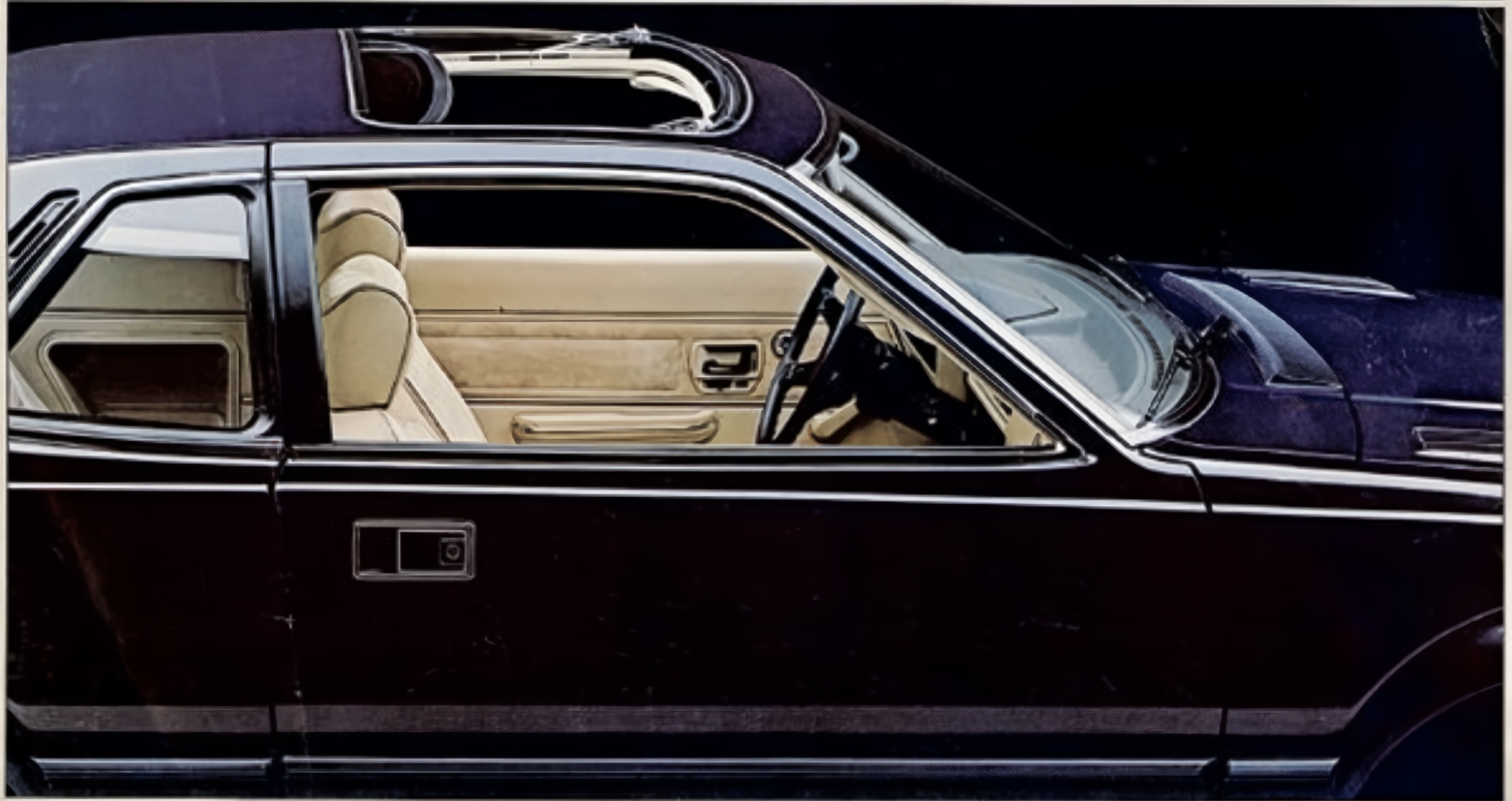


HONDA PRELUDE





Prelude shown in St. Moritz Silver

THE ULTIMATE HONDA

The name Honda has come to mean many things to Canadians. First of all, efficiency, Honda has made it an art. And then craftsmanship and above all, value.

One Honda, the Prelude, raises all these qualities to their high point.

Prelude is a one-of-a-kind Honda. It has all the features for which Honda is famous, but it carries them on an excitingly sporty body that lets you know at a glance that this is the Honda performance car.

But that's not the whole of Prelude. This is not merely another sportscar. Prelude has a quality of craftsmanship and finish, a feeling of luxury that goes far beyond the customary sportscar standards.

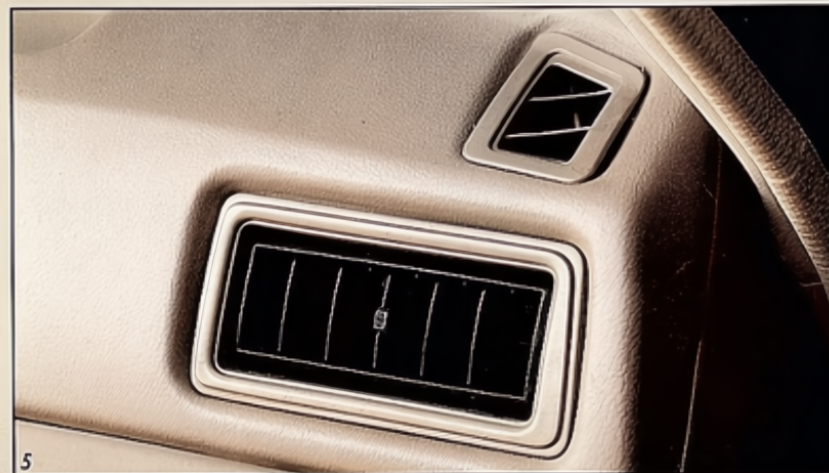
That's why the driver who has an appreciation of everything a car should be is going to find Prelude a very exciting car this year.

Everything inside Prelude, from the soft and comfort of those contoured bucket seats with their precisely matched and finished upholstery, to the appealing depth of the one-piece carpet, will convince you that you're looking at something special. But don't be lulled into thinking this is simply a luxurious, if modestly priced, car.

One drive will set you straight about that. This is a performance car. It's designed not merely to get you from place to place in comfort but to lift your spirits while doing so. Under the hood, transversely mounted, so it won't cut into your footroom any more than is absolutely essential, is a very lively 1600 cc single overhead-camshaft engine. It's coupled to front wheel drive that gives new meaning to that old expression "roadholding." Control is handed to you via a very precise rack and pinion steering system which answers to a touch, the feel is constant and sporty. Adding to your driving enjoyment of the Prelude is a standard



Prelude's luxurious interior - standard



5 speed transmission.

If this is still not enough to convince you that Prelude is out to please you, your transmission choice includes an optional fully-automatic three-speed which transforms the power of the engine into movement with a smoothness you will find hard to believe. Prelude rides on radial tires. They're long-lasting, quiet, they hold the road better and they add to fuel economy.

Prelude is an exceptional car for a very selective group of motorists. It offers a combination of luxury, sportiness and economy that you won't find reproduced anywhere else.

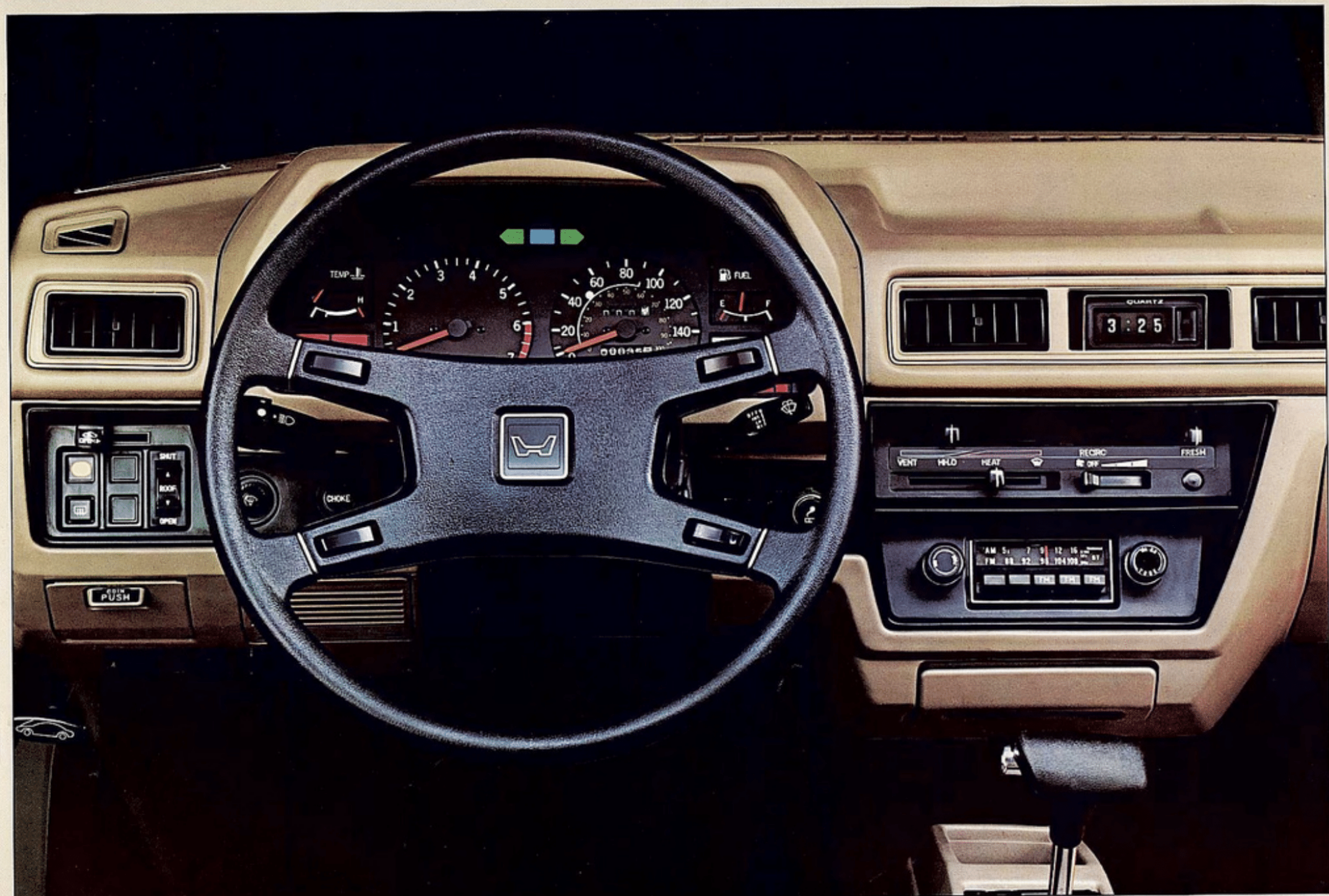
LUXURY IS THE STANDARD IN PRELUDE

The luxury you enjoy in your Prelude goes far beyond - rich upholstery fabrics, deep carpets. It includes a list of standard features that add up to superb comfort and pleasure.

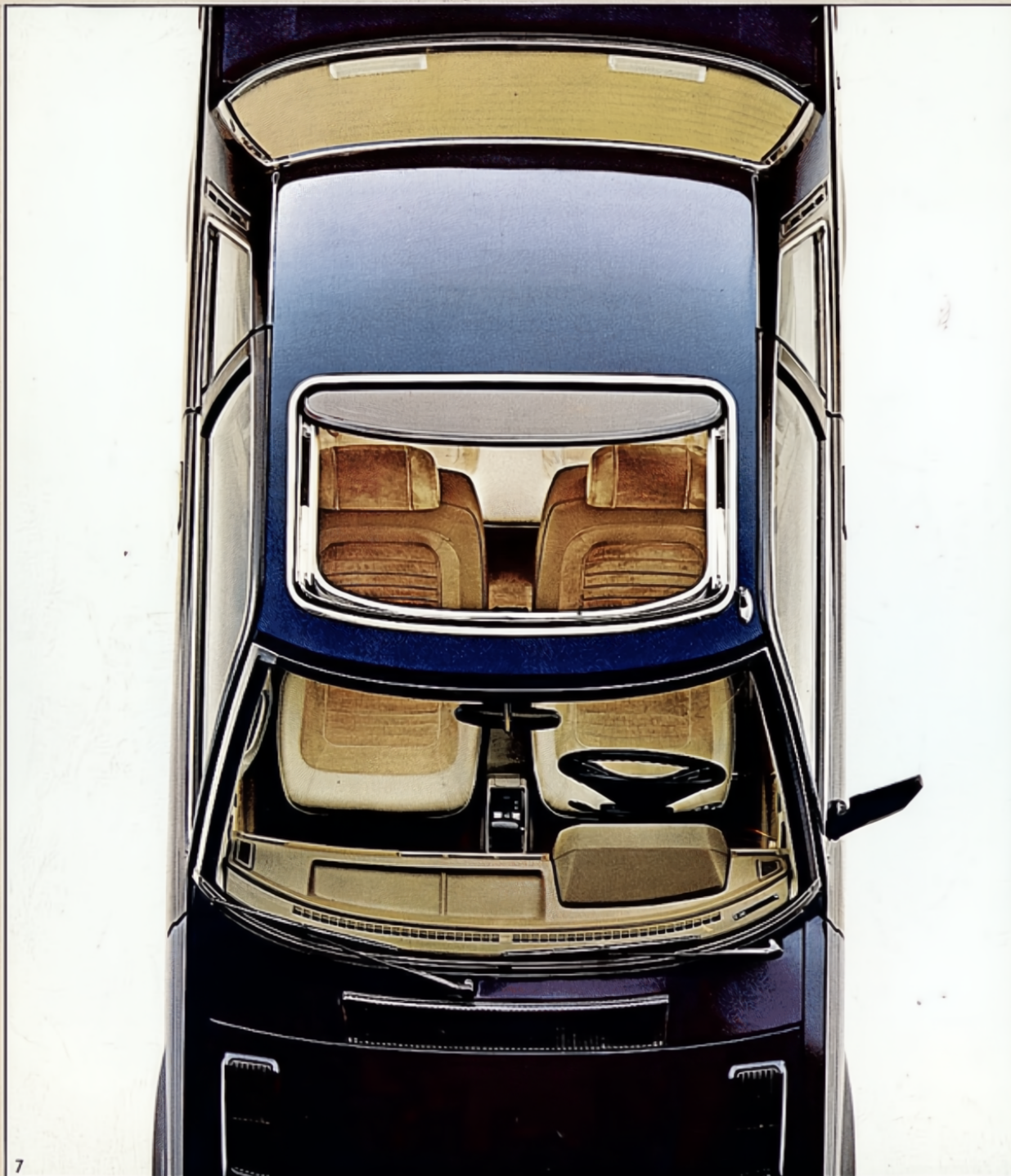
For example there's an AM/FM stereo radio so you can enjoy the widest possible choice of radio listening wherever you go. There's a quartz powered digital clock. There's a door-panel map-pocket. The steering wheel is a handsome four-spoked design. The left-hand outside mirror is adjustable from inside with a touch of the convenient lever. And the trunk release is right beside you in your driving seat.

All of these touches in addition to the standard Honda luxuries which exist on every Honda - things such as: flow through ventilation which ensures fresh air even with the windows shut tight. And the vents at either end of the Prelude's dash allow airflow up and outwards to side windows as a protection against misting.

1. Left hand remote control mirror 2. Quartz digital clock 3. 3-speed heater, AM/FM stereo radio 4. Remote trunk release 5. Air vent 6. Map pocket



Prelude's functional sporty instrument panel - standard



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SCULPTURED DESIGN THAT WORKS

Prelude is a functional car. The lines are sporty and graceful, of course. But the body shape is designed to carry out two vital functions. First, the streamlined contour of the car not only helps to ensure that Prelude slips through the air with the least possible drag and wind noise, it also gives the car extra stability at highway speeds. Second, the car is built as a trapezoid. It's widest at waist level, tapering neatly above and below the belt line. This shape gives the maximum usable interior space where it's necessary. The result is added room and comfort. And Prelude opens up a whole extra dimension of driving enjoyment, at the touch of a finger. Standard in every Prelude is a power-operated sunroof which slides back to let you enjoy the pleasures of open-air driving, without sacrificing solidity or comfort of the hardtop design.

7. Electric sun roof 8. Large trunk 9. Adjustable head rest 10. Reclining front seats



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QUALITY! ENGINEERED IN

The Honda reputation rests primarily on the excellence of the engineering. Prelude is proof. This car is built around the soundest engineering available.

The body itself is a good example. It is the Honda monocoque design. The individual steel members are assembled and welded together in a solid, rigid shell which adds the strength of each piece to the overall strength of the car. This gives a combination of strength and lightness that pays off in performance and fuel economy.

The brakes couple self-adjusting front discs with rear drum style brakes in a power-assisted format that features diagonally linked dual cir-

cuits. This ensures that even if one circuit should be damaged you still have front and rear stopping power on opposite sides of the car.

The ride is smoother and quieter than you'd expect in cars of Prelude's sporty character. Road bumps are virtually ironed out. The standard transmission is a precise five-speed manual which gives an exciting feel, excellent control and a highway efficiency which adds to the legendary economy of your Honda powerplant. And of course, the optional transmission is the fully-automatic three-speed described earlier.

Even the finish of the Prelude is engineered. Where road salt and flying stones do their worst, at the lower, front and side panels, Prelude uses corrosion-resistant paint for added protection.

Maybe you'll be attracted to Prelude by its appearance. But the deeper you look, the more you realise that the reasons for going Prelude are all based on superb engineering quality.

COMFORT AND MORE COMFORT

Prelude includes features that enable you to choose your own degree of satisfaction. The front seats are completely adjustable from upright to virtually flat. Choose the angle you want, with the touch of a finger on the convenient lever at your side.

Headrests adjust up and down, forward and back. You select the most comfortable position. That's Prelude for you.

DOUBLE-ENDED EFFICIENCY

The trunk of this performance car is spacious and thoughtfully finished, to protect your belongings. Prelude's headlights are recessed. But style never interferes with performance. Those recesses have snow and ice vents to help your lights stay bright, even in a blizzard.

KEEP YOUR EYE ON CONDITIONS

Prelude's handsome new dash is designed around an instrument panel which is laid out with classic simplicity. Everything you need to know about your Prelude's performance,

engine speed, fuel, mileage on your trip odometer, all these questions can be answered in one sweep of your eyes over the instrument panel and warning lights.

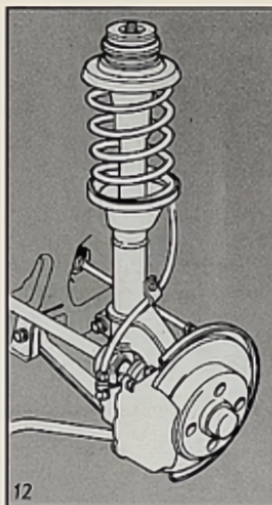
AN IDEA REALISED

Prelude began as an idea - to combine responsive driving, precise handling, sporty lines and interior luxury into one vehicle, realistically priced. And here it is. Try it today. If you value fun and quality in equal measure, Prelude is for you.

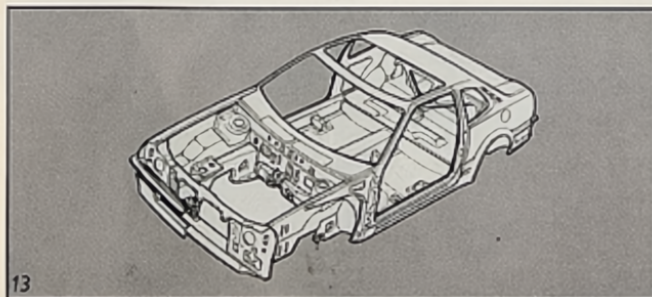
11. Transmission selections 12. MacPherson Strut suspension 13. Monocoque body 14. Corrosion resistant paint 15. Warning lights 16. Front disc brakes 17. Transmission mode indicator 18. Radial tires 19. Recessed headlamp with snow drain



11



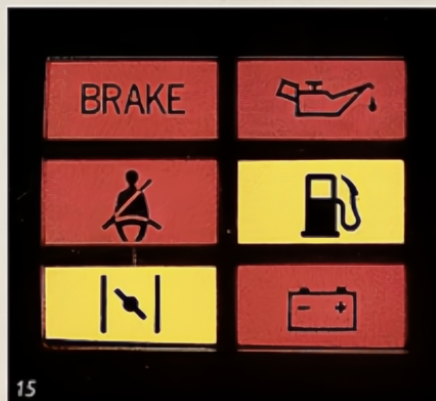
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HONDA

PRELUDE STANDARD FEATURES:

Transversely mounted single overhead cam 1600 cc engine. Front wheel drive. Rigid monocoque body construction. Pointless transistorized ignition. Diagonally linked dual-circuit braking system with power assist and front disc brakes. Automatic front and rear brake adjustment. 4-wheel independent suspension with MacPherson strut. Front and rear anti-roll bars. 5-speed fully synchronized manual transmission. Radial tires. Metallic paint. Side body protection moulding. Front and rear bumpers with "soft" cover. Anti-corrosion plastic inner front fenders. Special protective paint on lower front and side panels. Rectangular headlights with snow drains. Back-up lights. Electrically powered sunroof. Tinted glass, all windows. Rear window defroster. Side window defroster. Tachometer. Resettable metric trip odometer. Km/h/mph illuminated speedometer. Maintenance reminder warning light system (tire rotation/engine oil change/oil filter change). "Low fuel" warning light. Electronic "door open" warning system. Column mounted combination turn signal, high-low beam stalk. 2-speed windshield wipers with intermittent position. Front and rear seatbelts with concealed front belt retractors. Dual horns. 4-spoke padded steering wheel. Mini-console. Front passenger assist grip. Driver's door map pocket. Full interior carpeting. Flow-through ventilation. 3-speed heater/defroster motor. Cigarette lighter. Coin box and card holder with lid. Day/night interior rear view mirror. Remote trunk release. Glove compartment and trunk lights. Fully reclining front bucket seats. Adjustable headrests. Front arm rests. AM/FM stereo radio. LED digital quartz clock. Rear seat storage compartments. Interior courtesy lights. Vanity mirror in sun visor. Mudflaps front and rear. Owner's tool kit. Left hand remote outside mirror. Key holder hook. Spare tire.

PRELUDE SPECIFICATIONS

Engine:
Water-cooled, four cylinder single overhead camshaft (SOHC) four stroke.
Cylinder Arrangement: 4 in line.
Bore & Stroke: 77.0x86.0mm (3.031x3.386 in.).
Displacement: 1602 cc/97.75 cu.in.
Horsepower: 75 SAE @ 5000 rpm.
Torque: 12.5 kg m @ 3500 rpm.
Compression ratio: 8.4:1.
Carburetor: Single, two-barrel down draft.
Valve Train: Belt driven single overhead camshaft.
Cooling System: Water-cooled with thermostatically controlled electric fan.
Engine Material:
Crankcase: Cast iron.
Cylinders: Cast iron.
Cylinder Head: Aluminum silicon alloy.
Fuel:
Regular grade with 89 RO# or higher gasoline.
Electrical:
Battery: 12 Volt, 410A @ -17.7°C (0°F).
Starter Motor: 1.4 kW, reduction type.
Ignition: Pointless transistorized type.
Drive Train:
Manual Transmission: 5-speed fully synchronized.
Gear Ratios: 1st 3.181:1, 2nd 1.944:1, 3rd 1.291:1, 4th 0.928:1, 5th 0.774:1, Final Drive: 4.214:1.
Clutch: Single dry plate, diaphragm spring.
Automatic Model: Torque converter with 3-speed fully automatic.
Ratios: Low 2.380:1, Drive 1.500:1, Overdrive 0.969:1, Final Drive: 3.875:1.

Corrosion Warranty:

Honda minimizes the effects of corrosion by building a sound body - by using zinc-coated metals in vital areas - and by paying special attention to specific areas that are prone to corrosion in most cars.

Suspension:

Front and rear: Independent MacPherson strut, coil spring and anti-roll bar.

Steering:

Rack and pinion, collapsible steering column.
Overall Ratio: 17.5:1.
Turning Circle: 11 m (36.1 ft.)
Steering Wheel Diameter: 385 mm (15 in.)

Braking System:

Front: Self-adjusting power-assisted discs.
Rear: Power-assisted self-adjusting leading-trailing shoe, drum type.
Front and rear diagonally linked.

Tires:

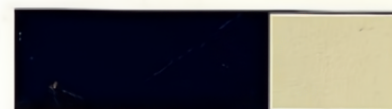
175/70 SR 13 Radial Ply.

Dimensions and Capacities:

Overall Length: 4,100 mm/161.4 in.
Overall Width: 1,635 mm/64.4 in.
Overall Height: 1,295 mm/51.0 in.
Wheelbase: 2,320 mm/91.3 in.
Track Front: 1,400 mm/55.1 in.
Track Rear: 1,410 mm/55.5 in.
Ground Clearance: 170 mm/6.7 in.
Curb Weight: 5-Speed 951 kg (2095 lbs.).
3-Speed Fully Automatic 959 kg (2106 lbs.).
Fuel Tank Capacity: 50 Litres (11.0 Imp. Gal.).

Colour Choices: (All colours metallic).

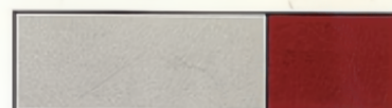
St. Moritz Silver/red interior.
Tudor Red/ivory interior.
Windsor Blue/ivory interior



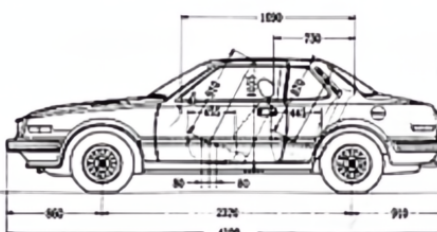
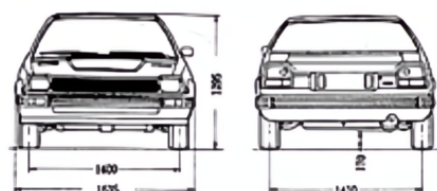
Windsor Blue/ivory interior



Tudor Red/ivory interior.



St. Moritz Silver/red interior.



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