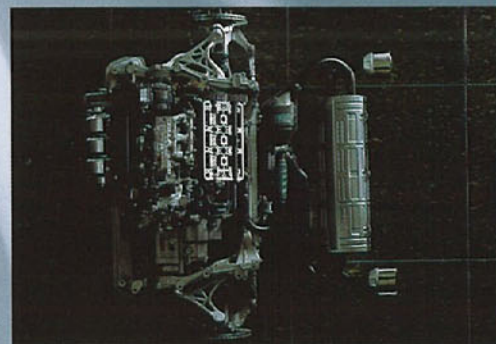
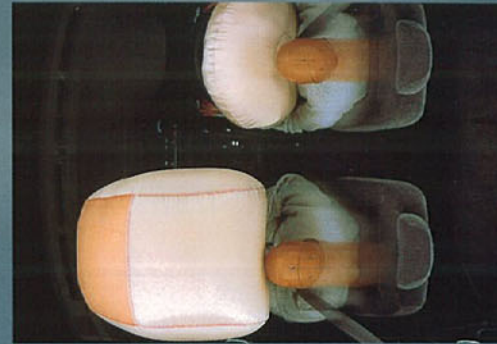


HONDA CIVIC





Everything that 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 utilising technology to create safer, more efficient and more user-friendly vehicles, and is the basis for what 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, proudly achieving 71 victories and a plethora of engineering advances.

Today this research and development

successfully continues unabated in Indy racing.

It was as a direct result of our Formula One program that Honda created the NSX.

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.

Honda continues to develop new solutions that deliver a better quality of life for not just the driver but all, including the successful development of alternate energy vehicles.

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.





Civic centre: caters for every function.

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.

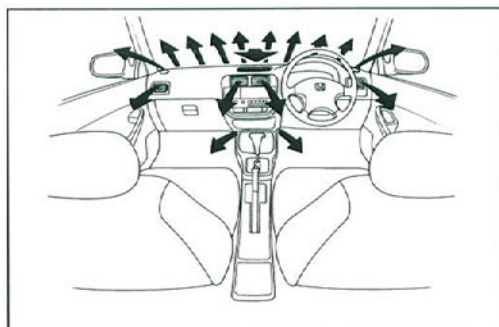
But nothing escapes the eye either.

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

**Not fitted to CXi.*

GLi sedan model shown below.



Integrated heating and air conditioning.



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

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 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.



Adjustable steering column.



GLi Sedan model

Civic minded: more space for all to share.

Excitement. Exhilaration. Enjoyment.

Emotions you'd naturally expect to experience when you're behind the wheel of a car with a high performance heritage.

But perhaps not feelings you'd associate as freely with a smaller car.

Because all the inspired engineering and intelligent features in the world count for little if the foremost thing on every passengers' mind is room.

Or more specifically, the lack of it.

Which is why the new Civic remains a triumph of design over dimensions.

With its space saving transverse engine, front-wheel drive and four-wheel double-wishbone suspension system, new Civic is now 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, new Civic delivers a ride that is as comfortable as it is dynamic.

You'll also discover a lot more useable space thanks to a split-fold rear seat that can be found across the Civic range in the Sedan, Hatch and Coupe.

And because the typical Civic driver leads such an active and diverse lifestyle, numerous interior storage compartments have been provided for all those interesting bits and pieces that will inevitably be picked up along the way.

All of which goes to prove that new Civic is not only big on performance, but big on giving you all the room you need to express yourself.



Dual Cup holder. (Not CXi and GLi models.)



Open wide: the Hatch offers easy accessibility.



Split-fold rear seats. (Sedan Pictured.)



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.

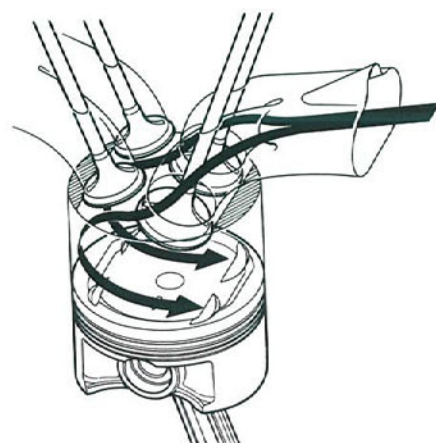
However, from working day and night on the gruelling Formula One circuit over many years, the engineers at Honda have



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

Ultimately, a truly efficient engine is one that delivers more power while using less fuel.

Easy to say, difficult to achieve.



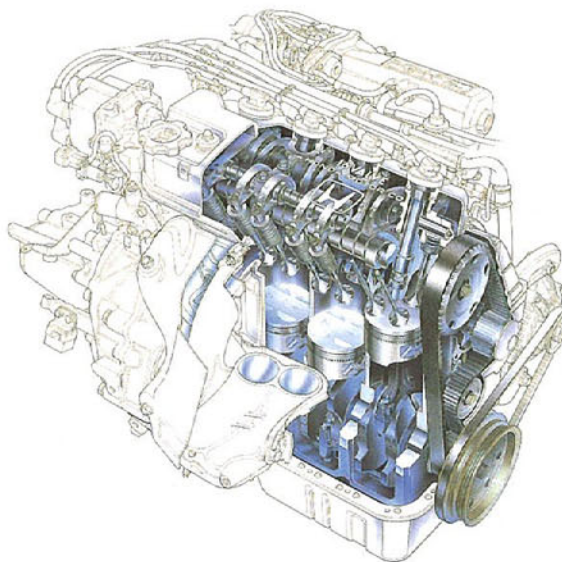
Honda's unique tumble flow intake port improves combustion efficiency.

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.

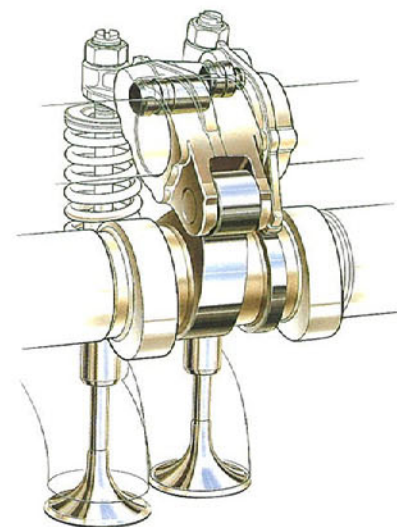
By using a newly developed tumble flow intake port, we've been able to improve combustion efficiency which reduces emissions during the critical warm-up phase and improves driveability.

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



At low rpm one of the 2 intake valves remains virtually closed for increased efficiency and lower emissions.

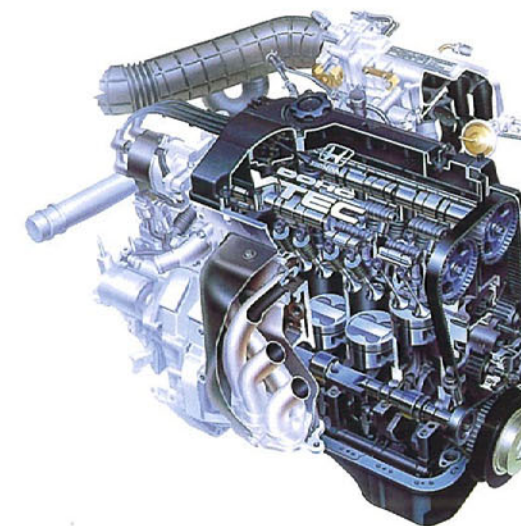
engine revs, making it most unsuitable for everyday driving.

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.



The latest generation single overhead camshaft (SOHC) VTEC engine in the VTi Sedan develops an impressive 88 kW of power but consumes just 7.0 litres per 100 km in city cycle and 5.8 litres per 100 km in highway cycle.*

This is truly a remarkable balance between performance and economy.

The SOHC VTEC engine that drives the dynamic VTi Coupe develops 93 kW of power at 6600 rpm and 145 Nm of torque at 5200 rpm. Like the other engines in the Civic range, this innovative engine provides a broad torque range and excellent fuel efficiency.

VTEC

*CVT transmission based on AS2877-1986 test results.

Civic thinking: steering you clear of boredom.

Life on our roads is never 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 five speed manual gearboxes.

Or the refined four 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 MultiMatic Continuously Variable Transmission, or CVT for short, standard 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 MultiMatic transmission is a stepless shifting system and is smoother than a conventional automatic transmission. Also unlike a conventional system, the MultiMatic has no loss of efficiency through a hydraulic torque converter. While outwardly the shift control is unchanged, driving with MultiMatic is a complete revelation.

Instead of using different gears, MultiMatic 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.

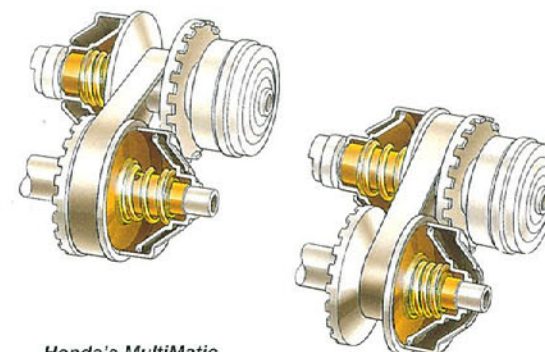
All you are aware of at the wheel is constant, seamless power, with no gearshift shock, crisper acceleration and better fuel economy. But making a more efficient compact car has been the aim from the ground up.

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

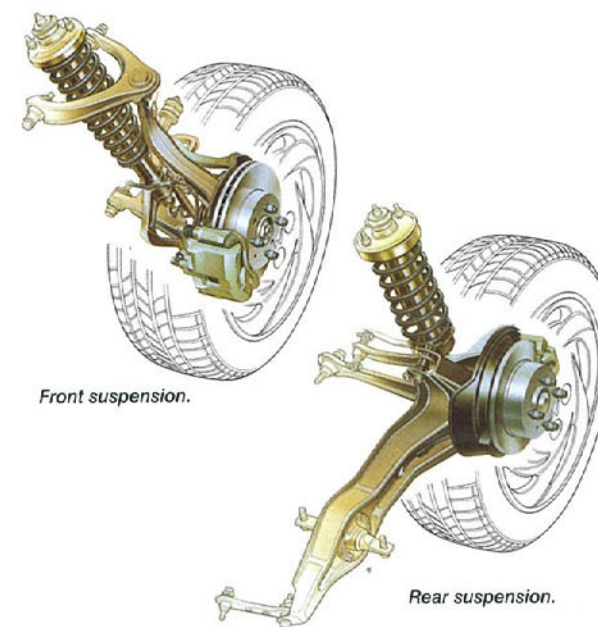
Normally only found on larger, more expensive cars (and in Formula One), this system bestows Civic with the uncanny combination of sports car handling and luxurious ride comfort.

Together with the power rack-and-pinion steering, you enjoy exceptional directional stability, cornering and manoeuvrability, all designed with one exhilarating thought in mind: to steer you clear of boredom.

Of course, emergencies still occur. When they do, you can rely upon ABS anti-lock brakes (fitted to the VTi Sedan and Coupe) 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.

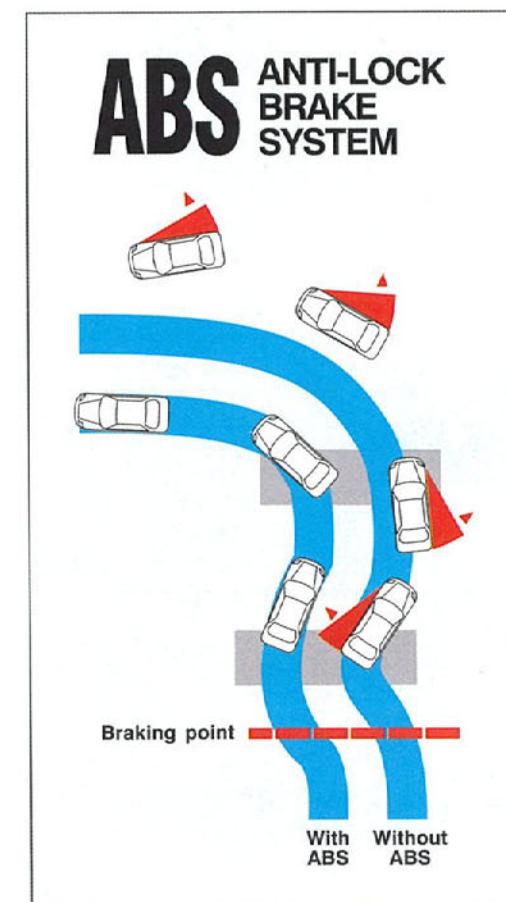


Honda's MultiMatic transmission constantly varies the transmission pulleys to suit all driving conditions.



Front suspension.

Rear suspension.

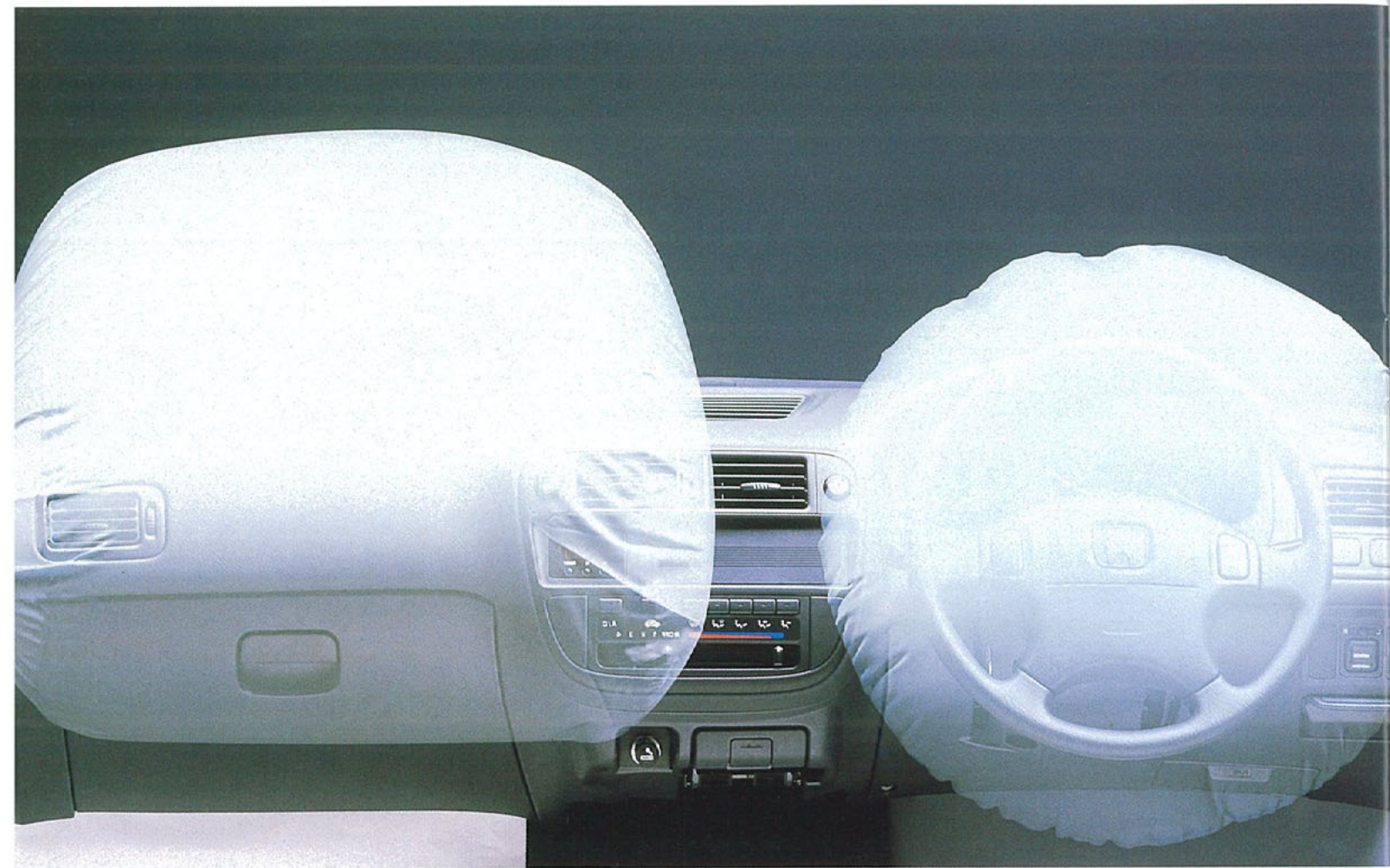


The ABS system allows you to maintain steering control under heavy braking.

Honda's unique double-wishbone suspension for optimum roadholding and ride comfort.







Civic responsibility: protection for every occupant.

Honda sensibly believes the best way to protect people is to dynamically 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 the 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.

The 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 (SRS) 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 Coupe, Sedan and GLi Hatch an SRS airbag is also fitted to the passenger's side.

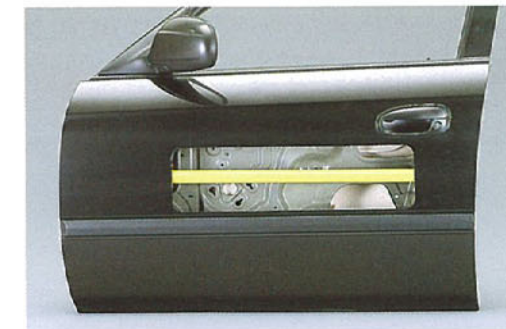
It's thousandths of a second that could be the difference between life and death.

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

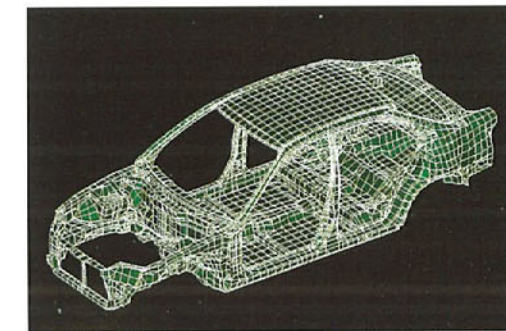
But Honda's concept of protection also extends to your investment in the car itself.

Impact absorbing bumpers can resist and absorb parking indiscretions below eight kilometres per hour. And should anyone covet your Civic, an immobiliser system 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.



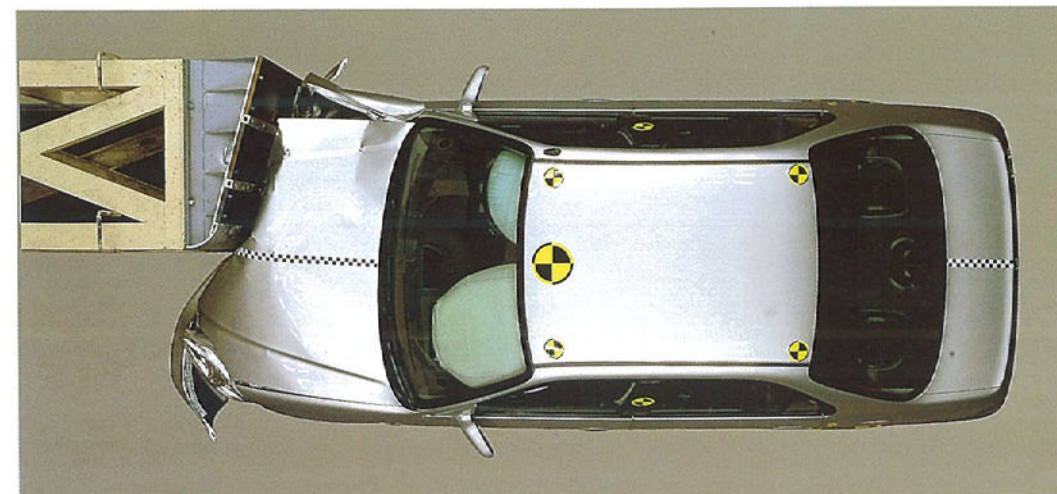
Side intrusion bars.



Highly rigid monocoque body.



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



The world's finest cars:
the world's finest after sales service.



At Honda, building the world's finest cars is just as important to us as providing the world's finest after sales service. The entire Honda Dealer network is dedicated to keeping your new Honda at peak performance, so it gives you years of pleasure. Honda Dealer staff and technicians are factory trained and keep up to date with the most advanced technologies by attending an ongoing series of seminars and training courses. To ensure only the highest standards are maintained, we have strict requirements of a person or company wishing to open a Honda Dealership.

Every Honda Dealer maintains a comprehensive inventory of Genuine Parts and access to a central warehouse via the Hondanet

computerised order/supply system. Genuine Parts can be delivered anywhere in Australia. Nobody can service and tune your Honda like we can. Our cars have such precise engineering that we use specialised hi-tech equipment, unique to Honda. To maintain the value of your car it should be serviced regularly. Always insist on Honda Genuine Parts.

Every new Honda motor vehicle comes with our 3-year, 80,000km warranty. This includes a 3-year surface corrosion warranty and a 6-year rust-perforation warranty. We are committed to providing prompt, courteous service in a professional manner at the time of purchase and throughout your ownership.

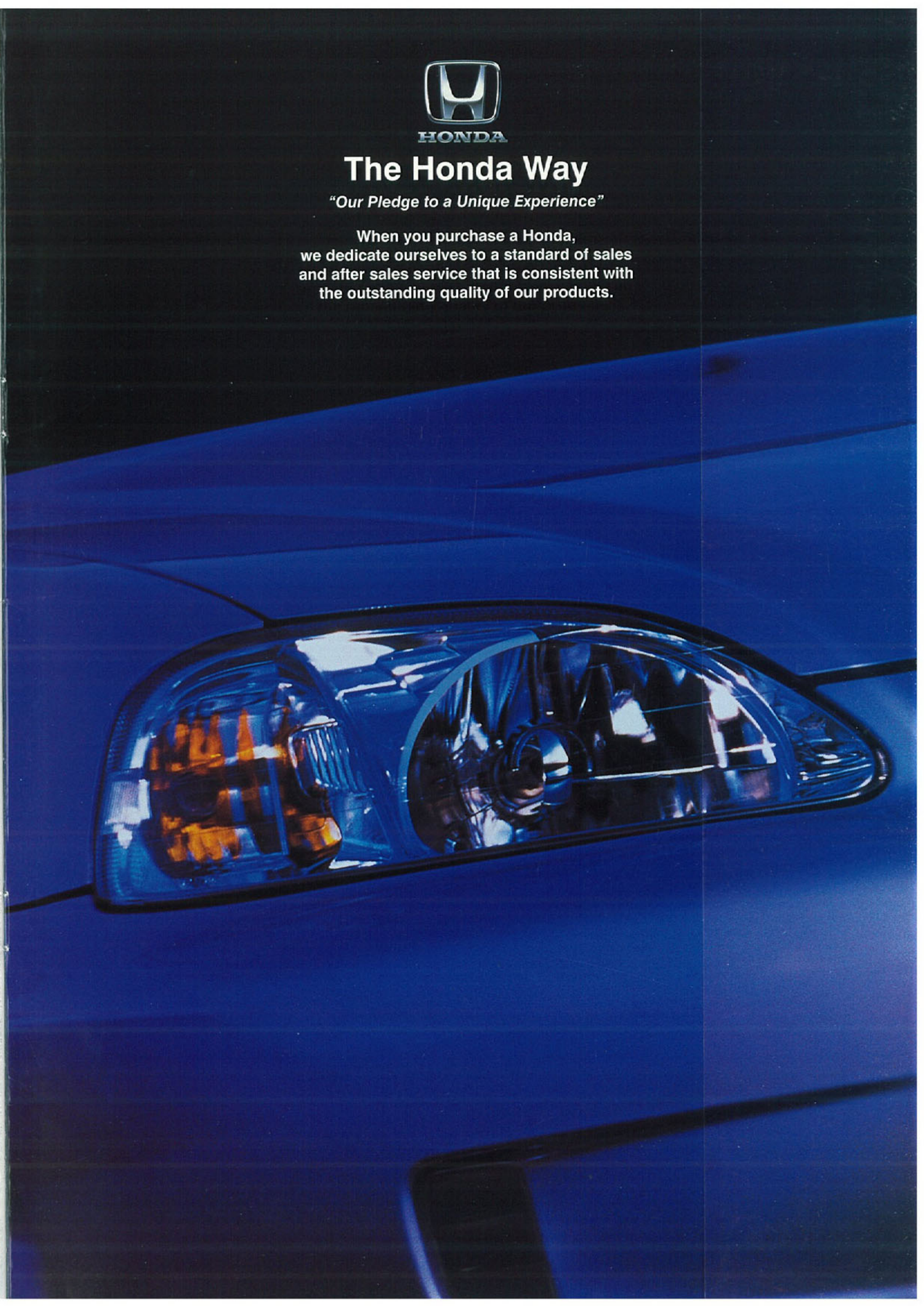


HONDA

The Honda Way

"Our Pledge to a Unique Experience"

When you purchase a Honda, we dedicate ourselves to a standard of sales and after sales service that is consistent with the outstanding quality of our products.





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