

HONDA INTRODUCES NEW HATCHBACK SEDAN

TOKYO, May 7 -- Honda Motor Co., Ltd., Friday started marketing in Japan a new 1.6-liter hatchback sedan powered by a low-pollution, fuel-saving CVCC engine.

Named the Honda Accord CVCC, the latest Honda model is already being shipped to the United States, where it is scheduled to appear in dealer showrooms in June. Preparations are also currently under way for export to other parts of the world.

In developing and designing the Accord, Honda pursued the philosophy of attaining the best possible balance among such factors as low pollution characteristics, good utility, satisfactory driveability, comfort, safety and high fuel economy, which it feels is indispensable in an automobile today.

Thus, the Accord is built on the same basic principle which culminated in the Honda Civic model, which, since its initial introduction in 1972, has gained an undisputed popularity both at home and abroad.

The new Accord model, powered by the Honda-developed CVCC engine system, easily meets the so-called 1976 emission standards of the Japanese Government, which are 0.25 gram per kilometer hydrocarbons (HC), 2.1 gr/km carbon monoxide (CO) and 0.6 gr/km oxides of nitrogen (NO<sub>x</sub>), without such after-treatment devices as catalytic converters or exhaust gas recirculation (EGR).

In August, 1975, Honda became the first Japanese automaker to meet these stringent standards with all of its passenger car line, well in advance of the legally required date of April, 1977.

In addition to these low-pollution characteristics, the Accord, like the Civic, features an outstanding fuel economy. According to the official figure released by the Transport Ministry, its Japanese market version makes 10.5 kilometers per liter of gasoline (24.7 miles per U.S. gallon) under the so-called 10-mode city driving cycle established by the Japanese Government.

In the United States, meanwhile, the Environmental Protection Agency has certified that the Accord not only meets the present California emission standards without any "hang-on" device, but also has the excellent fuel economy of 31 miles per gallon by the city driving cycle and 44 miles per gallon by the highway driving cycle, for the composite average of 36 miles per gallon with its 5-speed manual transmission type, the best fuel economy figure among all automobiles EPA has certified for sale in the U.S. during the 1976 model year.

The new Honda Accord also offers sufficient power and good driveability characteristics, as its 1.6-liter CVCC engine delivers the peak output of 80 horsepower at 5,300 rpm and high torque in the low and medium engine speed range, the maximum being 12.3 kg-m (89.0 ft-lb) at 3,000 rpm, contributing to easy operation.

The transmission system comes in 2-speed automatic, 4-speed manual and 5-speed manual.

The noise and vibration from the engine are reduced to a minimum with such innovations as the newly-designed engine mounting mechanism and eight weights at the crankshaft as compared with conventional four.

The engine drives the front wheels, assuring a high degree of maneuverability and stability, as well as maximum interior space through the elimination of the driveshaft tunnel on the floor.

The new Honda hatchback sedan has a large tail gate in the rear, which opens up an ample luggage space. The rear seat back can be folded down to provide even a larger luggage space, making this sedan most versatile.

The Honda Accord, with a light but sturdy monocoque body, abounds in safety features, incorporating Honda's basic thinking that a car should be built in such a way not only to minimize damage in case of an accident but to enable the driver to avoid potential hazards through excellent maneuverability and by providing him with sufficient information in advance -- the same idea that has been inherited since the company developed its experimental safety vehicle (ESV). Specifically, the instrument panel contains a wide variety of warning lamps and gauges to remind the driver of possible sources of hazards.

The brake system of the Accord consists of vacuum servo-assisted disc brakes up front and drum brakes in the rear with the proportional control valve which prevents the rear wheels from locking up in case of emergency braking.

Available as options are the air-conditioning unit and power steering, both developed especially for the Accord.

## Major Specifications

### Dimensions

Length	4,125 mm (162.40 in)
Width	1,620 mm ( 63.78 in)
Height	1,340 mm ( 52.76 in)
Wheelbase	2,380 mm ( 93.70 in)
Tread: Front	1,400 mm ( 55.12 in)
Rear	1,390 mm ( 54.72 in)
Ground clearance	165 mm ( 6.50 in)
Interior space: Length	1,745 mm ( 68.70 in)
Width	1,315 mm ( 51.77 in)
Height	1,120 mm ( 44.09 in)
Weight	835 to 875 kilograms (1,841 to 1,929 lbs) depending on the transmission and type.

### Engine

Type	CVCC, single overhead camshaft, 4-cylinder, water-cooled, transversely mounted.
Displacement	1,599 cc ( 97.57 cu in)
Bore x stroke	74.0 x 93.0 mm ( 2.91 x 3.66 in)
Compression ratio	8.0 : 1

### Performance

Maximum power	80 ps/5,300 rpm
Maximum torque	12.3 kg-m (89.0 ft-lb) / 3,000 rpm
Braking distance	13.5 meters from 50 km/h (44.29 ft from 31 mph)
Minimum turning radius	5 meters ( 16.40 ft)

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MAY 7, 1976

RETAIL PRICE IN TOKYO OF THE HONDA ACCORD CVCC CAR.

SL	¥ 906,000.-
GL	¥ 966,000.-
LX	¥1,026,000.-
EX	¥1,120,000.-

Remarks:

\* Automatic Transmission

¥20,000.- extra for LX. EX

¥40,000.- extra for SL. GL

\* On sale from May 8, 1976

\* Production Plan: 8,000 units per month  
(including for export.)