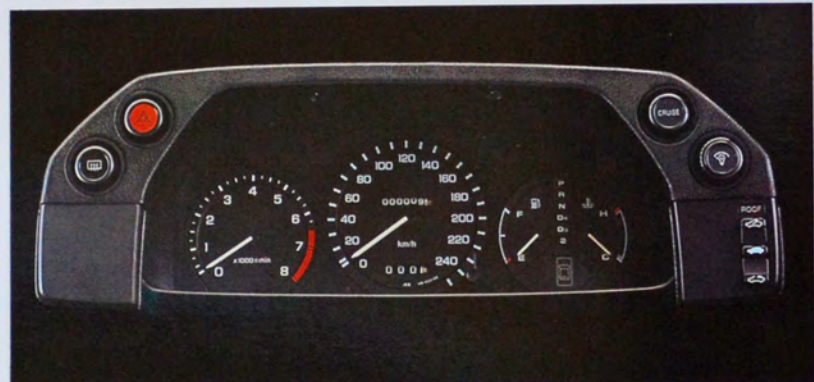
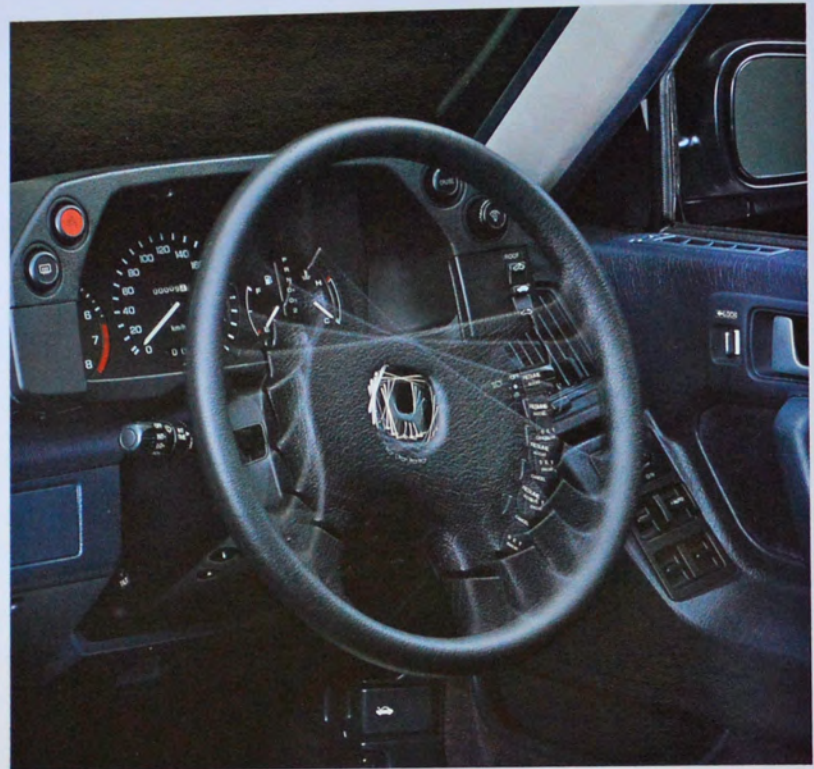




Left: A view from the front passenger seat of Legend's 'control centre'
Top: The main instrument panel *Centre:* The remarkable Cruise Control system. Note the 'accelerate' and 'decelerate' functions *Bottom:* The multi-function climate control centre



Left: An overview of Legend's interior luxury and space *Top:* Power-controlled seat adjustment... *Centre:* ...and lumbar support adjustment *Bottom left:* Release the trunk lid and fuel filler flap from your driving position *Bottom right:* Control all windows at the touch of a button



The most telling, single statement that can be made about the appointments and luxury of Honda Legend is this: There are no optional extras available!

Honda automobiles have always enjoyed a well-deserved reputation for providing levels of appointment beyond what is considered usual, but in Legend, Honda has even surpassed its own standards of excellence. Legend is a luxury vehicle in the grand manner. Everywhere one looks, there is evidence of a remarkable dedication to luxury fittings and comfort. Power assistance for convenience and driving pleasure has reached new heights in Legend. The driver's seat rake, and fore and aft adjustment are electrically controlled, as are all side windows. Central locking, the sunroof, the side mirrors, the automatic radio antenna and the remote boot lid control too, are electrically assisted. Whilst not electrically controlled, the fuel filler flap can also be opened from the driver's seat.

The ability of a driver to "fine-tune" the driving position is far more than merely a matter of comfort. It plays a major role in primary driving safety and in this, Legend provides an extraordinary degree of adjustability. In addition to the electric seat adjustments already mentioned, there is a manual control for lumbar support adjustment and a seat tilt control, too.

The steering wheel is adjustable for rake and the seat belt return buckle on the door pillar can be moved up or down to ensure the neatest and most comfortable fit. The front seat belt buckles are attached to the seats themselves rather than to the floor, making them easier to use regardless of seat position.

Ergonomics – that much over-used and sometimes abused word – takes on a new meaning in Legend. Major driving controls are strategically placed and displayed for optimum driver efficiency. For example, the cruise control switching system is actually mounted on the steering wheel in such a way that it is totally accessible in full, hands-on driving position and yet, when not in use, there is no interference with driving function. In fact, most major and frequently-used switching and control functions can be effected by a fingertip without the hand ever leaving the steering wheel.

The almost infinitely adjustable ventilation and air-conditioning control system, solenoid-switched, has a control panel layout which makes the familiarisation process, difficult in many vehicles, very simple and very quick.

Major instrumentation is cleanly designed, large and very easy to read and, as would be expected, is supported by a comprehensive sub-system of warning and indicator lights to provide you, the driver, with instant information on the vehicle's status at a glance.

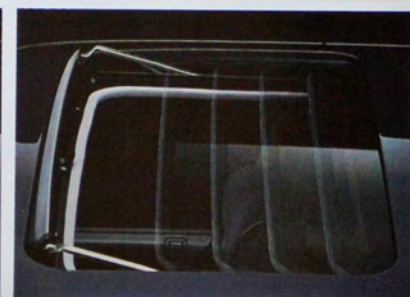
Cabin illumination, often a matter of a dome light and little else, is a real feature of the inside story of Legend. The driver's door keyhole lights up when the recessed handle is lifted; upon opening any door, a safety/convenience light automatically comes on; the front of the cabin is illuminated overhead and at floor level when the door is opened; the ignition key surround also lights up. Both rear and front seat passengers are provided with separate overhead

lights and independently controllable reading lights, designed to minimise interference with the driving function. Even the glove compartment has an automatic light as does the ashtrays, the window master switch panel and the rear vision mirror adjustment control. Discovering all the features and thoughtful touches which are part of Legend is likely to be a major part of

the pleasure and pride that will develop as time passes and amongst the discoveries which will delight you, is the fact that, whilst there are many, many features to be revealed, they are not gimmicks. Each special touch has a real and definable function and displays typical Honda thoughtfulness and excellence of design. Storage pockets and compartments abound throughout – Apart from the lockable glovebox, you'll find front door pockets, and others on the back of the front seats, a coin-tray, a generous compartment above the clock in the dashboard. It's designed to hold sunglasses, cigarettes and the like. You'll even find a flip-out coat hanger in the rear cabin.

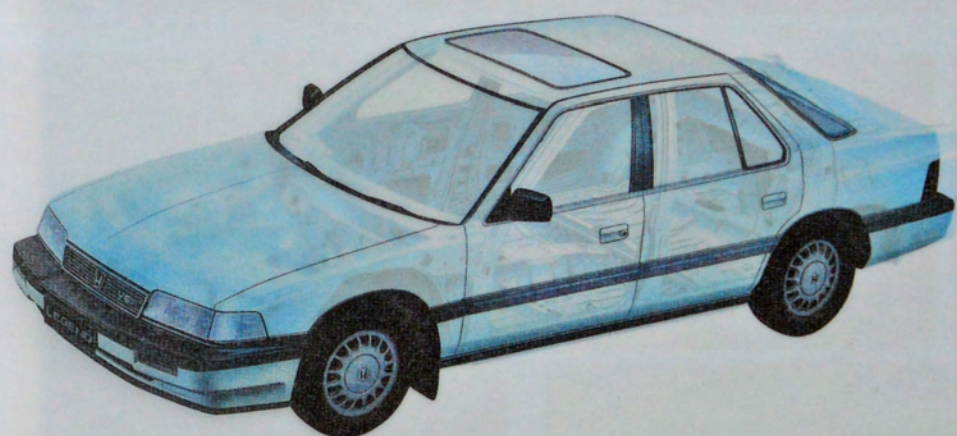
The deep luxury of the contoured, sport-styled front seats is designed to cradle and cushion both driver and passenger in supreme comfort. The back seats too, are contoured and shaped to provide armchair luxury, even on the longest trips. Leg-room is very generous, to say the least.





...with a sleek, sophisticated elegance with
...The measure of aerodynamic
...is a very low 0.32!

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...curved outward to form
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...Both tail-lights also add greatly to the
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...with an extremely small frontal area
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The external finish is clearly superb but there's a great deal more to it than meets the eye. Corrosion is a major enemy of all vehicles and great care has been taken to ensure Legend's enduring beauty.

A variety of specially-treated steels are used throughout the body and further protection is added by the use of plastic protective panels and the application of wax sprays where required.

The entire body is also fully submerged in a protective dipping process before preparation for the final painting proceeds.

A new and special paint process was developed for Legend. It's a four-coat, four-bake process where each successive layer of paint is cured for a longer period at a lower temperature.

This results in a smoother, flatter paint surface.

In addition, before painting, the front-end of Legend is given a special coating of an elastic material to

minimise chipping damage. For the same reason, the rocker panels are given an extra protective coating. The finishing touch to all this is Honda's new 3-Year Body Protection Plan.

Legend, like all new Honda passenger vehicles, is treated with an extra wax-oil material before delivery and, subject to compliance with warranty conditions, is warranted against corrosion damage for a full 3 years.

Legend's style is one of restrained, sophisticated elegance with aerodynamic efficiency. The measure of aerodynamic efficiency – the CD figure – is a very low 0.32!

The basic design parameters were established using a NASA-developed computer programme known as NASTRAN – for *stress analysis* – and have resulted in a very rigid and strong monocoque system which presents a very smooth surface to the surrounding air flow.

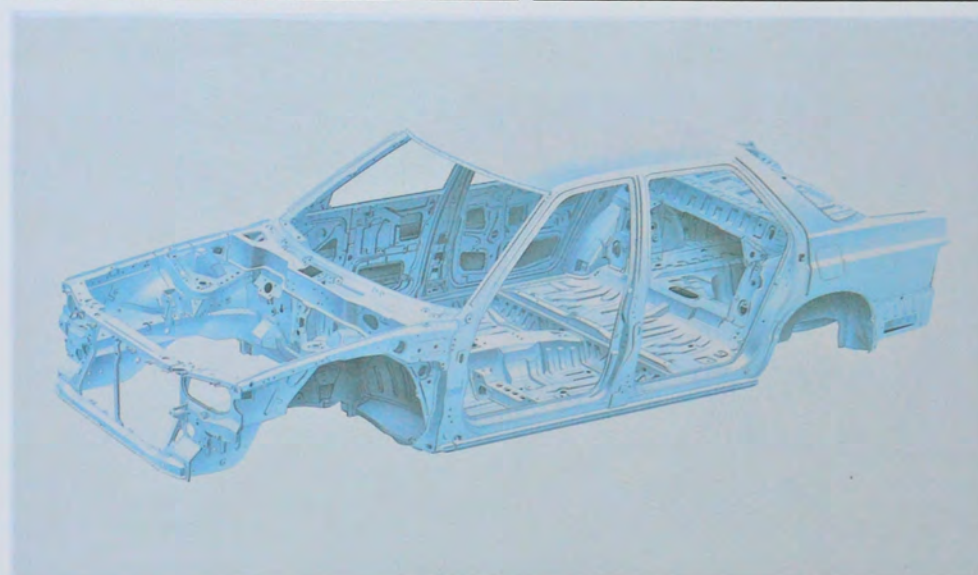
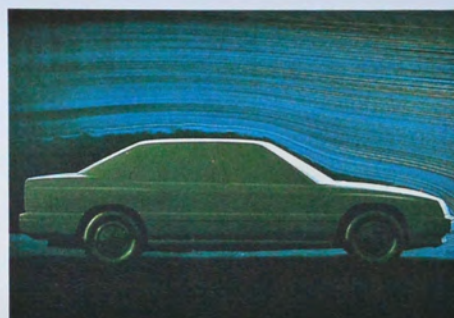
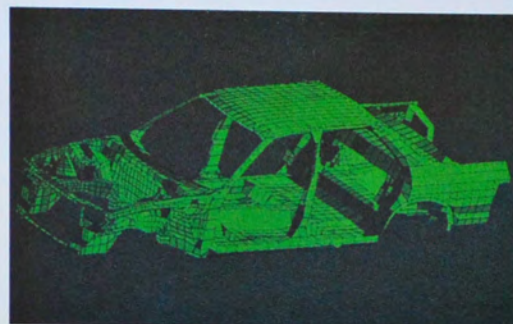
Techniques employed to further refine air flow efficiency include near-flush mounted glass throughout (with the front and rear screens raked steeply and the side glass shaped in three dimensions), the recessing of all possible intrusions such as door handles and screen wipers, the minimisation of panel and door join spaces and the ingenious integration of rain gutters into the profile of the body.

Legend's underbody has been made as smooth as possible, the fenders are gently curved outward to form aerodynamic "blisters", the body-faired bumper/air dam and the trimless, flush tail-lights also add greatly to the smooth surface that Legend presents to the air.

The overall wedge-shape, with its extremely small frontal area and flush-mounted headlights, flowing smoothly to the high rear deck, make Legend a markedly quieter and more efficient vehicle.

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Transmissions in Legend offer a choice of a standard, 4-speed automatic or the 5-speed manual system.

Both the high ratios—4th in automatic and 5th in manual are overdrives which enhance economy and reduce engine wear and noise levels on the highway.

The automatic transmission features a remarkable, Honda-developed, electronically controlled, programmed lock-up system (PGM-LOCKUP) operating on 2nd, 3rd and 4th ratios. In effect, and depending upon precise and constant monitoring of throttle openings, road speed and engine temperature, this system provides direct drive, producing the economy of a manual gearbox.

To minimise the effects of torque-steer, so often an undesirable feature of front-wheel-drive vehicles, Legend's drive shafts are of equal length.

The benefits, when compared with other vehicles, are dramatic.

Legend's suspension has been very specifically designed to match the car's performance whilst providing saloon car comfort. It is truly a remarkable combination of smooth, soft, quiet compliance with sporting feel and precision. There is never any doubt in the driver's mind as to what the car is doing on the road.

At the front, double wishbones with a very wide span between the upper and lower arms provide unprecedented levels of compliance and control.

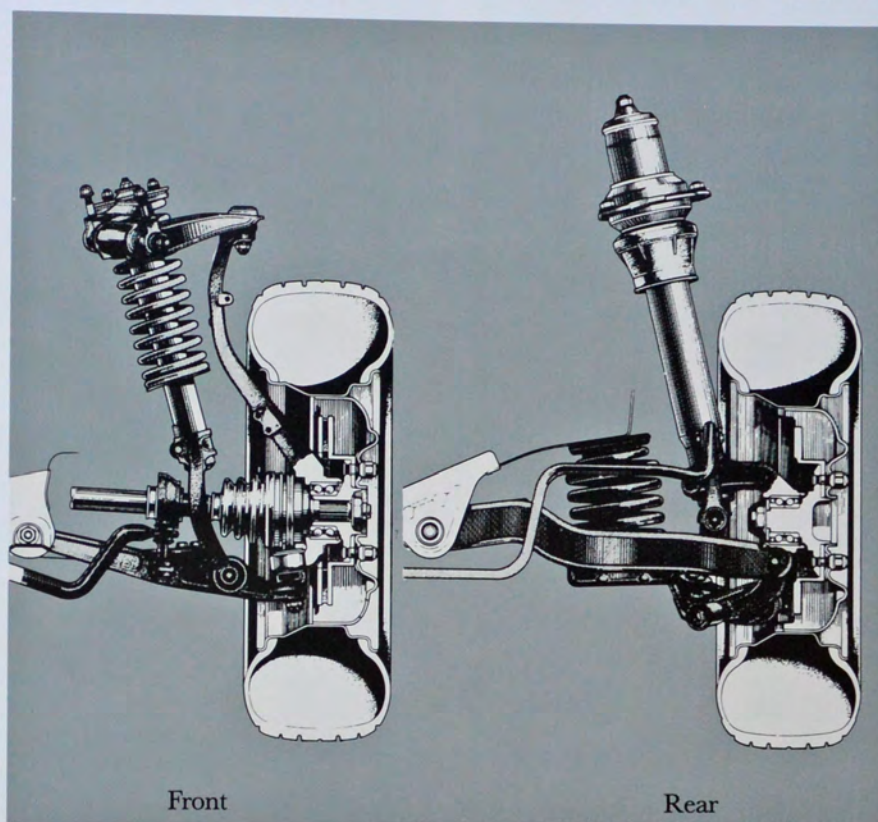
Rear suspension is a newly developed, reduced-friction strut (RFS). The major benefit of this system is that it provides

performance similar to the double wishbone front suspension.

It has been designed specifically for Legend.

Steering is by rack and pinion with the added benefits of Honda's well-established and unique speed-sensitive power assistance which ensures ultra-light steering effort at parking speeds.

Power assistance reduces progressively to zero at 50kph so that "road feel", so vital to good driving, is retained.



Braking on Legend is all power-assisted disc—ventilated at the front and featuring Honda's remarkable four-wheel anti-lock (4WALB) system for safe, secure braking control on any surface or any combination of surfaces.

Unlike other anti-lock systems installed on some European cars, Honda 4WALB differs in design and application and is a unique, specifically-Honda feature. It is *not* an "off-the-shelf" system modified and adapted to fit!

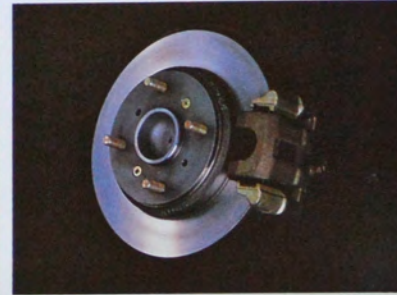
As those who have owned and driven Honda

automobiles before will know readily, the things that set Honda cars apart from the usual are not too often dramatically different or revolutionary in character.

They do not draw huge attention to themselves.

They are, more often than not, simple points that have been made better by being better made or designed . . .

Clever uses of a basic principle or a basic idea adapted and improved to make it better and more useful.



CRUISE CONTROL

Electronic cruise control is a feature found in many modern, luxury vehicles and so too, in Legend. But, in Legend, it's cruise control with a difference. As previously mentioned, the controls are actually mounted on the steering wheel, with the master switch a mere outstretched finger away on the dashboard. It's an electronically-controlled system able to be switched in and out at the touch of a finger. That's not where the story ends though because, if having set it to operate at a given speed, you wish to increase or decrease that speed, it can be done in increments of 1.5kph or continuously, at the touch of a button.

LEGEND IS AN EERILY QUIET CAR

There are many reasons for this, and they range from the extraordinary concentration on the correct placement of insulation and damping materials in both the engine and body of the vehicle, but perhaps the most significant contribution is made by the fact that the drive train is mounted on an isolated subframe assembly, connected to the body at eight carefully determined points, and the engine is also cradled on a pair of hydraulic mounts.

GLASS TINTING

All side glass and the sunroof in Legend is bronze-tinted and the windscreen is strip-tinted so that, whilst visibility all round is extremely good, the sun's rays do not cause excessive heat build-up or overload the cooling and air-conditioning systems.

SUNROOF

The multi-option electric sunroof combines the best of all types - it's a slide-open glass unit (with a separate, sliding sunshade), but it can also be "popped" open at the rear for vastly increased flow-through ventilation.

AND SOME THOUGHTFUL, EXTRA TOUCHES

When one opens the boot lid, the very large and very accessible boot is revealed. The spare tyre is mounted under the floor of the boot, under a lift-up panel but, unlike most cars where this panel may have to be removed entirely or at very least, held up with one hand whilst removing the spare, Legend is fitted with a hooked strap to locate it in the raised position.

On the inside of the fuel filler flap there's a clip to hold the cap. No more need you worry about leaving it behind when you've filled up or, what's worse, admonish a filling station attendant for dropping it on the boot lid.

Throughout Legend's interior and even in the boot floor,

deep, colour-matched, plush-pile carpet is everywhere. It's even on the lower section of the door trim panels to prevent ugly scuff marks occurring when one gets in and out.

By using the special "ignition-only" key provided, it's possible to lock valuables away in the boot or glovebox even when parking requirements demand that you "leave car open and ignition keys in car!"



Those who love the snow will be aware that over a weekend, wiper arms, under a heavy layer of snow and ice can present a problem to get moving properly again. Not so with Legend. Simply park them in the special upright position as you leave the car. As soon as you clean the screen, your wipers are ready to go to work.

There is no doubt that Honda Legend is the finest and most exciting motor car Honda has ever built.

In this booklet, we have tried to explain some of the excitement and sheer driving pleasure which can be yours with Legend.

Honda Legend is truly a grand saloon, designed and built as only Honda knows how. . .

To uncompromising standards of automotive excellence.



SPECIFICATIONS

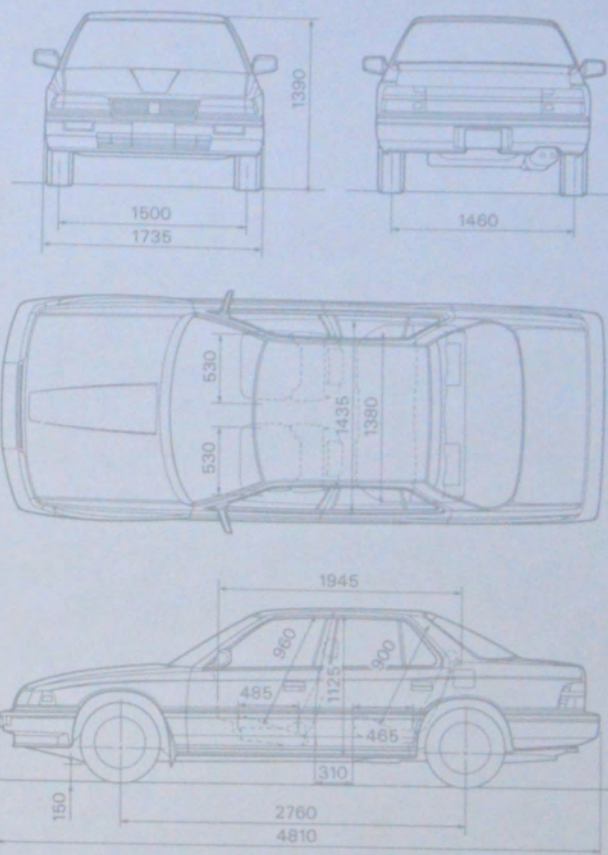
Overall length	4810 mm
Overall width	1735 mm
Overall height	1390 mm
Wheel base	2760 mm
Track - Front	1500 mm
Rear	1460 mm
Ground clearance	150 mm
Turning radius	5.5 m
Seat capacity	5
Curb weight	1396 kg
Fuel tank	68 litres
Engine type	Water-cooled, gasoline fuel-injected, 4-cycle OHC
Horsepower	120kW @ 6000 rpm
Transmission	4-speed Hondamatic with lock-up or 5-speed manual
Cylinder arrangement	V6 Transverse
Bore & Stroke	84x75 mm
Displacement	2493 cc
Compression ratio	9:1
Valve train	Timing belt-driven, single overhead camshaft, 4 valves per cylinder
Lubrication system	Trochoid pump
Fuel required	Unleaded gasoline with 90 Research Octane Number or higher
Steering	Power-assisted rack & pinion
Suspension - Front	Independent double wishbone coil spring
Rear	Reduced friction strut
Tyres	205/60R 15 with Aluminium wheel
Brakes - Front	Power-assisted ventilated discs - 4 W.A.L.B.
Rear	Power-assisted discs 4 W.A.L.B.

NOTE:
Honda Motor Co. Ltd. reserves the right to change or modify major features or specifications at any time without prior notice. Details, colours and descriptions are for information purposes only. As specifications may vary in some states, please check with your Authorised Honda Automobile dealer.

Designed and produced by Geoff Niere Advertising Pty. Ltd.
for Honda Australia Pty. Ltd. GNA-H9284/865M

MAJOR FEATURES

- ☐ Speed responsive power-assisted rack and pinion steering
- ☐ Tilt steering column
- ☐ Unique Honda four-wheel anti-lock braking system
- ☐ Four-wheel disc brakes
- ☐ Michelin steel-belted radial ply tyres
- ☐ Aluminium alloy wheels
- ☐ Driver's footrest
- ☐ Two-way power driver's seat.
- ☐ Driver's seat manual height and lumbar support adjustment.
- ☐ Laminated windscreen with band tint
- ☐ Other glass bronze-tinted
- ☐ Side protector strips
- ☐ Fully integrated year-round air-conditioning
- ☐ Full-flow heater/demister system with full front window demisting and "feather-touch" controls
- ☐ Power-operated 3-way glass sunroof with automatic wind deflector and sunshade
- ☐ Power-operated radio antenna
- ☐ Power-operated windows
- ☐ AM/FM stereo radio/cassette player
- ☐ Cruise control
- ☐ Remote controls for fuel-filler flap and boot release
- ☐ Front door pockets
- ☐ Central locking
- ☐ Moquette seat trim
- ☐ Locking, illuminated glove compartment
- ☐ Day/night rear-view mirror
- ☐ Full instrumentation includes speedometer with odometer and trip meter, tachometer, fuel gauge, temperature gauge, electronic mode indicator (automatic), safety indicator panel plus comprehensive driving and safety function warning light systems
- ☐ Column-mounted controls for headlamps, parking lights, overtaking flashers, hi-lo beam and front wiper washer systems
- ☐ Electric remote control mirrors
- ☐ Front and rear map reading lights
- ☐ Illuminated ignition and driver's door lock
- ☐ Vanity mirror



Ask your dealer for details.



THE ART OF AUTOMOTIVE EXCELLENCE

