

# CRX



**HONDA**

# CRX

Honda's new CRX is set to rewrite the compact sports car rules, just as its big brother, the NSX, has done in the supercar class. It's an entirely new and exciting thoroughbred sports car.

Rather than looking retrospectively to copy the style of sports cars from days gone by, Honda's response - in keeping with its reputation as a technical innovator - has been to use the latest technology possible to create the highly original, all new CRX - our answer to the quest for exciting sports driving in the 1990's.

Now the CRX captures all the emotional appeal of an open-top two seater, but succeeds in retaining all the qualities of its predecessor. The superbly innovative and technologically-advanced VTEC engine delivers outstanding performance and economy, packaged in a stylish and compact body.

Like all Hondas, the new CRX owes its technological innovation and detail to the massive resources channelled by Honda into research and development. Part of this

*Pure exhilaration*



programme is Formula One motor racing, where success after success for more than a decade has established this arena as the proven testing ground for Honda's new technology.

It's not just the advanced body shell which helps protect the driver of a new CRX. All new Hondas come with three different warranties: a 2 Year Unlimited Mileage Warranty, a 3 Year Surface Corrosion Warranty for exterior paintwork, and a 6 Year Rust Through Corrosion Warranty.

And as if all that protection isn't enough, the new CRX also comes with free 2 years AA membership.

All this cover is backed up by the highest possible standard of service from our nationwide network of carefully selected Honda Dealerships. No wonder more and more people don't want to drive anything else once they've driven a Honda.



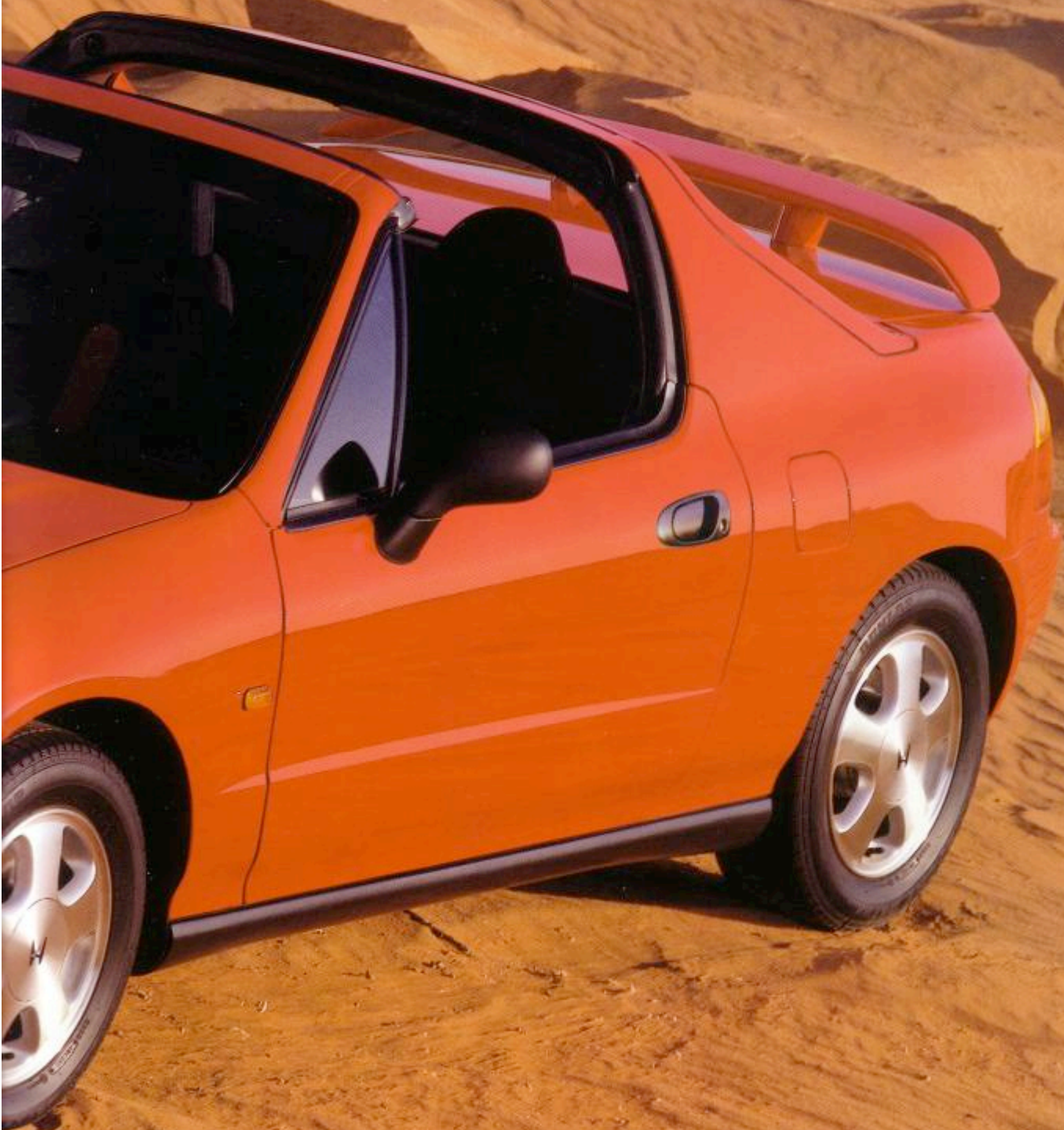
Using the front wheel drive VTEC engine and transmission package from the new Civic range, the CRX comes in two engine variants. Both are 1.6 litre 16 valve masterpieces. The ESI features a single overhead cam powerplant which develops 123bhp, whilst the DOHC VTI version delivers a stunning 158bhp. Both come with a 5-speed manual gearbox as standard, with a short travel gear lever for positive, smooth gearchanges up and down through the box.

*Some like it Hot*



The new CRX also offers a four speed automatic transmission option on the ESi.

The ride is supple but tautly-controlled, thanks to an all-new double wishbone suspension system with coil springs and upgraded HPV (Honda Progressive Valve) dampers. Coupled with power-assisted steering and disc brakes, the result is all the poise, balance and handling finesse you'd expect from a new breed of top flight sports car from Honda.

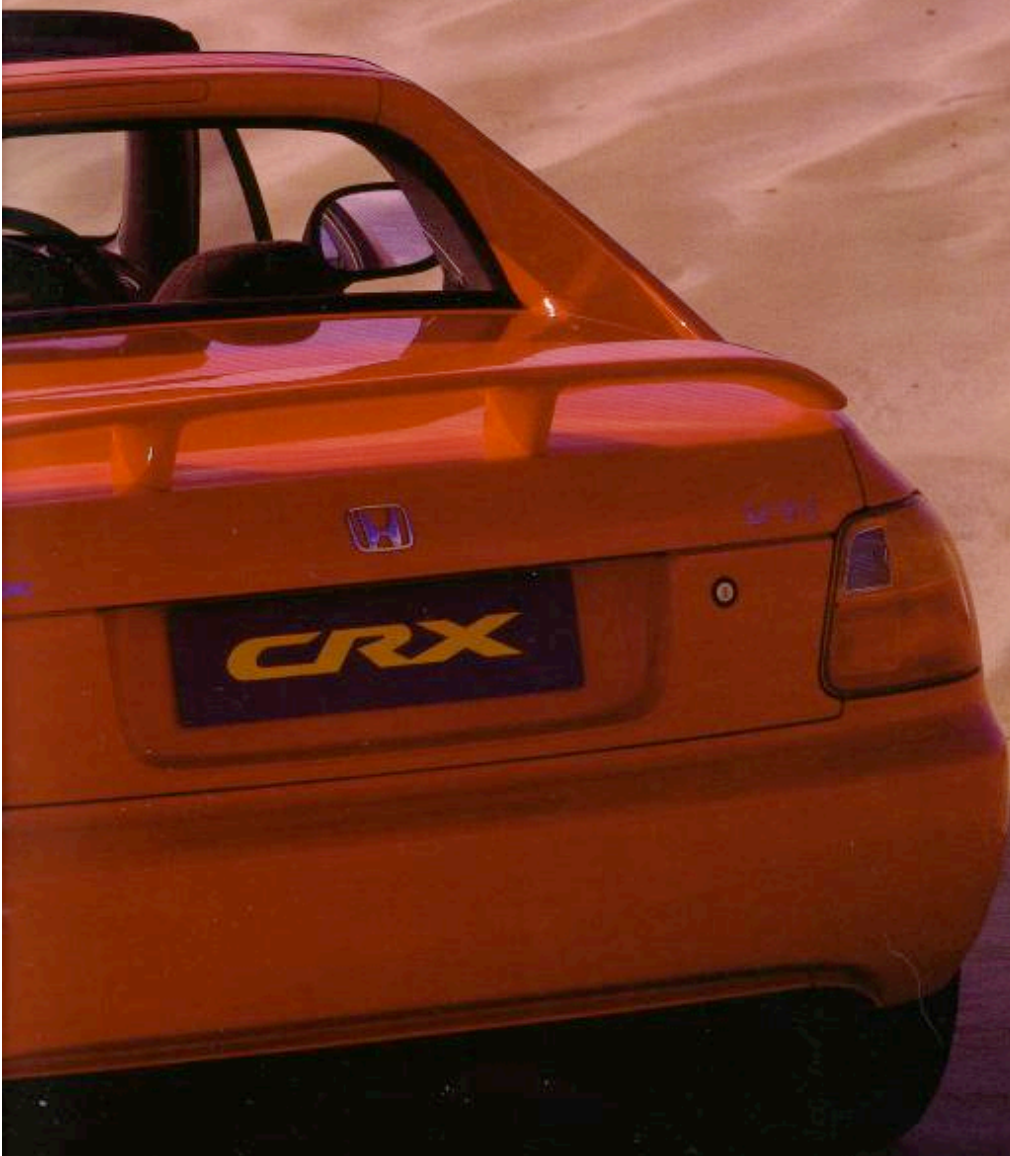


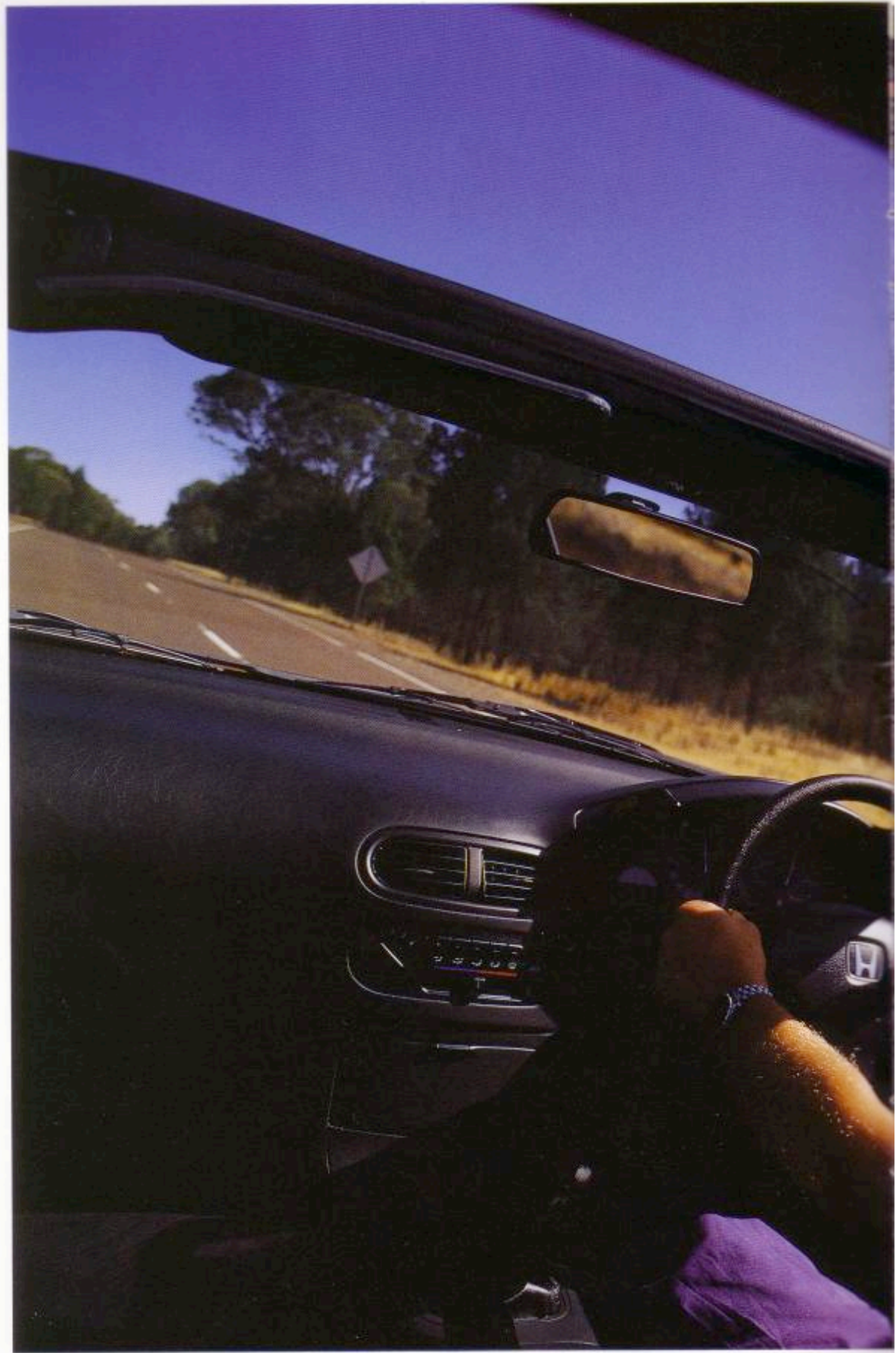
*Lifting the Lid*

The new CRX is a surprisingly spacious two-seater, with plenty of storage space and cleanly-designed facia and controls. But it's the design of the roof section which merits closest attention. An extremely rigid roll-over hoop satisfies stringent safety requirements, whilst the boot contains an ingeniously capacious compartment, which allows the removed roof

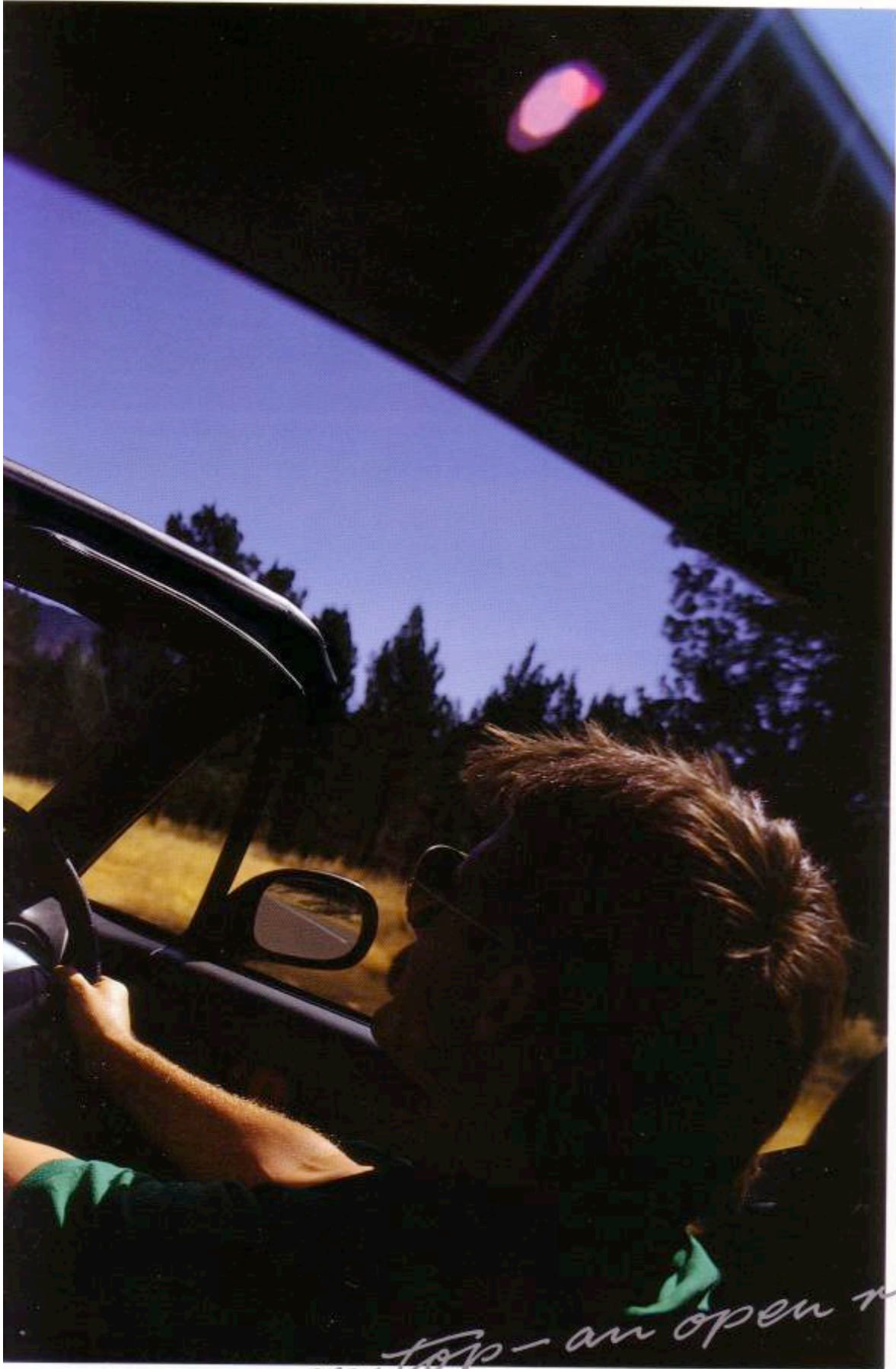


panel to be stowed neatly above your luggage. An additional innovation is the electrically-operated rear window, which can be lowered into the well behind the rear bulkhead, leaving only the roll-over hoop exposed. The end product is the perfect hybrid: all the security, and comfort of a hard top, combined with the open air advantages of a convertible.









*An open top - an open road*

The ozone has never looked more friendly than through the open roof of a new CRX. Here's how to feel on top of the world in a matter of seconds.

The roof panel is made of lightweight aluminium for simple manoeuvring and unclips from either side of the car, to lift off swiftly and easily. Once removed, the panel stows ingeniously away in its own special



Release boot and roof locks



Remove lightweight aluminium roof

*Ozone Friendly*



rack on the underside of the boot lid, locating it securely and protecting it from damage. But, most importantly, this rack lifts neatly out of the way to allow normal, unrestricted access to the rest of the luggage compartment.

Naturally, all Hondas are also fitted with three way catalytic converters, which means lead-free petrol for them and a cleaner environment for us.

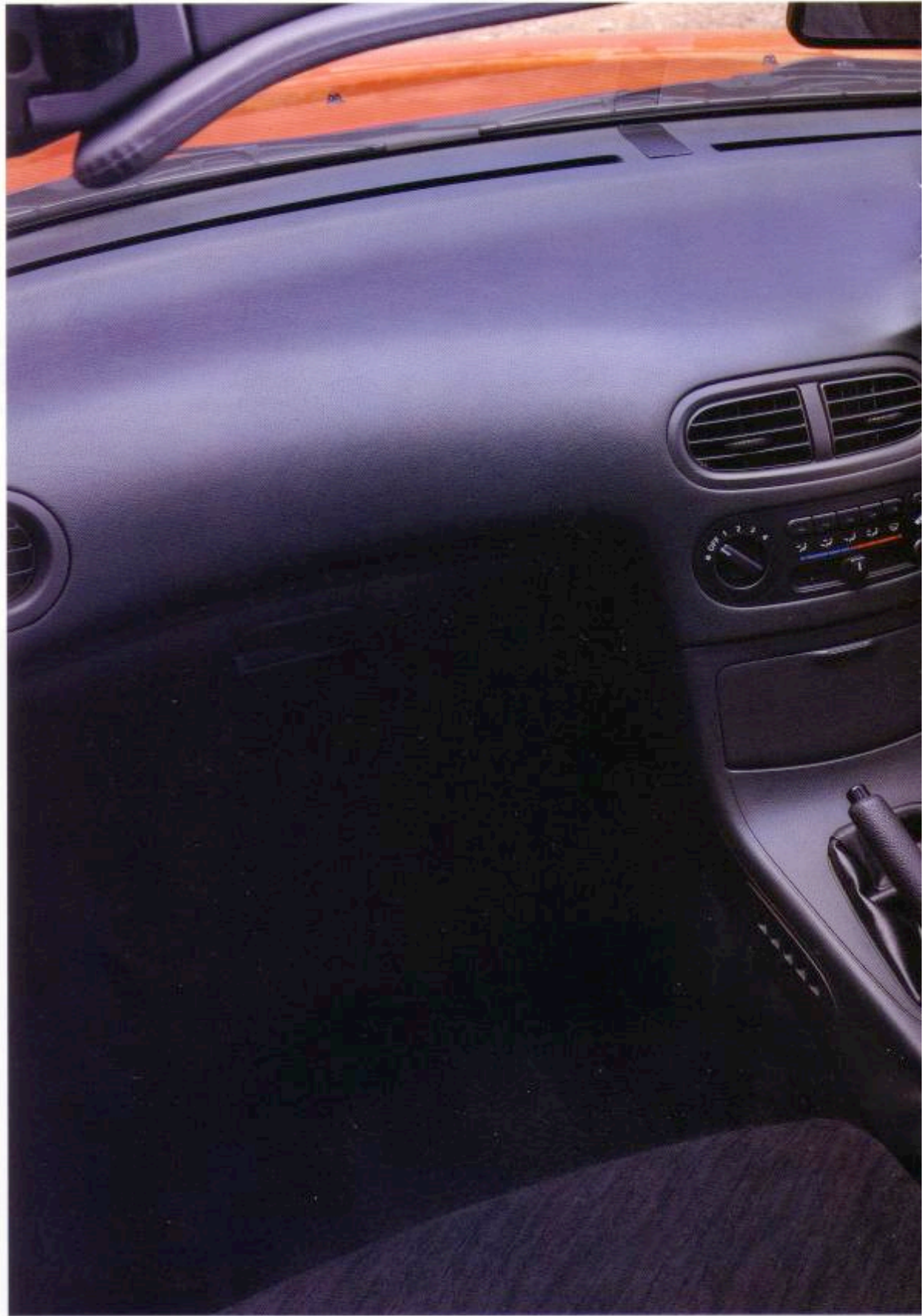


Place roof in its hinged holder frame



Lower electric rear window to increase air flow



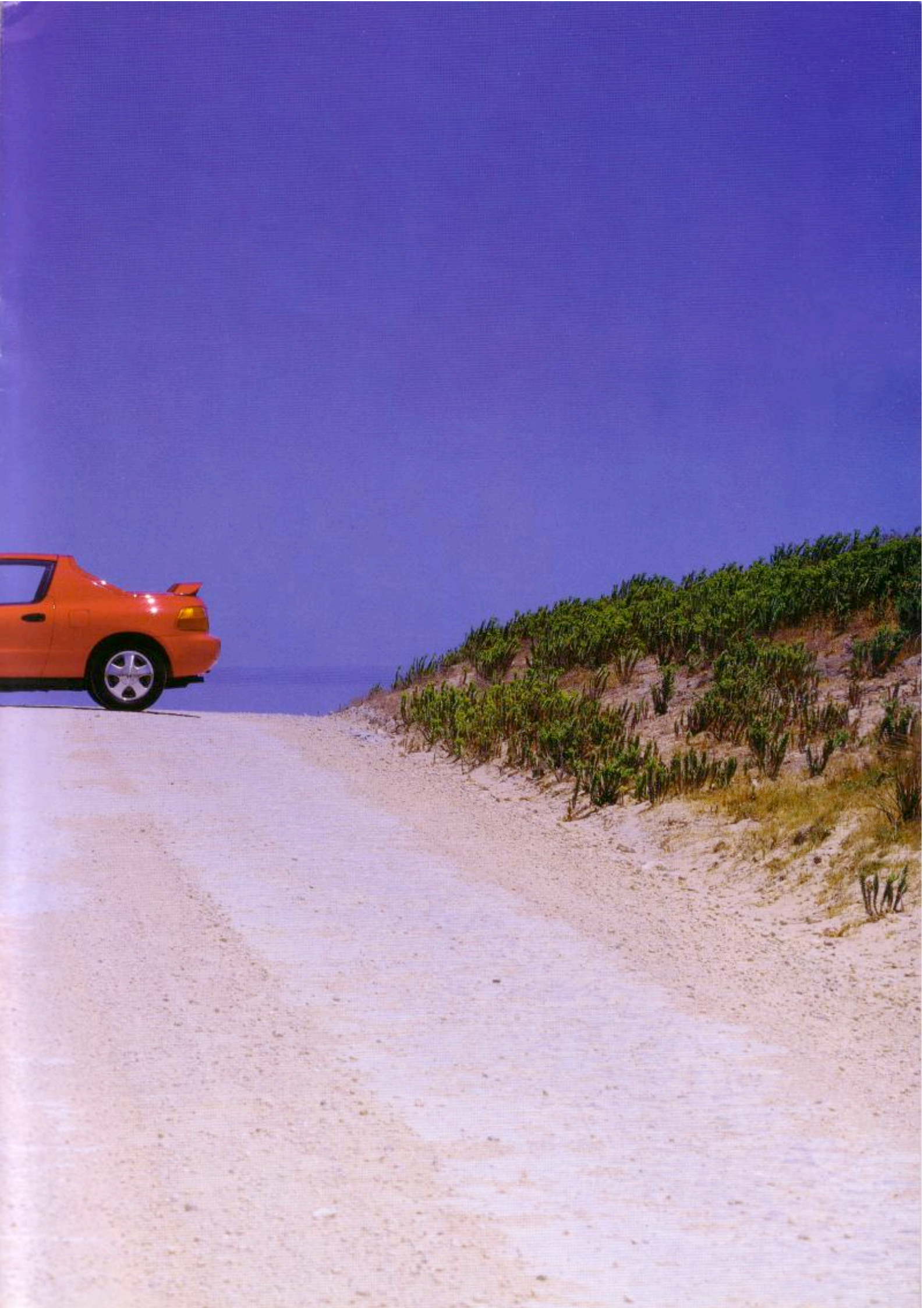




*Driving ambition*

*Focal point*





# Fine Features

Remember when a sports car was only a real sports car if it was crude, basic and unreliable? Thankfully, the new CRX puts that myth firmly to rest, by embodying today's technology for today's driver. From the smooth, sculpted lines of the exterior, which reduce wind noise and buffeting to a minimum inside the cabin, to the computer-assisted interior design, which makes maximum use of available space.

But for all that and many other refinements, the new CRX lacks none of the character and charm of traditional pedigree two seaters. It's a sports car for those who enjoy driving something distinctive, modern and, above all, fun. It's for those who get up early on a summer morning to enjoy driving for the sake of driving. It's an exciting step forward, so get ready to fall in love.



Neat boot design stores and protects roof, leaving ample luggage space.



Cleanly-designed instrument panel, easy-to-read at a glance.



Push button ventilation system.  
Radio with flip-up cover for added security.

A range of accessories is also available, including:



Fully-tailored carpet mats; hard-wearing yet luxurious.

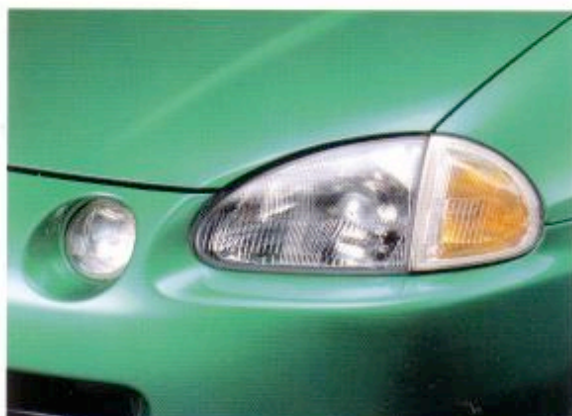


Futuristic fog lamps; flush-fitting projector style - highly efficient, highly desirable.





Electric rear window for improved air flow and open top exhilaration.



Powerful headlights fully integrated into the aerodynamic body design.



Fully adjustable contoured sports seats provide comfort and all-round support.



Extra security, thanks to a pair of handy lockable compartments behind the seats.



Colour-coded rear spoiler (standard on VTi); enhances the look and adds a touch more style.



The Honda Vehicle Security Programme: added security for added peace-of-mind.

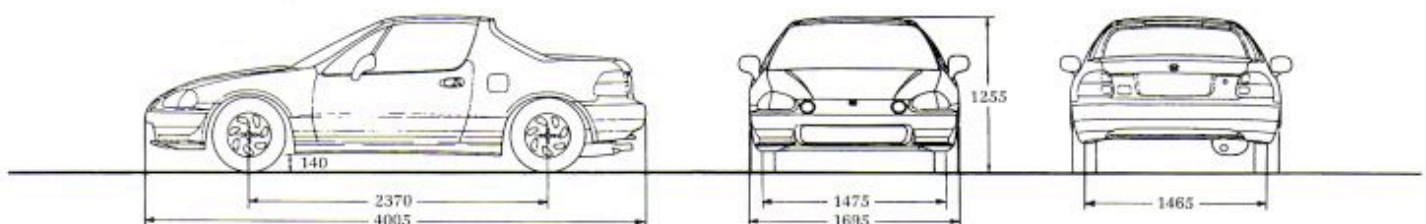
*Made to measure*

# Specifications

			ESI	VTI	
<b>Engine</b>	Water-cooled 4-stroke transversely mounted		SOHC VTEC 16-valve in-line	DOHC VTEC 16-valve in-line	
	Fuel supply system		PGM-FI		
	Bore & stroke	(mm)	75.0 × 90.0	81.0 × 77.4	
	Displacement	(cm <sup>3</sup> )	1590	1595	
	Compression ratio		9.2	10.2	
	Maximum horsepower	(bhp/rpm)	123 bhp/6500 rpm	158 bhp/7600 rpm	
	Maximum torque	(N.m./rpm)	142 N.m./5200 rpm	150 N.m./7000 rpm	
<b>Transmission</b>	Clutch	Manual	Dry single plate, diaphragm spring type		
		Automatic	Torque converter with lockup clutch	—	
	Transmission type	Manual	Synchromesh five forward speeds, one reverse		
		Automatic	4-speed fully automatic		
	Gear ratios		Manual	Automatic	Manual
		1st	3.250	2.600	3.230
		2nd	1.900	1.393	2.105
		3rd	1.250	0.975	1.458
		4th	0.937	0.772	1.107
		5th	0.771	—	0.875
Reverse		3.153	1.954	3.000	
Final		4.250	4.333	4.266	
<b>Steering System</b>	Gear type		Rack and pinion with power assist		
	Overall ratio		17.1	16.6	
	Turns, lock-to-lock		3.5	3.1	
<b>Brake system</b>	Type	Front	Ventilated discs		
		Rear	Leading and trailing shoes	Discs	
	Brake circuit		Diagonal dual circuit		
	Parking brake		Mechanical actuating, rear two wheel brakes		
<b>Suspension System</b>	Front		Independent double wishbone with coil spring with stabilizer		
	Rear		Independent double wishbone with coil spring (VTI with stabilizer)		
<b>Dimensions</b>	Overall length		4005		
	Overall width		1695		
	Overall height		1255		
	Wheelbase		2370		
	Tread (front/rear)		1475/1465		
	Ground clearance		140		
	Curb weight	Manual (kg)	1050	1120	
		Automatic (kg)	1080	—	
	Maximum permissible weight (kg)		1320	1430	
	Turning circle diameter (at wheel/at body)		9.2/9.6	10.0/10.6	
<b>Electrical system</b>	Battery		(V-Ah) 12-47		
<b>Tyres</b>	Size		185/60 R14 82H	195/60 R14 85V	
<b>Wheels</b>	Size		14 × 5J	14 × 5JJ	
<b>Performance</b>	Maximum speed*	Manual (mph)	118	131	
		0-60 (sec)	9.3	7.9	
<b>Others</b>	Fuel tank capacity		9.9/45		
	Seating capacity		2		
	Boot cu.ft./lt		10.6/300		
<b>Official government fuel consumption</b>	(mpg) Manual	Urban	31.7	30.7	
		56mph	47.1	46.3	
		75mph	37.7	37.2	
	(mpg) Automatic	Urban	28.5	—	
		56mph	44.1	—	
		75mph	35.3	—	

## Dimensions

\*where legislation and conditions allow.



# Major Equipment

		ESi	VTi
<b>General</b>	Removable roof system	Manual	Manual
	ABS	—	●
	Side impact protection beams	●	●
	Power steering	●	●
	Catalytic converter	●	●
	Front/rear stabiliser	front	●
	Front ventilated disc brakes	●	●
	Rear disc brakes	—	●
	Optional automatic transmission	●	—
<b>Exterior</b>	Body-coloured bumpers	●	●
	Rear boot spoiler	—	●
	Laminated windscreen	●	●
	Tinted side and rear windows	●	●
	Electric door mirrors	●	●
	Alloy wheels	—	●
	Alloy style wheel trims	●	—
<b>Interior</b>	Seat cover materials	Jersey	Jersey
	Integrated centre console with pocket	●	●
	Lockable storage compartments	●	●
	Driver's footrest	●	●
	Rear view mirror (day/night type)	●	●
	Remote lockable fuel lid	●	●
	Electric side and rear windows	●	●
	Central locking	●	●
	Fully carpeted floor	●	●
	Sunvisors with vanity mirror on passenger's side	●	●
<b>Instrumentation</b>	Tilt-adjustable steering wheel	●	●
	Tachometer	●	●
	Automatic transmission mode indicator	●	n/a
	Side ventilation with outlet shut-off valves	●	●
	Cigarette lighter and ashtray with illumination	●	●
	Digital clock	●	●
	Four speaker stereo radio/cassette player	●	●
<b>Electrical system</b>	Four beam headlights	●	●
	Semi concealed dual mode wipers with wings	●	●
	"Headlight on" reminder tone	●	●
	Rear window demister	●	●
	Rear fog light	●	●

## Colours

● standard equipment



Frost white



Captiva blue pearl



Milano red



Samba green pearl



**Trade Descriptions Act (1968)**

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HBRO 035/6 92/PB/40K/1

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