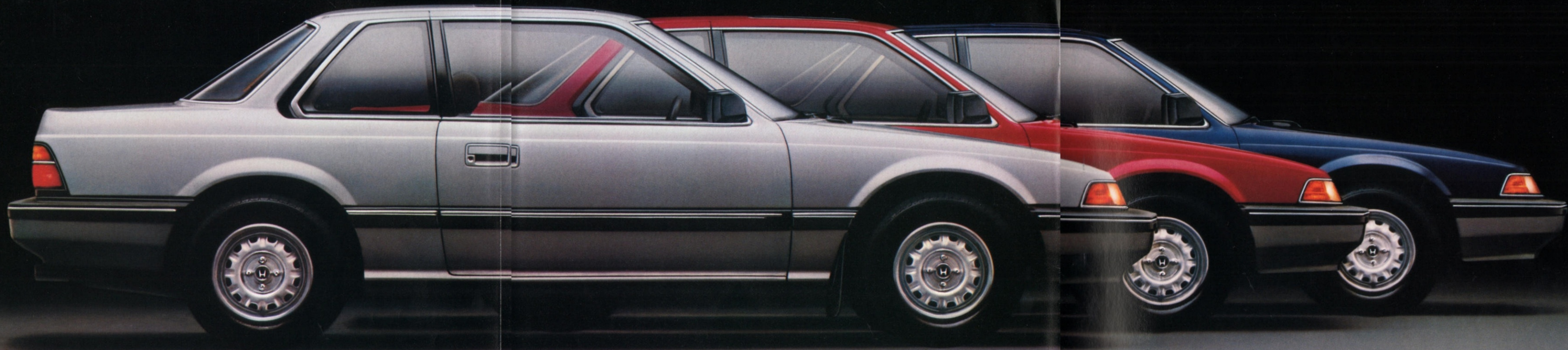


1983 Honda Prelude







Fasten your seat belts. This is the new Prelude.

A sporty personal coupe with an emphasis on high technology and total performance. And advanced Honda engineering, where efficient aerodynamics have been combined with sophisticated styling. And where horsepower and fuel efficiency are not mutually exclusive.

The new 1983 Honda Prelude. Aerodynamic. Sophisticated. Sensational.

By its very look, you sense that this automobile is something special. Its hoodline is low enough to belong on a mid-engined car. On a front-wheel-drive car such as the new Prelude, it is remarkable.

Aerodynamics: The function of that ultra-low hoodline, besides to quicken the pulse, is aerodynamics. Its form minimizes the coefficient of drag (Cd). The Prelude has one of the lowest Cd figures of any production car.

The Prelude's nose slices through the air with a minimum of resistance. While the steeply raked, flush-mounted windshield also minimizes turbulence and wind noise. So do the concealed drip mouldings and recessed door handles. A front air dam helps keep high pressure air from getting under the car and causing lift at higher speeds. Even the underbody has received attention. Airflow is smoother under the car.

The design of the retractable headlights also considers aerodynamics. They pivot open rather than raise up. This minimizes their height in the raised position.

Suspension: To achieve the Prelude's striking profile, Honda's engineers had to design an all-new front suspension system. One that would be lower in height than a conventional MacPherson strut, and also provide quick, sure handling and a very comfortable ride quality.

Drawing on Honda's experience in Formula car racing, the engineers started with a double wishbone design that provides excellent dynamic qualities. Then they redesigned and refined it. The result is a double wishbone

front suspension system that is unique to Honda.

To make the suspension as compact as possible, Honda has extended the bottom of the coil spring and shock absorber assembly into a forged yoke which

surrounds the drive shaft and pivots on the lower control arm.

Wide spacing between upper and lower control arms provides excellent camber control. This maximizes tread contact area for higher cornering force. At the

same time, it allows the use of compliant bushings for isolation from road harshness.

The pivot axis of the upper arm is engineered to impart some anti-dive during braking. So the nose doesn't dip as much.

Rear suspension is an independent strut design with lengthened lower arms for improved camber control. Offset springs are used to reduce damper friction and improve comfort and ride quality.

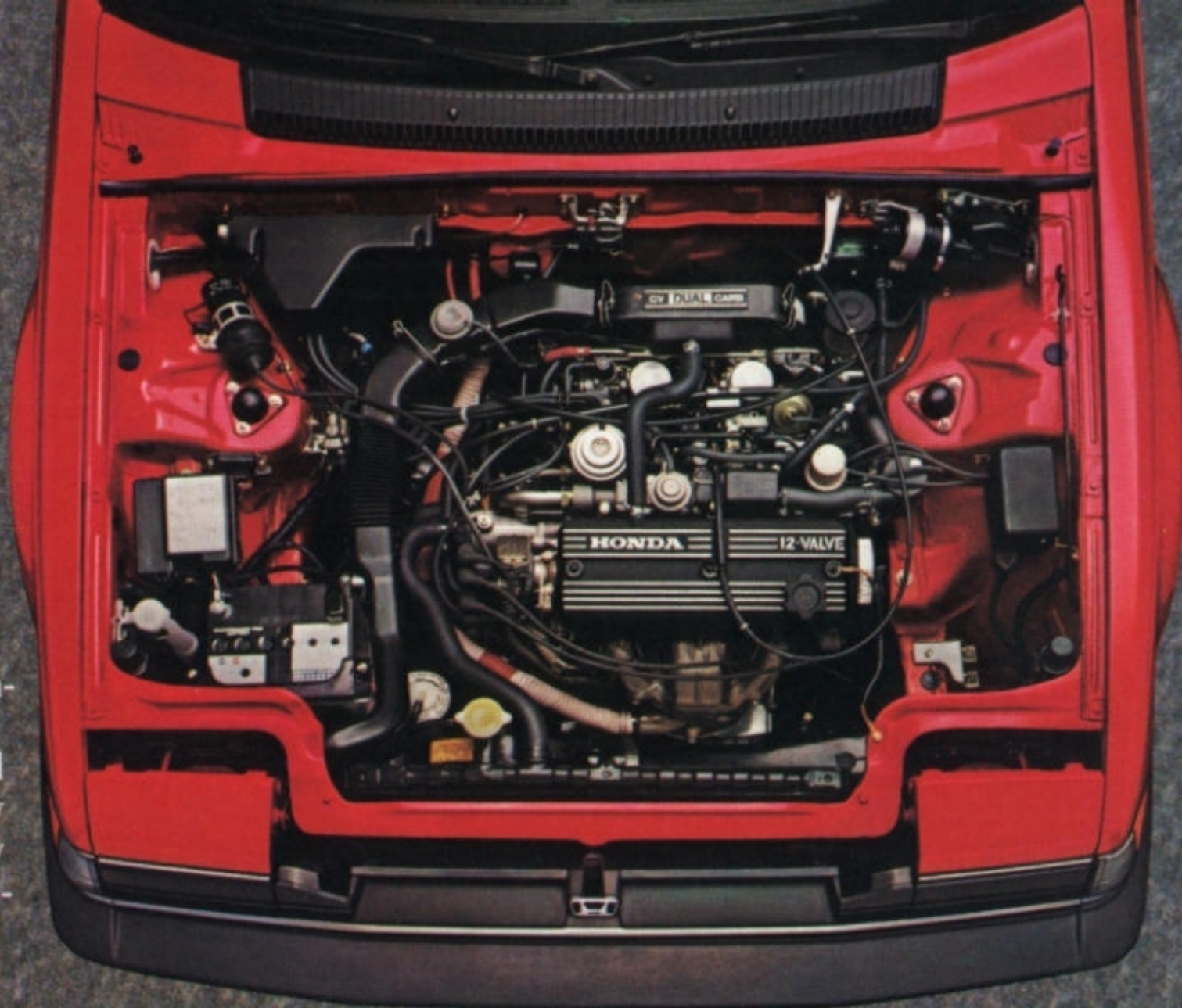
The sum of Honda's advanced suspension engineering is readily apparent during driving. The new Prelude may be the most precise-handling front-wheel-drive car you've ever experienced.

Brakes: The new Honda Prelude stops with power-assisted front disc and rear drum brakes. The front discs are ventilated for improved cooling and to help reduce



fade under demanding circumstances. The brake pads are of a semi-metallic composition, and feature audible wear sensors that inform the driver when they are wearing low.

Like the front discs, the rear drums are self-adjusting, and dual-diagonal circuitry is employed for emergency situations.



Engine: Honda has designed, built and successfully raced high performance engines from one to twelve cylinders. The Prelude's engine benefits greatly from this racing experience.

It is an all-new engine, using proven Advanced Stratified Charge principles. At the same time, it is a typical Honda engine, which means it delivers free-revving power, yet still returns exceptional fuel efficiency.*

It displaces 1829cc from four cylinders and is transverse-mounted. It has titanium-aluminum alloy in the cylinder head. And it is very compact, due in part to a new, horizontal distributor that drives directly off the camshaft.

The cylinder head is a cross-flow design, which means that fuel and air enter from one side of the combustion chamber and exhaust to the other for more efficient breathing. No less than twelve valves manipulate the energy pulses.

Two intake valves per main combustion chamber ensure maximum cylinder charging, while one large exhaust valve provides efficient evacuation of exhaust gases.

The intake valves open at different times. The one closest to the exhaust valve is slightly retarded, allowing the fuel/air mixture to flow through the other valve first. This staggered valve timing generates turbulence or swirl inside the combustion chamber for more complete combustion and improvement in the engine's fuel economy.*

Dual side-draft constant velocity carburetors provide a broad power band throughout the entire rpm range, right up to the 6300 rpm redline.





The exhaust system of the new engine is also borrowed from racing. The four-into-two-into-one configuration unites cylinders one and four and two and three. This means exhaust scavenging effects are improved, back pressure is reduced and more power is extracted from the engine.

As proof of the sophistication and refinement of the Prelude's engine, consider its power output relative to its displacement. One hundred horsepower (33% increase with 5-speed transmission) from 1829cc (112.9 cubic inches) is an exceptional ratio.

This says efficiency, and if further proof is required, then consider this: despite its high specific output, the Prelude's engine returns outstanding fuel economy*.

Transmission: A 5-speed overdrive manual transmission comes standard in the Prelude. Also available is Honda's new 4-speed automatic. When the 4-speed automatic is ordered, Honda's variable-assist power steering is included. This combination makes for effortless motoring, with enough forward speeds to ensure adequate power and torque at all times. And fuel economy



closer to that of a manual transmission*. Separate transmission indicator quadrants on the floor and within the instrument cluster enhance the ergonomic excellence of the new Prelude.

Instrumentation:

Ergonomics, the science of biotechnology, has always been important in the engineering of Honda automobiles. In the new Prelude, Honda has taken the science to a higher level.

Instrumentation in the new Prelude uses high-visibility orange numerals and indicators. Control switches are accessible from the thick-rimmed steering wheel. And the entire instrument cluster is mounted directly in



front of the driver, and low, for an unobstructed view forward.

Seats: The front bucket seats are designed to hold their occupants comfortably in place for extended periods. They are deep

and provide generous lumbar and thigh support. They recline fully. Their headrests adjust up and down and back and forth. Their design narrows toward the top, so they don't interfere with rearward vision or forward vision of those riding in the back seat. And they provide enough lateral support to hold occupants in place even during intense cornering. They are upholstered in a rich velour-like fabric.



Ventilation: Comfort and convenience are a large part of the total Prelude package. The wide doors permit graceful entry and exit. There are molded-in armrests and storage compartments in each door, and thick carpeting along the lower edges. Along the top inside edge of each door are three vent slots. Through these vents, heated air can be directed at the entire door window, quickly demisting it in inclement weather.

Further down the door is a large air outlet with adjustable directional vents. These, combined with the dash-mounted vents, help improve interior ventilation. All ventilation controls are soft-touch push buttons, and a rheostat fan switch provides near infinite adjustment.

Summary: The 1983 Honda Prelude is a sporting yet sophisticated automobile. It carries the highest level of Honda technology and engineering. It is competent in all categories of performance: acceleration, steering,

handling, braking. And fuel economy*. This is an automobile, remember, made to be driven great distances at maximum allowable speeds. And to deliver its passengers in total comfort and security. And style.

By its very look, you sense that this automobile is something special. By its very name, you know it is. Honda.

*EPA estimates not available at time of printing. Consult the 1983 EPA Gas Mileage Guide or your local Honda Dealer.





Aerodynamic design is readily apparent in the Prelude's low hoodline. Even when the retractable quartz halogen headlights are on, the clean line is barely disturbed. And that low hoodline offers you a commanding view of the road.

An air dam is incorporated into the front bumper structure, preventing high pressure air from causing lift at highway speeds.



The Prelude's stance is low, wide and competent. Its center of gravity is less than 20 inches off the ground. Which provides excellent stability and less body lean through the corners.

The spoiler-like rear deck lid helps manage air-flow as it passes over and behind the Prelude.

Dual remote-controlled outside mirrors and steel-belted radial tires are standard.



A tinted-glass, power-operated Moonroof comes standard on the new Prelude. It has a manual sunshade. And a built-in wind deflector that deploys automatically when the Moonroof is opened.

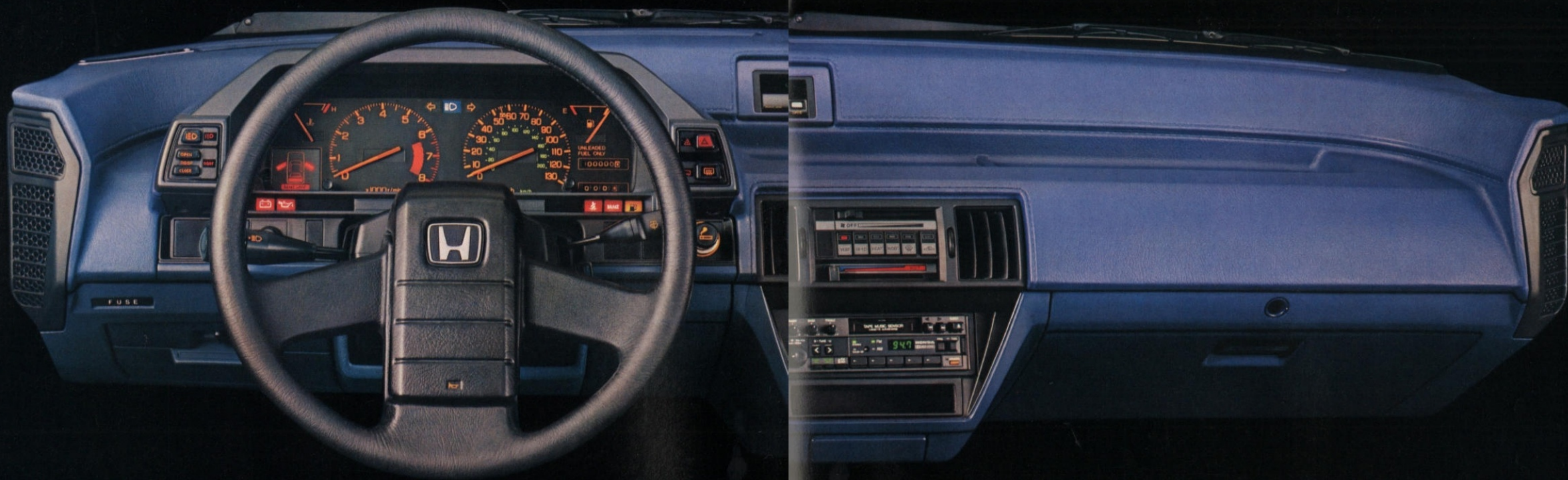
The Prelude's trunk is spacious. It is also lined and padded, to help protect your cargo. A key-locking remote release located at the base of the driver's seat opens the trunk. And a courtesy light automatically illuminates when the trunk is opened. A remote fuel-filler door release also provides additional convenience.



The anatomically designed front bucket seats provide exceptional comfort for long trips or short. They recline fully and offer generous lateral and lumbar support. Their headrests adjust up and down and back and forth.



You wouldn't expect a car as exciting as the new Prelude to be this practical. When you aren't carrying passengers in the rear seats, the seatback unlocks with a key and folds down for additional luggage space. As well as direct access to the trunk.



The thick steering wheel is your invitation to a new driving experience. Switches and controls are at accessible length from its rim. Standard instrumentation includes a tachometer redlined at 6300 rpm, trip odometer, electronic warning system, quartz digital clock with date feature and low-fuel warning light. The AM/FM stereo radio with digital electronic tuning, autoreverse cassette with Dolby,[®] tape music sensor and four speakers, is also standard in the new Prelude.



Accessories: Air conditioning is fully integrated into the Prelude's heating and ventilation system.



Aluminum alloy wheels are designed with the proper offset and width to enhance the Prelude's four-wheel independent suspension. Door edge guards and fender well trim offer protection and add a bright accent to the Prelude's sleek lines.

A high-quality luggage rack adds cargo capacity. Aerodynamic and visual enhancement is provided by the rear deck spoiler.

A smoked plexiglass Moonroof visor helps keep wind from entering the cockpit.

A genuine leather steering wheel cover feels good in your hands. And color-coordinated, carpeted and rubber floor mats help preserve your carpeting.

Front and rear bumper guards provide protection. Quartz halogen fog lights help you see—and be seen. And the illuminated taillight panel enhances the low, wide appearance of your new Prelude.



Accessories

Comfort/Convenience

- Air Conditioning
- Luggage Rack—Trunk Lid Mount
- Moonroof Visor

Appearance

- Floor Mats—Carpet or Rubber
- Aluminum Alloy Wheels
- Fog Light Set—Quartz Halogen
- Rear Taillight Panel
- Spoiler—Rear
- Steering Wheel Cover

Protection

- Bumper Guards
- Door Edge Guards
- Wheel Lock Set
- Rear Wheel Mud Guards
- Fender Well Trim
- Touch-Up Paint
- Engine Block Heater

Entertainment

- Graphic Equalizer Power Booster

Features and Standard Equipment

Power-Operated Moonroof	Combination Oil Pressure/Oil Level Light
AM/FM Stereo Radio with Digital Electronic Tuning, Autoreverse Cassette and Four Speakers	Headlights-On Warning Chime
Variable-Assist Power Steering (With 4-Speed Automatic Transmission Only)	Cigarette Lighter
Retractable Halogen Headlights	Locking Glove Compartment with Light
Tachometer	Passenger-Assist Handle/Right Front
Quartz Digital Clock	Mud Guards—Front Wheels
Electronic Warning System	Ventilation—Side Door Outlets
Tinted Glass	Bright Metal Wheel Trim Rings
Full Width Door Glass Defrosters	Protective Body Side Mouldings
Remote Fuel Filler Door Release	
2-Speed plus Intermittent Wipers	
Rear Window Defroster	
Remote Trunk Lid Release with Lock	
Dual Remote-Control Outside Rearview Mirrors	
Day/Night Rearview Mirror	
Vanity Mirror—Right Sun Visor	
Front Bucket Seats with Adjustable Headrests	
Fold-Down Rear Seatback with Lock	
Full Knit Pile Interior Trim	
Storage Compartment in Each Door	
Full Carpeting	
Trunk Interior Light	
Resettable Trip Odometer	
Low-Fuel Warning Light	
Combination Light Switch on Steering Column	

Specifications

GENERAL	FRONT-WHEEL DRIVE, TRANSVERSE-MOUNTED ENGINE
ENGINE TYPE	Advanced Stratified Charge 4-Cylinder In-Line
Valve Arrangement	Overhead Camshaft, 3 Valves per Main Combustion Chamber—2 Intake, 1 Exhaust
Bore & Stroke (mm)	80 x 91
Piston Displacement (cc)	1829 (1.8 liter)
Compression Ratio	9.4:1
Net Horsepower	100 @ 5500 rpm (95 @ 5500 rpm with 4-Speed Automatic Transmission)
Net Torque (lb.-ft.)	104 @ 4000 rpm (103 @ 4000 rpm with 4-Speed Automatic Transmission)
Fuel Tank Capacity	15.8 gal. (60 liters)
TRANSMISSION	5-Speed
Standard Manual	Single Dry Plate, Diaphragm Spring
Clutch Type	Torque Converter with 4 Forward Speeds
Automatic (Extra Cost Option)	
SUSPENSION—TYPE	Four-Wheel Independent
Front	Independent, Double Wishbone with Coil Springs and Stabilizer Bar
Rear	Independent MacPherson Struts with Coil Springs and Stabilizer Bar
STEERING—TYPE	Rack and Pinion
Variable-Assist Power Steering	Included with Available 4-Speed Automatic Transmission Only
Turning Circle—Curb to Curb	33.5 ft. (10.2 meters)
BRAKES—TYPE	Power-Assisted, Self-Adjusting with Dual-Diagonal Circuits
Front	Ventilated Disc
Rear	Drum
TIRES—TYPE	Steel-Belted Radial Ply
Size	185/70 SR 13
DIMENSIONS	
Length, Overall	169.1 in. (4295 mm)
Wheelbase	96.5 in. (2450 mm)
Width, Overall	66.5 in. (1690 mm)
Tread: Front	57.9 in. (1470 mm)
Rear	57.9 in. (1470 mm)
Height, Overall	51.0 in. (1295 mm)
APPROXIMATE CURB WEIGHTS	
5-Speed	2200 lbs. (998 kg)
4-Speed Automatic Transmission	2260 lbs. (1025 kg)
COLOR AND TRIM OPTIONS	
Exterior/Interior	†Arctic Silver/Gray
	†Windsor Blue/Blue
	Dominican Red/Black
†Metallic Finish	
1983 EPA ESTIMATES	
49-States Est. MPG/Hwy. MPG	5-Speed N/A N/A
	4-Speed Automatic N/A N/A
	5-Speed N/A N/A
California Est. MPG/Hwy. MPG	4-Speed Automatic N/A N/A

1983 EPA mileage figures not available at time of printing. For the latest information, consult your Honda Dealer or the 1983 EPA Gas Mileage Guide.
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