

1988 HONDA CIVIC





The fourth generation Civics have been redesigned from bumper to bumper. Honda's most advanced technology has been applied to turn these hatchbacks, sedans and wagons into the best-performing line of practical cars ever made.

The hoodline is lower, with pillars that are stronger, yet slimmer, to improve your view.

This aerodynamic shape lowers interior noise. It also reduces wind resistance, an important factor in fuel consumption.

An all-new 16-valve single overhead cam engine increases power for fast starts and responsive performance. A precise fuel injection system maintains excellent fuel economy.

Every Civic is long on space. Our exclusive roof design, a longer wheelbase and a wider body make even more room for passengers and cargo.

So does the compact layout of 4-wheel double wishbone suspension. This race-proven suspension system provides agile, stable handling and a comfortable ride.

The body is stronger and quieter, thanks to a 30 percent increase in overall structural rigidity.

Inside, comfort and convenience features abound. Especially on the newest member of the Civic family, the LX 4-Door Sedan.

All in all, the 1988 Civics are a very powerful argument for practical cars.

Civic LX 4-Door Sedan



**Our idea of basic
transportation is anything
but basic.**

Because every driver deserves practical driving comfort and pleasure, the only thing basic about the Civic Hatchback is the price.

The long roofline is designed to give you more head room than ever before. A wider body yields more shoulder and hip room. And, when you want to move more than people, the split rear seatback folds down for 25 cubic feet of cargo space.

This gain in passenger and cargo room is due to the compact layout of 4-wheel double wishbone suspension. This independent suspension system also keeps the 70-series radials on the road, for responsive handling and a smooth ride.

Few manufacturers would consider designing a 16-valve single overhead cam 1.5 liter engine for use on the lowest-priced car they build. When combined with Dual-Point Fuel Injection, this compact engine provides plenty of power while maintaining the fuel efficiency,* durability and reliability for which Civics are famous.

The Civic Hatchback comes with ventilated front disc brakes and a 4-speed manual transmission.

Three-point seat belts not just for the front, but also for the outer rear seating positions, are a feature you don't often see in cars of this class.

Of course, the Civic Hatchback comes with many extras. Like a trip odometer, remote fuel filler door and hatch releases, a rear window defroster and adjustable front head restraints. And, the best part is that they're all standard.



The unique long roofline of the Civic Hatchback is designed to provide ample head and leg room for rear passengers and cargo. A rear spoiler improves aerodynamics.



Everything you ever hoped
for in a hatchback.

You won't know what you've been missing until you've driven the Civic DX Hatchback.

The aerodynamic shape is very appealing. The hoodline is low. The side glass and windshield are nearly flush. A rear spoiler helps the air flow smoothly off the roof.

The open cabin lets you see more than ever before. It also makes room for five adults. Fold the split rear seatbacks down, for a cargo area so roomy it's a challenge to fill up.

Four-wheel double wishbone suspension, derived from Honda's racing experience, provides responsive handling and keeps the ride smooth even when the road isn't. No

other car in the Civic's class features this sophisticated suspension system.

The 16-valve single overhead cam 1.5 liter Dual-Point fuel-injected engine puts out 92 horsepower. Enough power to make you forget the DX Hatchback is an economy car that gets 33 mpg in the city and 37 mpg on the highway.*

Honda's 5-speed manual transmission is standard. A 4-speed automatic transmission with fuel-saving electronically controlled lockup torque converter, a rare offering for this class of car, is also available.

To help you stop with confidence, there are ventilated front disc and rear drum brakes and steel-belted low-profile P175/70 R13 radial tires.

This hatchback comes with practically everything. Contoured seats that hold you in place. Adjustable front seat head restraints. Plus a steering column that adjusts.



Tinted glass and opening rear quarter windows to help keep the interior cool. And remote fuel filler door and hatch releases.

Child safety-seat anchors, a removable rear cargo area cover and a cargo area light are also included.

The Civic DX Hatchback. It has a lot to offer.

The flush halogen headlights are slimmer, yet equally as powerful. Together with an air dam, contoured bumpers and a lower hoodline, they form the aerodynamic Honda wedge.



Room to make your way in the world.

Honda's engineers are ingenious. While the outside of the 1988 Civic Hatchback has grown hardly at all, the inside has gotten bigger.

The wheelbase has been lengthened. But, it's not until you step inside that you find out what a difference a few inches make.

The unique long roofline design and a wider body give you more interior room than ever before. More head and shoulder room. More hip room up front. So even a six-footer can move around with ease.

Fold down the split rear seatbacks, and you'll find 25 cubic feet of cargo space. Plenty of room to make your way in the world.

There are other touches that make the Civic Hatchback very livable. Like the new front seat adjustment tracks that provide extra foot room for rear passengers.

And, the contoured front seats, designed for comfort and support. They keep you securely in place,

even in hard cornering. The front seatbacks recline fully and have height-adjustable head restraints.

A rear cargo area cover, standard on the DX Hatchback, protects your belongings from view. This cover also folds forward for easy access to the cargo area and is removable.

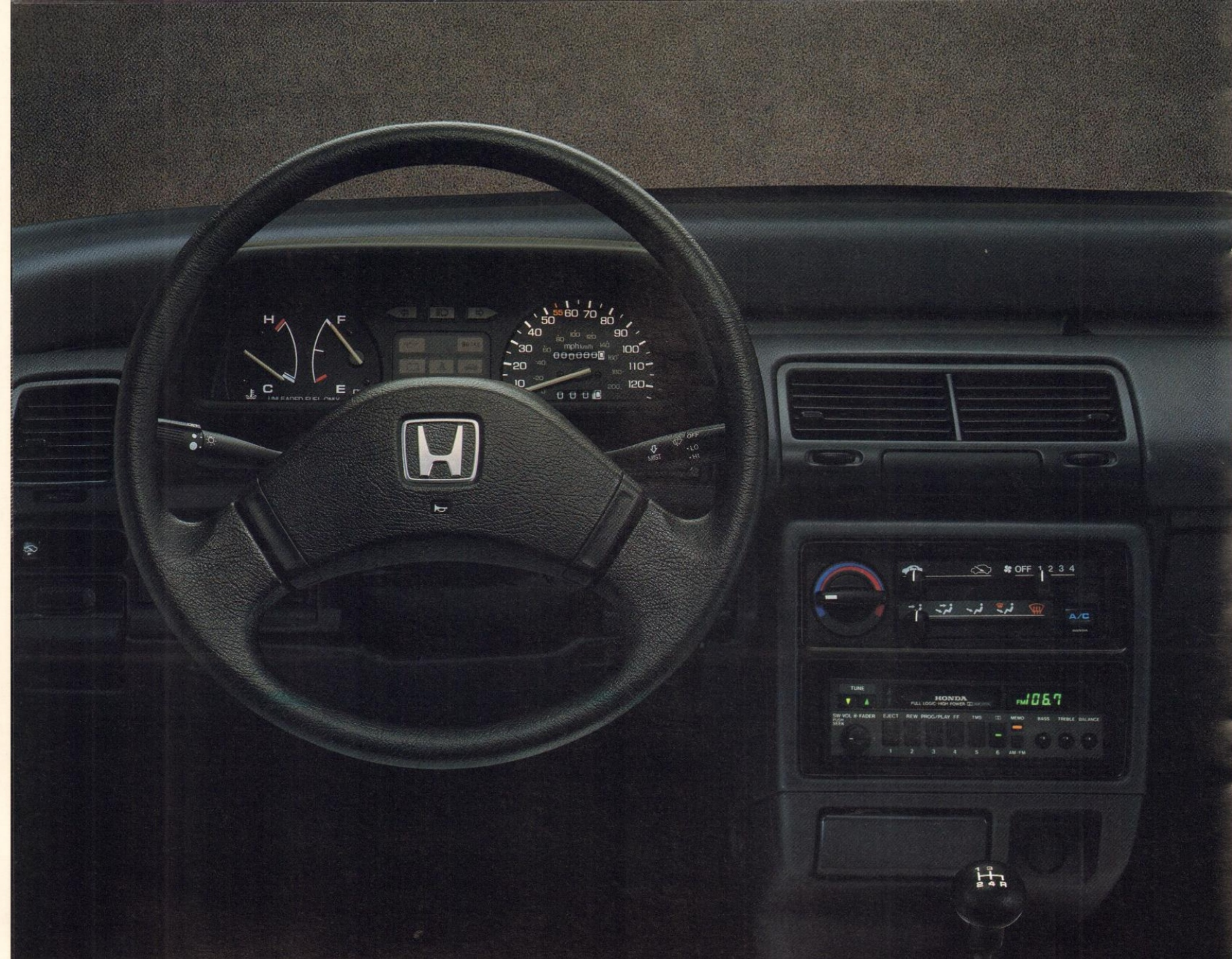
Once you've seen the new Civic from the inside out, other hatchbacks just don't measure up.



The new Civic is a roomy, versatile Hatchback. Fold down one seatback at a time for odd-shaped cargo, or both seatbacks when you have a larger load to carry. The DX Hatchback's cargo area cover protects belongings from view when the rear seatbacks are up.



Civic DX Hatchback



Your home away from home.

There's a place for everything and everything is in its place in the Civic Hatchback.

That's because the cabin was designed as if it were your home away from home. With all the modern conveniences.

To drive well, you must see well. So the glass area was increased by 20 percent for greater outward visibility.

Take a look around you. All instrumentation is white-on-black analog. So, the speedometer and trip odometer are easy to read, day or night.

Stretch your legs. This car was built for you. The steering column adjusts for optimum comfort and

control. Multifunction switches provide fingertip control of windshield wipers/washers and lighting, including a flash-to-pass feature.

The heating and ventilation system helps you keep cool or warms things up a bit, depending on the weather. Air conditioning is also available.

Most Civics come with Honda's 5-speed manual transmission. Also available on some models is a 4-speed automatic transmission with electronically controlled lockup torque converter.

Standard on both Hatchbacks are a remote fuel filler door release, a remote hatch release and a rear window defroster.

The 1988 Honda Civic Hatchback. There's no place like home.



Remote releases allow the driver to open the hatch or fuel filler door of the Civic Hatchback without ever leaving the car.

Civic DX Hatchback†

Few cars in this class feature a 4-speed automatic transmission with electronically controlled lockup torque converter. This fuel-saving automatic transmission is available on the Civic DX Hatchback, the Civic 2WD Wagon and both Civic Sedans.



It's a nice place to raise a family.

The Honda Civic DX 4-Door Sedan is the perfect car for a growing family.

A longer wheelbase and longer overall length have made this sedan big for its size. There's plenty of room for expansion. In fact, now there's even more head room, shoulder room and front leg room to grow on.

Child-proof rear door locks and child safety-seat anchors help keep little ones in their place and out of harm's way. Add rear seat heater ducts and you have a nice place to raise a family.

But that's only the beginning. The Civic DX 4-Door Sedan offers technology never before available on an economy car. Like 4-wheel double wishbone suspension. No other sedan in the Civic's class offers this

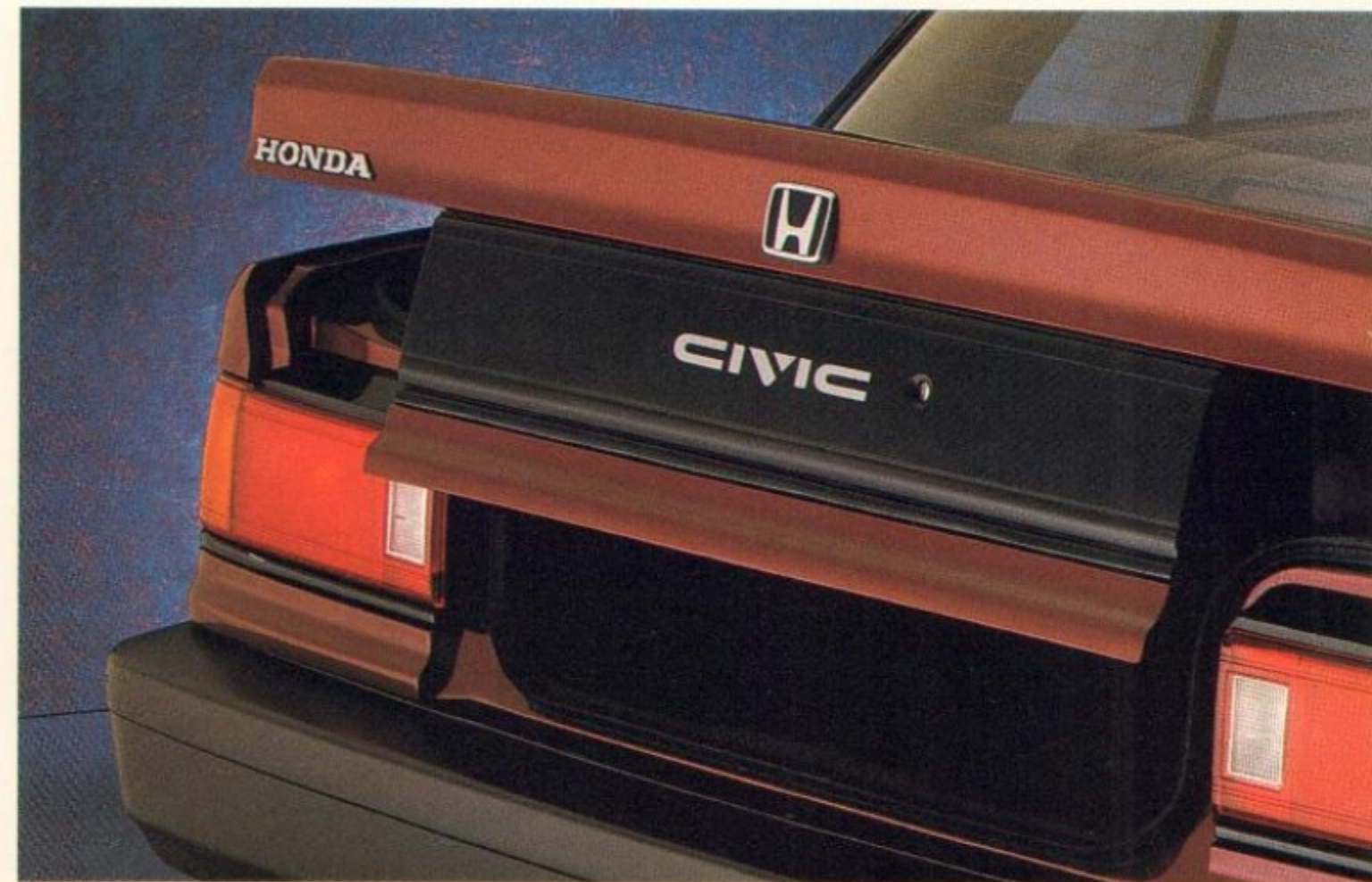
suspension system. Which means the DX Sedan offers an exceptional ride and smooth handling.

The single overhead cam 16-valve 1.5 liter engine is another first for the Civic line. This Dual-Point fuel-injected engine provides more power while maintaining great fuel economy.*

To make driving more pleasure than business, a smooth-shifting 5-speed manual transmission is standard. A 4-speed automatic transmission with electronically controlled lockup torque converter is also available. Select this transmission and power steering is automatically included.

To give you firm yet comfortable support, the front bucket seats are contoured. And since all people are created equal but not equally tall, we offer adjustable upper front seat belt anchors.

A remote-operated door mirror and door glass defoggers make it easier to see.



Finally, when it comes to taking along everything but the kitchen sink, take a close look at the trunk. There's even a hidden compartment to hide your family's most precious possessions. Like your daughter's teddy bear.

The Civic DX 4-Door Sedan. One to grow on.

The trunk of the Civic DX Sedan offers 12.2 cubic feet of cargo space. The trunk lid opens low, because the less you lift, the better.



The LX Sedan is a welcome addition.

This year a new Civic has been added to the line. The LX 4-Door Sedan.

The hood is low. The body-colored bumpers are contoured. All glass is nearly flush. The door handles and slimline halogen headlights are flush-mounted to reduce drag. And thanks to an integrated rear deck spoiler, the wind rolls right off the LX Sedan's back.

The aerodynamic shape does more than reduce wind resistance. It improves performance and fuel economy at higher speeds.* It also lowers wind noise.

The LX Sedan offers creature comforts you might expect to find in a more expensive car. Features like power-assisted steering, power windows, power door locks and dual power mirrors. All standard.

Triple door seals ensure a hushed ride. Contoured seats support you. If you're taller or shorter than average, the upper anchors on the front seat belts adjust for optimum comfort. The steering column is also adjustable.

Tinted glass all around protects you from the heat of the sun. Air conditioning is available to keep the cabin cool.

Like all Civics, the LX has ample room for five. And when you have cargo to carry, the rear seatback folds down for easy trunk-through access.

A look under the hood will reveal a single overhead cam 16-valve Dual-Point fuel-injected 1.5 liter engine. This powerful engine was built for performance. It was also designed to promote fuel economy.*

Standard is a 5-speed manual transmission. Also available is a 4-speed automatic transmission with electronically controlled lockup torque converter.



Of course, like every 1988 Civic, the LX features 4-wheel double wishbone suspension. This race-proven suspension system makes the LX Sedan handle like no other. It also provides an uncommonly comfortable ride.

Other extras that come standard include remote trunk and fuel filler door releases, a quartz digital clock and full wheel covers.

Meet the new member of the family. The Civic LX 4-Door Sedan.

The compact layout of 4-wheel double wishbone suspension allowed Honda's engineers to design an even lower Civic hoodline. This aerodynamic shape reduces wind resistance, improving performance and fuel economy, as well as lowering interior wind noise.*



You deserve to live comfortably.

If living well is the best revenge, living well on a budget is even better.

The new Civic 4-Door Sedan is a model of comfort. And it looks like a much more expensive car, thanks to an aerodynamic new shape.

The advantages of a lower hood and slimmer pillars are clear for all to see. Visibility is one thing you can never have too much of.

The pillars are slimmer. They are also stronger. A fully integrated frame-body structure and extensive use of high-tensile strength steel has increased structural rigidity by 30 percent.

Another bonus of improved aerodynamics and overall structural rigidity is lower interior noise.

Room you expect, when the car's a Civic. And room is what you get. There's more head room, front and rear. More rear shoulder room. There's even extra room for rear passengers' feet.

You also expect comfort. Contoured seats that support you. Front

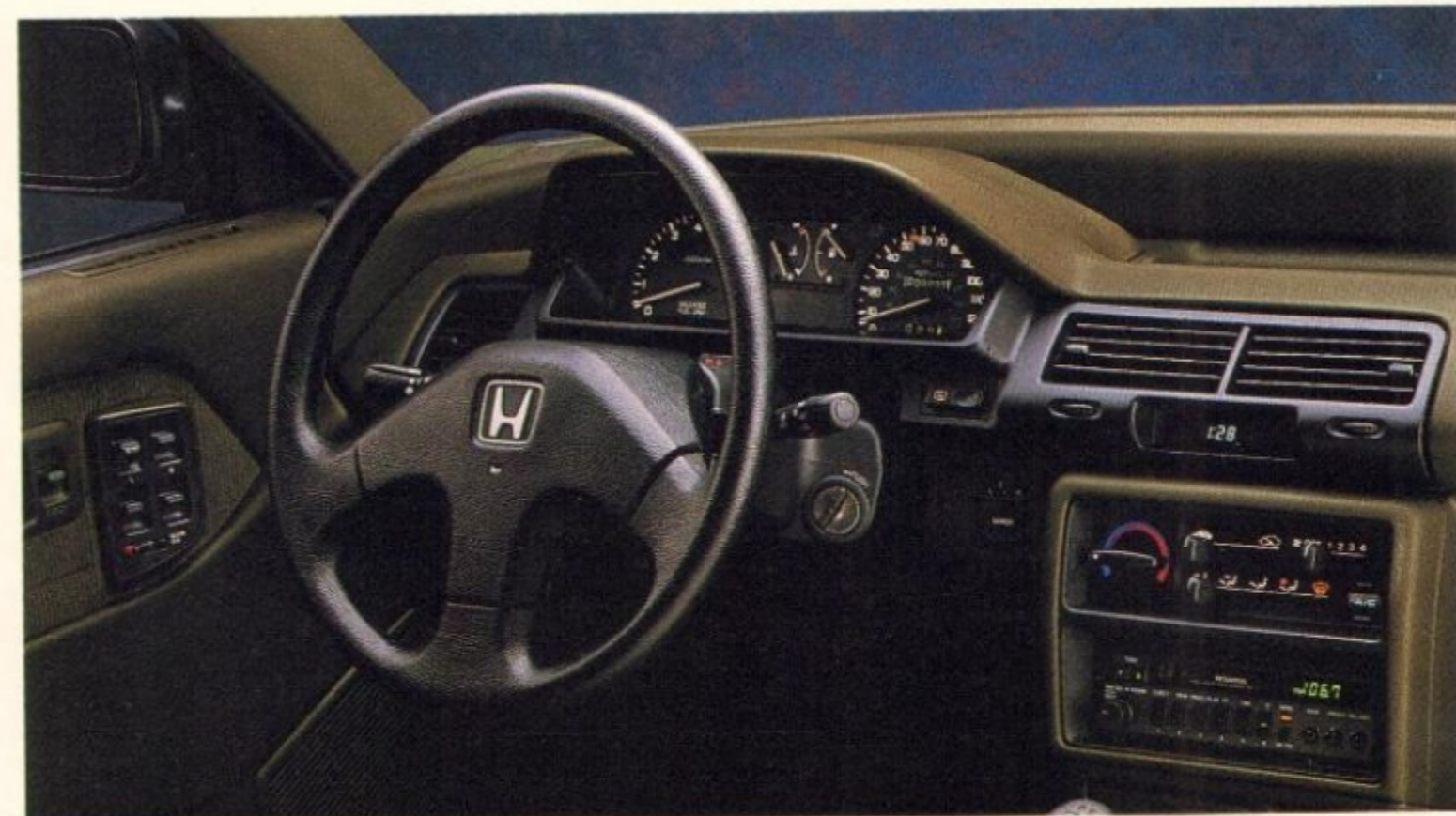
seat belt upper anchors that adjust for height. And in the LX Sedan, adjustable front and rear seat head restraints.

What you might not expect from a Civic is the suspension system of a car that costs thousands of dollars more. But you get that, too. The 4-wheel double wishbone suspension system keeps the ride smooth even when the road isn't. And, makes the Civic handle like no other sedan in this class.

Other luxury features you might not expect to be available, much less standard, on the Civic LX are power-assisted steering, power windows, power door locks and power mirrors. That's a lot of power for a supposedly modest sedan. Also included are an adjustable steering column, tachometer, digital clock and lockable remote trunk release.

Both Civic Sedans have child-proof rear door locks and child safety-seat anchors.

The Civic 4-Door Sedan. All the conveniences of home.



The Civic Sedan's spacious trunk has plenty of room for your family's possessions. There's even a hidden compartment.



When you have extra-long or odd-shaped cargo to carry, fold down the rear seatback of the Civic LX Sedan for lockable trunk-through access.

The cabin of the Civic LX Sedan is designed around you. The instrumentation is easy to read and all controls are at your fingertips. Outward visibility is excellent.[†]

MARKET



It hauls more than cargo.

Now that the wheelbase of the Honda Civic Wagon has been lengthened and 4-wheel double wishbone suspension has been added to lower the floor, rear cargo room (with the rear seatbacks folded down) has increased to an astonishing 60.3 cubic feet.

But this is not surprising. The Civic Wagon has always been, first and foremost, a friend of the family. A real workhorse that can haul anything you can throw in it.

The surprise is that cargo is no longer the only thing the Honda Civic Wagon hauls. An all-new aluminum 1.5 liter, 92 horsepower, 16-valve engine with Dual-Point Fuel Injection powers the 2WD Civic Wagon. And that's not all.

The 4WD Wagon can take you from 0-60 in 9.1 seconds with the same 16-valve single overhead cam 1.6 liter, Multi-Point fuel-injected 105 horsepower engine you'll find in the CRX Si.

Four-wheel double wishbone suspension provides responsive handling and keeps the ride smooth. This race-proven suspension system also makes more room for passengers and cargo.

Ventilated front disc and rear drum brakes help you stop surely. And for those times when the going gets tough, the tough get going with the Civic 4WD Wagon. It responds to wet weather and poor road conditions by automatically engaging 4-wheel drive. We call this Real Time® 4-wheel drive.

The 4WD Wagon comes with a 6-speed manual transmission, with an extra-low first gear for additional traction. Power-assisted steering is standard. So are all-season radial tires.

The 2WD Wagon comes with a 5-speed manual transmission. When you order a 4-speed automatic transmission with electronically controlled lockup torque converter, you also get power-assisted steering.

Of course, both Civic Wagons have rear seats that do a 60-40 split.



They also have equipment no growing family should do without, such as child-proof rear door locks, child safety-seat anchors, and convenient stowage compartments.

An adjustable steering column, adjustable front and rear head restraints, remote hatch and fuel filler door releases and a rear-window wiper/washer are standard items.

The Honda Civic Wagon. It hauls.

Thanks to a powerful new engine, the Civic 4WD Wagon can go from 0-60 in 9.1 seconds. So you can get out of town fast. And, when the going gets rough, this wagon shifts into 4-wheel drive automatically.



Take to the hills.

Bring on the tent, the sleeping bags, the kids, the cooler and the dog. And head for the hills.

With 60.3 cubic feet of rear cargo area with the rear seatbacks folded down, the Honda Civic Wagon can pack it in with no problem at all. And when your camping duties are done for the weekend, just fold down the 60-40 split rear seats, slip in a couple of 10-speed bikes, and you're off.

On Monday morning your fellow carpoolers will never know the difference. With all the seats up there's plenty of room for five.

When you have a big job to do, this is one tool that can save you a lot of labor. With the rear seats down, the back folds flat to make room for serious cargo. When it comes to lifting, you'll be thankful the tailgate opens low.

Get organized with conveniently located stowage compartments. The 4WD Wagon even has a drawer that slides under the front passenger seat. So you can stow maps where you can get your hands on them.

You'll be interested to know that the 1988 Civic Wagons are as strong as they are versatile. Overall structural rigidity has been improved by 20 percent. The pillars, though slimmer, are stronger than ever. So are the front and rear roof rails.

Superior structural rigidity contributes to an improved ride. So does multi-control rear suspension. This suspension system delivers a smooth, stable ride with no sacrifice of handling precision. Of course, rack-and-pinion steering helps, too.

These Civics were built for comfort. The contoured seats support you. The steering column adjusts to you. So do the front seat belts and head restraints.

Multifunction steering column stalks provide fingertip control of windshield wipers/washers and lights, including a flash-to-pass feature.

The speedometer, tachometer, fuel and temperature gauges are white-on-black analog. This clean, simple design combined with the

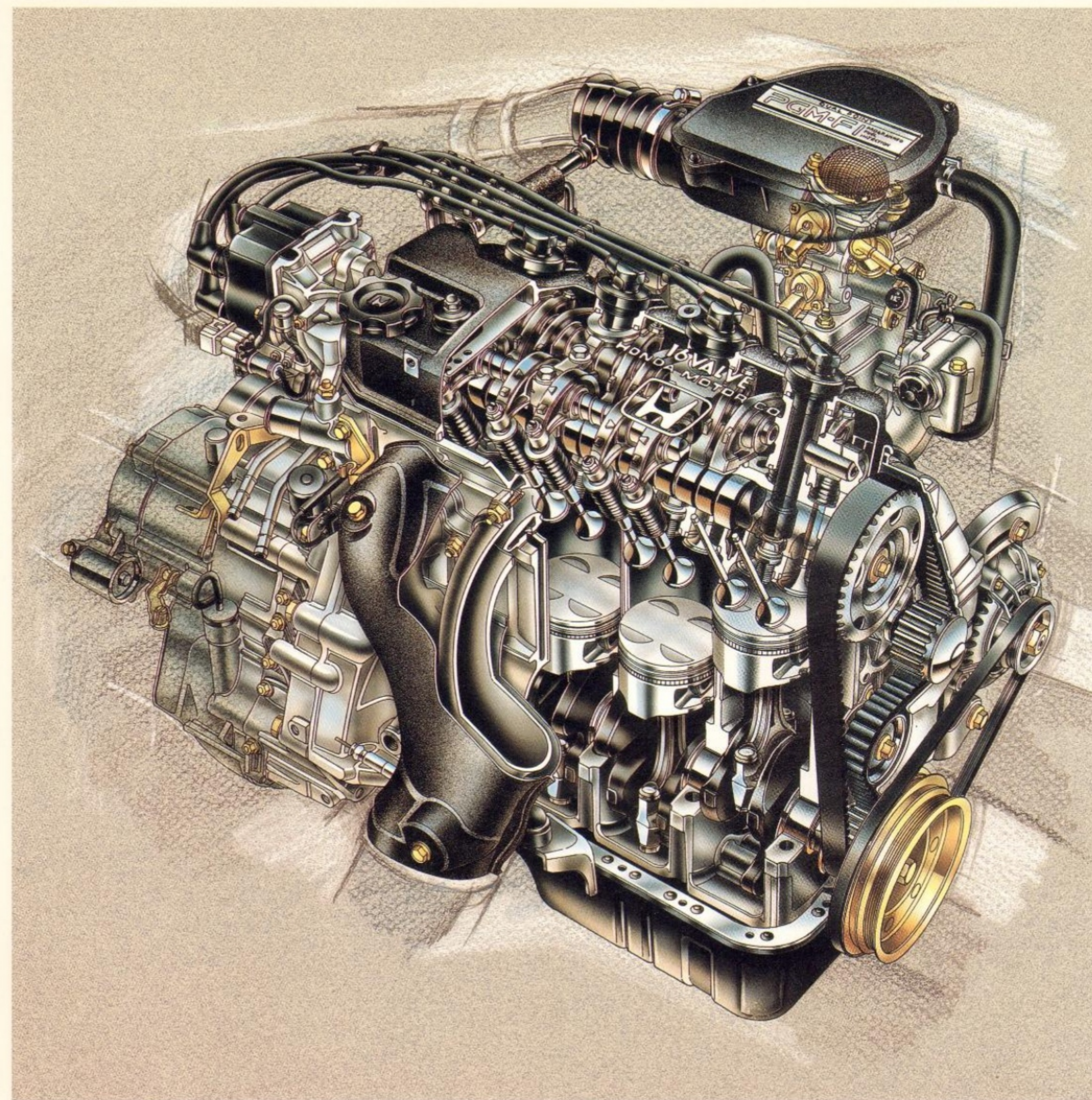


logical dash arrangement makes the instrumentation easy to read.

The 1988 Honda Civic Wagons. They'll take you far.

Like every Civic, the Wagon's interior is ergonomically correct. Everything is just where it should be, within easy reach.†

The Civic Wagon is a real help around the house. With over 60 cubic feet of rear cargo space when the rear seatbacks are folded down, and conveniently located stowage compartments, it can carry almost anything.



A Driving Force

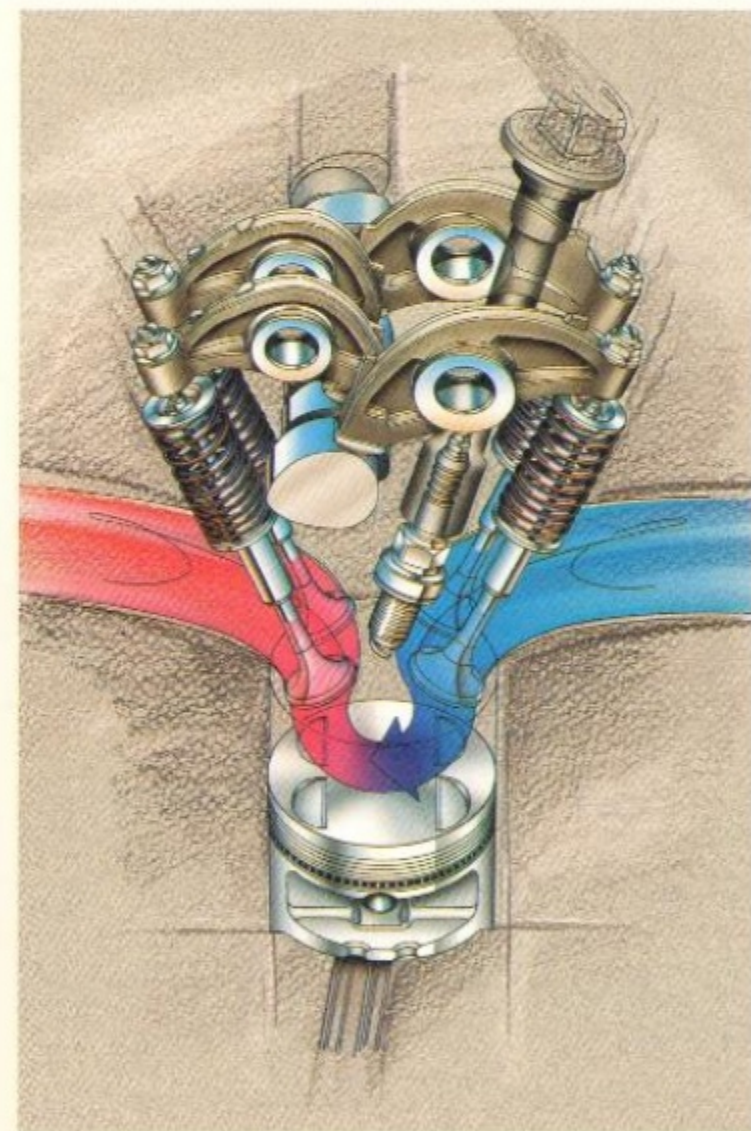
Advanced power plant technology is the Civic's driving force. Every Civic model is powered by an all-new engine with 16 valves, aluminum cylinder block and head, and computer-controlled fuel injection.

Sixteen valves mean four valves per cylinder, a power-increasing technology derived from Honda's racing experience. For the new Civic engine Honda devised a new, remarkably simple mechanism. It actuates the four valves with a *single* overhead camshaft, yet provides the benefits of a classic double overhead camshaft arrangement.

Honda Civics are powered by one of two new 1.5 liter, 16-valve engines with Dual-Point Fuel Injection (70 horsepower version for the standard Hatchback and a 92 horsepower version for the DX Hatchback, both 4-Door Sedans and the 2WD Wagon).

Civic Technology: Performance and Efficiency

The "pentroof" combustion chamber with centrally located spark plug is ideal for powerful, efficient combustion. Four valves per cylinder allow the cylinder to breathe—induct air and fuel and expel exhaust—with minimum resistance. The result is a new level of performance, yet with fuel efficiency* that does credit to the Civic tradition.

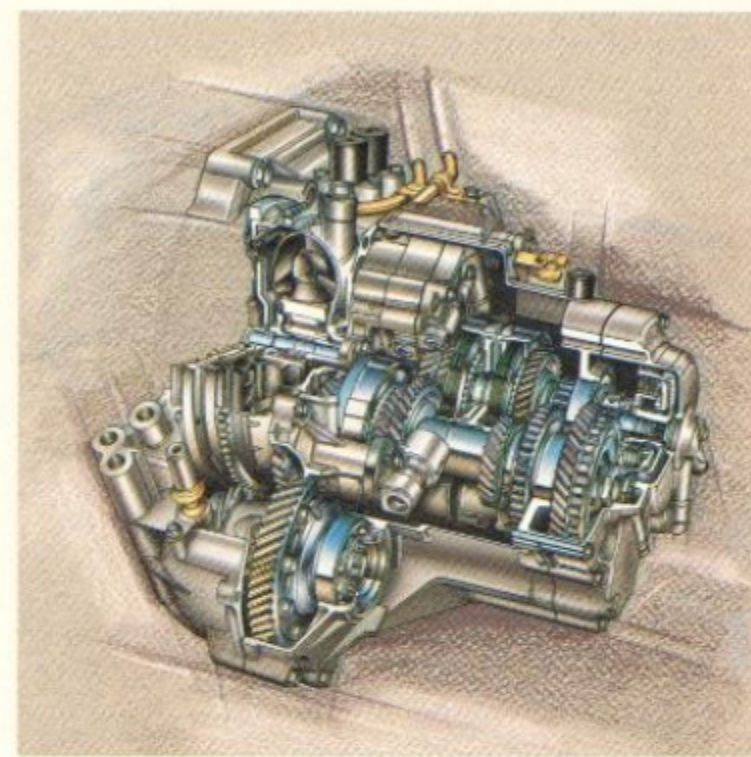


Sixteen valves mean 4-valves-per-cylinder. Honda's unusually simple design increases performance with the relative simplicity of a single overhead camshaft.

Aluminum Alloy Construction
Both cylinder block and head are made of aluminum alloy, which makes for excellent heat dissipation and saves weight. The new Civic engine weighs less than 200 pounds, a fact that pays off in two ways: lower fuel consumption and more responsive handling.

Dual-Point Fuel Injection
The 1.5 liter engine that powers the Civic Hatchback, 4-Door Sedan and 2WD Wagon models has a new Dual-Point version of Honda's own computer-controlled Programmed Fuel Injection (PGM-FI). Through two fuel injectors in the engine's throttle body, the system utilizes multiple sensors and a digital computer to inject precisely the right quantity of fuel for every driving condition. Smooth power, responsive acceleration and good fuel economy* are the results.

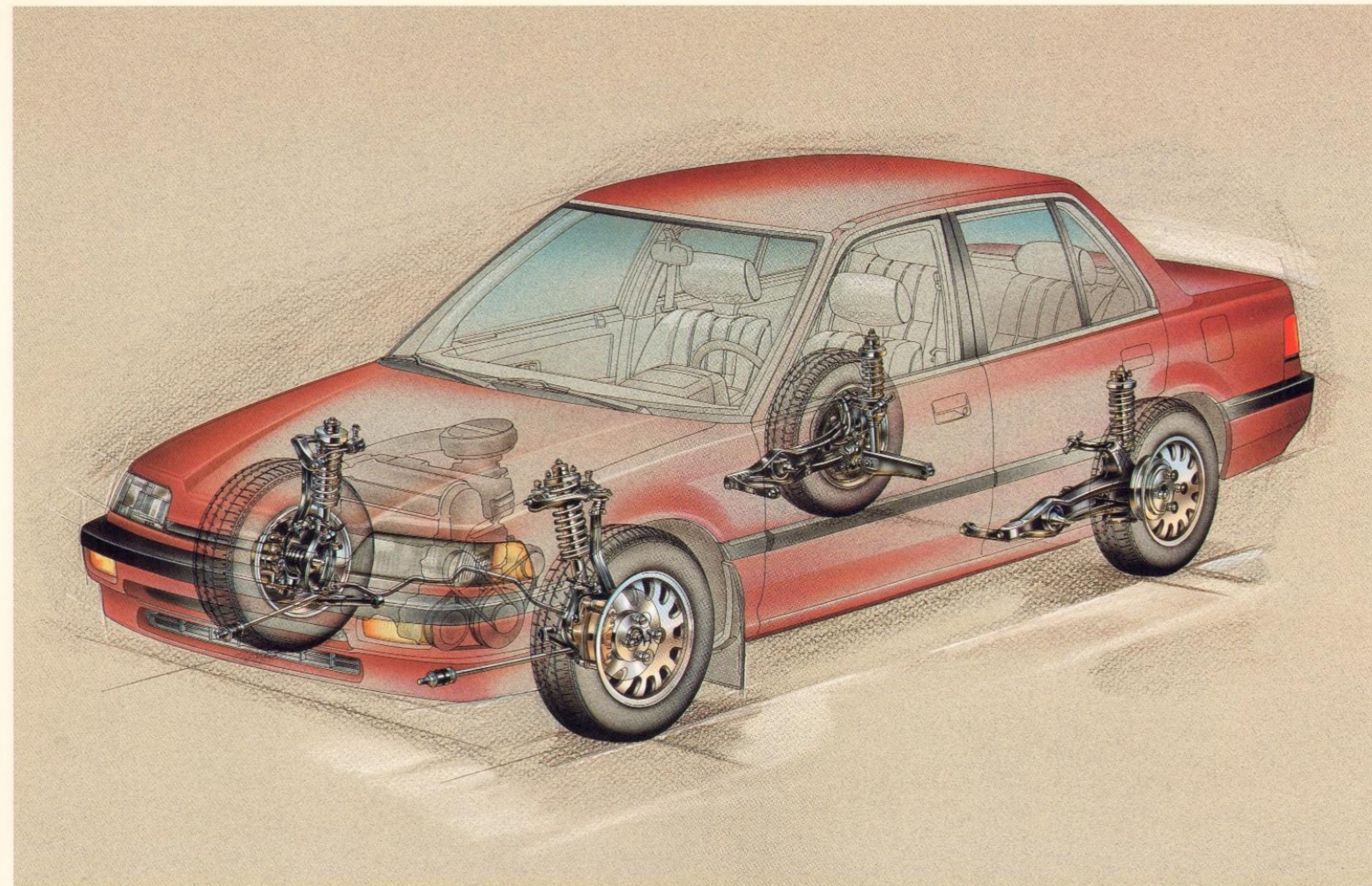
Inertia-Axis Engine Mounting
As an engine powers a car, it tends to "rock" around a line called its Inertial Mass Rotation Axis. By locating the main engine mounts along this line, Honda engineers have achieved more effective control of engine movement. This means less noise and vibration inside the car.



Transmissions
Standard in all 1988 Civics is a precise-shifting, fun-to-use manual transmission. In the Civic Hatchback it's a 4-speed; all other Civics have a 5-speed except the 4WD Wagon, which has a 6-speed.

A sophisticated 4-speed automatic transmission is optional in the DX Hatchback, both 4-Door Sedans and the 2WD Wagon. The axial-flow design of its torque converter gives the automatic Civic excellent acceleration response at around-town speeds. At higher speeds, computer control of the lockup torque converter ensures smooth, ideally timed engagement and disengagement of this fuel-saving feature.

A 4-speed automatic transmission is a premium feature in the Civic's class. A new electronically controlled lockup torque converter "decides" when to engage and disengage this feature for efficient fuel economy and smoothness.*



Double wishbone suspension at all four wheels gives the 1988 Civics outstanding handling, stability and ride. The compact design allowed Honda engineers to lower the hoodline, increasing passenger room and luggage space. The

front stabilizer bar, standard on all models except Civic Hatchback, contributes to reduced body lean during cornering.

Suspension Engineering

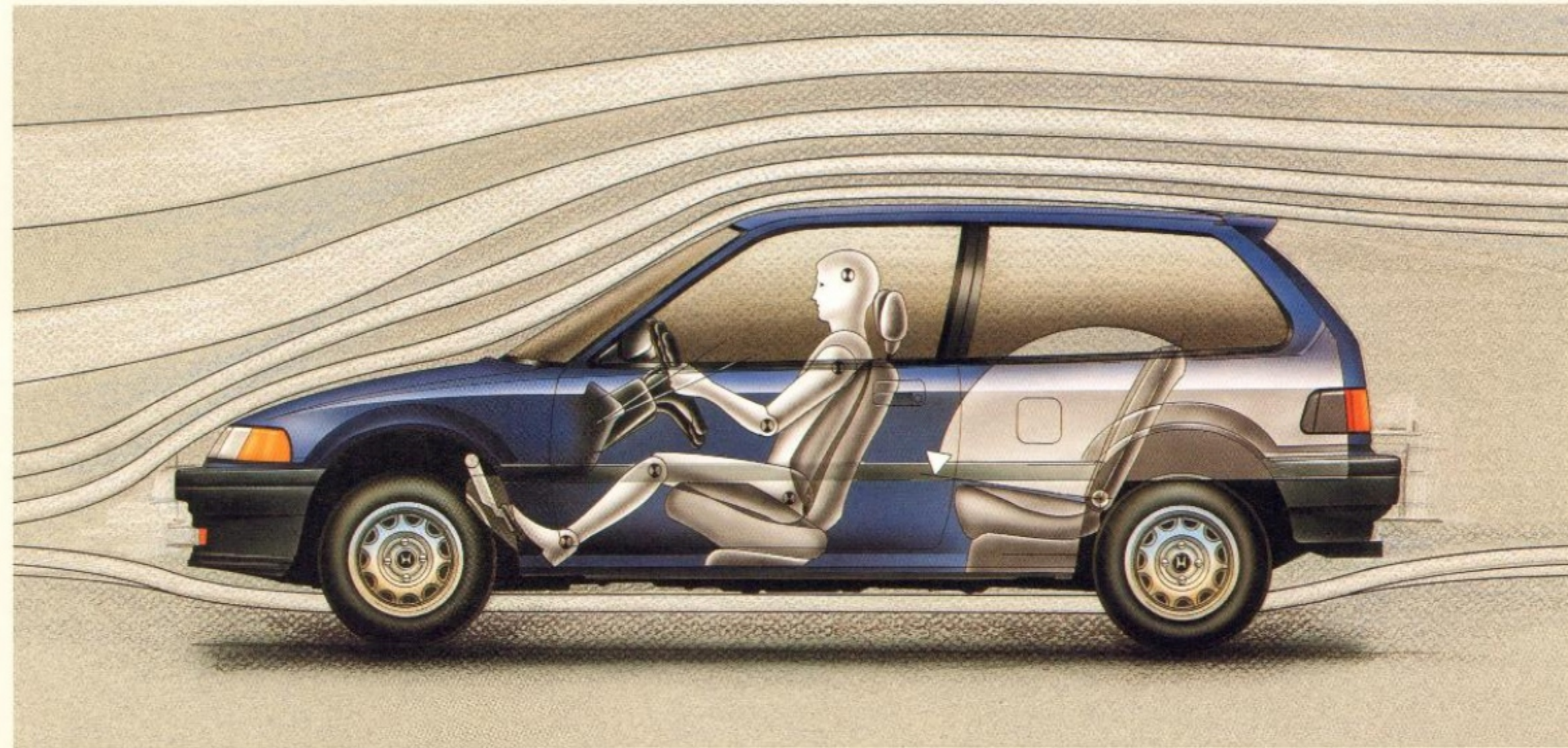
In their determination to create the best Civic ever, Honda engineers made an important decision: to give the 1988 Civic a decidedly high-tech double wishbone suspension system at all four wheels.

For responsive handling in vigorous cornering, the double wishbone front suspension keeps the wheels virtually perpendicular to the road surface at all times. For a smooth ride even over sharp bumps, the system minimizes friction and provides generous space for the wheels to move up and down.

While keeping the wheels at nearly ideal camber angles, the Multi-Control double wishbone rear suspension also cancels out unwanted steering effects as the wheels encounter bumps. This helps keep the Civic stable and steady no matter what the road surface.

Space Efficiency

Automobile engineers speak of "space efficiency" when relating a car's interior room to its exterior size. The Civic is even more exemplary in this respect than its predecessors.



The new Hatchback, for instance, has a refined long-roof profile that increases rear headroom. Every 1988 Civic offers improved front headroom and shoulder room as well. Thanks to the new double wishbone rear suspension, the cargo floor is substantially lower, resulting in increased cargo space.

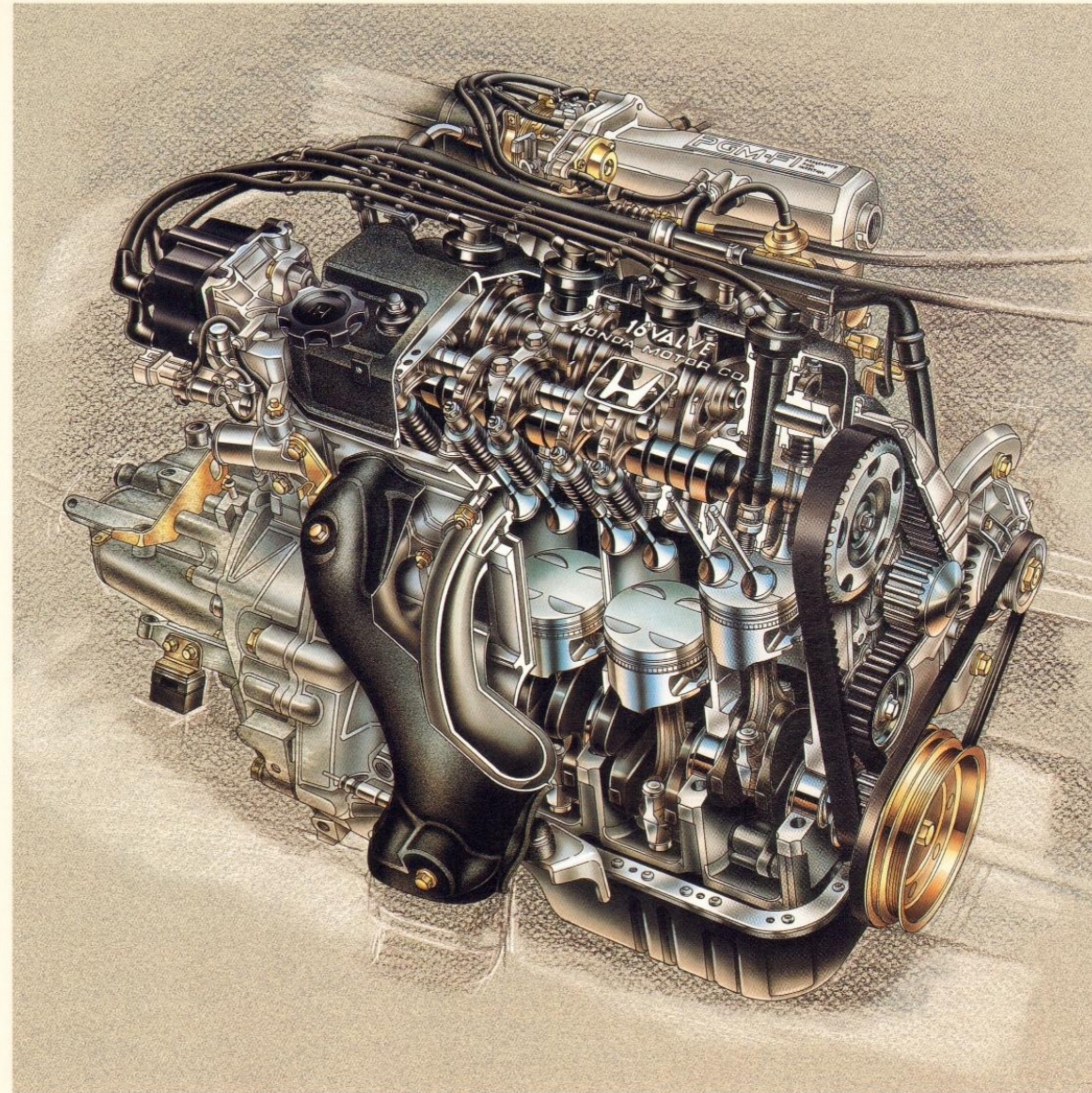
Functionally Beautiful

In developing the new Civic, Honda suspension, power train and aerodynamics engineers worked together

to create a functional, yet attractive shape.

The new chassis and power train engineering, double wishbone suspension and extra-compact engine layout made it possible to give the 1988 Civic body a significantly lower hood. Honda refined the aerodynamic shape further with ultra-slim flush halogen headlights and near-flush side windows. The resulting low coefficient of drag contributes to exceptional fuel economy.*

Computer-aided design was used extensively in designing the new Civics. An exceptionally low hoodline is made possible by double wishbone suspension and a compact engine layout. The long-roof design of the Civic Hatchback also contributes to the outstanding 0.33 coefficient of drag.

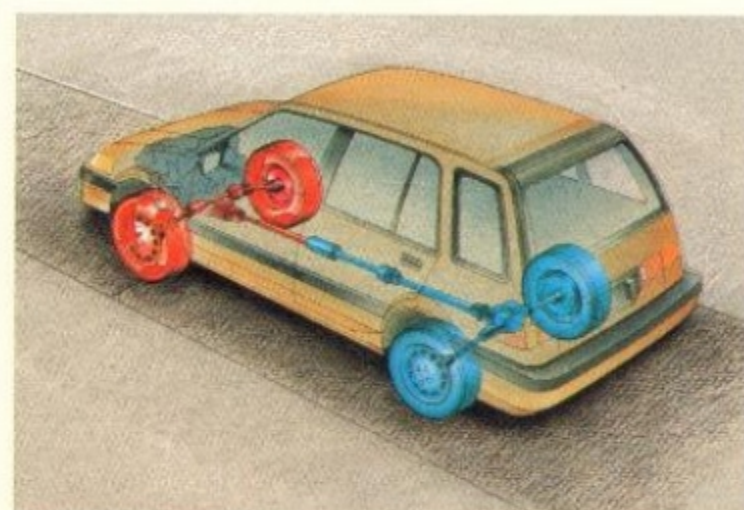


Fuel-Injected Power

A very special new engine was developed for the 1988 Civic 4WD Wagon. Sharing its basic 16-valve, single overhead camshaft engineering with the other Civic engines, the new 4WD Wagon power plant combines a larger 1.6 liter displacement with Multi-Point Programmed Fuel Injection (PGM-FI).

Multi-Point PGM-FI uses multiple sensors and a sophisticated digital computer to deliver precisely the correct amount of fuel for any driving condition. An individual fuel injector for each cylinder delivers fuel in sequence to the cylinder's intake valve. This increases power while maintaining excellent fuel economy and engine response.

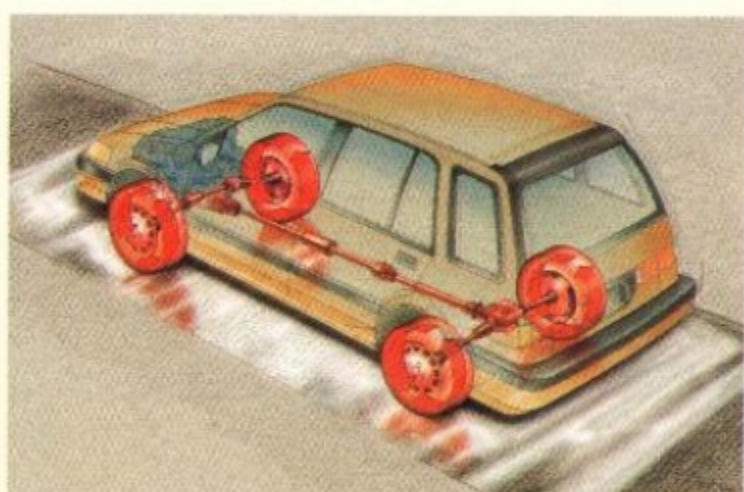
Honda's 4WD Wagon is powered by a 105 horsepower, 16-valve engine with Multi-Point Fuel Injection. This power plant gives the 4WD Wagon a new level of performance for compact 4-wheel-drive wagons.



In normal driving, the front wheels rotate at the same speed as the rear wheels, essentially "going along for the ride." If the front wheels begin to lose traction on a wet or snowy road, the speed difference between the front and rear wheels engages the viscous coupling and power is transferred to the rear wheels. This happens in a fraction of a second. The viscous coupling transfers only as much power to the rear wheels as is needed to keep them turning at the same speed as the front wheels.



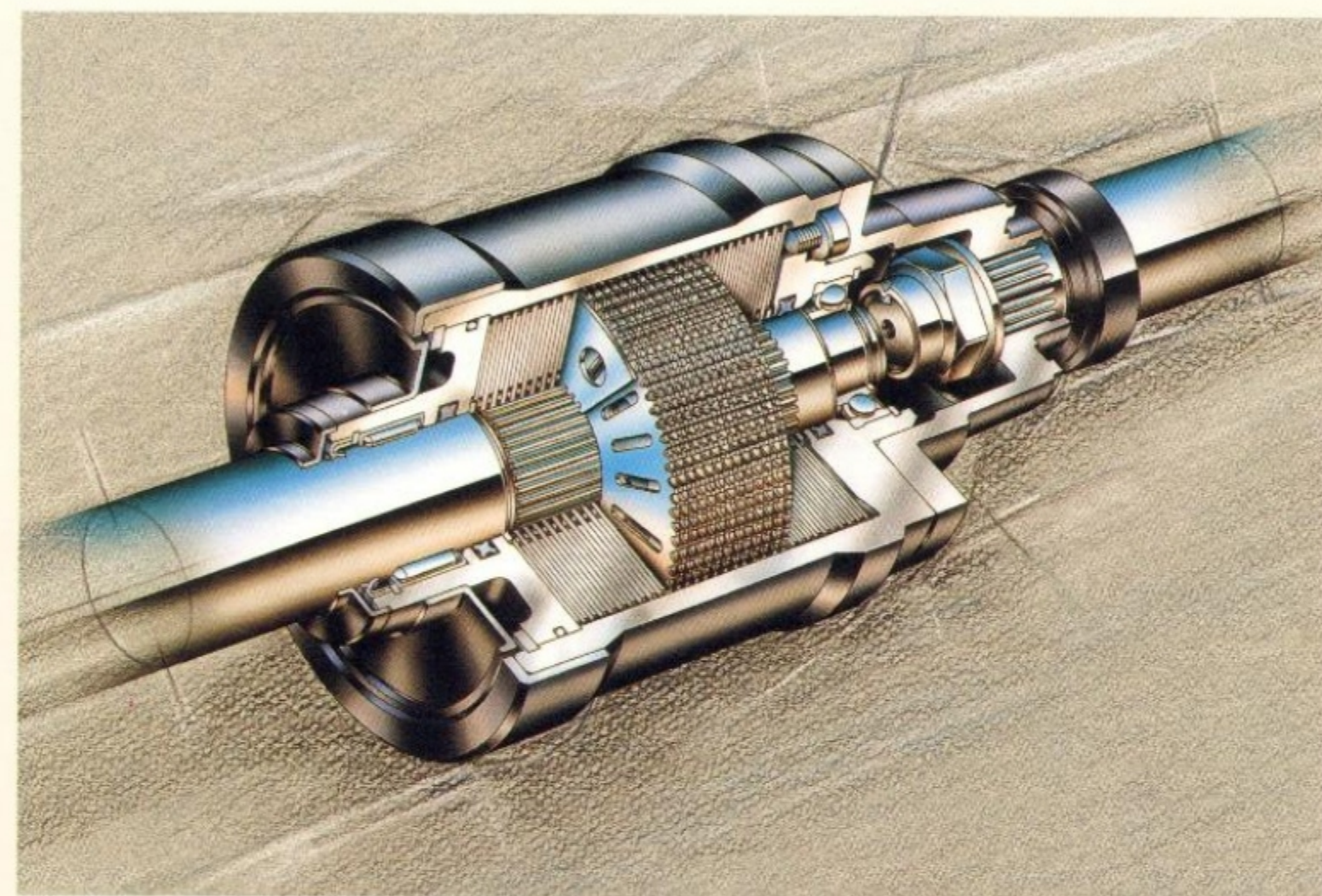
The Civic Wagon with Real Time® 4WD utilizes a viscous coupling to deliver power to the rear wheels. This coupling consists of a series of interlocking plates surrounded by a special silicone fluid which achieves a higher viscosity from friction created by the plates.



Simple, Effective 4-Wheel Drive

In the Civic 4WD Wagon, Honda's Real Time® 4-wheel drive automatically delivers power to the rear wheels when it's needed. Otherwise, the 4WD Wagon operates in the more fuel-efficient front-drive mode.

The system is ingeniously simple. A viscous coupling between the front and rear wheels consists of two



sets of discs surrounded by a special silicone fluid. One set of discs is connected to the front wheels, the other to the rear wheels. Normally the two sets rotate at the same speed.

If the front wheels lose traction, as on snow or ice, they begin to rotate faster than the rear ones. Now turning at different speeds, the two sets of discs heat up the viscous fluid. Almost instantaneously, the fluid "hardens" and couples the plates together to drive the rear wheels.

4WD is now engaged, transferring only as much power to the rear wheels as is needed to keep them turning at the same speed as the front wheels. And there's none of the axle binding that can occur with mechanically engaged part-time 4WD systems on dry surfaces.



There are many audio systems to choose from. Pictured are an AM/FM electronically tuned radio with or without auto replay cassette, an AM/FM electronically tuned radio with auto-reverse cassette and an AM/FM electronically tuned High Power radio with full-logic cassette. A 7-band graphic equalizer is also available.

*A few finishing touches can make your Civic stand out. This Civic DX Hatchback sports 12-spoke turbine wheels, rear mud flaps, fender-
well trim and a right-hand door mirror.*

Make your Civic extra special.

Whether you choose a Hatchback, Sedan or Wagon, there's no other car on the road quite like a Civic. Their aerodynamic styling and spirited, yet fuel-efficient performance make these cars special.

To make your Civic extra special, add genuine Honda accessories designed to match perfectly the fit and finish of your car.

Preserve your car's finish by protecting it from the hazards of everyday driving. A nose mask and fenderwell trim ward off loose rocks and gravel. A car cover reduces the effects of sun, wind and water erosion. You can also protect the paint with door edge guards.

There are fog lights to improve your vision at night or in inclement weather. And, when it gets really cold, you'll be glad to have a battery blanket and engine heater to make getting started in the morning easier.

In the summer when things warm up, turn on your air conditioner to keep cool.

There are carpeted floor mats, color-coordinated with your Civic's interior.

A front seat center armrest makes a long drive less fatiguing. A full

range of audio systems and components makes it more entertaining.

Select an AM/FM electronically tuned radio with autoreverse cassette. Or, an AM/FM electronically tuned High Power radio with full-logic cassette. Tailor the sound of this system to suit your taste with a 7-band graphic equalizer. Add a center console to house the equalizer and keep your favorite cassettes handy. High quality speakers in a dual cone, coaxial or two-way component design are also available to complete your audio system.

When you head for the slopes, don't forget your roof rack. It has an attachment for your skis. And, a bike attachment for the off-season. A rear luggage rack is also available for Civic Sedan owners.

Your local Honda dealer can give you a full-line accessories brochure. But only you can make your Civic special with these extras.



Travel in comfort with a front seat center armrest, leather steering wheel cover and carpeted floor mats. Travel in style by entertaining your guests with a Honda audio system, complete with 7-band graphic equalizer and a center console that keeps your favorite cassettes handy.

Four of the accessory wheel designs you may choose from are a 5- or 16-spoke design, a mesh design and a 12-spoke turbine design.

SPECIFICATIONS AND DIMENSIONS/FEATURES AND STANDARD EQUIPMENT

	CIVIC HATCHBACK	CIVIC DX HATCHBACK	CIVIC DX 4-DOOR SEDAN	CIVIC LX 4-DOOR SEDAN	CIVIC 2WD WAGON	CIVIC 4WD WAGON
SPECIFICATIONS						
Engine Type	All-aluminum in-line 4	All-aluminum in-line 4	All-aluminum in-line 4	All-aluminum in-line 4	All-aluminum in-line 4	All-aluminum in-line 4
Displacement (cc)	1493	1493	1493	1493	1493	1590
Fuel Induction System	Dual-Point PGM-FI	Dual-Point PGM-FI	Dual-Point PGM-FI	Dual-Point PGM-FI	Dual-Point PGM-FI	Multi-Point PGM-FI
Valve Train	SOHC, 16-Valve	SOHC, 16-Valve	SOHC, 16-Valve	SOHC, 16-Valve	SOHC, 16-Valve	SOHC, 16-Valve
Horsepower (hp @ rpm)	70 @ 5500	92 @ 6000	92 @ 6000	92 @ 6000	92 @ 6000	105 @ 6000
Torque (lb.-ft. @ rpm)	83 @ 3000	89 @ 4500	89 @ 4500	89 @ 4500	89 @ 4500	98 @ 5000
Curb Weight (lbs.)	1933 (MT)	1993 (MT)	2039 (MT)	2138 (MT)	2130 (MT)	2366 (MT)
Turning Diameter (ft.)	32.4	32.4	32.4	32.4	32.4	32.4
Fuel Tank Capacity (gal.)	11.9	11.9	11.9	11.9	11.9	11.9
Coefficient of Drag (Cd)	0.33	0.33	0.37	0.38	0.35	0.36
EXTERIOR DIMENSIONS						
Wheelbase (in.)	98.4	98.4	98.4	98.4	98.4	98.4
Length (in.)	156.1	156.1	166.6	166.6	161.6	161.6
Width (in.)	65.6	65.6	65.9	65.9	66.1	66.1
Height (in.)	52.5	52.5	53.5	53.5	57.9	58.9
INTERIOR DIMENSIONS (FRONT/REAR)						
Headroom (in.)	38.2/36.6	38.2/36.6	38.5/37.4	38.5/37.4	39.4/38.0	39.4/38.0
Shoulder Room (in.)	53.5/53.2	53.5/53.2	53.5/53.0	53.5/53.0	53.5/53.5	53.5/53.5
Hiproom (in.)	54.7/45.7	50.2/45.7	50.7/52.3	50.7/52.3	50.1/52.0	50.1/52.0
Legroom (in.)	43.3/30.4	43.3/30.4	43.1/32.0	43.1/32.0	41.2/33.3	41.2/33.3
Cargo Volume (cu. ft.)	16.9	16.9	12.2	12.2	26.6	26.6
MECHANICAL FEATURES						
Front-Wheel Drive	•	•	•	•	•	with 4WD
Manual Transmission	4-speed	5-speed	5-speed	5-speed	5-speed	6-speed
Electronically Controlled Automatic Transmission with Lockup Torque Converter		4-speed	4-speed	4-speed	4-speed	
Multi-Control Double Wishbone Rear Suspension	•	•	•	•	•	•
Double Wishbone Front Suspension	•	•	•	•	•	•
Rack-and-Pinion Steering	•	•	•	•	•	•
Power-Assisted Steering			with Automatic Transmission	•	with Automatic Transmission	•
Stabilizer Bar (front)		•	•	•	•	•
Power-Assisted Ventilated Front Disc/Rear Drum Brakes	•	•	•	•	•	•
Viscous Coupling 4WD System						•
EXTERIOR FEATURES						
Impact-Absorbing Bumper (front)	5mph	5mph	5mph	5mph	5mph	5mph
Wheel Trim	Center Caps	Center Caps	Center Caps	Full Covers	Center Caps	Center Caps
Tires	P165/70 R13	P175/70 R13	P175/70 R13	P175/70 SR13	P175/70 R13	165 SR13
Full Wraparound Body Moulding	•	•	•	•	•	•
Remote-Operated Left-Side Mirror	•	•	•		•	•
Dual Power Outside Mirrors				•		
Rear Window Wiper/Washer		•			•	•
Mud Guards	Front	Front	Front	Front	Front	Front and Rear

† Civic DX Hatchback, LX 4-Door Sedan and Civic Wagon interiors shown with available air conditioning and AM/FM stereo with cassette.

*Use mileage figures shown for comparison. **Not available at time of printing.

SPECIFICATIONS AND DIMENSIONS/FEATURES AND STANDARD EQUIPMENT

	CIVIC HATCHBACK	CIVIC DX HATCHBACK	CIVIC DX 4-DOOR SEDAN	CIVIC LX 4-DOOR SEDAN	CIVIC 2WD WAGON	CIVIC 4WD WAGON
INTERIOR FEATURES						
Adjustable Steering Column		•		•	•	•
Quartz Digital Clock				•	•	•
Fold-Down Rear Seatback	Split 50/50	Split 50/50		1-Piece, Locking	Split 60/40	Split 60/40
Reclining Front Seatback	•	•	•	•	•	•
Adjustable Head Restraints	Front	Front	Front	Front and Rear	Front and Rear	Front and Rear
Adjustable Upper Front Seat Belt Anchors			•	•	•	•
Drawer Under Right Front Seat						•
Power Windows				•		
Power Door Locks				•		
Tinted Glass		•	•	•	•	•
Tachometer				•	•	•
Trip Odometer	•	•	•	•	•	•
2-Speed/Intermittent Wipers		•		•	•	•
Coin Box	•	•	•	•	•	•
Rear Seat Heater Ducts			•	•	•	•
Rear Window Defroster	•	•	•	•	•	•
Remote Fuel Filler Door Release	•	•	•	•	•	•
Remote Hatch/Trunk Release	•	•		•	•	•
Trunk/Cargo Area Light		•	•	•	•	•
Trunk-/Hatch-Open Warning Light		•	•	•	•	•
SAFETY FEATURES						
3-Point Seat Belt System — Front and Rear (lap belt in rear center)	•	•	•	•	•	•
Center High-Mount Brakelight	•	•	•	•	•	•
Dual Diagonal Brake System	•	•	•	•	•	•
Child-Proof Rear Door Locks			•	•	•	•
Child Safety-Seat Anchors	•	•	•	•	•	•
Energy-Absorbing Steering Column	•	•	•	•	•	•
EXTERIOR/INTERIOR COLORS						
Laguna Gold Metallic/Brown		•		•		•
Montreal Blue Metallic/Blue		•		•		•
Superior Blue Metallic/Blue	•		•		•	
Rio Red/Gray	•	•				
Cardinal Red Metallic/Red			•	•		
Gothic Gray Metallic/Gray				•		
Blade Silver Metallic/Gray		•	•			
Polar White/Blue		•	•		•	
Almond Cream/Brown	•		•		•	
EPA MILEAGE ESTIMATES*						
City/Hwy. (5-speed manual)	35/38 (4-speed)	33/37	33/37	33/37	**	**
City/Hwy. (4-speed automatic)	Not applicable	29/35	29/35	29/35	**	Not applicable

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