



CIVIC 1984



The Honda Civics

The first Honda Civic was introduced over a decade ago as a simple solution to the complex driving needs of America. The Civic was practical and affordable. It was reliable and economical. It seemed bigger on the inside than on the outside. And it was just plain fun to drive.

The 1984 Honda Civics are all-new, yet they still retain the qualities that made the original Civic so popular. Bold new designs and Honda's advanced technology have made the Civic family of cars even more practical and affordable. More economical* to own and operate. And even more fun to drive.

From planning to production, each Honda is built with one goal in mind: Quality. Every Civic, from Honda's lowest-priced Hatchback to the sensational new Civic CRX and CRX 1.5, is assembled to a demanding standard. A standard that has come to be known simply as "Honda Quality."

As you examine the new Honda Civics in this brochure and at your Honda Dealer, you will see their quality. As you own a Honda Civic, you will come to appreciate its total value. It has been happening to Civic owners since 1973. And for 1984, it's happening again. The new Honda Civics.

*See EPA estimates, back cover.



Civic Wagon

Civic 4-Door Sedan

Civic DX Hatchback

Civic CRX 1.5



Honda's computer-aided design allows structural analysis prior to manufacture. It helps produce a strong unibody and subframe.

Design: The new Honda Civics are technologically advanced automobiles. Their innovative engineering is designed to make the economical Civics more space-efficient, more fuel-efficient* and more dependable than ever.

In short, to improve on those qualities that have earned for Honda the number one owner loyalty among all leading import automobiles.**

Anti-corrosion measures are extensive. They include the use of inner fender liners and new, space-age materials, such as polymer alloys that simply don't corrode.

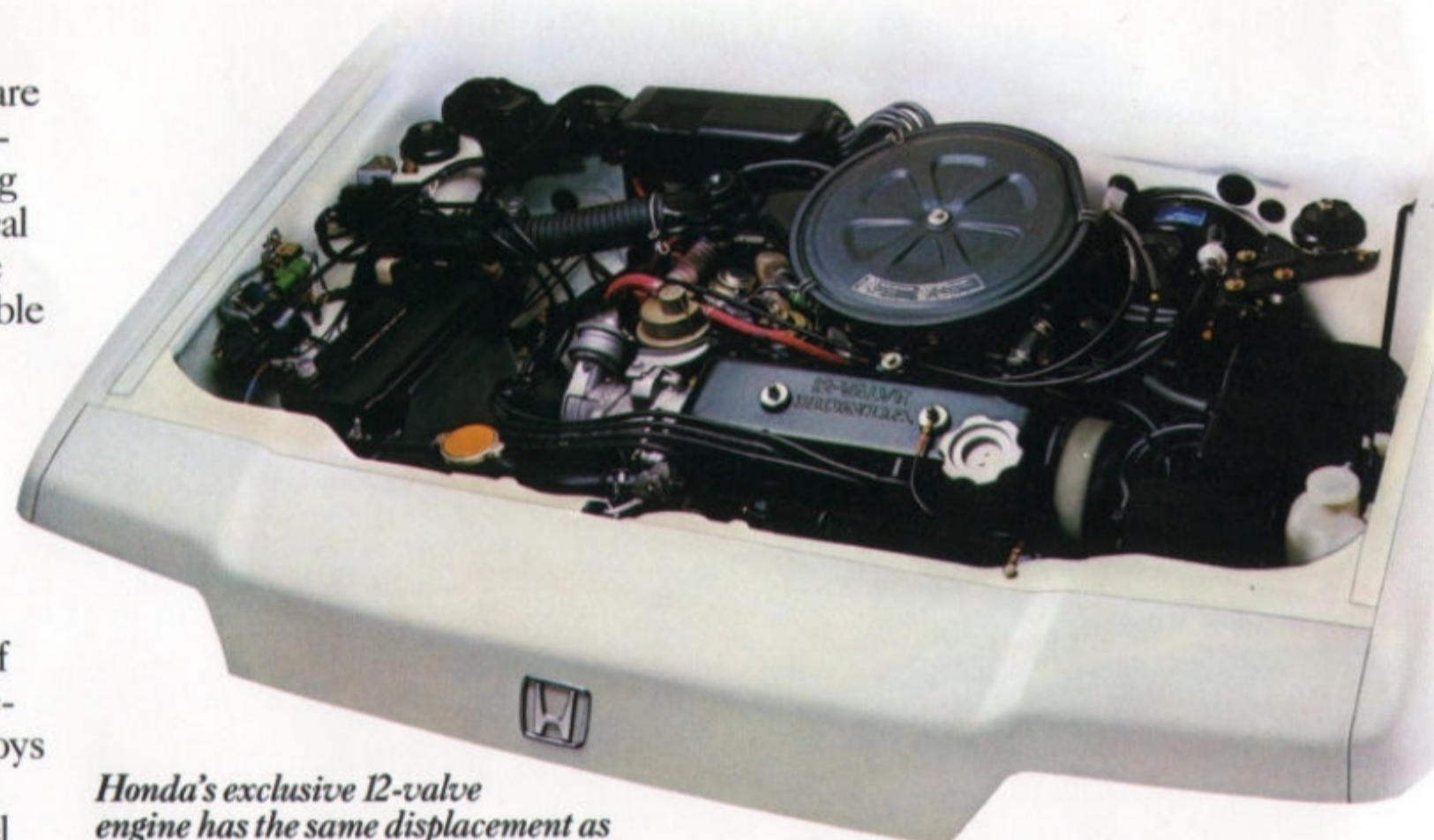
All Honda cars are front-wheel drive. Honda is the only manufacturer to have sold all its cars in the U.S. with front-wheel drive and a transverse-mounted engine. Better space utilization, handling and traction are the reasons.

Aerodynamics: The new long-roof hatchback designs are the most space-efficient cars Honda has produced. Their styling is aerodynamic as well as handsome and contemporary. The new Civic CRX, with a coefficient of drag of just 0.33, is our most aerodynamic Civic. Good aerodynamics means good fuel economy, as well as improved performance and reduced wind noise.

To achieve their excellent aerodynamics, the new Civics use deep front air dams. These prevent high

pressure air from getting under the car and causing lift at speed. Civic hoodlines are low, for good outward visibility as well as good aerodynamics. This is made possible by the Civic's new, low-profile front torsion bar and strut suspension.

Both CRX models use a wing-type spoiler while the 4-Door Sedan uses a "duck tail" spoiler moulded into the trunk lid. The Hatchbacks and Wagon use an air foil spoiler to help manage airflow as it passes over and behind the cars. In addition, the air foil deflects some air down across the back glass, to help keep it clean and clear.



Honda's exclusive 12-valve engine has the same displacement as the engine it replaces. Yet horsepower is increased significantly. And fuel economy remains traditionally high.

Engines: Honda has always been known for its efficient engines. Honda has built and successfully raced engines from one to twelve cylinders. Racing technology and experience gained help perfect the engines we build for our production automobiles.

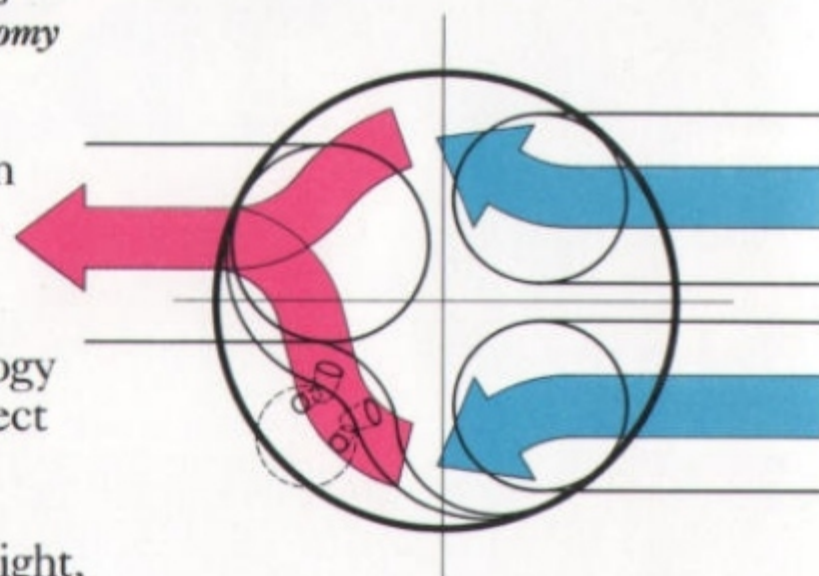
The Civic engines are lightweight, powerful and fuel-efficient. They use proven Honda Advanced Stratified Charge principles. There are two Civic engines, of 1342cc and 1488cc displacement. The 1.5 Civic engine uses a 12-valve, cross-flow cylinder head. In a cross-flow head, fuel and air enter on one side of the

combustion chamber and exhaust from the other to provide more efficient breathing.

Civic engines are very compact, due in part to a horizontal distributor that drives directly off the camshaft, minimizing engine space and maximizing passenger space.

Internal refinements to the Civic engines have reduced friction to a minimum, which further aids fuel economy and helps to prolong engine life.

Fuel economy, dependability and smooth, free-revving power are all characteristics of Civic engines.



In Honda's cross-flow cylinder head, fuel and air enter through dual intake valves and exit through one large exhaust valve. This provides turbulence for more thorough combustion and better fuel economy. It also produces a smooth flow of power.

*See EPA estimates, back cover.

As proof of their improved efficiency, the 1488cc engine is the same size as the engine it replaces. Yet horsepower is increased significantly and Honda's traditionally excellent fuel economy is retained.

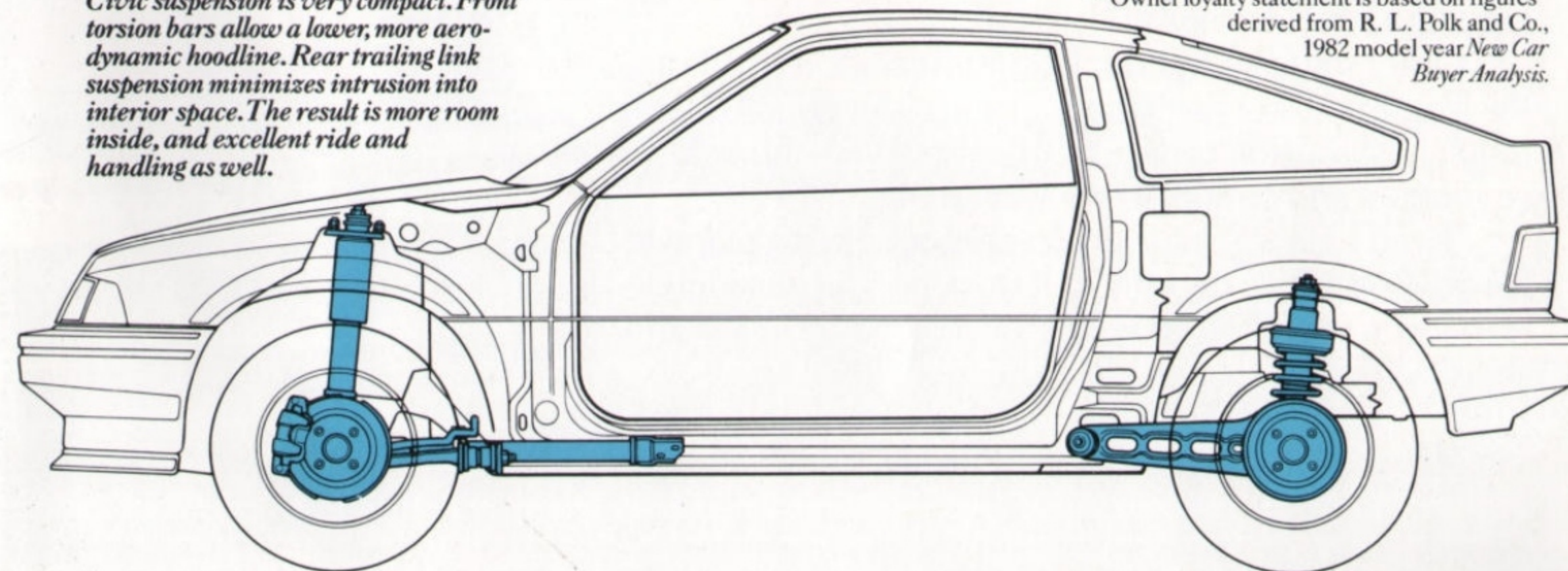
Honda's new available 3-speed automatic transmission was also designed for economy. It uses a torque converter with lock-up to lower engine speed relative to road speed. This improves highway fuel economy. And because the engine is running slower, noise and wear are also decreased.

Suspensions: The 1984 Honda Civics use an all-new suspension system. Advanced Honda engineering has developed a suspension that produces excellent ride and handling qualities.

Front suspension uses longitudinally-mounted torsion bars which are mounted low, out of the way. This allows the use of compact struts.

Rear suspension is a trailing-link, beam-axle system, with nitrogen gas-filled shock absorbers. It is a compact system, yet at the same time offers good directional stability and an excellent ride quality. Its design provides minimum intrusion into interior space. Honda has made excellent use of this feature, as evidenced by the versatility of rear seating adjustments in the

Civic suspension is very compact. Front torsion bars allow a lower, more aerodynamic hoodline. Rear trailing link suspension minimizes intrusion into interior space. The result is more room inside, and excellent ride and handling as well.



S Hatchback and the Wagon, the rear seat room in the Civic 4-Door Sedan and the generous cargo area in all Civics.

Civic suspensions in the CRX 1.5, the S Hatchback, 4-Door Sedan and the Wagon use rear stabilizer bars to minimize body lean during cornering. The rear stabilizer bar is mounted inside the beam axle, for space efficiency and a cleaner underbody. A smooth underbody area helps aerodynamics.



The CRX uses a tachometer and an Economy Driving Indicator (a centrally located yellow arrow), which lights to tell you when to upshift for maximum fuel economy. Like all Civics, the CRX instrumentation is laid out for easy reading.



The Civic DX Hatchback, S Hatchback and 4-Door Sedan come with an adjustable steering column. It makes entry and exit easier and allows for a more comfortable driving position.

The result of Honda's sophisticated suspension engineering is a ride quality more in keeping with a larger car. And handling that makes a Honda simply fun to drive.

Ergonomics: The relationship between man and machine has always been important to Honda. That is why all controls are clearly visible, logically placed, accessible and smooth in operation.

All the Civics have comfortable inertia-reel seat belts. They allow freedom of movement and only lock when needed. Please wear a seat belt whenever you drive or ride in a car. Seat belts are a simple fact of life.

**Owner loyalty statement is based on figures derived from R. L. Polk and Co., 1982 model year *New Car Buyer Analysis*.



The Civic CRX

The New Car. The Civic CRX is the highest gas mileage car in America. And the first gasoline-engined car to achieve an EPA Estimated 51 mpg.*

The Civic CRX is more than simply a new car, it is a new concept. A stylish and sporty 2-passenger coupe that gets incredible gas mileage. Until the Civic CRX, this much economy and this much style could not be found in one car.

The Civic CRX looks and feels like a sports car. Yet it has a functional hatchback and a large, carpeted cargo area. As well as a lockable stowage compartment behind the seats. There's also a handy stowage compartment in the dash.

The Civic CRX is equipped for high mileage. It comes with an efficient 1342cc engine. Low rolling-resistance steel-belted radial tires are standard. So is a crisp-shifting 5-speed manual transmission. A tachometer and an Economy Driving Indicator light tell you when to upshift for maximum fuel economy.

Other standard interior features include a small-diameter thick-rimmed steering wheel. For a better grip. And soft-touch push-button controls for heating, flow-through ventilation and optional air-conditioning.

Tinted glass is standard equipment. So is a rear window defroster and door glass defrosters. The outside rearview mirror is remote-controlled. And there are remote controls for the rear hatch and the fuel-filler door.

The Civic CRX. Honda's advanced technology has created a high-mileage personal car of the future. Only Honda has it now.



The Civic CRX 1.5

It is said that America has a love affair with the automobile. At Honda, we do too. That is why we developed the Civic CRX 1.5.

We took the high style and aerodynamic excellence of the Civic CRX and added our 1488cc 12-valve engine and sport suspension. Plus other refinements. With results that make "fun to drive" seem an understatement.

To handle the extra horsepower, we beefed up the suspension. Front and rear stabilizer bars work with nitrogen gas-filled rear shock absorbers to keep cornering flat and stable. There are Michelin steel-belted radial tires on wider wheels, dual remote-control outside mirrors and power-assisted, ventilated front disc brakes.

There are two transmissions available. A 5-speed manual or Honda's new 3-speed automatic with torque converter lock-up. The lock-up feature helps highway fuel economy and also reduces noise by allowing the engine to run slower.

The Honda Civic CRX 1.5. A car for the driver who takes his fun seriously.

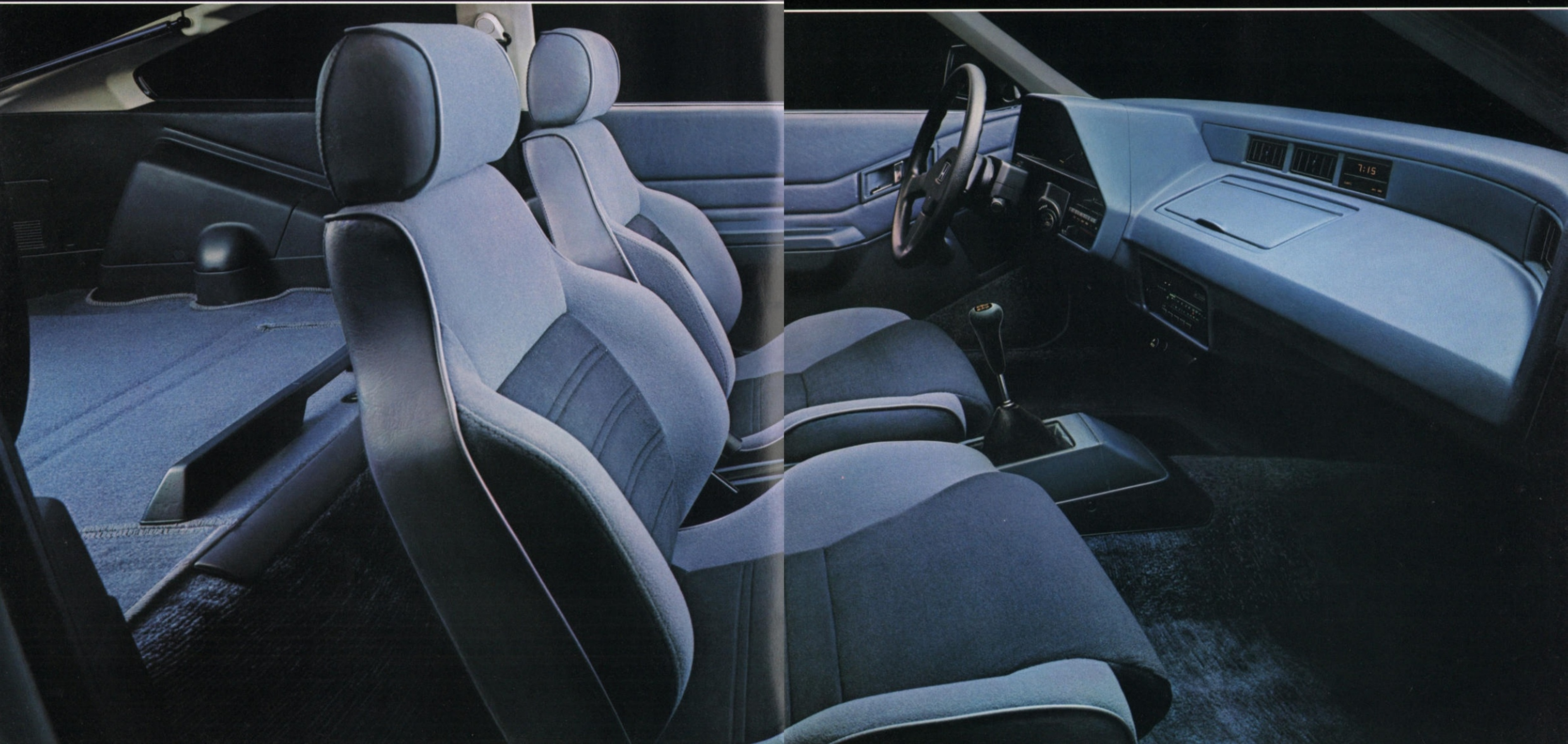
*See EPA estimates, back cover.

Interior appointments in the Civic CRX 1.5 include contoured reclining bucket seats that feature generous lumbar, lateral and thigh support. There is plush carpeting throughout the cockpit and cargo area.

Standard instrumentation includes a tachometer, fuel and temperature gauges and a quartz digital clock. All in high-visibility orange. A trip odometer is also standard.

Two-speed windshield wipers with intermittent and mist features and headlight controls with flash-to-pass feature are mounted on convenient stalks.

A digital AM/FM stereo radio and air conditioning shown here are available options.





The Civic Hatchback

The more things change, the more they stay the same. In its May 1973 issue, *Road & Track* magazine said of the first Honda Civic, "The space utilization is marvelous." They also said the Civic was "pleasant and fun to drive." For 1984, they can say it again.

The new Honda Civic Hatchbacks have been engineered to maximize useable interior space. The long-roof design improves headroom for rear seat passengers and dramatically increases interior volume. At the same time, the total design optimizes aerodynamics. Wrap-over doors conceal the roof's drip rails and help lessen wind drag.

The Civic Hatchback is Honda's lowest-priced car. And one of the lowest-priced new cars you can buy. But you wouldn't know it to look at it. It comes with steel-belted radial tires, full carpeting, trip odometer, remote-control outside mirror and opening rear quarter windows.

The Civic Hatchback also comes with an economical,* yet peppy 1342cc engine and a manual 4-speed transmission. It is a pleasant and fun car to drive. Again.

*See EPA estimates, back cover.

The Civic DX Hatchback

In addition to its functional new design, the Civic DX Hatchback offers excellent value. Consider features like tinted glass, rear window defroster, rear window wiper/washer, protective body side mouldings, wheel trim rings and remote hatch release. The hatch is wide and opens deep, making loading and unloading convenient.

Inside, the Civic DX features a new adjustable steering column, reclining front bucket seats and a split folding rear seatback for interior versatility.

Interior ventilation is also versatile. A switch in the center of the dash directs air through all vents for volume or the center two for velocity. Either way, it's comfort.

Under its smooth sheet metal the Civic DX features some impressive Honda engineering. The engine is the 1488cc 12-valve, for a balance of mileage and muscle.

Road & Track called the original Honda Civic "a willing and capable performer." The all-new Civics are even better.

A 5-speed manual comes standard in the Civic DX. Available is Honda's new 3-speed automatic with torque converter lock-up.

The Honda Civic DX.
Simply an excellent value at
a remarkable price.



The Civic S Hatchback

This Civic is special. We engineered it for the enthusiast, for those who love an open road. Or a winding one.

The S has a special suspension. It has stabilizer bars front and rear for flatter cornering. And nitrogen gas-filled rear shock absorbers for a controlled yet comfortable ride. It rides on Michelin steel-belted radial tires on wider wheels. Handling is precise and satisfying.

So is braking performance. Power-assisted front disc and rear drum brakes bring the Civic S to a halt swiftly and surely. The front discs are ventilated for improved cooling under demanding circumstances. The brakes are self-adjusting, which means less maintenance is needed.

The Civic S is also sensible. We designed it for those who need a practical and efficient means of transport. The long-roof hatchback allows ample room for rear seat passengers. And the split folding rear seatback provides cavernous cargo area.

The Civic S is stylish. Silver-accented bumpers and lower body panels complement the new S colors: Greek White, Victoria Red or the Gothic Gray pictured here.

The S is also sophisticated. We took advantage of the compact rear suspension to provide some special seating arrangements, as you will see on the next page.

At Honda, S stands for Sport. With this car, it can also stand for sensible, stylish and sophisticated. The Honda Civic S. Superb.

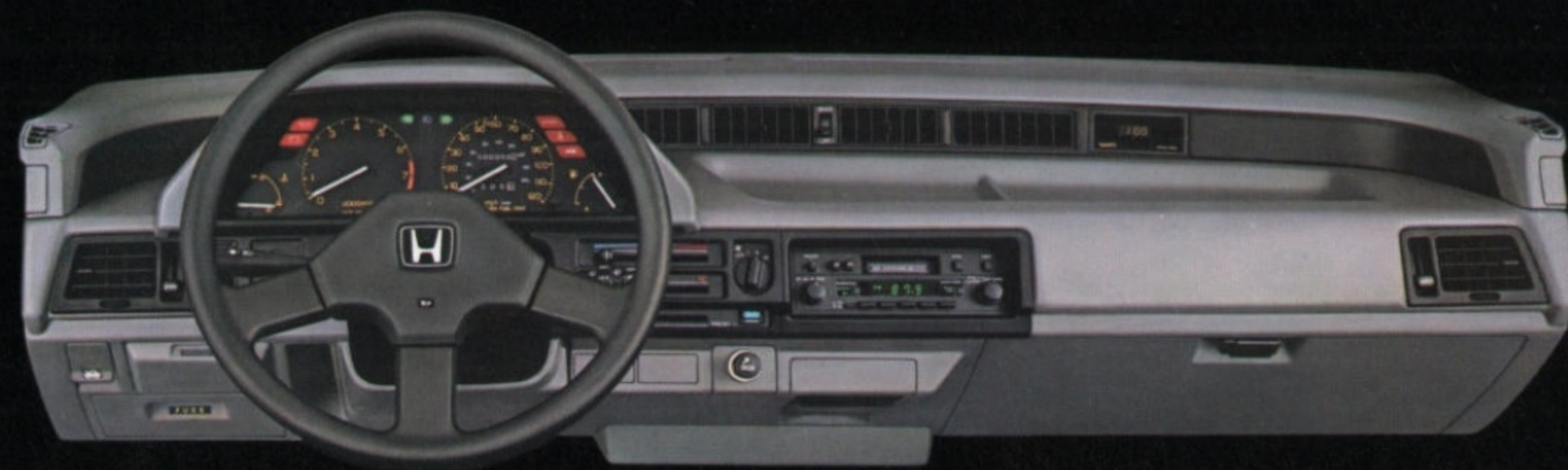


Inside the Civic S you sit in form-fitting, reclining front bucket seats.

The rear seatbacks recline individually, and the entire seat can be adjusted forward or backward for additional room. Rear seat passengers even have their own headrests.

Instruments and controls include tachometer, trip odometer, quartz digital clock and 2-speed windshield wipers with intermittent and mist settings. A rear wiper/washer is also included. And it comes with dual remote-control outside rearview mirrors.

The steering wheel is adjustable for comfort and convenience. The S comes with a 5-speed manual transmission. Air conditioning and an AM/FM stereo are optional.





The Civic 4-Door Sedan

Honda gives new meaning to the term "family room." The Civic 4-Door Sedan has been re-engineered to provide even more interior room and trunk space. At the same time it has retained the sporting character and affordability that made the first Civic Sedan so popular.

We refined its shape into a more aerodynamic wedge. The Civic 4-Door Sedan's fuel-efficient* aerodynamic refinements include a low hoodline, front air dam and wrap-over doors which conceal the roof's drip rails. The trunk lid turns up into a small spoiler which lessens power-robbing drag.

We have increased the glass area for greater visibility and more headroom. Rear seat headroom and legroom have also been increased. The trunk capacity is voluminous. And for convenience there is a trunk light.

The Civic 4-Door Sedan is space-efficient, fuel-efficient and cost-efficient. That should make it a welcome addition to any family.

Features that your family will appreciate include tinted glass, child-proof rear door locks, rear seat heater ducts and a magazine pocket behind the driver's seat.

Other Civic conveniences include front door glass defrosters, a rear window defroster, remote-control outside mirror and wide, protective body side mouldings.

There are halogen headlights for improved night lighting, steel-belted radial tires, a locking fuel-filler door and a remote trunk lid release that can be locked from inside the car.

The Honda Civic 4-Door Sedan. A value any way you look at it.

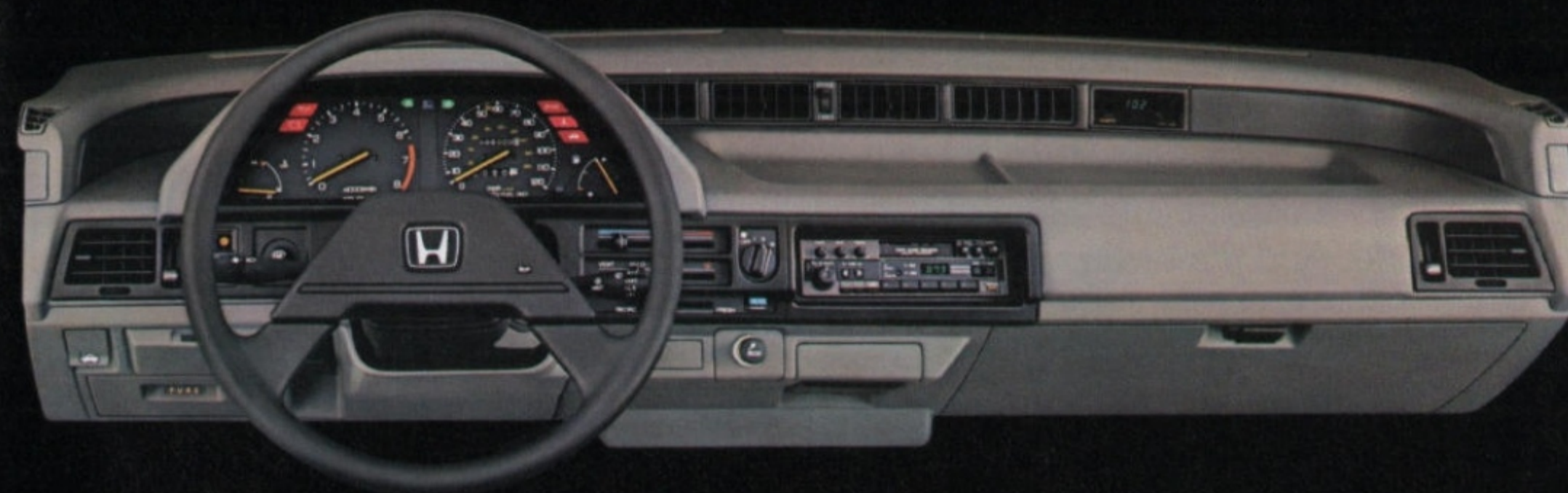


*See EPA estimates, back cover.

Plush seating fabric and thick, cut-pile carpeting throughout highlight the Civic Sedan's roomy interior appointments.

Other features to appreciate include an adjustable steering column, a tachometer and trip odometer, quartz digital clock, a vanity mirror in the right visor and a trunk-open warning light. Also, an available 3-speed automatic transmission with torque converter lock-up add to the convenience.

Air conditioning and an AM/FM stereo with digital electronic tuning, autoreverse cassette with Dolby® and tape music sensor shown are optional.



The Civic Wagon

Honda has just reinvented the wagon. This Civic is so new, and so versatile, that it is really more than just a wagon. Much more.

It is a new-concept automobile. One that is efficiently-sized for the realities of today's driving world. And tomorrow's. At the same time it has a spacious and versatile interior.

The new Civic Wagon is loaded with innovative Honda engineering ideas. The steep hoodline helps mileage-enhancing aerodynamics. It also provides an unobstructed view forward. Generous side windows allow a panoramic view out. The rear quarter has skylight windows for a look up. And all glass is tinted.

Underneath, the Civic Wagon has front and rear stabilizer bars. For very un-wagonlike handling. It's what we mean by "fun to drive." It's also why we included a tachometer in the long list of standard equipment. Also available is a 3-speed automatic transmission.

Standard features are generous. There are child-proof rear door locks for security, and rear seat heater ducts for comfort. There is a rear window wiper/washer, rear window defroster and remote liftgate lock release. There is a trip odometer and a remote-control door mirror, and "pop-up" center dash vents for precise control of interior ventilation.

The original Honda Civic line did more than just meet the complex driving needs of America. It anticipated them. Now there is the new Civic Wagon. Honda's answer to today's driving needs. And tomorrow's.



No matter what you wish to carry, in the Civic Wagon there is a place to carry it. There is a sliding tray under the front passenger seat and a tray under the carpeted rear floor that has folding dividers to tailor it to your needs.

There is a parcel tray under the dashboard, right under the glove compartment. There is covered stowage in the right inner fender well. There are stowage boxes in each front door. And even a covered coin box for toll road or parking meter change. Contents of trays shown not included.

There are reclining front bucket seats with adjustable headrests. There are reclining rear seats with adjustable headrests. The rear seat can be folded down for a long, flat, carpeted loadspace. Or half of it can be folded down, so you can carry cargo as well as a third passenger. In fact, there are 10 different seat arrangements possible in the new Civic Wagon. That's versatility.

The new 1984 Civics. From Honda.



