1987 CRX



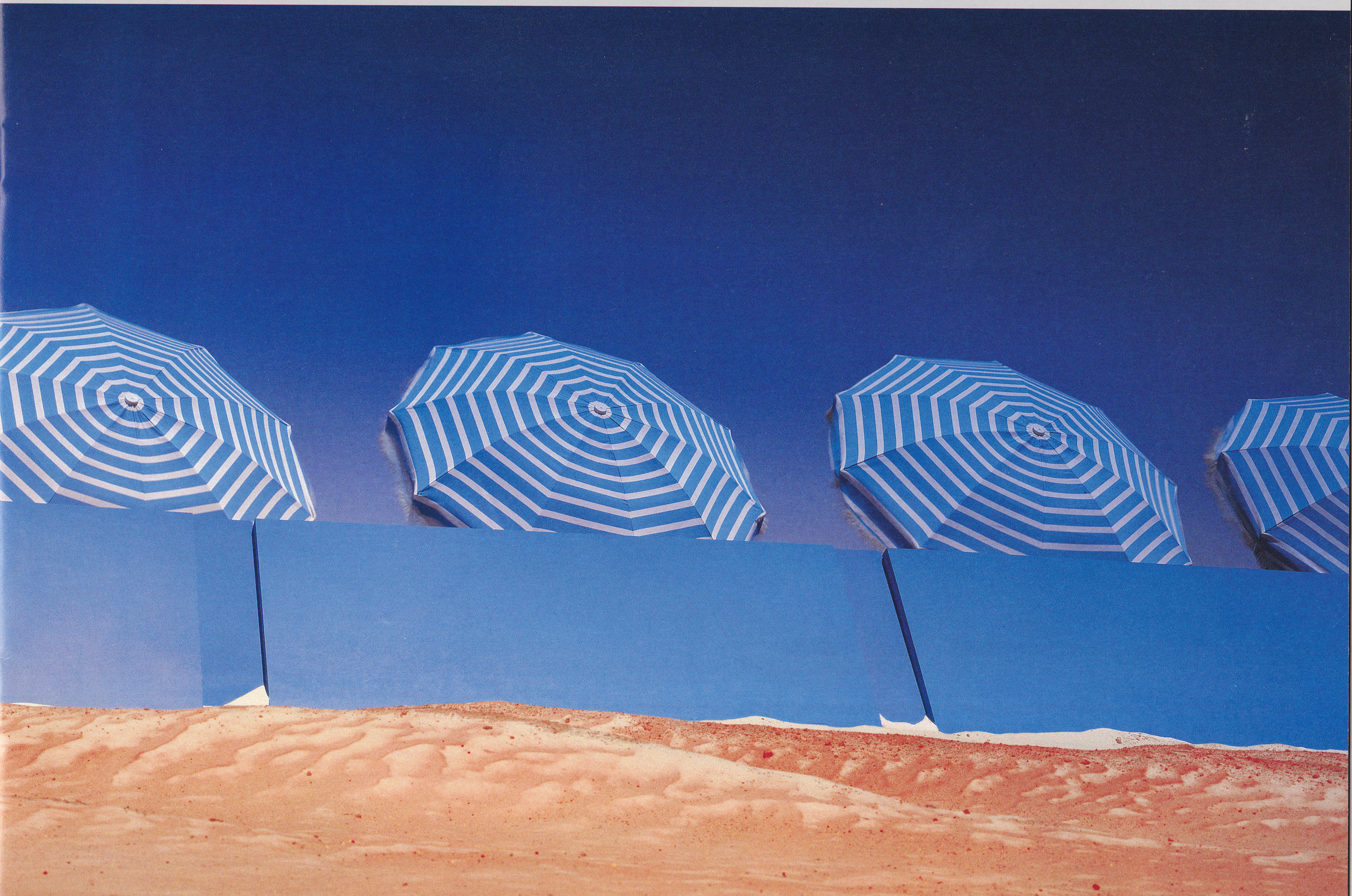
HONDA

There is no other two-seater quite like a CRX: fuel efficient*, responsive, uncommonly good-looking. Which makes the CRX series



three of the most exciting cars on the road. By far.

CRX Si



The CRX. There's no telling how far it will take you.

Behind every purely practical reason for driving a car is an admittedly less practical one.

Fun.

It's one thing the CRX provides plenty of.

Starting with a powerful 1488cc, 12-valve overhead cam engine. Rack and pinion steering puts you firmly in control. And when the road throws you a curve, you'll appreciate the front and rear stabilizer bars.

Gas-pressurized rear shock absorbers smooth out life's little rough spots. And Michelin steel-belted radials help you hug the road.

Naturally, there are purely practical reasons for owning the CRX. Including



The rear deck of the CRX is both beautiful and practical, pleasing the eye and directing the wind.

outstanding fuel economy.* A roomy cargo area. An optional 4-speed automatic transmission with lockup torque converter.

And, of course, the fact that it's a Honda.

CRX HF



The CRX HF. As far as economy cars go, this car goes farther.

High gas mileage has always been one of the high points of driving a CRX.

And the CRX HF is the stingiest four-cylinder car on the road, adding up an impressive 52 miles to the gallon in the city, 57 on the highway.* (49-state EPA estimate. California figures lower.)

How did things shape up this way? With the help of an engine designed specifically for maximum fuel efficiency. A sleek body that slips through the wind with an extraordinarily low 0.32 coefficient of drag. And an upshift light that gently reminds you when to shift for optimum fuel economy.

Low rolling-resistance radial tires, lightweight alloy wheels and advanced plastics on the lower body panels keep extra weight off.

And a wing-type rear spoiler, close-bonded windshield and flush-mounted door handles lower wind resistance.

All of which makes the CRX HF far and away the best-looking economy car you can drive.



All three CRX models feature aerodynamic flush-mounted headlights that help tame the wind.

CRX Si



The CRX Si. It's a real performance artist.

This is one car that makes driving anything but boring.

Thanks to a 1.5 liter, 12-valve engine with a sophisticated fuel injection system perfected on the race track. A system that increases torque for faster acceleration. And boosts horsepower for more responsive highway passing.

So how fast is it?

The CRX Si will take you from 0 to 60 in just 8.9 seconds. (That's as fast as a Porsche 944.)††

The silky 5-speed manual transmission will help get you there. So will the sports suspension and high performance 185/60 HR radial tires mounted on 14" alloy wheels.

And when your plans call for raising the roof, your CRX Si will gladly oblige. With a power-operated sunroof that opens above the roofline, so there's no loss of headroom.



Let the sun shine in through the power-operated sunroof, standard on the Si only.

Outside, body-colored bumpers, spoilers and aero side sills add to the Si's sporty good looks.

Inside, a quartz digital clock lights up the instrument panel.

Putting you in an even better position to watch time fly.

CRX Si



Every CRX is big on space.

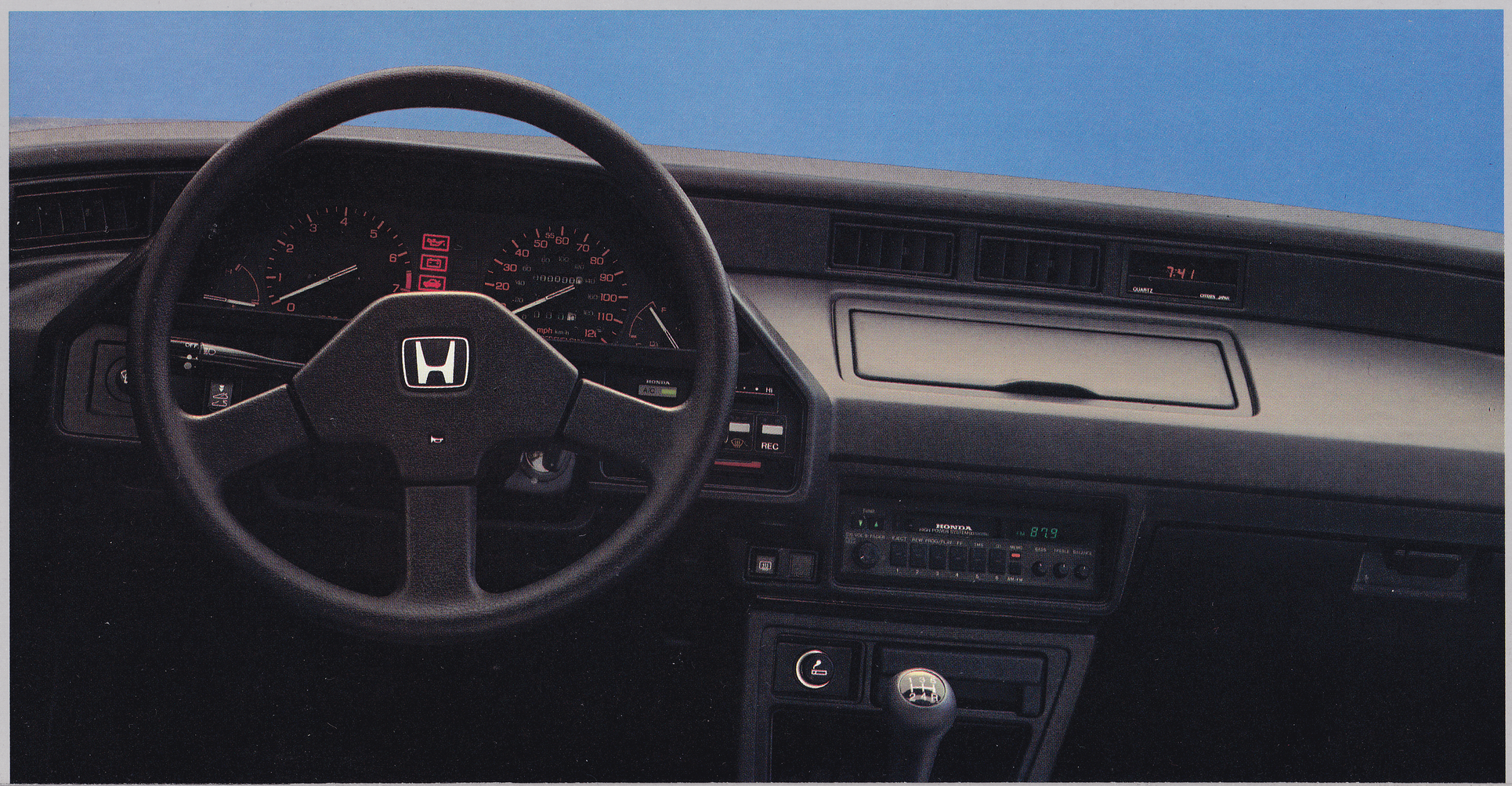
Ease into the ergonomically shaped driver's seat. Stretch your legs. You'll find an enormous amount of room to move. Even if you're over six feet tall.

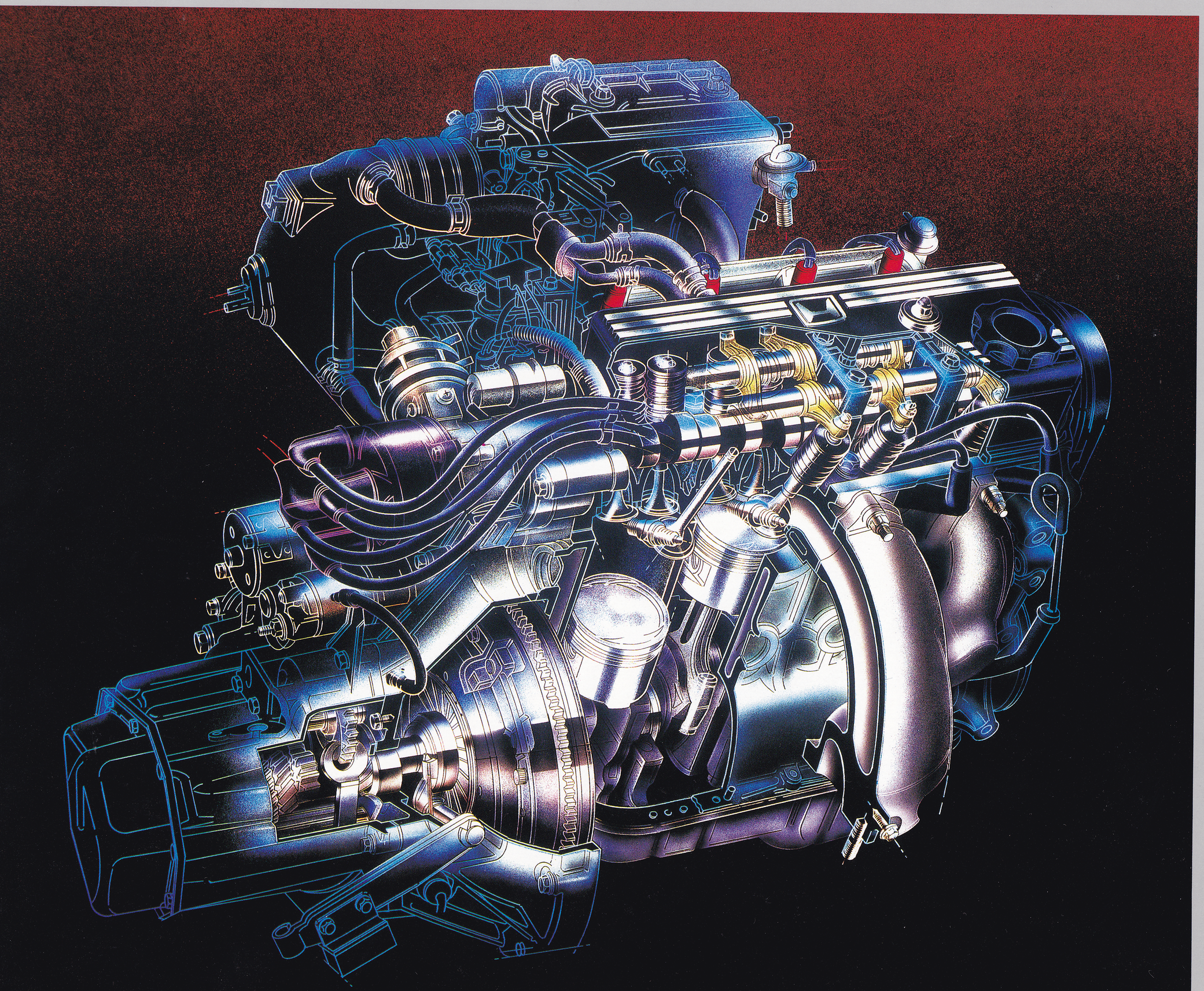
Easily within reach, rear window and door glass defrosters help you see where you've been. Not far away, a heater and a refreshing 4-speed ventilation system let you go with the flow.

If you've got something to hide, put it in the lockable stowage compartment behind the seats. It's part of the spacious 14.7 cubic foot carpeted cargo area.

And a big reason why, once you get into a CRX, you won't want to get out of it.

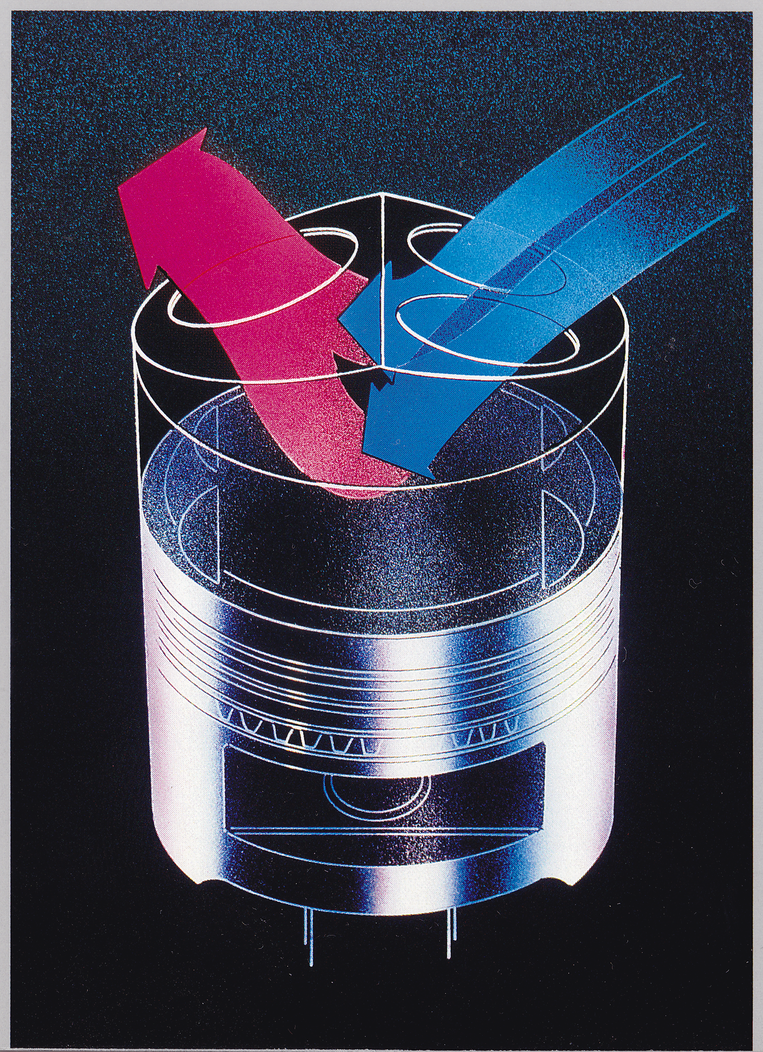
A sporty tachometer, trip odometer and other handy indicators help you gauge your progress. CRX Si instrument panel shown with available air conditioning and AM/FM stereo cassette.





The 1488cc 12-valve engine in the CRX Si uses Honda's PGM-FI system to deliver 91 horsepower at 5500 rpm and 93 lb.-ft. of torque at 4500 rpm.

The power of farsighted engineering.



When Honda engineers created the CRX, they chose a unique layout and a host of other innovative features. The result: a highly acclaimed, fun-to-drive, sporty two-seater that redefined the modern commuter car and revived the all-but-forgotten affordable two-seater sports car category. All while achieving an enviable level of value and quality.

The CRX and the CRX Si use a 12-valve crossflow cylinder head for improved engine breathing and increased performance. With this crossflow design, the fuel/air mixture enters through the two intake valves and exits on the other side of the cylinder through a single exhaust valve (inset).

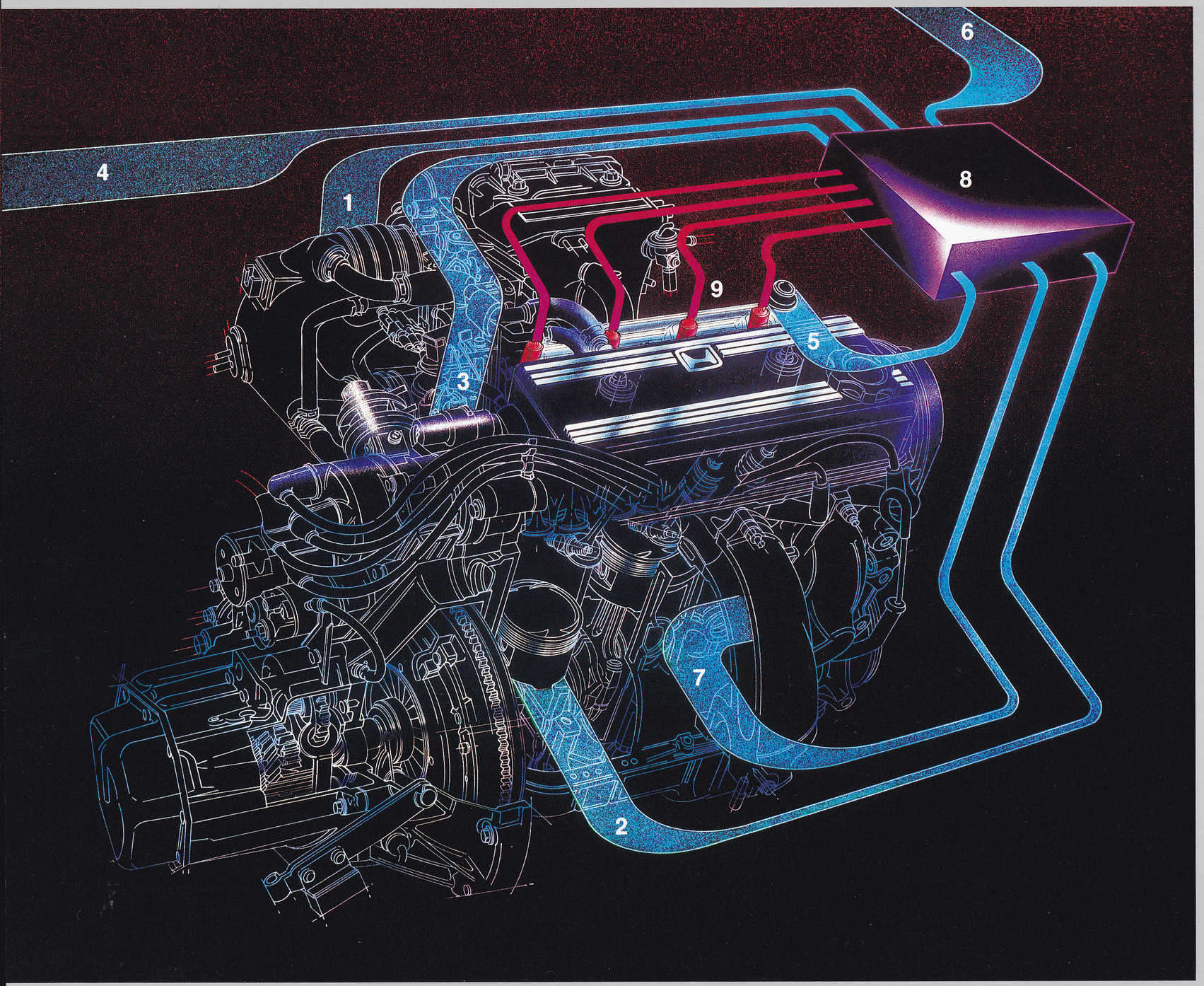
Each CRX model is powered by a different version of Honda's 1488cc engine.

The engine of the CRX strikes a balance between performance and fuel economy.* This is accomplished through



The CRX is a winner on the track as well. A CRX Si with only minor modifications won its class in the 1985 SCCA U.S. Endurance Championship. And it is leading its class again this year (above). Also, a race-modified CRX won the 1985 SCCA GT-4 national championship using competition-proven Mugen™ performance parts.

the use of a 12-valve crossflow cylinder head, which features two intake valves and one exhaust valve per cylinder. The two intake valves allow the fuel/air mixture to fill the cylinder more completely, creating more power and improving the engine's efficiency and smoothness. The dual intake valves draw fuel and air through a single 3-barrel carburetor.



Seven sensors relay information on engine load and operating conditions to a sophisticated computer (8). This computer then determines how much fuel each of the four injectors (9) should deliver to the cylinders for optimum performance. The PGM-FI sensors monitor the following:

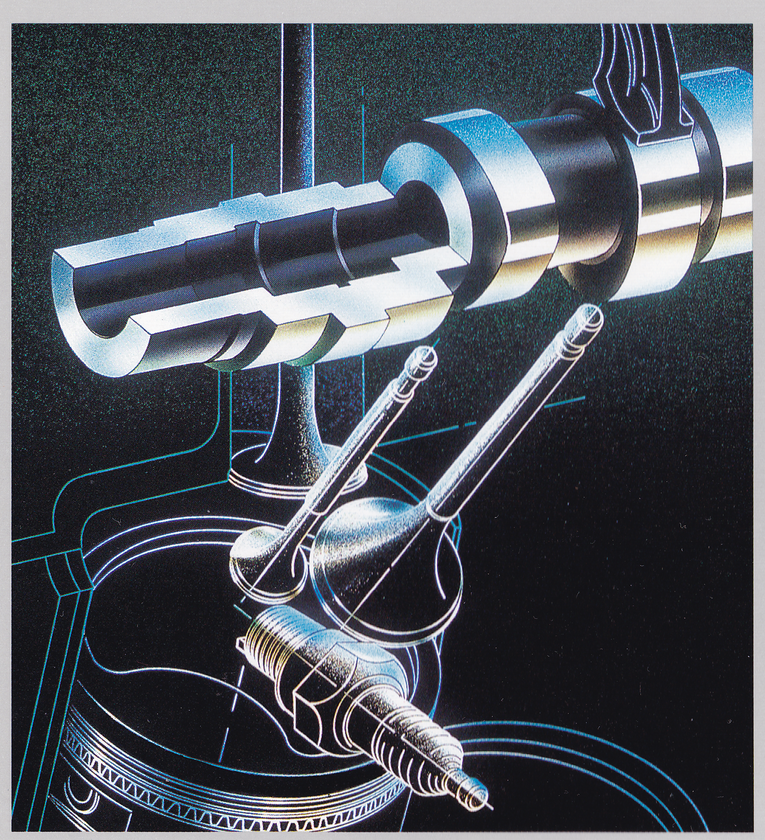
1. *Throttle Angle*
2. *Crankshaft Angle*
3. *Coolant Temperature*
4. *Intake Air Temperature*
5. *Manifold Air Pressure*
6. *Atmospheric Pressure*
7. *Oxygen*

For exceptional performance, the CRX Si combines the free breathing 12-valve cylinder head with the precise fuel metering of Honda's Programmed Fuel Injection system (PGM-FI). This state-of-the-art timed sequential multi-port fuel injection system uses a series of sensors linked to a sophisticated computer and four fuel injectors. They all work together to deliver the correct amount of fuel at precisely the right moment, after determining the engine's exact fuel requirements.

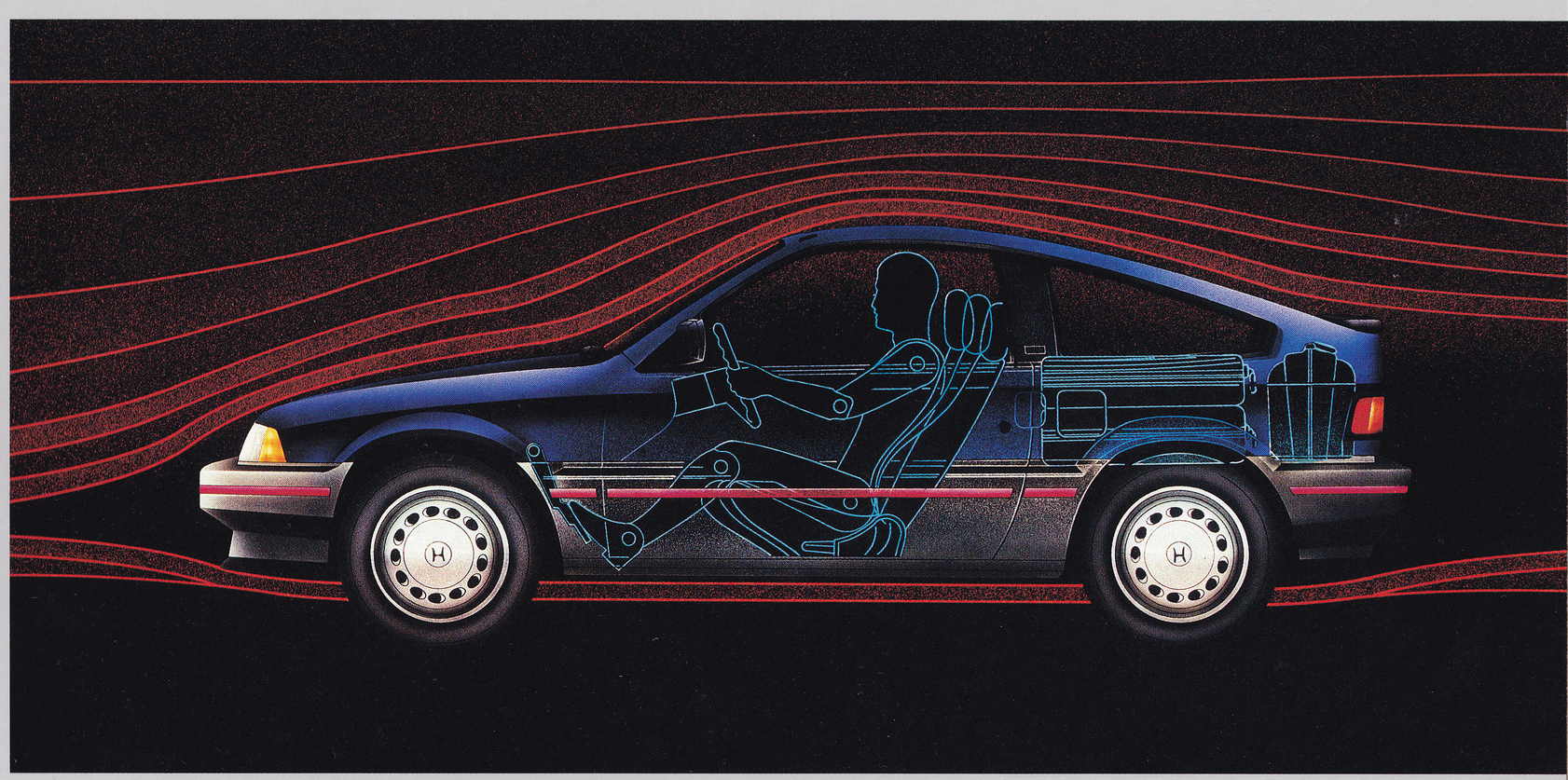
For optimal fuel efficiency,* the CRX HF uses an 8-valve aluminum alloy cylinder head. In addition, there is a small intake valve for the CVCC prechamber. This CVCC design allows more complete burning of the air/fuel mixture for improved efficiency and reduced emissions.

Other efficiency-enhancing features on the HF engine include two piston rings for reduced friction, a hollow camshaft for reduced weight and a special alternator that charges only on engine overrun (deceleration) to reduce drag during acceleration.

These details help make the HF engine both highly fuel efficient* and responsive.



The HF features an aluminum alloy cylinder head with Honda's CVCC system for improved fuel economy and reduced emissions. To reduce excess weight, the camshaft is hollow.



The amazing amount of passenger and cargo room in the CRX is due to both its aerodynamic shape (Cd = 0.32) and its compact suspension design. The use of torsion bars with struts in the front allows the low, aerodynamic hoodline. For the driver, there is 42.7 inches of legroom in the CRX and 14.7 cubic feet of cargo area behind the seats.

The agile handling of the CRX models is the result of careful tuning of the compact torsion bar front suspension. The torsion bars run longitudinally beneath the floor pan, minimizing their intrusion into the passenger compartment. The use of torsion bars allows a more compact strut to be used, resulting in the CRX's low, aerodynamic hoodline. And a front stabilizer bar helps control body-lean during cornering.

The rear suspension of the CRX series is a space-efficient trailing link, beam-axle design. For flatter cornering, a rear stabilizer bar is located inside the rear axle of the CRX and CRX Si models.

Each of the CRX models receives its own wheel and tire combination. The high-economy CRX HF features a low rolling-resistance P165/70 R13 radial tire on a special lightweight aluminum alloy wheel. The CRX is equipped with 175/70 R13 Michelin radial tires and stylish wheel covers. The high-performance CRX Si sports low-profile 185/60 HR14 performance tires mounted on 14″ alloy wheels.

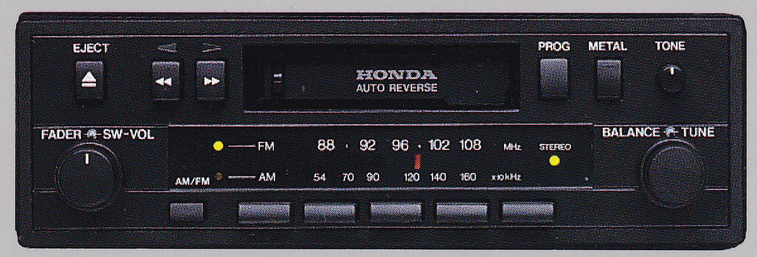
While each of the CRX models is specifically designed to meet a different goal, they all share the power of far-sighted engineering.

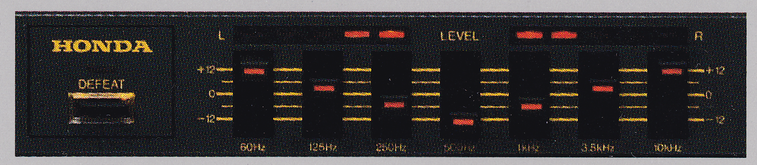
CRX











Give your CRX or CRX HF extra flair with an Aero Kit that includes fog lights, rear skirt, side skirt and front spoiler (at left).

A quick note about Honda sound systems: Taking it from the top, there's an AM/FM high-power stereo with electronic quartz tuning, autoreverse cassette, tape music sensor (TMS®) and Dolby.®† An AM/FM stereo with electronic quartz tuning, autoreverse cassette, and Dolby.®† And an AM/FM stereo with push-button tuning and autoreverse cassette. For perfect harmony, add a 7-band graphic equalizer.

Gear up for the trip ahead with a 4-speed automatic transmission available on the CRX model only. Shown at right with optional graphic equalizer and center console stowage bin. A stowage bin is standard on the CRX Si.

Get a little extra something for your CRX.

Honda offers a whole range of sporty accessories for the CRX. Just for fun.

Air conditioning is one way to keep your cool.

Or maybe you'd like the ultimate coverup: a handy cargo area cover that keeps everything in the back of your CRX out of sight.

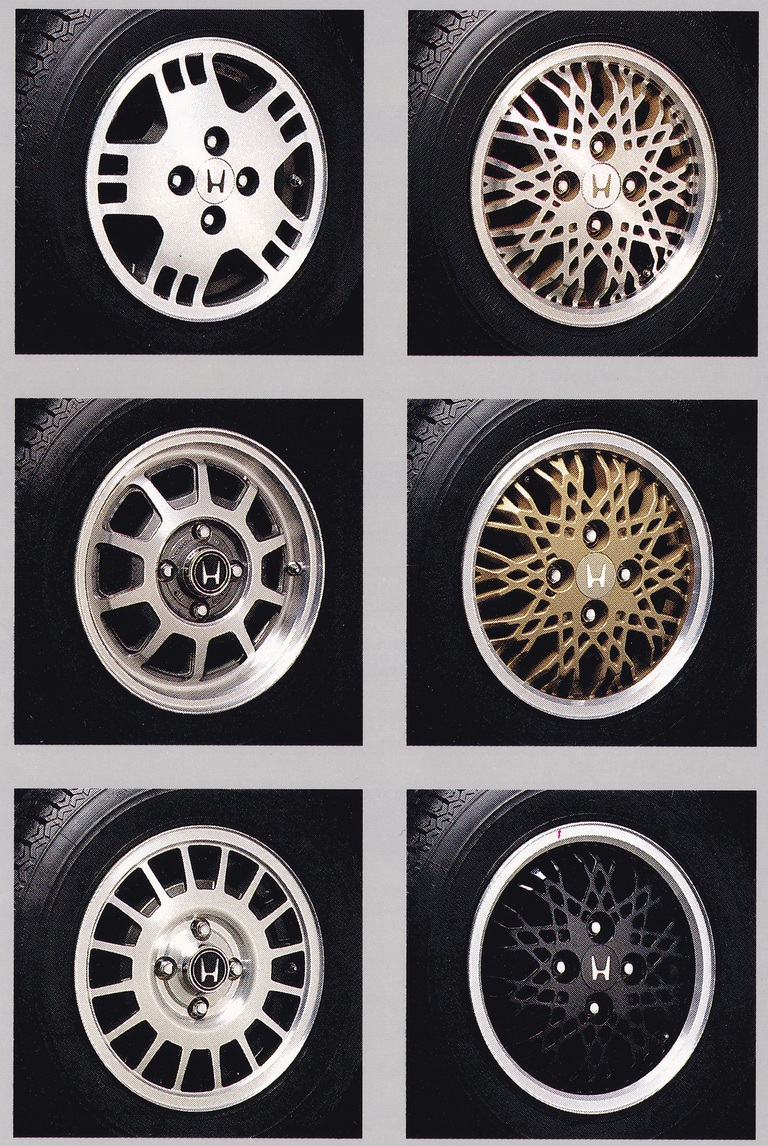


And here's an earful: five different sound systems, some featuring electronic digital tuning, Dolby† noise reduction and autoreverse cassette. For even bigger sound, add a graphic equalizer.

Now, while you're on a roll, why not get a new set of wheels for your new set of wheels? Choose a 5-spoke, 10-spoke, 16-spoke or mesh design for your CRX or CRX HF. These wheels are lightweight. Alloy. And extremely good-looking.

So are fog lights. A pair up front will help clear things up. You'll see.

To see even more, ask your Honda dealer for an accessories catalog.



Choose from a well-rounded selection of alloy wheels: 5-spoke, 10-spoke, 16-spoke and mesh designs. Available for the CRX and CRX HF models.

SPECIFICATIONS AND DIMENSIONS/FEATURES AND STANDARD EQUIPMENT

	CRX HF	CRX	CRX Si
SPECIFICATIONS			
Engine Type	4-cyl. OHC 8V	4-cyl. OHC 12V	4-cyl. OHC 12V EFI
Displacement	1488cc	1488cc	1488cc
Horsepower (hp @ rpm)	58 @ 4500	76 @ 6000	91 @ 5500
Torque (lb.-ft. @ rpm)	79 @ 2500	84 @ 3500	93 @ 4500
Tread (in.) (Front/Rear)	55.1/55.7	55.1/55.7	55.1/55.7
Curb Weight (lbs.)	1713	1866	1978
Turning Diameter (ft.)	29.5	29.5	29.5
Fuel Tank Capacity (gal.)	10.0	10.8	11.9
Coefficient of Drag (Cd)	0.32	0.32	0.32
EXTERIOR DIMENSIONS			
Wheelbase (in.)	86.6	86.6	86.6
Length (in.)	144.7	144.7	147.8
Width (in.)	63.9	63.9	63.9
Height (in.)	50.8	50.8	50.8
INTERIOR DIMENSIONS (FRONT/REAR)			
Headroom (in.)	37.6	37.6	37.6
Shoulder Room (in.)	52.6	52.6	52.6
Hiproom (in.)	51.3	51.3	51.3
Legroom (in.)	42.7	42.7	42.7
MECHANICAL FEATURES			
Front-Wheel Drive	●	●	●
Manual Transmission	5-spd.	5-spd.	5-spd.
Automatic Transmission		4-spd. w/Lockup	
Front Suspension	Strut w/Torsion Bar	Strut w/Torsion Bar	Strut w/Torsion Bar
Rear Suspension	Trailing Link w/Beam Axle	Trailing Link w/Beam Axle	Trailing Link w/Beam Axle
Stabilizer Bar	Front	Front & Rear	Front & Rear
Steering Type	Rack & Pinion	Rack & Pinion	Rack & Pinion
Power-Assist Front Disc/Rear Drum Brakes	●	●	●
Programmed Fuel Injection (PGM-FI)			●
EXTERIOR FEATURES			
Impact-Absorbing Bumpers	●	●	●
Steel-Belted Radials	P165/70 R13	Michelin 175/70 R13	185/60 HR14
Wheels	Lightweight Alloy	Full Wheel Covers	14″ Alloy
Halogen Headlights	●	●	●
Remote-Operated Mirror	●	Dual	Dual
Tinted Glass	●	●	●
Rear Window Wiper/Washer			●
Front Chin Spoiler	●	●	●
Rear Spoiler	●		Body-Colored
Body-Colored Bumpers & Side Sills			●

This worldwide symbol represents Honda Motor Co., the source of various line makes of quality automobiles.

SPECIFICATIONS AND DIMENSIONS/FEATURES AND STANDARD EQUIPMENT

	CRX HF	CRX	CRX Si
INTERIOR FEATURES			
Power Sunroof			●
Reclining Front Bucket Seats	●	●	●
Adjustable Headrests	●	●	●
Upshift Light	●		
Cargo Area Light	●	●	●
Hatch-Open Warning Light	●	●	●
Door Map Pockets		●	●
Lockable Stowage Compartment	●	●	●
Center Console			●
Covered Coin Box	●	●	●
Quartz Digital Clock		●	●
Trip Odometer	●	●	●
Tachometer	●	●	●
Rear Window Defroster	●	●	●
Headlight Flasher	●	●	●
2-Speed/Intermittent Wipers	●	●	●
Remote Fuel Filler Door Release	●	●	●
Remote Hatch Release	●	●	●
SAFETY FEATURES			
Seat Belts (3-Point)	●	●	●
Center High-Mount Stoplight	●	●	●
Dual Diagonal Brake System	●	●	●
Child Safety-Seat Anchors	●	●	●
Padded Instrument Panel	●	●	●
Energy-Absorbing Steering Column	●	●	●
Seat Belt Warning Light	●	●	●
Backup Lights	●	●	●
Four-Way Hazard Warning Lights	●	●	●
Front and Rear Side Marker Lights	●	●	●
EXTERIOR/INTERIOR COLORS			
Blackburn Black Metallic/Black			●
Sonic Blue Metallic/Blue	●		
Polar White/Blue		●	
Quartz Silver Metallic/Black	●	●	●
Rio Red/Black		●	●
EPA MILEAGE ESTIMATES*			
49-State City/Hwy. (5-Speed Manual)	52/57	31/36	30/33
49-State City/Hwy. (4-Speed Automatic)	NA	29/34	NA
California City/Hwy. (5-Speed Manual)	45/50	31/36	30/33
California City/Hwy. (4-Speed Automatic)	NA	29/34	NA

*Use mileage figures shown for comparison. †Dolby® is a registered trademark of Dolby Laboratories, Inc. ††From *Road and Track*'s "Guide to Sports and GT Cars," 1986 Edition.

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HONDA

Now rated number one in customer satisfaction.

1986 Customer Satisfaction Index–J. D. Power and Associates.