

ACCORD



ACCORD SALOON



HONDA

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The pursuit of
perfection



This is the new Honda Accord. A car that is not merely a step ahead of the previous Accords, but rather a leap forward to encompass the very latest in design technology.

The Honda design concept was to look at the contemporary saloon car and re-shape it, taking it several stages down the road to motoring perfection.

The smooth, uncluttered lines of the body testify to how closely Honda's designers have followed that concept. And when one looks further, it will quickly become obvious that in Honda's latest model, beauty is most definitely not skin deep.

For the Honda engineers have also strived to give the new Accord the engineering dynamics and performance that has been promised by the arresting style of the new car's outward appearance.

These then are the concepts which developed and finally came to fruition in the new Honda Accord. What follows is the story of how the new car translates these concepts out on the road in terms of practical motoring performance.





**The pursuit
of performance**



The new Honda Accord has been built to perform. Not just in the conventional terms of fast 0-60 times or potentially high maximum speeds, but also in terms of something that's far more difficult to achieve: total drivability.

In designing the new Accord, Honda were determined to match engine power with refinement and economy, strong road-holding with ride comfort, interior luxury with spaciousness and practicality, and understated elegance with aerodynamic efficiency.

The proof that Honda have succeeded in attaining these high

ideals has now arrived in the shape of the new Accord. The 2 litre, 12 valve engines, the four-wheel double wishbone type suspension, the long list of interior appointments and the sleek, wind-cheating body - these are the factors which combine to make the new Accord an outstanding saloon in its class.

The 1986 Accord Saloon is now available in two versions: The EX and the EXi. You will see that both are the very models of innovative motoring efficiency.



The Honda Accord EX

The pursuit of functional beauty

The Honda Accord EX combines classic good looks with extraordinary aerodynamic efficiency.

Just one glance is enough to tell you that there is purpose behind its beauty. The lower, wider stance hints at relaxed and stable high speed cruising. The raked bonnet, the low roof, the slightly raised boot - every inch of the Accord has been aerodynamically sculptured to slice cleanly through the air. In fact, thorough wind tunnel testing has resulted in the Accord having a drag co-efficient of 0.32. A figure that until very recently was unable to be achieved



Integrated doors with flush side windows



Twin headlamps



Concealed windshield wipers



Flush-fitting windshield



Aerodynamic electronically adjustable door mirrors

by conventional saloon car styling.

But you will note that the Accord's anything but impractical. An integrated door design creates smoother side lines that remain almost unbroken by the windows. Even the side windows are designed to curve gently, making the transition from the window pane to the body a smooth one with only a 5mm difference in level between these windows and the body of the Accord itself.

The windshield is flush-fitting as well, and has a special rain guard on either side that stops water from seeping on to the side windows at high speed - ensuring

better visibility.

Other aerodynamic features that also give the driver a clear, unimpeded view both in front and behind are the concealed windshield wipers and twin door mirrors. The wipers park themselves neatly out of the way between the edge of the bonnet and screen, while the door mirrors are aerodynamically designed as well as being electrically adjustable.

The functional, aerodynamic design of the Accord is completed by the four headlamps which are incorporated into two integral units.

The Honda Accord EXi

The pursuit of power

Both the EXi and EX Accords have a 2.0 litre, 12 valve engine. The EX produces 106 PS while the more powerful EXi has an output of 122 PS, at 5,500 rpm.

The reason why the EXi produces more power is simple. The suffix 'i' stands for injection - that is Honda's Programmed Fuel Injection System.

This system has proved itself in the highly competitive world of Grand Prix racing. By utilising state-of-the-art computer



technology, the system senses the engine's running condition and delivers the precise amount of fuel to each cylinder precisely when it needs it. The result? A truly responsive engine that can make even the shortest of journeys an exhilarating experience.

Apart from the discreet EXi badge, the other clue to the fact that the car you're driving has a sophisticated engine is the twin exhaust pipes at the rear. These are not for decoration, but are the end

result of a specially designed exhaust system that has been built to cope with the increased levels of performance delivered by the EXi engine.

Other external features that distinguish the EXi from the EX include a headlamp wash/wipe system, attractive wheel covers and behind that curvacious heated rear window, rear speakers which are part of a powerful 4 speaker stereo system.





**The pursuit
of driver comfort**



When you're at the wheel of the new Honda Accord, you can relax in the knowledge that the interior has been designed with the driver's comfort in mind.

When you first place your hands on the steering wheel you'll notice that it's angled for the most relaxed, comfortable position. It is also tilt adjustable. The unusual 4-spoke design affords an uninterrupted view of the instrumentation. While the dials themselves have been laid out in such a way to impart their information quickly and clearly.

All the major functions are placed at your fingertips via two

steering column stalks. The other switchgear is placed within easy reach either side of the instrument panel. The panel itself has been designed to prevent any reflection getting onto the windscreen.

Such attention to detail is how Honda keep the driver relaxed and comfortable at all times.

Overleaf you will see that the passengers are equally well catered for.



Tinted windscreen



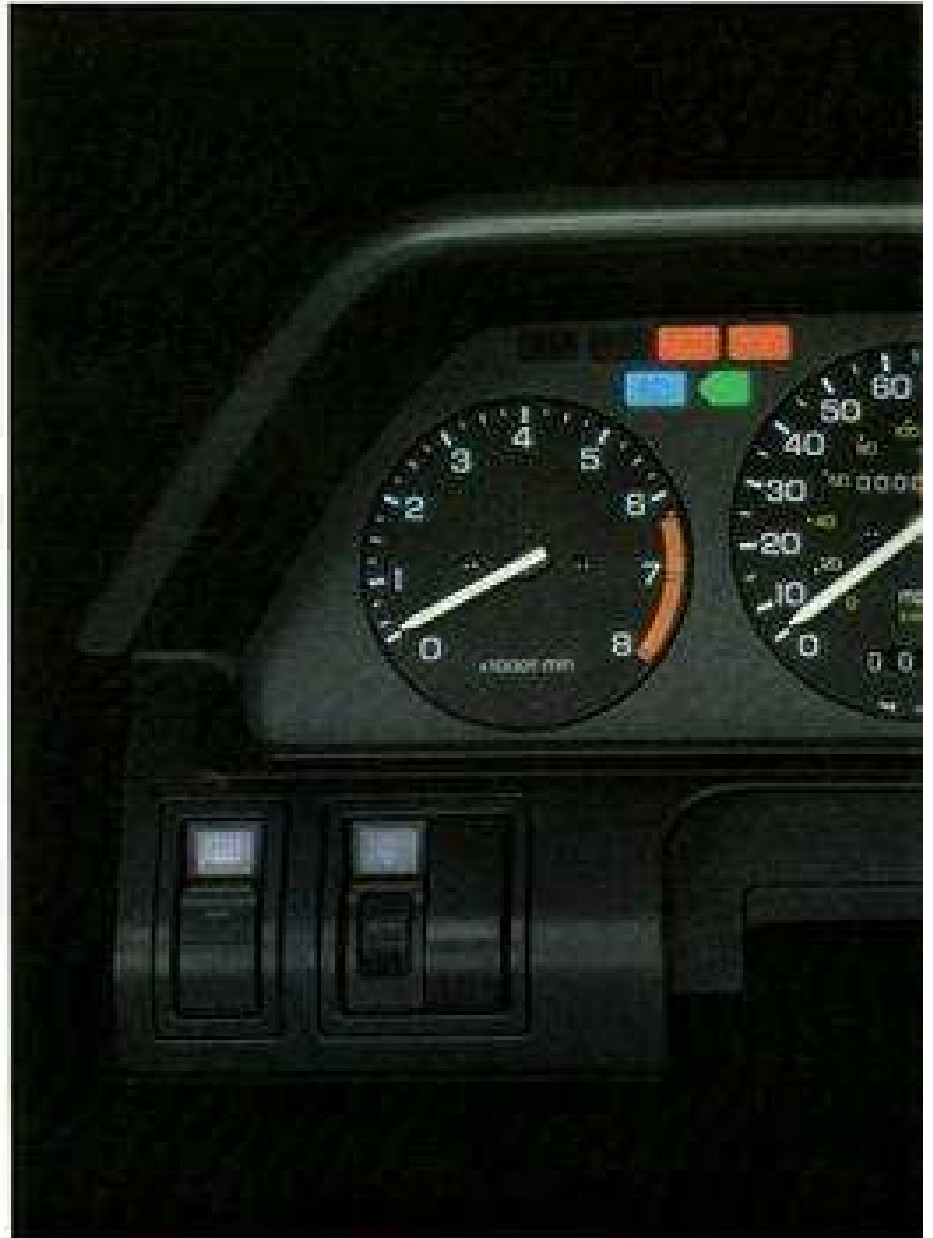
Electric windows



Remote releases for boot and fuel flap



A parcel shelf is built in place
between the front seats



The Accord EX

As soon as you sit in the new Accord EX you will soon see that it is an exceptionally well-appointed car.

The clear, well-calibrated instrumentation consists of a tachometer, speedometer, water temperature and fuel gauges, together with a comprehensive array of warning lights.

Cleverly built-in to the driver's door and within easy reach of the steering wheel, are the controls for the electric windows.

Down beside the driver's seat are the remote releases for the boot and fuel filler flap. For when the sun shines, the windscreen is



Adjustable steering



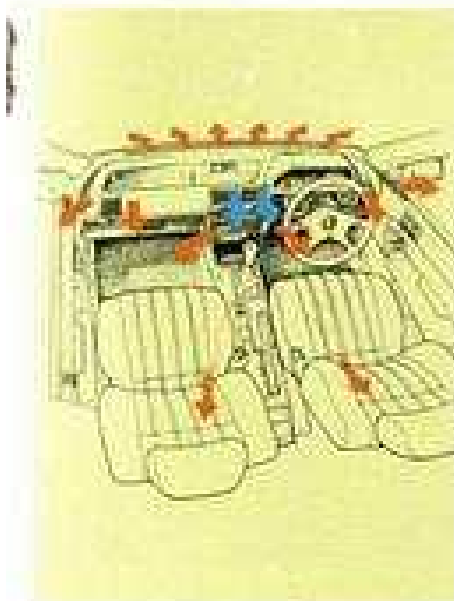
Adjustable seat belt mounting



Central locking



A comprehensive ventilation system



heavily tinted across the top to reduce glare.

To help you find the optimum driving position, the steering adjusts for rake. And even the shoulder mounting points for the front seat belts have a 4-step adjustment to cater for different shapes and sizes.

The EX also has central locking and bags of storage space with a glove box, door pockets and a compartment between the front seats.

Ventilation is equally as important as seating or roominess when it comes to keeping a car's occupants relaxed and comfortable.

In the new Accords, the ventilation system has been designed to perform as well as the cars themselves. Both models feature bi-level ventilation to send cool air to the face, while other vents channel warm air to the feet - including the feet of the passengers in the back, thanks to two large rear heater ducts.



The Accord EXi The pursuit of luxury

When Honda's engineers designed the new Accord, they set out to match luxury with spaciousness and practicality.

Now there can be no doubt that they achieved this objective. Both the EX and EXi have enviable ability to transport four/five people (and their luggage) with consummate ease and in a style to which they will quickly become accustomed.

Despite its deceptively low profile, the Accord gives its occupants both ample leg and headroom. It is this, coupled with the large glass area, that makes the Accord feel so spacious.



Cruise control



Stereo radio/cassette with an electric aerial



Front door pockets with safety lamps



Rear Electric Windows

The upholstery and trim has been selected to co-ordinate and harmonize, creating an interior that is subtle and quiet. A place where you will truly feel at ease. This feeling can only be amplified by the long list of interior refinements which on the EXi include such features as a cruise control, a digital tuning radio with stereo cassette and 4 speakers, together with ample storage space in door pockets - there are even pockets on the front seat backs.

Such practicality naturally extends to the rear of the new Accord where you'll find a boot large enough to take plenty of luggage.

Both the Honda Accord EX and EXi feature a 2.0 litre, 12 valve engine.

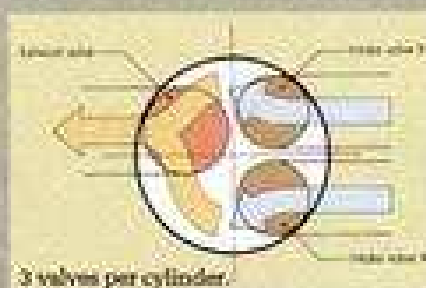
The reason why Honda took the unusual step of designing an engine with 3 valves per cylinder was to improve engine efficiency.

Honda's engineers know that the key to increasing an engine's power lie in improving its intake and exhaust efficiency. So they have designed a 2.0 litre, cross-flow engine with one exhaust and two inlet valves per cylinder. This "multi-valve" design has resulted in an engine with more power, more responsiveness and better fuel economy than is normally achieved by comparable capacity, 2-valve per cylinder units.

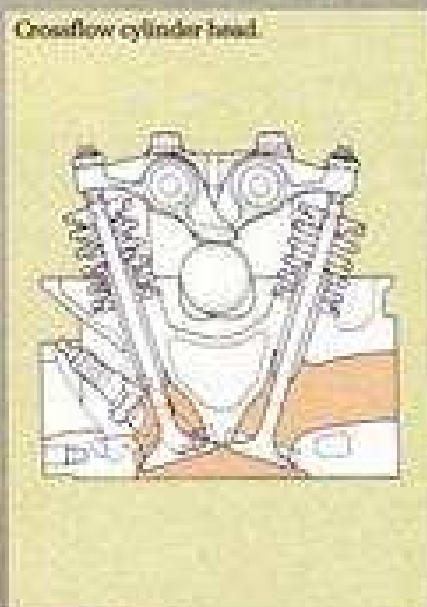
Hydraulic engine mounting

In addition to the normal rubber engine mounts, the 1986 Accords have an Hydraulic Engine Mounting.

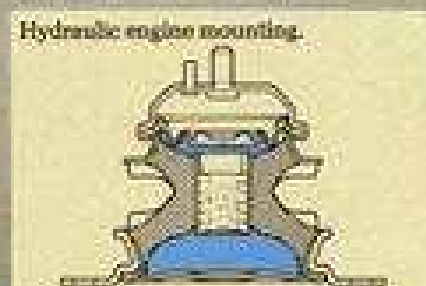
While the two rubber mounts absorb the high frequency vibrations of the engine, the Hydraulic Mount takes care of low frequency vibrations caused by suspension movement over different road surfaces. The result is a smoother, quieter ride at all speeds over all sorts of roads.



3 valves per cylinder.



Crossflow cylinder head.



Hydraulic engine mounting.

The pursuit of engineering excellence

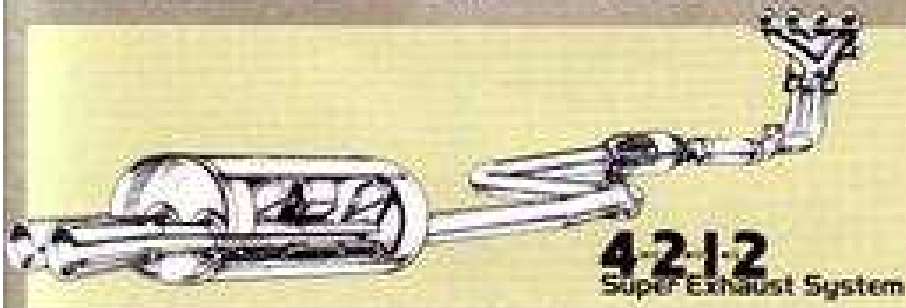




The EXi takes these levels of refinement a step further with the addition of Honda's Programmed Fuel Injection System. It's a system that has proved itself time and time again in the highly competitive world of Formula One, Grand Prix racing. Precision sensors, an 8-bit digital computer and 4-cylinder sequential injection all combine to make a system that responds instantly to the ever changing demands made on an engine. It is this increased responsiveness over carburettor engines that makes the EXi such a delight to drive.

To match the overall efficiency of the fuel injection system, Honda's engineers have also redesigned the intake and exhaust manifolds as well.

The equal length inlet manifolds are the optimum shape to increase the overall power, while the exhaust system has been designed in synchronisation with the multi-valve configuration, using the pulses of the exhaust gas to maximise output and torque.



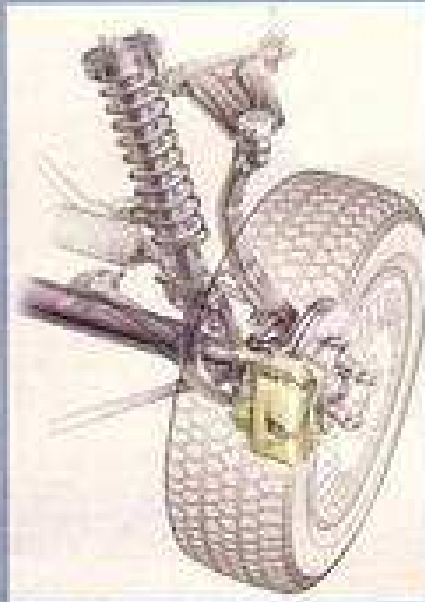
8-bit digital computer.



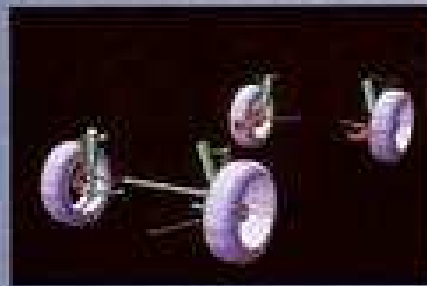


Power Steering

Both of the New Accords have the added luxury of power steering. Responsive to the car's speed, it provides plenty of assistance when you need it most - at parking speeds. The assistance then gradually fades as speed rises.

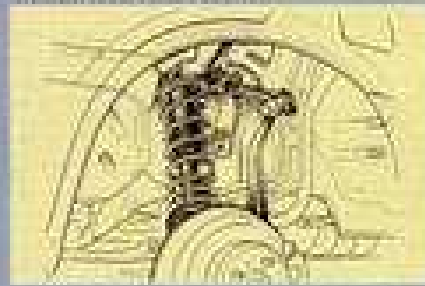


Front and Rear suspension



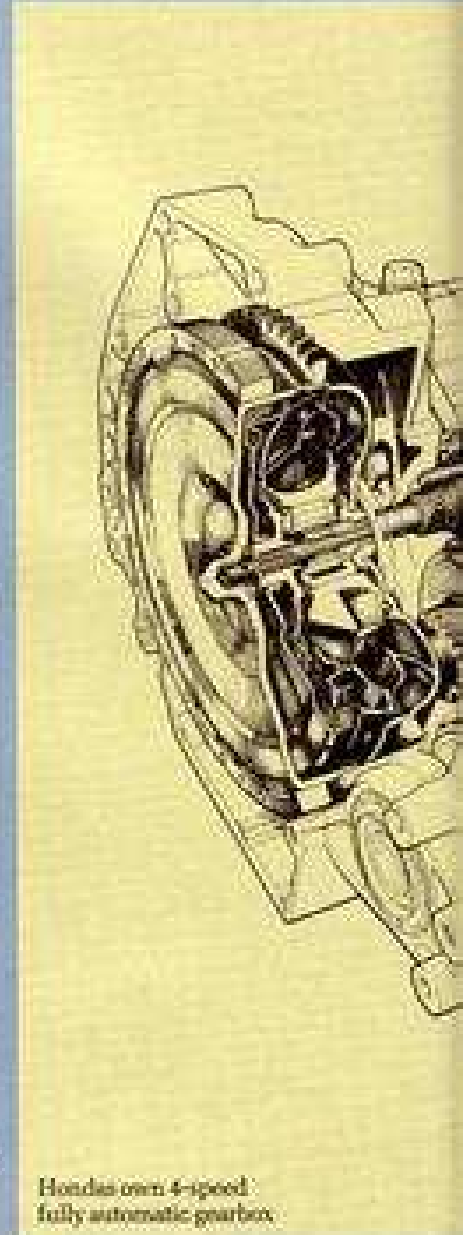
Revolutionary 4-Wheel Double Wishbone Type Suspension System

After exhaustive research and development, Honda's engineers chose an all-round, double-wishbone type system. The reason? Because it was the logical conclusion to the brief they had to fulfill. No other system could combine the standards of cut and cut road holding, superb ride quality and high speed stability. All suspension systems must be a



compromise between these three factors, and with our system, Honda rightly believe that we have compromised the least of most manufacturers.

The double-wishbone type system also has the advantages of being smaller, lighter and less complicated than other suspensions - important factors in helping to make the new Accord lower and sleeker outside, yet more roomy inside.

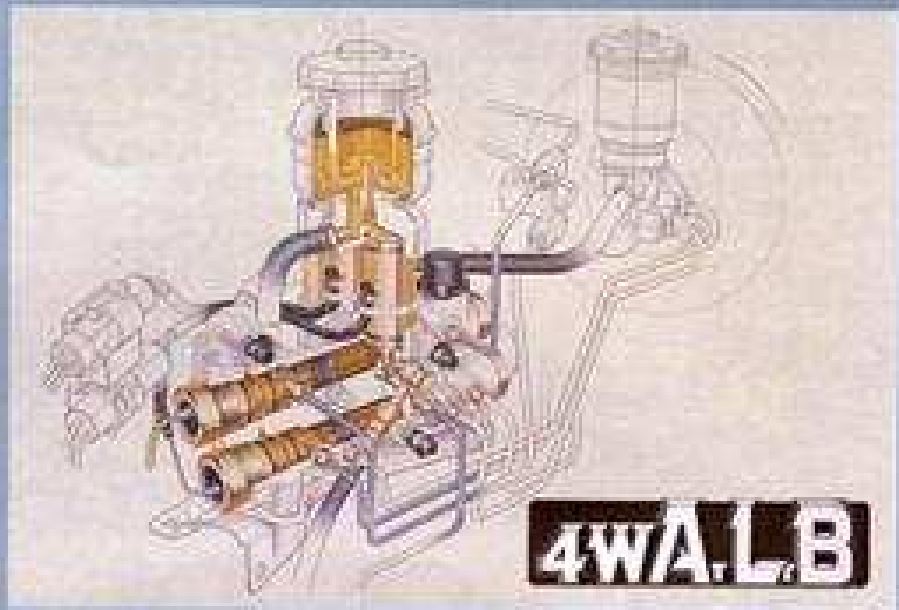
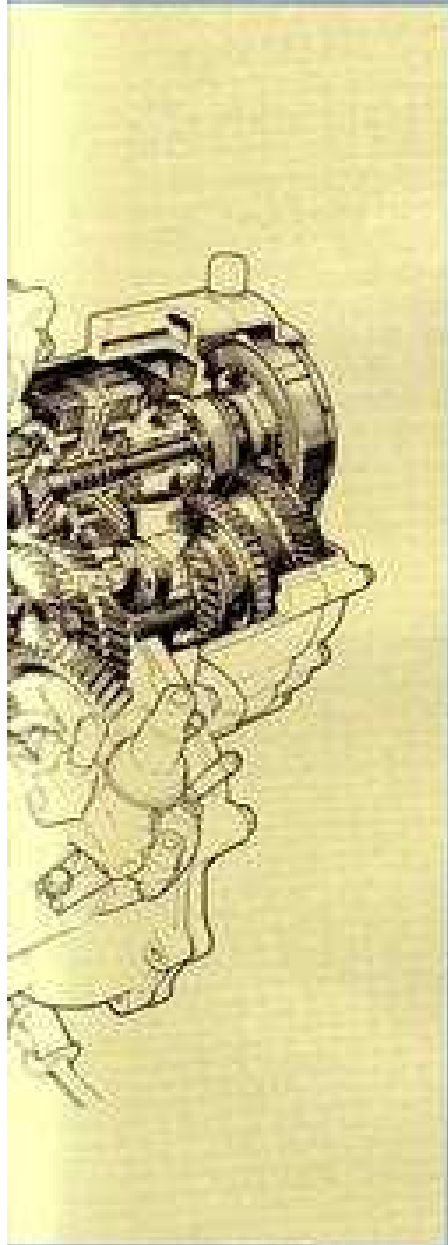


Honda's own 4-speed fully automatic gearbox.

The pursuit of technological innovation

Automatic. The Important Option
Honda's own 4-speed fully automatic transmission is available on both the EX and EXi.

Designed to give ultra-smooth changes, the torque converter system incorporates a special lock-up mechanism. This allows direct drive in the upper 3 gears during part throttle operation thus avoiding fuel wasting torque converter "slip" so giving improved fuel economy as well as responsiveness when required.



4-Wheel Anti-Lock Brake System

The new Accord EX features this important safety system.

When you apply the brakes suddenly with a conventional system, the wheels may lock (especially on wet roads,) sending the car into a skid or spin and making steering impossible. The Honda 4w A.L.B. system solves this problem through the use of an ingenious microcomputer-controlled brake-pumping action for the front and rear wheels. What actually happens is that the microcomputer reduces brake fluid pressure when sensors tell it the wheels are about to lock, then restores the pressure when the danger has passed. The result? Wheel lock is controlled, so you can brake quickly and smoothly — and stay in control of the steering.

This improved performance takes on special significance when you consider that a car's braking capability must be upgraded in accordance with an increase in the car's performance.

Braking performance should be greater in relation to the car's running performance so as to enable you to use your car's potential to the full while maintaining an acceptable safety level.



The pursuit of efficiency

In today's energy conscious world, aerodynamic efficiency plays an ever-increasingly important part in car design.

With the new Accords, Honda are at the forefront of this new design technology. Comprehensive wind tunnel testing has resulted in the new car having an extremely low drag coefficient, just 0.32.

But these now familiar CD figures are only one part of the aerodynamic equation. More important is the drag coefficient multiplied by the car's front area. Here too the new Accord excels

with a remarkable low figure of 0.61. In practical terms, this translates into minimal power loss at high speed, improved fuel consumption, reduced engine loads and low wind noise.

The aerodynamic equation is completed by the coefficient of lift or CL figure. In the new Accord's case it is a mere 0.15, ensuring rock-like stability at speed.

It all adds up to a level of aerodynamic sophistication that is the envy of many a conventional saloon car.

Aerodynamic efficiency.



Semi-concave SL windscreen wipers.



Integrated front air dams.



Flush fitting windows.



Complete protection

Advanced design and engineering technology are worth very little if a car is not well protected against the rigours of nature.

All Honda Accords undergo an extensive anti-corrosion treatment to ensure the bodywork has a long and healthy life.

Certain body panels are manufactured from electrolytic zinc coated steel. The front bumpers and door skins are coated with a zinc primer. The lower sides of the body and other areas that are particularly susceptible to rust all have a thick coating of a special protective chip-proof urethane

primer. Inside the bodywork, where any moisture is likely to form, a superior quality anti-rust wax is generously applied. And finally, all paintwork is applied by Honda's electrostatic method - ensuring complete, overall protection.

Honda are so confident with all these measures that they are offering a 6 year anti-corrosion warranty* on the new Accords.

The New Honda Accord. They are not only well built, they are also built to last.

Leading edge of the hood: thicker coating. Zinc rich primer is applied on the underside.

Hood skin: electrolytic zinc coated steel
Hood frame: galvanized (Fe Zn alloy) steel and electrolytic zinc coated steel

Tailgate skin: electrolytic zinc coated steel
Tailgate frame: galvanized (Fe Zn alloy) steel and electrolytic zinc coated steel

Wheelhouse, rear: electrolytic zinc coated steel

Protective underfield for engine

Fender front: zinc-rich primer coated steel

Rear skirt: made of resin material

Wheelhouse, front: electrolytic zinc coated steel

Door skin: zinc rich primer coated steel
Door frame: galvanized (Fe Zn alloy) steel and electrolytic zinc coated steel

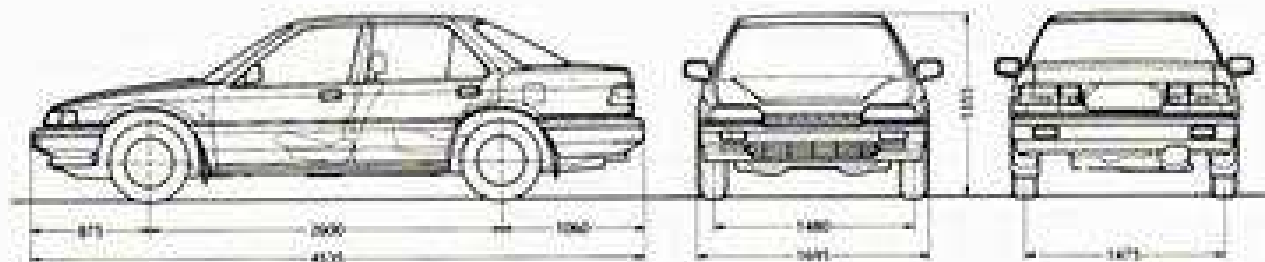
Chipping primer coating

*Three year Honda anti-rust warranty provided by Honda's Six Year Anti-Corrosion Warranty. The warranty covers the vehicle against rust penetration through any door panel body panel, excluding any areas of manufacturing or assembly failure on the vehicle. It does not apply to the normal wear and tear caused by ordinary use, including any damage to the exterior caused by accidents, collisions, fire, hail, flood, salt damage, acid rain, or other environmental factors. It also does not apply to any damage to the interior of the vehicle. The only requirement is that the vehicle is kept for 12 months by an authorized Honda dealer. Full details are included in the owner's booklet supplied with each new vehicle.

SPECIFICATIONS/MAJOR EQUIPMENT

ENGINE		4 DOOR EX	4 DOOR EXi
Type	Water cooled, 4-cylinder O.H.C., 12-valve in-line 4-cylinder (horizontally mounted) (CO with PC24-F1)		
Bore & Stroke	81.7 x 91 mm		
Displacement	1,996cm ³		
Compression ratio	9.2		9.4
Maximum horsepower (DIN)	104PS/3,500 rpm		121PS/3,500 rpm
Maximum torque (DIN)	13.8 kg-m/2,500 rpm		15.8 kg-m/2,000 rpm
TRANSMISSION			
Clutch	Manual	Dry single plate, diaphragm spring type	
	Automatic	Torque converter with locking clutch	
Transmission type	Manual	Synchromesh five forward speeds, one reverse	
	Automatic	4-speed fully automatic	
STEERING SYSTEM			
Steer type	Rack and pinion		
Overall ratio	16.0		
Turns, lock to lock	2.78-3.12 (power steering)		
BRAKE SYSTEM			
Type/Front	Hydraulic servo-assisted ventilated discs		
Rear	Hydraulic servo-assisted leading/trailing disc drum type	Hydraulic servo-assisted discs	
Brake circuit	Dual-circuit dual circuit		
Parking brake	Mechanical expanding, rear two-wheel brakes		Mechanically pressing the disc with pads
SUSPENSION SYSTEM			
Front	Independent double wishbone, coil spring with stabilizer		
Rear	Independent double wishbone, coil spring with stabilizer		
DIMENSIONS			
Overall length	4,325 mm		
Overall width	1,695 mm		
Overall height	1,355 mm		
Wheelbase	2,600 mm		
Track (front/rear)	1,480/1,475 mm		
Ground clearance	90 mm		
Curb weight (Manual/Automatic)	1,065/1,105 kg		1,105/1,155 kg
Maximum permissible weight	1,665 kg		
Turning circle diameter (at body/wheel)	11.2/10.4 m		
ELECTRICAL SYSTEM			
Battery	12V-55Ah		
Starter motor	12V-1.0kW		12V-1.4kW
Ignition	Full electronic transistorized		
Generator	12V-65A/h		
Headlights	12V-60/55W		
TYRES			
Type/Size	Steel-belted radial 185/70SR13 space saver spare wheel		
FUEL CONSUMPTION mpg* (4 star fuel)			
	EX		EXi
	Man.	Auto.	Man. Auto.
Urban	27.2	28.3	18.0 25.4
80 kph (50 mph)	45.3	44.8	40.3 42.8
120 kph (75 mph)	26.2	25.8	21.8 21.8

*Official Government fuel consumption figures.



MAJOR EQUIPMENT	4 DOOR EX	4 DOOR EXI
GENERAL		
Speedometer reading		Mile/km
Power steering	●	●
Front/rear stabilizer	●	●
Front ventilated disc brakes	●	●
4-wheel anti-lock brakes (ABS A L R)		●
4-wheel disc brakes		●
Hydraulic engine mount	●	●
Cruise control		●
Air conditioner		●
EXTERIOR		
Tinted windshield with shaded band	●	●
Headlight wiper/washer		●
Electric door mirrors (both sides)	●	●
Rain wheel covers	●	●
Moldings (front and rear)	●	●
INTERIOR		
Seats (inoperative)	●	●
Front headrests (4-way adjustable)	●	●
Triples door lock	●	●
Driver's seat tilt	●	●
Seats (Front 12-point S.I.R. & 2)	●	●
Rear 2-point L.S. & 1-point seat belt	●	●
Adjustable shoulder anchor point	●	●
Seatbelts (both sides) (with, also in passenger air)	●	●
Rearview mirror (day/night type)	●	●
Rear centre armrest	●	●
Front seatback pockets	●	●
Childproof rear door locks	●	●
Door pockets (front both sides)	●	●
Remote fuel lid opener with key	●	●
Remote fuel lid opener	●	●
Power windows	●	●
Power door lock	●	●
Tilt-adjustable steering wheel	●	●
INSTRUMENTATION		
Tachometer	●	●
Automatic transmission mode indicator (Automatic model only)		●
Safety buckle wire	●	●
Cigarette lighter & ashtray	●	●
Illumination control	●	●
Heater controls (push button type)	●	●
New 14-lead cooling fan system	●	●
Rear heater ducts	●	●
Glove pocket	●	●
Glove box with key	●	●
Power antenna	●	●
Digital quartz clock	●	●
Stereo cassette player	●	●
Stereo cassette player (with 4 speakers)		●
ELECTRICAL SYSTEM		
Halogen headlights	●	●
"Headlight on" indicator	●	●
Rear foglights	●	●
Courtesy lights	●	●
Semi-concealed windshield wiper (2-speed plus intermittent)	●	●