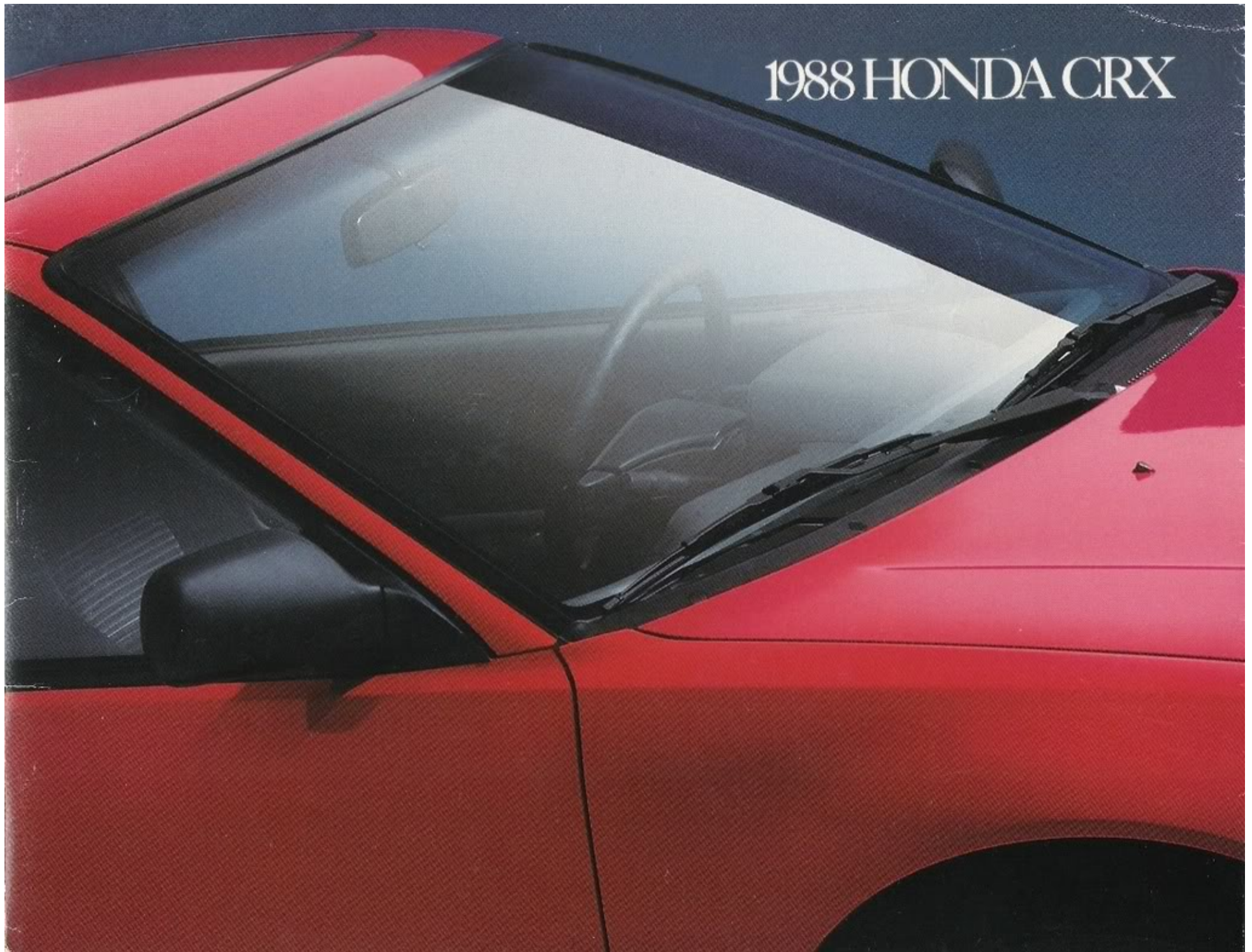


1988 HONDA CRX





Honda engineers are never satisfied. They are constantly searching for new ways to meet your driving needs. The fully redesigned CRX is a perfect example. In 1988, our engineers have applied Honda's most advanced technology to create a CRX so compelling it has been named "Import Car of the Year" by *Motor Trend* magazine.

No other car looks like this. The hoodline is low and the body is sleek. Everything counts. The CRX is one of the boldest shapes on the road today. But, it's more than just another pretty face.

The aerodynamically styled exterior also reduces wind resistance and improves gas mileage.\* A low cowl line and slim pillars improve visibility. So you see even more of the world.

Underneath lies 4-wheel double wishbone suspension. This race-proven suspension system is designed to provide some rather invigorating handling for a comfortable, stable ride.

The CRX *looks like fun, and it is.* Every model is powered by an all-new aluminum fuel-injected engine that promotes both performance and fuel efficiency.\*

In 1988, Honda's engineers have done it again. They have developed a winning formula combining efficiency, sportiness and good looks at a price that makes the CRX one of the most inspiring two-seaters to come along in years.

*1988 Motor Trend Import Car of the Year.*

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*Paralleli*





## The car that started a revolution.

When *Motor Trend* named the CRX "Import Car of the Year" in 1984, it took the automotive world by storm. For 1988, Honda has done it again.

The new CRX is a contemporary work of art. The hoodline is low. The angle of the windshield is sleek. The roof pillars are slim without sacrificing strength and the windows are larger. Visibility is exceptional.

Under the stylish hood lies an all-aluminum 16-valve single overhead cam, 1.5 liter Dual-Point fuel-injected engine. This new engine increases power by 21 percent to 92 horsepower without compromising fuel efficiency.\*

Four-wheel double wishbone suspension makes the CRX handle like no other car in its class. Derived from Honda's Formula I racing experience, this sophisticated suspension system provides agile, stable handling and a comfortable ride.

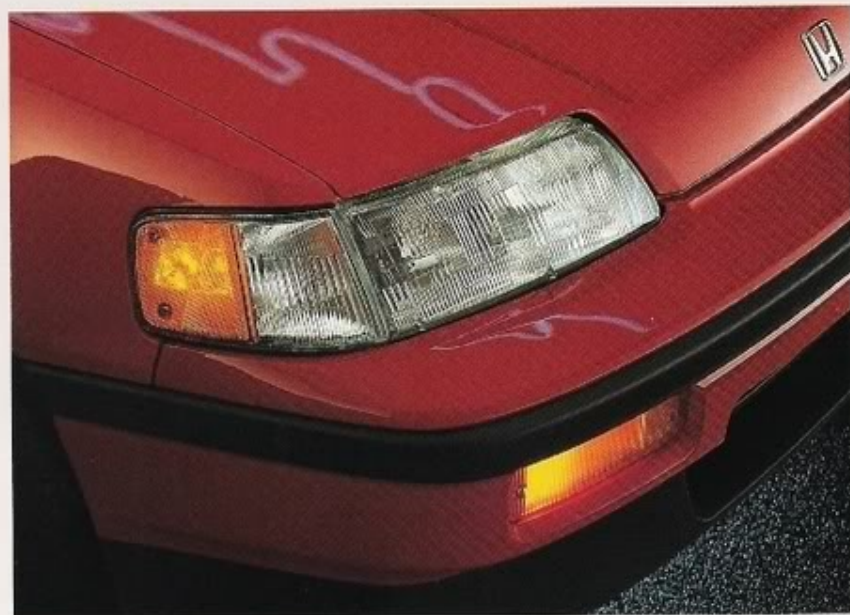
Also contributing to the CRX's responsive handling characteristics are a larger front stabilizer bar and rack-and-pinion steering.

There's a 5-speed manual transmission for smooth shifting. And an available 4-speed automatic transmission with lockup torque converter.

Power-assisted, ventilated front disc and rear drum brakes are designed for sure stopping power.

It's quiet inside the CRX. The aerodynamic shape, triple door seals and rigid body keep it that way. Supportive contoured sport seats hold you snugly in place. An adjustable 3-spoke steering wheel can be positioned for maximum comfort and convenience.

There's so much shoulder, hip and leg room even a six-footer will find it easy to get comfortable. And, when you want to take along some cargo, there's plenty of room to store your gear. In fact, there's more than 23 cubic feet of storage space and a removable rear cargo cover. There's also a lockable stowage compartment.



Dual remote-operated mirrors, remote hatch and fuel filler door releases and a quartz digital clock are all standard.

The Honda CRX. The revolution continues.

*The look is low and smooth, with powerful flush halogen headlights that are ultra slim to reduce wind resistance.*







## Presenting the Import Car of the Year.

*Motor Trend* magazine says "The new CRX Si gives the most fun for the money of any car you can buy." We agree. No other car in this class takes having fun more seriously.

The engine combines the performance-increasing technology of four valves per cylinder with the compactness and relative simplicity of a single overhead cam.

This new, all-aluminum 16-valve single overhead cam, fuel-injected 1.6 liter engine produces 105 horsepower, for 15 percent more power than last year.

Honda's Multi-Point Programmed Fuel Injection System supplies fuel at the exact moment it is needed, improving both performance and fuel efficiency.\*

To find out how this technology translates to the road, take the CRX Si for a spin. It will get you off the line in a hurry and make the most of curves and corners. The spirited Si will also keep you going strong on the highway.

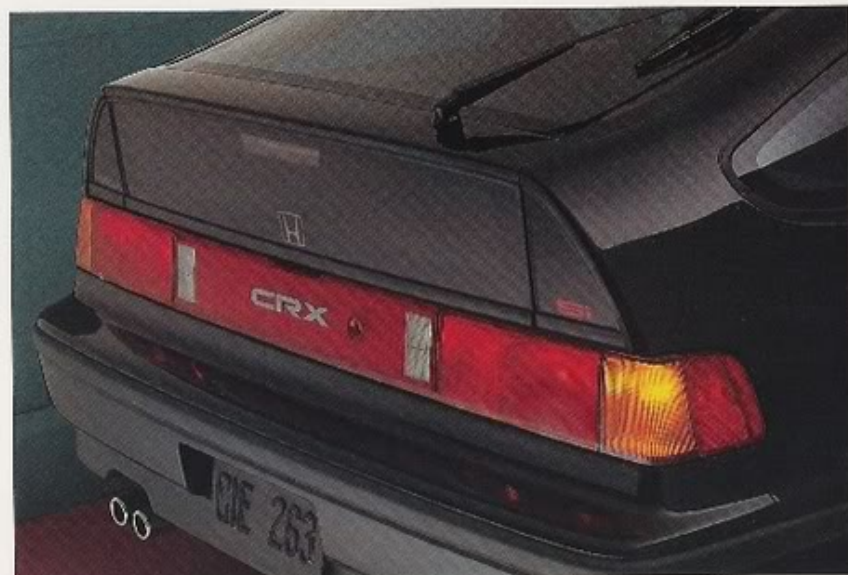
Only one suspension system can handle this much power. Four-wheel

double wishbone suspension is designed to provide responsive handling and a smooth ride, even in hard cornering.

The CRX Si's comfortable, stable ride can also be attributed to front and rear stabilizer bars and performance-oriented 185/60 R14 radial tires mounted on 14-inch alloy wheels.

Variable-ratio rack-and-pinion steering gives a precise feel for the road. Ventilated, power-assisted front disc and rear drum brakes help you stop confidently. And surely,

The Si is the best performing CRX. It is also the best equipped. One of its most popular standard features, the power sunroof, is designed just for fun.

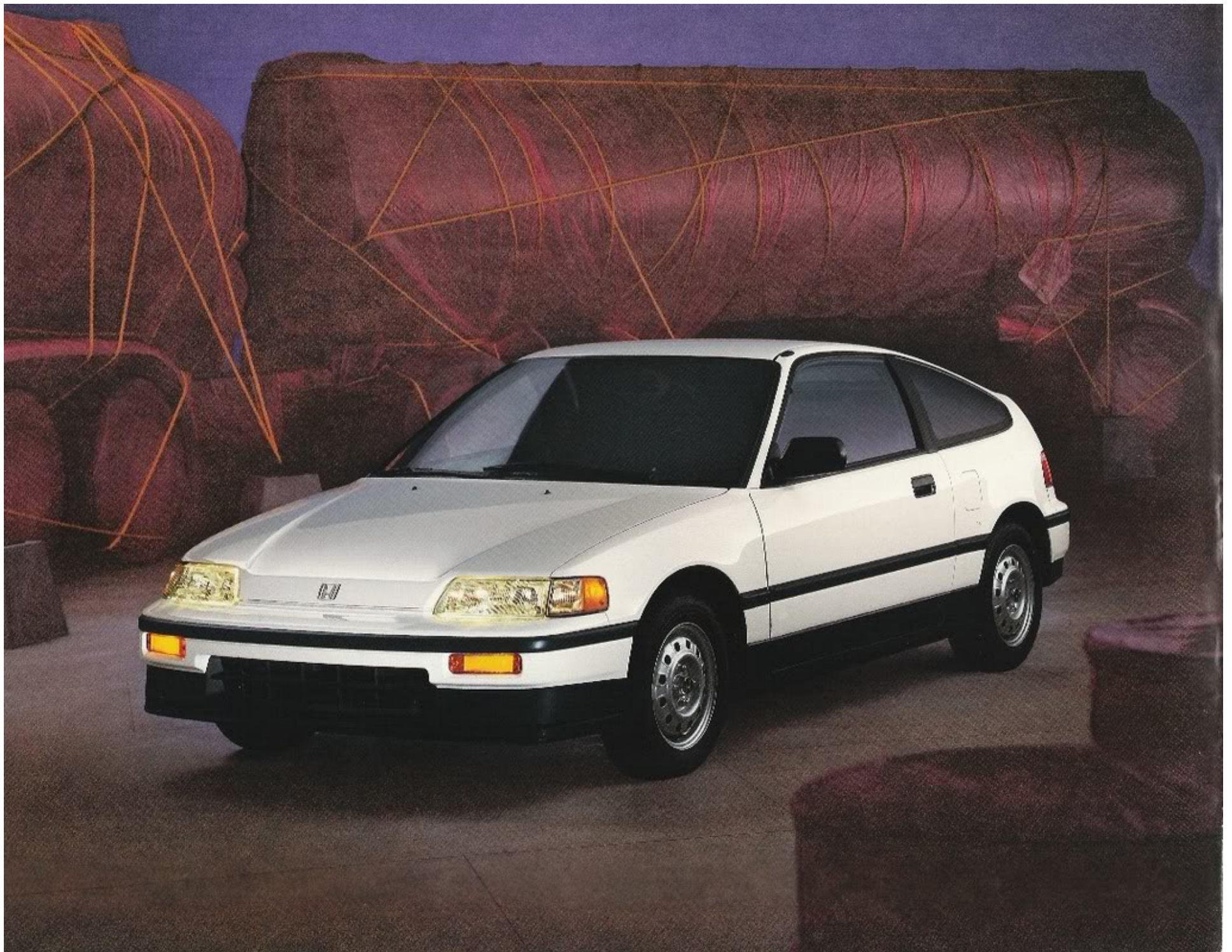


There are contoured bucket seats to support you and keep you comfortably in place. A center console to keep things organized. Door glass defoggers and a rear window defroster and wiper to help you see clearly.

A front air dam contributes to the CRX Si's sporty appearance and helps keep wind resistance to a minimum so the Si can do what it does best. Move.

*A smoked glass panel has been incorporated into the valance area below the rear spoiler for increased visibility.*







## An economy car doesn't have to look like a box.

The CRX HF is anything but boxy. The windshield slopes gracefully down to a hood made low by ultra slim halogen headlights and a fully integrated front air dam.

Nearly flush side windows and contoured body-colored bumpers give the wind almost nothing to hold onto. The result is Honda's lowest drag coefficient ever of 0.29.

As you might expect, the aerodynamic shape contributes to the high fuel efficiency\* for which the CRX HF is named.

Another effective approach to saving fuel<sup>†</sup> is Multi-Point Fuel Injection (PGM-FI), Honda's computer-controlled system that injects the precise amount of fuel needed at exactly the right instant. No more. No less.

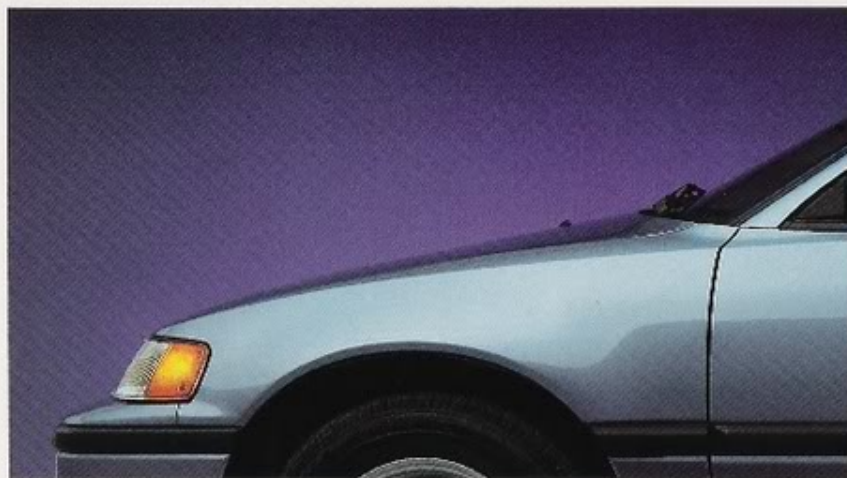
When fed into a specially tuned eight-valve version of the all-new aluminum engine, PGM-FI yields 56 mpg on the highway and 50 mpg in the city. Making the HF one of the highest mileage cars in the U.S.†

This system is as reliable as it is efficient. And, as an added bonus, PGM-FI delivers an increase in power, to make the HF behave more like a sports car than an economy car.

Gear ratios on the 5-speed manual transmission are designed to take full advantage of the engine's torque characteristics.

Rack-and-pinion steering is precise. Ventilated front disc brakes stop surely and resist fade.

Handling is responsive thanks to 4-wheel double wishbone suspension. This sophisticated suspension system also helps keep the ride stable and smooth, no matter what the road surface.



There's plenty to keep you comfortable inside, too. Contoured bucket seats with height-adjustable head restraints, a 3-spoke steering wheel and remote hatch and fuel filler door releases. Plus, a remote-operated outside mirror and door glass defoggers.

The CRX HF. Economy never looked so good.

*Four-wheel double wishbone suspension and a compact engine layout allow a low CRX hoodline. This aerodynamic shape reduces wind resistance, improving performance and fuel economy to make the CRX HF the highest-mileage 4-cylinder car in the U.S.\**







## The CRX is remarkably roomy for its size.

A longer wheelbase puts the 1988 CRX head and shoulders above the competition when it comes to maximum use of interior space.

There's so much head, shoulder, hip and leg room that even a six-footer can get comfortable.

Not many two-seaters have room for more than 23 cubic feet of cargo and a rear cargo area cover that can keep your valuables out of sight or be removed to carry a larger load or odd-sized gear. There is also a lockable stowage compartment.

Fully reclinable contoured bucket seats are built to hold you in place, even in hard cornering. And to give you the lumbar, lateral and thigh support you need.

To minimize wind noise, the CRX has a low hood, nearly flush glass, ultra slim headlights, flush door handles and triple door seals. Superior structural rigidity, achieved through

computer-aided chassis engineering, also helps raise the sound barrier.

Four-wheel double wishbone suspension makes the CRX follow the road closely and keeps the ride smooth even when the road isn't.

Small touches you'll appreciate include an adjustable steering column and a quartz digital clock. A fully carpeted floor and rear cargo area. Front door map pockets, remote hatch and fuel filler door releases.

Door glass defoggers and a rear window defroster are standard. So is a push-button, 4-speed heating and ventilation system. Air conditioning is also available.



*The CRX has 23.2 cubic feet of rear cargo space. That's more than twice the amount of cargo area as the competition. The rear cargo cover conceals your belongings and can be removed to carry large or odd-sized cargo.*

*A power sunroof, standard on every CRX Si, is fun as well as practical. The unique design opens above the roof for no compromise of headroom.*







## You'll never know what you're missing.

You'll never know why CRX drivers always look like they're having so much fun unless you put yourself in their place. Hop in.

The hood of the new CRX is lower than ever for a better view of the road.

The pillars are slim, yet strong. All glass is nearly flush. The result: larger windows and excellent visibility. Because to drive well, you must see well.

This is one cabin that was made for driving. It feels like a cockpit. Multi-function steering column stalks control the windshield wipers, washers and lights, including a flash-to-pass feature.

A low cowl over the instrument panel contributes to exceptional forward visibility and to an open, spacious feel. Which is exactly what Honda engineers wanted.

The wraparound design of the instrument panel lets you see what you want to see at a glance. Whether it's the road, or your gauges. White-on-black analog makes everything easy to read.

A tachometer, temperature and fuel gauges, speedometer, odometer and trip odometer are all included. So are push-button climate controls.

The standard 5-speed manual transmission shifts precisely and smoothly. A 4-speed automatic transmission, a rare offering for a car of this class, is also available. This automatic transmission comes equipped with fuel-saving lockup torque converter.

Now that the advantages of owning a CRX are clear, the next step should be obvious. Test drive one today to see what it's like to drive a car designed from your point of view.

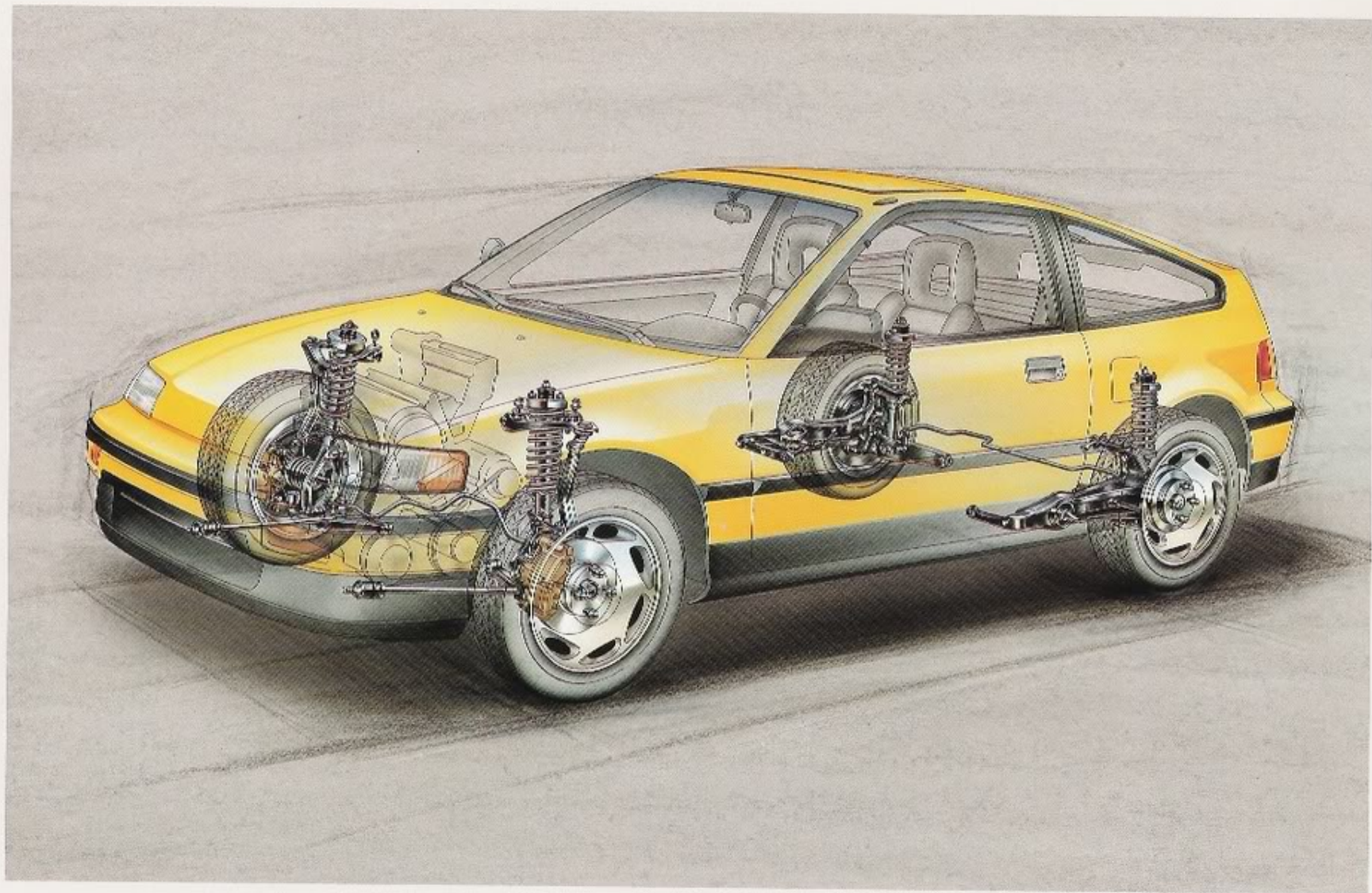


*A 4-speed automatic transmission, rarely seen in a car of this class, is available with electronically controlled lockup torque converter.*



*The center console is designed to house the push-button temperature controls, an available AM/FM stereo with cassette and a quartz digital clock, with room left over for cassette tapes and personal items.*





*Exclusively engineered for the CRX, race-proven 4-wheel double wishbone suspension contributes greatly to an exceptional combination of responsive handling and a smooth, comfortable ride.*



### Double Wishbone Suspension

To optimize the performance potential of the CRX, Honda engineers applied proven technology by integrating a 4-wheel double wishbone suspension. This keeps the CRX stable and steady, no matter what the road surface.

Double wishbone, or unequal-length A-arm suspension, is a sophisticated design used in many racing and high performance cars.

For a smooth ride even over sharp bumps, the front suspension system provides generous space for the wheels to move up and down. The double wishbone geometry is nearly ideal, keeping the wheels virtually perpendicular to the road surface at all times.

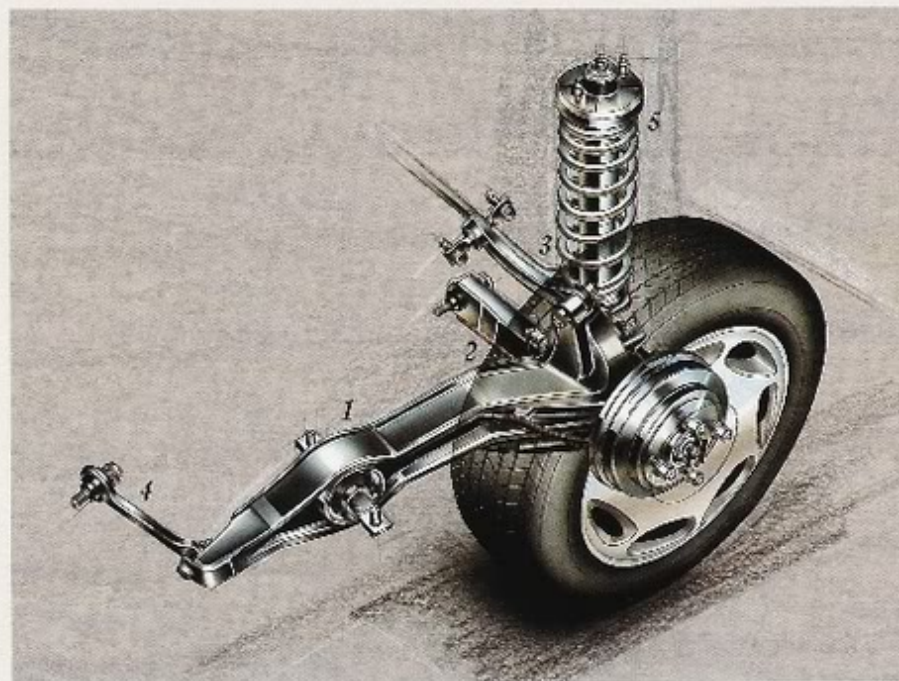
Multi-Control double wishbone rear suspension also cancels out unwanted steering effects as the wheels encounter bumps, contributing to the CRX's stable and steady ride.

### Rack-and-Pinion Steering/ Ventilated Front Disc Brakes

The CRX rack-and-pinion steering has benefited from the new suspension design, which reduces friction and enhances road feel.

A special feature of the CRX Si is its variable-ratio steering, which gives the driver superior steering response at normal driving speeds while reducing the effort needed for parking and tight turning.

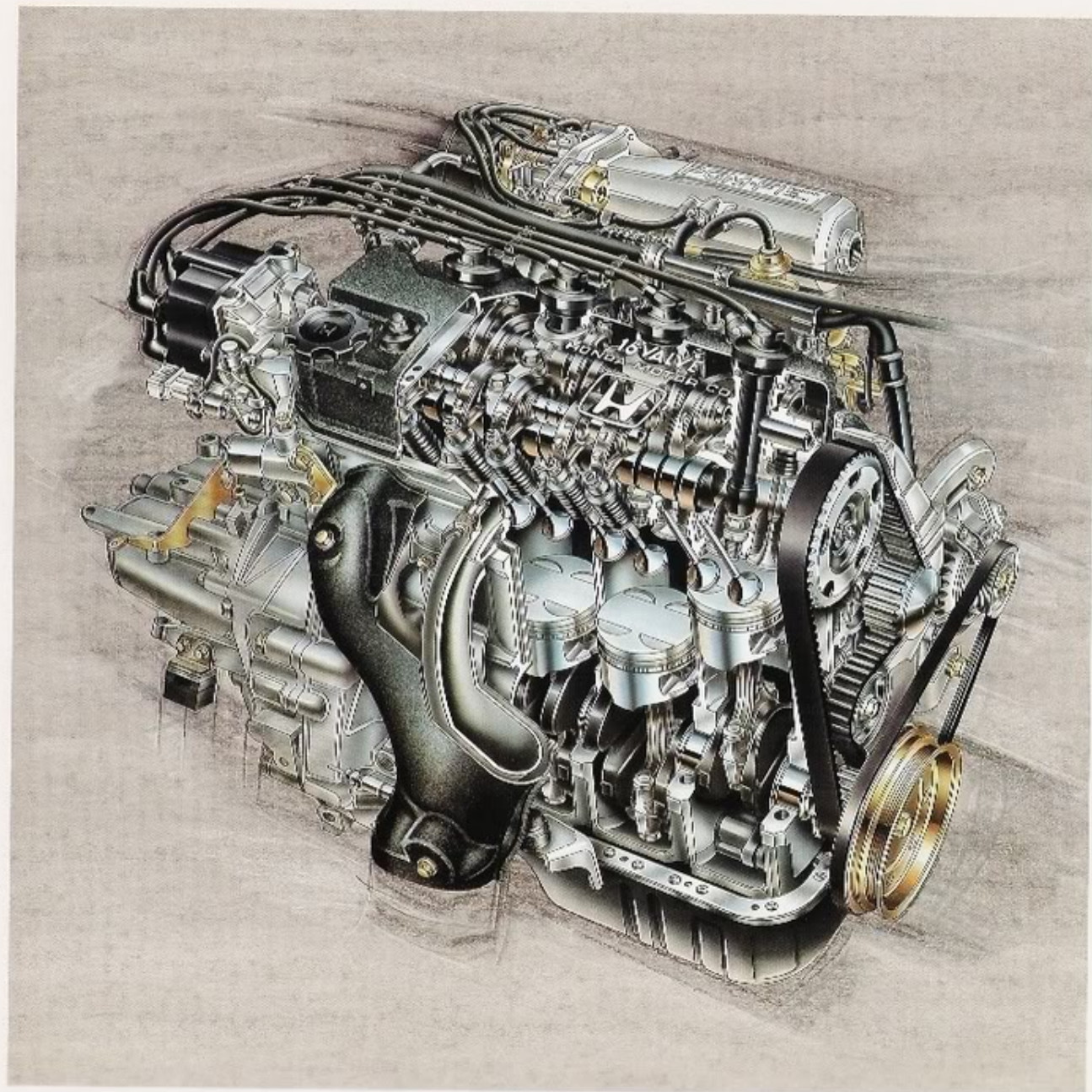
The entire CRX line has ventilated front disc brakes, providing safe and sure stopping. A large vacuum booster provides additional braking power, while this overall braking system design gives added resistance to brake fade.



*The CRX's multi-control double wishbone rear suspension employs a long trailing arm (1) and lateral link (2) as lower wishbone; the upper wishbone (3) is actually a simple lateral link. The unique compensating line (4) cancels out unwanted steering effects, improving handling and straight-line stability.*

*This type of suspension configuration gives virtually ideal geometry, keeping the wheel nearly vertical to the road at all times. The shock absorbers (5) are isolated so they have only one job, to absorb road shock. It is compact in design, which maximizes space for passengers and cargo.*





### Performance Driven

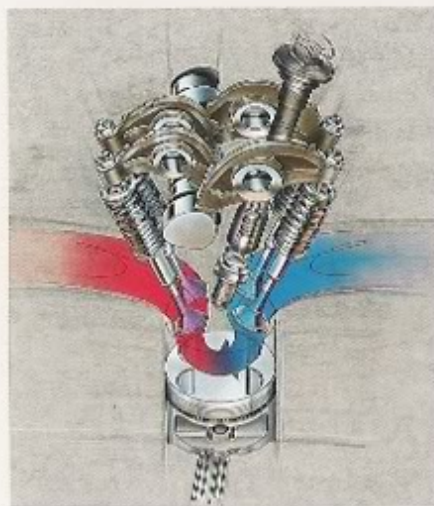
The focus is on performance with the all-new CRX Si. Powered by a 105 horsepower, all-aluminum, 16-valve single overhead cam, programmed fuel-injected 1.6 liter engine. Sixteen valves mean four valves per cylinder—a power-increasing technology derived from Honda's Formula I racing experience.

For the new CRX engines, 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. This advanced design allows for a more compact and lighter engine.

The "pentroof" combustion chambers with centrally located spark plugs are ideal for powerful, efficient combustion. Four valves per cylinder allow the engine to breathe—induct air and fuel and expel exhaust—with minimum resistance. The result is a new level of performance, with optimum fuel efficiency.

*The Honda CRX Si is powered by a new 16-valve engine with aluminum cylinder block and head. Equipped with Multi-Point Programmed Fuel Injection, it's a true performance power plant.*





*Honda's innovative 4-valve-per-cylinder design increases power and efficiency with the relative simplicity and compactness of a single overhead camshaft design.*

### **Aluminum Alloy Construction**

In order to save weight and dissipate heat, both cylinder block and head are made of aluminum alloy. The cylinder sleeves are steel for added strength and long life. Reduced engine weight of the new CRX engine pays off in many ways: lower fuel consumption, easier steering and more responsive handling.

### **Engine Mounting**

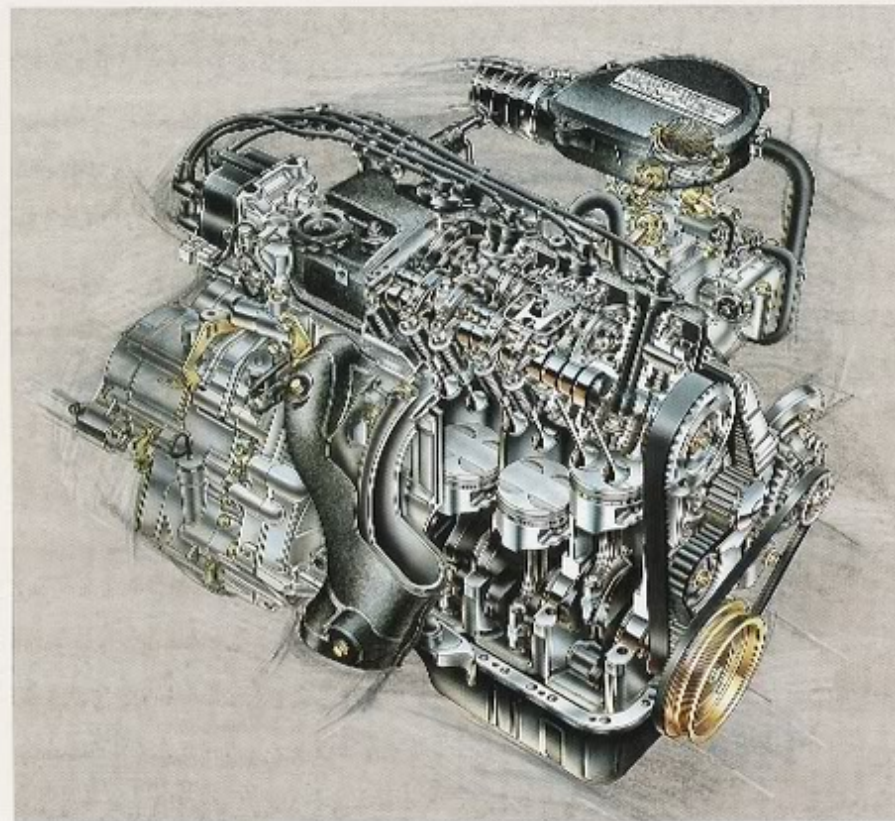
All 1988 CRX models utilize inertia-axis engine mounts. This design locates the main engine mounts along the engine's axis of rotation (above the crankshaft centerline) to absorb vibration. The end result is less noise and vibration inside the car.

### **Fuel Injection**

Two versions of Honda's own PGM-FI are used by the 1988 CRX. Multi-Point Fuel Injection is on both the CRX HF and CRX Si, while the CRX utilizes a Dual-Point Fuel Injection System.

Both fuel management systems (PGM-FI) utilize sensors and a digital computer to inject the exact measure of fuel needed at precisely the right instant.

Multi-Point Fuel Injection enables the CRX HF to be one of the most fuel-efficient cars on the road and the

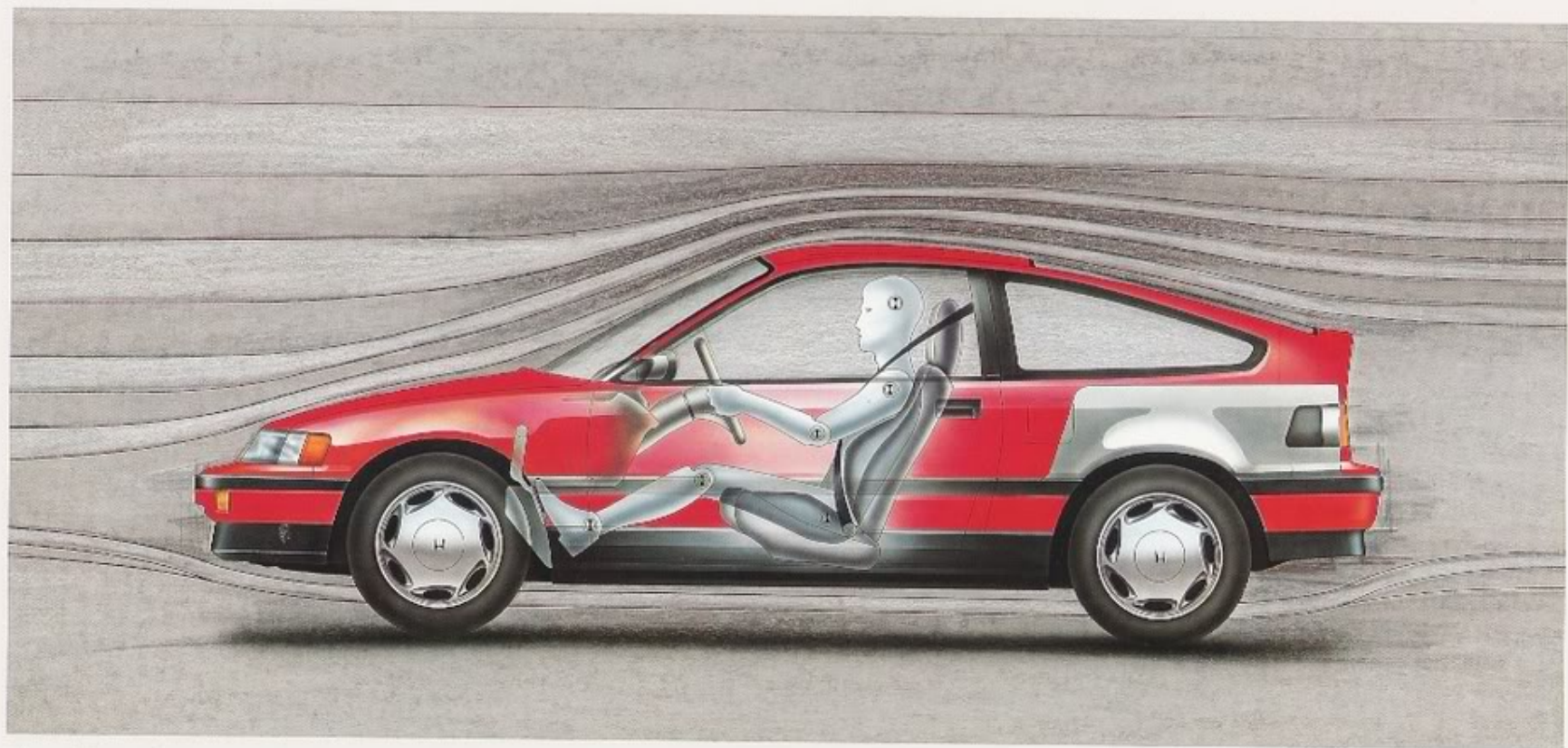


CRX Si to provide exciting performance with excellent fuel economy.\*

The Dual-Point PGM-FI System standard on the CRX uses two injectors to feed fuel into the throttle body. Benefits are increased performance and engine response, with precise emission control.

*The CRX's new 1.5 liter, 16-valve engine is equipped with Honda's own Dual-Point Programmed Fuel Injection. This 92 horsepower engine delivers exceptionally lively performance without sacrificing fuel efficiency.\**





*Outstanding aerodynamics is nothing new to the CRX. An exceptionally low hoodline is made possible by the new double wishbone suspension and a compact engine layout. Also, ultra slim halogen headlights, near-flush side windows and improved rear window angle contribute to an extremely low coefficient of drag (Cd). The CRX Si and CRX are 0.30 and the CRX HF is an incredible 0.29.*



### Advanced Aerodynamics

Honda's engineers do not define aerodynamics solely in terms of a coefficient of drag. And for good reason. Every aspect of a car comes into play when discussing aerodynamics.

For instance, the new chassis and power train engineering made it possible to give the CRX a significantly lower hood. By incorporating the new double wishbone front suspension and compact engine layout, this low hood design was accomplished. Low-profile headlights and nearly flush windows also contribute to the CRX's and CRX Si's impressive coefficient of drag (Cd) of 0.30. And to the CRX HF's remarkable rating (Cd) of 0.29.

### Space Efficiency

Automobile engineers speak of "space efficiency" when relating a car's interior room to its exterior size. The new CRX is a perfect example of outstanding space efficiency.

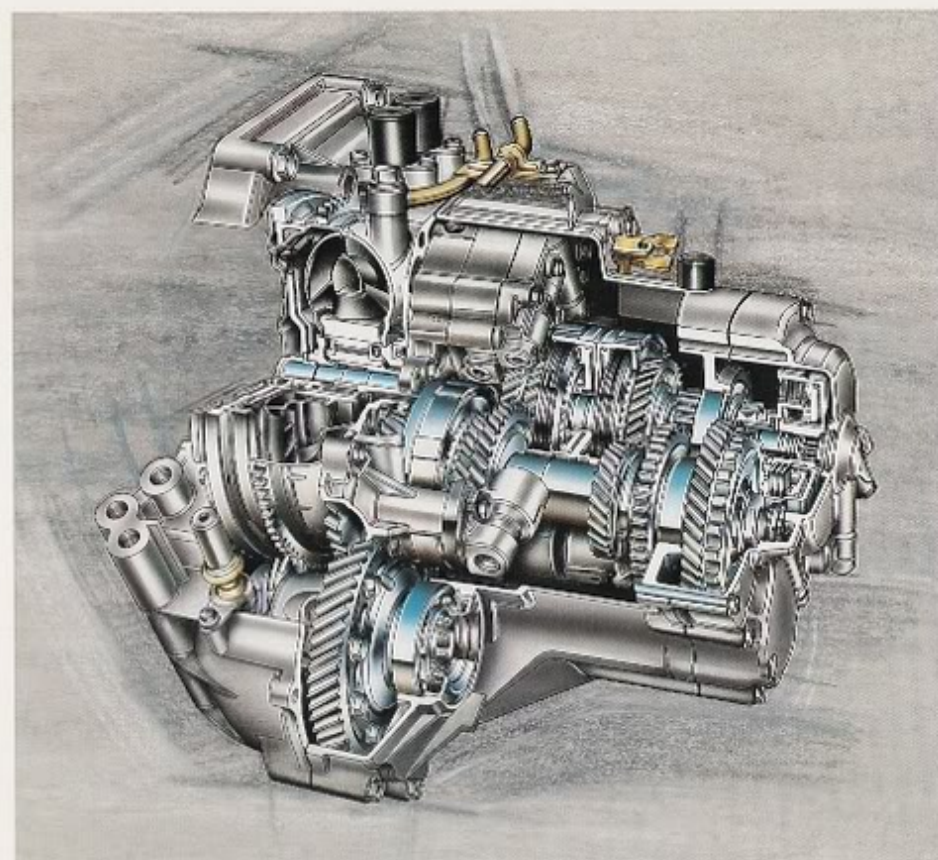
Interior space benefits from the combination of body, chassis, suspension and power train engineering. For example, double wishbone suspension allows the floor pan to be lower than previous models. The

result is more room for people, and an amazing cargo capacity of 23.2 cubic feet. Honda's "total car" concept has given the CRX exceptional space efficiency.

### Transmissions

Standard on all CRXs is a 5-speed manual transmission. The transmission ratios for each model have been designed to take full advantage of the engines' torque characteristics. Higher gearing for the economy-minded CRX HF and sportier gears for the CRX and performance-driven CRX Si. All ensure smooth, precise and enjoyable shifting.

A unique feature available on the CRX is a 4-speed automatic transmission with lockup torque converter. The new computer-controlled lockup torque converter "decides" when to engage this fuel-saving feature for best fuel economy and smoothness.



*A new 4-speed electronically controlled automatic transmission with lockup torque converter is available for the CRX. The "lockup torque converter" minimizes transmission slippage for improved fuel efficiency\* while reducing engine noise and wear.*





*A few of the audio systems available for your CRX include an AM/FM electronically tuned radio with or without autoreplay cassette, an AM/FM electronically tuned radio with autoreverse cassette and an AM/FM electronically tuned High Power radio with full-logic cassette. A 7-Band Graphic Equalizer/Booster is also available.*

*Make your CRX hotter with turbine-styled wheels that not only look good, but direct cool air to your brakes. Fog lights improve your night vision.*



## No two drivers are alike.

Your idea of the perfect CRX is probably not the same as the next person's. That's because no two drivers are alike.

Which is why there are three CRX models. And an extensive line of Genuine Honda accessories designed to match your car no matter what your taste.

There are fog lights to improve your vision at night or in inclement weather. And, a battery blanket and engine heater to make getting started on cold mornings easier.

To protect the finish of your



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

CRX, there's a nose mask and fenderwell trim, plus a car cover and door edge guards.

To protect your interior, there are color-coordinated carpeted floor mats.

For an even sportier CRX, add rear window louvers, 12-spoke turbine-styled wheels and a leather steering wheel cover.

A center armrest and an AM/FM High Power stereo with electronic tuning and full-logic, autoreverse cassette are a real comfort on long trips. Choose high quality speakers in a dual cone, coaxial or three-way design. Enhance or subdue the frequency for improved sound reproduction with a 7-band graphic equalizer/booster.

An accessories brochure is available at your local Honda dealer to help you decide which accessories are right for your style of driving.



*Sporty rear window louvers protect your interior from the sun's harsh rays.*



*Get your hands on one of these. A leather steering wheel cover entirely in keeping with your CRX's racy image.*



*Carpeted floor mats are coordinated to complement the interior design of your CRX.*





**SPECIFICATIONS AND DIMENSIONS/FEATURES AND STANDARD EQUIPMENT**

	CRX HF	CRX	CRX Si
<b>SPECIFICATIONS</b>			
Engine Type	All-aluminum in-line 4	All aluminum in-line 4	All aluminum in-line 4
Displacement (cc)	1493	1493	1590
Fuel Induction System	Multi-Point PGM-FI	Dual-Point PGM-FI	Multi-Point PGM-FI
Valve Train	SOHC, 8-Valve	SOHC, 16-Valve	SOHC, 16-Valve
Horsepower (hp @ rpm)	62 @ 4500	92 @ 6000	105 @ 6000
Torque (lb.-ft. @ rpm)	90 @ 2000	89 @ 4500	98 @ 5000
curb Weight (lbs.)	1819	1922 (VT)	2017
Turning Diameter (ft.)	30.4	30.4	30.4
Fuel Tank Capacity (gal.)	10.6	11.9	11.9
Coefficient of Drag (Cd)	0.29	0.30	0.30
<b>EXTERIOR DIMENSIONS</b>			
Wheelbase (in.)	90.6	90.6	90.6
Length (in.)	147.8	147.8	147.8
Width (in.)	65.7	65.7	65.7
Height (in.)	50.1	50.1	50.1
<b>INTERIOR DIMENSIONS</b>			
Headroom (in.)	37.0	37.0	36.7
Shoulder Room (in.)	53.5	53.5	53.5
Hip Room (in.)	54.9	54.9	54.9
Legroom (in.)	40.8	40.8	40.8
Cargo Volume (cu. ft.)	23.2	23.2	23.2
<b>MECHANICAL FEATURES</b>			
Front-Wheel Drive	•	•	•
Manual Transmission	5-speed	5-speed	5-speed
Electronically Controlled Automatic Transmission with Lockup Torque Converter (available)		4-speed	
Double Wishbone Front Suspension	•	•	•
Multi-Control Double Wishbone Rear Suspension	•	•	•
Rack-and-Pinion Steering	•	•	Variable Ratio
Stabilizer Bar	Front	Front	Front and Rear
Power-Assisted Ventilated Front Disc/Rear Drum Brakes	•	•	•
<b>EXTERIOR FEATURES</b>			
Impact-Absorbing Bumpers (Front)	2.5mph	5mph	5mph
Wheels	13-inch Steel Wheels with Center Caps	13-inch Steel Wheels with Center Caps	14-inch Alloy Wheels
Tires	P165/70 R13	P175/70 R13	185/60 R14
Full Wraparound Body Side Moulding	•	•	•
Remote-Operated Mirror	Left	Left and Right	Left and Right
Tinted Glass	•	•	•



**SPECIFICATIONS AND DIMENSIONS/FEATURES AND STANDARD EQUIPMENT**

	CRX HF	CRX	CRX Si
<b>EXTERIOR FEATURES (CONT.)</b>			
Front Spoiler	•		•
Rear Window Wiper/Washer			•
<b>INTERIOR FEATURES</b>			
Power Sunroof			•
Adjustable Steering Column		•	•
Quartz Digital Clock		•	•
Reclining Front Seatback	•	•	•
Adjustable Head Restraints	•	•	
Tachometer	•	•	•
Trip Odometer	•	•	•
2-Speed/Intermittent Wipers	•	•	•
Covered Coin Box	•	•	•
Rear Window Defroster	•	•	•
Remote Fuel Filler Door Release	•	•	•
Remote Hatch/Trunk Release	•	•	•
Trunk/Cargo Area Light	•	•	•
Cargo Cover		•	•
<b>SAFETY FEATURES</b>			
3-Point Seat Belt System	•	•	•
Center High-Mount Brake Light	•	•	•
Dual Diagonal Brake System	•	•	•
Child Safety-Seat Anchor	•	•	•
Energy-Absorbing Steering Column	•	•	•
<b>EXTERIOR/INTERIOR COLORS</b>			
Flint Black Metallic/Black			•
Superior Blue Metallic/Blue	•	•	
Blade Silver Metallic/Black		•	•
Polar White/Blue	•	•	
Barbados Yellow/Black			•
Red Red/Black		•	•
<b>EPA MILEAGE ESTIMATES*</b>			
49-State City/Hwy. (5-speed manual)	50/56	34/39	29/35
49-State City/Hwy. (4-speed automatic)	Not applicable	30/37	Not applicable
California City/Hwy. (5-speed manual)	45/53	34/39	29/35
California City/Hwy. (4-speed automatic)	Not applicable	30/37	Not applicable

 This worldwide symbol represents Honda Motor Company, the source of various line makes of quality automobiles. \*Use mileage figures shown for comparison. †CRX Si interiors shown with available air conditioning and AM/FM stereo with cassette. Accessories, materials, equipment, colors, models, specifications and availability are subject to change without notice. Colors may vary from those shown.  ©1988 American Honda Motor Co., Inc. Z0803 Printed 288.



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