

HONDA CIVIC 1984



In the eleven years since the introduction of the original Honda Civic, it's safe to say that the world has changed its idea of just what a modern car should be.

Gone are needless weight and uninspired handling.

They've been replaced by fuel efficiency, functional lines, and a

conviction that nothing makes driving safer and more enjoyable than equal portions of comfort and performance.

We like to think that the original Civic concept had something to do with this change in automotive philosophy.

But just when everyone else has almost caught up, Honda has pulled away. Again. With totally new styling concepts.

And impressive new standards of performance in fuel efficiency, acceleration and handling.

The 1984 Civics represent a new variation on the proven Honda theme.

That's evident with one glance at their eye-catching style. What may puzzle some people is "Why?" Why alter the most successful new car of our time?

The answer is two-fold. Experience. And philosophy.

You gain a lot of experience building seven million front-wheel drive vehicles for use around the world. You learn the value of providing practical transportation that needn't be "barnyard basic", but can instead generate both fun and flair. Thus, the new Civic Sedan and Civic Deluxe models.

You also learn that the quest for efficiency and reliability must continue. And so we have the 1984 Civic's new 12-valve overhead cam engine, flush-mounted

windshield and doors, and extensive use of corrosion-resistant materials.

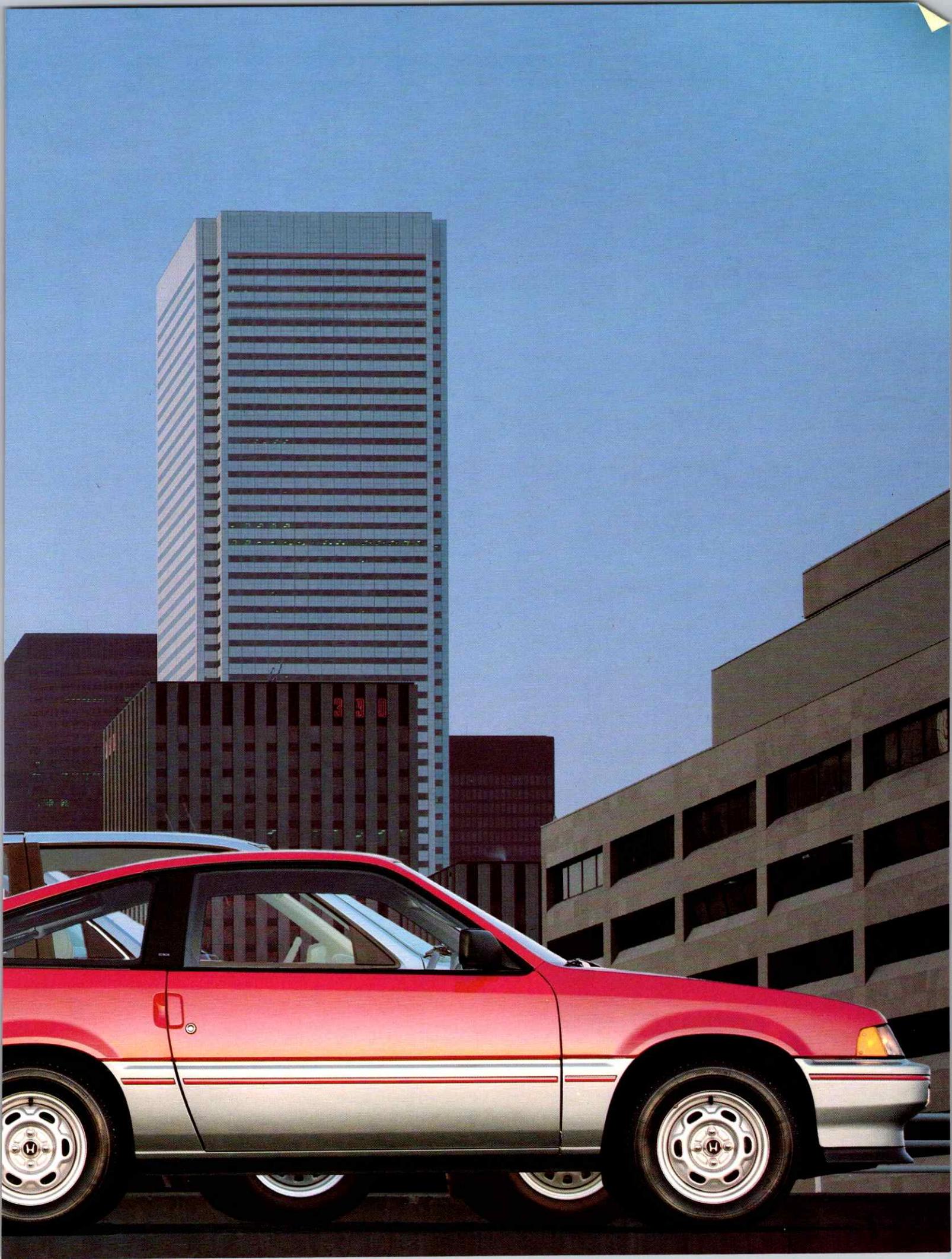
And the Honda philosophy? It encompasses the principle of response — the ability to recognize the changing needs of Canadian drivers and provide the cars to meet these needs specifically. Hence, the new CRX 1.5 Coupe to expand the sheer enjoyment of driving without reducing the practicality of a Honda... and the new Honda Wagon, to effectively redefine the virtues of utility.

Dare we suggest that these new Honda Civics will once again change the concept of motoring Canada?

Yes. We do.



Wheel trim rings dealer installed at extra cost.





CIVIC CRX 1.5 COUPE

Could a Honda Civic—the ultimate practical driving machine—have the spirit of a 2-seater sports car lurking within?

In the case of the 1984 CRX 1.5 Coupe, the answer is clear. It is also swift, comfortable and a delight to handle.

This is the new Civic CRX 1.5 Coupe—living, vibrant proof of the quiet ingenuity of Honda engineering.

It began, like all Civics, with the self-same philosophy: waste neither space, weight nor fuel. Space-saving has been a Civic virtue for years, and the CRX simply carries the concept into sports car territory with a remarkable amount of room within its sleek, aerodynamic lines.

Saving weight was aided with the application of tough space-age synthetics for the integrated front bumper/air dam. They are

used, as well, for "friendly fenders" that bounce back from bumps and knocks, and along the lower body sections where they are finished in dramatic Argent Silver.

Not only were several kilograms saved on the CRX as a result, but the material is virtually impervious to corrosion. And the two-tone colour effects are an esthetic bonus.

Fuel efficiency of the CRX is apparent in its body lines. Details such as flush-mounted glass, and semi-concealed door handles and windshield wipers, combine with a front air dam and rear spoiler to help the CRX slip through the air virtually unhindered. A drag coefficient of 0.33 confirms the aerodynamic efficiency of the CRX Coupe.

The CRX boasts a powerplant capable of meeting the promise of its exterior styling: a 1500 c.c.

single overhead cam engine with CVCC combustion-chamber and 12 valves.

Yes, 12 valves—two intake valves and one exhaust valve per cylinder. Added to Honda's competition-proven cross-flow combustion chamber design, they help the new engine generate 76 horsepower at 6000 RPM, qualifying the CRX for true sports car performance when accelerating and passing. Yet the CRX makes no compromise in fuel economy either on the highway or in city traffic. After all, it's still a Honda.

Sleek lines and responsive power are just the beginning, of course. The CRX marries its 1500 c.c. engine with a smooth-shifting 5-speed manual transmission. Ventilated front disc brakes match the CRX's stopping performance to its impressive acceleration. For responsive handling Honda engineers created

a fine-tuned sports suspension using torsion-bars in the front and a trailing link/beam-type axle in the rear. Stabilizer bars are installed in the front and rear.

The real story can be found by turning the key, shifting into first gear, and aiming the CRX for an open road. That's when all the technical talk ends and the fun begins.

Inside, the sports car atmosphere continues unabated. A special small-diameter soft-grip steering wheel provides precise steering response and control. Behind you, a personal trunk box stows small valuables safely out of sight.

The instrument cluster is an eye-blink from your line of sight, featuring a large







Optional AM-FM radio, cassette deck dealer installed at extra cost.



tachometer and trip odometer. New wrap-around vents provide fresh air without annoying drafts, and extra touches such as column-mounted intermittent windshield wipers and headlight controls with overtaking flasher

help you focus on the driving experience of the new CRX 1.5 Coupe.

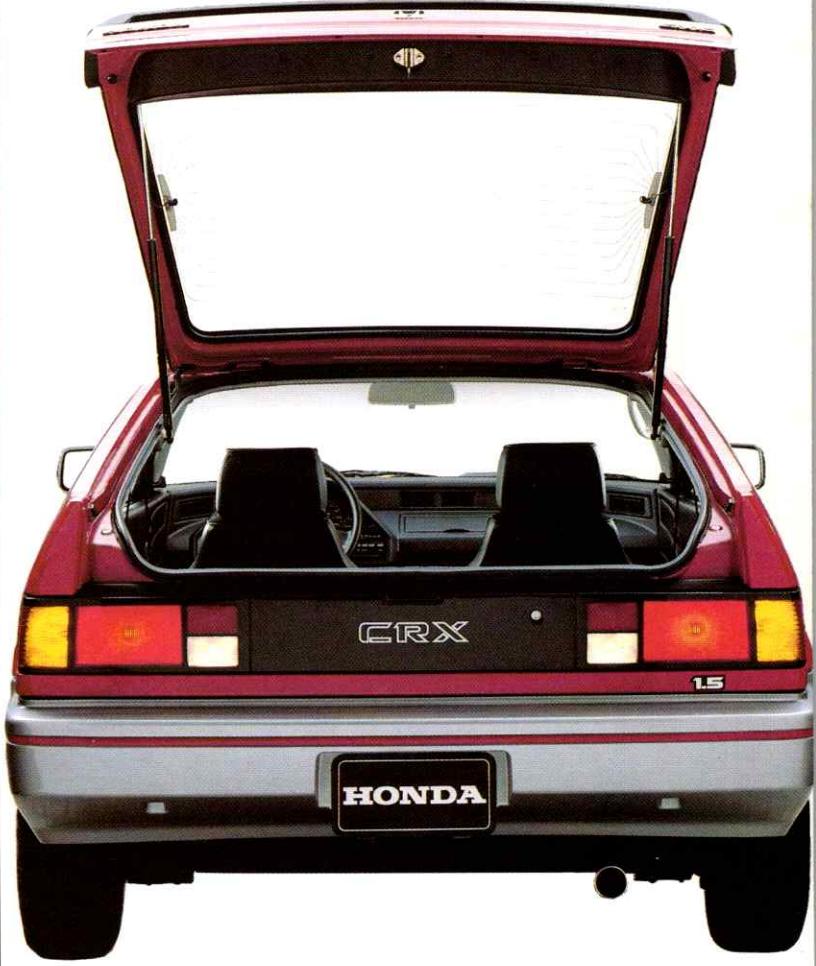
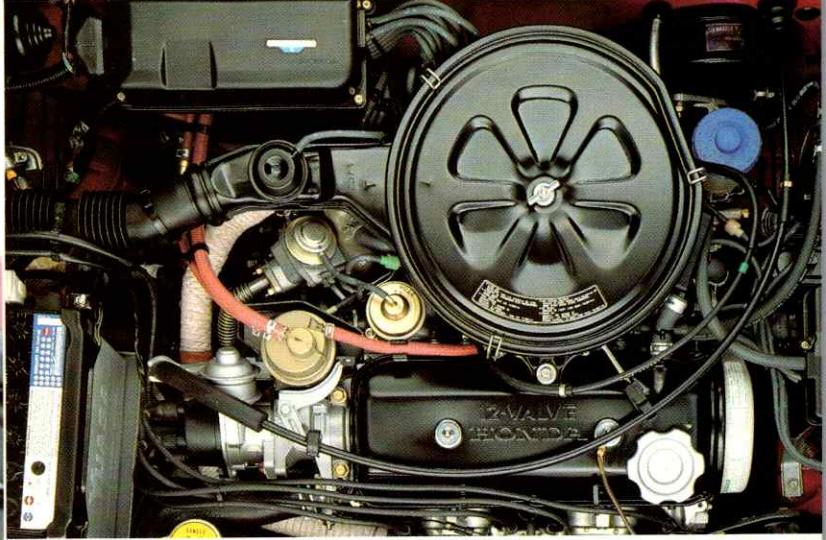
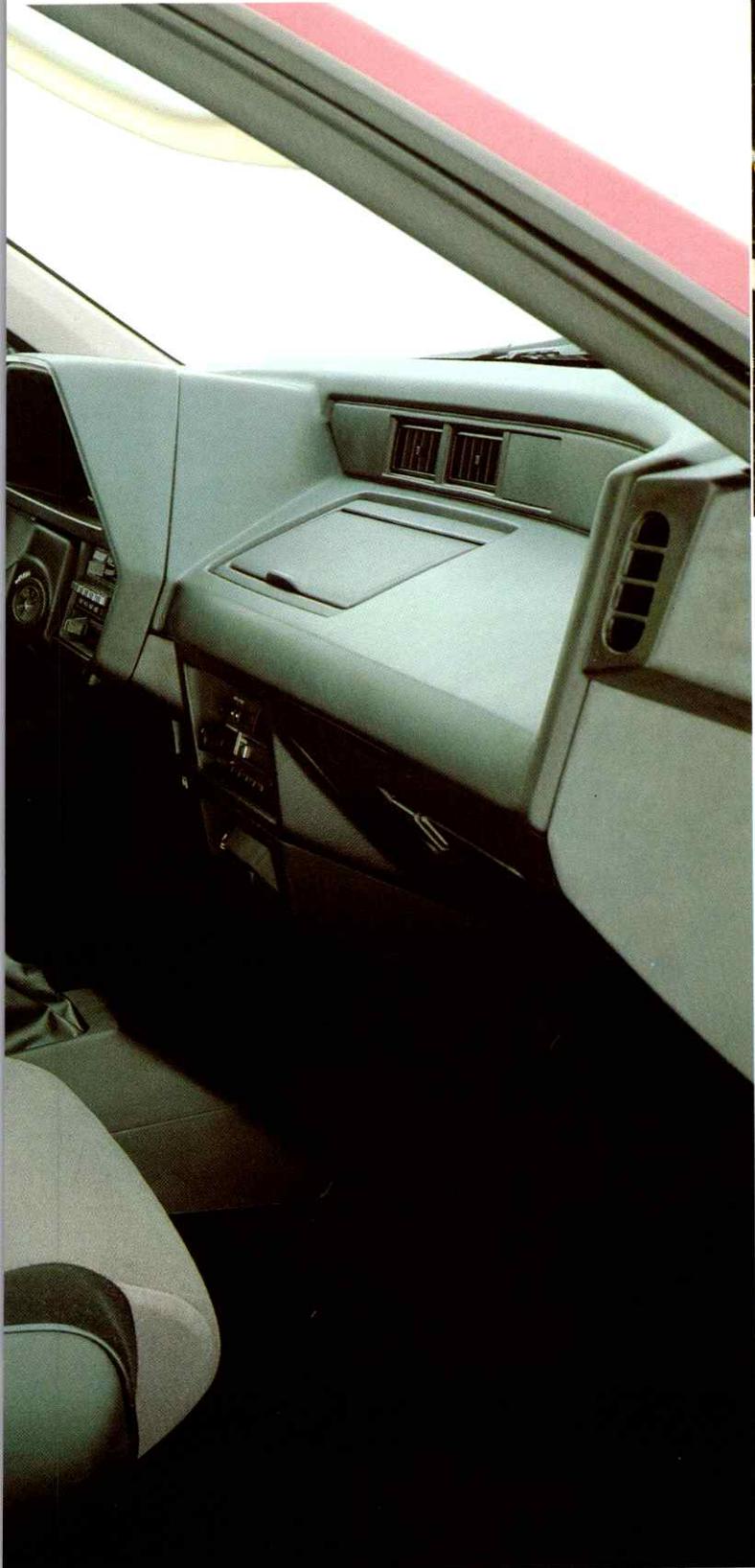
And what an experience that can be! Front bucket seats wrap you in comfort while providing the lateral support you'll

need when the CRX begins to show all that's been bred into it from Honda's motor sport achievements.

While you're savouring the pleasures of sports car handling, either tracing a meandering coun-

try road or dashing through dense city traffic, remember the extra pleasure that no other sports car can offer.

Under all that glamour and performance beats the practical, hard-running heart of a Honda.





CIVIC 1500 S

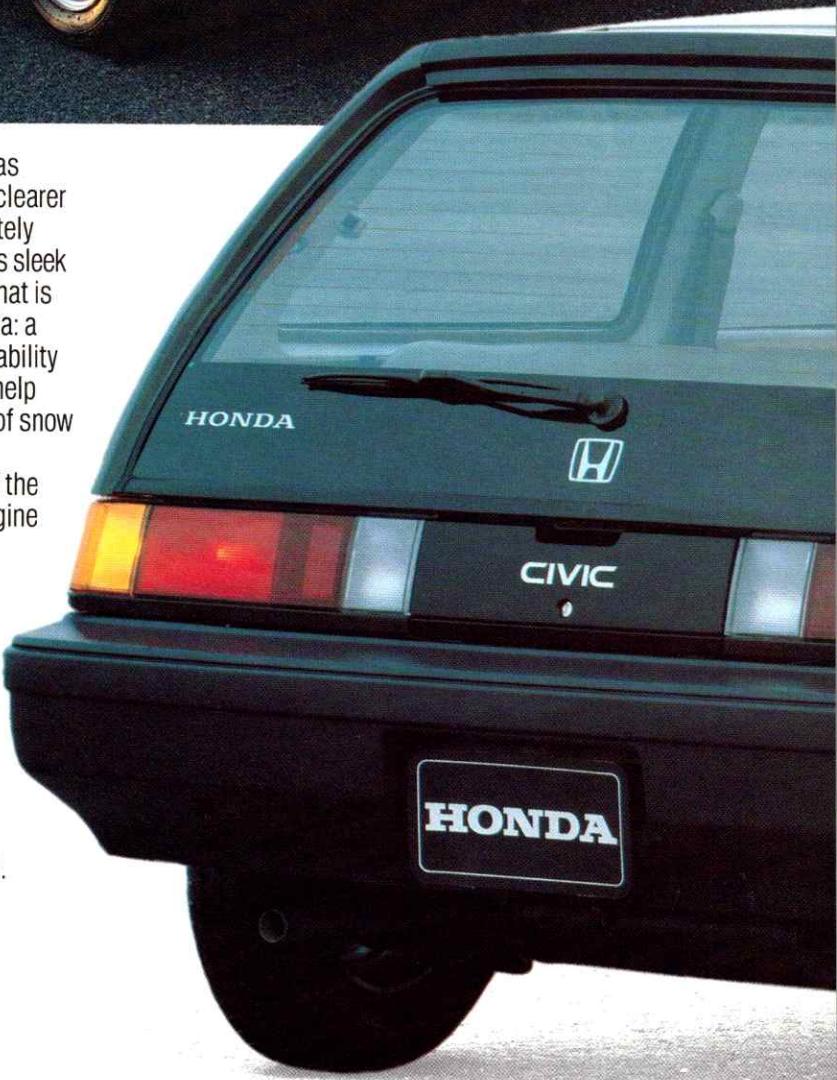
To those Canadian motorists who think the sheer fun of driving shouldn't be constrained by the practicalities of ownership, we present dramatic new proof that they're correct.

The 1984 Civic 1500 S is something of a rebel, a hatchback that's content to carry home the groceries before searching out the open road to show off its handling. All the performance and comfort extras are there, of course. They include an extended front air dam, body side-mouldings and deep, contoured bucket seats—all standard.

The longer roof line adds extra interior room while reducing wind noise considerably. Aiding the aerodynamic performance of the new 1500 S is the lower hood design—another factor in reduc-

ing air resistance, as well as providing the driver with a clearer vision of the road immediately ahead. At the other end of its sleek roof line is one more idea that is typically, ingeniously Honda: a built-in spoiler that aids stability while using the air flow to help keep the rear window free of snow and dirt.

Slip behind the wheel of the new Civic 1500 S and imagine all the fun and practicality built into it by Honda engineers. And while you're there, adjust the steering wheel if you like. This new Civic includes a standard tilt steering wheel so you can find the perfect driving position to take advantage of the performance of the 1500 S.



CIVIC DELUXE

More than a decade ago, this was the idea that started it all: a sensible, roomy car that was fun to drive and sipped gas with a miser's appetite.

Good ideas, of course, never go out of style. And the original Honda Civic idea is as alive and as valid as ever. So for 1984, Honda engineers didn't just refine the car; they refined the entire

concept.

The new modified torsion-bar front suspension provides extra room in the passenger compartment and under the hood, enabling designers to lower the hood line for improved forward visibility. Blending a new air dam with the lowered hood line helps the 1984 Civic knife through the air with vastly reduced resistance, as do the extended roof line and

new rear air deflector.

Improved aerodynamics mean the gutsy 1300 c.c. 12-valve overhead cam engine uses even less gas than before—especially when teamed with the easy shifting standard 5-speed manual transmission.

Yet for all of its smoother lines, Honda engineers actually found ways to build more space inside the new Civic. Rear seat backs

recline, providing a cargo area that can turn your Honda into a workhorse when the need arises. Speaking of arising, open the tailgate on the 1984 Civic. And watch it go higher and wider than ever. After all, what good is all that additional space if you can't get at it with more cargo?

For every penny's worth of driving value, take a close look at the 1984 Civic Hatchback Standard, not shown here.





Optional AM-FM radio, cassette deck dealer installed at extra cost.



From the beginning, one of the most rewarding aspects of owning a Civic has been to slip behind the wheel and experience just how well the car suddenly becomes almost an extension of yourself.

It happens with all Civics. But it happens in a special way with the 1500 S. The sporty three-spoke steering wheel, deep reclining

bucket seats, and full instrumentation make the first impression. This is a car for those who expect more than practical transportation, a vehicle to be put through its paces at every opportunity for the sheer joy of it all.

But a second inspection reveals another side of the car's personality. There's a new openness, with greatly expanded visibility for safe

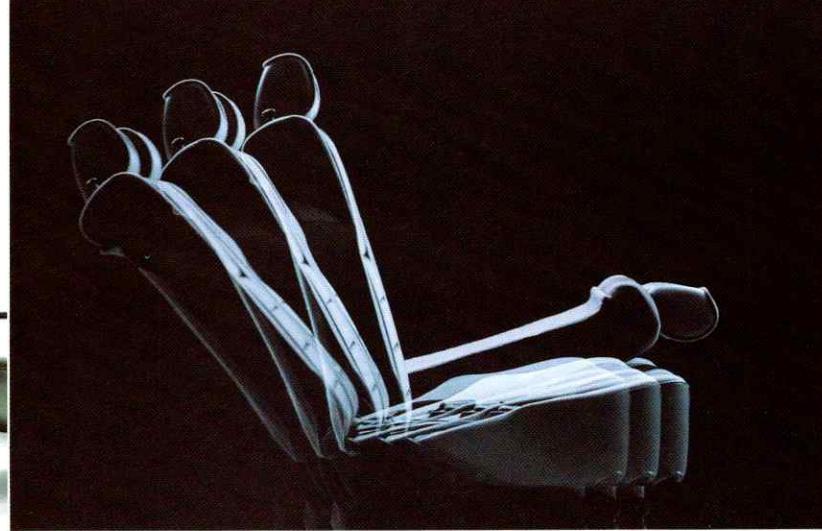
driving. The rear seat glides fore and aft on tracks to provide extra leg room when needed. The seat backs fold flat individually to form a massive and versatile cargo area.

Sportiness. And practicality. That's what Civics have been all about for 11 years. And the 1500 S carries the concept to the ultimate.

Three-way standard sunroof

can be opened inside for light, tilted up for air, or removed entirely and stowed away in its own storage bag with tie-downs.

Instrument panel is complete with tachometer and temperature gauge. All important information is grouped in an easy-to-scan design. At night, the instruments glow with soft orange lighting to prevent eye strain.





Optional AM-FM radio dealer installed at extra cost.



The 1984 Civic Deluxe offers more than extra room. It also offers extra appeal. The new cloth and vinyl interior is an outstanding example of how to blend luxury with practicality. Individual front bucket seats recline for comfort.

And it's not just the fact that Honda designers built so much luxury into the new Civic Hatch-

back that will impress you; it's that they had so much room to work with.

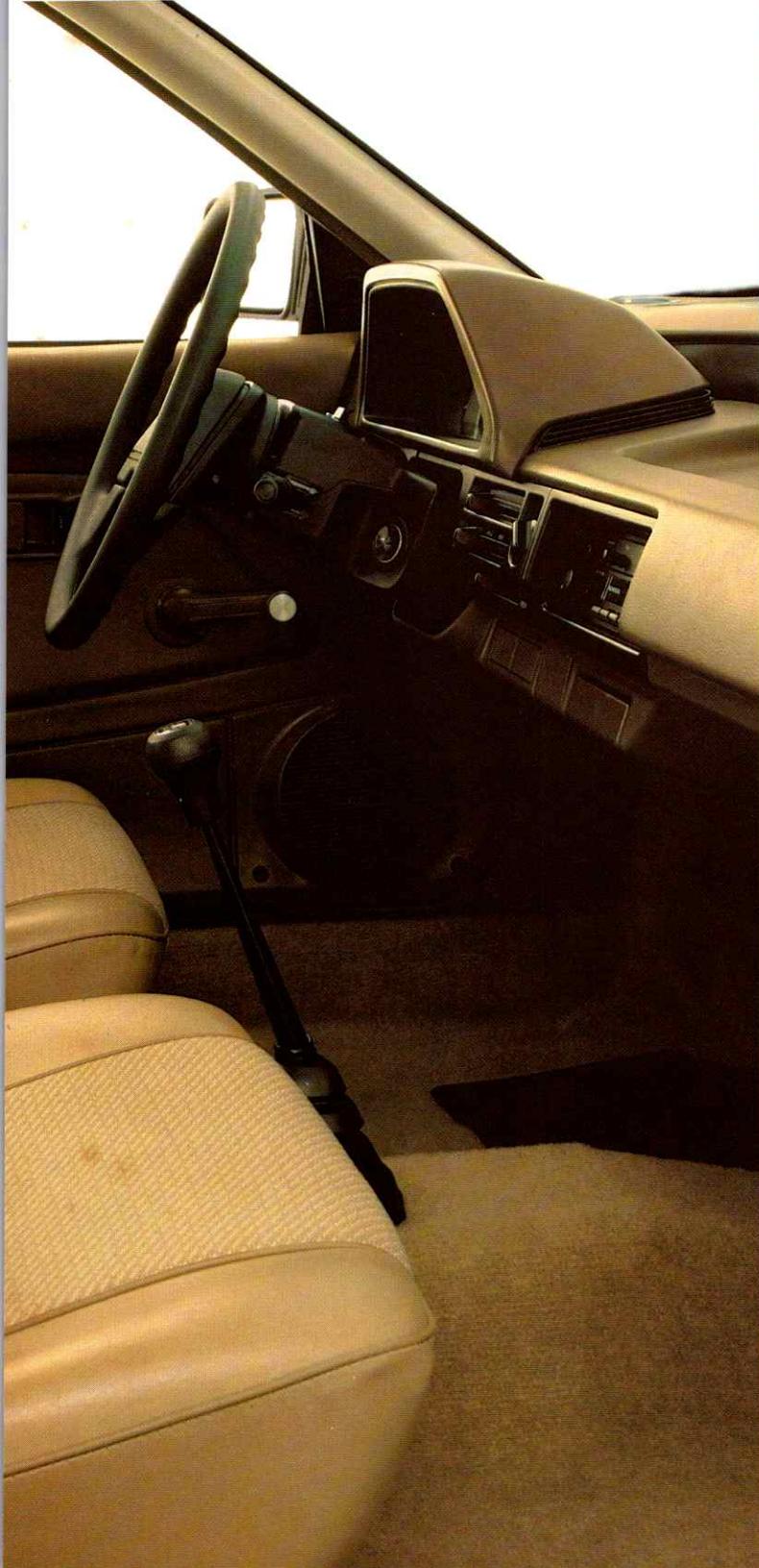
Front disc brakes and modified torsion-bar suspension contribute to several aspects of the new Civic, including lower hood line, superb handling and braking, and vastly improved passenger room front and rear.

Outstanding cargo-carrying

capacity is a key factor with the Honda Civic. Always has been. This year, it's heightened by a wider rear-hatch opening and fold-down rear seat.

The curved, wrap-around instrument panel blends into the door panels to form continuous lines that are easy on the eyes. And practical, too: within the smooth curve are outlets for wrap-

around ventilation without drafts. The greater expanse of glass area shows you more of the outside world for safety and spaciousness. And if you've never sat behind the wheel of a Civic before, don't be surprised if everything seems to fall into place as though Honda had arranged all the controls and instruments where they suited you best. Because they have.



SEDAN

Adding two doors and a truck to the classic Civic concept doesn't just make it a different Civic.

It makes it a different car.

This unique combination of Civic economy and sedan spaciousness has acquired even greater appeal for 1984. From its dramatically lowered hood line to the effective air spoiler "kick" on the trunk, there's more to the new

Civic Sedan than two extra doors.

All the other 1984 Civic features are yours to enjoy in the Sedan, of course. Including modified torsion-bar front suspension. Trailing-link beam type rear suspension with superb anti-dive characteristics during braking, ventilated front disc brakes. Steel-belted radial tires.

Ahead of you, Honda's new 1500 c.c. 12-valve overhead cam engine provides the power to

make the Civic Sedan perform like—well, like a Civic. In fact, the Honda Sedan for 1984 provides the best performance we've ever offered. Notice the sloping hood? It provides much-improved road vision for greater safety, plus an aerodynamically-efficient wedge shape that helps the Civic Sedan move through the air smoothly, quietly and efficiently.

Behind you is a trunk space that's almost awesome. So, just

as the extra two doors make it easier for more people to ride in the Civic Sedan, the vast trunk makes it easier for their luggage to ride with them.

And all around you is an interior that borders on luxury.

Isn't it great to be saving money without being reminded about it all the time?







Optional AM-FM radio, cassette deck dealer installed at extra cost.



A fine line exists between reality and illusion in the interior design of the 1984 Civic Sedan.

The reality clearly indicates that Honda engineers have made optimum use of space to maximize both comfort and capacity. Shoulders, hips and legs have room to stretch and move without encroaching on either the interior

of the car or the exterior of other passengers.

The illusion is that the interior space and finish seem to defy the fact that this is a subcompact sedan. Fabrics are durable crush-pile velvet over orthopedically-designed seats. Instrumentation is complete and easy to read. Extra touches such

as wide-flow vents that cascade fresh air from the dashboard and adjustable vents to direct the breezes towards you when you desire them, are all standard.

Aside from colour and accessories, you have only one major choice to make. Will it be the sporty economical 5-speed manual transmission? Or the smooth

and convenient Hondamatic? Decisions, decisions.

Instrument pod is complete. At night, all instruments and controls are bathed in an eye-refreshing soft glow with variable intensity control. Sedans carry people. And people frequently carry packages. Thus, the oversized new Civic Sedan trunk.



CIVIC WAGON

Conventional problems frequently require unconventional solutions.

There was a time when "wagon" meant only one thing: a slab-sided, two-ton behemoth with fake wood panels and a long overhang behind the rear wheels.

Those days, we are not sorry to say, are gone.

Today you have a right to expect vehicles that can perform more than one specialized function. Cargo-carrying capacity is expected, of course; that's the principle reason for choosing a wagon in the first place.

But who says a wagon can't be sporty? And fun to drive? And just as comfortable in heavy city traffic as on a long driving vacation?

Not Honda.

And in one bold, innovative

stroke, Honda designers have proven it in a stunning new vehicle that breaks many of the old rules while establishing a number of new ones for others to follow.

The 1984 Civic Wagon manages to achieve all of its goals in a manner totally unlike any other car available in Canada. It is an independent departure from conventional design philosophies. And, ultimately, it may be as influential in design as the original Civic concept.

Each of its features is rational and logical.

Wheel locations at each corner add stability and a keen awareness of where the vehicle ends and the rest of the world begins. In addition, the sharply raked, low hood line produces amazing forward visibility for the driver. All of these qualities are invaluable in

heavy city traffic among less nimble cars.

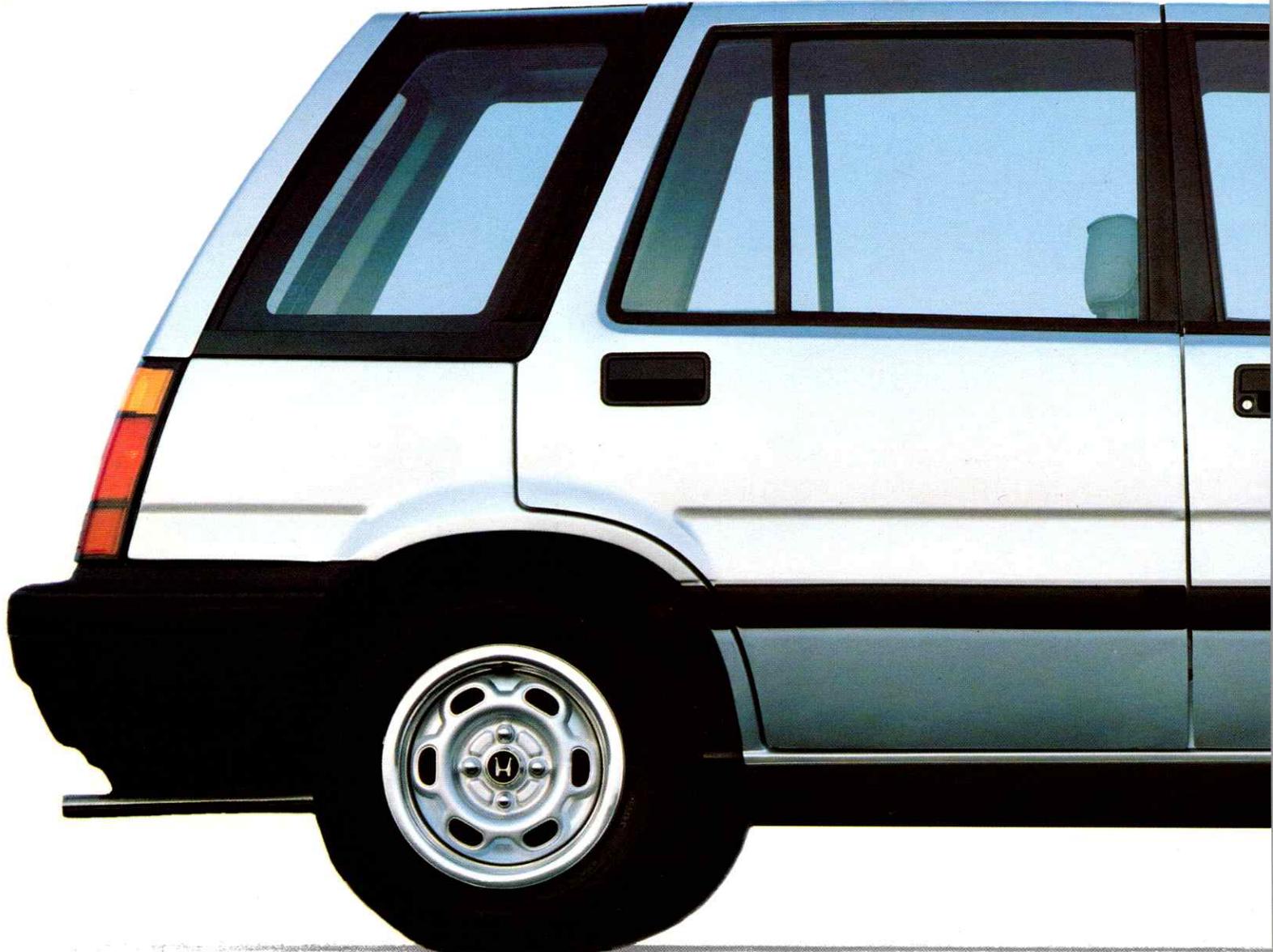
On the open road, the wedge-shaped body of the Civic wagon cuts through the air with minimal wind drag and noise... producing maximum fuel efficiency and passenger comfort. The 12-valve overhead cam 1500 c.c. Honda engine cruises contentedly at highway speeds, while the taut suspension lets you trace winding narrow roads with comfort and confidence. And, with its large-capacity fuel tank, the new 1984 Civic Wagon can travel up to 700 km. between fill-ups.

But it's the utility performance that places the 1984 Civic Wagon so far in advance of its peers. Behind its four doors and massive-opening rear hatch is a space that is voluminous... with seating that is almost infinitely flexible.

The seating arrangements of the new Wagon can be altered 10 different ways, from a van-style flat upholstered expanse to a number of configurations for rear passenger seats. Over-sized glass areas make the rest of the world as visible to you as you are to them, with rear quarter windows that actually extend into the roof line to provide extra interior light. And tough, corrosion-resistant materials have been applied to the lower portion of the body for protection from corrosion and the hard knocks of life.

You may never drive a vehicle more attuned to the demands of modern Canadian living than the 1984 Civic Wagon.

Yet if "practical" suggests cold austerity and rough-and-tumble performance, we suggest you read on.





There is nothing austere about the Civic Wagon. Unconventional

to be sure. But those amazing ten-way seats are as comfort-



able as any you'll relax in on either a trip to the supermarket or a trek to the coast.

In front of you is a unique grid style instrument pod, including a large tachometer. For direct-air comfort, pop up the unique adjustable dash vent . . . or let the wrap-around vents provide the fresh air, draft-free.

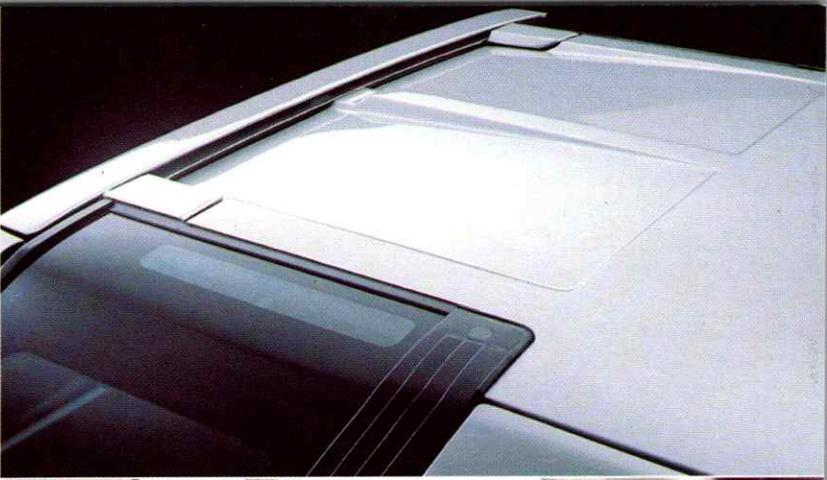
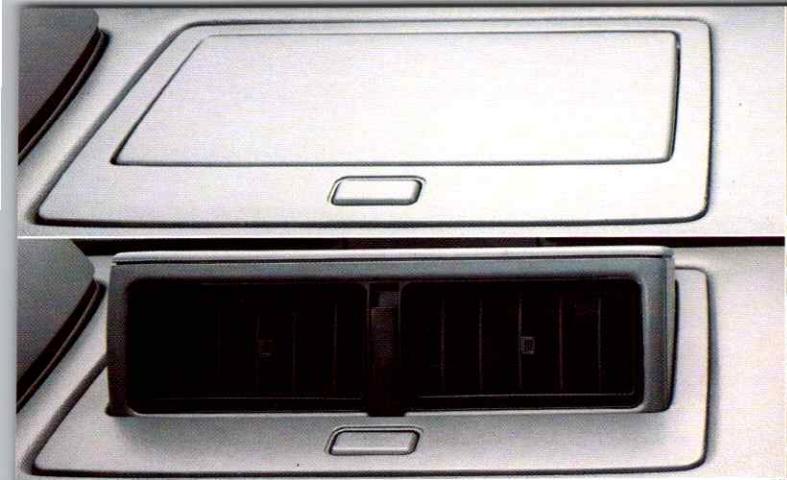
A storage area under the rear floor includes a compartmented tray that keeps smaller items

safe and protected. Another compartment is located in the right quarter panel. Rear headrests retract into the seats for better visibility behind the car. Oversized air ducts ahead of the rear quarter windows assure effective ventilation. And on and on.

If you've wondered where new concepts in car design were coming from, here they are in one precedent-shattering car.

And they're from Honda. Again.



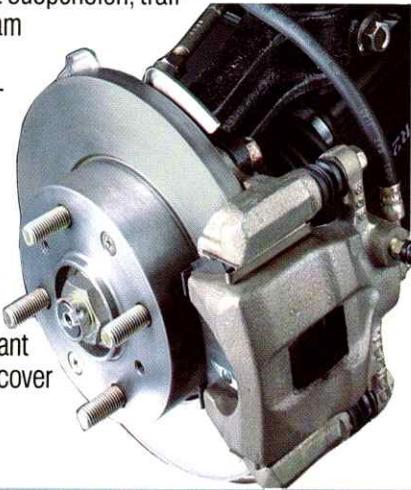


Optional AM-FM radio, cassette deck dealer installed at extra cost.

CIVIC STANDARD FEATURES

Transverse mounted single overhead cam, 12-valve 1342cc front-wheel drive engine; transistorized ignition; thermostatically-controlled electric fan. Four-speed fully synchronized manual transmission. Rack and pinion steering. Diagonally-linked braking system: self-adjusting power-assisted front disc brakes; self-adjusting drum brakes in rear. Modified torsion bar front suspension, trailing link rear beam suspension in rear; front stabilizer bar. Rigid unitized monocoque body construction.

Front stone guards. Shock absorbing, corrosion-resistant plastic bumper cover



and lower skirt, front and rear. Corrosion-resistant front inner fenders. Special protective paint on lower side panels.

Flush-mounted windows and doors. Tinted glass windshield. Semi-concealed window wipers. Locking fuel filler door. Integrated remote controlled left-hand mirror. Rear aero stabilizer/spoiler. Rectangular sealed-beam headlights.

Fully-adjustable front bucket seats with reclining backs. Moulded door panels. Front and rear seatbelts with inertia reels (front belts only). Adjustable head restraints. Hand grip. Full interior carpeting.

Courtesy light. Coin box. Resettable metric trip odometer. Fold-down rear seatback. Three-speed fan on heavy duty heater/defroster with illuminated controls. Flow-through ventilation system. Side window defrosters. Electric rear defogger. Swing-out rear/side windows (except Wagon and Sedan models). Dual sun visors. Manual choke with choke reminder light. Open hatch indicator light. Variable intensity instrument lighting. Column-mounted two-speed electric wiper/washer switch. Headlight control, with flasher operation, on turn-signal stalk. Back-up lights.

Rear hatch opening with panoramic tail lights. Dual pneumatic spring-loaded strut hatch supports. Carpeted cargo area. Cargo area light. Anti-theft door locks. Temporary spare.

Civic Hatchback Deluxe features: five-speed manual transmission (Three-speed Hondamatic model available.) Tinted glass on all windows. Arm rests. Rear seat side pocket. Remote rear hatch release. Rear window washer/wiper. Combination vinyl and tricot fabric seats. Coat hanger. P165/70R13 radial tires. Day/night rear view mirror. Vanity mirror. Deluxe door trim.



Civic 1500 S features: 1488cc 83 hp 12-valve transversely-mounted engine. Ventilated front disc brakes. Sport suspension. Stabilizer bars front and rear. Front and rear aero stabilizers. Side protection moulding. Tachometer. Adjustable steering column. "Pop-up" 3-way glass sunroof with removable interior cover, air deflector and protective storage bag with tie-downs. Tricot fabric

on seats. Sliding and reclining split rear seats. Rear hatch shelf. Vanity mirror. Day/night rear view mirror. Intermittent wipers. P165SR13 steel-belted radial tires.

Civic GL Sedan features: Child-proof rear door

locks. Moquette fabric seats with pocket on back of passenger seat. Trunk mat. Remote trunk release. Rear heater ducts. Adjustable steering column. Digital clock. Front and rear mudguards. Rear seat arm rests.

Civic Wagon features: Full fabric contoured seats. Multi-adjustable 10-position seats. Adjustable rear seat headrests. Under-floor storage tray. Pop-up front ventilation.

Civic CRX 1.5 Coupe features: 1488cc 76 hp 12-valve CVCC engine. Sport suspension. Front and rear stabilizer bars. Ventilated front disc brakes. Halogen headlights. Front and rear aero stabilizers. Chrome tailpipe extension. Dual outside mirrors. Polymer resin moulding on lower body area. Synthetic shock-resistant front fenders and grille. Full tricot fabric seats. Remote release controls for

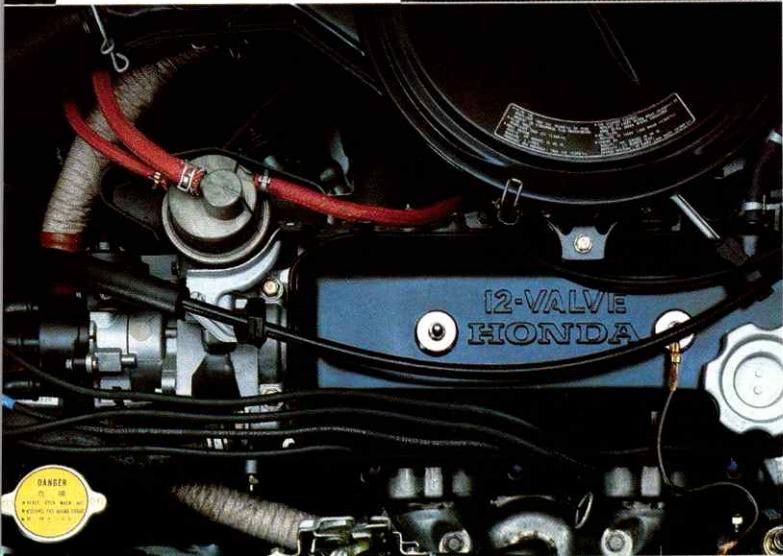
both hatch and fuel-filler door. Personal lockable trunk box. Orange-lighted instrument panel. Feather-touch heater controls. Cigarette lighter. 175/70SR13 Michelin steel-belted radial tires.

WARRANTY

Distributor warranty is 12 months or 20,000 km. Honda Canada will continue to warrant powertrain components up to a total of 24 months or 40,000 km., whichever comes first.

The Honda anti-corrosion warranty covers surface corrosion for 18 months and perforation due to corrosion for 60 months.

Also offered are several Honda Plus Protection Plans that protect you anywhere in Canada or the continental U.S.A. Honda Plus Protection Plans are administered by International Warranty Company. Ask your participating Honda dealer for details.



1984 ACCESSORIES		CIVIC HATCHBACK STANDARD/DELUXE	CIVIC 1500 S	CIVIC GL SEDAN	CIVIC WAGON	CIVIC CRX 1.5 COUPE		
ENTERTAINMENT								
AM Radio, 5 push button	•	•	•	•	•	•		
AM/FM Radio, 5 push button	•	•	•	•	•	•		
AM/FM/MPX Radio (3 types)	•	•	•	•	•	•		
AM/FM/MPX Radio with cassette (4 types)	•	•	•	•	•	•		
For complete information of entertainment systems refer to our "1984 Honda Entertainment Systems" brochure								
INTERIOR COMFORT/ACCENTS								
Air Conditioning	•	•	•	•	•	•		
Cigarette Lighter	•	•	•	•	•	•		
Digital in Dash Clock	•	•	•	•	•	•		
Overhead Console	•	•	STD	•	•	•		
Rear Parcel Shelf	•	•	STD	•	•	•		
Centre Console	•	•	•	•	•	•		
Colour Co-ordinated Rubber Floor Mats	•	•	•	•	•	•		
EXTERIOR ACCENTS								
Ski Carrier (with optional luggage rack attachment)	•	•	•	•	•	•		
Remote Control Right Hand Mirror	•	•	•	•	•	•		
Chrome Wheel Trim Rings	•	•	•	•	•	•		
Aluminum Sport Wheels (with optional locking nuts)	•	•	•	•	•	•		
Fender Molding	•	•	•	•	•	•		
Chrome Roof Rack	•	•	•	•	•	•		
Chrome Trunk Rack	•	•	•	•	•	•		
WINTER AIDS								
Bolt-on Block Heater	•	•	•	•	•	•		
Front Grille Cover	•	•	•	•	•	•		
SPECIFICATIONS	CIVIC HATCHBACK STANDARD	CIVIC HATCHBACK DELUXE	CIVIC 1500 S	CIVIC GL SEDAN	CIVIC WAGON	CIVIC CRX 1.5 COUPE		
GENERAL	Front wheel drive, single overhead cam engine, transversely mounted, unitized body construction.					Front wheel drive, single overhead cam CVCC engine, Transversely mounted, unitized body construction.		
ENGINE TYPE	1342 cc	1342 cc	1488 cc	1488 cc	1488 cc	1488 cc		
Cylinder Arrangement	4 in line	4 in line	4 in line	4 in line	4 in line	4 in line		
Bore and Stroke	74x78mm/2.91x3.07 in.	74x78mm/2.91x3.07 in.	74x86.5mm/2.91x3.40 in.	74x86.5mm/2.91x3.40 in.	74x86.5mm/2.91x3.40 in.	74x86.5mm/2.91x3.40 in.		
Horsepower	68 @ 6000 rpm	68 @ 6000 rpm	83 @ 6000 rpm	83 @ 6000 rpm	83 @ 6000 rpm	76 @ 6000 rpm		
Torque	10.2 kgm @ 3500 rpm	10.2 kgm @ 3500 rpm	12.0 kgm @ 3500 rpm	12.0 kgm @ 3500 rpm	12.0 kgm @ 3500 rpm	11.4 kgm @ 3500 rpm		
Compression Ratio	10.1:1	10.1:1	9.2:1	9.2:1	9.2:1	9.2:1		
Valve Train	Belt driven, single overhead camshaft 12 valve (2 intake - 1 exhaust)							
FUEL	Regular grade with 91 RO# or higher					Unleaded Gasoline		
TRANSMISSION	4 speed	5 speed Optional model	5 speed	5 speed Optional model	5 speed Optional model	5 speed		
Standard Manual								
3 Speed Hondamatic with torque converter								
GEAR RATIO								
1st	2.916	2.916	2.916	2.916	3.181	2.916		
2nd	1.764	1.764	1.764	1.764	1.823	1.764		
3rd	1.181	1.181	1.181	1.181	1.181	1.181		
4th	0.846	0.846	0.846	0.846	0.846	0.846		
5th		0.714	0.714	0.714	0.714	0.714		
Final Reduction	4.266	4.266	4.266	4.266	4.266	4.266		
Reverse	2.916	2.916	2.916	2.916	2.916	2.916		
3 SPEED HONDAMATIC								
Low		1.782		1.782	1.782			
Drive		1.206		1.333	1.333			
Overdrive		0.828		0.777	0.777			
Final Reduction		3.105		3.588	3.588			
Reverse		1.954		1.954	1.954			
SUSPENSION								
Front	Trailing link, beam type					Torsion bar struts, stabilizer bar		
Rear	Trailing link, beam type					Trailing link, beam type, stabilizer bar		
STEERING:							Trailing link, beam type, stabilizer bar	
Type								
Turning Circle	9.0 m/29.5 ft.						8.6 m/28.2 ft.	
BRAKES:								
Type								
Front	Disc	Disc	Ventilated disc	Ventilated disc	Ventilated disc	Ventilated disc		
Rear			Self adjusting, power-assisted with dual diagonal circuits					
TIRES:								
Type								
Size	Bias ply blackwall	Radial ply blackwall	Steel belted radial, blackwall	Steel belted radial, blackwall	Radial ply blackwall	Michelin Steel belted radial blackwall		
	6.15-13-4 PR	P165/70 R 13	165/70 SR 13	165/70 SR 13	P175/70 R 13	175/70 R 13		
DIMENSIONS								
Wheelbase	2380 mm/93.7 in.	2380 mm/93.7 in.	2380 mm/93.7 in.	2450 mm/96.4 in.	2450 mm/96.4 in.	2200 mm/86.6 in.		
Length	3810 mm/150.0 in.	3810 mm/150.0 in.	3810 mm/150.0 in.	4145 mm/163.3 in.	3990 mm/157.0 in.	3675 mm/144.6 in.		
Width	1625 mm/63.9 in.	1625 mm/63.9 in.	1625 mm/63.9 in.	1625 mm/63.9 in.	1625 mm/63.8 in.	1625 mm/63.9 in.		
Height	1335 mm/52.5 in.	1335 mm/52.5 in.	1335 mm/52.5 in.	1385 mm/54.5 in.	1480 mm/58.2 in.	1290 mm/50.7 in.		
Tread front/rear				1400 mm/1415 mm - 55.1 in./55.7 in.				
CURB WEIGHT								
Manual Transmission	814 kg/1794 lb.	811 kg/1787 lb.	886 kg/1909 lb.	874 kg/1926 lb.	911 kg/2004 lb.	818 kg/1803 lb.		
Hondamatic		828 kg/1825 lb.		889 kg/1959 lb.	927 kg/2039 lb.			
SEATING CAPACITY	5	5	5	5	5	2		
FUEL TANK CAPACITY	45.0 litres/9.89 Imp. Gal.			46.0 litres/10.1 Imp. Gal.			41.0 litres/9.0 Imp. Gal.	
COLOUR OPTIONS	Arctic Silver/Red Avignon Blue/Blue Claret Red/Grey		Arctic Silver/Red Avignon Blue/Blue Portland Green/Beige Claret Red/Grey		Arctic Silver/Black & Grey Claret Red/Grey & Grey		Victoria Red/Black, Grey Baltic Blue/Blue, Blue	

All information stated in this catalogue is believed to be accurate at time of printing.

Specifications, materials and colours subject to change and availability without notice. While every care is taken to reproduce colours, due to limitations of printing processes, colours rendered in the catalogue may not faithfully represent true colours on models.

(All colours metallic except for CRX)

DEALER STAMP



Today's answer.