

1979 Honda Civic



The Honda Motor Company was founded in 1948. From the outset, our goal has been to produce simple, economical, quality transportation.

Honda started with motorbikes. These were followed by motorcycles. By 1962 we were manufacturing automobiles for the Japanese market.

Worldwide motorcycle sales increased steadily. By 1968 Honda was selling a million motorcycles a year, and our reputation for quality was firmly established. More important, we helped bring respectability to motorcycling.

In 1970, we entered the U.S. automotive market with our small 600 series. These cars were tough, economical to buy, and well suited for crowded city driving.

About this time, we came to the conclusion that what was needed was one car that suited the basic transportation needs of the entire world. The engineers at Honda Research and Development spent years designing this new Honda. They knew that concerns about the environment, the air we breathe, and the conservation of precious natural resources, all had to be taken into consideration in designing the new automobile.

Add to that the public's desire for a car that is reasonable to buy and relatively simple to maintain, and you have exactly the goals Honda had in mind when we designed the Civic®. By 1972 it was ready.

The Civic, offered as both a 2-door sedan and a hatchback, gained immediate acceptance in the U.S.

In 1975, we introduced the Civic CVCC® series, including a sporty new 5-Speed model. Our CVCC Advanced Stratified Charge Engine was widely acclaimed for being able to meet Federal Emissions Standards without a catalytic converter.

In June 1976, the Accord® made its debut. The Accord was simplicity made a little bigger. Seldom has any new car won such overwhelming support right from its inception. The Accord was named *Road Test Magazine's* "Car of the Year" for 1976 in the under \$5000 category.

We now present our 1979 Honda Civics. Simple to drive, simple to park, simple to understand, and simple to own.

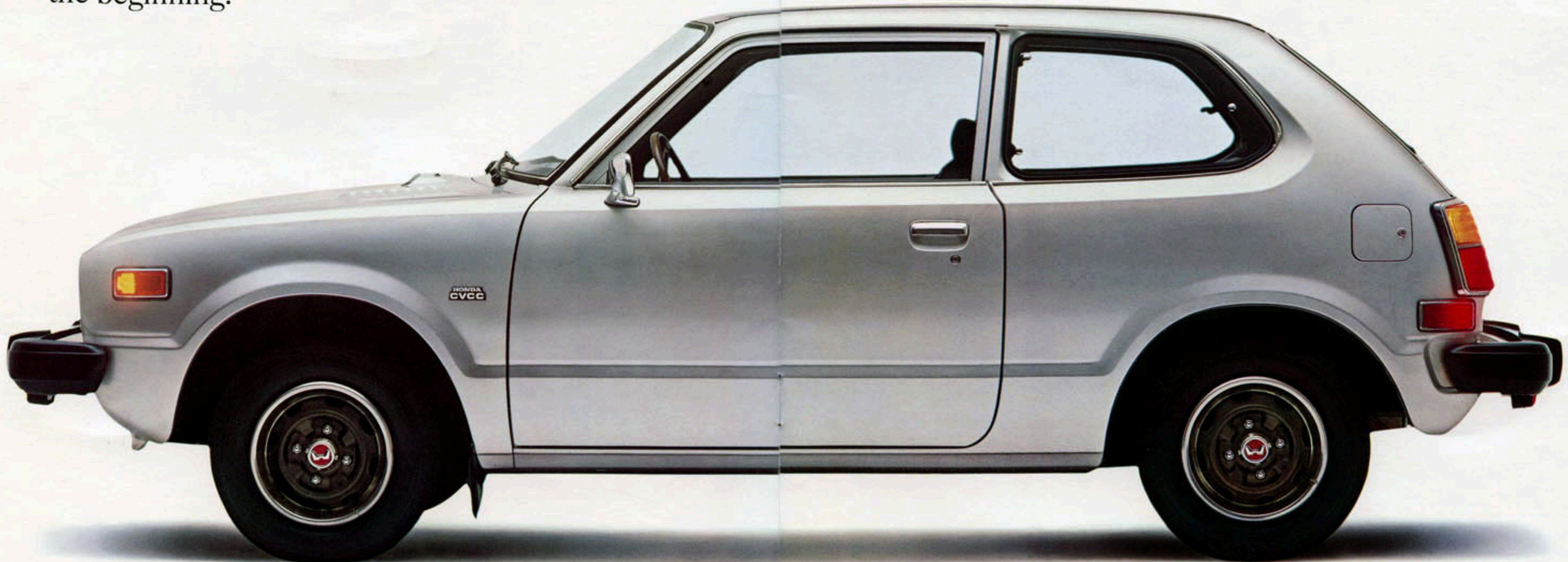
The Honda Civic CVCC 5-Speed.

The Honda Civic CVCC 5-Speed is a car built for people who love to drive. The fifth gear is actually overdrive, which is just right for cruising at highway speeds.

The Civic CVCC 5-Speed has many of the earmarks of a sports car. Four-wheel independent MacPherson strut suspension. Rack and pinion steering. Power-assisted front disc brakes. Steel-belted radial tires. A tachometer, red-lined at 6000 rpm. Plus front-wheel drive. But these features are just the beginning.

The fuel and temperature gauges are arranged in a compact, easy-to-see layout. So you don't have to crane your neck to check the gas level or temperature. And a combination light switch on the left side of the steering column controls the lights, including the headlight high-low beams.

The Civic CVCC 5-Speed comes with AM radio. Reclining front bucket seats with adjustable headrests. Full carpeting. Opening rear quarter windows. Tinted glass all around. Rear window defroster.





Houndstooth fabric interior.
Two-speed windshield wipers with intermittent
action. And a day/night rearview mirror. All
standard.

To fully appreciate what the Civic CVCC 5-Speed
has to offer, please take a look at the list of
standard features at the end of the brochure.



The Honda Civic CVCC 4-Door Wagon.

The Civic CVCC 4-Door Wagon is an ideal family car. It combines the roominess of a compact station wagon with the practicality of a Honda.

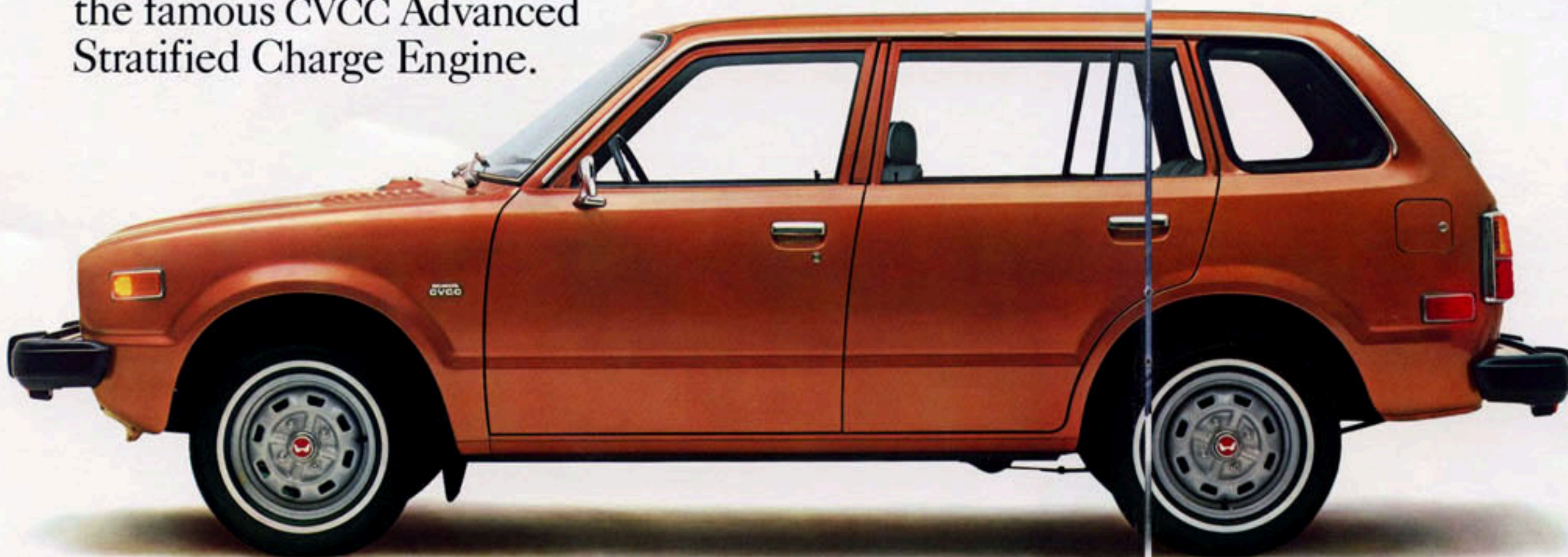
The Wagon is the only Civic with four doors, making it simple for families to get in and out of. And the floor-to-ceiling liftgate makes it simple to load and unload. The 2-speed manually-selected Hondamatic transmission, shown here, is optional.



Like all Hondas, the CVCC Wagon comes with front-wheel drive, transverse-mounted engine, rack and pinion steering, and dual diagonal braking

system with power-assisted front discs.

And like all Honda CVCC models, it is powered by the famous CVCC Advanced Stratified Charge Engine.



The Honda Civic CVCC engine.

At Honda, we take particular pride in our CVCC® Advanced Stratified Charge Engine.

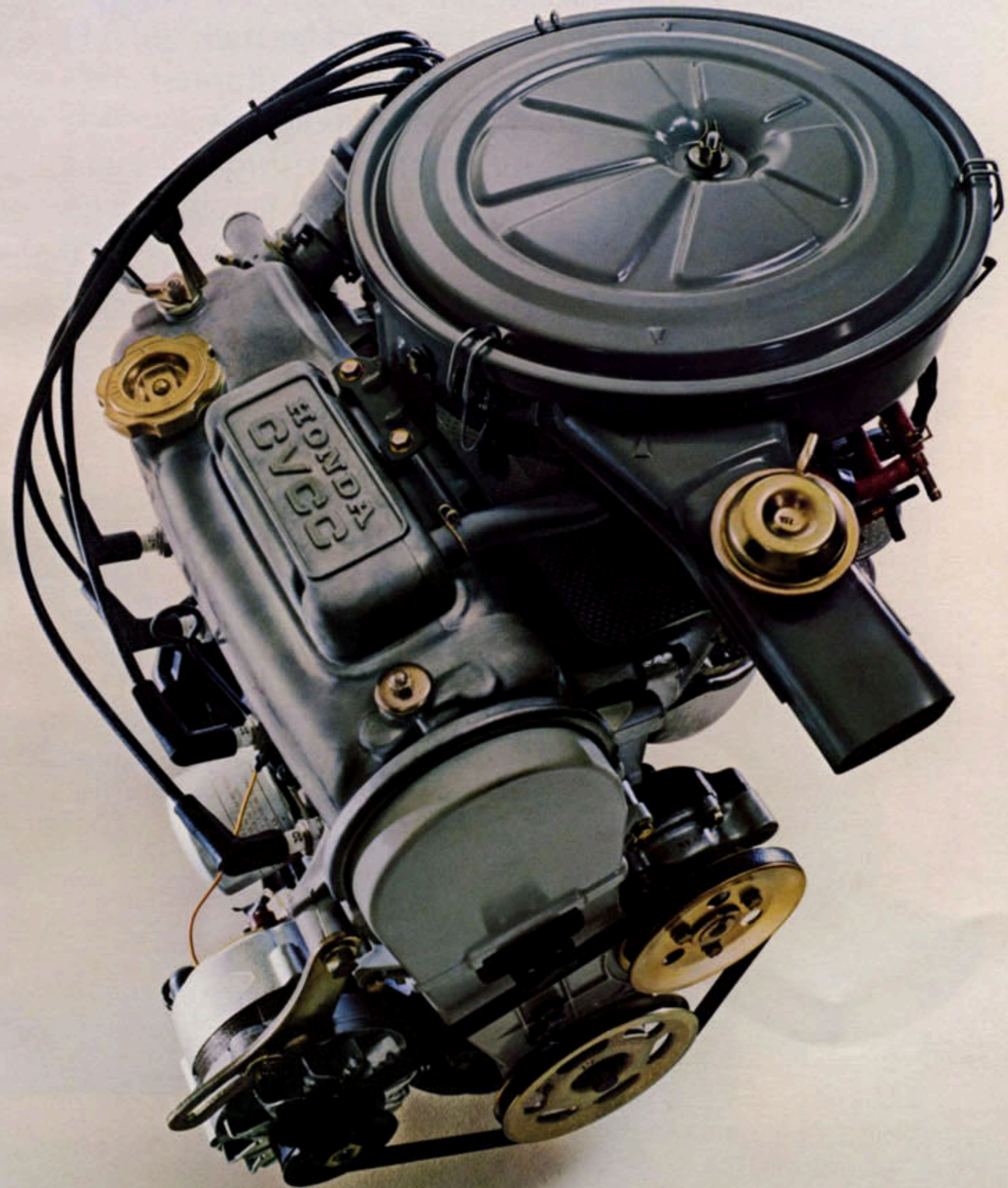
Each cylinder in the CVCC engine has a pre-chamber and a main combustion chamber. And each cylinder has two intake valves. A rich fuel-air mixture enters the pre-chamber while a lean mixture enters the main chamber. Under compression, a moderate fuel-air mixture forms near the pre-chamber opening in the main chamber. The spark plug fires the rich mixture, which in turn ignites the moderate and lean mixtures.

This ingenious method of combustion results in a stable slow burn on the power stroke.

The CVCC design results in the peak burning temperature remaining low enough to minimize the formation of oxides of nitrogen (a prime air pollutant), while at the same time the mean temperature is held high enough and long enough to reduce carbon monoxide and hydrocarbon emissions.



Because no catalytic converter is required to meet emissions standards, the CVCC engine runs on regular or unleaded gasoline.



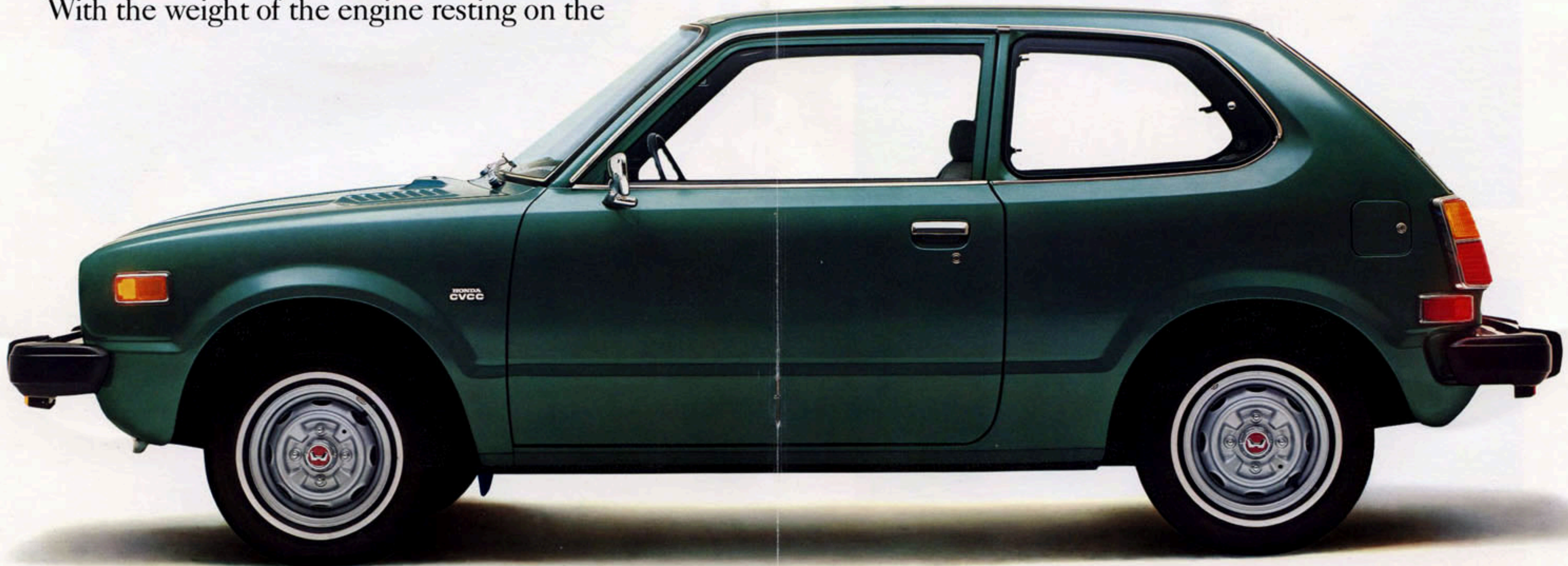
The Honda Civic CVCC Hatchback.

The Civic CVCC Hatchback is loved by the people who drive it. Small wonder. It's simple to carry luggage in, simple to drive, and simple to enjoy.

When the rear seat is folded down, the Hatchback becomes a roomy luggage carrier. The hatch is counter-balanced, making it simple to open and close with one hand.

The Civic CVCC Hatchback is a tribute to fine engineering. An example is its front-wheel drive. With the weight of the engine resting on the

wheels doing the work, you get better traction on slippery roads. Or the transverse-mounted engine. Having the engine mounted sideways creates extra room in the passenger compartment. There's also rack and pinion steering, four-wheel independent MacPherson strut suspension, and a power-assisted dual diagonal braking system with front discs. All of which makes the CVCC Hatchback quite simple to drive.





But the CVCC Hatchback goes a step further. It is a pleasure to drive. The list of standard features goes on and on. An AM radio. Fully reclining front bucket seats. Trip odometer. Tinted glass all around. A day/night mirror. White sidewall tires. Inside hood release. Rear window defroster. And much more.

To drive the Civic CVCC Hatchback is to appreciate one of life's simple pleasures.

The Civic CVCC is also available as a 2-door sedan shown here at lower right.



The Honda Civic 1200 Hatchback.

The Civic 1200 Hatchback is our original Civic. The one that made Honda automobiles famous. And for good reason.

The Civic 1200 Hatchback's design was so successful that all Hondas built since have incorporated most of its engineering features. Like front-wheel drive, for improved traction. Transverse-mounted engine, for extra passenger space. And rack and pinion steering. As a matter of fact, the 1979 Civic 1200 Hatchback still has all these niceties.

But the Civic 1200 Hatchback is more than just a solidly engineered car. It's comfortable, too. The list of standard features includes fully reclining bucket seats with adjustable headrests. Full carpeting. AM radio. Two-speed electric windshield wipers. Rear window defroster. Day/night rearview mirror. Tinted glass all around. Opening rear quarter windows. Trip odometer. And more.

The rear seat folds down to create a spacious cargo area. And the counter-balanced rear hatch makes for simple loading and unloading.





Civic 1200 and Civic CVCC Standard Features



The 1200's short wheelbase and power-assisted front disc brakes make it simple to park and maneuver in traffic.

The Civic 1200 is also available as a 2-door sedan shown on opposite page.

(Neither Civic 1200 is available in California or high altitude areas.)

The Honda Civic 1200. Test drive one today and find out for yourself how great simplicity can be.



	Civic 1200 2-Dr. Sdn.	Civic 1200 Hatchback	Civic CVCC 2-Dr. Sdn.	Civic CVCC Hatchback	Civic CVCC 5-Speed	Civic CVCC Wagon
CVCC Advanced Stratified Charge Engine			X	X	X	X
Front-Wheel Drive	X	X	X	X	X	X
Four-Wheel Independent Suspension	X	X	X	X	X	
Rack and Pinion Steering	X	X	X	X	X	X
Power-Assisted Front Disc Brakes	X	X	X	X	X	X
Bias Ply Whitewall Tires		X		X		X
Steel-Belted Radial Ply Blackwall Tires					X	
Bright Metal Wheel Trim Rings					X	
Tachometer					X	
Wood Grain Steering Wheel and Shift Knob					X	
AM Radio		X		X	X	
Two Speed Windshield Wipers	X	X	X	X		X
Two Speed Plus Intermittent Wipers					X	
Rear Window Defroster		X		X	X	X
Tinted Glass	X	X	X	X	X	X
Trip Odometer	X	X	X	X	X	X
Opening Rear Quarter Windows	X	X	X	X	X	
Day/Night Rearview Mirror		X		X	X	X
Fully Reclining Front Bucket Seats	X	X	X	X	X	X
Full Carpeting	X	X	X	X	X	X
Inside Hood Release	X	X	X	X	X	X
Cargo Area Light		X		X	X	X

Honda Civic Accessories



- A. Wagon Rear Deck Slats
- B. Front Bumper Override
- C. Rear Window Wiper/Washer Plus Rear Bumper Override
- D. Body Side Mouldings, Door Edge Guards, Body Side Decal Stripes
- E. Sedan and Hatchback Luggage Rack
- F. AM/FM Radio
- G. Wagon Luggage Rack
- H. Floor Mats
- I. AM/FM Stereo Radio with Cassette Player plus Air Conditioning
- J. Cigarette Lighter
- K. Pocket Speaker
- L. AM/FM Stereo Radio
- M. AM/FM Stereo Radio with 8-Track Player
- N. Roof Console with Clock

Honda offers a wide range of accessories. Each item has been designed to fit various Honda models and meet Honda's quality standards.

The following chart shows exactly which accessories can be ordered through Honda dealers, and also which accessories may be ordered for each Honda model.

Civic 1200 and Civic CVCC
Accessories Availability Chart

	Civic 1200 2-Dr. Sdn.	Civic 1200 Hatchback	Civic CVCC 2-Dr. Sdn.	Civic CVCC Hatchback	Civic CVCC 5-Speed	Civic CVCC Wagon
AM Radio	OPT	STD	OPT	STD	STD	OPT
AM/FM Radio	OPT	OPT	OPT	OPT	OPT	OPT
AM/FM Stereo Radio	OPT	OPT	OPT	OPT	OPT	OPT
AM/FM Stereo Radio with 8-Track Player	OPT	OPT	OPT	OPT	OPT	OPT
AM/FM Stereo Radio w/Cassette Player	OPT	OPT	OPT	OPT	OPT	OPT
MPX Stereo Speakers—Pocket	OPT	OPT	OPT	OPT	OPT	NA
MPX Stereo Speakers—Surface	NA	NA	NA	NA	NA	OPT
Wood Gearshift Knob	OPT	OPT	OPT	OPT	STD	OPT
Floor Mats—Color-Keyed	OPT	OPT	OPT	OPT	OPT	OPT
Tonneau Cover—Black	NA	OPT	NA	OPT	OPT	OPT
Body Side Decal Stripes	OPT	OPT	OPT	OPT	OPT	OPT
Air Conditioning	OPT	OPT	OPT	OPT	OPT	OPT
Cigarette Lighter	OPT	OPT	OPT	OPT	STD	STD
Intermittent Windshield Wiper	OPT	OPT	OPT	OPT	STD	OPT
Roof Console with Clock	OPT	OPT	OPT	OPT	OPT	OPT
Rear Window Wiper/Washer	NA	OPT	NA	OPT	OPT	NA
Rear Window Defroster	OPT	STD	OPT	STD	STD	NA
Luggage Rack	OPT	OPT	OPT	OPT	OPT	OPT
Fender Well Trim	OPT	OPT	OPT	OPT	OPT	OPT
Body Side Mouldings	OPT	OPT	OPT	OPT	OPT	OPT
Door Edge Guards	OPT	OPT	OPT	OPT	OPT	OPT
Front Bumper Override	OPT	OPT	OPT	OPT	OPT	OPT
Rear Bumper Override	NA	OPT	NA	OPT	OPT	NA
Rear Deck Slats	NA	NA	NA	NA	NA	OPT

OPT = Optional at extra cost
 NA = Not available
 STD = Standard at no extra cost

1979 Honda Specifications Civic CVCC Series

	2-Door Sedan	Hatchback	5-Speed	4-Door Wagon
General	Front-Wheel Drive, Transverse Engine, Unitized Body			
Engine	CVCC Advanced Stratified Charge, 4-Cylinder, In-Line, Single Overhead Camshaft			
Piston Displacement	1488 cc (90.8 cu.in.)			
Compression Ratio	7.9:1			
Net Horsepower	63 @ 5000 rpm			
Net Torque (lb.-ft.)	77 @ 3000 rpm			
Carburetion	3-Barrel Downdraft Carburetor			
Cooling	Liquid-Cooled, Thermostatically Controlled Electric Fan			
Drive Train	4-Wheel Independent			
Manual Transmission	4-speed, All Forward Gears Synchronesh		5-speed, All Forward Gears Synchronesh	4-speed, All Forward Gears Synchronesh
Hondamatic (optional on Hatchback and Wagon only)	Not Available	2 Manually-Selected Speeds with Torque Converter	Not Available	2 Manually-Selected Forward Speeds with Torque Converter
Suspension	4-Wheel Independent			
Front	MacPherson Struts With Coil Springs and Integral Shock Absorbers			Tubular Rigid Axle with Leaf Springs
Rear	MacPherson Struts With Coil Springs and Integral Shock Absorbers			
Steering	Rack and Pinion			
Turning Circle	31 ft.			32 ft.
Brakes	Power-Assisted With Dual Diagonal Circuits			
Front	Disc—Self-Adjusting			
Rear	Drum			
Tires	6. 00S12 Bias Ply		155SR12 Steel-Belted Radial Blackwall	6.15 x 13 Whitewall
	Blackwall	Whitewall		
Dimensions	4-Wheel Independent			
Wheelbase	86.6"	86.6"	86.6"	89.8"
Tread Front/Rear	51.2"/50.4"	51.2"/50.4"	51.2"/50.4"	51.2"/51.2"
Length	148.6"	148.6"	148.6"	158.5"
Width	59.3"	59.3"	59.3"	59.3"
Height	52.4"	52.4"	52.0"	54.3"
Curb Weights	4-Wheel Independent			
Manual Transmission	1757lbs.	1790lbs.	1797lbs.	1980lbs.
Hondamatic		1806lbs.		1996lbs.

1979 Honda Specifications Civic 1200 Series

	2-Door Sedan	Hatchback
General	Front-Wheel Drive, Transverse Engine, Unitized Body	
Engine	4-Cylinder, In-Line, Single Overhead Camshaft	
Piston Displacement	1237 cc (75.5 cu.in.)	
Compression Ratio	8.1:1	
Net Horsepower	55 @ 5000 rpm	
Net Torque (lb.-ft.)	67.3 @ 2500 rpm	
Carburetion	2-Barrel Downdraft Carburetor	
Cooling	Liquid-Cooled, Thermostatically Controlled Electric Fan	
Drive Train	4-Wheel Independent	
Manual Transmission	4-speed, All Forward Gears Synchronesh	
Hondamatic (Optional Hatchback Only)	2 Manually-Selected Forward Speeds with Torque Converter	
Suspension	4-Wheel Independent	
Front	MacPherson Struts With Coil Springs and Integral Shock Absorbers	
Rear	MacPherson Struts With Coil Springs and Integral Shock Absorbers	
Steering	Rack and Pinion	
Turning Circle	31 ft.	
Brakes	Power-Assisted With Dual Diagonal Circuits	
Front	Disc—Self-Adjusting	
Rear	Drum	
Tires	6. 00S12 Bias Ply	
	Blackwall	Whitewall
Dimensions	4-Wheel Independent	
Wheelbase	86.6"	
Tread Front/Rear	51.2"/50.4"	
Length	145.5"	
Width	59.3"	
Height	52.4"	
Curb Weights	4-Wheel Independent	
Manual Transmission	1663lbs.	1696lbs.
Hondamatic		1711lbs.

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Accessories, materials, equipment, colors, models, specifications and availability are subject to change without notice. Colors may vary from those shown.

Civic 1200 not available in California and high altitude areas.

H O N D A

We make it simple.