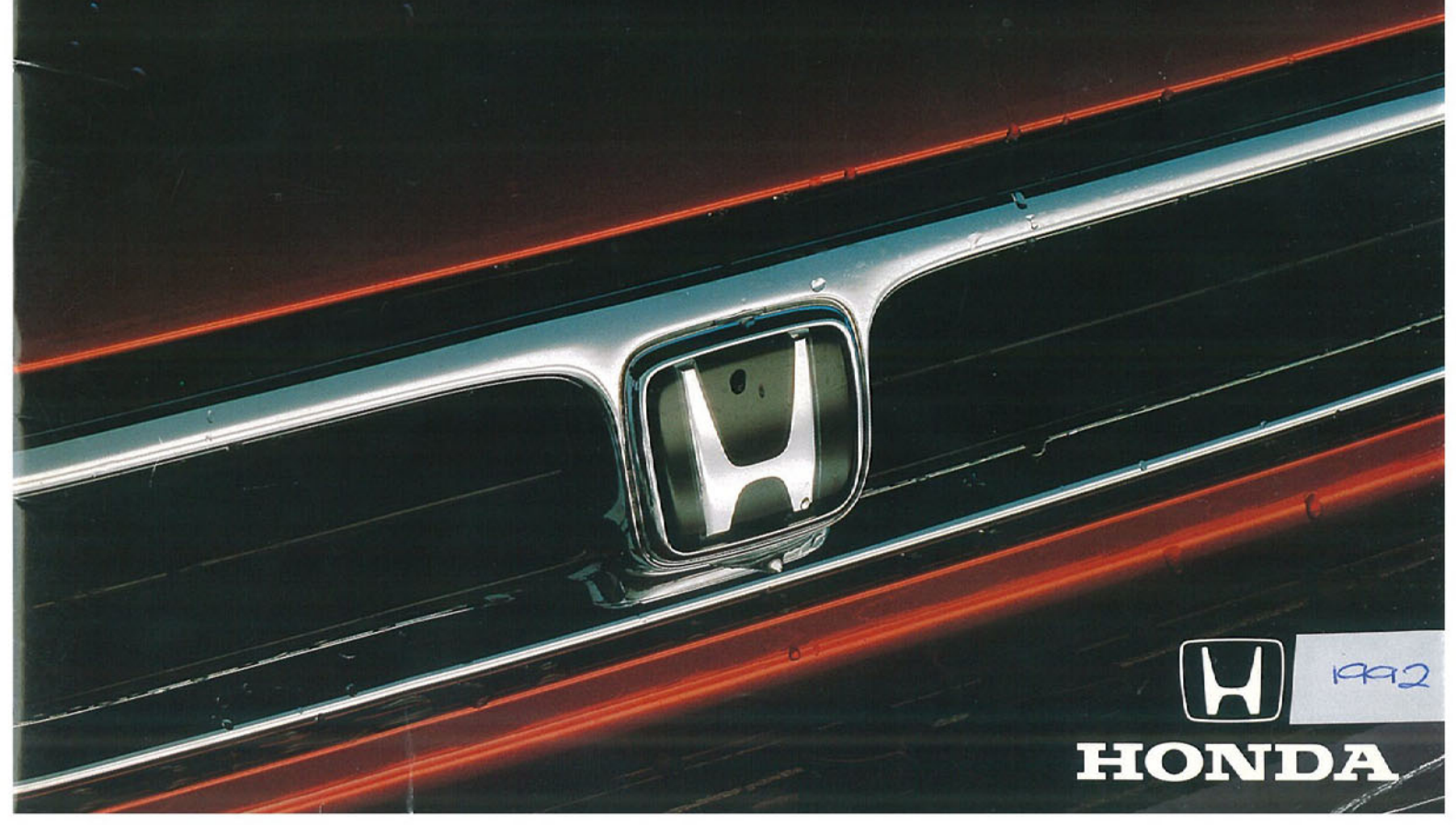


ACCORD

SALOON & AERODECK



1992

HONDA

The more motor vehicles there are in the world, the more Honda Accord emerges as a bench-mark by which the others can be measured; and the latest Accord range is no exception.

Honda's engineers and designers began the task of developing the new Accords by asking the question: "What should the ideal car be?"

The answer is revealed with superb clarity in both the Accord Saloon and now, the Accord Aerodeck Wagon.

The passenger compartment, based on a concept which

Honda calls 'human-centred engineering', is very spacious and comfortable for at least four people. The driver enjoys true, dynamic performance.

As Honda's signature model, the new Accords contain all that the company has learned about designing and manufacturing quality motor vehicles.

Today, in the United States, the world's most competitive automotive market, Accord is the number one-seller. In the same market, Honda has been ranked first for customer satisfaction for the past five years.

In Germany, in 1989, Accord won the prestigious 'Golden Steering Wheel' award. From its very inception, performance and styling awards have attested generously to Accord's excellence.

Now, to complete the range and share the award-winning qualities of Accord Sedan comes Accord Aerodeck – a remarkable blend of performance, technology, luxury, style and versatility which sets new standards for this class of vehicle. No longer need the word compromise be part of the 'wagon' philosophy.

The Accord Aerodeck has been designed and built in America to the same critical standards as Accord Sedan but it has been built to its own very specific set of parameters. It presents the driver and passengers with unprecedented levels of comfort and spacious luxury.

Honda Accord offers a dynamic driving experience which simply can't be found in any other vehicle. In fact, Accord's real beauty and excitement is not to be found reading a brochure or looking at a picture. To truly understand the value of the Honda Accord, you must drive it yourself.



Advanced technology keeps pace with the most demanding driver.

The Accord's power plant employs Honda's latest engine technology. Computer-tested and analysed, then tested and analysed again, the highest level of mechanical refinement has been achieved to produce characteristics which seem almost contradictory. It offers lightweight, fuel-efficiency with high performance. Exciting and dynamic results which are so typically Honda.

Thanks to the company's long association and unparalleled success in F1 racing, Honda's engineers have been able to combine high power outputs with fuel efficiency to produce truly sophisticated engine performance; performance you will appreciate the moment you turn the key.

Forged from aluminium alloy, the 2.2 litre, 16 valve engine is remarkably light. In fact the bare block weighs a scant 23.4kg; 35kg less than an equivalent cast-iron block!

The Accord was designed as a front-engine, front-wheel-drive car because this layout makes the most efficient use of available space. The engine is positioned transversally above the front drive axle and is tilted rearward by 10° for optimum weight distribution, front to rear.

A Revolutionary Improvement in Vibration Reduction: Honda's Exclusive Balancer Shaft System.

The Accord design brief called for more than just an engine with high power. It also had to be smooth and quiet, with low vibration levels.

Honda engineers met the challenge by developing the Balancer Shaft System. This

completely new concept counteracts vibration caused by the engine's reciprocating action through the use of two shafts which rotate in opposite directions at twice the engine speed. This creates a new smoothness at mid to high engine revolutions.

It allows the Honda Accord to use a compact, in-line 4 cylinder engine whilst achieving the smoothness of a V6.

SOHC, Four-Valves-Per-Cylinder Design.

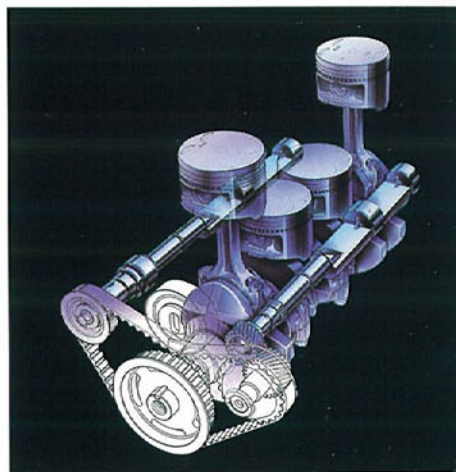
Four valves per cylinder remains one of the most effective ways of increasing intake and exhaust efficiency and obtaining the most power from each litre of fuel.

Traditionally, this system has required a double overhead camshaft system. In Accord, Honda's engineers have applied a unique and exclusive single, overhead camshaft configuration which activates all four valves. To locate the spark plug at the centre of the combustion chamber, the camshaft has been positioned slightly off-centre. This results in a more compact, lighter and more efficient engine.

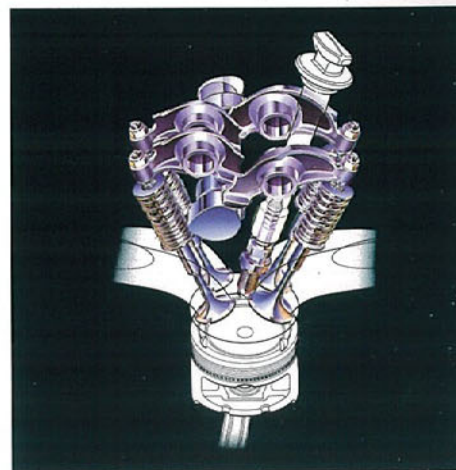
Honda Programmed Fuel Injection System (PGM-FI).

For top performance and optimum fuel efficiency, precise fuel management is essential and that is why the Accord engine features Honda's advanced, computer-controlled, Programmed Fuel Injection system (PGM-FI) developed originally for Honda's F1 championship programme.

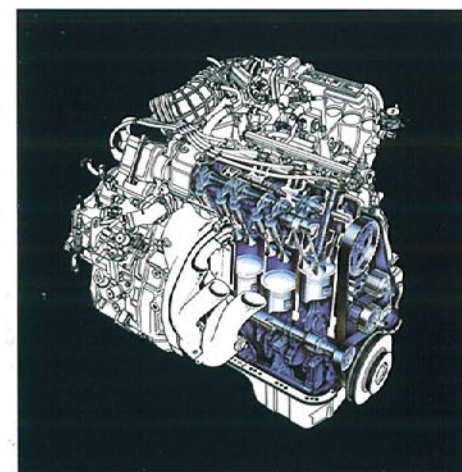
A microprocessor constantly monitors a wide range of engine functions and ambient



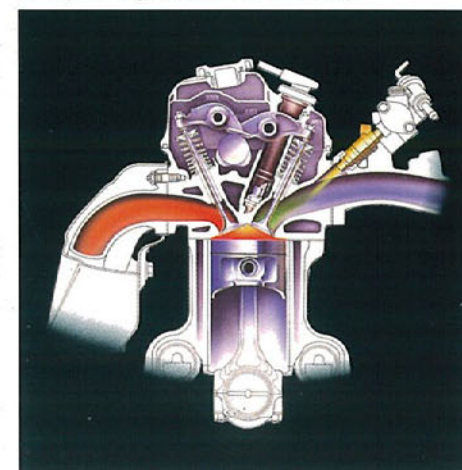
Balancer shafts reduce unwanted engine vibrations.



Honda's SOHC 4 valve per cylinder configuration.



The 4 cylinder engine crafted of aluminium alloy.



Honda's PGM-FI was inspired by Formula 1 racing.

conditions to allow fuel-to-air ratios to be precisely metered. Thus, each cylinder is supplied with exactly the amount of fuel-mix it needs through an individual injector. Maximum power is produced while maximum fuel economy is maintained.

Honda's Programmed Ignition system operates with the PGM-FI system to ensure that each spark plug fires at the precise moment where optimum engine response is produced. The system works throughout the rev range – under acceleration, deceleration and even at idle.

It's yet another example of Honda's ability to achieve seemingly contradictory goals; increasing both engine performance and fuel efficiency at the same time.

Variable Air-Intake Duct System.

The Honda Accord engine is not only powerful and smooth, it's also extremely quiet. The intake manifold uses a two-duct system, allowing air intake volume to be controlled by engine speed. At engine speeds below 3,400 rpm, the standard duct provides a single intake path for higher air velocity. When speeds rise above 3,500 rpm the high-velocity duct functions as well to increase air intake volume.

Induction noise is reduced by a remarkable 15dB due to a resonance chamber within the duct system. It's proof that low noise levels and performance can co-exist very well.

Variable Dual-Stage Intake Manifold Maximises Torque.

The Accord engine is equipped with a dual-stage intake manifold. At low engine speeds only one port opens for increased air-flow velocity, supporting intake efficiency to give sufficient torque. At higher engine speeds, both ports open for larger volumes of air and higher output. Using this system, engine performance is responsive and dynamic at all engine speeds.

An Advanced Exhaust System for Efficiency and Quietness.

A high-performance engine needs a sophisticated exhaust system – Honda's exclusive 4-2-1-2 system.

Four exhaust tracts lead to two intermediate headers. From there, gases flow into a single pipe and finally out the twin tail pipes.

Efficiency is maximised and system back-pressure is significantly reduced. The system also includes a catalyser to clean exhaust gases.

The Accord's Racing Heritage.

From the very beginning, the racetrack has been an important laboratory in the development of Honda's passenger vehicles. Honda engineers have used their racing experience to challenge conventional thinking and to find new ways of increasing and improving automotive performance.

They have discovered that even in F1 racing, engine power alone is not enough to win consistently. A car must also be comfortable to reduce driver fatigue and it must be reliable and responsive as well as being fuel efficient and powerful.

When Honda engineers designed the RA engine for the McLaren MP4/5 F1 racing car, they incorporated a balance shaft system to reduce vibration and engine noise.

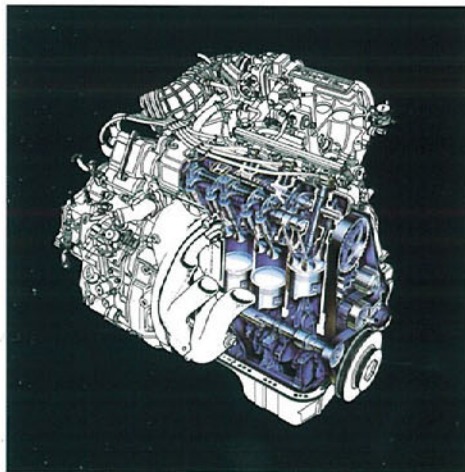
This is the principle upon which Accord's twin balance shafts are based. In

the F1 engine, the addition of the system did sacrifice some peak power but the engineers decided that the reduction of driver fatigue would make it worthwhile. Their decision has been proven right as Honda-powered McLarens have greeted the chequered flag time after time.

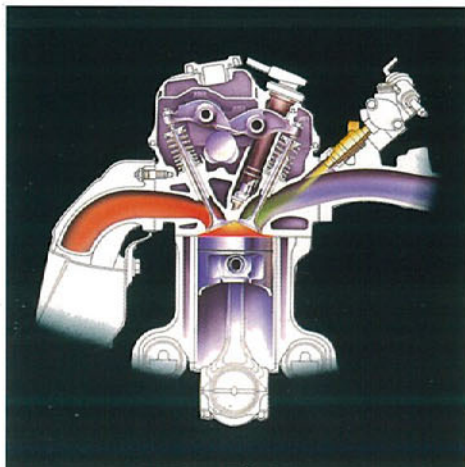
In passenger cars, Honda's engineers believe that driver comfort is even more important and that is why a SOHC, 4 cylinder, 16 valve engine with balancer shafts has been developed for the Accord.

Whether designing race cars or family sedans, Honda maintains the same kind of thinking – dynamic performance, human-centred comfort and the most effective technologies.

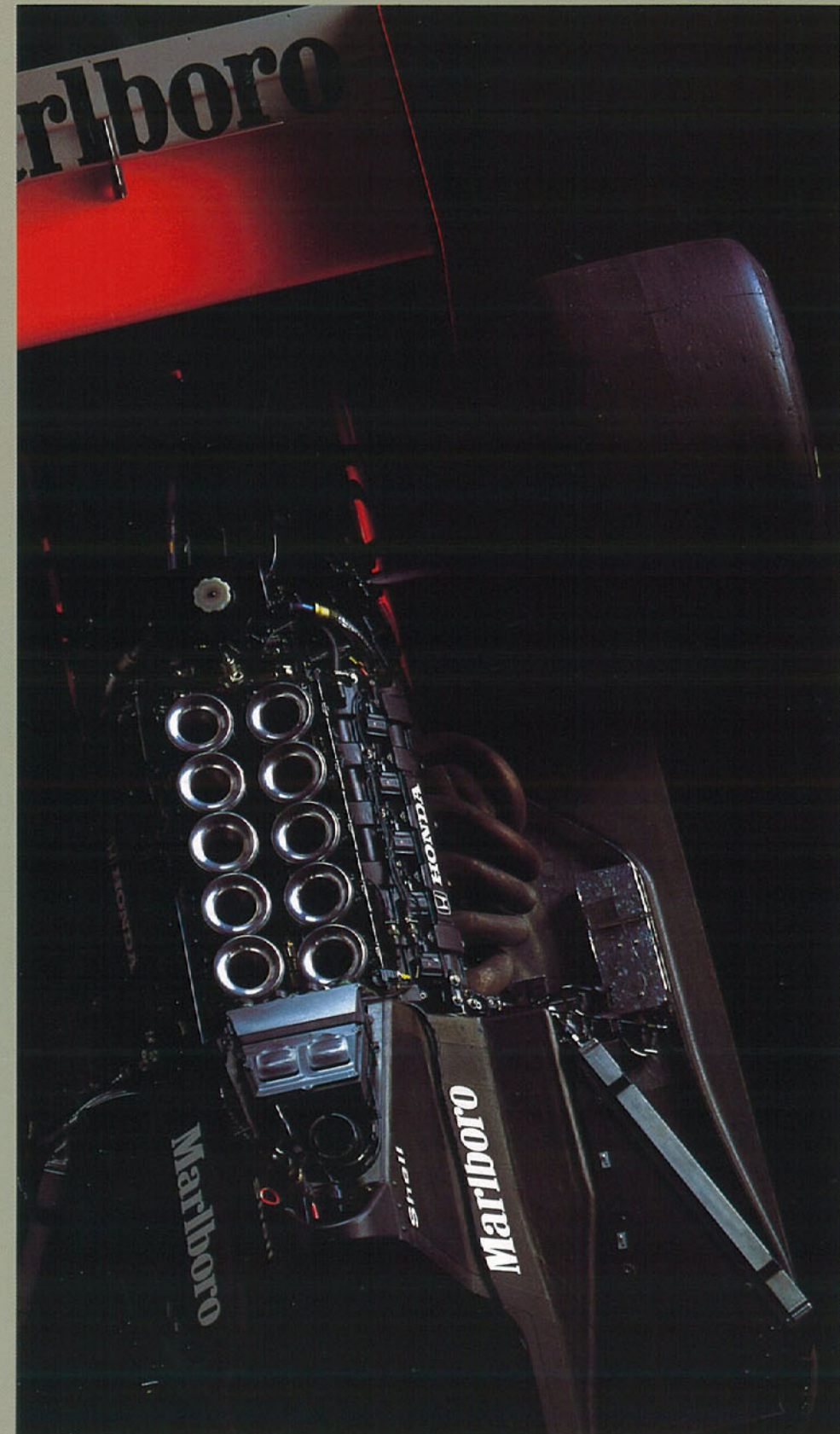
Conquering these and similar challenges is the heartbeat of the entire Honda organisation.



The 4 cylinder engine crafted of aluminium alloy.



Honda's PGM-FI was inspired by Formula 1 racing.



Honda engines are at the hearts of six consecutive Formula 1 Constructors' and drivers championships.

Negotiating curves and corners without compromising response or stability.

Suspension design creates a new challenge for automotive engineers.

A high performance engine demands a stiff suspension for high speed stability and quick manoeuvring. Conversely, a luxury car calls for a more flexible, supple suspension which can absorb bumps and offer a smooth, comfortable ride.

What compromise did Honda engineers make when developing the Accord suspension? Handling with just a hint of ride comfort? Luxury with a feel of performance? The answer is neither! They actually found a way to provide performance, handling and a luxurious ride.

Race-Bred, Double Wishbone Suspension.

The Accord features an ingenious, four wheel, independent, double-wishbone suspension of the type usually found only on sophisticated racing cars and expensive, exotic passenger cars. It is used on Accord to keep the maximum amount of tyre surface in contact with the road under all conditions. It creates an exceptionally stable, smooth and taut ride and, under sudden braking, keeps the car remarkably flat and straight.

There are other, less-expected benefits arising from the fact that the system is very compact. There is more leg-room for driver and passengers and the low bonnet height improves forward visibility.

For a smoother ride, the Accord uses a longer suspension stroke and gas-filled shock absorbers with Honda's unique, progressive valve system to increase comfort and stability.

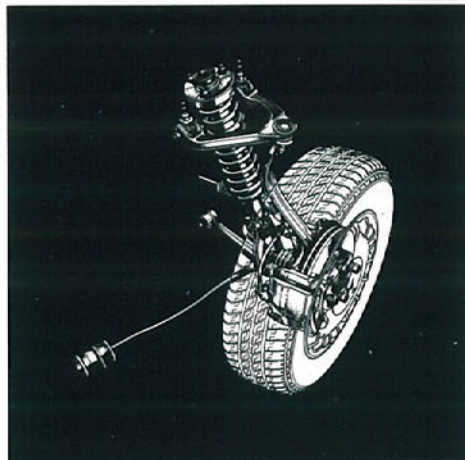
Sure, Smooth Stopping Power.

Accelerating and cornering are only two of the things a performance car must do well. The third is braking. With 260mm discs, ventilated at the front, the Accord stops with maximum efficiency. Braking effectiveness and feel are enhanced with tandem vacuum power booster assistance. Accord brakes provide light, sure, confident braking control.

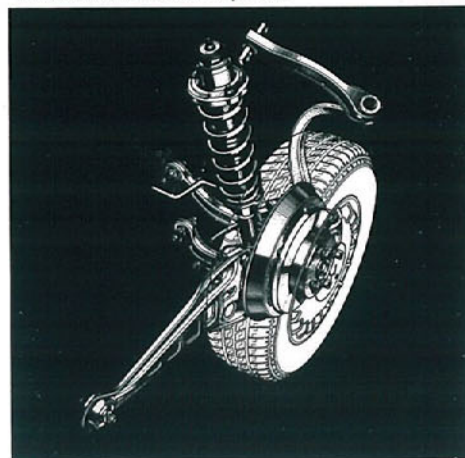


The Accord's chassis has been precision engineered to handle the

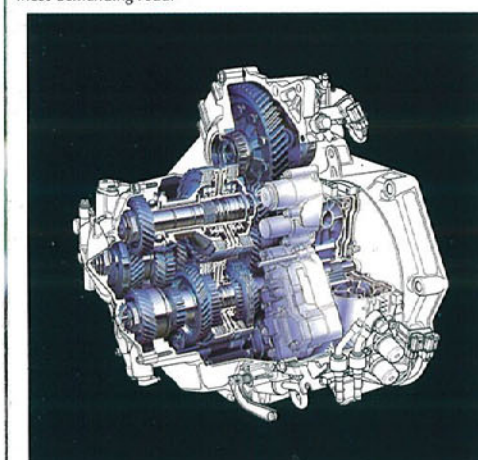
most demanding road.



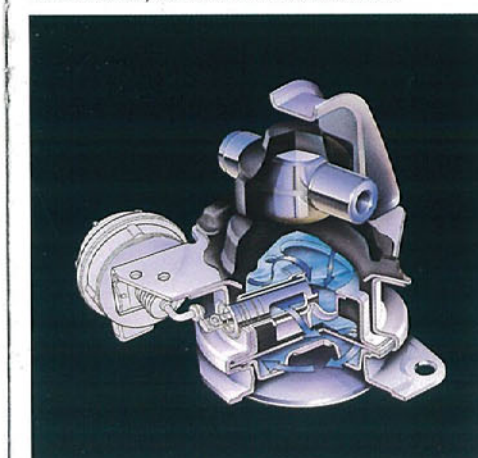
The front double-wishbone suspension.



The rear double-wishbone suspension.



The electronically-controlled automatic transmission.



The electronically-controlled hydraulic engine mount.

Anti-Lock Braking System (ABS*) Maintains Steering Control.

The ABS system, designed and developed by Honda, helps maintain maximum tyre adhesion. Sensors at each wheel constantly monitor wheel rotation. When they detect imminent lock-up, a signal is sent to the ABS electronic control unit (ECU) which controls brake fluid pressure in tiny increments, according to wheel rotation. The system uses a three-channel ABS circuit with a channel each for the front wheels and one for the rear and actually modulates braking force in a rapid, on-off manner.

The wheels are never given a chance to stop rotating. Lock-up is avoided and tyre traction maintained. This allows the driver to steer the car, even on slippery roads or ice. Maximum stopping force is achieved.

Automatic or Manual? The Choice is Yours.

The Accord's automatic transmission is constructed in a compact, three parallel-axis shaft configuration and features a new, 7-position shift pattern which responds to a variety of driving conditions whilst it delivers smooth shifting.

It's a full, electronically-controlled, 4 speed system offering the choice of *normal* or *sports* modes at the touch of a shift lever-mounted button. The *sports* mode holds changes to higher rpm levels for increased dynamic performance.

A dual-mode, torque convertor lock-up system eliminates transmission slippage while the car is in motion, to improve fuel efficiency.

Manual transmission is controlled through a short, sports-type lever operating a smooth, 5 speed gearbox. The lever is cable-connected to the gearbox while it also is mounted independently. This isolates the shift lever from vibration and provides smoother, more positive shifting for maximum dynamic driving pleasure.

Electronically-Controlled Hydraulic Engine Mount Reduces Vibration.

Engine mounts are used to reduce vibration caused by inertial force. In Accords with automatic transmission, Honda's electronically-controlled, hydraulic, rear engine mount eliminates vibration occurring at low engine speed. For example, when stopping at traffic signals, fluid levels are automatically adjusted so that idling is smooth.

*ABS available on Accord 4WS model

Four wheel steering. Another new idea from Honda.

It is a Honda doctrine that engineers must have the freedom to look beyond what has been done before. This principle of innovation set Honda on a course which led to the development of the Accord Sedan's Tuned Four Wheel Steering Systems (4WS).

Four wheel steering on passenger cars was first introduced to the world by Honda. This concept, where the rear wheels help to steer, made automotive history when it was inaugurated on the sporty Honda Prelude.

A New Realm of Precision Handling in a Sedan.

For the Accord Sedan, the 4WS system has been modified to maintain a sports sedan feeling. It brings a new and exhilarating

dimension to sedan handling. You feel you are in complete control at any speed.

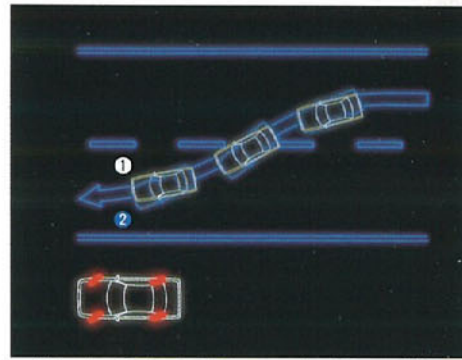
After more than a decade of research and development, Honda chose a unique mechanical system because its simplicity means that it is extremely reliable under all conditions. It makes in-town parking effortless and high speed manoeuvring a new experience.

Steering Wheel Angle Determines Rear Wheel Turn.

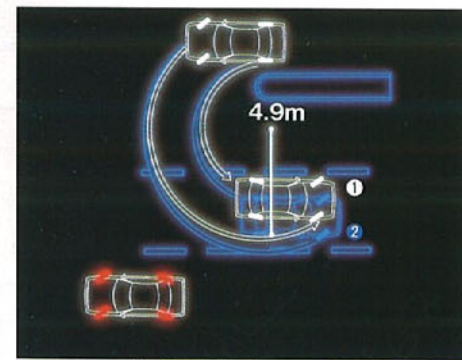
This 4WS steering system uses the degree of steering angle to determine how much and by what angle the rear wheels will turn. Each turn of the wheel is transmitted through a front steering gearbox which meshes



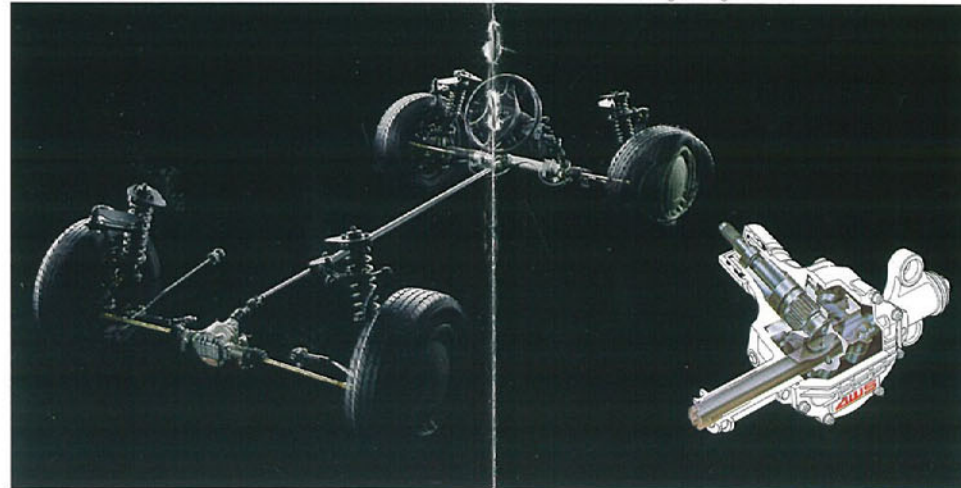
The Accord 4WS model is an impressive balance of road performance and safety.



When changing lanes at highway speeds, 4WS steers all four wheels in the same direction. ① 4WS ② 2WS



At low speeds, the rear wheels are steered in the opposite direction, reducing turning radius. ① 4WS ② 2WS



Another Honda first: Mechanically Linked 4WS with a unique "steer-angle dependent" design, and its gearbox.

the rack with an output pinion and then through a centre shaft to the rear steering gearbox.

An inventive, double-eccentric gear mechanism in the rear steering gearbox drives a stroke rod, literally transforming steering input into the optimum steering angle and direction for the rear wheels.

Honda's system takes advantage of the fact that high speed driving requires smaller turns of the steering wheel than lower speeds. The system is so effective and yet so smooth that it almost becomes unnoticeable to the driver who only feels a subtle sense of extra control at all speeds.

Move the steering wheel to change lanes at high speed in this 'small steer-angle'

situation and the rear wheels turn in the same direction as the front wheels. The lane change is quick and effortless. The car feels secure and stable.

Need to make a quick turn at low speed? In this 'large steer angle' situation, the rear wheels move slightly opposite to the front wheels. Parking requires a fraction of the effort and even the turning circle has been reduced. Now you can slip easily into the tightest spaces.

This fine-tuned Accord 4WS creates a smooth, refined driving experience that is, in a word, superlative.

*4WS and ABS Braking are available only on the Accord 4WS

A most complete and versatile vehicle.

The Aerodeck — Honda's latest addition to the superb Accord range — sets new standards of versatility and performance in its class.

Make no mistake; the Aerodeck is not a sedan which has been compromised by the addition of an extra piece on the back; it's a totally-integrated driving experience, produced to perform at a level which can only be described as luxuriously sporting.

The Aerodeck will happily transport five adults in smooth, quiet comfort yet still provide a large amount of cargo space, or it can carry most versatile combinations of passengers and cargo.

Appointments for both driver and

passengers place Aerodeck firmly in the prestige vehicle class and include many innovative and typically-Honda features. For instance, there's a tonneau cover which can be easily rolled out to keep luggage and other items from view.

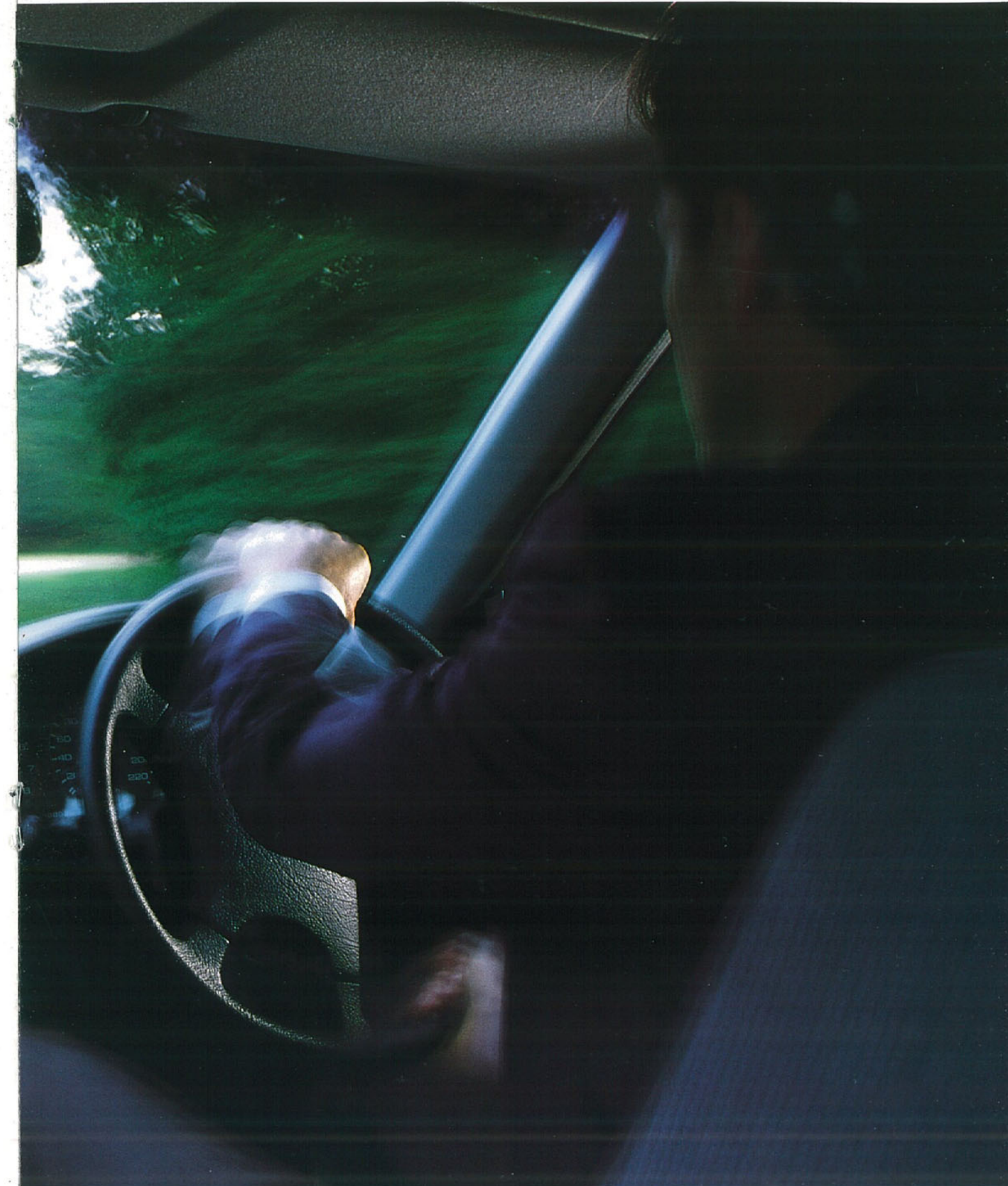
On the road, Aerodeck is a total driving experience.

Double wishbone suspension successfully combines precise and accurate handling with a silky-smooth ride whilst the fuel-injected 2.2 litre, 16 valve engine produces more than sufficient power to propel the car swiftly and quietly, even when fully-laden. At no time do performance requirements impinge on driver or passenger comfort.

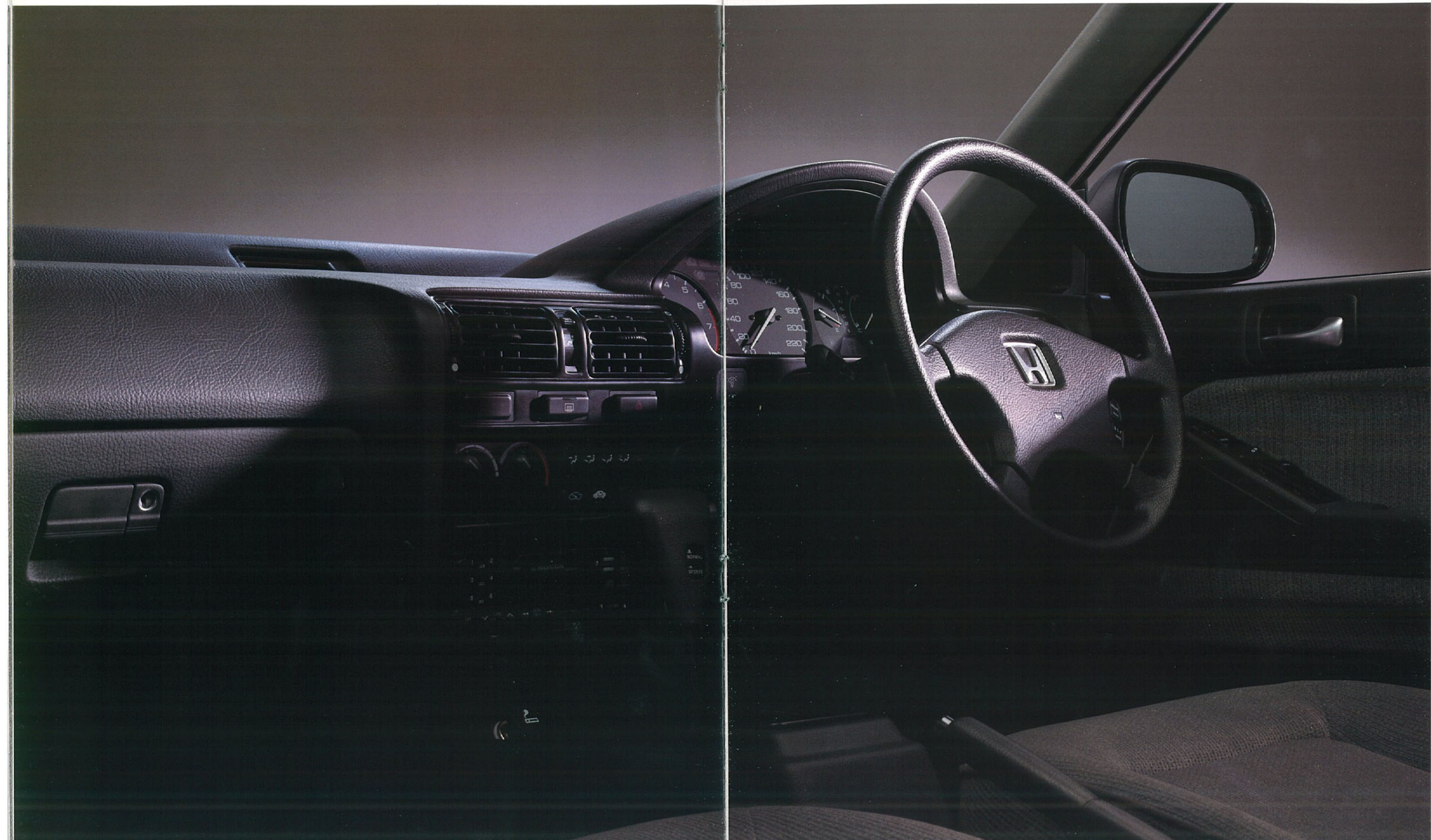
Clean, fluid styling lets Aerodeck slip smoothly and efficiently through the air, creating an unsurpassed interior quietness.

There's an aura of spaciousness too. It's due in no small part to the large glass areas which provide an almost uninterrupted view. But clever design has resulted in a supremely efficient use of internal space and the initial impressions of roominess prove to be a pleasing reality.

Honda Accord Aerodeck has combined design and performance objectives which at first seem to contradict each other into a remarkable vehicle — a total driving experience.



You travel in luxurious comfort as the miles roll by.



*The interior of the Accord performs as
intelligently as the rest.*





Inside new Accord, the first thing you'll notice is the bright, airy environment created by the large glass area. The Accord cabin is situated further forward than most other cars. Honda engineers have slanted the windshield and located the seats in a more forward position.

You sit comfortably, with excellent visibility in all directions. Leg room abounds as does head room. Front seats are specially designed to allow added foot room for rear passengers. In the rear, the cabin-forward design results in more room for your passengers. Everyone rides in comfort.

The driver's seat adjusts to maximise your comfort. Your hand falls naturally to the controls. You are refreshed by the climate control system and entertained by the high quality stereo system.

Look through the panoramic front windshield; around through the side glass. From front to rear, side to side, visibility is virtually unlimited; you have an almost completely unrestricted view.

Top sills form the roof line; bottom sills follow the low line of the front cowl. The result is that you can see clearly where you're going and where you've been.

The Luxury of Convenience.

Take hold of the steering wheel; glance across the dashboard. Gauges are easy-to-read white on black and are mounted in a deep visor to reduce glare and reflection. All vital information is clearly in view – speedometer, tachometer, fuel and temperature gauges and all indicator lights. A graphic display system warns when doors are open or there is a system malfunction.

Every Accord model features precise rack and pinion steering with 40mm of constant tilt adjustment so that you can set it to suit your driving style perfectly. Variable power assistance minimises steering effort at slow and parking speeds while, as highway speeds are approached, power assistance reduces to maximise road feel and control.

Many features bring complete luxury to your dynamic driving experience:

Windows open or close at the touch of a button and, unlike many other cars, the rear windows roll down completely.

If you lock or unlock the driver's door from inside or outside the car, all other door locks follow suit. The boot and fuel filler flap can be released with remote levers beside the driver's seat.

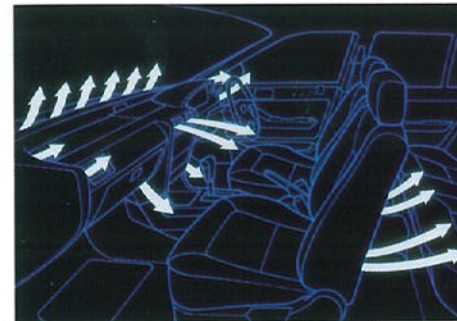
Seats are gently contoured to provide firm support, with deeply padded side bolsters. The rich, plush, moquette upholstery feels soft to the touch.

For a perfect driving position, the seat adjusts fore and aft, up and down and, of course, the back reclines as well.

Honda's Climate Control System Puts the Driving Environment Under Your Control.

The high-output airconditioning*/ventilation system provides an even, balanced flow of air throughout Accord's interior. All controls are arranged neatly in the centre console, close at hand. Turn the left dial. The twin-fan blower offers 5 speeds so that you can dial the precise amount of air needed while moving a large volume of air very quietly. The right hand dial provides fresh cooled or heated air at just the right temperature.

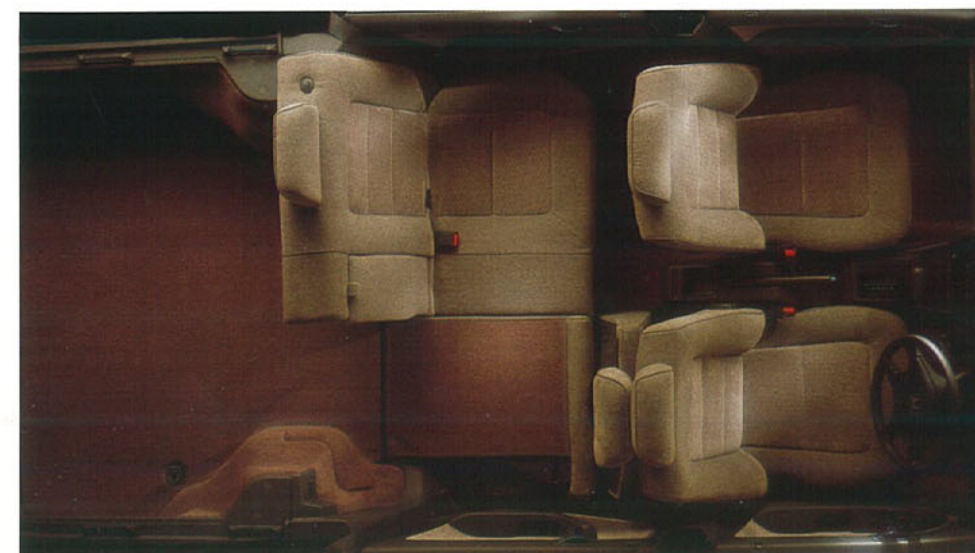
*Airconditioning is optional.



Airflow is maximised, noise is minimised



Push buttons direct airflow exactly where you need it. You can even cool your face and warm your feet at the same time thanks to the independent vent system. Rear seat passengers have been considered too. Twin ducts under each front seat provide a warm airflow for comfort.



Rear Fold-Down Seat Backs.

Convenience abounds in Accord. In 4WS models, a 'doorway' in the rear armrest cavity provides that little bit of extra room for long items whilst in 2WS models, the rear seat backs fold down.

The boot in Accord Sedan and tailgate in Aerodeck open just above the bumper bar providing low, wide access and making it easier to load large, heavy items.





The technology of quality

Using advanced CAD/CAE techniques, Honda Accord's monocoque body design is extremely rigid and provides maximum strength without unnecessary structural weight.

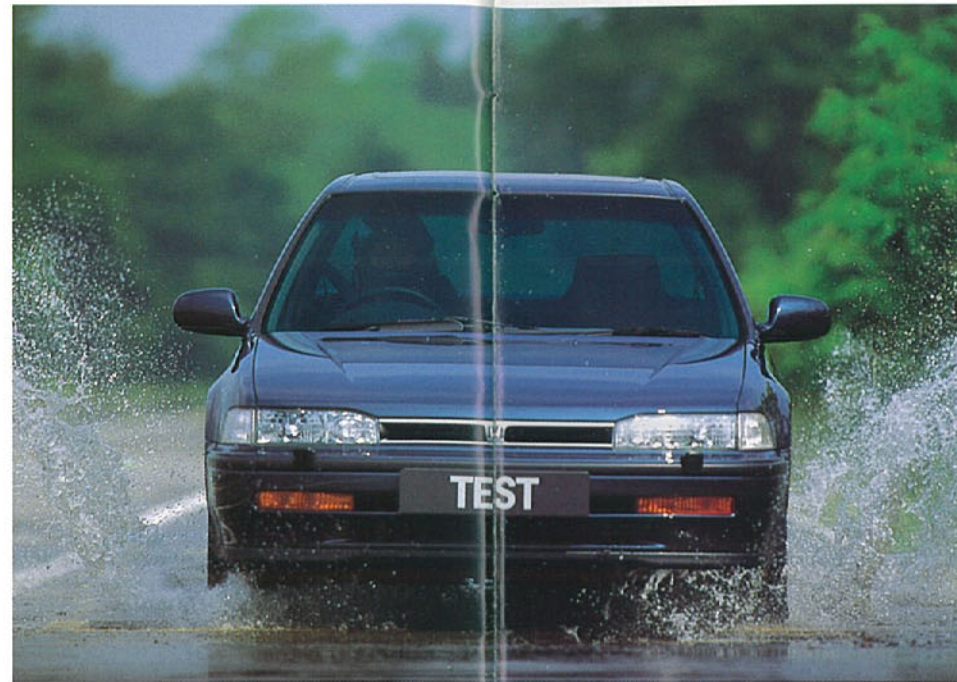
Body panels are produced from heavy-gauge, high-grade steel with side sills made exceptionally strong to add to the overall rigidity. On the road, reinforced suspension mountings increase stability. The overall result is a car which produces driver confidence and feels remarkably secure and solid on the road.

A Tough, Corrosion-Resistant Exterior.

The Accord's good looks are built to stay that way because Honda engineers have

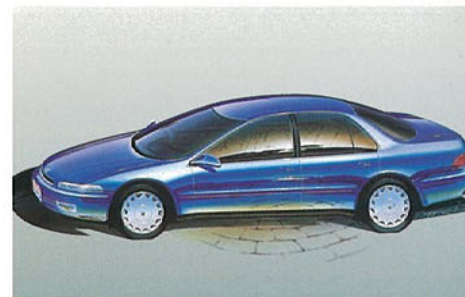
ensured that Accord is corrosion-resistant, even under the harshest conditions. Materials are selected for their corrosion resistance from the very start. 90% of Accord's body weight is comprised of electronically zinc-coated steel. Impervious resin materials are used for body parts which receive the most punishing treatment.

Hot wax is injected into areas where moisture may collect; particularly in or near the inner surfaces of doors, trunk lid, bonnet, wheel housing and side sills. The bonnet, roof and front pillars are protected with anti-chipping primer to protect those surfaces from the grit and gravel which is often thrown up from the road surface.



Even under extreme driving conditions, the Accord delivers

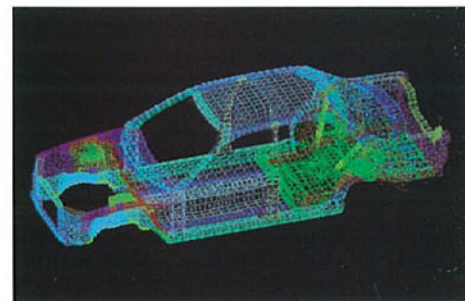
performance reliability



The Accord began life in an artist's design sketch.



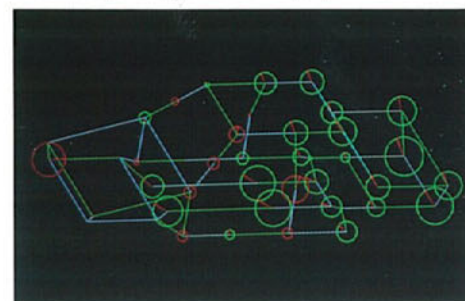
Honda's exclusive wind-tunnel testing. (R & D Test Photo)



The monocoque body gives maximum rigidity.



The CAD/CAM system verifies manufacturing accuracy.



DOSA is used in designing a quiet cabin.



The actual-size plastic mock-up is inspected.

Quiet Please.

Another hallmark of the Accord's quality construction is the exceptionally quiet cabin. Vibration, noise and harshness have been significantly reduced.

To achieve this, Honda engineers use two exclusive computer programmes. The first, Honda's Dynamic Optimisation System Analysis (DOS) reduces noise which is caused by structural vibrations. Remarkably, this noise reduction is achieved without the addition of any extra body weight.

Honda's Acoustic and Noise Simulation (HANS) can actually identify where noise collects in the cabin. This allows engineers to trap ambient sound in places away from the ear.

To reduce noise even further, Honda uses honeycomb insulation in the roof and multi-layer composites on the floor and the bulkhead between the engine and passenger compartments.

Reducing cabin noise to make the driving experience as comfortable and pleasurable as possible is an important part of Honda's 'Driver First' philosophy.

Quality Engineering.

The new Accord began as a concept – "To combine a dynamic driving experience with the quality and practicality for which Honda is famous."

First, the designer sketches his image of the car. Then the design is evaluated and approved. After this process, Honda engineers, using CAD/CAM technology produce an actual-size, black, plastic mock-up of the car, piece by piece.

This unique process allows the designer to ensure that the final production has remained faithful to the original design. The shiny, black surface reflects light to reveal any imperfections in texture or body contour.

Actual production parts are fitted to the mock-up to check their design integrity. The finalised mock-up then sets the stage for the manufacturing process.

The New Accord. A Dynamic Driving Experience.

Exhilarating road performance, exceptional manoeuvrability, minimised fuel consumption, unequalled luxury, thoughtful convenience and an elegant ride.

Most motor vehicles would find these criteria impossible to fulfil without compromise. Not the new Honda Accord!

The new Accord was not designed or built as a compromise. It is a total-concept, based on solutions which make seemingly opposing factors work in harmony.

That is the power and accomplishment of Honda design. That's what makes new Honda Accord a new kind of dynamic driving experience.

1992 ACCORD	AERODECK	ACCORD	ACCORD EXI	ACCORD 4WS
SPECIFICATIONS				
ENGINE TYPE	2.2 LITRES S.O.H.C. 16 VALVE	2.2 LITRES S.O.H.C. 16 VALVE	2.2 LITRES S.O.H.C. 16 VALVE	2.2 LITRES S.O.H.C. 16 VALVE
CYLINDER ARRANGEMENT	IN LINE 4 TRANSVERSE	IN LINE 4 TRANSVERSE	IN LINE 4 TRANSVERSE	IN LINE 4 TRANSVERSE
DISPLACEMENT (CC)	2156	2156	2156	2156
BORE & STROKE (MM)	85 x 95	85 x 95	85 x 95	85 x 95
MAXIMUM OUTPUT (PS/KW @ R.P.M.)	140/103 @ 5600	140/103 @ 5600	140/103 @ 5600	140/103 @ 5600
MAXIMUM TORQUE (NM, Kg/m @ R.P.M.)	192/19.6 @ 4500	192/19.6 @ 4500	192/19.6 @ 4500	192/19.6 @ 4500
COMPRESSION RATIO	8.8 : 1	8.8 : 1	8.8 : 1	8.8 : 1
FUEL TANK CAPACITY (LITRES)	65	65	65	65
FUEL REQUIRED (RON)	91 OR HIGHER	91 OR HIGHER	91 OR HIGHER	91 OR HIGHER
EXTERIOR DIMENSIONS				
OVERALL LENGTH (MM)	4745	4710	4710	4710
OVERALL WIDTH (MM)	1715	1710	1710	1710
OVERALL HEIGHT (MM)	1400	1390	1390	1390
WHEEL BASE (MM)	2720	2720	2720	2720
TRACK FRONT/REAR (MM)	1475 / 1480	1475 / 1480	1475 / 1480	1475 / 1480
GROUND CLEARANCE (MM) <LADEN>	110	110	110	110
TURNING CIRCLE (METRE)	10.8	10.8	10.8	9.8
KERB WEIGHT (MAN/AUTO)(KG)	1403 / 1433	1272 / 1302	1282 / 1312	1335 / 1365
MECHANICAL FEATURES				
FRONT WHEEL DRIVE	*	*	*	*
EQUAL LENGTH DRIVE SHAFTS	MANUAL TRANS ONLY	MANUAL TRANS ONLY	MANUAL TRANS ONLY	MANUAL TRANS ONLY
DUAL COUNTER BALANCE SHAFT SYSTEM	*	*	*	*
MANUAL TRANSMISSION 5-SPEED (HYDRAULIC CLUTCH)	*	*	*	*
TRI AXIAL AUTOMATIC TRANSMISSION-4-SPEED ELECTRONIC AUTOMATIC TRANSMISSION WITH SPORTS RANGE AND FOUR STAGE PROGRAMMED LOCK-UP CLUTCH (INCLUDES DECELERATION LOCK-UP CONTROL)	*	*	*	*
LOW HOLD CLUTCH-AUTOMATIC TRANSMISSION MODEL	*	*	*	*
ELECTRONIC SHIFT SHOCK REDUCING SYSTEM-AUTOMATIC TRANSMISSION MODEL	*	*	*	*
ELECTRONICALLY CONTROLLED ENGINE MOUNT-AUTOMATIC TRANSMISSION MODEL	*	*	*	*
FRONT SUSPENSION-DOUBLE WISHBONE	*	*	*	*
REAR SUSPENSION-DOUBLE WISHBONE	*	*	*	*
GAS PRESSURISED FRONT & REAR SHOCK ABSORBERS	*	*	*	*
FRONT & REAR STABILISER BARS	*	*	*	*
STEERING TYPE (SPEED RESPONSIVE) POWER ASSISTED RACK & PINION	*	*	*	*
4WS STEER ANGLE DEPENDENT FOUR WHEEL STEERING SYSTEM	*	*	*	*
SERVO ASSISTED 4-WHEEL DISC BRAKES-FRONT VENTED	*	*	*	*
4W ABS 6TH GENERATION 4 WHEEL ANTI-LOCK BRAKING SYSTEM	*	*	*	*
PGM-FI PROGRAMMED FUEL INJECTION SYSTEM-SEQUENTIAL MULTI-POINT	*	*	*	*
PGM-IG PROGRAMMED IGNITION SYSTEM-DIGITAL	*	*	*	*
ELECTRONICALLY CONTROLLED DUAL STAGE INTAKE MANIFOLD	*	*	*	*
MAINTENANCE FREE BATTERY	*	*	*	*
EXTERIOR FEATURES				
3-COAT 3-BAKE PAINT PROCESS	*	*	*	*
SIDE PROTECTION MOULDINGS	*	*	*	*
SEMI CONCEALED FRONT DRIP MOULDINGS	*	*	*	*
FULLY INTEGRATED DOOR HANDLES	BODY COLOURED	BODY COLOURED	BODY COLOURED	BODY COLOURED
IMPACT ABSORBING BUMPERS-BODY COLOURED WITH INTEGRATED FRONT AIR DAM	*	*	*	*
LAMINATED FRONT WINDSHIELD-WITH BAND TINT	*	*	*	*
CENTRAL LOCKING	INCL. REAR HATCH	*	*	*
TIMED ILLUMINATION SYSTEM-IGNITION SWITCH	*	*	*	*
DIAMOND EYE HALOGEN HEADLIGHTS	*	*	*	*
WHEELS	5.5J X 15 STEEL	5.5J X 15 STEEL	5.5J X 15 ALLOY	5.5J X 15 ALLOY
STEEL BELTED RADIAL TYRES	195 / 60 R15 87V	195 / 60 R15 87V	195 / 60 R15 87V	195 / 60 R15 87V
FRONT AND REAR MUD FLAPS	*	*	*	*
RESIN SIDE SILL PROTECTOR - BLACK	*	*	*	*
DUAL CHROMED TAIL PIPES	*	4.2.1.2 SYSTEM	4.2.1.2 SYSTEM	4.2.1.2 SYSTEM
INTERIOR FEATURES				
SEAT COVER TRIM	MOQUETTE	MOQUETTE	MOQUETTE	LEATHER
EIGHT WAY POWER DRIVER'S SEAT	*	*	*	*
POWER SEAT HEIGHT ADJUSTER - DRIVER'S SIDE	*	*	*	*
FULLY RECLINING FRONT BUCKET SEATS	*	*	*	*
ADJUSTABLE FRONT HEAD RESTRAINTS-WITH TILT FUNCTION	*	*	*	*
ADJUSTABLE FRONT AND REAR HEAD RESTRAINTS-FRONT WITH TILT FUNCTION	*	*	*	*
LUMBER SUPPORT ADJUSTER-DRIVER'S SIDE	*	*	*	*
FRONT SEAT BACK POCKETS	*	*	*	*
FOLDING REAR SEAT BACK	60 / 40 SPLIT	*	*	*
FOLD DOWN REAR CENTRE ARM REST	*	*	*	WITH THROUGH POCKET
LEATHER BOUND STEERING WHEEL	*	*	*	*
TILT ADJUSTABLE STEERING COLUMN	*	*	*	*
CRUISE CONTROL-CONTROL SWITCHES MOUNTED ON STEERING WHEEL	*	*	*	*
FRONT WIPER WASHER SYSTEM-WITH INTERMITTENT & MIST MODE	*	*	*	*
REAR WIPER WASHER SYSTEM	*	*	*	*
DRIVERS FOOTREST	*	*	*	*

1992 ACCORD	AERODECK	ACCORD	ACCORD EXI	ACCORD 4WS
ONE PIECE DASHBOARD	*	*	*	*
TACHOMETER SPEEDOMETER TRIPMETER & ODOMETER	*	*	*	*
COMPREHENSIVE DASHBOARD WARNING LIGHTS	*	*	*	*
LOW FUEL WARNING LIGHT	*	*	*	*
HEADLIGHTS ON REMINDER	*	*	*	*
REAR WINDOW DEMISTER	*	*	*	*
DAY/NIGHT REAR VIEW MIRROR	*	*	*	*
PASSENGER VANITY MIRROR	*	*	*	*
GLOVE COMPARTMENT-LOCKABLE ILLUMINATED (WITH SOFT DAMPER)	*	*	*	*
DIGITAL CLOCK	*	*	*	*
FULL FLOW HEATER WITH FULL FRONT WINDOW AND SIDE WINDOW DEMISTING -5- SPEED FAN	*	*	*	*
REAR PASSENGER HEATER DUCTS	*	*	*	*
BI-LEVEL HEATING SYSTEM	*	*	*	*
FACE LEVEL VENT SHUT VALVES	*	*	*	*
PUSH BUTTON VENTILATION & DIAL TEMPERATURE CONTROLS	*	*	*	*
AM/FM STEREO CASSETTE PLAYER (WITH AUTOMATIC ANTENNA)	5-SPEAKER SYSTEM	4-SPEAKER SYSTEM	4-SPEAKER SYSTEM	4-SPEAKER SYSTEM
CIGARETTE LIGHTER & FRONT/REAR ASH TRAY-FRONT ILLUMINATED	*	*	*	*
CENTRE CONSOLE STORAGE COMPARTMENT	*	*	*	*
CHANGE LEVER (AUTOMATIC) WITH INTEGRATED SPORTS SWITCH	*	*	*	*
POWER OPERATED SUNROOF-2 WAY WITH SMOKED GLASS AND SUNSHADE	*	*	*	*
POWER OPERATED MIRRORS - BODY COLOURED	*	*	*	HEATED
POWER OPERATED WINDOWS - ONE TOUCH FUNCTION/DRIVER'S SIDE PLUS ISOLATOR SWITCH	*	*	*	*
COIN POCKET-LINED	*	*	*	*
FRONT DOOR POCKETS	*	*	*	*
DOOR COURTESY LIGHTS-FRONT AND REAR DOORS	*	*	*	*
REMOTE BOOT AND FUEL LID OPENER-LOCKABLE BOOT OPENER	FUEL ONLY	*	*	*
PASSENGER GRAB HANDLES - FRONT X 1 (REAR X 2)	PULL OUT TYPE	CONCEALED TYPE	PULL OUT TYPE	PULL OUT TYPE
LOCKOUT PREVENTION	*	*	*	*
COAT HANGER X 1 RHR	*	*	*	*
REAR CARGO AREA - ILLUMINATED	*	*	*	*
ILLUMINATION CONTROL	*	*	*	*
REAR CARGO AREA COVER	ADJUSTABLE	*	*	*
REAR CARGO AREA STORAGE COMPARTMENTS	X3	*	*	*
REAR CARGO AREA BARRIER NET	*	*	*	*
SAFETY FEATURES				
HIGHLY RIGID MONOCOQUE BODY	*	*	*	*
DOOR INTRUSION BARS	*	*	*	*
SEAT BELT FRONT (3-POINT E.L.R. X 2) WITH ADJUSTABLE SHOULDER ANCHORAGES	*	*	*	*
SEAT BELT REAR (3-POINT E.L.R. X 2)	*	*	*	*
LAP BELT REAR (CENTRE X 1)	*	*	*	*
CHILD SAFETY SEAT ANCHORAGES	X3	X3	X3	X3
CHILD PROOF REAR DOOR LOCKS	*	*	*	*
DUAL CIRCUIT DIAGONAL BRAKING SYSTEM	*	*	*	*
4W ABS 6TH GENERATION ANTI-LOCK BRAKING SYSTEM - 3 CHANNEL TYPE	*	*	*	*
BRAKE FLUID WARNING INDICATOR	*	*	*	*
PADDED INSTRUMENT PANEL	*	*	*	*
ENERGY ASORBING STEERING COLUMN	*	*	*	*
IMPACT ABSORBING BUMPERS	*	*	*	*
CENTRE HIGH MOUNT STOP LIGHT	*	*	*	*
HAZARD WARNING LIGHTS	*	*	*	*
COMPREHENSIVE DASHBOARD WARNING LIGHTS	*	*	*	*
SAFETY INDICATOR PANEL	*	*	*	*
BONNET INSULATOR	*	*	*	*
EXTERIOR/INTERIOR COLOURS				
EXTERIOR	CODE	INTERIOR		
PEWTER GREY	NH-537M	GREY	*	*
BUCKINGHAM BLUE	B-59P	GREY	*	*
BORDEAUX RED	R-78P	GREY	*	*
SEBRING SILVER	NH-552M	GREY	*	*
FROST WHITE	NH-538	GREY	*	*
PHANTOM GREY	NH-561P	GREY	*	*
COBALT BLUE	B-54P	GREY	*	*
SEATTLE SILVER	YR-94M	GREY	*	*

* INDICATES INCLUDED ON MODEL. NOTE: THE SPECIFICATIONS AND MAJOR FEATURES LISTED HEREIN ARE ACCURATE AS AT THE DATE OF PRINTING (MAY 1992). HOWEVER, HONDA MOTOR CO. LTD. AND HONDA AUSTRALIA PTY. LTD. RESERVE THE RIGHT TO CHANGE OR MODIFY SPECIFICATIONS AND MAJOR FEATURES AT ANY TIME WITHOUT PRIOR NOTICE. SPECIFICATIONS MAY ALSO VARY IN SOME STATES; PLEASE CHECK CURRENT SPECIFICATIONS WITH YOUR AUTHORISED HONDA MOTOR VEHICLE DEALER BEFORE PURCHASE. DUE TO ORDERING, SHIPPING AND FREIGHT FACTORS, SOME COLOUR AND MODEL AVAILABILITIES MAY VARY FROM TIME TO TIME. CHECK WITH YOUR HONDA DEALER FOR CURRENT INFORMATION ON AVAILABILITY. HONDA MOTOR VEHICLES, HONDA AUSTRALIA PTY. LTD. A.C.N. 004 759 611, LOT 95, SHARPS ROAD, TULLAMARINE, VIC. 3043. MELBOURNE (03) 285 5555. PERTH (09) 458 9811. BRISBANE (07) 368 3744. SYDNEY (02) 748 6511.



HONDA SUPPORTS SAFE DRIVING. TAKE CARE ON THE ROAD.

24 36/72

MONTH UNLIMITED KM WARRANTY

MONTH BODY PROTECTION PROGRAMME



Honda Motor Vehicles, Honda Australia Pty. Ltd.
A.C.N. 004 759 611, Lot 95 Sharps Road, Tullamarine, Vic. 3043
Melbourne (03) 285 5555, Perth (09) 458 9811, Brisbane (07) 368 3744, Sydney (02) 748 6511.