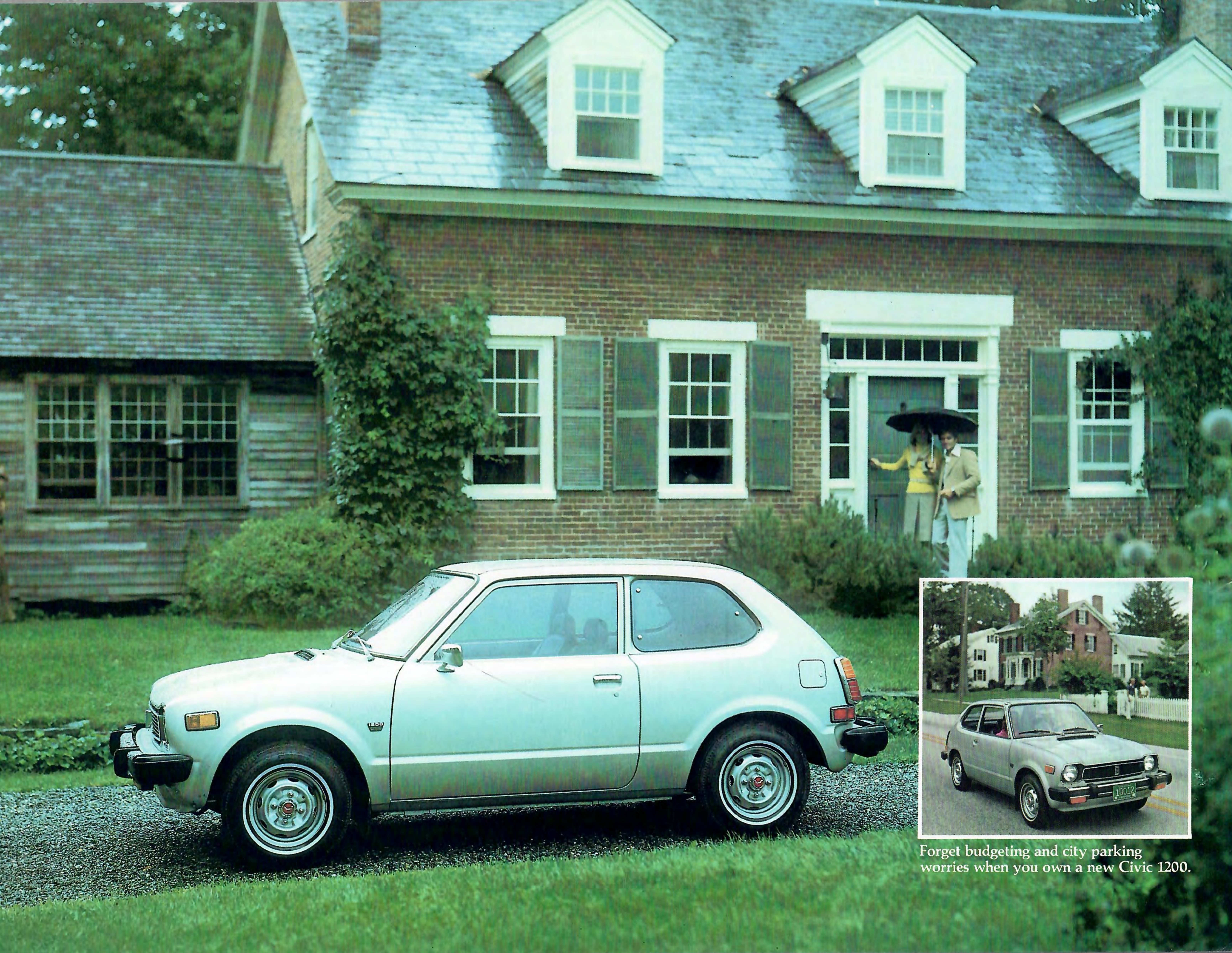


HONDA

**Civic 1200 and
Civic CVCC for 1978**





Forget budgeting and city parking worries when you own a new Civic 1200.

No wonder you see more Civic® 1200's every day!

Every since the first Honda Civics started coming to America in 1973 they have been making more new friends and boosters at an unprecedented rate. By mid-1977, over two hundred thousand Civic 1200's had been sold in the U.S., and that's a lot of automobiles!

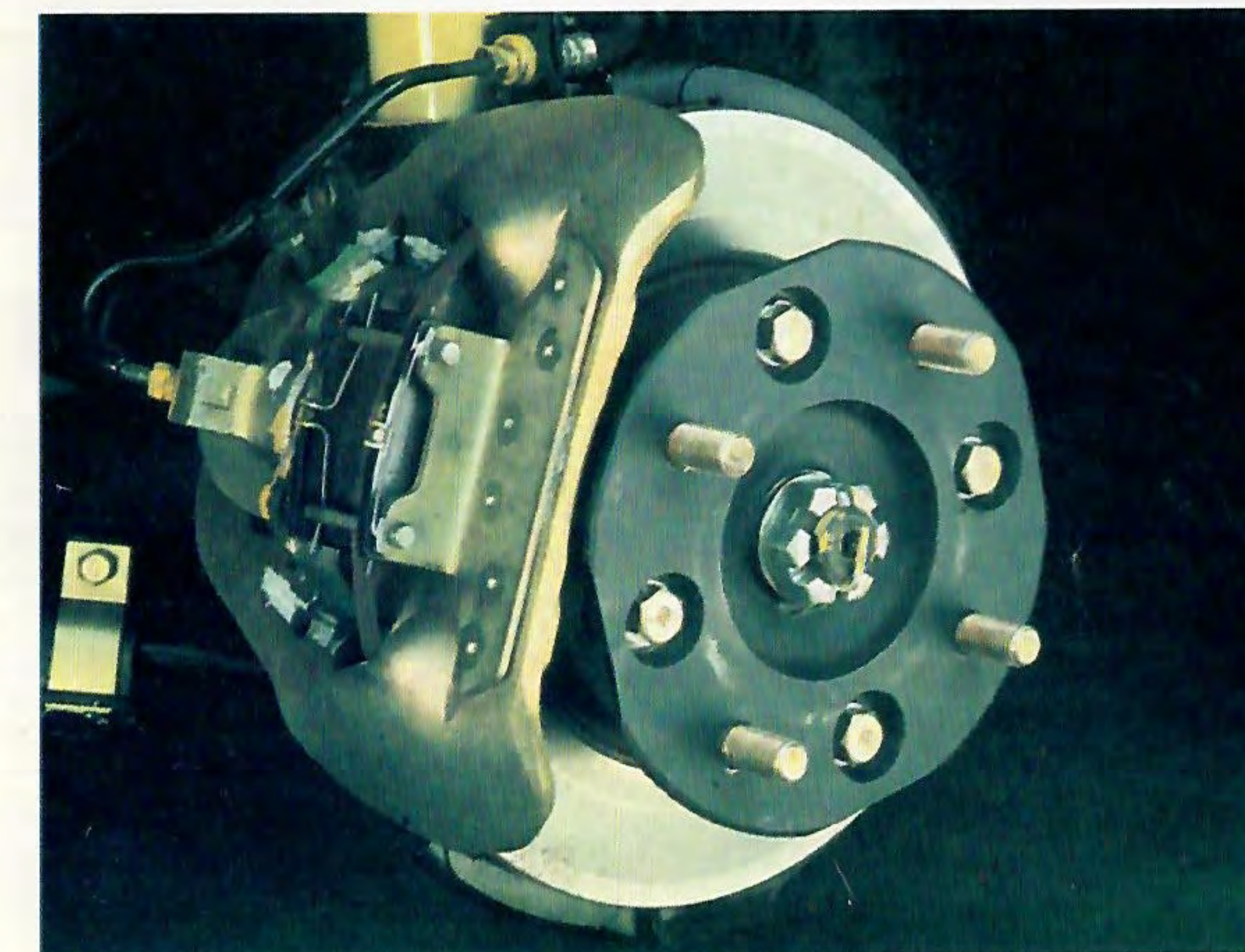
The Civic 1200 sedan is the lowest priced Honda. A Hatchback model is also available in this series, and is offered with a smooth shifting 4-speed manual transmission, or extra cost manually-selected Hondamatic for the convenience of clutch-free driving if you prefer it.

Probably the most important reason that Honda Civic sales have been growing so fast is that the Civic makes so much sense for today's driving. The Civic seats four adults with ample leg and headroom, and it is a breeze to park with its short overall length (just 145.5" for the Civic 1200), and its very short turning diameter (just 30.9'). The Civic 1200 is very easy to handle with its power-assisted front disc brakes, and rack and pinion steering.

Another important factor in the popularity of the Honda Civic 1200 is the high degree of engineering excellence that is a part of every Honda automobile. Since its introduction the automotive press has had a lot of nice things to say about the Civic 1200, its design, and the quality of its workmanship.

We urge you to find out for yourself just why the Honda Civic 1200 has been winning so many new friends. Why not test drive one today at your nearby Honda dealer? There are lots of Honda dealers now to serve you.

The Civic 1200 series is not available in California, or high altitude counties.



The Civic 1200 has power-assisted disc brakes in front which handle a large part of a car's braking.



Once you've owned a Civic 1200 Hatchback you'll probably wonder how you ever got along without one. Ideal for easy loading, or unloading whether it's grocery bags, suit cases, or sales samples.



Civic 1200 Hatchback



Civic CVCC 5-Speed



Civic CVCC Sedan



Civic CVCC Wagon



Photo courtesy of Lawry's California Center



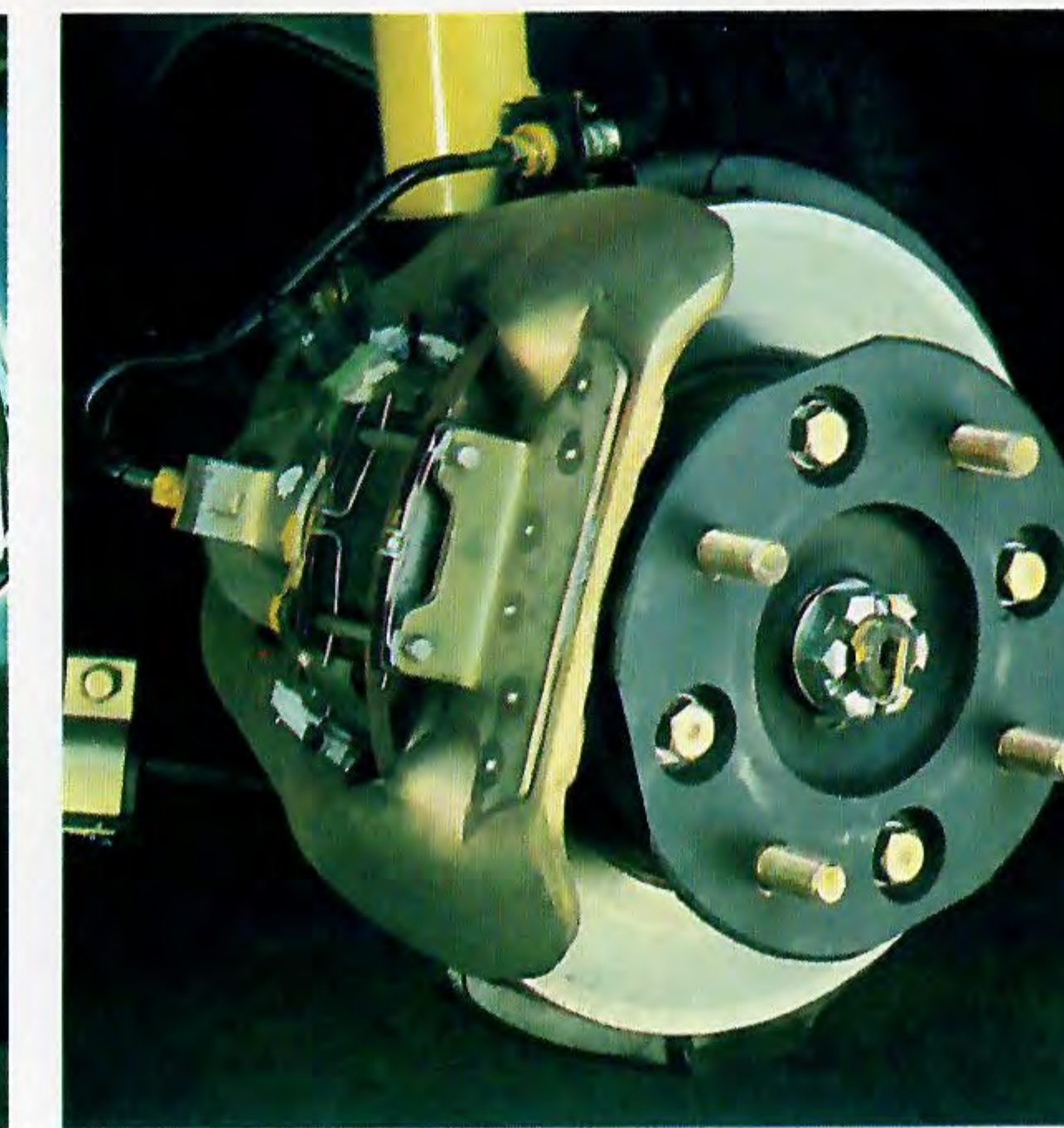
Hondamatic with torque converter and two manually selected forward speeds is an available option if you prefer clutch-free driving.



Both front seatbacks adjust into various reclining positions. Ideal for rest stops on a long drive. Standard on all Honda automobiles.



The grille of the 1978 Civics has been redesigned to add a distinctive new look to the cars, and the energy absorbing bumper is designed for an extra degree of sheet metal protection.



Power-assisted front disc brakes gives the Civic CVCC excellent stopping power.

Owning a Civic CVCC® may change your ideas of what a car should be.

Many Civic CVCC owners tell us that after owning and driving their Honda they wonder why they didn't buy a small car long ago. The Honda Civic CVCC is just that kind of car. It's so easy to drive in city traffic, parking is so much simpler, and you can use any grade of gasoline in it. A Civic takes a lot of the aggravation out of today's urban driving. There are even a number of big downtown parking facilities that are starting to mark out certain parking stalls "for sub-compact cars only." That's a real set-up when you own a Honda Civic CVCC.

But the Civic CVCC's space saving virtues are only part of the story. Four wheel independent suspension with MacPherson struts (except on the Wagon) help smooth out the ride and give the Honda Civic CVCC a wonderful feeling of positive control on the road. The Civic CVCC's have excellent driver visibility. There is no sloping "fastback" styling to obstruct the driver's rear view, an important safety-plus.

The controls and instruments in the Civic CVCC are thoughtfully designed and positioned to help make driving in heavy traffic, or after dark a lot easier. Everything is right at hand, easy to reach, or easy to scan at a glance. The heating and ventilation system makes year 'round driving comfortable in the Honda Civic, and of course, specially designed air conditioning is an available option.

With the ever increasing cost of operating an automobile, particularly in high density urban areas, it is not very surprising that so many people have been switching to Honda.



The 5-speed manual transmission provides a top overdrive cruising gear... saves fuel and engine wear and reduces engine noise level.

Honda's Civic CVCC 5-Speed makes driving fun again!



If you're the kind of person who really enjoys driving, and either logs a lot of miles to and from work, or simply likes to get out on a weekend and GO... the Civic CVCC 5-Speed was designed for you!

This model is a special version of the Civic CVCC Hatchback, but equipped with the 5-speed manual transmission for smoother highway cruising. Because fifth gear is actually overdrive, it reduces engine noise, engine wear, and improves fuel economy with a wider range of peak performance.

The list of standard equipment on the Civic CVCC 5-Speed is a long one.

First, the car has its own special trim with sporty houndstooth seat material. Radial ply tires are, of course, standard as well as rallye styled wheels with bright metal trim rings.

The interior in the Civic CVCC 5-Speed will appeal to your sense of what a fun machine should be. A tachometer redlined at 7000 rpm, a special instrument cluster for the fuel and temperature gauges, a wood rim steering wheel, and a wood shift lever knob all add a luxury-sport flavor to the car.

An electric rear window defroster, AM radio and cigarette lighter are all standard at no extra cost on the remarkable 5-Speed model.



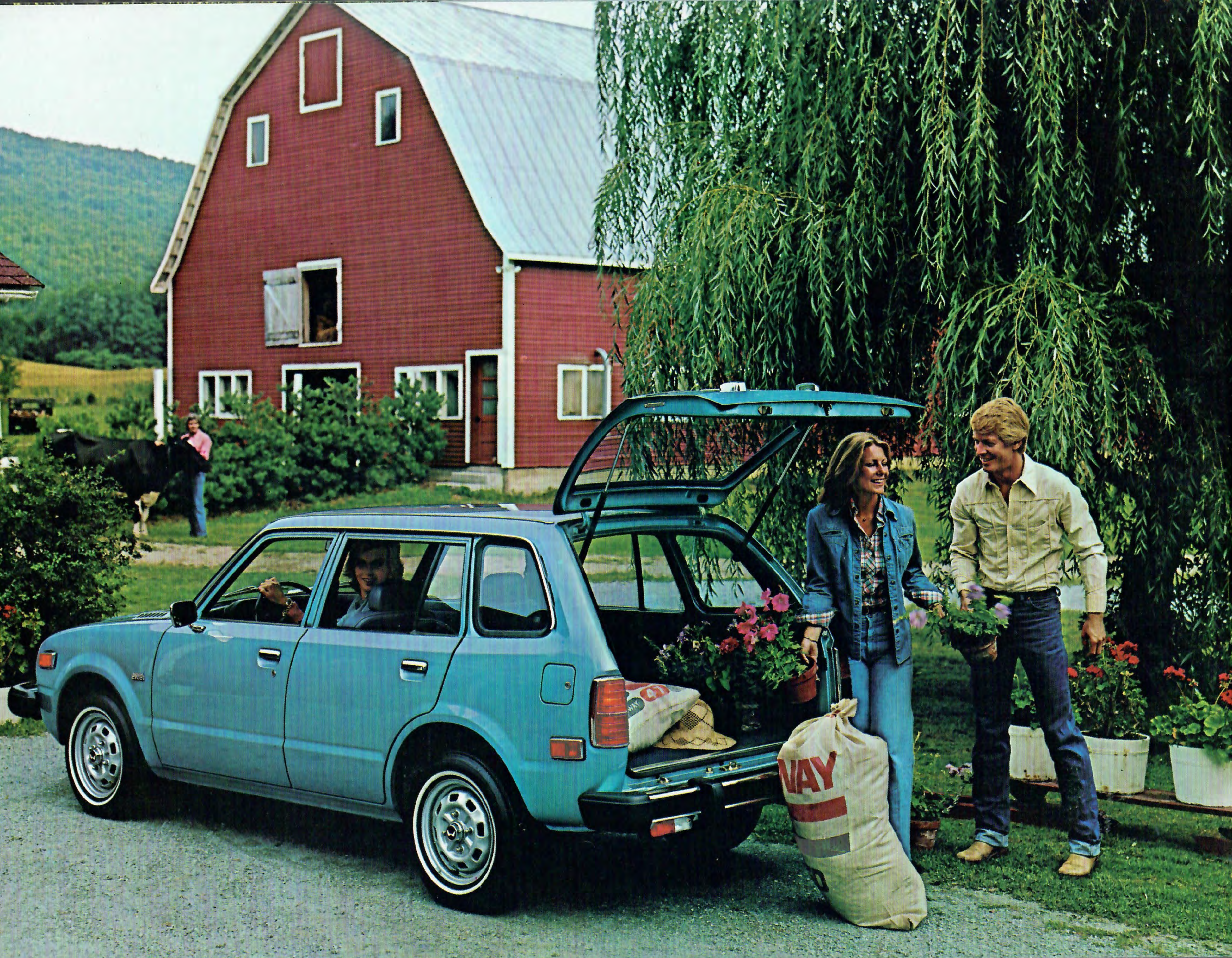
The Civic CVCC 5-Speed model has steel-belted radial ply tires and bright metal trim rings as standard equipment.



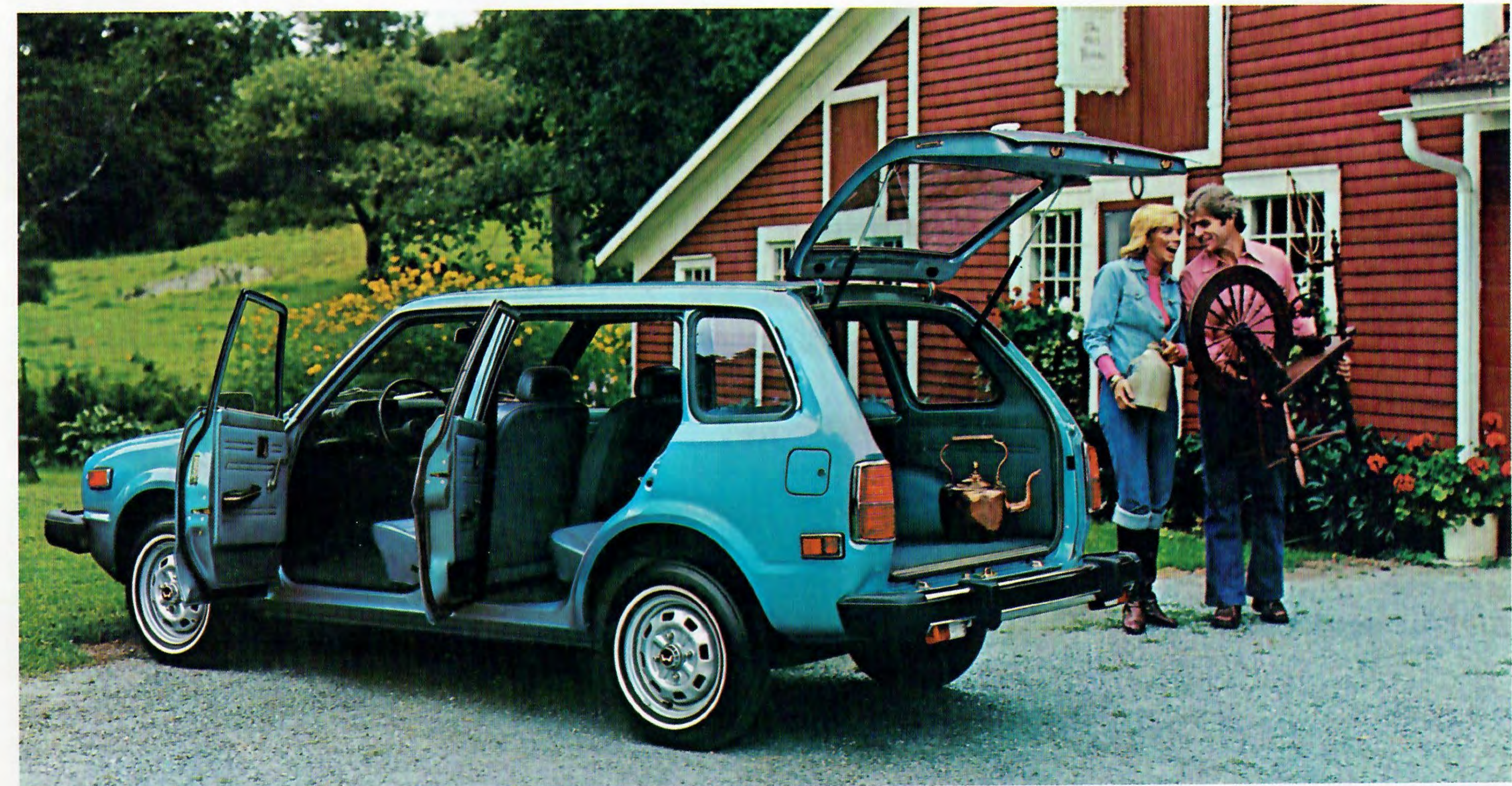
The electric rear window defroster helps keep the window clear in cold or muggy weather. Standard on all models except sedans.



The instrumentation on the Civic CVCC 5-Speed is complete. It includes an accurate electric tachometer redlined at 7000 rpm, a 1000 mile trip odometer and a separate pod for fuel and temperature gauges.



Civic CVCC 5-door Wagon...the family car.



Here's a car that can handle all sorts of chores! Need some bulky items from the garden supply shop? Fold the rear seat out of the way, and the big wide rear liftgate opens all the way down to the floor to give you a lot of loadspace.

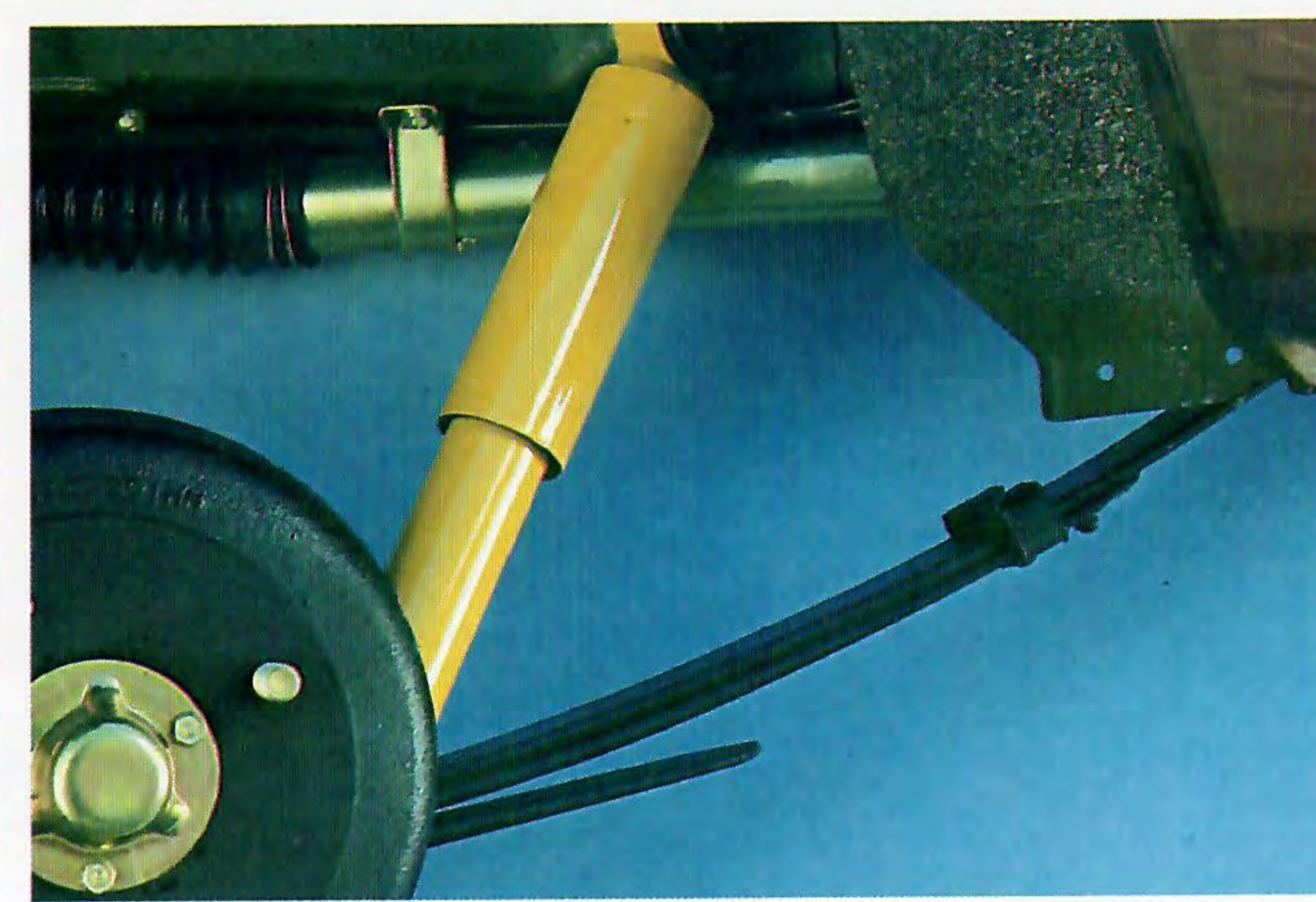
Have to haul some bales of hay, or a saddle or two? The Civic CVCC Wagon gives you all the 4-door convenience of letting people and their gear in or out. There is also more loadspace behind the rear seat for several bags of oats.

Then if you need still more loadspace for a vacation, you can always order the very sporty chrome roof rack for your Wagon. It's a very popular accessory that will add still more to the practicality of this versatile Civic CVCC Wagon. Yet, even with all of its "workhorse" virtues, the Wagon is still a very easy car to drive and park, and owning one won't bend your budget out of line.

And, like all other Honda automobiles, the Civic CVCC Wagon runs fine on regular, low-lead or unleaded gasoline. A real saving as well as a convenience.



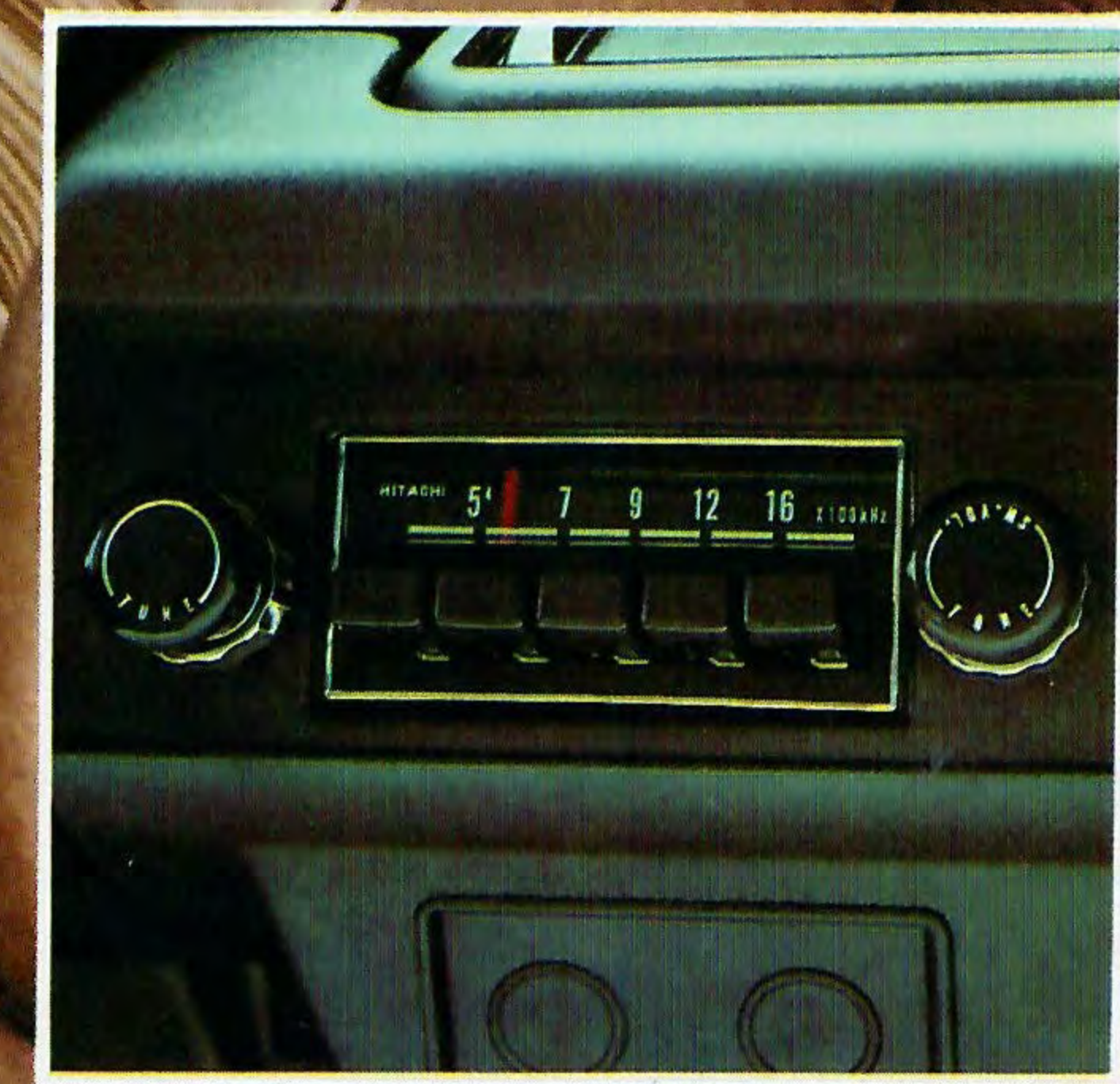
Like all Hondas, the Wagon has a transverse-mounted engine with front wheel drive. Saves on overall length, puts the weight of the drive train directly on the front wheels for better traction.



The Wagon is built with leaf springs and a beam type tubular axle in the rear to provide more flat cargo loadspace.



With the rear seat cushion folded forward, and the seatback folded flat the Wagon has a usable cargo space of 22.5 cubic feet.



An AM pushbutton all transistor radio is included as standard equipment in the Civic CVCC 5-Speed and other Hatchback models.

Smart as a sport coupe...practical as a station wagon.



It's no wonder that Hatchback models are becoming so popular today. Nearly everyone has to haul things in their car from time to time, and there just isn't any easier way to handle most any type of light cargo than in a Civic CVCC Hatchback!

The single ignition key locks or unlocks the rear hatch, or if there is no need to lock it, a simple push on the latch button will release the latch. The hatch is counter-balanced with two gas filled cylinders that raise the lid, or hold it in the open position. When the hatch is closed, these counterbalance supports are out of the way so that they can't interfere with the baggage or packages.

With the rear seat in the upright position, there is room behind the seatback for grocery bags, or packages. But with the rear seat folded flat, the Civic Hatchback becomes a real hauler. There's plenty of room for camping gear, suit cases, or a good sized load of office supplies.



The entire loadspace in the Honda Civic CVCC Hatchback is within easy reach for simple loading or unloading.

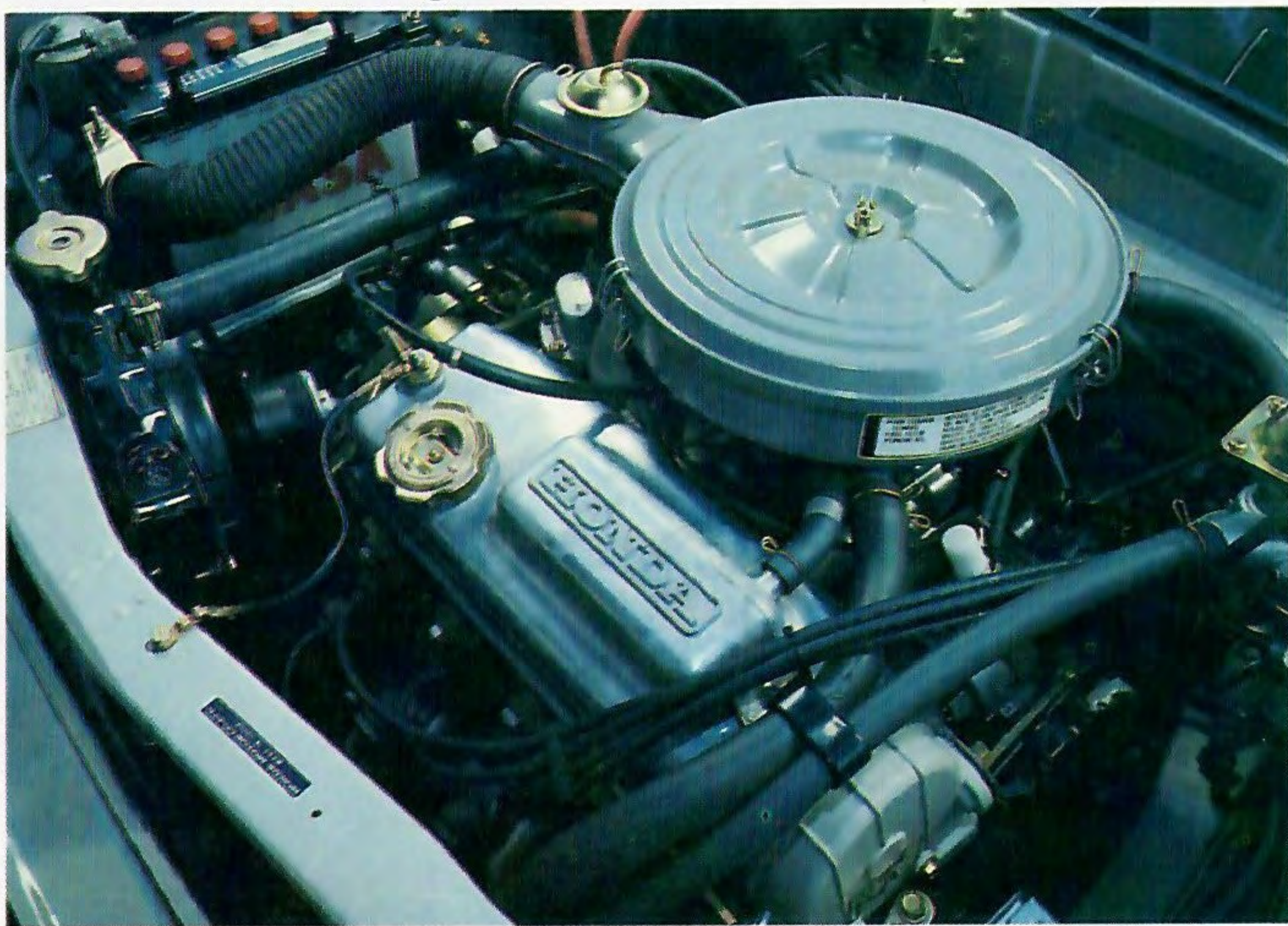


Short turning radius and rack and pinion steering make tight turns in limited space very easy.

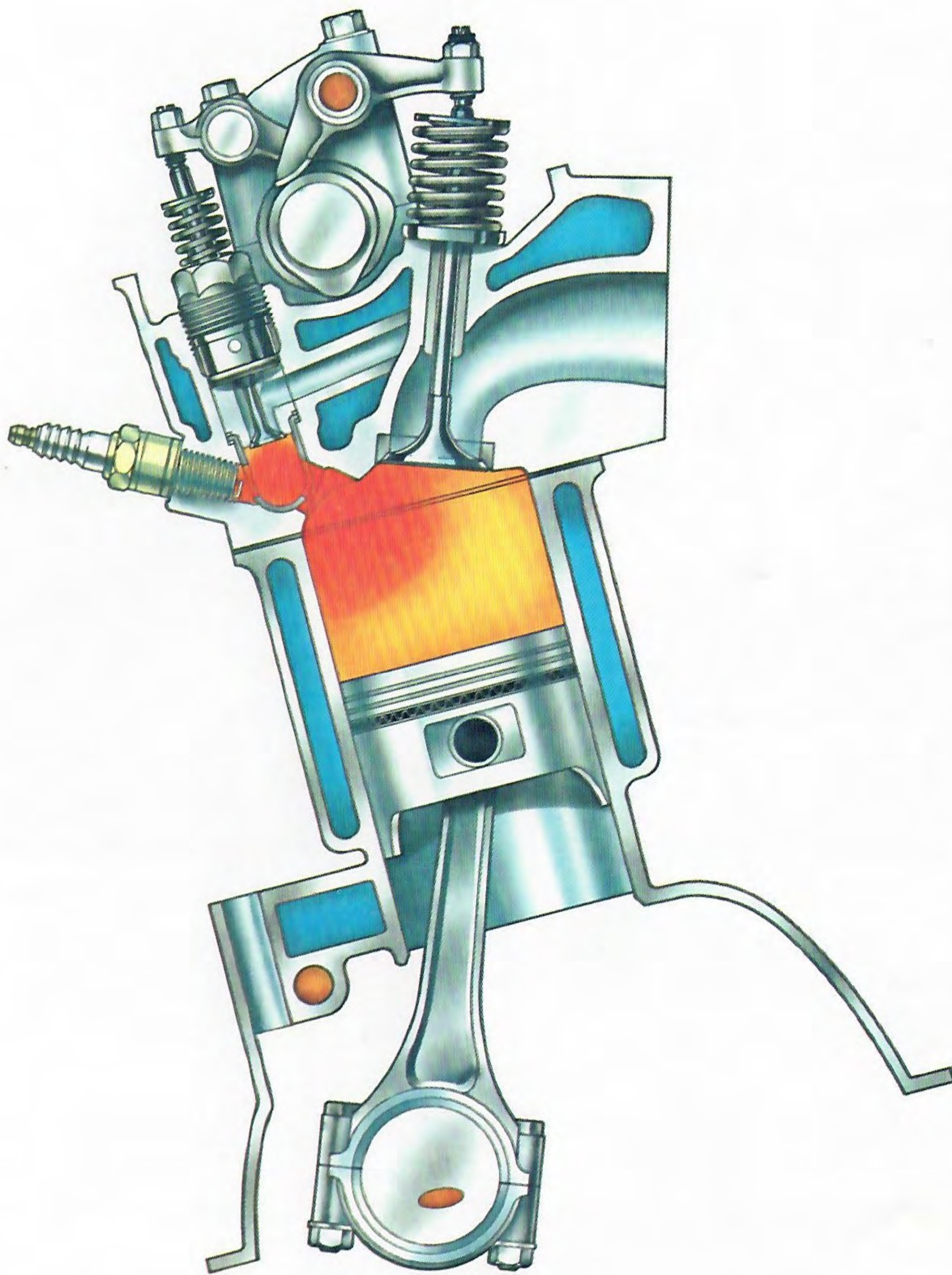
The Honda Civic CVCC Engine needs no catalytic converter.



Civic CVCC Engine



Civic 1200 Engine



The CVCC engine is remarkably efficient. There is no need for a catalytic converter, air pump, or exhaust gas recirculation system.

The engine has two combustion chambers in each cylinder... a main chamber and a pre-chamber. On intake, a rich fuel-air mixture enters the pre-chamber via a separate smaller intake valve, and at the same time a very lean mixture enters the main chamber in the conventional way. Under compression, a moderate fuel-air mixture forms near the pre-chamber opening in the main chamber. The spark plug fires the rich mixture which in turn ignites the moderate and lean main charges. This results in a stable slow burn which drives the piston down on its power stroke.

The CVCC design results in the PEAK burning temperature remaining low enough to minimize the formation of oxides of nitrogen (a prime air polluter), while at the same time the MEAN temperature is held high enough and long enough to reduce carbon monoxide and hydrocarbon emissions.

The Civic CVCC engine does all this on regular, low-lead or unleaded gasoline.

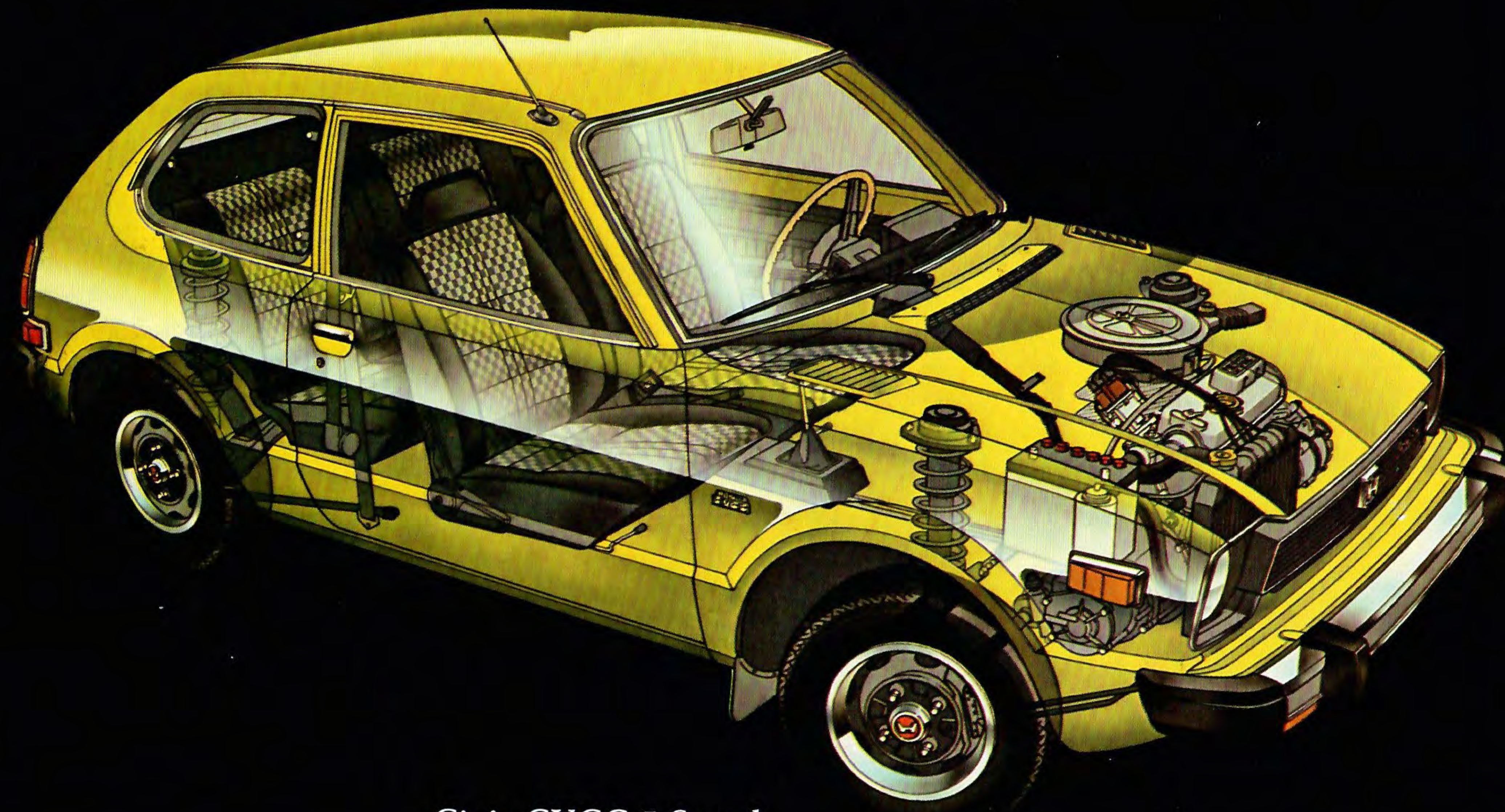
The Civic 1200 models are powered with the 1237cc overhead valve 4-cylinder engine. The Civic 1200 engine has a small piston displacement, just 75.5 cubic inches. Because of the extensive use of aluminum alloy in the design of the Civic 1200 engine, overall weight is held to a minimum.

Efficient design gives the Civic 1200 excellent performance. Exhaust emissions are controlled by an air-injection system, and the engine runs on regular, low-lead or unleaded gasoline.

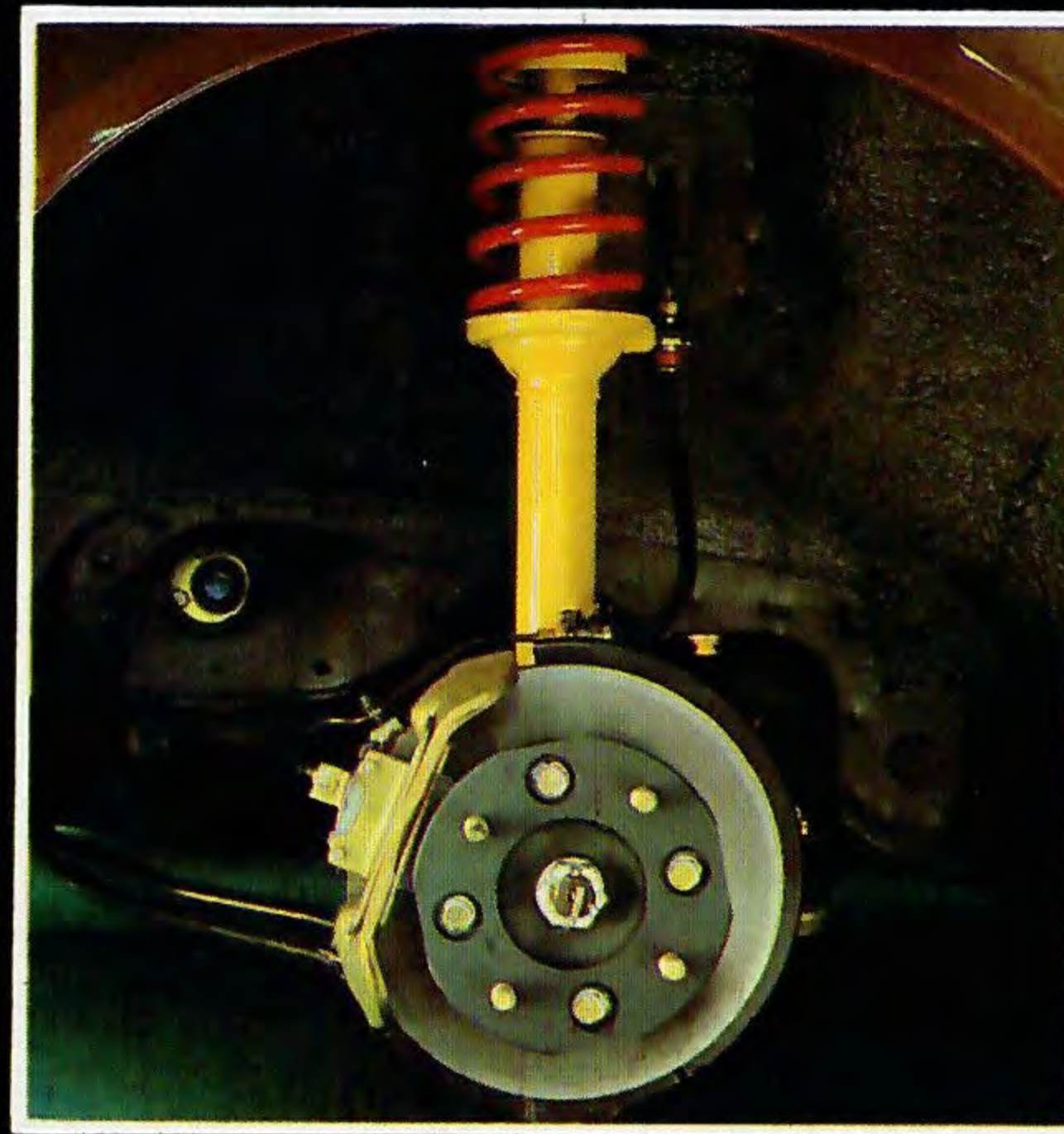
Advanced engineering...Pride in workmanship. Both are important reasons for the Civic's success.

Remarkable space utilization, four-wheel independent MacPherson strut suspension and Honda's transverse mounted engine with front wheel drive make the Civic 1200 a tremendously practical car for today's kind of driving.

From the center door posts forward, the Civic CVCC Wagon is identical to the Civic CVCC Sedan or Hatchback models. The rear half is different. The wheelbase is more than three inches longer, and there are four doors plus the rear liftgate. The Wagon rear suspension has supple leaf-type springs to provide a wide, flat cargo space floor.



Civic CVCC 5-Speed



Big, smooth-acting MacPherson struts help soak up the bumps and contribute much to Honda's fine handling characteristics.



The body on every Honda automobile is unitized. This means that electrically welded sheet metal stampings are formed into box sections to add overall strength to the body which also serves as the car's chassis.



The inside door locks on all sedan and hatchback models have a color coded sliding tab that shows at a glance whether or not the door is locked.



The bumpers, both front and rear, on the Honda Civic are designed with built-in hydraulic shock absorbers to minimize sheet metal damage in minor traffic mishaps.



Civic 1200 Hatchback



Civic CVCC Wagon

The Honda Civic 1200 and Civic CVCC are cars that were designed to meet a very exact goal. That goal was to develop small, highly durable automobiles that can meet the ever tightening demands for vehicles that are comfortable, easy to drive, and built to stand up under hard use. Honda succeeded in reaching these goals, plus they were able to achieve all this in a very attractive package...the Civic look!

The Civic represents excellent use of space. Its transverse front-mounted engine makes it possible to build a comfortable car from a space and ride point of view, yet build it so that it takes up a minimal amount of parking space.

The Civics are exceptionally well balanced automobiles, and with their power driving the front wheels, traction is applied in the direction the car is steered. This is important, particularly on slippery road surfaces, in snow or mud.

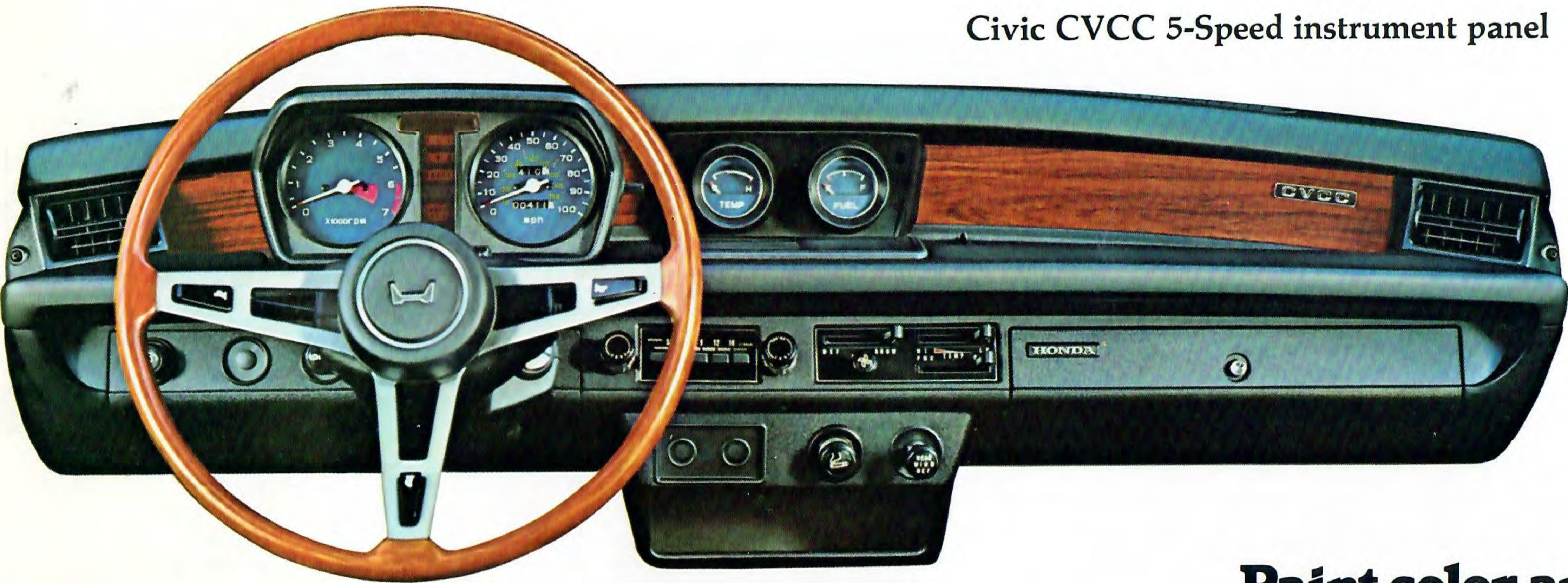
Precise rack and pinion steering makes the Civic light, and easy to steer whether driving at maximum highway speeds, or parking. The power-assisted front disc brakes give the driver a feeling of full control in any situation.

In addition to all of the fine engineering that is the Honda Civic, there is an equally important ingredient...quality workmanship. Fit and finish are very closely checked on the Honda assembly line. Side by side comparison with many competitive cars will bear this out.

1978 Specifications

1978 Specifications		Civic CVCC 5-Speed	Civic CVCC Wagon	Civic CVCC Sdn. & H'back	Civic 1200 Sdn. & H'back
General		Transverse engine, front wheel drive			
Engine		4-cylinder, in-line, Advanced Stratified Charge			4-cylinder, in-line
Bore & stroke		2.91" x 3.41" (74.0 x 86.5mm)			2.83" x 2.99" (72.0 x 76.0mm)
Piston displacement		90.8 cu. in. (1488cc)			75.5 cu. in. (1237cc)
Compression ratio		7.9:1			8.1:1
Type carburetor		3 barrel, downdraft			2 barrel, downdraft
Valve train		Single overhead camshaft, belt drive			
Cooling system		Pressurized liquid cooling, thermostatically controlled fan			
Fuel required		Regular, low-lead or unleaded			
Drive Train		5-speed	4-speed		
Manual synchromesh trans.					
Optional Hondamatic with torque converter			2-manually selected speeds (not available in sedan models)		
Suspension					
Front		Independent MacPherson struts, coil springs			
Rear		Independent MacPherson struts, coil springs	Solid axle, leaf springs	Independent MacPherson struts, coil springs	
Steering					
Type		Rack and pinion			
Turning circle (curb to curb)		30.9 ft. (9.4 meters)	32.2 ft. (9.8 meters)	30.9 ft. (9.4 meters)	
Steering wheel turns (lock to lock)		3.1	3.5	3.1	
Braking System					
Front		Self-adjusting, power-assisted disc			
Rear		Power-assisted, leading trailing shoe, drum			
Parking brake		Cable-operated on rear drums			
Tires					
Size & type		155SR12 radial	6:15 x 13 bias ply whitewall	600S12 bias ply (whitewall on Hatchback models)	
Dimensions					
Overall length		148.6" (3775mm)	158.5" (4025mm)	148.6" (3775mm)	145.5" (3695mm)
Overall width			59.3" (1505mm)		
Overall height		52.0" (1320mm)	54.3" (1380mm)	52.4" (1330mm)	
Wheelbase		86.6" (2200mm)	89.8" (2280mm)	86.6" (2200mm)	
Track, front/rear		51.2" (1300mm) 50.4" (1280mm)	51.2" (1300mm)/51.2" (1300mm)	51.2" (1300mm)/50.4" (1280mm)	
Curb weight — Sedan					
— H'back (Manual)		1801 lbs. (817kg)		1762 lbs. (799kg)	1663 lbs. (745kg)
— H'back (Auto.)				1795 lbs. (814kg)	1696 lbs. (769kg)
— Wagon (Manual)			1985 lbs. (900kg)	1810 lbs. (821kg)	1711 lbs. (776kg)
— Wagon (Auto.)			2000 lbs. (907kg)		
Fuel tank capacity		10.6 gal. (40 litres)	11.1 gal. (42 litres)	10.6 gal. (40 litres)	

The Civics offer carefully crafted interiors

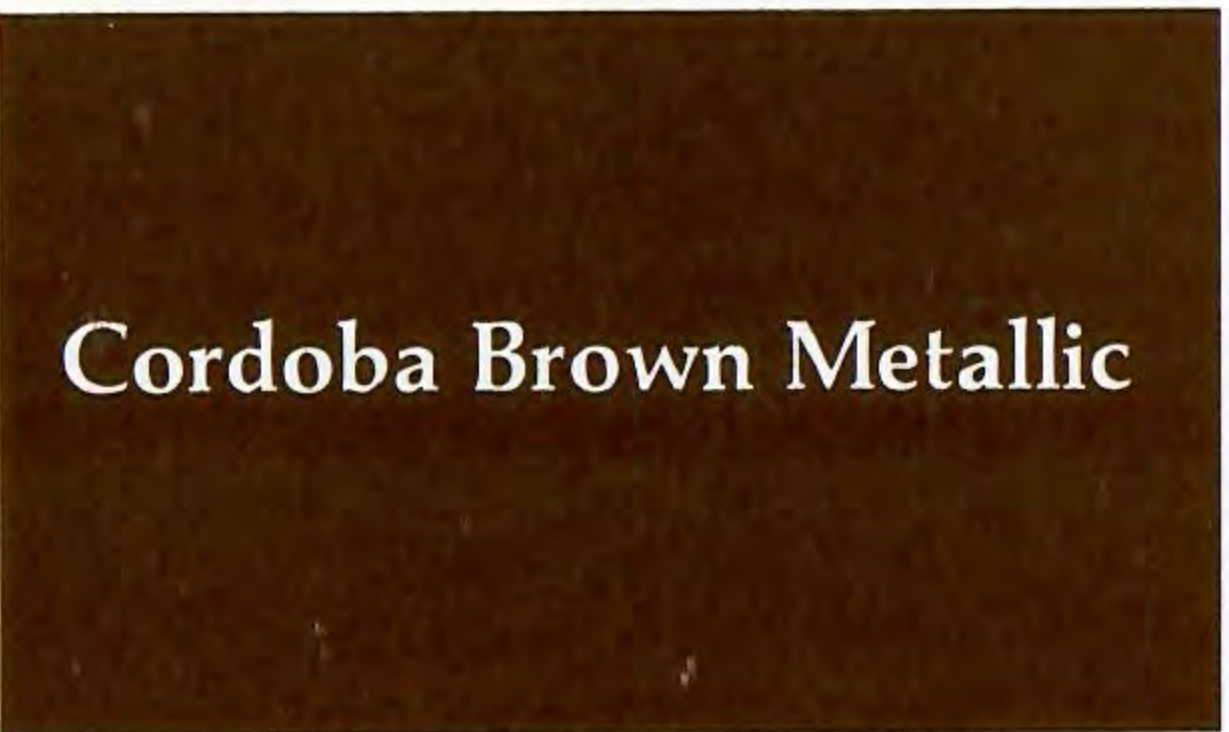


Civic CVCC 5-Speed instrument panel

How your car's instrument panel looks, and how everything on it functions should be important to you. After all, that's what you look at each time you drive. Honda designers know this, and a lot of care and study went into the development of the Civic's and Civic CVCC's interior.

All controls are easy to reach from the driver's seat. Practical features, like a convenient shelf right on the face of the panel, have been included. A combination light switch on the left side of the steering column controls all lights including the headlight high-low beams. A generous glove compartment is also provided.

Paint color and upholstery options



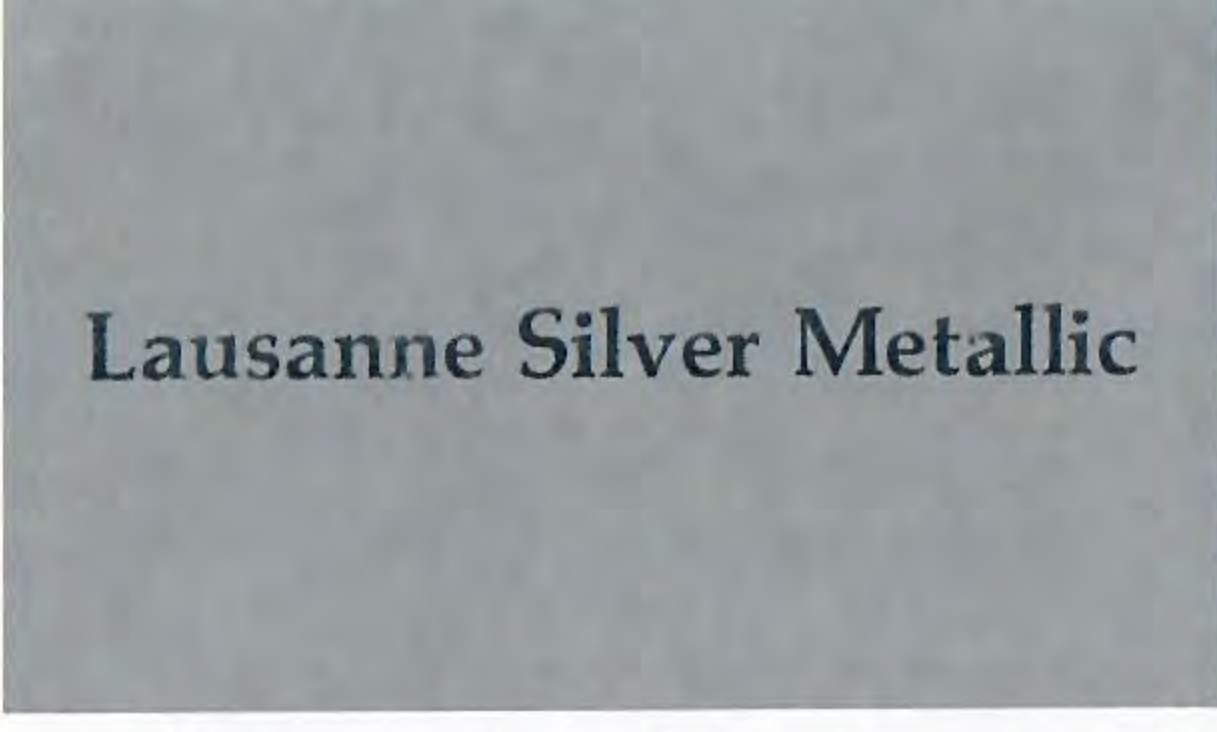
Cordoba Brown Metallic

Available on Hatchbacks and Wagon
Interior trim tan



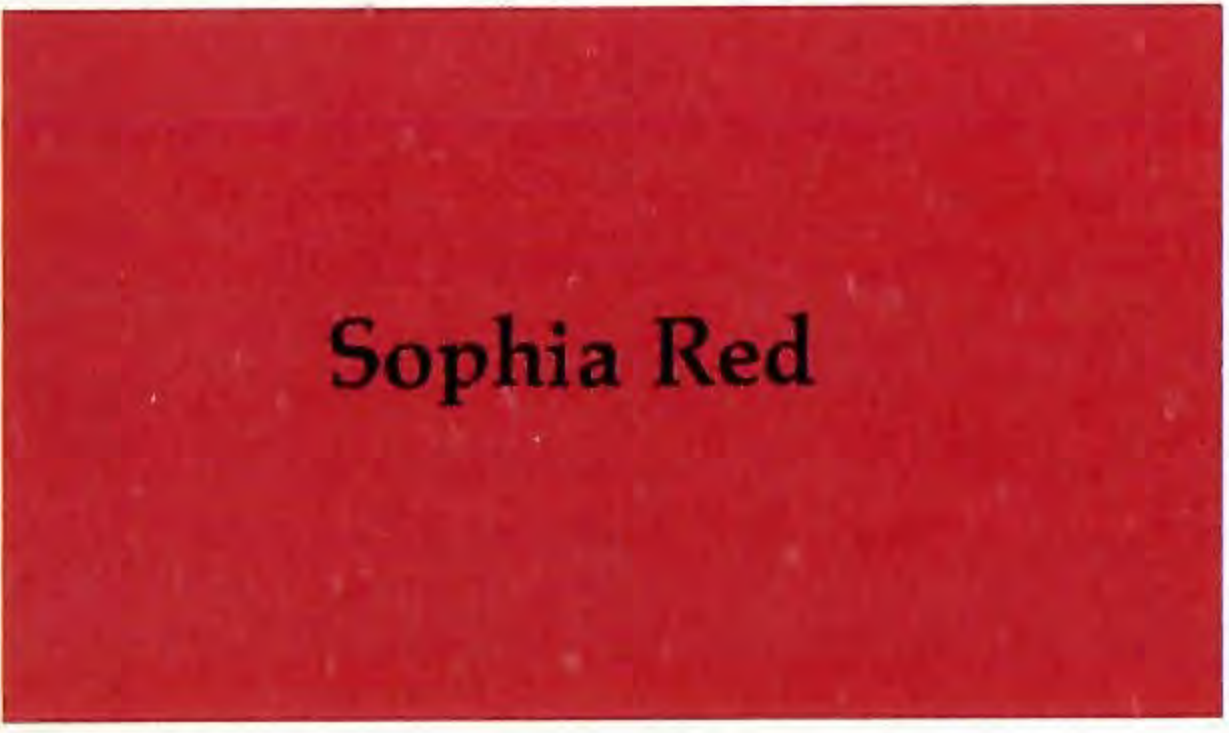
Trevi Blue Metallic

Available on Hatchbacks and Wagon
Interior trim blue



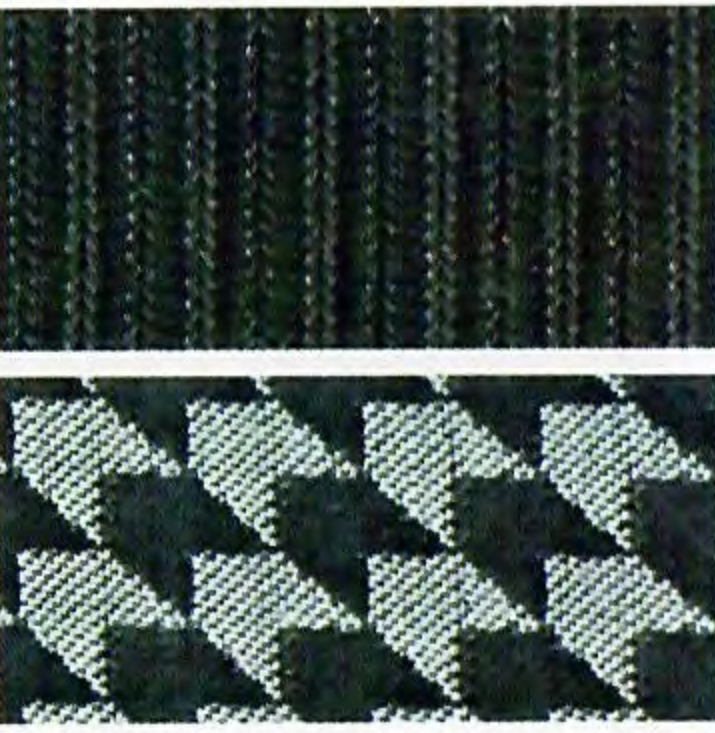
Lausanne Silver Metallic

Available on Hatchbacks and 5-Speed model
Interior trim black except 5-Speed which is black with houndstooth pattern cloth inserts



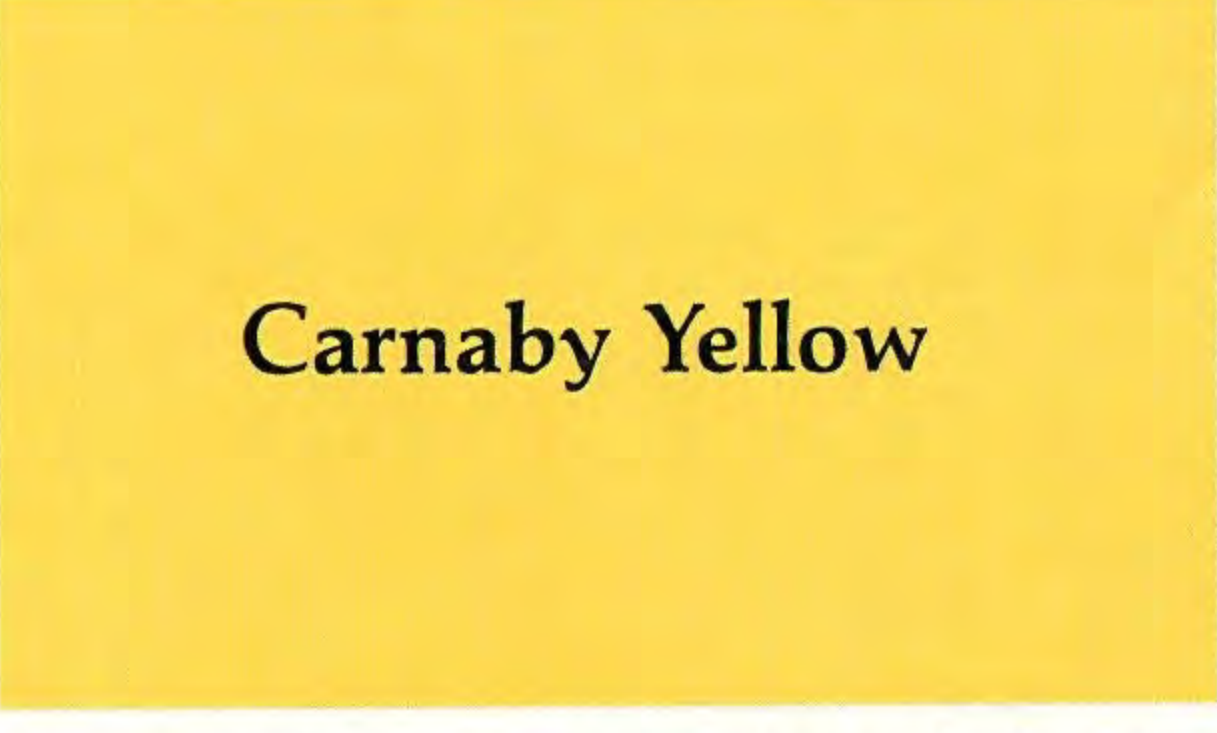
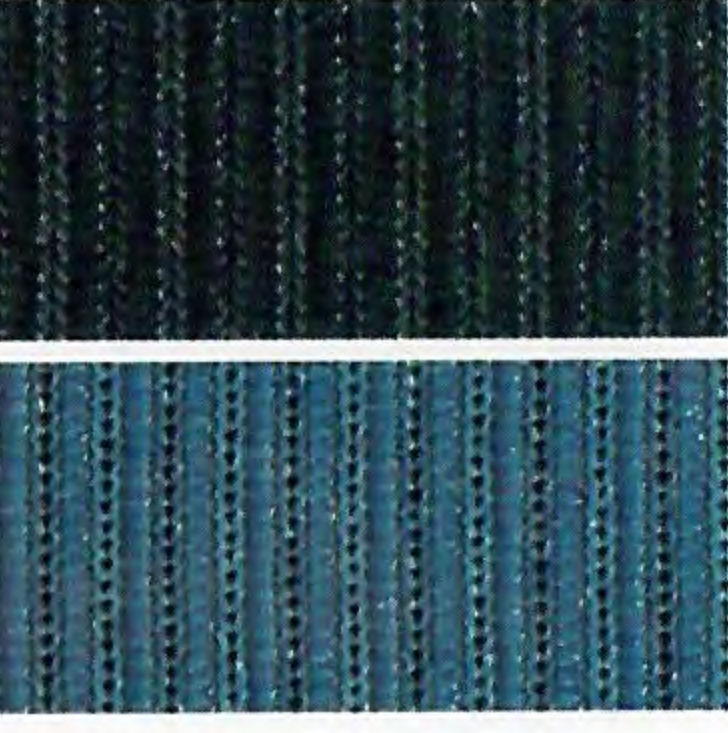
Sophia Red

Available on all Civic 1200 and Civic CVCC models except Wagon
Interior trim black except 5-Speed model which is black with houndstooth pattern cloth inserts



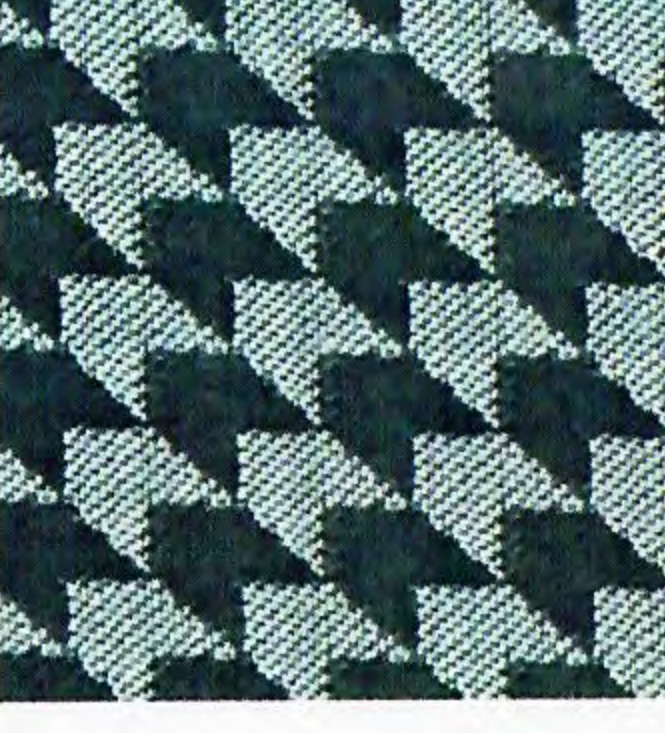
Pack White

Available on all Civic 1200 and Civic CVCC models except 5-Speed model
Interior trim black in Sedan models, blue in Hatchbacks and Wagon



Carnaby Yellow

Available on 5-Speed model only
Interior trim black with houndstooth pattern cloth inserts



We make it simple.

The philosophy at Honda's engineering department has always been, "Keep it simple." Sometimes it's more difficult and requires a lot more ingenuity to keep a design clean and simple rather than doing things in a complicated way. The Honda Civic 1200 and the Civic CVCC are both good examples of clean, straight-forward styling. Everything on the car is there for a definite purpose. And what you don't see, the engine and chassis parts were all designed with the same goal in mind... "build it right, but keep it simple."

HONDA

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