

# CIVIC

## COUPE CRX



HONDA







**Get ready for the thrill of this**





Meet a totally new class of Honda Civic. One that's built to run with the wind. And straighten the curves on the most twisting of roads. The new Civic Coupe CRX is Honda's long-awaited response to those who demand exhilarating performance in a highly civilized sports car. It's brim-full of new technology, including Programmed Fuel Injection and a high-power 12-valve engine. Sleek aerodynamics and a big, bold front skirt and rear spoiler combine with race-bred suspension, a tight 5-speed gearbox, and highly responsive steering to give unprecedented handling. Nimble, exceptionally quick and strikingly beautiful...that's the dramatically different world of the exciting Civic Coupe CRX.

# **dramatically different Civic.**





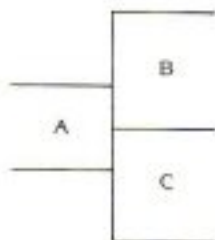


## With a body that knifes through the wind.

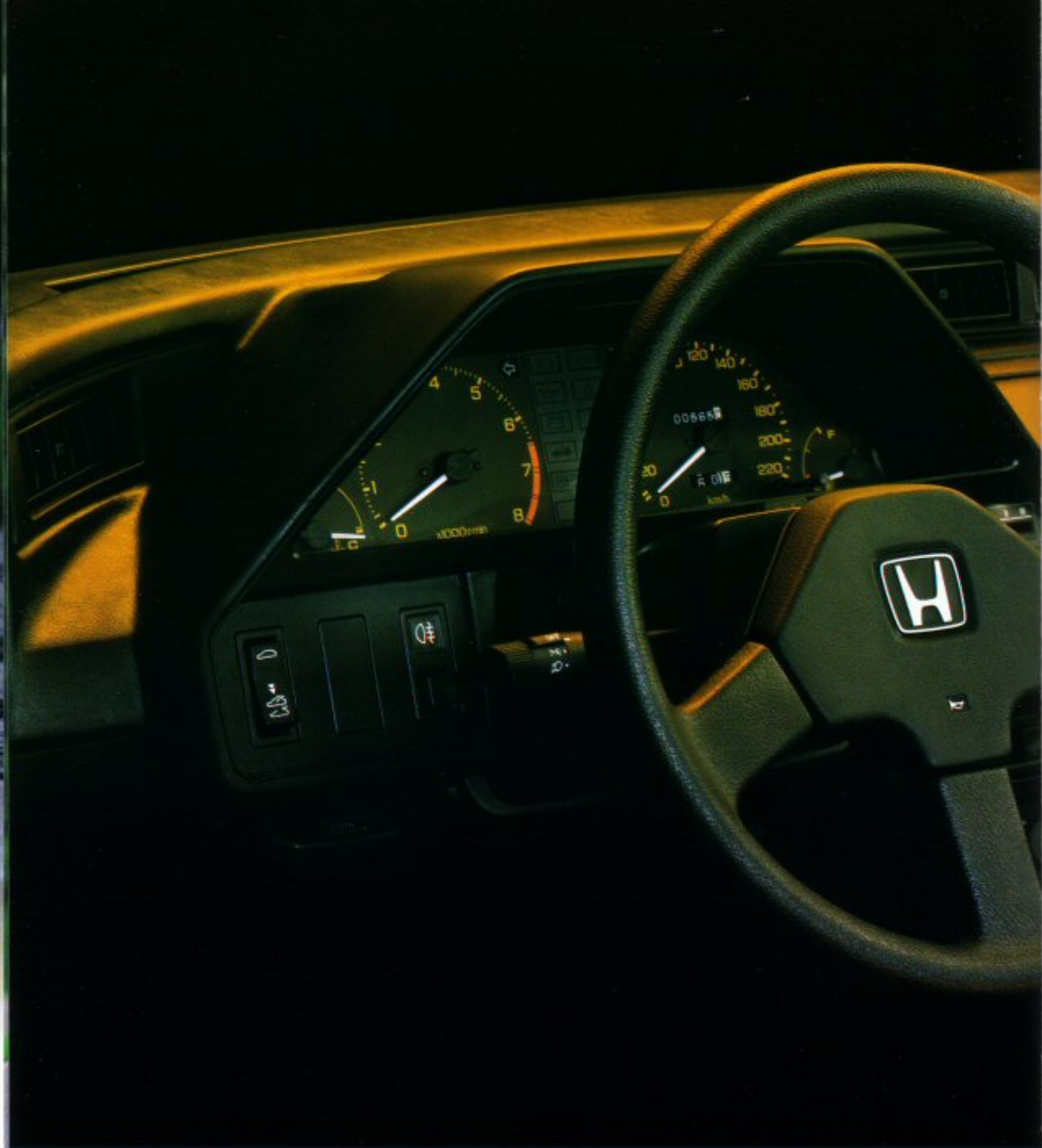
The stunning, powerful appearance of the CRX tells you exactly what this car is all about. It's a total aerodynamic design—and more. Because Honda has taken the lead by employing corrosion-free, extra-lightweight—yet tough—synthetic resin materials for large areas of the body. The result? A car unfettered by unnecessary weight. A car that remains undamaged after light collisions. A car that moves with unerring singularity of purpose down the straight, undisturbed by headwinds that would hold back lesser machines. This is a car that's meant to be enjoyed. In a way few can rival.



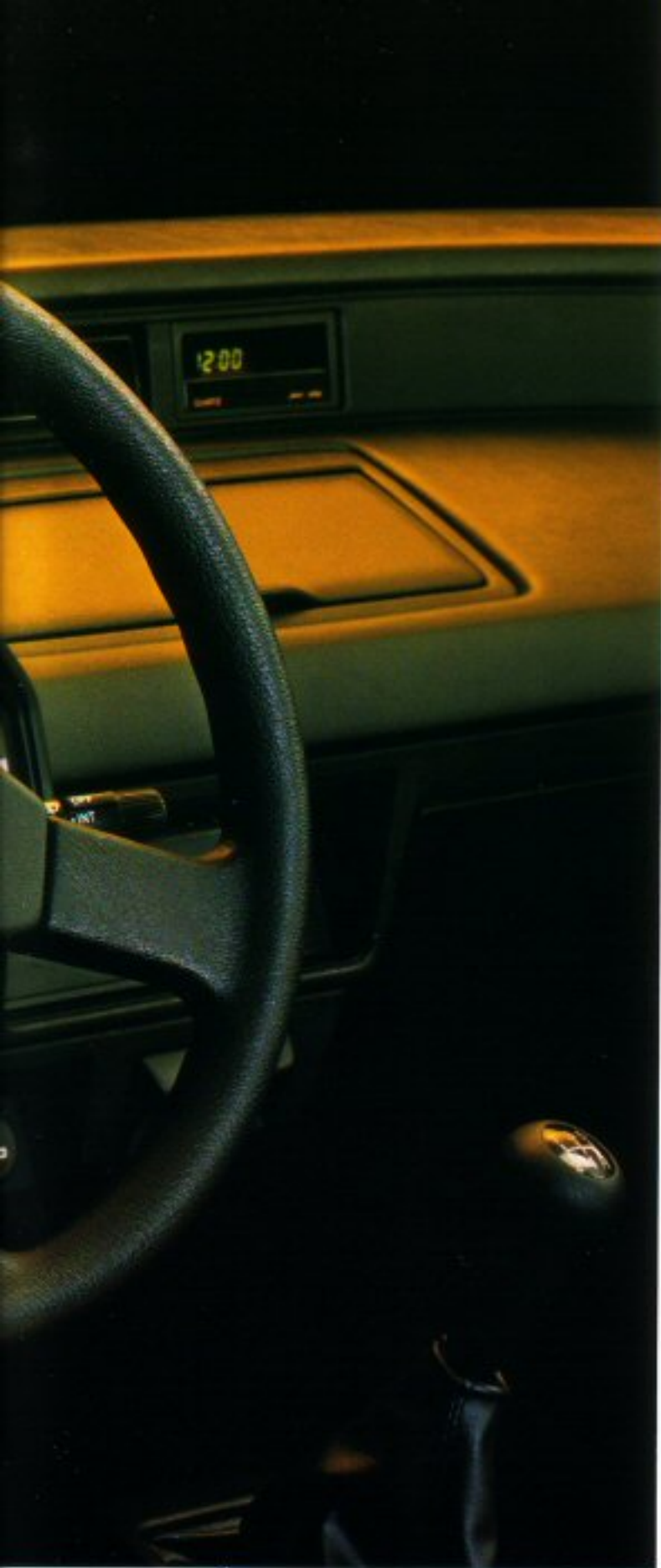
- A. The rear quarter windows are curved to help the CRX slip through the air better, and there's an air outlet built into the forward window pillar.
- B. At high-speed cruising, you'll appreciate the way the hatchback spoiler makes the CRX's rear end hug the ground. Up front, the bumper—made of polypropylene—is integrated with an air dam skirt, which has a chin spoiler.
- C. There's hardly any ridge at all between the windshield and frame (it's the same with the rear window)—a smooth-surface design that enhances aerodynamics.



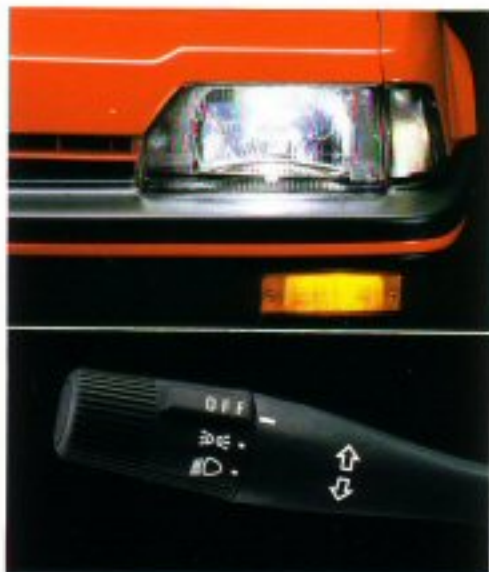




The cockpit reaffirms that this dynamic new Civic CRX is a true performance car. The thick, small steering wheel delivers a tight, professional feel. The instruments are all neatly arranged, with rev counter and speedometer clearly visible through the spokes, and important controls are only a finger's length away. Visibility is superb, thanks mainly to the low-profile instrument panel and inclined, wraparound dash. Not surprisingly, everything is precisely as it should be for a car with the performance potential of the Civic CRX.

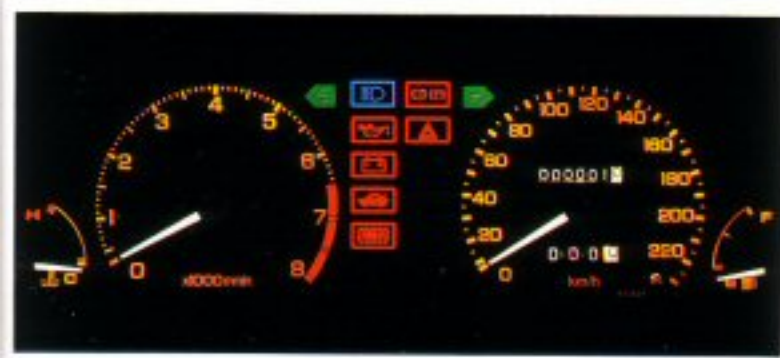


## A cockpit to match the pulse-quicken performance.



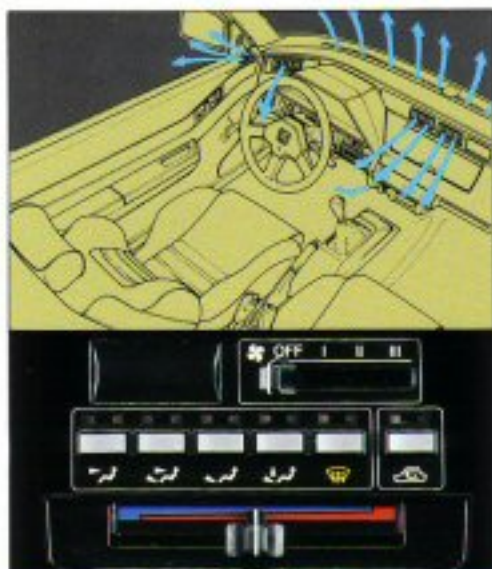
- A. Within easy fingertip reach, a slim steering column stalk houses all controls for headlights, side lights, and turning indicators.
- B. A rotary-type stalk for the wipers lets you select normal, high-speed, or intermittent wipe, or one-touch manual mode for a single wipe.
- C. Instrumentation is illuminated in a gentle amber color for easy, at-a-glance readouts.

	A
	B
C	





**A no-nonsense, sporty interior...  
everything about the CRX says go!**



	A
B	
C	
D	

- A. The CRX's hatchback opens up for easy access to the luggage space. You get more storage area by folding the rear seat forward.
- B. The efficient ventilation system features soft-touch controls for virtually all functions.
- C. The electrically driven sunroof tilts up slightly for ventilation, or opens completely by sliding backwards above the roof (this design leaves you with more headroom).
- D. Special frameless design for the front door windows.







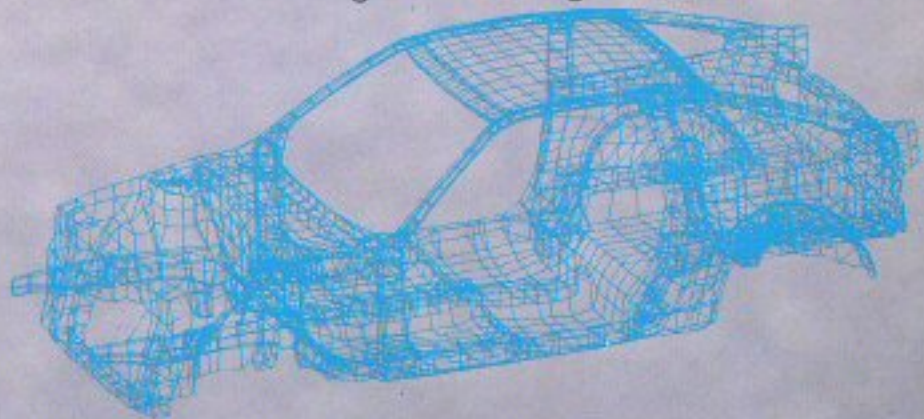
Inside, the new CRX wastes no time giving you the message, with the color-coordinated interior accurately reflecting the power under the hood. The human-engineered bucket seats with cut-away shoulders are fully adjustable, and feature side supports to hold you firm in any cornering situation. In the back, the "occasional" passenger seat folds forward to expand the storage space. Visibility is good, thanks in particular to the large glass area—the front door windows have a stylish frameless design—and inclined hood. The road is open. It's yours.



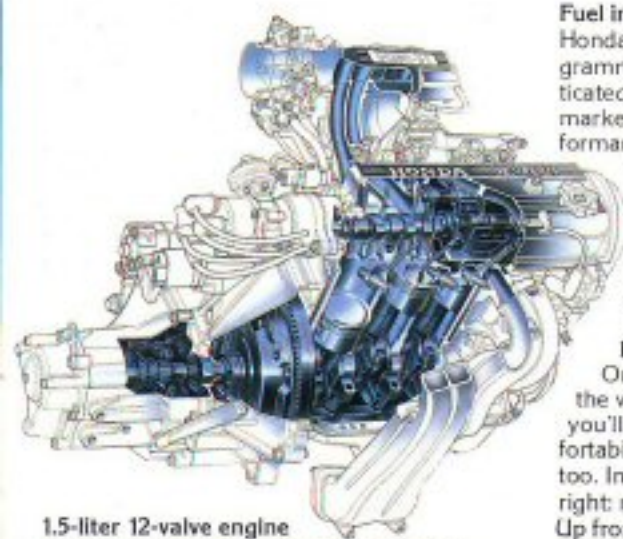




Although the new Civic CRX is an ideal city car thanks to its surprisingly economical performance, tight turning radius, and comfortable interior, it's really at its best on the open road. Honda's *total* design philosophy is what makes the difference. The CRX is a perfect combination of engineering, aerodynamics and electronics. The low, short bonnet, front skirt and rear spoiler, and streamlined monocoque body tell you this car was born to run. The feel is incredibly tight, the power delivered immediately on demand. And with its low center of gravity and superb suspension, the CRX easily manages the trickiest of "S" bends. After one drive you'll know—there's never been anything quite as exhilarating as the exciting new CRX from Honda.







#### 1.5-liter 12-valve engine

The CRX has a true performance engine, a thoroughbred in every sense of the word. It delivers the kind of performance that'll leave you breathless—and ecstatic. With a total of 12 valves—3 per cylinder—this new aluminum alloy unit gives you power to spare—up to 74kW (100 PS) at 5,750 min<sup>-1</sup>, and torque of 130 N.m. (13.3kg-m) at 4,500 min<sup>-1</sup>. Yet for all this, the engine is exceptionally compact, in fact it's as small as an 8-valve power plant, and it delivers amazing fuel economy.

#### Fuel injection

Honda's newly developed PGM-FI (Programmed Fuel Injection) System is a sophisticated automotive advance that contributes markedly to the CRX's magnificent performance. PGM-FI employs an 8-bit micro-computer to continuously monitor various running conditions, and to react to these conditions by determining the optimum air-fuel mixture. The end result is high output—and greater fuel economy at low rpm.

#### Race-bred suspension

On winding roads you'll be reassured by the way the CRX hugs the inside line. And you'll be pleasantly surprised at how comfortable the ride is in everyday city driving, too. In other words, the suspension is just right: never soft, but not too hard, either. Up front, there are torsion-bar struts with a stabilizer and at the rear Honda has installed trailing-link type beam with stabilizer. Since the front suspension incorporates anti-dive geometry and the rear is designed for anti-lift, braking stability is greatly improved.



#### Reliable braking power

Superb stopping power is yours on demand in the new Civic CRX. Ventilated front discs and self-adjusting, leading/trailing shoe rear drum brakes combine to deliver the kind of braking performance that's essential for this kind of car. The brakes are arranged in a diagonal dual circuit system for an extra margin of safety.

## Prepare yourself for sensational sports car performance.



#### Space-saving spare tire

Another unique aspect of the Civic CRX is its spare tire. Since tires rarely puncture nowadays, Honda has equipped the CRX with a temporary spare tire, which is smaller and so takes up less storage space than a regular tire.

When using the temporary spare tire, the driver is urged to observe the speed limit (80km/h maximum) and replace the tire with a normal one as soon as possible.





## Technical Specifications

Maximum Horsepower (DIN)	74kW/5,750 min <sup>-1</sup> , 100 PS/5,750 rpm	
Maximum Torque (DIN)	130 N.m./4,500 min <sup>-1</sup> , 13.3kg-m/4,500 rpm	
Engine	Water-cooled 4-stroke OHC 12-valve in-line 4-cylinder transversely mounted	
Fuel Injection System	Honda's original PGM-FI (Programmed Fuel Injection)	
Displacement	1,488cm <sup>3</sup>	
Bore & Stroke	74×86.5mm	
Compression Ratio	8.7:1	
Transmission	Synchromesh five forward speeds, one reverse	
Gear Ratios	1st	2.916
	2nd	1.764
	3rd	1.181
	4th	0.846
	5th	0.714
	Reverse	2.916
	Final	4.266
Clutch	Dry single plate, diaphragm spring	
Steering System	Rack and pinion	
Drive Wheels	Front	
Suspension	Front	Torsion-bar strut with stabilizer
	Rear	Trailing-link type beam with stabilizer
Brakes	Front	Hydraulic servo-assisted ventilated discs
	Rear	Hydraulic servo-assisted leading/trailing shoe drums
Tires	175/70 HR13	
Dimensions (L×W×H)	3,675×1,625×1,290mm	
Wheelbase	2,200mm	
Tread	Front/Rear	1,400/1,415mm
Ground Clearance	165mm	
Fuel Tank Capacity	41 liters	
Curb Weight	825kg	

Specifications subject to change without notice.

## Body & Upholstery Colors

Creek White



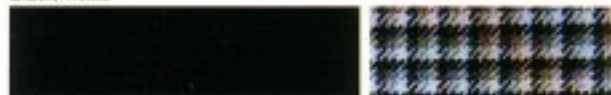
Blue/White



Victoria Red



Black/White



Beltic Blue



Blue/White



- The above colors may not be available in some countries.
- Shades of colors printed may differ slightly from those of the actual automobile.

Unit: mm

