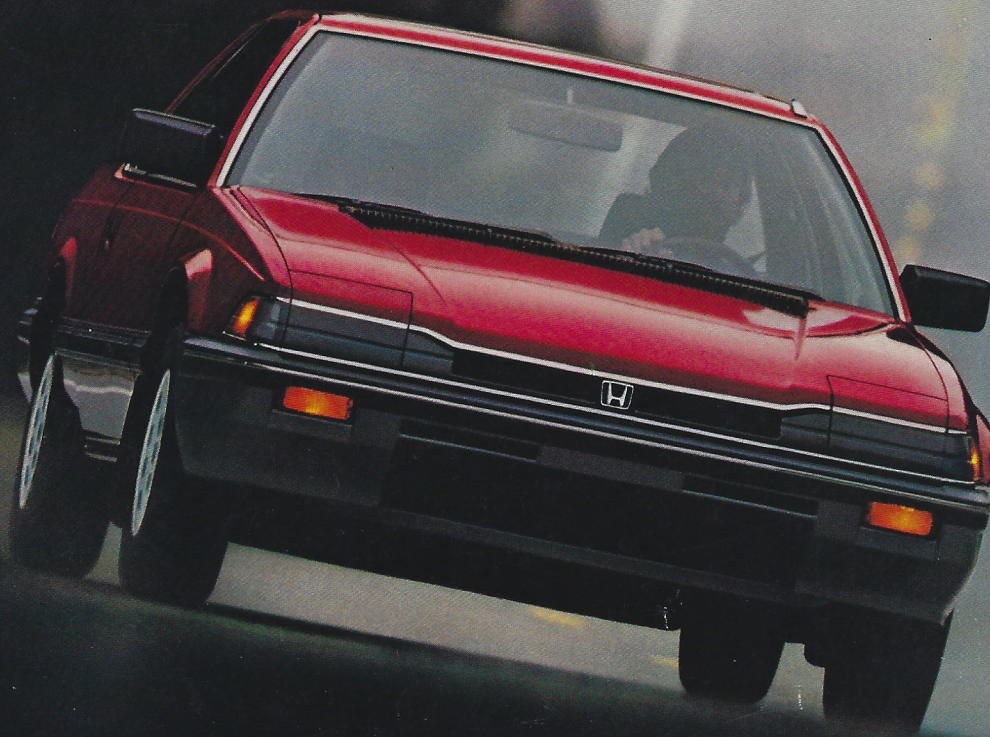


PRELUDE 1984





It sits there in the soft light, poised and ready.

You approach slowly, allowing yourself enough time to study its purposeful line. Enough time to savor its aerodynamic grace. And its high style. Prelude is a shape born of purpose. And you know what that purpose is.

From its ultra-low hoodline to its high tail spoiler, the Honda Prelude beckons. Its call is to the open road, to that one special road. Where you and Prelude can perform as one, conquering each curve in a precise ballet of command and response. Accompanied by the sweet song of a dual-carbureted, 12-valve Honda engine.

You reach for the recessed door handle. Even it helps aerodynamics. You settle into a contoured bucket seat that seems to belong in a spacecraft. You fasten the seat belt.

Take the thick steering wheel into your hands. Adjust it so it's comfortable for you. Reach out one finger and open the tinted-glass Moonroof. Twist the ignition key. It's alive.

Now you are ready. And so is the 1984 Honda Prelude.



Honda's international road racing involvement in Formula 1 and 2 provides an ideal rolling laboratory for new technology and innovation. Racing experience helps influence the automobiles we build for the road.

The 1984 Prelude is Honda's most advanced automobile. Its technical innovation comes from ideas tested and proven in the laboratory and on the international racetracks of Formula 1 and Formula 2.

Aerodynamics: Racing has taught us about aerodynamics. An aerodynamically clean car handles better. It also uses less power to sustain speed. That means it also uses less gas.*

Aerodynamic refinement can be seen in the Prelude's low hoodline and retractable headlights. The headlights pivot open, rather than raise up. This minimizes their height in the raised position, and their effect on aerodynamic drag. The wrap-over doors, flush-bonded windshield and recessed door handles help minimize wind noise and drag.

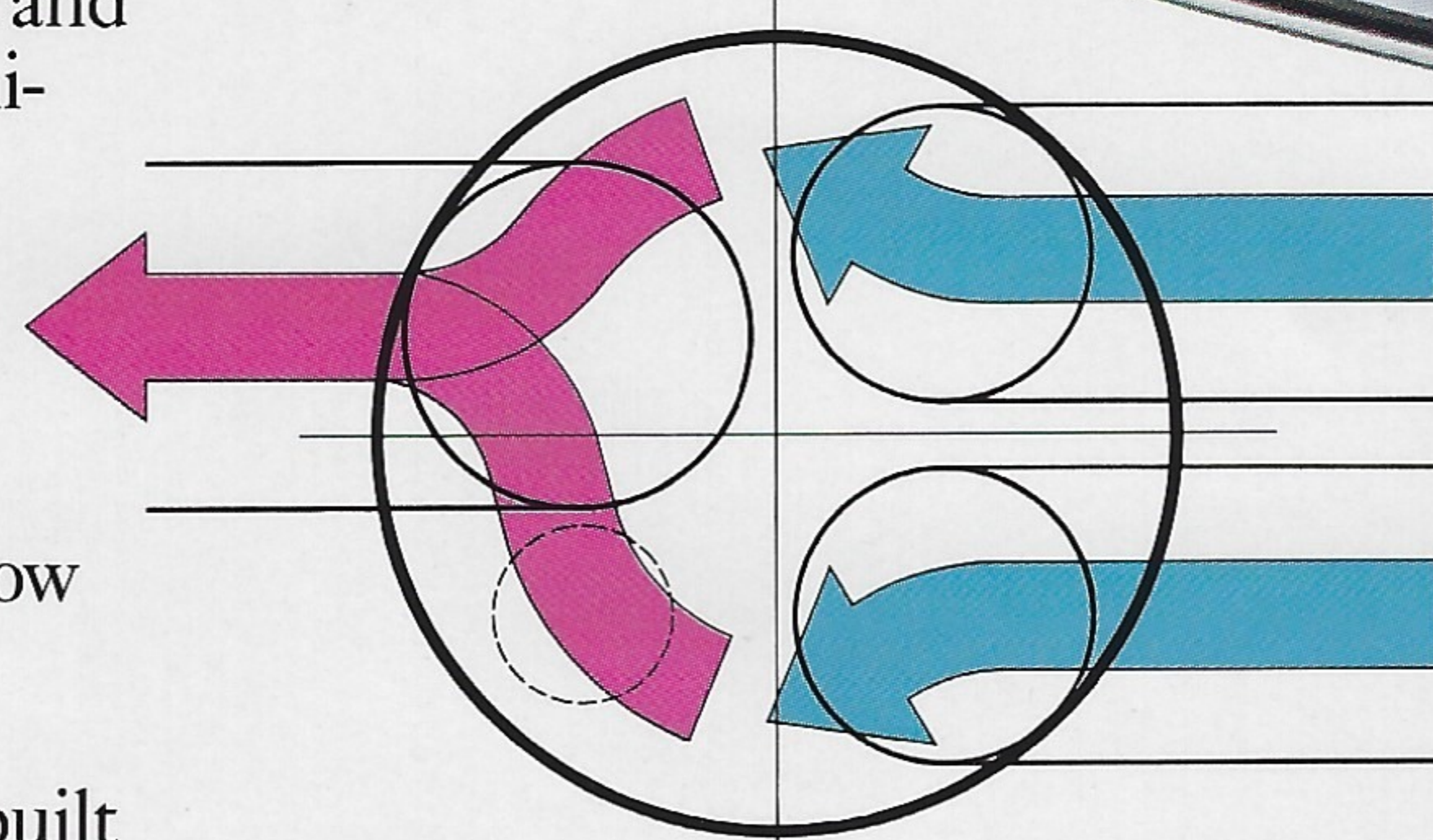
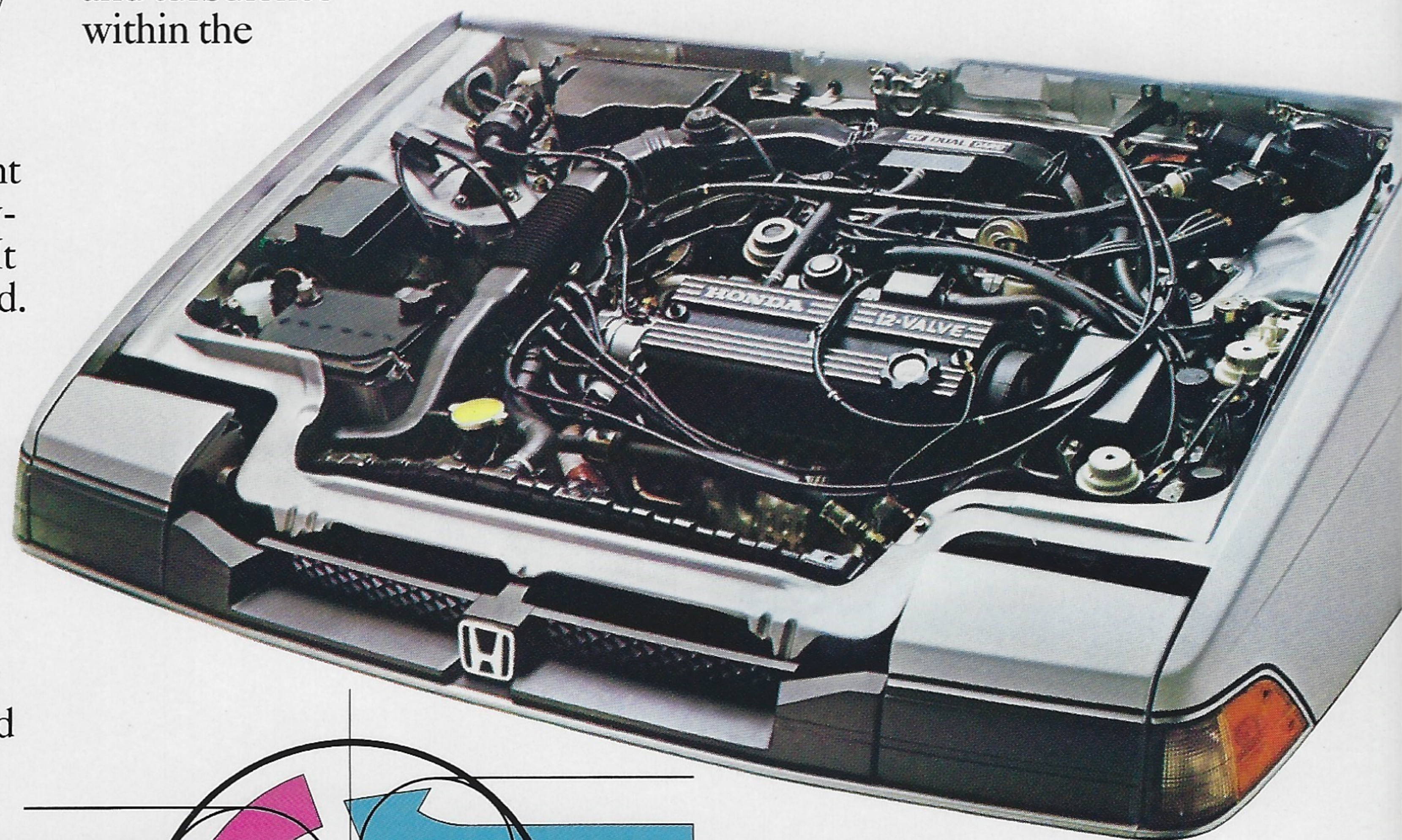
A front air dam helps keep high pressure air from getting under the car and causing lift at higher speeds. A small rear deck spoiler helps manage airflow as it passes over the Prelude.

Engine: Honda has designed, built and successfully raced high performance engines from one to twelve cylinders. Prelude's engine benefits greatly from this racing experience.

It displaces 1829cc from four cylinders and is transverse-mounted. It has titanium-aluminum alloy in the cross-flow cylinder head. A cross-flow head allows fuel and air

to enter from one side of the combustion chamber and exhaust to the other for more efficient breathing.

The Prelude engine uses dual intake valves for maximum cylinder charging. The valves open at slightly different times, generating swirl and turbulence within the



Fuel and air enter the Prelude's cross-flow cylinder head through dual intake valves. The valve closest to the large exhaust valve opens ten degrees later than the intake valve farthest away. This provides the benefit of valve overlap, which is desirable for high-speed operation. At the same time, low-speed operation remains smooth, and Honda's traditionally high fuel economy is retained.

combustion chamber. This helps combustion efficiency as well as the engine's fuel efficiency.

Dual side-draft constant velocity carburetors provide a broad power band throughout the entire rpm range, right up to the 6300 rpm red-line. A vertical air cleaner, as well as a horizontal distributor that drives directly off the camshaft, help keep the engine profile low.

The exhaust system of the Prelude engine borrows from racing technology. The four-into-two-into-one configuration unites cylinders one and four and two and three. This means that exhaust scavenging effects are improved, back pressure is reduced and still more horsepower is extracted from the engine.

Transmissions: The Prelude's engine drives the front wheels through a standard 5-speed manual transmission. Available is Honda's new 4-speed automatic with torque converter lock-up. This feature helps lower engine speed relative to road speed. For higher gas mileage. At the same time, the four forward speeds offer enough flexibility to use the Prelude's power to advantage.

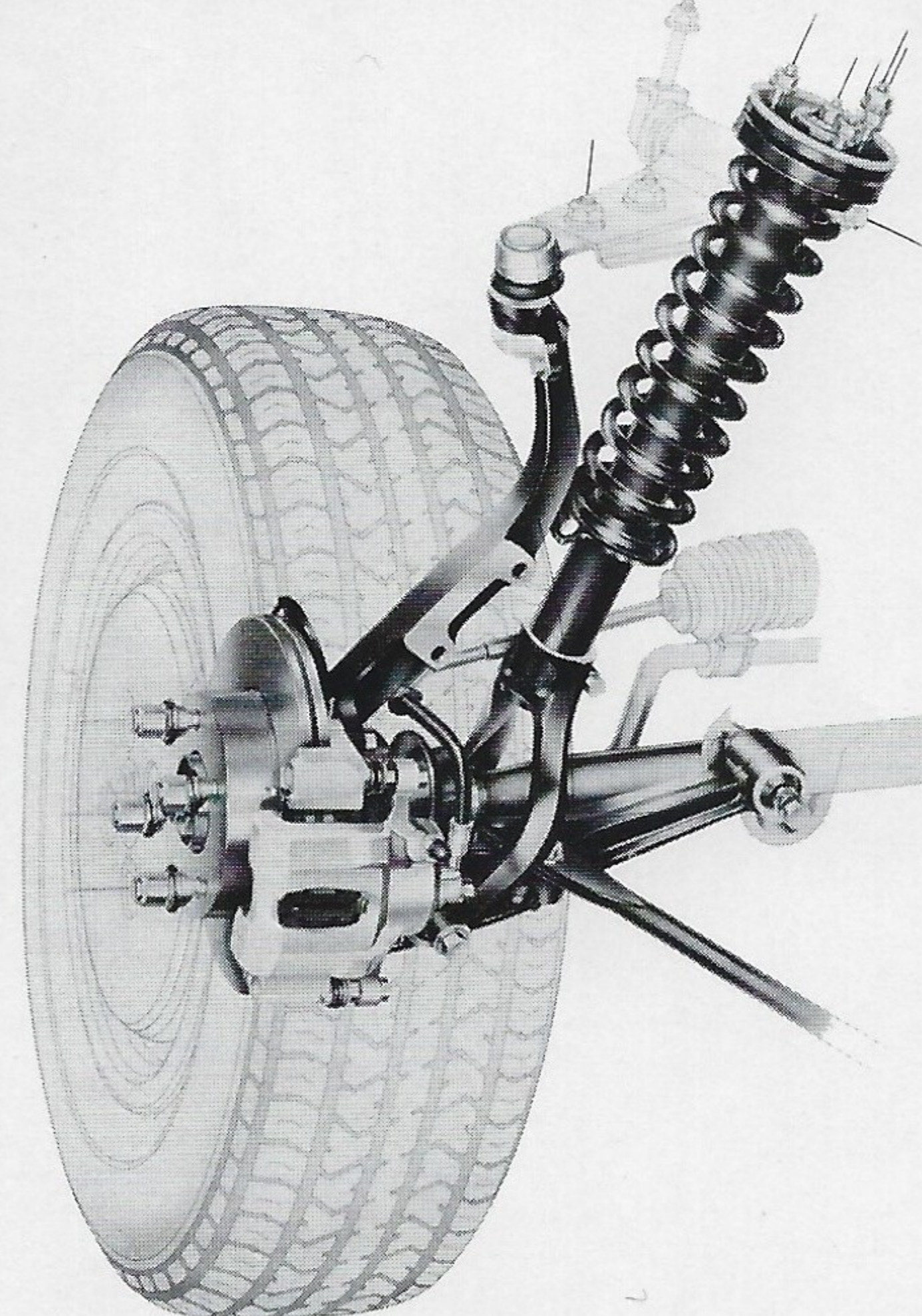
Suspension: The Prelude's ultra-low hoodline dictated an all-new front suspension system. One that would be lower in height than a

conventional MacPherson strut, and still provide quick, sure handling and a very comfortable ride quality.

Formula 1 and 2 racing experience led Honda's engineers to a double-wishbone configuration, a design that offers excellent dynamic qualities. Honda then redesigned and refined it into a system that would work with front-wheel drive. The result is a suspension system unique to Honda.

To make the suspension as compact as possible, Honda has extended the bottom of the coil spring and shock absorber assembly into a forged yoke which surrounds the drive shaft and pivots on the lower control arm.

Wide spacing between upper and lower control arms provides excellent camber control. This

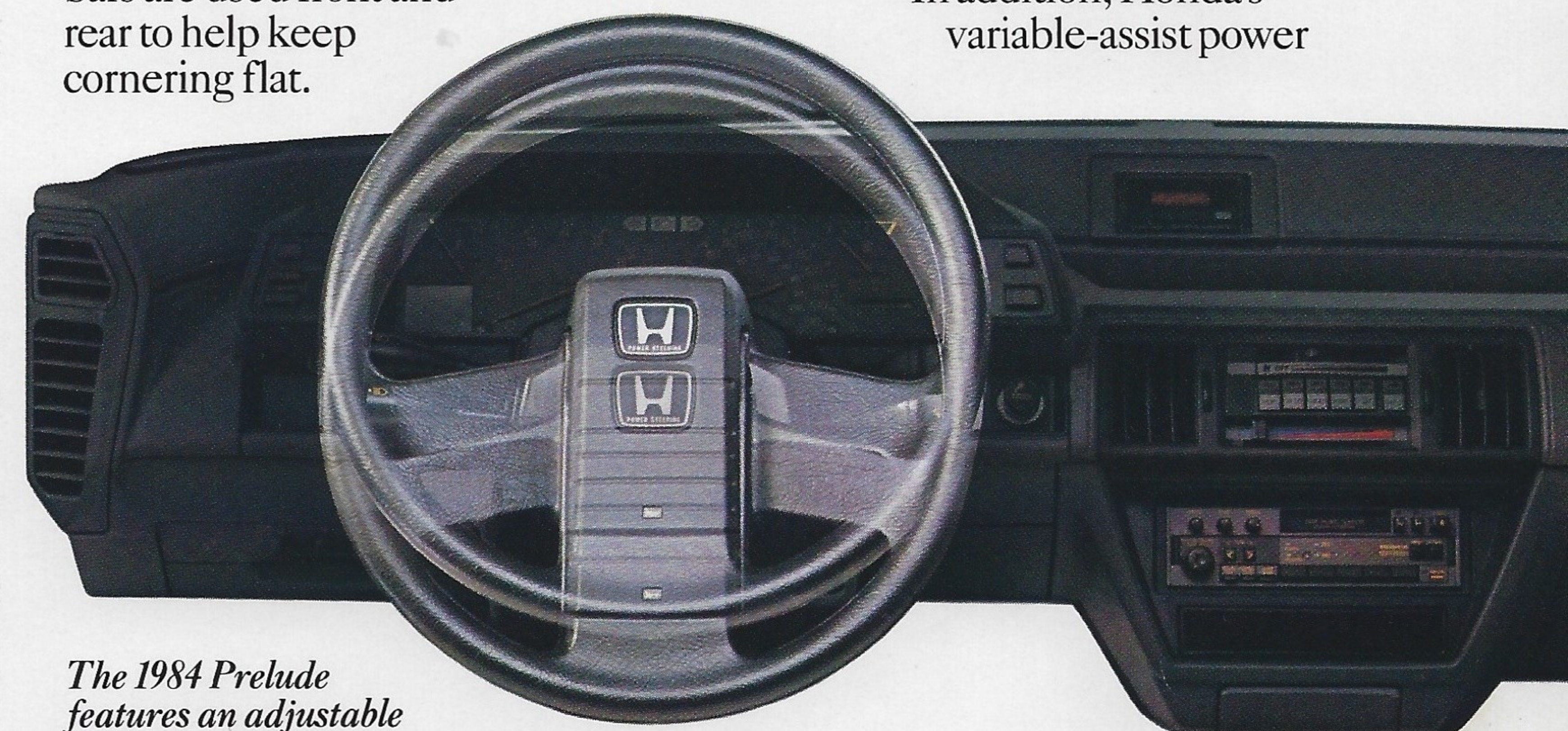


Prelude's unique double-wishbone front suspension allows a low hoodline for high style and excellent aerodynamics. Four-wheel disc brakes are standard. They are power-assisted and ventilated in front for improved cooling and less fade.

helps maximize tread contact area for higher cornering force.

The pivot axis of the upper arm is engineered to impart some anti-dive during braking.

Rear suspension is an independent strut design with lengthened lower arms for improved camber control. Offset springs are used to reduce damper friction and improve comfort and ride quality. Stabilizer bars are used front and rear to help keep cornering flat.



The 1984 Prelude features an adjustable steering column for driver comfort. Honda's variable-assist power steering is standard equipment in the Prelude.

Of the Prelude's suspension, *Road & Track*, May 1983, said the Prelude "redefines what handling should be for a sports coupe."

Brakes: The 1984 Prelude stops with 4-wheel disc brakes. The front discs are ventilated, for improved cooling and to help reduce fade under demanding circumstances.

The brakes are power-assisted,

and self-adjusting. The brake pads feature audible wear sensors that tell the driver when they need servicing.

Ergonomics: Ergonomics, the science of biotechnology, how man relates to machine, has always been important to Honda.

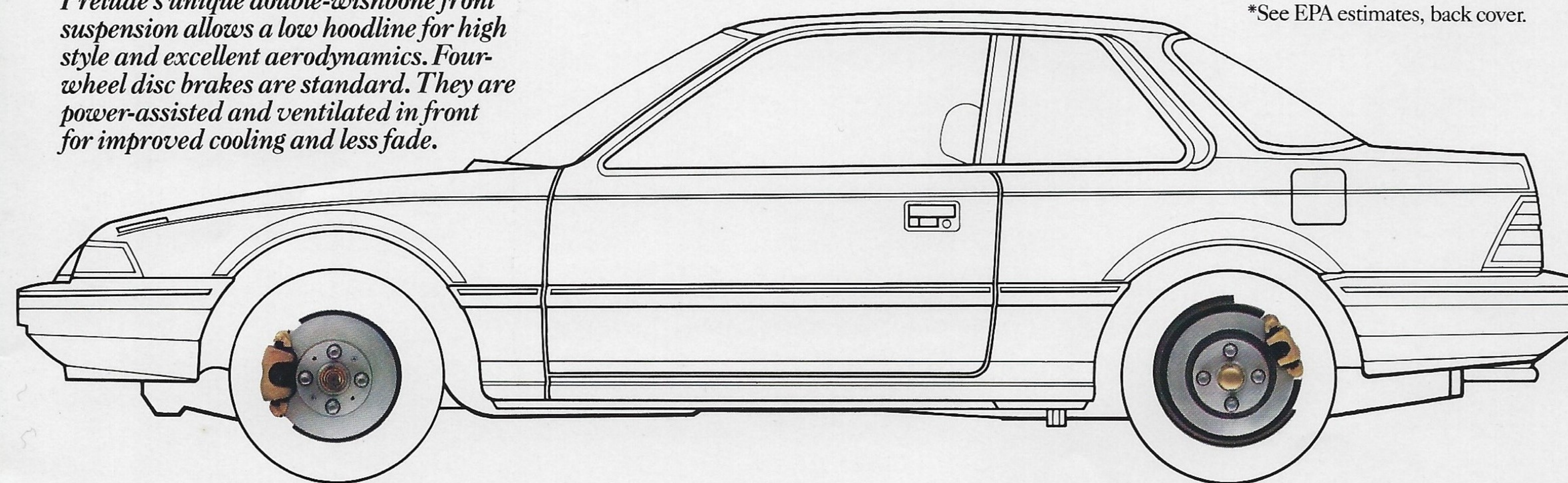
The Prelude features an adjustable steering column, to precisely tailor driving comfort to the driver.

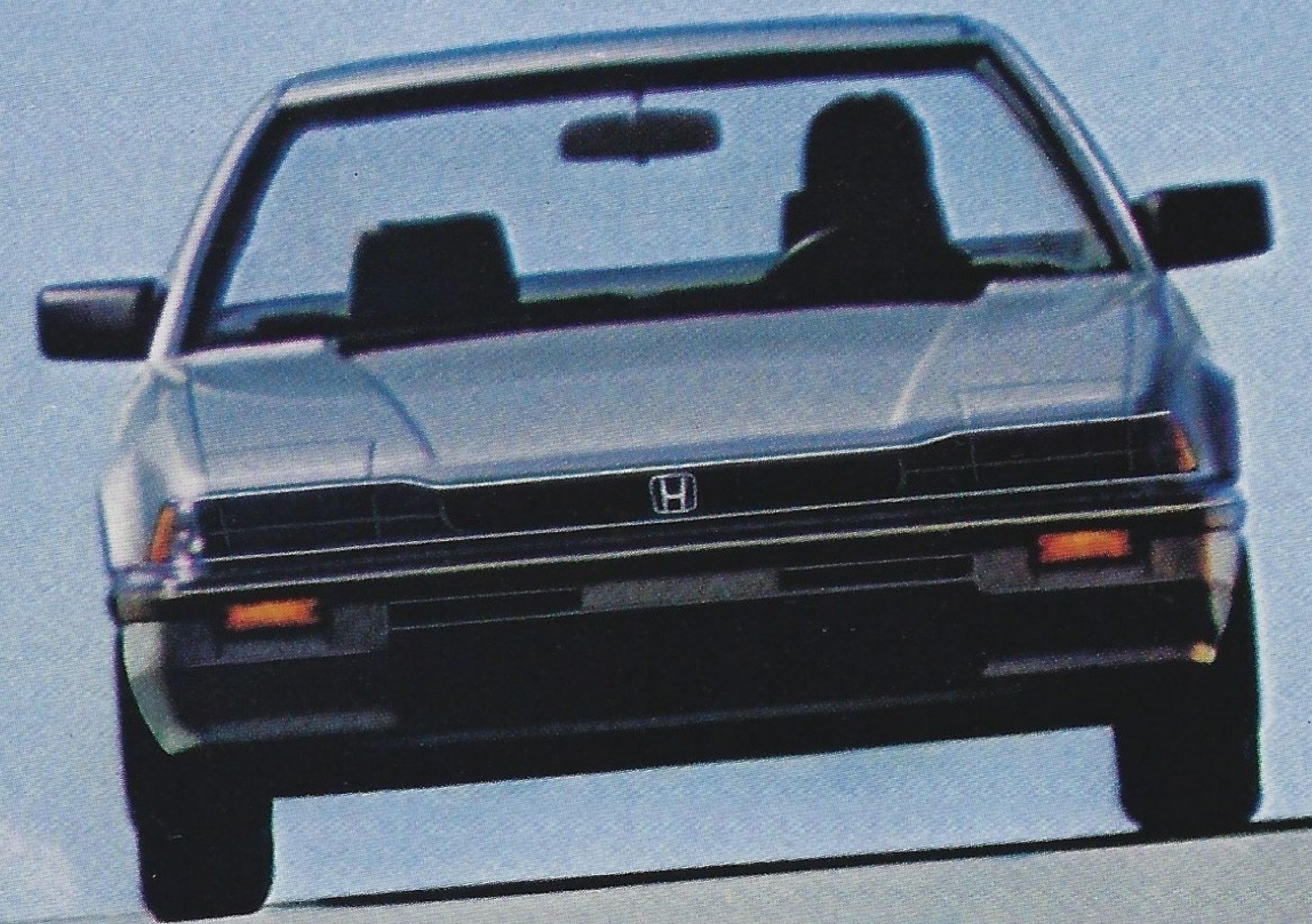
In addition, Honda's variable-assist power

steering is standard in the Prelude. Variable-assist power steering provides full power assist for parking or low-speed maneuvering. And decreasing assist as speed increases, for better control and stability.

Anatomically contoured bucket seats offer exceptional comfort and support for all types of driving. Easily accessible controls and high-visibility orange instruments add to the ergonomic excellence. As does the power-operated, tinted-glass Moonroof. It is a Prelude hallmark.

*See EPA estimates, back cover.





Since its introduction, the Prelude has been praised by the motoring press. *Road & Track* magazine, May 1983, said the Prelude is "a benchmark car, the best car in its class." *Motor Trend*, August 1983, called the Prelude "an engineering tour de force."

The Honda Prelude is a sporting yet sophisticated automobile. It is a personal coupe, with an emphasis on high technology. And high performance.

Performance is evident in the Prelude's aerodynamic design. Its dual-carbureted, 12-valve engine. And its unique double-wishbone front suspension system.

Performance is obvious in the disc brakes on all four wheels. They are power-assisted and self-adjusting. The front discs are ventilated. Variable-assist power steering is standard. It offers high-speed stability with low-speed maneuverability.

A smooth and precise 5-speed manual transmission is standard. Available is Honda's 4-speed automatic with torque converter lock-up. It lowers engine speed relative to road speed to help increase highway fuel economy* while decreasing engine noise and wear.

Contoured front bucket seats provide comfortable support for long trips or short. You can unlock the rear seatback with a key and fold it forward. This provides direct access to the trunk and greatly increases cargo versatility.

A key-locking remote release at the base of the driver's seat opens the trunk. Another

remote release also opens the fuel filler door.

Thoughtful Honda engineering is apparent in the Prelude's heating and ventilation system. Soft-touch push buttons activate each function. There are adjustable air outlets in each door. These combine with the dash outlets to encircle you with comforting air. The fan switch is a rheostat, for near infinite speed adjustment.

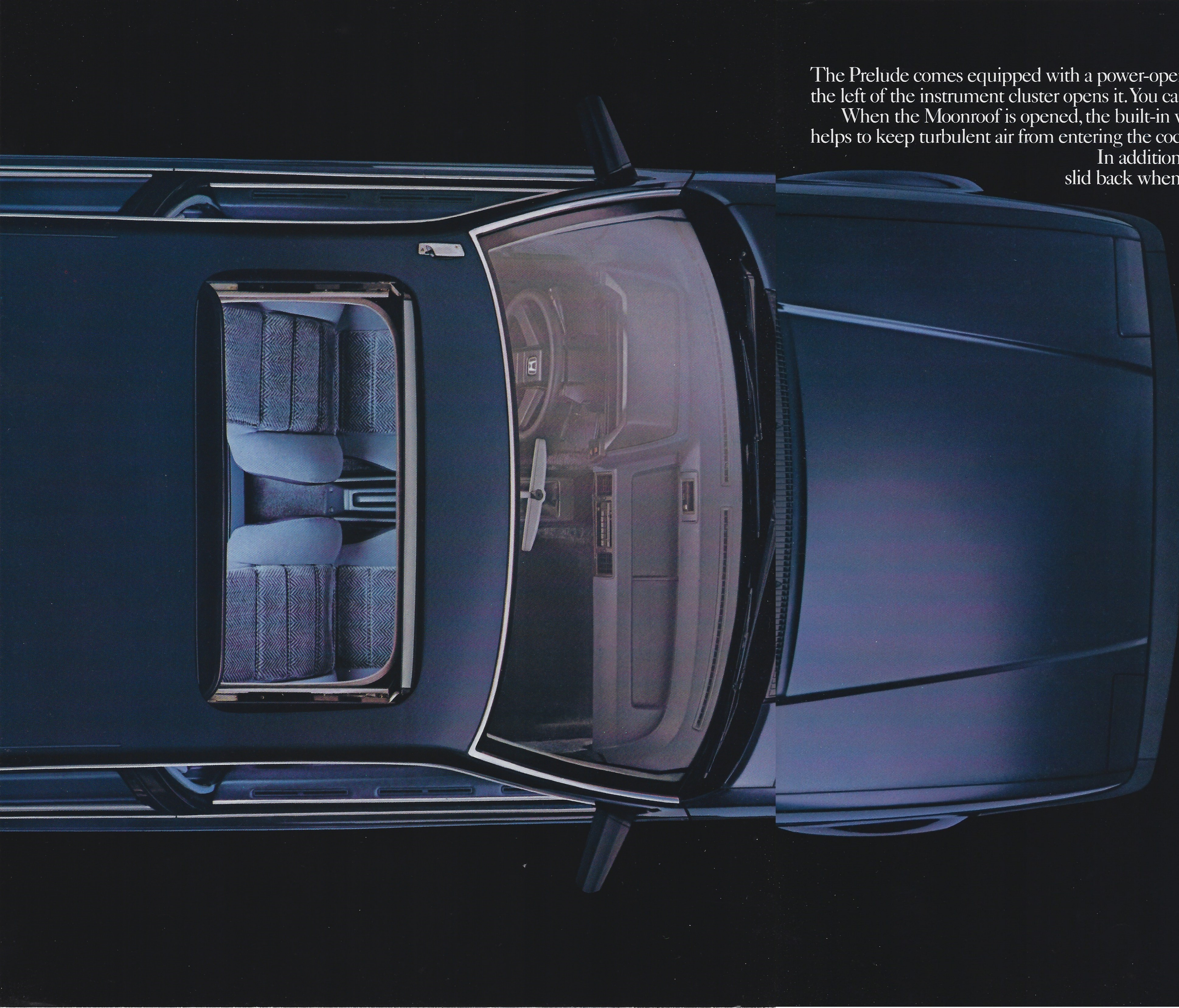
Full-width door defrosters help keep the entire door window clear. So you can readily see the dual remote-control outside mirrors. A rear window defroster is also standard.

Among the Prelude's many convenience features is an electronic warning system. It is located within the main instrument cluster. It warns you if a door is ajar. Or if the trunk is unlatched. Or if a brake light is burned out.

There are also pleasant chimes to tell you the quartz halogen headlights have been left on. And when you close the driver's door, the interior light fades out slowly.

The 1984 Honda Prelude has been engineered to the finest detail. And assembled to a meticulous standard of quality. A standard known simply as Honda Quality.

You can see it in the smooth luster of the paint and the precise fit of the body. You can hear it in the solid sound of the doors closing. And you can feel it when you're driving the 1984 Honda Prelude down that one special road.



The Prelude comes equipped with a power-operated, tinted-glass Moonroof. A button to the left of the instrument cluster opens it. You can reach it from the steering wheel.

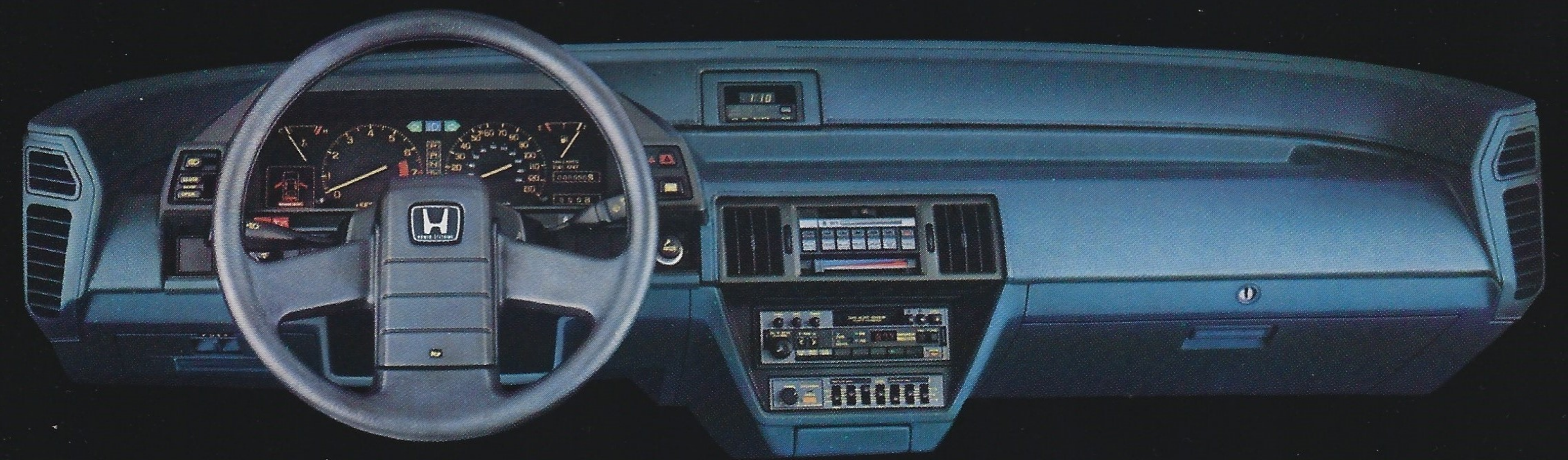
When the Moonroof is opened, the built-in wind deflector is automatically raised. It helps to keep turbulent air from entering the cockpit.

In addition, there is a manual sunshade that can be slid back when the Moonroof is closed. It provides a view of the sun or stars without letting the weather in. And on a bright day, it helps keep the interior shaded and cool. It's pure Prelude luxury.

High-visibility orange highlights Prelude's instrumentation. Included is a tachometer, trip odometer, oil pressure/oil level warning light, low-fuel warning light and quartz digital clock with date feature and electronic warning system.

The AM/FM stereo with digital electronic tuning, autoreverse cassette with Dolby[®], tape music sensor and 4 speakers is standard. Air conditioning and 7-band graphic equalizer shown are among the options available.

The Prelude is equipped with comfortable inertia-reel seat belts. They allow freedom of movement, and only lock when they are needed. Honda urges you to wear a seat belt whenever you drive or ride in a car. After all, seat belts are a simple fact of life.



Specifications		
GENERAL	FRONT-WHEEL DRIVE, TRANSVERSE-MOUNTED ENGINE	
ENGINE—TYPE Valve Arrangement Bore & Stroke (mm) Piston Displacement Compression Ratio Net Horsepower Net Torque (lb.-ft.) Fuel Tank Capacity	4-Cylinder, In-Line Overhead Camshaft, 3-Valves per Cylinder—2 Intake, 1 Exhaust 80x91 1829cc 9.1:1 100 @ 5500 rpm 104 @ 4000 rpm 15.8 gal. (60 liters)	
TRANSMISSION Standard Manual Automatic (Extra Cost Option) Clutch Type	5-Speed 4 Forward Speeds with Torque Converter Lock-Up Single Dry Plate, Diaphragm Spring	
SUSPENSION—TYPE Front Rear	Four-Wheel Independent Independent, Double Wishbone with Coil Springs and Stabilizer Bar Independent MacPherson Struts with Coil Springs and Stabilizer Bar	
STEERING—TYPE	Rack and Pinion—Variable-Assist Power	
BRAKES Front Rear	Ventilated Disc Disc	
TIRES—TYPE Size	Steel-Belted Radial Ply 185/70 SR 13	
DIMENSIONS Length, Overall Wheelbase Width, Overall Tread: Front Rear Height, Overall	169.1 in. 96.5 in. 66.9 in. 57.9 in. 57.9 in. 51.0 in.	
APPROXIMATE CURB WEIGHTS 5-Speed Manual Transmission 4-Speed Automatic Transmission	2266 lbs. 2312 lbs.	
COLOR AND TRIM OPTIONS Exterior/Interior †Metallic Paint	Arctic Silver†/Gray Windsor Blue†/Blue Dominican Red/Black	
1984 EPA ESTIMATES*	49-State Est. MPG/Est. Hwy.	California Est. MPG/Est. Hwy.
5-Speed Manual	27/40	28/41
4-Speed Automatic	26/38	26/38

*Use EPA Est. MPG for comparison. Your mileage may differ depending on speed, weather and trip length. Actual highway mileage will probably be lower.

Interior Features

Power-Operated, Tinted-Glass Moonroof with Sunshade
AM/FM Stereo with Digital Electronic Tuning, Autoreverse Cassette with Dolby® Tape Music Sensor and 4 Speakers
Variable-Assist Power Steering
Adjustable Steering Column
Reclining Front Bucket Seats
Adjustable Headrests
Fold-Down Rear Seatback with Lock
Rear Window Defroster
Full-Width Door Glass Defrosters
Adjustable Air Outlets in Doors
Trunk Interior Light
Locking Glove Compartment with Light
Stowage Compartment in Each Door
Passenger Assist Handle—Right Front
Passenger Seat Release—Driver's Side
Vanity Mirror—Right Visor
Day/Night Rearview Mirror
Headlights-On Warning Chimes
Fade-Out Interior Light

Exterior Features

Retractable Halogen Headlights
Tinted Glass

Exterior Features—continued

Protective Body Side Mouldings
Full Wheel Covers
Front Wheel Mud Guards

Instruments and Controls

High-Visibility Orange Instruments
Tachometer
Trip Odometer
Quartz Digital Clock with Date
Electronic Warning System
Low-Fuel Warning Light
Push-Button Heating/Ventilation Controls
Rheostat Fan Switch
Overtaking Headlight Flasher
Remote Trunk Release with Lock
Remote Fuel Filler Door Release
2-Speed, Intermittent and Mist Wiper Control—Stalk Mounted
Fuel Gauge
Coolant Temperature Gauge
Oil Pressure/Level Warning Light
Battery Charge Light
Seat Belt Warning Light
Handbrake-On Warning Light
Dual Remote-Control Outside Rearview Mirrors

Accessories

Comfort/Convenience

Air Conditioning
Luggage Rack—Trunk Lid Mount
Bicycle Carrier—Bumper Mounted

Appearance

Floor Mats—Carpet or Rubber
Aluminum Alloy Wheels
Fog Light Set—Quartz Halogen
Rear Taillight Panel
Steering Wheel Cover
Moonroof Visor

Protection

Bumper Guards
Door Edge Guards
Wheel Lock Set
Rear Wheel Mud Guards
Fender Well Trim
Touch-Up Paint
Engine Block Heater
Battery Blanket

Entertainment

Power Booster
7-Band Graphic Equalizer Power
Booster

Ask for separate Accessories brochure.

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



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