

HONDA CIVIC



Everything we do is driven by the single-minded vision of our founder, Soichiro Honda: "...to challenge conventional wisdom and create new, more useful technology."

This means technology is never considered an end in itself but as a means to make our cars safer, more efficient and more user-friendly.

This we call Human-Centred Engineering.

Undoubtedly motor racing provides the quickest road to achieving such innovation, bringing out the best in those behind the drawing board as much as those behind the wheel. That's why Honda contested 186 Formula One Grands Prix, amassing 71 victories and a plethora of engineering advances.

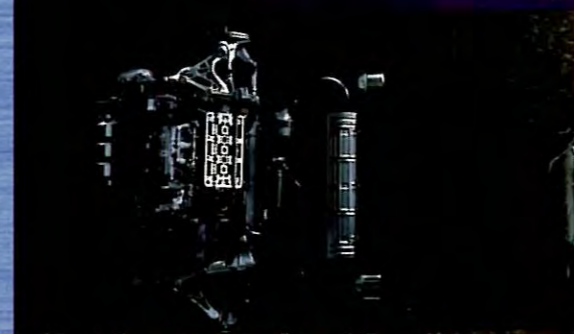
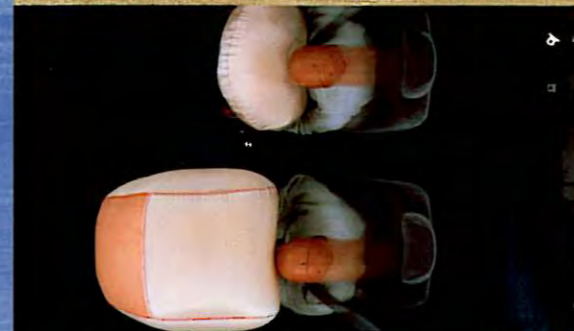
Today this research and development continues unabated in Indy racing.

To give but one spectacular example of how racing improves the breed, it was as a direct result of our Formula One program that Honda created the NSX. Hailed by Motor Trend as: "The best sports car the world has ever produced. Any time. Any place. Any price."

NSX pioneered many beneficial advances - including VTEC - which are now endowed to the range. But of course nothing is more important to our future than engineering that addresses the needs of our environment.

So Honda continues to develop new solutions that deliver a better quality of life for all, not just our drivers. For instance, 75% of our cars' plastic components are recyclable and we are making serious progress in the development of alternate energy vehicles which we have successfully raced in international competition.

So as a result of challenging the conventional, every Honda is more powerful, reliable, safe and responsible. Yet best of all, it is also more pleasurable to drive.



In 1972, the world faced its first oil crisis. Ironically it was the political machinations of the day that turned the flow of precious fuel to a trickle.

But importantly it also served notice that a finite resource also has a limit beyond politics and economics.

It was into this uncertain climate that Honda launched a totally new small car.

Compact, reliable, versatile and frugal, it was suddenly what the whole world seemed to be looking for.

A city car that could fit the shrinking car spaces, squeeze its way through the growing traffic snarls and squeeze every precious kilometre out of a tank of petrol yet still somehow make driving fun.

That car was the first Honda Civic.

Now, over 10 million Civics later, Honda has once again responded to the new needs of changing times.

The result is a car that once again raises the benchmark in a class where even previously it had no equal.

Allow us to introduce you to the sixth generation range of Honda Civics.

More dynamic. More refined. More economical. More protective. And most of all, more rewarding to drive.

But there's more to them than that, as you are about to discover.



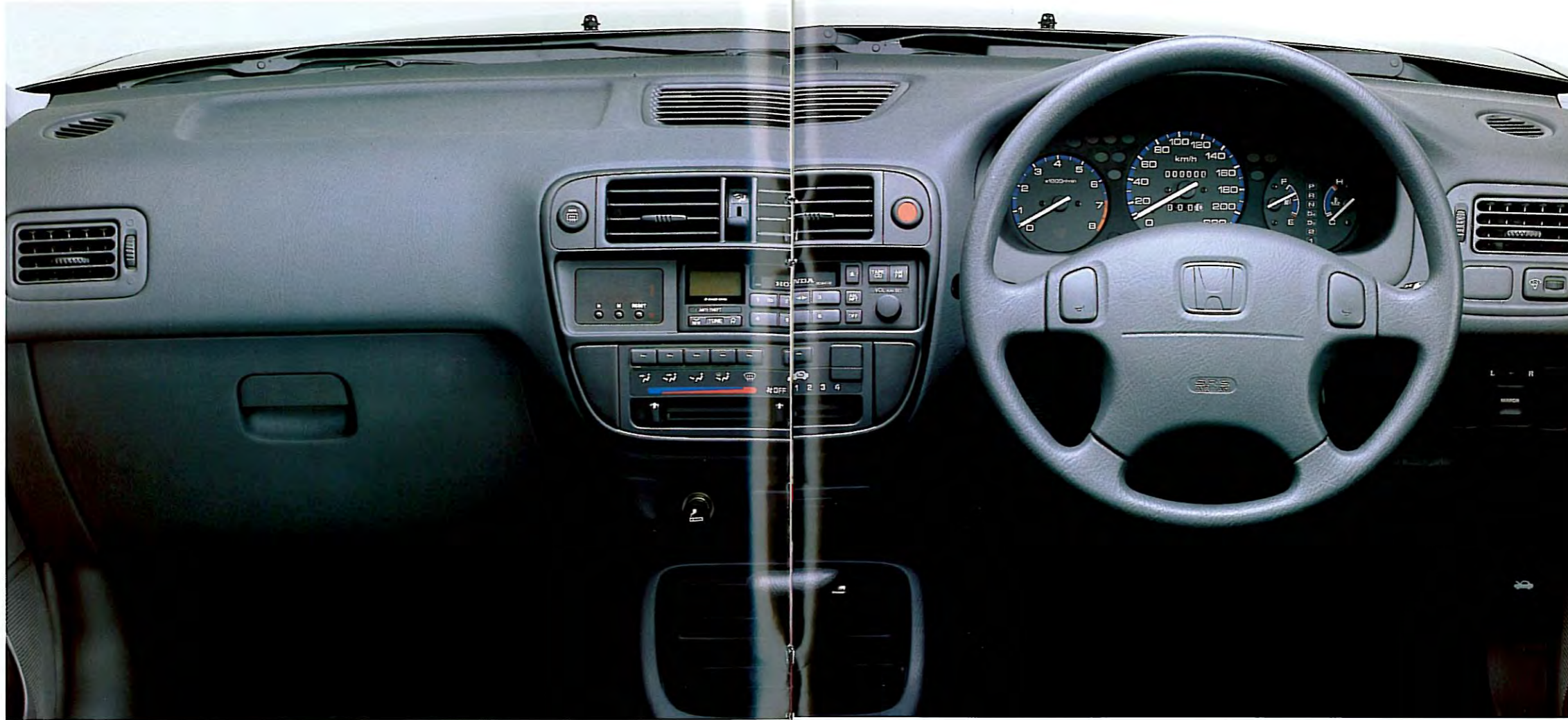


Optional spoiler fitted to Sedan.



**CIVIC**





From almost any angle, you can admire the new Civic's form.

But there is only one place from which you can truly appreciate its function.

Slide behind the wheel, set the steering column angle and the power mirrors.\*

Tailor the seat to your body.

It fits like your favourite jeans.

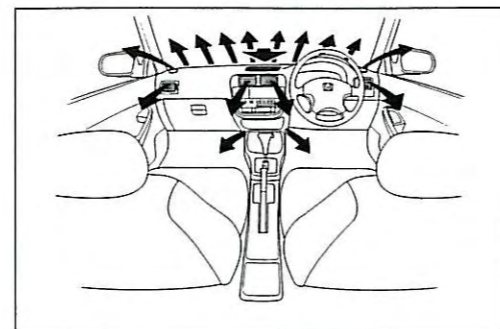
But its ambience bespeaks something far more elegant.

Around you is an abiding sense of substance, security and solidity.

The controls feel taut and positive and come to hand quite naturally in the best ergonomic design.

But nothing escapes the eye either.

Beyond the cabin, you have clear all-round vision through cool, green-tinted



*Integrated heating and air conditioning.*

glass that filters the excesses of our climate.

Start the engine. Can it possibly be running? The prevalence of insulation and Civic's refined engine damping reduce noise levels to those of a luxury level car.

Just as well your alertness can be maintained by powerful air conditioning which is optional on all models.

## Civic centre: caters for every function.



*Adjustable steering column.*

Switch it on and a plethora of vents will efficiently distribute hot or cold air throughout the cabin as required.

But you probably can't wait to get your hands on the wheel.

The power steering, finger-tip light at parking speeds, ingeniously responds to both road speed and road conditions and



*Torque reactive power steering.*

accurately increases or decreases the amount of assistance to keep the feeling through the wheel pin sharp.

There is a totally assured confidence about the new Honda Civic that you'll feel in everything you touch, everything you hear and everything you see.

And in every sense, it's justified.

\* Not fitted to CXi.

INTERIOR



VTi Sedan model.



Armrest storage. (Sedan VTi model only.)



Large capacity glovebox.



Seat height adjustor. (Not CXi.)



Dual Cup holder. (Sedan VTi|Hatch VTi-R models only.)

# Civic minded: more space for all to share.

The new Civic remains a triumph of design over dimensions.

With its space-saving transverse engine, front-wheel drive and the 4-wheel double-wishbone suspension system, Civic has always offered passengers the cabin area equivalent to a far larger car.

This new Civic, however, is even more spacious than before with generous head room, a wide shoulder area for front seat passengers, as well as greater knee clearance and foot space for those in the rear.

You've also got a lot more useable space thanks to a split-fold rear seat in both the Sedan and Hatch.

Numerous interior storage compartments for all those inevitable bits and pieces we tend to collect have been provided for the comfort and convenience of both driver and passengers alike.

Then again, Honda's engineers obviously seem to believe there's always room for a bit more thought.

As well as thought for a bit more room.



Split-fold rear seats. (60/40 Sedan.) (50/50 Hatch.)



Open wide: the Hatch offers easy accessibility.



*Optional rear spoiler fitted. VTI model.*



## Civic leader: Honda holds the balance of power in compact cars.

Power and economy.

The two seem at first as incompatible as day and night.

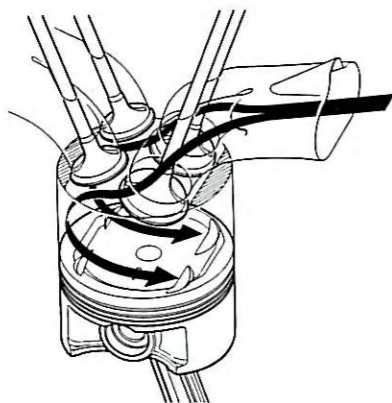
However, from working day and night on the gruelling Formula One circuit over many years, the engineers at Honda have



learnt that these are merely the necessary parameters of total efficiency.

For a truly efficient engine is one that ultimately delivers more power while using less fuel.

Easy to say, difficult to achieve.



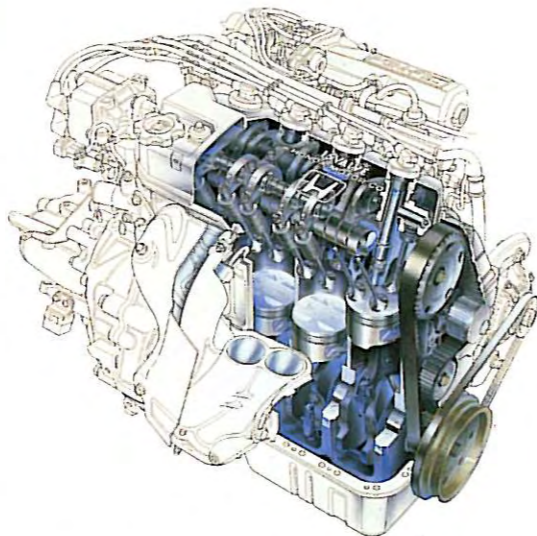
*Honda's unique tumble flow intake port improves combustion efficiency.*

But the current family of engines available to the Civic range, is somehow more ruthlessly efficient than ever before.

For the first time, every Civic is now endowed with a 1.6 litre all-aluminium 16 valve engine managed by Honda's Programmed Fuel Injection System (PGM-FI).

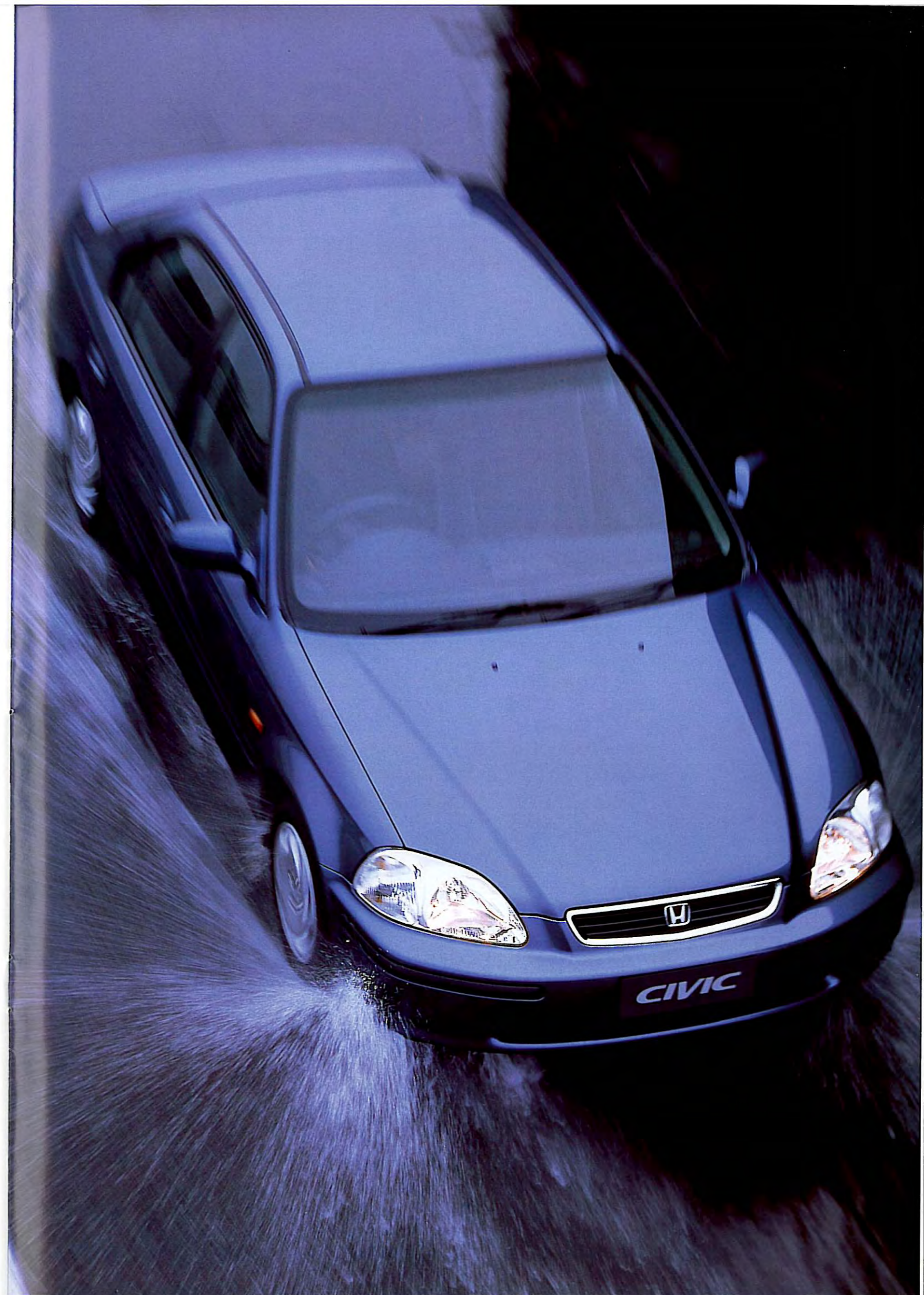
Making each one of them light, smooth and crisply responsive.

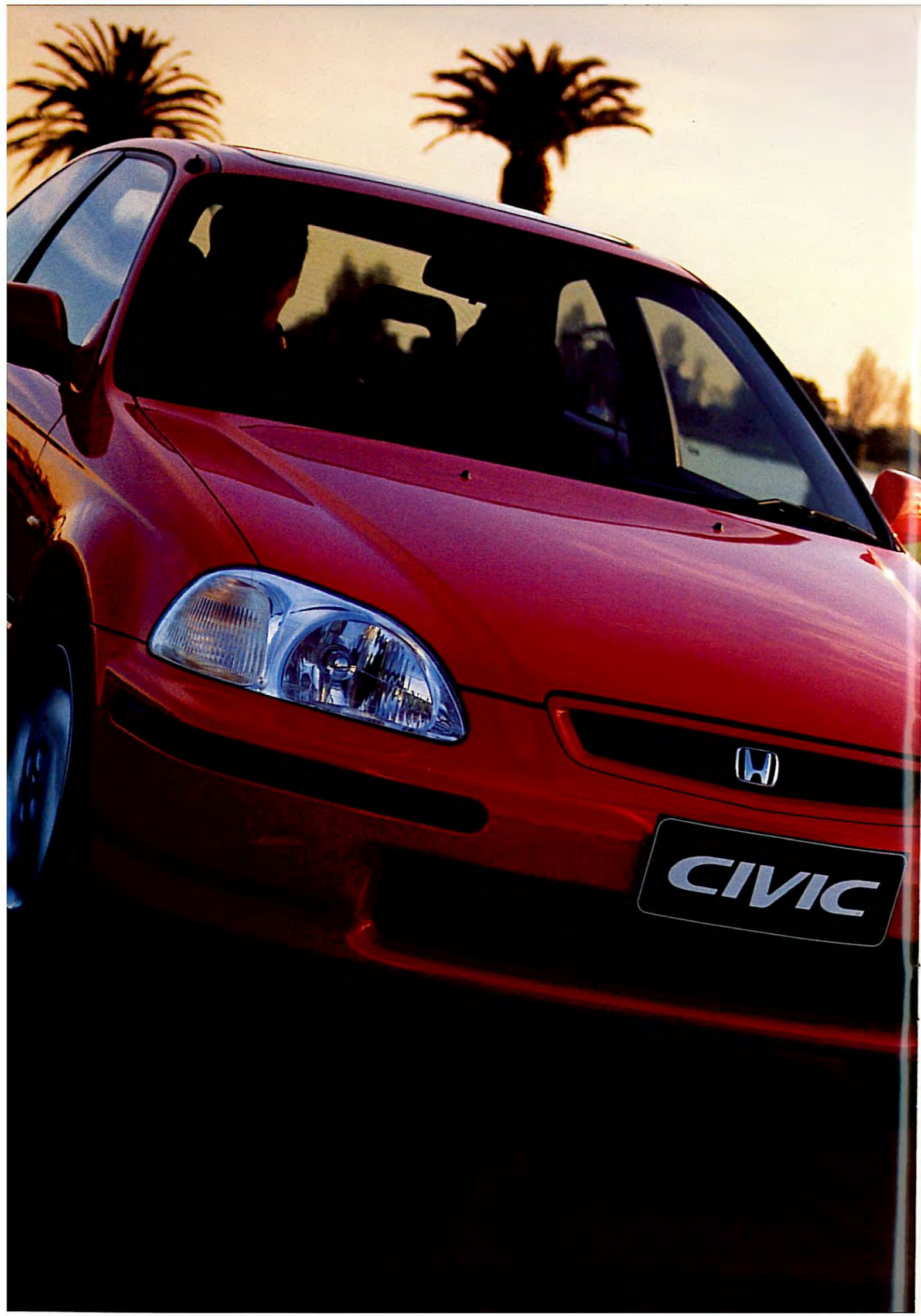
For a start, there's the single overhead cam engine in the CXi and GLi Hatch and the GLi Sedan.



This lightweight power plant delivers a lively 88 kilowatts of power and provides excellent low to mid range torque.

By using a newly developed tumble flow intake port, we've been able to improve combustion efficiency which reduces emissions during the critical warm-up phase and improves driveability.



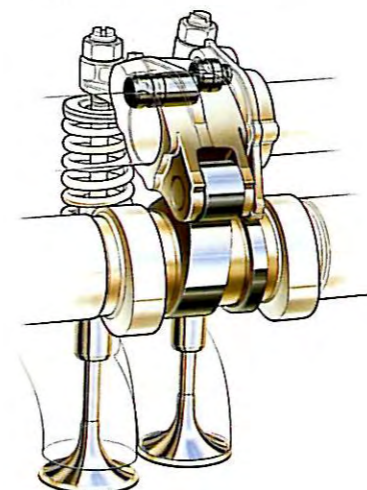


But for truly redefining the balance between power and economy, nothing comes close to one of Honda's most famous engineering innovations: the Formula One-inspired VTEC.

VTEC stands for Variable Valve Timing and Lift Electronic Control. To explain, the character of an engine is largely determined by how its engine valves operate: when they open, how much they open and for how long.

On a high powered racing engine, for instance, the intake and exhaust valves open wide and for a relatively long time, drawing lots of fuel into the cylinder and equally drawing out lots of exhaust gases.

But this method uses far too much fuel and produces high pollution exhaust at low engine revs, making it most unsuitable for everyday driving.



*At low rpm one of the two intake valves remains virtually closed for increased efficiency and lower emissions.*

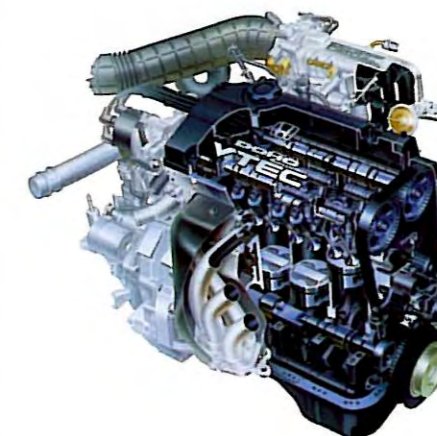
On the other hand, the valves in a small, highly efficient engine don't open as wide and for a shorter time which ultimately means it lacks the driving enjoyment and practicality of a more powerful engine.

The genius of VTEC is that it combines these two engine characteristics by varying the valve timing and lift, according to the engine's rpm.

So at low rpm, one set of cam lobes alter the valve timing and lift to provide lots of torque and the optimum in fuel efficiency.

At high rpm, a second cam lobe cuts in to make the valves open further and for longer, thus instantly providing the driving characteristics of a high performance engine.

In the Civic range, Honda offers two types of VTEC engine.



The latest generation single overhead camshaft (SOHC) VTEC engine in the VTi Sedan and the high performance double overhead camshaft (DOHC) engine in the VTi-R Hatch.

The SOHC VTEC power plant in the Civic VTi Sedan develops an impressive 88 kW of power but consumes just 6.6 litres per 100 km in city cycle and 5.4 litres per 100 km in highway cycle.\*

This is truly a remarkable balance between performance and economy.

The DOHC VTEC engine in the VTi-R Hatch is a sports enthusiast's dream. It generates a class leading 118 kW of power at 7,600 rpm.

And all from just 1.6 litres capacity without any need for turbo charging.

This is one of the highest outputs per litre of any naturally aspirated production engine in the world.

An extraordinary achievement by any standards. Except, perhaps, Honda's.

## VTEC

\*Manual transmission based on AS2877-1986 test results.



## Civic duty: it always does what's expected of it.

Life on our roads is never quite as predictable as we might like it.

Which is why it's so important to have a car that is. With controls that feel positive, reassuring and imbue you with confidence.

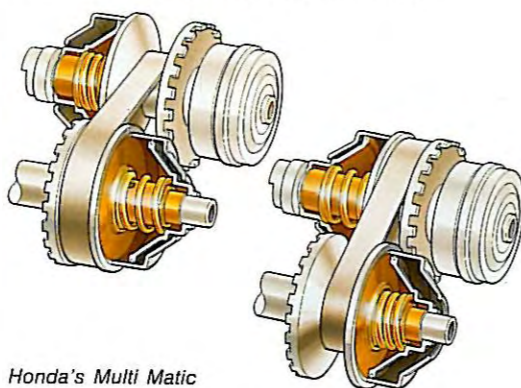
Like the new Civic's slick shifting 5 speed manual gearboxes.

Or the refined 4 speed automatic transmission that is not only more efficient but very intelligent, smoothly negotiating both busy city streets as well as the open highway.

But the most exciting development for Civic is the introduction of a whole new type of automatic transmission: Honda's new Multi Matic continuously variable transmission, or

CVT for short, available in the VTi Sedan.

This new generation system has taken Honda 10 years to perfect and, like all good ideas, is much simpler and more effective than normal automatic transmissions.



*Honda's Multi Matic transmission constantly varies the transmission pulleys to suit all driving conditions.*

Honda's Multi Matic transmission is a stepless shifting system and is smoother than a conventional automatic transmission. Also unlike a conventional system, the Multi Matic has no loss of efficiency through a hydraulic torque converter.

While outwardly the shift control is unchanged, driving with Multi Matic is a complete revelation.

Instead of using different gears, Multi Matic has variable diameter pulleys connected to a steel belt.

As the car accelerates, the belt moves by varying the pulleys, effectively changing gears in constant, stepless fractions.

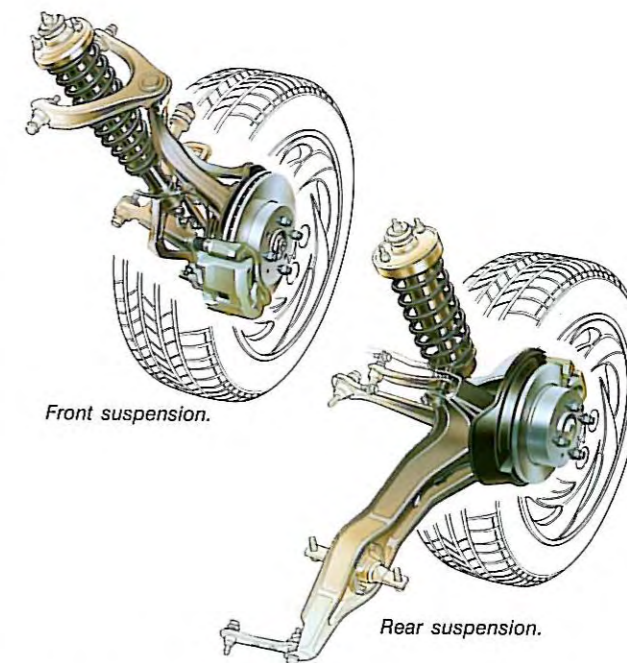
All you are aware of at the wheel is constant, seamless power, with no gearshift shock, crisper acceleration and better fuel economy. But making a more efficient compact car has been the aim from the ground up.

Once again, our time on the race track has prepared Civic well for the human race with the legacy of sure-footed four-wheel double-wishbone suspension.

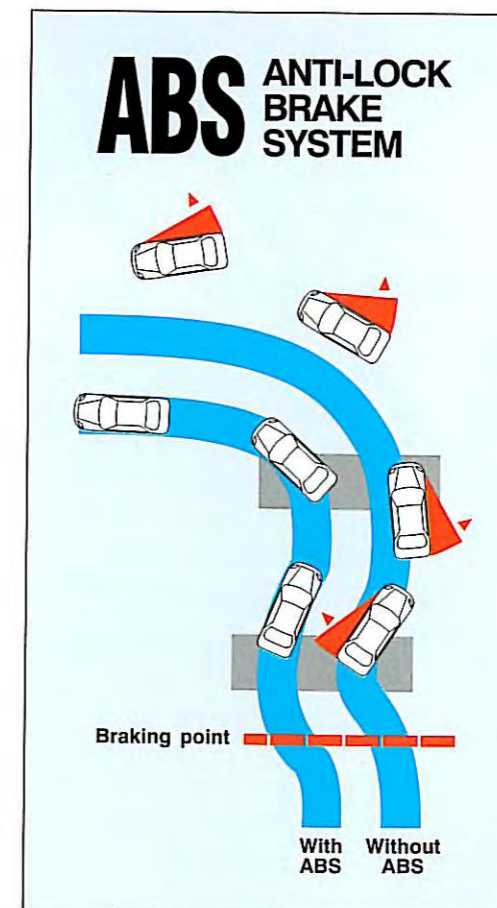
Normally only found on larger, more expensive cars (and in Formula One), this system bestows Civic with the uncanny combination of sports car handling and luxurious ride comfort.

Together with the power rack-and-pinion steering, you enjoy exceptional directional stability, cornering and manoeuvrability.

Of course, emergencies still occur which is when you will rely upon ABS anti-lock brakes (fitted to the Hatch VTi-R and Sedan VTi) to effectively let you steer around a potential problem. Then again, keeping you safe from harm is something we've invested a lot of thought in.



*Honda's unique double-wishbone suspension for optimum road holding and ride comfort.*



*The ABS system allows you to maintain steering control under heavy braking.*





## Civic responsibility: protection for every occupant.

Honda sensibly believes the best way to protect people is to help them avoid accidents altogether.

This we call active safety.

With the new Civic, it starts by building a dynamic car that handles predictably in any situation. But it's not just the car alone that must respond instantly.

The driver must be kept alert, undistracted and in control.

So noise is minimised, the interior is well ventilated and vision is clear all around. Instruments are unfussed and logically clustered for instant reference.

And the driver's seat is variable in

height to put you comfortably in command of the situation.\*

Sometimes, however, an accident is out of your control and it is then that Honda's reassuring regiment of passive safety measures take up their defences.

Nothing, of course, is more precious at this time than the protection afforded by the body of the car because everything else is bolted to it.

Civic is constructed as a one-piece monocoque, like a racing car, for exceptional structural rigidity with front and rear crumple zones and side intrusion beams.

But it is within this cocoon-like safety

cell that you will witness the most dramatic life-saving devices.

In the split seconds of an impact, clamps lock onto the webbing of the front seat belts holding you tightly in your seat.

All Civic models are also equipped with a driver's side SRS airbag.

Located in the steering hub, this Supplemental Restraint System is triggered by two electronic impact sensors.

It inflates, protects and deflates in the blink of an eye, cushioning the driver's head and upper body to ensure that no contact is made with the steering wheel.

On the VTI-R and VTI models, an SRS airbag is also fitted to the passenger's side.

Thousandths of a second: it could be the difference between life and death.

That is why the Civic surpasses the most stringent safety standards of any government body around the globe.

But Honda's concept of protection also extends to your investment in the car itself.

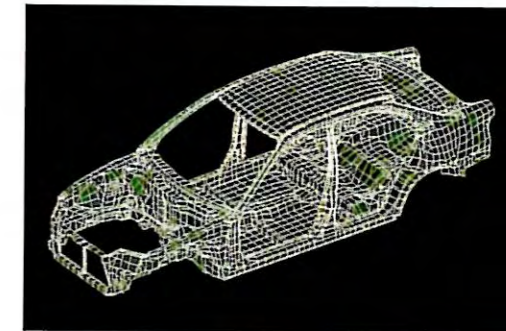
So impact absorbing bumpers can resist and absorb parking indiscretions below eight kilometres per hour.

And should anyone covet your Civic, an immobiliser system totally disables it if the correct ignition key is not used.

Such are the measures by which Honda ensures that you are not only safe within the car but the car is safe without you.



Side intrusion bars.

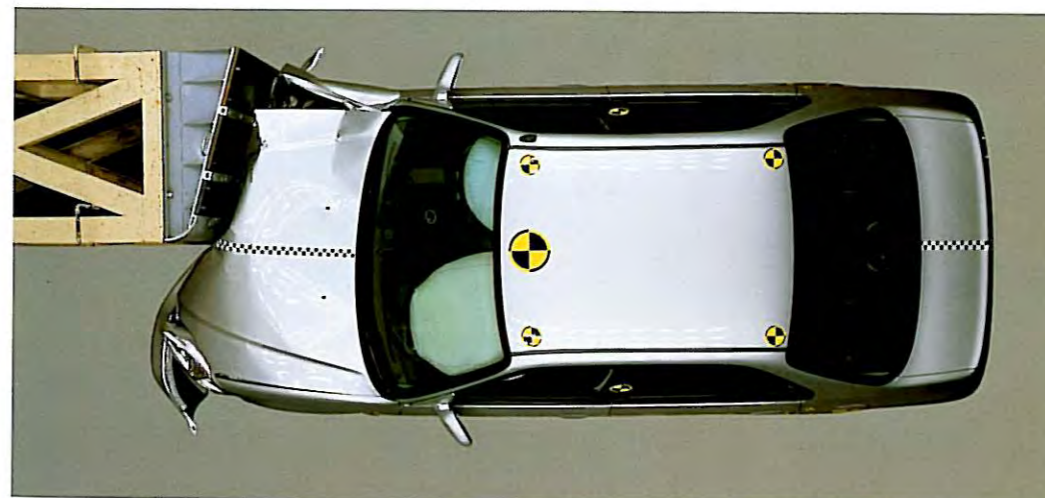


Highly rigid monocoque body.

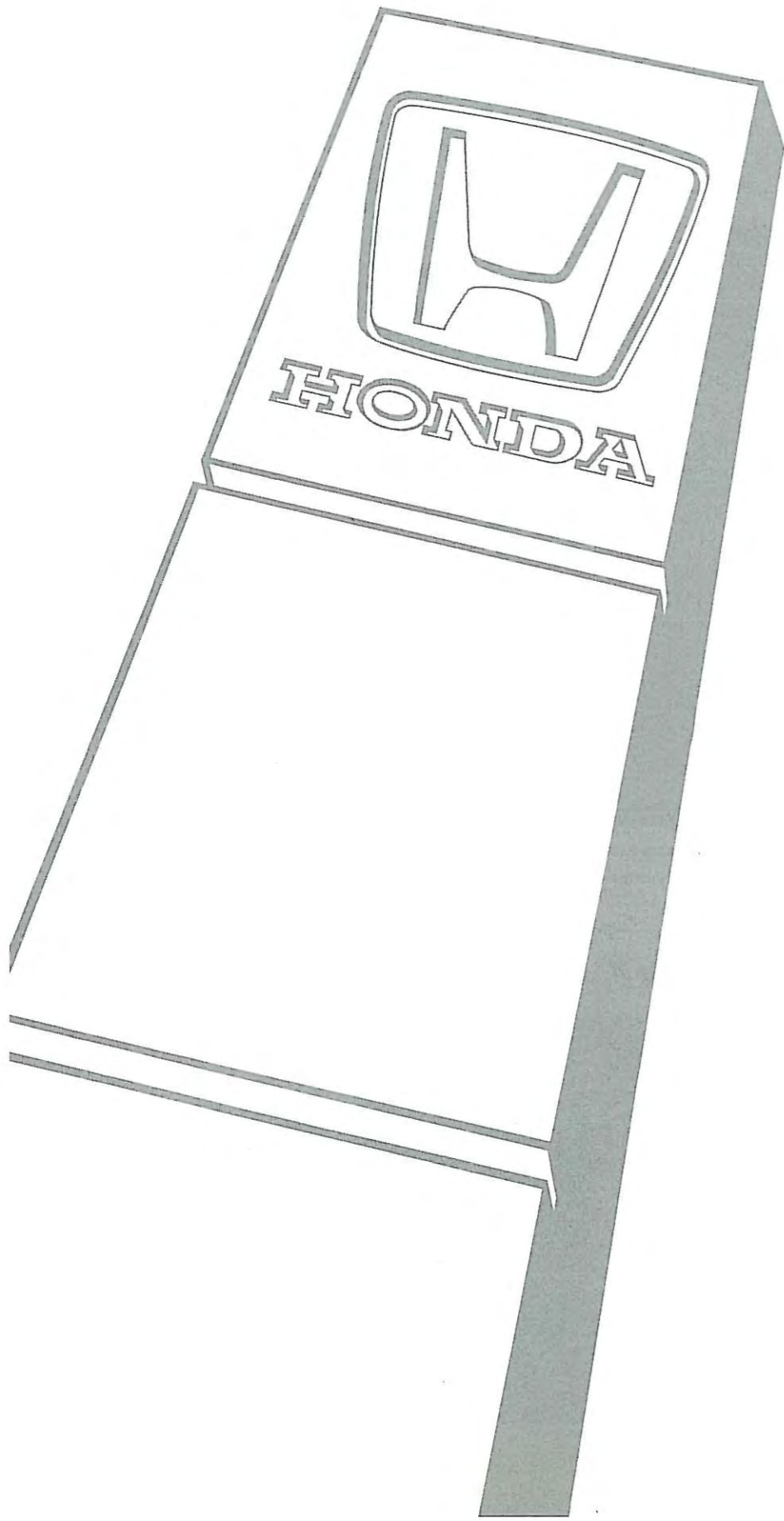


Height-adjustable seat belts for a perfect fit.  
(Sedan models only.)

\*Not fitted to CXi.



Civic pride: it goes beyond  
the car itself.



The pride you'll feel in your new Civic is one we feel as well. That's why we take just as much care building our dealer network as we do building our cars.

Because the best car in the world is nothing without the back-up to keep it that way. Honda dealer staff and technicians are factory trained and constantly kept up-to-date with advanced technologies such as VTEC and Multi Matic.

So no-one else could possibly service and tune your Honda quite as well. Especially when you consider the huge investment in specialised, highly technically advanced equipment unique to Honda that every authorised dealer utilises.

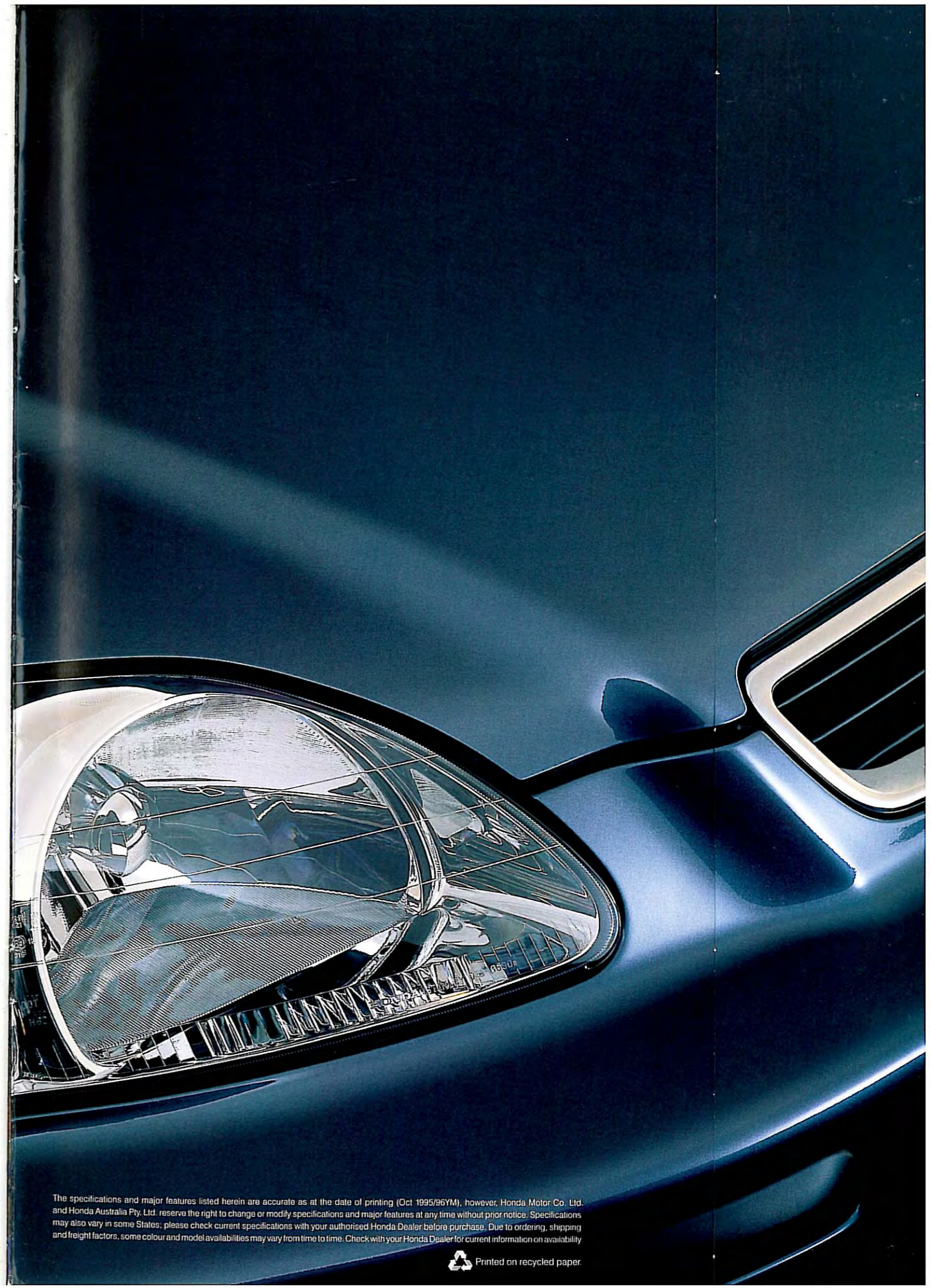
Naturally, we recommend you service your Civic regularly to maintain its value. And never accept anything less than Genuine Parts. Every Honda dealer maintains a comprehensive inventory of Genuine Parts to keep your car genuinely working the way its designers intended.

Proudly, your Civic - like every Honda - comes with a comprehensive 3-year, 80,000 kilometre warranty.

This includes a 3-year surface corrosion warranty and a 6-year rust perforation warranty for absolute peace of mind.

As you can see, Honda is committed to your car long after the sale. That's why our partnership with every dealership is so important to us.

And invaluable to you throughout your ownership.



The specifications and major features listed herein are accurate as at the date of printing (Oct 1995/96YM), 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 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 Australia Pty. Ltd. A.C.N. 004 759 611.

95 Sharps Road, Tullamarine, Victoria, 3043. Melbourne (03) 9285 5555.

Brisbane (07) 3368 3744. Sydney (02) 9748 6511. Perth (09) 481 5166.