

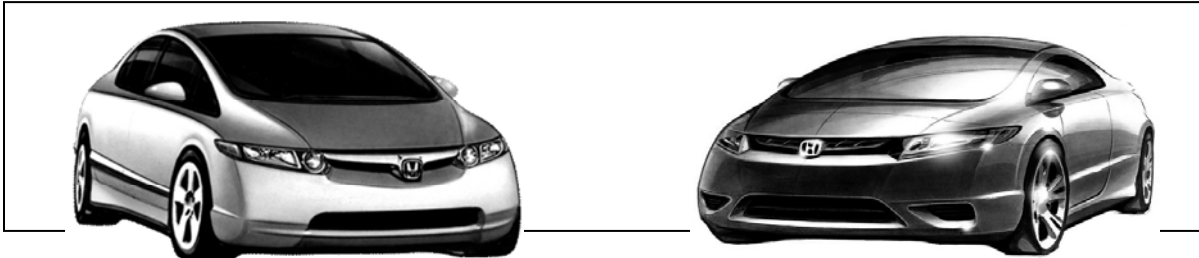
2006 Honda Civic

Press Information

"An Extreme Transformation of Design and Dynamics"

Note to Reader

The Overview section provides a top-line summary of all major technologies. Subsequent sections provide greater detail.



Civic Sedan Concept Illustration

Civic Coupe Concept Illustration

Overview

The Honda Civic is the cornerstone of Honda and its automotive heritage, earning recognition and acclaim as an icon in the automotive industry since its introduction in 1973. The Civic represents the first high volume production automobile that showcased Honda's spirit of innovation to a North American audience ready for something new. Cumulatively, Civic has reached 16 million customers globally and 7 million in the United States, where it has been the best selling retail compact car for the past nine years. The Civic was the seventh best selling vehicle overall in 2004 and third best selling passenger car. If the Civic were its own individual brand, annual sales in excess of 300,000 would make it the 13th top selling brand in the United States out of more than 40 possible brands¹.

As the Civic has been re-invented throughout its previous seven generations, each new model has consistently set new standards in the automotive industry with its innovative packaging, attractive styling, high fuel economy, low emissions, fun-to-drive performance, reliability and safety. The pioneering eighth generation 2006 model amplifies the defining character of the Civic with a long list of Honda technology and engineering innovations, resulting in a vehicle that is pure Honda, exclusively Civic and outside the boundaries of traditional small car thinking.

The 2006 Civic represents an extreme transformation of design and dynamics. Multiple powertrains for 2006 range from 197-horsepower² high performance to 50 mpg gas-sipping hybrid to an all-around performer with two body styles, representing one of the most diverse vehicles in the industry. An expressive and futuristic design with exciting performance and a dedication to providing advanced safety technology set the Civic apart from the competition.

2006 Civic Highlights

- ❑ Four completely-redesigned models include the Civic Si Coupe, an ultra-efficient Civic Hybrid sedan, and well-equipped and technologically-advanced Civic Sedan and Civic Coupe
- ❑ Advanced safety systems include Honda-exclusive Advanced Compatibility Engineering™ (ACE)™ Body Structure for vehicle-to-vehicle crash compatibility and collision energy management, and a long list of standard safety equipment including side curtain airbags, driver's and front passenger's side airbags, and anti-lock braking
- ❑ Expressive exterior styling exhibits sporty character and refined presence
- ❑ Interior delivers more style and function than any other vehicle in segment

¹ 2004 data

² Horsepower and torque calculations reflect new SAE J1349 procedures revised August, 2004.

- ❑ New powertrain technologies include a new, even more intelligent *i*-VTEC engine with advanced valve control, and a fourth generation IMA Civic Hybrid powertrain that delivers higher performance and improved fuel economy with lower emissions

New Technology and Features

Some vehicles in the compact segment can provide fun-to-drive performance, or safety, or environmental performance; but only the Civic can deliver all of these traits simultaneously along with value, style and sophistication – with models custom tailored for a performance enthusiast, a technology enthusiast and a mainstream buyer.

All Models

- ❑ New exterior styling features a one-motion profile with an ultra-fast windshield rake, minimal front and rear overhangs and reduced gap between the tires and fenders
- ❑ Interior styling and functionality increased with two-tier instrument panel, improved seating areas and multi-functional center console
- ❑ Advanced Compatibility Engineering (ACE) Body Structure
- ❑ Standard front, front side and side curtain airbags
- ❑ Active front seat head restraints
- ❑ Standard 4-channel Advanced Logic ABS with Electronic Brake Distribution
- ❑ Honda Satellite-Linked Navigation System with Voice Recognition (available on Si, Hybrid and EX)
- ❑ XM® Satellite Radio (available on Si, Hybrid and EX)
- ❑ Front MacPherson strut suspension with enhanced geometry
- ❑ Compact multi-link double wishbone rear suspension with enhanced geometry
- ❑ Sedan and coupe each have a unique wheelbase and exterior dimensions
- ❑ Drive-by-Wire throttle control on all models
- ❑ Tilt and telescoping steering wheel

Civic Si Coupe

- ❑ 2.0-liter *i*-VTEC™ 4-cylinder engine
- ❑ 197-horsepower³ @ 7800 rpm and 139 lb-ft. torque³ @ 6200 rpm
- ❑ 6-speed manual transmission with helical-type limited slip differential
- ❑ Exclusive exterior includes rear deck wing, aero cladding and Si badging
- ❑ Exclusive interior with deeply bolstered seats, red fabric stitching and unique trim panels
- ❑ Standard 17-inch alloy wheels with 215/45 R17 87V tires (summer tire available)

Civic Hybrid Sedan

- ❑ 1.3-liter *i*-VTEC 4-cylinder engine with 15 Kilowatt electric motor
- ❑ 110-horsepower³ @ 6000 rpm and 123 lb-ft. torque³ @ 1000-2500 rpm
- ❑ New lighter, more powerful and efficient Integrated Motor Assist (IMA) system with greatly enhanced energy regeneration capability and electric-only operation
- ❑ Continuously Variable Transmission (CVT) as standard equipment
- ❑ 50/50 mpg city/highway⁴
- ❑ AT-PZEV emissions
- ❑ Exclusive interior styling includes IMA instrument panel meters and two-tone seating surfaces

³ Horsepower and torque calculations reflect new SAE J1349 procedures revised August, 2004.

⁴ Fuel economy values determined from manufacturer test results. Official 2006 EPA mileage estimates not available at time of printing. Mileage figures shown for comparison purposes only. Actual mileage may vary.

Civic Sedan and Coupe

- ❑ All-new 1.8-liter *i*-VTEC 4-cylinder engine with advanced valve control technology
- ❑ 140 horsepower @ 6300 rpm and 128 lb.-ft. torque @ 4300 rpm ⁵
- ❑ 30/40 mpg city/highway (automatic transmission)⁶
- ❑ ULEV-2 emissions in all 50 states
- ❑ 5-speed automatic transmission available (standard 5-speed manual)

The Civic Enters a New Dimension

The Civic has always offered industry-leading features designed to reward customers with fun-to-drive performance, efficient and environmentally friendly operation and enhanced safety, and the 2006 model goes further than any Civic before it. The first noticeable difference is that both Civic Sedan and Coupe have entirely new dimensions that make each vehicle wider and shorter in height for a sleek, futuristic appearance that also benefits packaging efficiency, handling and ride quality.

Compared to its 2005 predecessor, the 2006 Civic Sedan has grown 1.4 inches in overall length (176.8 inches) and 1.5 inches in width (69.0 inches). Its 106.3-inch wheelbase is 3.2 inches longer, while the rear overhang is 3.1 inches shorter and the front overhang is 1.8 inches longer. Height has been reduced by 0.2 inches. The front track is 1.1 inches wider (59.0 inches) and the rear track is 2.2 inches wider (60.2 inches). Vehicle weight has increased by approximately 5 percent on each trim level – a relatively small gain considering the addition of extensive standard safety equipment, new features and greatly increased bending and torsional rigidity.

The 2006 Civic Coupe has been reduced 0.6 inches in overall length (174.8 inches) compared to the 2005 model, and is now 1.4 inches wider (68.9 inches). Its coupe-exclusive 104.3-inch wheelbase is 1.2 inches longer, while the front and rear overhang lengths remain unchanged. Overall height has been reduced by 1.6 inches (55.1 inches). The front track is 1.1 inches wider (59.0 inches) and the rear track is 2.1 inches wider (60.1). Like the sedan, vehicle weight has increased by approximately 5 percent on each trim level.

Advanced Personal Concept Provides Specialized Performance and Dynamics

The Civic's popularity spans a wide range of customers – some prefer its high-performance potential, others want an all-around great car for daily commuting with style and economy, while some desire the ultimate in clean and efficient technology. For 2006, Honda is advancing multiple powertrain technologies to meet the needs of a diverse Civic customer by offering a 197-horsepower Civic Si, a 50 mpg Civic Hybrid, and a stylish and sophisticated Civic Sedan and Civic Coupe. No other vehicle in the segment covers as much ground as the Civic with its two body styles, three engines, four transmissions and five trim levels. All totaled, there are over 148 model, trim, option and color combinations for the 2006 Civic, more than ever before.

Honda recognizes that a “one size fits all” approach does not always fit the broad spectrum of compact car buyers and that special technology applied to various models provides greater satisfaction and benefit. For example, some cars offer sporty performance across an entire model range, but compromise on fuel economy, ride comfort and/or safety. Others provide good fuel economy and ride comfort, but offer minimal fun-to-drive performance. The Civic combines more desirable traits into a compact vehicle than any other nameplate, and then adds more performance, fuel economy, safety technology and sophistication to meet the demands of the market head-on (with its ACE body structure, of course).

⁵ Horsepower and torque calculations reflect new SAE J1349 procedures revised August, 2004.

⁶ Fuel economy values determined from manufacturer test results. Official 2006 EPA mileage estimates were not available at time of printing. Mileage figures shown for comparison purposes only. Actual mileage may vary.

Civic Si and Civic Coupe Overview

The Civic Si showcases the high-performance potential of the Civic platform to the highest degree. The Civic Si can carve through twisty roads like a sports car, sprint from 0-60 quickly and still provide the everyday practicality of a Civic with its legendary quality, refinement and durability. Bottom line, the 2006 Civic Si is the best handling, best performing Civic to ever touch tire to asphalt in America.

Civic Si Specifications: 2006 vs. 2005

Feature/Spec	2006	2005	Difference
Vehicle Type	Coupe	Three-door hatchback	New Body Style
Wheelbase (in.)	104.3	101.2	+3.1
Length (in.)	174.8	165.7	+9.1
Width (in.)	68.9	66.7	+2.2
Height (in.)	53.5	56.7	-3.2
Engine	2.0-liter <i>i</i>-VTEC DOHC	2.0-liter <i>i</i> -VTEC DOHC	New components
Horsepower @ rpm	197 @ 7800 ⁷	160 @ 6500	+37 hp (23%)
Torque (lb.-ft.) @ rpm	139 @ 6200⁷	132 @ 5000 rpm	+ 7 lb.-ft. (5%)+1200 rpm
Redline (rpm)	8000	6800	+1200
Transmission	6-speed manual w/LSD	5-speed manual	+ 1 speed, +LSD
Fuel Economy city/hwy mpg ⁸	22/31	26/31	-4 / 0
Emissions	LEV-2	LEV-2	Same
Weight (lbs.)	2877	2782	+95
Tire Size	P215/45 R17	P195/60 R16	Larger wheels and tires
Passenger Volume (cu. ft.)	83.0	84.7	-1.7
Leg Room (in.) Front/Rear	42.6 / 30.3	42.2/33.0	+ 0.4 / - 2.7
Hip Room (in.) Front/Rear	53.0 / 49.2	51.2 / 48.4	+ 1.8 / +0.8

The Civic Coupe represents a new generation of advanced personal compact vehicle that is stylish, fun-to-drive and practical. The Civic Si's sporty influence carries over into the Civic Coupe with a strong performance feel and muscular styling while providing industry-leading value and fuel economy. For 2006, the Civic Coupe is more exclusive from its sedan counterpart than ever before with a shorter wheelbase and 100 percent unique sheet metal. The Civic Sedan and Civic Coupe share the same 1.8-liter engine that offers excellent power output and high fuel economy. For the first time ever, the coupe rides on a coupe-unique wheelbase (104.3 inches) compared to the sedan (106.3 inches).

Civic Coupe Specifications: 2006 vs. 2005

Feature/Spec	2006	2005	Change
Vehicle Type	Coupe	Coupe	Same
Wheelbase (in.)	104.3	103.1	+1.2
Length (in.)	174.8	175.4	-0.6
Width (in.)	68.9	67.5	+1.4
Height (in.)	53.5	56.7	-3.2
Engine	1.8-liter <i>i</i>-VTEC SOHC	1.7-liter VTEC SOHC	+0.1 L, + <i>i</i> -VTEC
Horsepower @ rpm	140 @ 6300 ⁷ (DX, LX, EX)	127 @ 6300 (EX) 115 @ 6100 (DX, LX)	+13 @ 0 +25 @ -200
Torque (lb.-ft.) @ rpm	128 @ 4300 ⁷(DX, LX, EX)	114 @ 4800 (EX) 110 @ 4500 (DX, LX)	+14 @ -500 +18 @ -200

⁷ Horsepower and torque calculations reflect new SAE J1349 procedures revised August, 2004.

⁸ Fuel economy values determined from manufacturer test results. Official 2006 EPA mileage estimates not available at time of printing. Mileage figures shown for comparison purposes only. Actual mileage may vary.

Civic Coupe Feature/Spec (Continued)	2006	2005	Change
Transmissions	5 MT (standard) or 5 AT	5 MT (standard) or 4 AT	5 MT same, +1 gear AT
Tire Size	P195/65 15 (DX) P205/55 16 (LX, EX)	P185/70 14 (DX) P195/60 15 (LX, EX)	Plus 1 larger wheels and tires
Weight	2765 (EX 5AT) 2593 (DX 5MT)	2652 (EX 4AT) 2449 (DX 5MT)	+113 +144
Fuel Economy City/Hwy mpg	30/40 (DX, LX, EX 5AT)⁹	31/38 (EX 4AT) 29 / 38 (DX, LX 4AT)	-1 / +2 +1/+2
Emissions	ULEV-2	ULEV-1	Lower emissions
Passenger Volume (cu. ft.)	83.0 (EX) 83.7 (DX, LX)	88.1 (EX) 91.4 (LX, DX)	-5.1 -7.7
Leg Room Front/Rear (in.)	42.6 / 30.1	42.2 / 36.0	+0.4 / -5.7
Hip Room Front/Rear (in.)	53.0 / 49.2	51.2 / 46.7	+1.8 / +2.5

Civic Hybrid and Civic Sedan Overview

The Civic Hybrid provides the ultimate in clean and efficient technology with the highest fuel economy and lowest emissions of any Civic. A new generation of Honda's Integrated Motor Assist (IMA) technology helps the Civic achieve an EPA estimated city/highway fuel economy of 50/50 miles per gallon and achieve Advanced-Technology Partial Zero Emissions Vehicle (AT-PZEV) in all 50 states. Equipped with a continuously variable transmission (CVT) as standard equipment for 2006, fuel economy increases by 6 percent in the city and 4 percent on the highway (compared to the 2005 Civic Hybrid with CVT and AT-PZEV certification). The Civic Hybrid can now deactivate all four of its cylinders and operate using only the electric motor in certain steady-state cruising situations. Compared to the 2006 Civic Sedan with an automatic transmission, the Civic Hybrid provides a city fuel economy increase of approximately 66 percent and a highway fuel economy increase of 25 percent.

Civic Hybrid Specifications: 2006 vs. 2005

Feature/Spec	2006	2005	Change
Vehicle Type	Sedan	Sedan	Same
Wheelbase (in.)	106.3	103.1	+3.2
Length (in.)	176.7	175.4	+1.3
Width (in.)	68.9	67.5	+1.4
Height (in.)	56.5	56.3	-0.2
Engine	1.3-liter <i>i</i>-VTEC SOHC	1.3-liter VTEC SOHC	+ <i>i</i> -VTEC
Electric Motor hp @ rpm	20 @ 2000	13 @ 4000	+4 / +7
Cylinder Deactivation	4-cylinder	3-cylinder	Full Engine Deactivation
Horsepower @ rpm (total)	110 @ 6000⁸	93 @ 5700	+ 17 hp
Torque (lb.-ft.) @ rpm (total)	123 @ 1000-2500⁸	105 @ 3000 (CVT)	+ 18 @ - 500
Transmission	CVT	CVT or MT	CVT standard
Tire Size	P195/65 15	P185/70 15	Larger tire
Fuel Economy city/hwy mpg	50 / 50	47 / 48 (CVT AT-PZEV)	+ 3 / +2
Weight	2875	2740	+ 135
Emissions	AT-PZEV (50 State)	AT-PZEV (CA +)	50-State AT-PZEV
Passenger Volume (cu. ft.)	90.9	91.4	-0.5
Front/Rear Leg Room (in.)	42.2 / 34.6	42.2 / 36.0	0/-1.4
Front Hip Room (in.)	51.8 / 51.0	51.3/ 49.8	+0.5/+1.2

⁹ Fuel economy values determined from manufacturer test results. Official 2006 EPA mileage estimates not available at time of printing. Mileage figures shown for comparison purposes only. Actual mileage may vary.

Refinement with sophistication and safety summarize the Civic Sedan's sales volume-leading position as it brings together a balanced demeanor between performance and economy derived from the Si and Hybrid. Rich with features, the Civic Sedan boasts more standard equipment across its entire trim level range with higher quality audio systems, ergonomics and storage functionality. Innovation has been a hallmark of each new Civic; the 2006 Civic is no exception. New powertrain technology centers on a 1.8-liter *i*-VTEC engine with the next generation of *i*-VTEC technology that uses variable valve timing to reduce pumping losses to the benefit of fuel economy, lower emissions and performance. The new engine represents a significant milestone in engine technology and helps the 1.8-liter Civic deliver performance similar to a 2.0-liter engine at lower rpm ranges and fuel economy similar to a 1.5-liter during cruising (140 horsepower and an estimated 40 mpg highway, automatic transmission – up 2mpg from the already top-of-class 2005 Civic Sedan).

Civic Sedan Specifications: 2006 vs. 2005

Feature/Spec	2006	2005	Change
Vehicle Type	Sedan	Sedan	Same
Wheelbase (in.)	106.3	103.1	+3.2
Length (in.)	176.7	175.4	+1.3
Width (in.)	68.9	67.5	+1.4
Height (in.)	56.5	56.3	Verify
Engine	1.8-liter <i>i</i> -VTEC SOHC	1.7-liter VTEC SOHC	+0.1 L, + <i>i</i> -VTEC
Horsepower @ rpm	140 @ 6300 ¹⁰ (DX, LX, EX)	127 @ 6300 (EX) 115 @ 6100 (DX, LX)	+13 @ 0 +25 @ +200
Torque (lb.-ft.) @ rpm	128 @ 4300 ¹⁰ (DX, LX, EX)	114 @ 4800 (EX) 110 @ 4500 (DX, LX)	+14 @ -500 +18 @ -200
Transmissions	5 MT (standard) or 5 AT	5 MT (standard) or 4 AT	5 MT same, +1 gear AT
Weight (lbs.)	2804 (EX 5AT) 2628 (DX 5MT)	2652 (EX 4AT) 2449 (DX 5MT)	+152 +179
Tire Size	P205/55 R16 (LX, EX) P195/65 R15 (DX)	P195/60 R15 (LX, EX) P185/70 R14 (DX)	Plus 1 Larger wheels and tires
Fuel Economy City/Hwy mpg	30/40 (DX, LX, EX 5AT)	31/38 (EX 4AT) 29 / 38 (DX, LX 4AT)	-1 / +2 +1/+2
Passenger Volume (cu. ft.)	88.4 (EX) 90.9 (LX, DX)	88.1 (EX) 91.4 (LX, DX)	+0.3 -0.5
Emissions	ULEV-2	ULEV-1	Lower emissions
Front/Rear Leg Room (in.)	42.2 / 34.6	42.2 / 36.0	0/-1.4
Hip Room Front/Rear (in.)	51.9 / 51.0	51.3 / 49.8	+0.6/+1.2

Safety for Everyone

Honda makes choosing a safe car simple by including a high level of standard safety equipment in every Civic. Honda's strategy contrasts the common industry practice of bundling safety equipment such as anti-lock brakes, side airbags and side curtain airbags with unrelated comfort and convenience option packages.

The 2006 Civic integrates Honda's most advanced safety technology with the revolutionary ACE Body Structure, active front head restraints and segment-exclusive standard side curtain airbags and front side airbags in every model and trim level. The ACE Body Structure enhances frontal collision energy management through a network of load bearing front frame structures that provides an increased opportunity for two vehicles – including larger and smaller vehicles with differing bumper heights – to properly connect during a collision. A first-of-its-kind in the industry, the ACE Body Structure elevates real-world safety to a new level by better utilizing the crumple zones between two vehicles and dispersing energy away from the passenger area through more load-bearing channels.

¹⁰ Horsepower and torque calculations reflect new SAE J1349 procedures revised August, 2004
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Inside, every Civic incorporates side curtain airbags and front side airbags as standard equipment, along with Honda's first-ever active head restraints that are designed to reduce the chance of neck injury in the event of a rear collision. Additional standard safety features include dual-stage dual-threshold front airbags with a passenger-side Occupant Position Detection System (OPDS), anti-lock brakes (ABS), front seatbelts with pre-tensioners and load limiters, and a pedestrian safety design in the front of the vehicle. Passenger-side seatbelt reminders and daytime running lights are also new for the 2006 Civic.

"Some consumers may not fully realize the importance of safety equipment when purchasing a vehicle," said John Mendel, senior vice president of American Honda Motor Co., Inc. "For that reason, Honda is dedicated to make choosing a safe car simple for everyone as demonstrated by the high level of standard safety equipment on every 2006 Civic."

The previous generation Civic (2001 – 2005) set a new standard for small car safety when the 2001 Civic Coupe with side airbags became one of the first two passenger cars ever to earn the federal government's top Five Star safety rating for the driver and front passenger and rear seat passengers in both frontal and side impact crash tests performed by the National Highway Traffic Safety Administration (NHTSA). The 2006 Civic builds on Honda's industry-leading emphasis on safety and outdistances the competition by implementing new technology and features that go beyond mandated standards and traditional safety protocols.

Powertrains for All: *i*-VTEC 2.0-Liter, 1.3-Liter, 1.8-Liter / 6MT, 5AT, 5MT, CVT

The Civic is available with three unique powertrains that include a 197-horsepower 2.0-liter *i*-VTEC engine in the Civic Si, the 110-horsepower and ultra-efficient 1.3-liter *i*-VTEC engine with Integrated Motor Assist in the Civic Hybrid and an innovative 140-horsepower 1.8-liter *i*-VTEC engine in the Civic Sedan and Civic Coupe that achieves performance similar to a larger engine and fuel economy similar a smaller engine. (A fourth powertrain that uses natural gas will be available in early 2006 in the Civic GX; details will be available near its launch date.)

Each Civic powertrain engages a further-evolved "intelligent" application of Honda's exclusive Variable Valve Timing and Lift Electronic Control (VTEC) technology known as *i*-VTEC. In the U.S., Honda's original VTEC valvetrain technology first appeared in 1990 and was subsequently adapted to a wide variety of engines for its ability to extract powerful performance from smaller and more efficient engines. When the letter "*i*" is used with VTEC, it symbolizes an advanced form of variable valve timing that simultaneously raises performance and fuel economy while lowering emissions. The world of *i*-VTEC performance encompasses multiple technology applications including Variable Timing Control* that advances or delays the rotation of a camshaft, or Variable Cylinder Management that deactivates some of the cylinders**, or all of the cylinders***. In the 2006 Civic Sedan and Coupe, *i*-VTEC relates to an innovative new way to reduce pumping losses inside the engine****.

* Honda Accord 4-cylinder, Civic Si, CR-V, Element, Acura RS-X and TSX each employ Variable Timing Control (VTC)

** Honda Accord Hybrid and Odyssey employ Variable Cylinder Management (VCM) to deactivate three of its six cylinders

*** The 2006 Civic Hybrid can de-activate all four of its cylinders through VCM

**** The new 2006 Civic Sedan and Coupe employ the next generation of *i*-VTEC that reduces fuel consumption and enhances performance

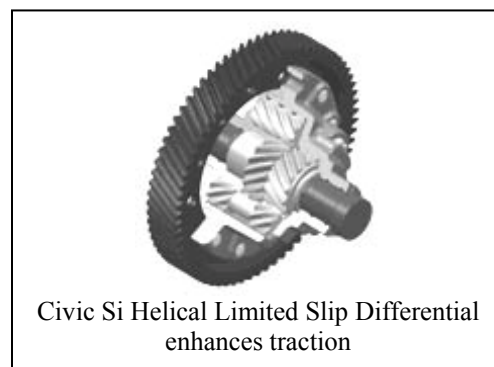
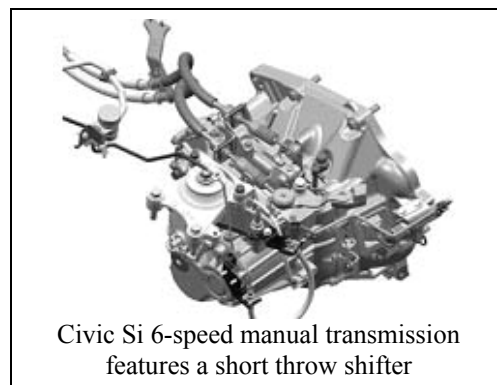
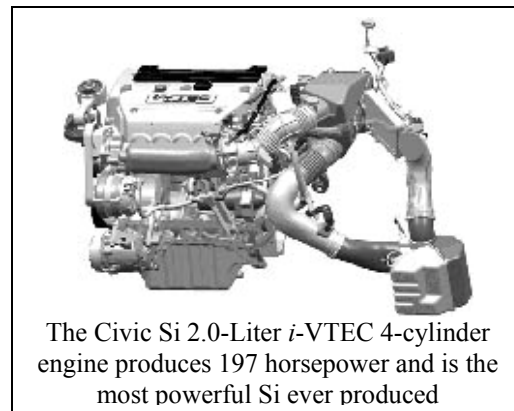
Civic Si Powertrain: 2.0-Liter / 6MT

- ❑ 2.0-liter *i*-VTEC DOHC 4-Cylinder Engine with Variable Timing Control (VTC)
- ❑ 6-Speed Manual Transmission
- ❑ Helical-Type Limited Slip Differential

High revving power, quick shifting precision and tenacious grip describe the Civic Si powertrain. The 16-valve 2.0-liter engine uses Honda's *i*-VTEC "intelligent" valve control system that combines Variable Timing Control (VTC) to continuously adjust camshaft phase with Variable Valve Timing and Lift Electronic Control (VTEC) that adjusts valve lift, timing and duration. Combining these two systems results in impressive horsepower and high torque with good fuel economy and low exhaust emissions. The Civic Si utilizes VTEC and VTC for both intake and exhaust valve control to produce 197 horsepower¹¹ at 7800 rpm and 139 lb-ft. of torque¹⁰ at 6200 rpm. The air intake system and the exhaust system are tuned to provide a deep sound and resonance, adding a level of performance feedback more commonly found on racecars. Further refinement is found in the drive-by-wire throttle body for smooth acceleration response and a chain driven balancer unit in the oil pan minimizes engine vibration.

The Civic Si is available exclusively with a 6-speed manual transmission. Designed to be exceptionally compact and lightweight, this 6-speed has also been engineered to shift with extremely short and precise throws. A final drive ratio of 4.76:1 promotes aggressive acceleration while a tall 6th gear provides for relaxed highway cruising. The short-throw clutch has an innovative torsion mechanism that considerably reduces noise. Multiple synchronizers are utilized, and 5th and 6th gears feature single carbon synchronizers for a direct shift feel.

Most vehicles have open differentials that send power to usually just one wheel in a corner, resulting in wheel spin and less potential for applying throttle and acquiring faster acceleration. The helical type limited slip differential (LSD) in the Civic Si improves acceleration and cornering performance by insuring that both front wheels receive an optimum level of torque at all times. In a straight line, both wheels are better utilized to put the engine's power to the ground with minimal wheel spin. During hard cornering, the LSD transmits more torque toward the outside wheel to bias more power to the tire with the most grip and facilitates the outside wheel's longer travel distance relative to the inner wheel. Primary benefits include the ability to accelerate harder exiting corners and enhances the vehicle's responsiveness to throttle inputs in corners.

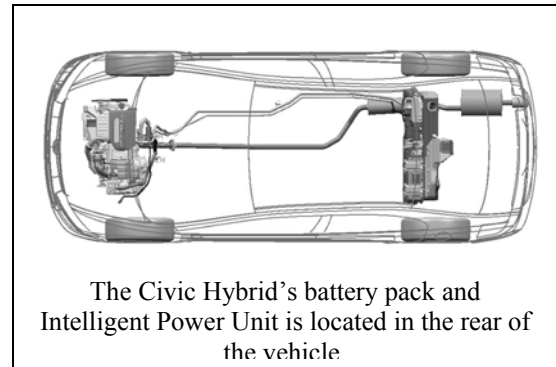


¹¹ Horsepower and torque calculations reflect new SAE J1349 procedures revised August, 2004
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Civic Hybrid Powertrain: 1.3-Liter/ IMA / CVT

- ❑ 1.3-liter *i*-VTEC Engine with Variable Cylinder Management and i-DSI
- ❑ Fourth Generation Integrated Motor Assist (IMA) System
- ❑ Continuously Variable Transmission (CVT)
- ❑ Cooperative Regenerative Braking System

Honda was the first vehicle manufacturer to offer a gasoline-electric hybrid powertrain in North America with the introduction of the Honda Insight in December 1999. Improved versions of the IMA system have appeared in the 2003 Civic Hybrid and the 2005 Accord Hybrid. Adding to its long history of advanced green technologies, Honda's fourth generation hybrid powertrain in the 2006 Civic Hybrid offers improved power, efficiency and capabilities. Horsepower increases by 18 percent and combined fuel economy increases by about 5 percent, versus a similarly equipped 2005 Civic Hybrid.



Honda's industry leading reputation for extracting power and fuel economy from its gasoline engines explains its unique approach to electric hybridization. First, Honda can build a small engine with exceptionally high power output and high efficiency as the foundation for the hybrid powertrain. This integrates well with Honda's simple, elegant, and efficient IMA system that eliminates the need for a large, heavy and complex electric drive system. Second, Honda's hybrid performance strategy lends itself well to the driving habits of North American consumers who tend to live in suburban settings and have commutes that include mixed highway and city driving by delivering similarly high economy levels for both driving modes.

Some hybrid systems built by other manufacturers actually provide higher city fuel economy than highway – a feature that benefits only those who live in dense urban areas with heavy stop and go traffic. City drivers also tend to put fewer annual miles on their vehicle, which minimizes the return on investment for a hybrid powertrain. Overall, Honda's advanced IMA system provides the greatest advantage to high mileage commuters, who can benefit the most from clean and efficient hybrid technology.

The fourth generation Honda IMA system consists of a 1.3-liter *i*-VTEC 4-cylinder engine connected to a high power electric motor and a Continuously Variable Transmission (CVT). A battery pack is used to capture and store electricity for the electric motor. Like all contemporary hybrid powertrains, the system uses a gasoline engine as the primary source of power and an electric motor provides additional power and electricity regeneration capability. During acceleration, the engine or the engine and electric motor propel the vehicle.

During cruising, the gasoline engine and/or the electric motor can propel the vehicle. This means the Civic Hybrid can drive on the electric motor alone in certain cruising situations, a new capability for 2006. During braking, the gasoline engine deactivates and the electric motor acts as generator to charge the battery pack. At a stop, the engine can enter an idle stop mode to save fuel, and the engine is turned off until the brake pedal is released.

Overall, the 18 percent more powerful 110-horsepower fourth generation Honda IMA powertrain provides stronger starting and overtaking acceleration compared to its predecessor while its estimated city/highway fuel economy of 50/50 mpg provides a maximum driving range over 615 miles. The gasoline engine and electric motor combine to produce a maximum output of 110¹²-horsepower @ 6000 rpm and 123 lb-ft. of torque¹¹ @ 1000-2500 rpm.

Building on the strong foundation of the 2005 Civic Hybrid 1.3-liter i-DSI gasoline engine, the 2006 1.3-liter *i*-VTEC with VCM gasoline engine implements a wide assortment of new technology including a three-stage *i*-VTEC system that provides a low and high cam profile to increase power output while also adding Variable Cylinder Management (VCM) capability to deactivate all four of the engine's cylinders (instead of three previously). The new valvetrain helps to drastically reduce internal pumping losses during deceleration and contributes to the increase in electrical regeneration of 170 percent. The engine still features an "intelligent" dual and sequential ignition system that uses two spark plugs per cylinder and allows for more complete combustion of the fuel by firing the two spark plugs either at the same time or in a sequential, one-two fashion depending on the driving condition. By itself, gasoline engine output is rated at 93 horsepower @ 6000 rpm (+ 9 percent) and torque is rated at 89 lb-ft. @ 4500 rpm (+2 percent).

Dramatic new technology has also been added to the electric motor, Intelligent Power Unit and battery pack to improve performance, reduce size and minimize weight. The 15-kilowatt electric motor uses a high performance magnet and flat wire construction to improve torque output by 30 percent, horsepower by 46 percent and efficiency by 3 percent. By itself, the electric motor is rated at 20 horsepower @ 2000 rpm and torque is rated at 76 lb-ft. @ 0-1160 rpm. The brain of the IMA system – the Intelligent Power Unity (IPU) – is 13 percent smaller and weighs slightly less. Related components including the Power Control Unit (PCU) and DC/DC converter are also smaller and weigh less while providing greater operational capabilities. The 158-volt battery pack provides 27 percent more assist power, can recharge 14 percent faster and its size has been reduced by 12 percent.

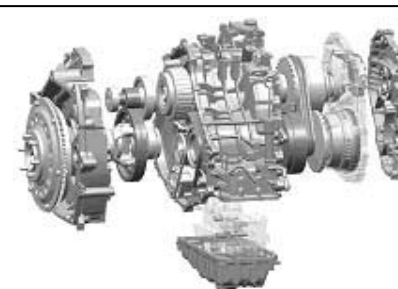
A Continuously Variable Transmission (CVT) is standard equipment on all Civic Hybrids. The newly designed transmission provides a wider range between the maximum and minimum gear ratios to enhance acceleration and minimize engine rpm at high speeds. The transmission provides smooth and predictable transitions and helps keep the IMA system operating at its peak efficiency.



Civic Hybrid 1.3-liter *i*-VTEC engine and electric motor produce 110 horsepower combined



The 20 horsepower electric motor is the most powerful Honda has ever produced for a hybrid vehicle



A Continuously Variable Transmission is standard on every Civic Hybrid

¹² Horsepower and torque calculations reflect new SAE J1349 procedures revised August, 2004
2006 Honda Civic

A hybrid dual scroll air conditioning compressor that is both engine and internal electric motor-driven helps minimize the air conditioner's impact on fuel economy and allows the Civic Hybrid's automatic climate control system to operate even when the engine is in idle stop mode.

A cooperative regenerative braking system has been added that intelligently directs braking power between the hydraulic brakes and the electric motor (which acts as a generator to provide significant resistance for braking). Less reliance on the traditional braking system and reduced engine pumping losses translate into greater electrical regeneration (170 percent more than the 2005 Civic Hybrid) and ultimately improved fuel economy. When braking, a brake pedal sensor sends a signal to the vehicle's IMA computer (IPU). The computer activates a servo unit in the brake system's master cylinder that smoothly proportions braking power between the traditional hydraulic brakes and the electric motor to maximize regeneration. Previous versions of Honda's IMA systems proportioned braking power at a pre-set rate below the maximum regeneration threshold and with no variable proportioning.

Civic Sedan and Civic Coupe Powertrain: 1.8-Liter / 5MT / 5AT

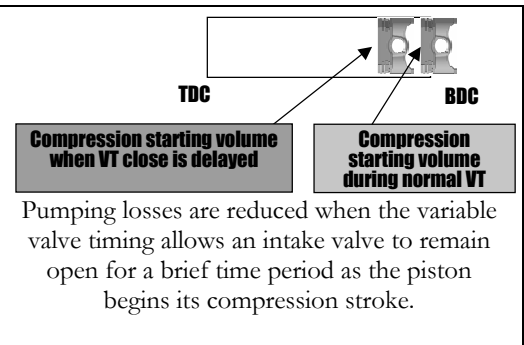
- ❑ 1.8-liter *i*-VTEC 4-cylinder engine
- ❑ 5-Speed Manual Transmission
- ❑ Electronically-Controlled 5-Speed Automatic Transmission

The Civic Sedan and Civic Coupe benefit from a new generation of Honda engine technology that provides performance similar to a 2.0-liter engine and fuel economy similar to a 1.5-liter engine. The all-new 1.8-liter *i*-VTEC 4-cylinder engine produces 140 horsepower @ 6300 rpm and 128 lb.-ft. of torque at 4300 rpm with an estimated EPA city/highway fuel economy of 30/40 miles per gallon. The new engine offers significantly improved low rpm torque and top end power. A new 5-speed automatic transmission (available) extracts this extra power to its fullest potential. Additional new Civic technology includes a drive-by-wire throttle control and a dual-stage air intake.



The 1.8-liter *i*-VTEC engine provides performance like a larger engine and economy like a smaller engine

The Civic's 1.8-liter *i*-VTEC engine minimizes pumping losses during cruising and low engine load situations, an important factor in creating more efficient engines. Pumping losses are reduced when the variable valve timing allows an intake valve to remain open for a brief time period as the piston begins its compression stroke. By keeping an intake valve open during part of the compression stroke, some of the volume of unburned air/fuel mixture in the cylinder moves back inside the intake manifold and lowers the volume being compressed, or "pumped."



During cruising or other stable, low-load driving conditions, the new engine utilizes a dedicated set of cams to close one of the intake valves and retard that valve's timing, exerting backpressure on the air-fuel mixture. This reduces the actual intake air volume. Meanwhile, the throttle is opened wider to provide optimum control over engine output. Opening the throttle valve wider, in other words, widening the path that the air flows through – reduces pumping losses to result in a significant improvement in engine efficiency.

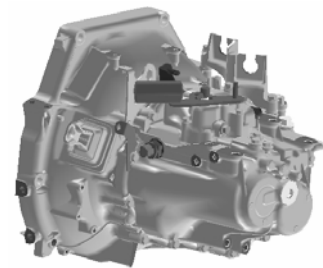
The pumping loss reduction yields fuel economy similar to an engine with a displacement of a 1.5-liter engine. The ability to reduce pumping losses during low engine loads allows for more aggressive tuning of the engine during high loads such as when accelerating. During high load situations, the VTEC system provides high output valve timing for maximum power. Gone is the normal valve timing, replaced by two fundamentally greater extremes. A dual-stage air intake, a lightweight powertrain and optimized gearing further add to the performance character of the vehicle.

Whereas traditional VTEC operation changes valve opening duration based on higher oil pressure during high rpm operation at one side of the valvetrain's rocker arms, the Civic's *i*-VTEC system can switch valve timing duration at low rpm and low oil pressure using two hydraulic actuators on both sides of the intake rocker arm. This engagement method is similar to that used on the Accord Hybrid and Odyssey *i*-VTEC systems.

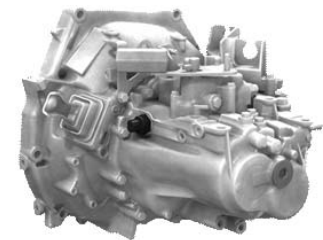
This Civic's *i*-VTEC valve timing reacts to driving conditions related to throttle opening, vehicle speed, engine rpm and gear selection. A sophisticated drive-by-wire throttle control, air flow meter and dual-stage air intake allow the Engine Control Unit (ECU) to create seamless transitions between the two modes of engine operation.

The Civic Sedan and Civic Coupe are available with either a 5-speed manual transmission (standard) or an electronically controlled 5-speed automatic transmission (available). The 5-speed automatic transmission – among the first in the entry level compact class – is all new for 2006 and improves on the previous 4-speed automatic design with a wider overall ratio that maximizes acceleration in gears one through four and optimizes fuel economy in its overdrive fifth gear. The computer controlled “direct control” transmission provides amazingly smooth shifts. The direct control, along with gear ratios closely matched to the output curve of the engine, help to deliver more power at just the right time to provide overall vehicle performance competitive to vehicles with 4-speed automatic transmissions, yet more horsepower.

The 5-speed manual transmission has also been redesigned into a more lightweight and compact unit that minimizes power-robbing rotating mass and adds a rotating select link for quick and direct gear changes. Additional features include a low friction design with single cone synchronizers in all gears and high capacity bearings throughout. From a performance standpoint, the new manual transmission has a higher torque capacity and a shorter, firmer and more direct shift feel.



The 5-speed manual transmission is lighter, stronger, more compact and shifts with a more direct feel



An available 5-speed automatic transmission replaces the previous 4-speed unit

Advanced Personal Compact Styling

The 2006 Civic is available as either a sedan (Civic Hybrid, Civic Sedan) or a coupe (Civic Si, Civic Coupe). All models follow the "Advanced Personal Compact" design theme that incorporates a sweeping roofline and ultra-fast windshield rake that highlights the vehicle's advanced one-motion profile, low and wide stance, and superior aerodynamic performance. The sedan and coupe each have 100 percent unique sheetmetal and unique proportions such as wheelbase, height and windshield angle. Wheel openings on both minimize the gap between the tire and the body to some of the lowest levels in the industry of just 1.9 inches front and 1.7 inches rear (a reduction of 0.7 inches front and 1.2 inches rear, respective to the 2005 Civic Sedan).

As the performance leader for the lineup, the Civic Si conveys an aggressive attitude that speaks to the performance potential underneath that also carries over into the Civic Coupe. The steeply raked windshield creates a 21.9-degree angle that is even sleeker than the 23.9 degree rake in the Acura NSX supercar. The long trunk deck, with its frontward sloping bumper, accents the forward motion conveyed by the overall vehicle shape. A trapezoidal lower body with short front and rear overhangs further convey a powerful stance.

The Civic Hybrid styling sets the direction for the Civic Sedan with a technologically sophisticated and refined presence derived from a monoform design, long wheelbase and short front and rear overhang. The steeply raked windshield on the sedan forms a 23.9-degree angle.



A Futuristic "One-Motion Form" creates the foundation for the Advanced Personal Compact concept



The Civic Si conveys an aggressive attitude that speaks to the performance potential underneath



The Civic Hybrid's sleek monoform design conveys sophistication and refinement

Body

The Civic is built on an all-new version of Honda's Global Compact Platform. The solid unit body of the Civic was designed from the outset to define a new standard for torsional and bending rigidity in the compact segment. The new Global Compact Platform implements advanced body construction technologies for enhanced safety, better rigidity, improved ride comfort and a quieter cabin. With 50 percent total high strength steel content and advanced new structural engineering, torsional rigidity increases by 35 percent.

Body construction now includes Honda's Advanced Compatibility Engineering (ACE) Body Structure that enhances frontal collision energy management through a network of load bearing structures in the front of the vehicle. Conceived around "real world" safety, this newly developed front-end frame structure incorporates new upper and lower frame members to significantly enhance energy dispersion in a frontal collision. The ACE concept differs from traditional crash designs that channel a high percentage of collision force through a vehicle's two lower channels in a collision (useful only if the frames of the two vehicles connect). The ACE design with its polygonal front structure helps reduce the potential for misalignment with the frame of the opposing vehicle. These features are designed to increase compatibility between vehicles of different size categories for enhanced occupant protection in the event of a collision.



A new body design with the ACE Body Structure and extensive use of high strength steel create a new generation platform that is safer and stronger

Honda's commitment to safety extends to pedestrians as well as vehicle occupants. To help reduce pedestrian injuries in the event of a collision, the Civic's hood and fender areas are designed to deform if contacted by the head of an adult or child pedestrian. Energy-absorbing collapsible hood supports, wiper arms and fender mounts are designed to allow substantial deformation in an impact.

The Civic conveys an aerodynamic presence on the surface, but many aerodynamic improvements exist in areas that may not be as obvious. All models feature a chin spoiler and multiple under covers that reduce air turbulence near the engine, rear wheels and rear bumper. The Civic Si manages airflow even further and features a rear wing spoiler that creates meaningful and intentional downforce at high speeds, along with a brake cooling strake (a small fin ahead of the front wheel) that directs air across the brake rotor like a dedicated brake duct. The Civic Hybrid and Civic Coupe models use a lip spoiler on the trunk that cleans up the airflow behind the vehicle. The Civic Hybrid has an enhanced undercover for even cleaner aerodynamics. In order to accommodate the steeply raked windshield and its significant surface area, opposable windshield wipers are used that cover more surface area than typical wipers and the blade bodies have a flat design that makes air flow push the wiper blades firmly against the glass.

Chassis

Honda has a tradition of making its vehicles fun-to-drive with responsive suspension tuning and refined road manners. Precise and sharp handling performance also contributes to accident avoidance maneuverability. The 2006 Honda Civic chassis delivers higher levels of sportiness and ride comfort with improvements in three key areas – enhanced suspension geometry with larger wheels and tires, a longer wheelbase, and a new generation 4-channel anti-lock braking system. The changes add up to a new Civic that is even more responsive and sporty in demanding situations while also maintaining a smooth and quiet ride.

The all-new MacPherson strut front suspension design incorporates new geometry with a high caster angle for straight line stability along with improved toe-control dynamics for sharp and responsive steering. Changes to steering angles, bushings, material rigidity, and spring and shock tuning result in amazingly linear suspension movement at the upper limit of vehicle dynamics and flatter cornering.

The all-new multi-link double wishbone rear suspension design benefits from a new design that facilitates a longer damper stroke and improved positioning of the damper itself. The additional rebound stroke allows the vehicle to soak up bumps and harsh road surfaces with quietness and ease. The damper is mounted closer to the wheel for a more favorable 1.1:1 lever ratio (the relationship between the suspension movement and the distance that the damper actually travels). The previous relationship was 1.7:1. The more direct relationship means the forces acting on the shock do not become magnified and the intended tuning provides maximum benefit throughout a wider range of suspension travel. These changes combined with sport-oriented spring and damper tuning greatly increase the overall sporty feel of the vehicle and increase the feeling of coordination between the front and rear suspensions (a surprisingly uncommon trait in many vehicles).

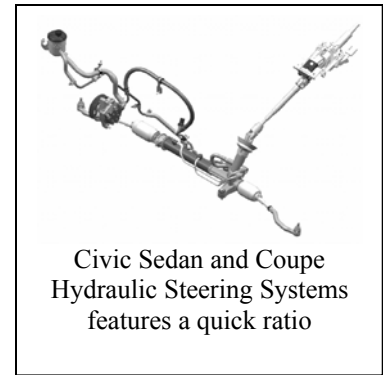


The MacPherson Strut front suspension has a high caster angle and improved toe-control dynamics



The Multi-link double wishbone rear suspension benefits from increased damper rebound stroke and improved damper mounting locations

The steering systems feature quick gear ratios for sharp and sporty transitions. Previously a high-mounted steering gearbox, the new steering system is now located lower in the vehicle to improve suspension geometry for a more direct feel and quick response. The Civic Si and Civic Hybrid feature a sport-oriented speed sensitive Electric Power Steering (EPS) that increases power assist at low speeds and reduces power assist at high speeds. The Civic Coupe and Civic Sedan use a speed sensitive hydraulic power steering system. All models have a tilt and telescope steering wheel.



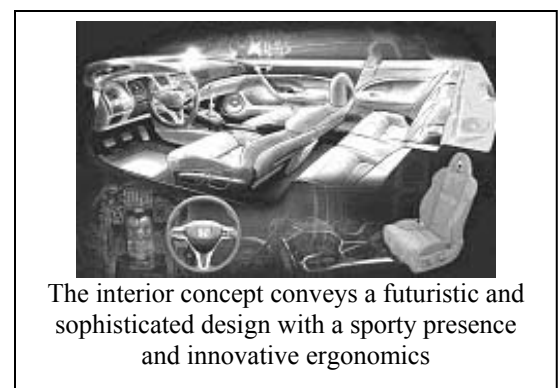
Larger wheels and tires contribute to the Civic's improvement in ride and handling. The Civic Si uses Michelin's all-season Pilot HX MXM4 tire in size P215/45 R17 (also available is a new Pilot Exalto high performance summer version as a factory option) and 17x7 inch alloy wheels. A dealer installed 18-inch tire and wheel package is available. The Civic Hybrid features P195/65 R15 low rolling resistance tires with lightweight and aerodynamic 15x6 alloy wheels. The most popular LX and EX trim levels for sedan and coupe have P205/55 R16 tires and 16x6.5 inch wheels (the EX has alloy wheels and the LX has steel wheels with covers). The DX sedan and coupe ride on P195/65 R15 tires with 15x6 steel wheels with covers.



All Civics are equipped with a new 4-channel anti-lock braking system (ABS) with Electronic Brake Distribution (EBD). Disc brakes are used on the front and rear wheels on Si and EX models; rear drum brakes are used on Hybrid, LX and DX models. The 4-channel ABS with EBD independently modulates braking power at each wheel, as opposed to the more common 3-channel system that modulates the front wheels independently and the rear wheels with equal braking force. Electronic Brake Distribution proportions brake power to the rear wheels based on vehicle weight distribution. The new 4-channel capability allows the rear wheels to react independently while cornering, representing a significant enhancement to the ABS system's ability to influence vehicle stability and safety. Further additions to the braking system include a new ABS control module (that applies the new 4-channel features) and a brake booster that improves pedal feel. Bottom line, the Civic stops with greater authority and added control.

Interior

High-tech and futuristic just begin to describe the Civic's new interior at the core of its design. Honda stylists and engineers prioritized sophistication to create a high-quality, advanced and sporty space with the latest technology, loads of storage and innovative ergonomics. More standard features and new available features like a voice activated navigation system highlight the dedication to taking the interior to an entirely new level.



A two-tier instrument panel positions priority gauges like the speedometer up high in the driver's field of vision. The increased body width allows the seats to be wider and more supportive, and a spacious multi-functional center console accommodates up to 20 compact discs and performs armrest duties for both front occupants. Active front seat head restraints are used to help minimize the potential for whiplash injuries in a rear collision.

Key interior dimensions on the sedan remain similar to the generous proportions of the 2005 model, with improvements in hip room, shoulder room, knee room in all seating positions. As the Civic Coupe has become more sport-oriented with unique exterior dimensions, the interior volume and rear seat room have become smaller to create a more personalized and sport-oriented space.

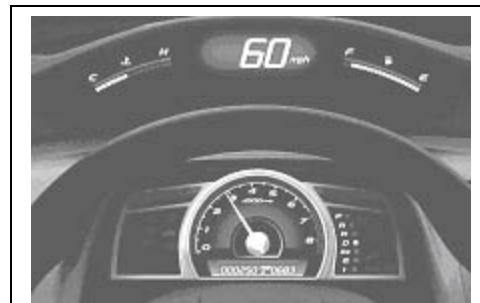
The latest generation of the Honda Satellite-Linked Navigation System is available on Si, Hybrid and EX models and features a 6.5-inch mechanical display that opens and closes for access to the internal single-disc CD player and a new digital audio card reader that can play MP3 and WMA files from CompactFlash® cards. The navigation system features more than 6 million points of interest and can control the audio system. The voice recognition is capable of recognizing and inputting numbers, street names and cities.



The latest generation of the Honda Satellite-Linked Navigation System is available on Si, Hybrid and EX models

All audio systems are more powerful with as much as 350 watts and seven speakers including an 8-inch subwoofer on the EX Coupe and Si models. Auxiliary audio input jacks are standard equipment on LX and above trim levels (coupe) and EX and Hybrid models (sedan), allowing for portable music device playback through the car's speakers. XM® Satellite Radio is standard on navigation-equipped coupe models, while EX sedan and Hybrid models are XM-Ready. The LX models have a six-speaker 160-watt audio system with a single-disc CD player (four speakers for the LX sedan). All Civic audio systems have MP3/WMA CD playback capability. Coupe audio systems feature Speed-Sensitive Volume Control (SVC) that automatically adjusts the volume based on vehicle speed. Coupe audio systems also feature CD/MP3 text readout with a customizable welcome screen. The DX models are pre-wired for an audio system and have four speakers pre-installed.

Honda researchers conducted a study that tracked the eye movements of drivers and prioritized the Civic's gauges and their placement for quick recognition time. Based on this research, a two-tier instrument panel was created that takes advantage of the generous dashboard space from the steeply raked windshield. A digital speedometer, fuel gauge and temperature gauge are housed in the upper level to be more in-line with the driver's line-of-sight resulting in shorter eye movements between the most commonly referenced gauges and the road. The lower level of the instrument panel houses a tachometer, multi-information digital display, odometer with trip meter and a variety of warning indicators. The Civic Si provides an rpm rev-limit indicator on the upper level. The Civic Hybrid can display instantaneous fuel economy in the upper level and the lower level displays battery charge level along with instantaneous IMA charge and assist displays.



The two-tier instrument panel provides quick reference between the road and the gauges.

The digital odometer readout also functions as a multi-information display that shows Maintenance Minder service related items based on vehicle usage. The Maintenance Minder system automatically indicates when to have standard service performed based on actual driving conditions (tracked by the ECU) and minimizes the guesswork related to whether the vehicle is being used in standard or severe use conditions for maintenance interval purposes. The display indicates when to change the oil, air cleaner, transmission fluid, spark plugs or coolant, as well as when to rotate the tires.

Body Styles, Models, Trim Levels and Options

The 2006 Honda Civic is available in two body styles and four models. The coupe is available in two models as either an Si, or as the EX, LX or DX trim level models. The sedan is available in two models as either the Hybrid or as the EX, LX or DX trim level models. Below is a listing of the major features by each model and trim level (*new equipment shown in italics*).

Civic Coupe DX, LX and EX

Standard features on the Civic Coupe DX include a 1.8-liter SOHC *i*-VTEC 4-cylinder engine, 5-speed manual transmission (5-speed automatic available), 15-inch steel wheels with covers, P195/65R15 tires, Advanced Anti-Lock Braking System (ABS) with EBD, advanced dual-stage dual-threshold driver's and front passenger's airbags, *driver's and front passenger's side airbags, two-row side curtain airbags, active front head restraints*, rear head restraints in *all* seating positions, front seatbelts with load limiters and dual pre-tensioners, two LATCH points in the rear seat, *daytime running lamps, power front windows, power locks*, tilt and telescope steering wheel, folding rear seat, a dual trip meter odometer, the Maintenance Minder system and a *trunk lid lip spoiler*.

The Civic Coupe LX adds 16-inch steel wheels with covers, P205/55R16 tires, keyless entry, 6-speaker 160-watt AM/FM Audio System with CD Player (MP3/WMA enabled), auxiliary audio input jack, *multi-function center console with armrest, progressive blue illumination instrument panel meters, auto up and down driver's power window*, and painted interior and exterior trim pieces.

The Civic Coupe EX adds *16-inch alloy wheels, 7-speaker with subwoofer AM/FM/XM-Ready Audio System with CD player (MP3/WMA enabled), 60/40 split folding rear seat, one-touch power moonroof, ambient console lighting*, round exhaust tip finisher and *available Honda Satellite-Linked Navigation System with Voice Activation (also includes XM Satellite Radio)*.

Civic Si

The Civic Si includes Civic Coupe EX features plus a 197-horsepower 2.0-liter *i*-VTEC DOHC 4-cylinder engine, *6-speed manual transmission, limited slip differential, 17-inch alloy wheels, P215/45R17 tires (available in summer version), rear wing spoiler*, Si badging, *amber inner headlight ring*, sports grille, sport exhaust tip, deeply bolstered seats with premium seating surfaces, red illumination instrument panel meters, leather wrapped steering wheel, *leather wrapped aluminum shift knob, aluminum sport pedals*, and a *rev-limit indicator light*.

Civic Sedan EX, LX and DX

Standard features on the Civic Sedan DX include a 1.8-liter SOHC *i*-VTEC 4-cylinder engine, 5-speed manual transmission (5-speed automatic available), 15-inch steel wheels with covers, P195/65R15 tires, 4-channel Anti-Lock Braking System (ABS) with EBD, advanced dual-stage dual-threshold driver's and front passenger's airbags, *driver's and front passenger's side airbags, two-row side curtain airbags, active front head restraints*, rear head restraints in *all* seating positions, front seatbelts with load limiters and dual pre-tensioners, two LATCH points in the rear seat, *daytime running lamps, power windows, power locks*, tilt and telescope steering wheel, folding rear seat trunk pass-through, a dual trip meter odometer and a *Smart Maintenance Indicator*.

The Civic Sedan LX adds 16-inch steel wheels with covers, P205/55R16 tires, keyless entry, 4-speaker 160-watt AM/FM Audio System with CD Player (MP3/WMA enabled), multi-function center console with armrest, progressive blue illumination instrument panel meters, *auto up and down driver's power window, auto up front passenger window*, and painted interior and exterior trim pieces.

The Civic Sedan EX adds *16-inch alloy wheels, 6-speaker AM/FM/XM-Ready Audio System with CD player (MP3/WMA enabled), 60/40 split folding rear seat, power moonroof and available Honda Satellite-Linked Navigation System with Voice Activation.*

Civic Hybrid

The Civic Hybrid integrates features from Civic Sedan EX and adds a 1.3-liter *i*-VTEC 4-cylinder engine with Integrated Motor Assist, automatic climate control, 15-inch aerodynamic alloy wheels, P195/65 R15 low rolling resistance tires, special hybrid badging, rear lip spoiler, side mirror turn signal indicators, *two-tone seating surfaces*, IMA system meters (fuel economy, battery level and charge/assist) and automatic climate control. Compared to the Civic Sedan EX, a moonroof and folding rear seat are not available in consideration of weight savings and IMA packaging.

Manufacturing

The majority of Civics are produced and assembled using domestic and globally sourced parts in the United States and Canada. Civic Coupe and Civic Si models are solely produced and assembled at the Honda of Canada Manufacturing plant in Alliston, Ontario. Civic Sedan models are primarily produced and assembled at the Honda of America Manufacturing plant in East Liberty, Ohio. Civic Sedans are also produced and assembled at Honda of Canada Manufacturing in Alliston, Ontario. Some Civic Sedans and all Civic Hybrid models are produced and assembled in the Honda Motor Co., Ltd., Suzuka, Japan, manufacturing facility.

Honda began assembling motorcycles in America in 1979. Honda began automobile production in the U.S. in 1982 with the Accord and was the first Japanese automaker to assemble products for the North American market in the United States. Civic North American production began in 1985. Today, Honda employs more than 14,000 associates in the design, development, manufacturing and marketing of vehicles in North America.