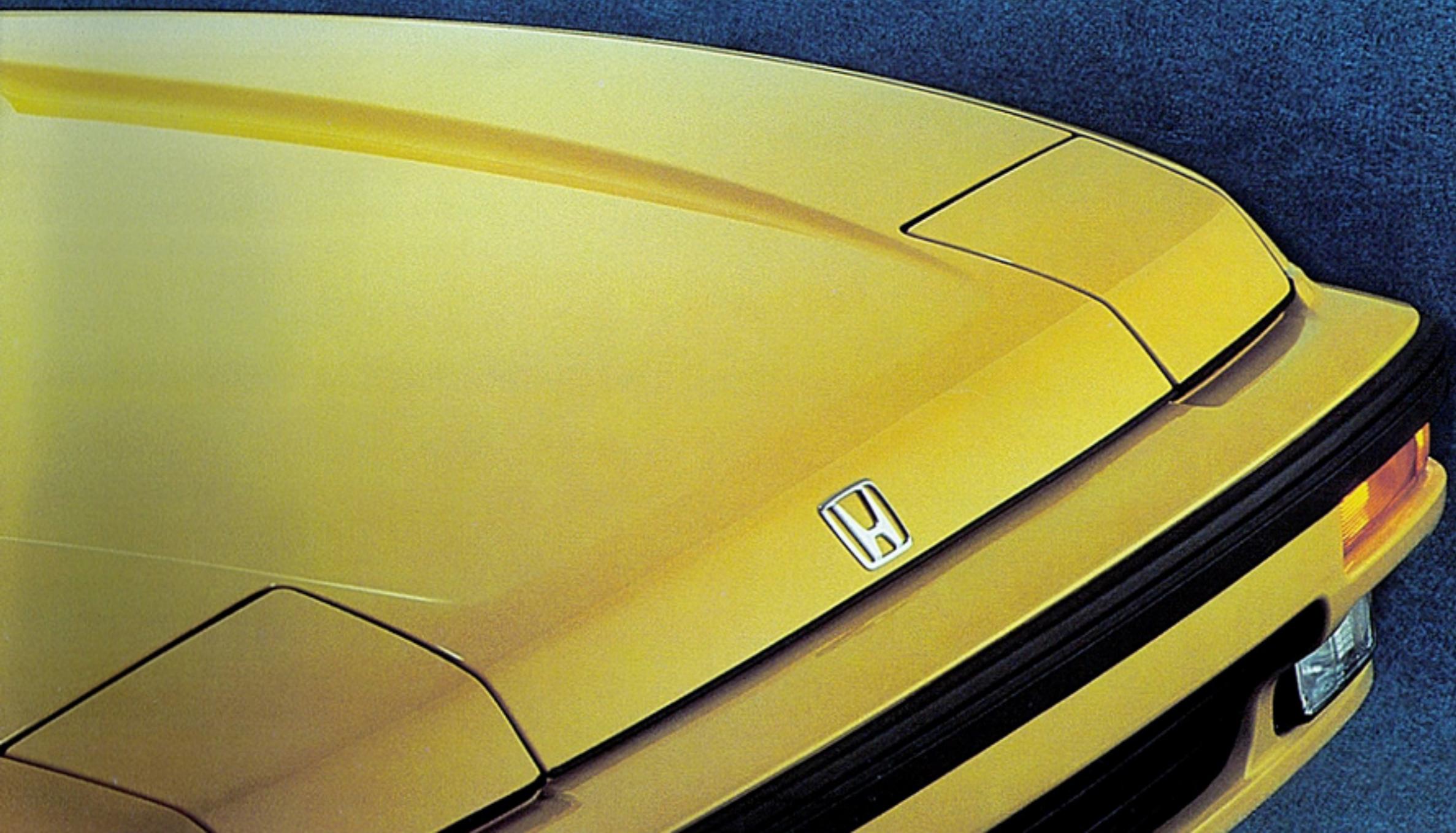
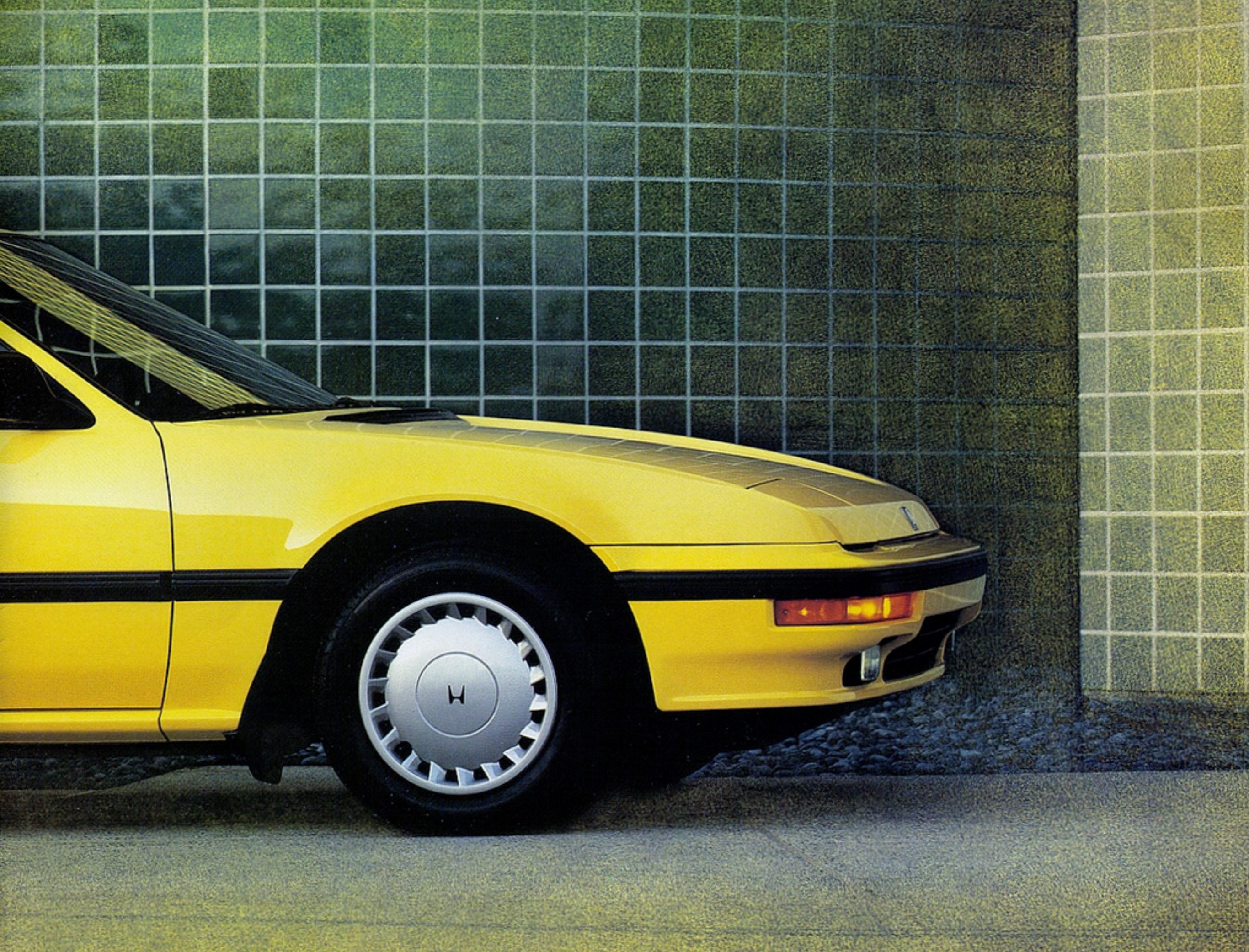


1988 HONDA PRELUDE









In 1988, Honda's commitment to an aggressive research and development program brings us one step closer to the perfect Prelude.

A car with the performance, agility and comfort closest to the ideal sports coupe.

The aerodynamic shape of the Prelude has evolved further in both form and function.

The Prelude Si's new 16-valve dual overhead cam, programmed fuel-injected 2.0 liter engine has increased horsepower by more than 20 percent.

Four-wheel double wishbone suspension and Honda's exclusive four-wheel steering system make the third generation Prelude a world's first.

And that's as close to perfect as a car can come.



It's your turn to make automotive history.

While all cars steer with their front wheels, Honda's engineers have made automotive history by creating a car that also steers with its rear wheels.

The Prelude Si 4WS. The world's first production car with four-wheel steering.

Why four-wheel steering?

Advances in suspension and tire design have greatly increased the potential limits of handling performance. Honda's engineers developed a steering system to take full advantage of this potential.

Since not only the front but also the rear wheels contribute to the maneuverability and performance of an automobile, to achieve even higher levels of handling performance, all four wheels had to become part of the steering process.

The result is an innovative front and rear wheel steering system directly connected by reliable mechanical components.

Simply put, instead of following along behind the front wheels, the rear wheels actually turn (as a function of driver steering input) to assist and complement the front wheels.

This improves control, stability and confidence. In high speed situations such as emergency avoidance. On slippery surfaces such as snow and ice. And in low speed maneuvers like parking, cornering and U-turns.

It is appropriate that the Prelude Si is the first production car with four-wheel steering. The all-new 2.0 liter, 16-valve dual overhead cam PGM-FI engine makes the Si even more powerful. With added control, that power can now be exercised with more confidence.



Of course, all Si's come with the equipment necessary for a little history-making of your own. The Prelude Si 4WS package also includes aluminum alloy wheels, power door locks and bronze-tinted glass.

For a full list of standard Si equipment, please refer to the specifications table at the end of the catalog.

Rear deck modifications include a streamlined light configuration, an integrated rear spoiler and contoured bumpers.



To see what it's made of, put your foot down.

In a world where only the strong survive, the Si is the most powerful Prelude yet.

To see what it's made of, just put your foot down. It will teach you the difference between quick and fast.

Thanks to the all-new 2.0 liter, 16-valve, high-revving dual overhead cam engine with programmed fuel injection, the Prelude Si puts 135 hp at your disposal. That translates into more than a 20 percent increase in power.

Of course, power must be handled with care. Which is why Honda's engineers employ double wishbone suspension, front and rear. This racing-inspired system keeps the tires in the correct relationship to the road for a smooth ride and responsive handling even in hard cornering.

Speaking of tires, a stronger breed of coupe deserves tires that can do much more than keep up. So, 195/60 R14 Michelin MXV radials are standard equipment.

Variable-assist power steering provides a precise road feel. It also makes parking no work at all.

And when it comes to brakes, the Prelude Si stops at nothing short of 4-wheel disc brakes with ventilated front rotors.

The Si has many strengths. Some of them obvious, some hidden.

Push a button to reveal the sky overhead through the Moonroof. Or to adjust your mirrors and windows.

Take comfort in the driver's seat. It keeps you in your place and supports you. With a special lumbar adjustment and adjustable side bolsters. It even remembers your favorite position.

You'll do less driving and more relaxing with cruise control and air conditioning. Especially when listening to your AM/FM high power stereo with cassette.

The Si's stereo is equipped with an FM diversity antenna system. This unique system features a rear window antenna and a fender-mounted power antenna that work together to increase FM reception quality.

There are integrated fog lights to help you find your way. In the rain, snow or dark of night. And courtesy



lights for both the door lock and ignition switch.

If you seek sportiness without shifting, an electronically controlled 4-speed automatic transmission is available. This all-new transmission offers the driver a choice of two different operating modes. A normal mode for efficient, everyday driving. Plus a Sport mode for less shifting between gears and improved engine braking.

The arrival of the fittest. The Prelude Si.

Let the sun and moon shine with a tinted glass, power-operated Moonroof, standard on every Prelude.



The Prelude S makes you look good.

With a body shaped by the wind, a lower hoodline and front air dam, contoured bumpers and nearly flush-mounted glass, the aerodynamic Prelude S makes you look good.

As good as the S looks on the outside, it looks even better from the inside out. That's because the front, side and rear pillars were slimmed down to improve your view.

While Honda's engineers reduced the width of the pillars, they also strengthened them. So, even though there is more glass area, you are more securely surrounded than before. This is a new step forward in automotive body rigidity.

Take a seat. The cabin gives you a low-slung, in control, cockpit feeling.

Let the sun in with a power-operated, tinted glass Moonroof.

Then, test the Prelude S with a turn of the key. The 2.0 liter single overhead cam all aluminum engine with dual intake valves and dual constant velocity sidedraft carburetors responds powerfully.

There's plenty of low-end torque to get you off the line. And more than enough in the mid-range to keep you moving. In a passing situation, there's 104 hp to draw on (105 hp with automatic transmission).

Four-wheel double wishbone suspension with front and rear stabilizer bars combined with 185/70 HR13 steel-belted radials smooth out the road.

Four-wheel disc brakes with ventilated front rotors help you to stop safely, even if you have to stop suddenly.

Once you're underway, start the music with your AM/FM electronically tuned stereo with cassette. And head for the open road.



The Prelude's pillars were slimmed to increase visibility by more than 20 percent. They were also strengthened.



It feels as good as it looks.

As good as the Prelude looks, it feels even better. That's because we based our latest model on the latest model available—you.

To support you, the Si's driver's seat has a specially designed lumbar adjustment and adjustable side bolsters.

The seatback reclines with memory. Flip it up to let a passenger in and it will return to your favorite upright position.

There's room for two in the rear. You can also carry essentials like skis, bikes and picnic baskets by folding the rear seatback down for lockable trunk-through access.

Slide back a tinted glass, power-operated Moonroof to let the outdoors in.

Buckle up with a three-point passive restraint front seat belt system, now standard on every Prelude.*

One other extra that doesn't cost extra is an AM/FM cassette stereo. In addition to the fender-mounted power antenna, there is a rear window antenna. This diversity antenna system electronically monitors reception to select the best FM signal.

For the driver who wants to let the car do all the work while you have all the fun, a new dual mode 4-speed, electronically controlled automatic transmission is available.

The 1988 Prelude. Comfort never looked so good.

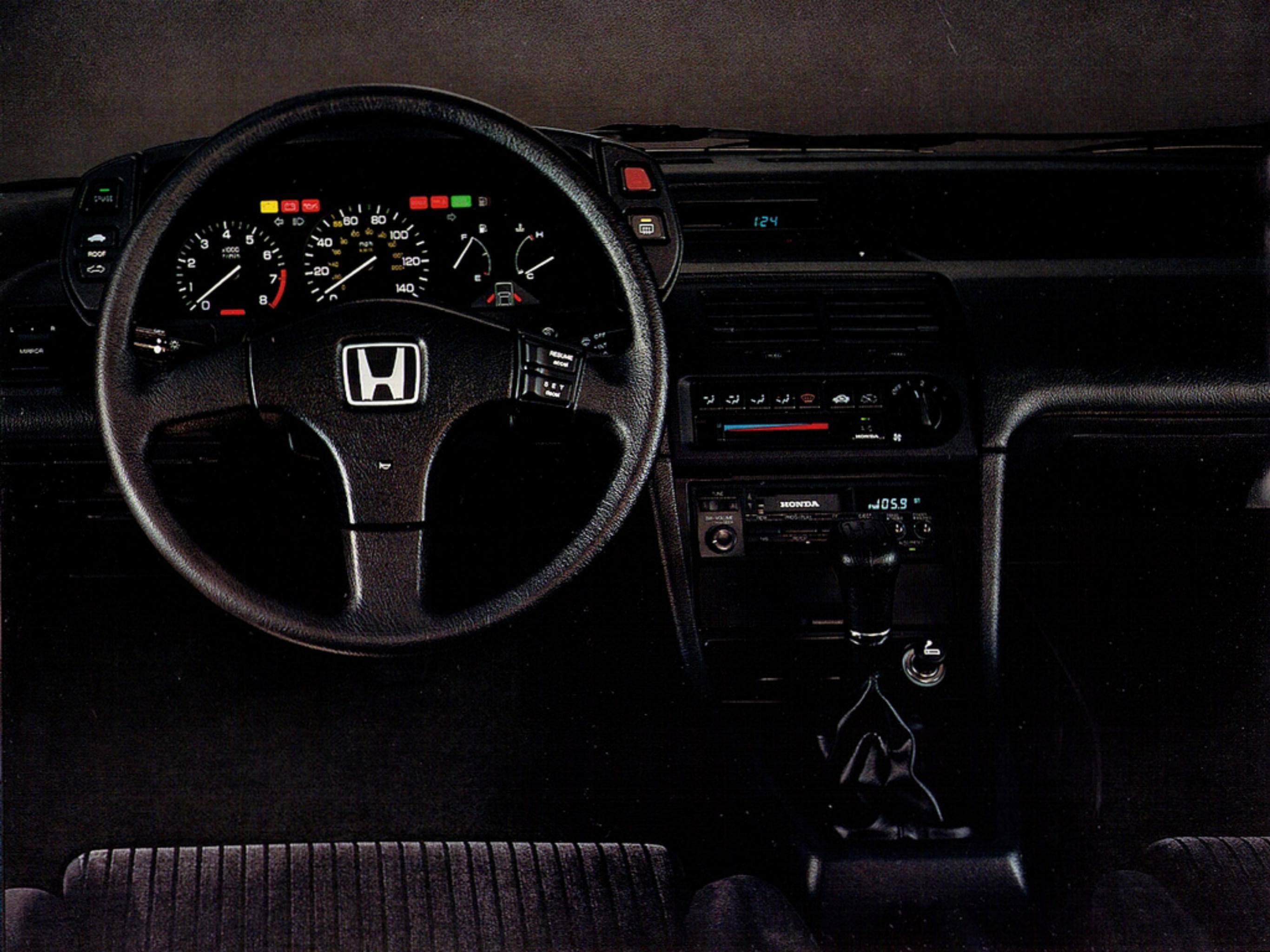


The Si's memory feature ensures the driver's seatback will return to your preset position.

Prelude Si

*In all interior photographs, the passive restraint front seat belt system has been shown unfastened for display purposes. This system should be fastened at all times in normal use.

Three-point lap-shoulder belts keep passengers securely in their place. The rear seat also folds forward for direct access to the trunk.



We improved your vision.

To drive well, you must be able to see well. Both inside and out.

Now you can see more than ever before in the Prelude's new cabin.

To improve your vision, Honda's engineers lowered the Prelude's hoodline. They also lowered the cowl (the forward part of the instrument panel). And, to further expose the world to your view, they added 20 percent more glass area by slimming down and strengthening the front, side and rear pillars.

A glance at the sweeping center console reveals the switches for lights, windows, wipers and Moonroof. They are conveniently located for easy use.

The speedometer, tachometer, fuel and temperature gauges are white-on-black analog. This clean,

simple design, combined with a logical dash arrangement, makes the instrumentation easy to read.

An adjustable steering column, standard on every Prelude, places the steering wheel within easy reach.

The gear shifter fits the palm of your hand. It moves smoothly and surely to keep you in tune with your car.

The Prelude Si's new cabin. Seeing is believing.

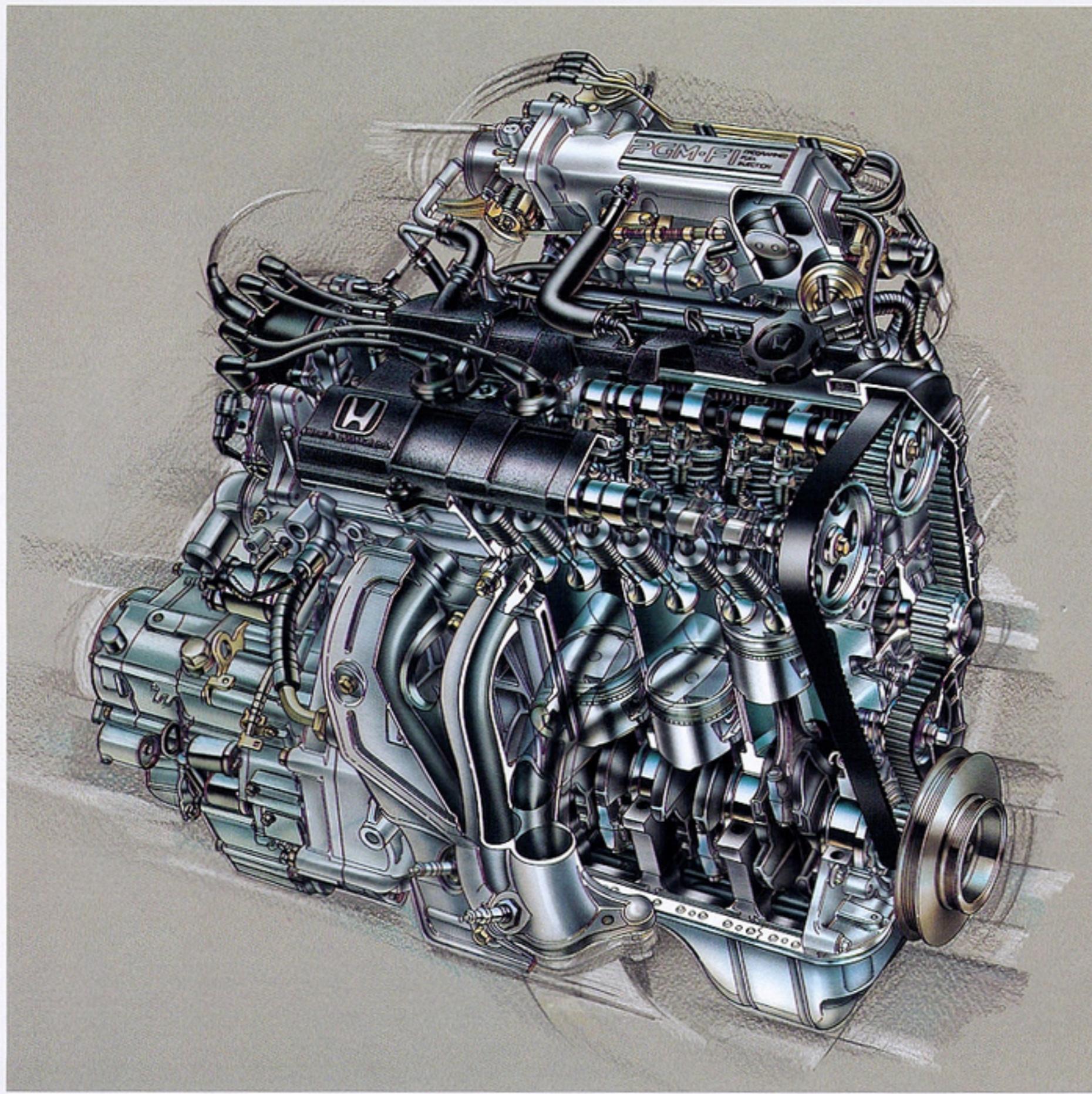


Power controls for the windows are conveniently located for easy use.



The high power AM/FM stereo cassette is equipped with a diversity antenna system to increase FM reception quality. (Available in Si and Si 4WS models only.)

For less shifting between gears and improved engine braking, an electronically controlled 4-speed automatic transmission with sport shift is available.



A Movable Force

An all-new engine moves the Prelude Si. The aluminum alloy 2.0 liter power plant features dual overhead camshafts and four valves per cylinder. This arrangement is ideal for optimum engine breathing. It also allows for a central location of the spark plugs for more complete combustion. The engine revs higher and breathes deeper to produce more power than any Prelude engine before.

The fuel management system is Honda's own Programmed Fuel Injection System (PGM-FI). It is derived from the system on our championship-winning Formula 1 race engine. PGM-FI utilizes seven sensors and a sophisticated digital computer to direct the fuel system to inject the exact measure of fuel needed at precisely the right instant.

With dual overhead camshafts, four valves per cylinder; Programmed Fuel Injection and all-aluminum construction, the Prelude Si engine represents Honda's state-of-the-art technology.

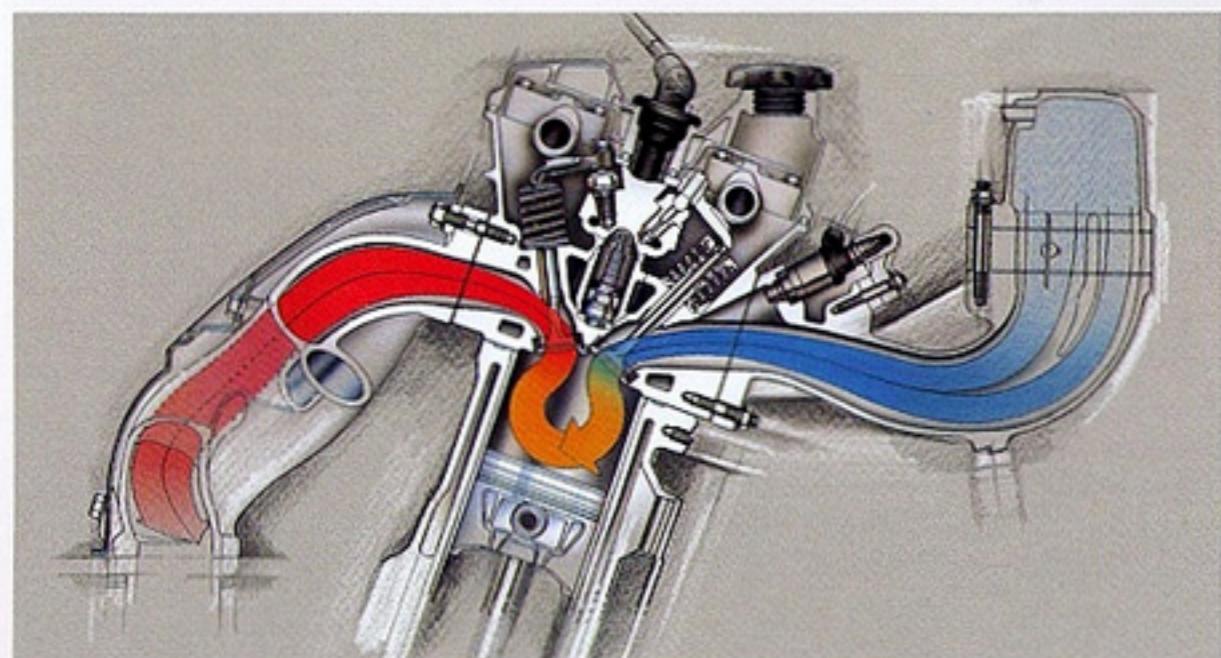
Technology for Tomorrow

Dual-Stage Intake Manifold

A DOHC, 4-valve-per-cylinder engine, by its nature, produces its power at higher engine rpm. To ensure substantial low- and mid-range power and torque, the Prelude Si engine utilizes an advanced dual-stage intake manifold.

Engine Mounting

The 1988 Prelude adopts a better location of the engine mounts. The result is an Inertia Axis Engine Mount system that locates the main engine mounts along the engine's inertia axis (above the crankshaft centerline) to better absorb engine vibration.



Performance Exhaust System

In keeping with the Honda racing heritage, the Prelude Si engine utilizes a four-into-two-into-one exhaust system. Cylinders one and four and two and three are combined to take advantage of exhaust pulses to maximize flow and reduce back-pressure for higher power output.

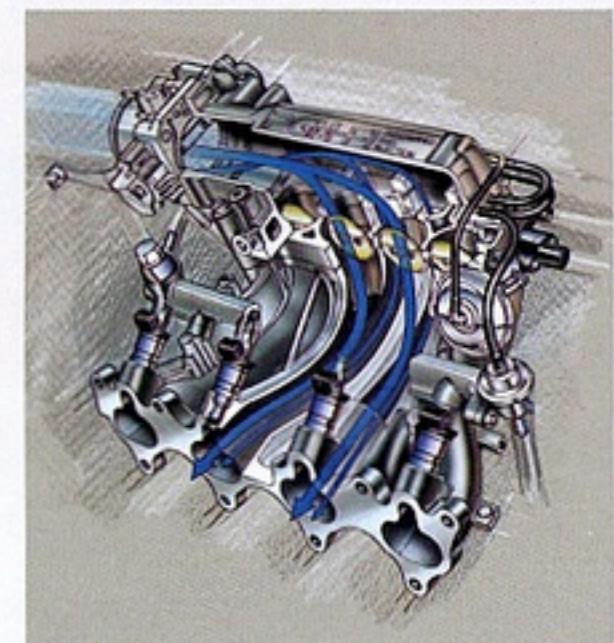
Transmissions

A new dual-mode 4-speed, electronically controlled automatic transmission is available in the 1988 Prelude.

It incorporates a driver-selectable Sport mode; progressive torque converter lockup capability in 2nd, 3rd or 4th gear; and torque converter lockup under deceleration.

The automatic transmission is monitored and directed by an Electronic Control Unit (ECU). It uses sensors to monitor throttle opening angle, coolant temperature, vehicle speed, engine rpm and five other functions. This information is analyzed and used to regulate torque converter lockup and shift points in relation to Normal and Sport modes.

When the driver selects the Sport position by shifting from the D to S range, the transmission is directed to shift at higher rpms at partial throttle openings in 1st, 2nd and 3rd gears for sportier driving; pressing the S4 button on the shift console allows the transmission to shift to 4th gear while in the Sport mode. The Sport

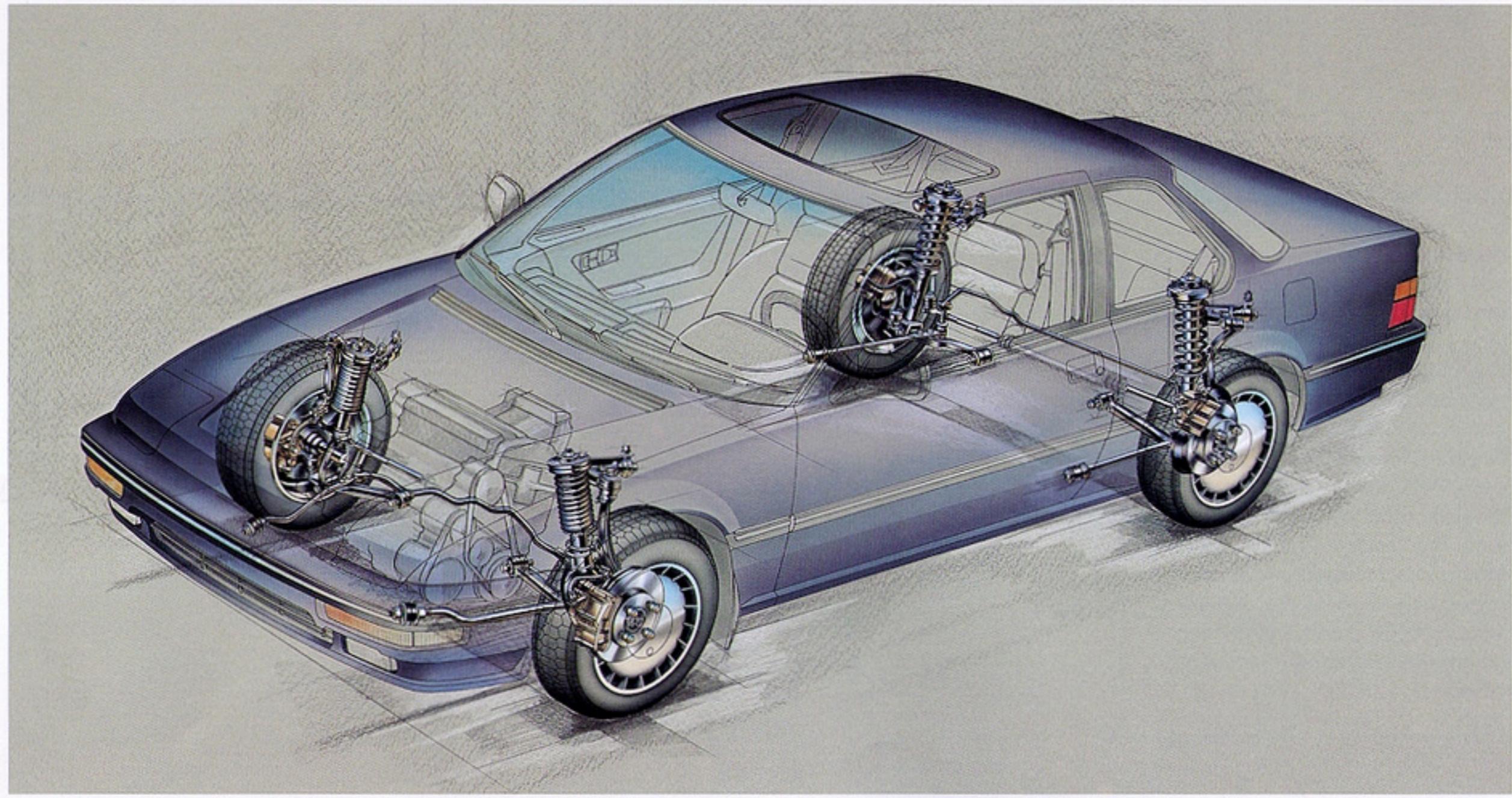


Honda's race-derived fuel management system promotes fast starts, improved response and more power throughout the engine's entire operating range.

mode can also be used on long steep grades or while towing.

Torque converter lockup occurs automatically to eliminate slippage for more efficient operation in 2nd, 3rd or 4th gears. Unlike other transmissions, lockup occurs in three increments rather than one abrupt transition, to provide smooth operation with improved response and

Honda's dual-stage intake manifold improves low- and mid-range torque with no loss of high rpm power and performance. Four valves per cylinder and a centrally located spark plug ensure efficient engine breathing and optimum combustion.



efficiency. The transmission is also unique in that it maintains lockup while the car is decelerating.

Standard on the 1988 Prelude is a 5-speed manual transmission. The clutch-release system is hydraulically actuated and self-adjusting.

Equal length drive shafts are used to minimize torque steer.

Handling the Horsepower

New for 1988, the Prelude's suspension is a 4-wheel double wishbone system. This race-proven system is designed to provide exceptional wheel control, even in hard cornering.

In handling maneuvers, 4-wheel double wishbone suspension provides excellent control and stability. In aggressive cornering, this suspension design keeps the wheels nearly

perpendicular to the road surface at all times for improved handling performance.

The double wishbone suspension isolates the shock absorbers, so that they have only one job—to absorb road shocks. This enabled the Honda engineers to refine the shock

The 4-wheel double wishbone suspension at both front and rear gives the Prelude exceptional control, as well as a smooth, comfortable ride.

design, resulting in reduced friction, improved damping and a superior ride over road irregularities. Anti-dive and anti-lift geometry is also incorporated to help ensure stability during braking and acceleration.

Standard stabilizer bars are mounted front and rear to reduce body-roll for flatter cornering.

Aerodynamics

Honda's engineers do not define aerodynamics solely in terms of a coefficient of drag. And for good reason. Every aspect of a car comes into play when discussing aerodynamics. Everything is interrelated.

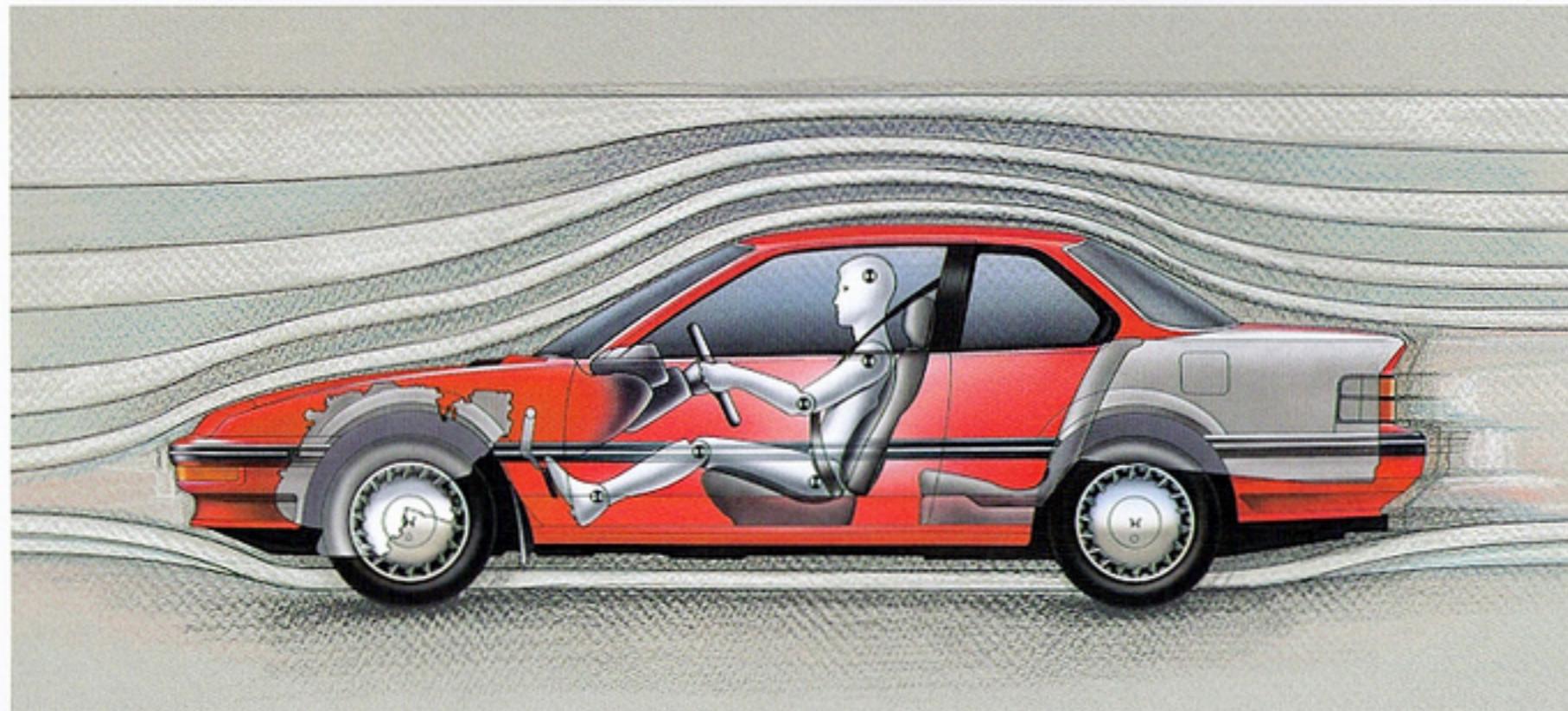
For instance, the front double wishbone suspension allows a lower hoodline, but the engine also has to fit under the hood. To accomplish this, Honda engineers reclined the engine 18 degrees rearward. Thus, lowering its overall height by 20mm,

resulting in the Prelude's hoodline being the lowest of any front-wheel-drive car. Reclining the engine also lowered the car's center of gravity, and shifted weight distribution slightly rearward, for improved stability and braking.

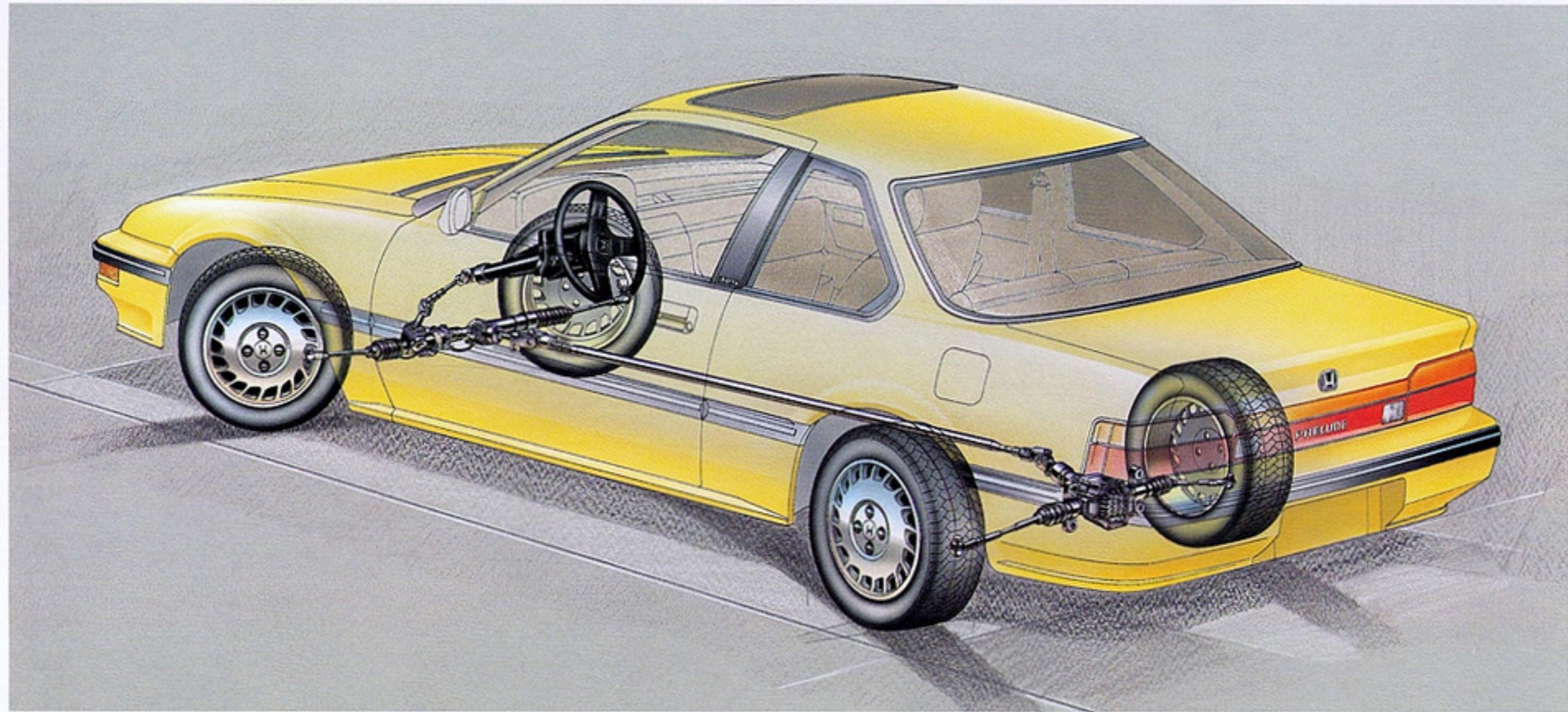
The lower hoodline contributes to the Prelude's improved aerodynamics. Refinements to the front grille, bumper and air dam area also smooth and manage the airflow more effectively.

Nearly flush-mounted front, side and rear glass, flush-mounted door handles and the integrated rear spoiler all contribute to the Prelude's low coefficient of drag rating of 0.34. This low coefficient of drag translates into higher aerodynamic efficiency. This, in turn, supplies greater fuel economy[†] and stability as well as lower wind noise.

The lower hoodline also improves outward visibility. An open-feeling, driver-oriented cabin was a major design objective of the new Prelude. The ultra-slim pillars and nearly 20 percent increase in total glass area help achieve this objective. Total outward visibility is a full 326 degrees from the driver's seat.



The Prelude's excellent aerodynamics come from a "total car" concept. An exceptionally low hoodline is made possible by the double wishbone suspension system and a lower engine position. Also, flush-fitting body parts and an improved front air dam contribute to the low 0.34 coefficient of drag.



4-Wheel Steering (4WS)

The revolutionary Steer-Angle Dependent 4-Wheel Steering System, the result of Honda's continuous research and development program, is the world's first to be offered on a full production automobile.

This simple and reliable mechanical system significantly improves handling response on highways and maneuverability at low speeds and during parking maneuvers.

With this steering system, the rear wheels are steered in either the same or the opposite direction to the front wheels, depending on the amount the steering wheel is turned.

In highway speed maneuvering, when a car with conventional steering is turned, the front wheels change direction, generating a force in the lateral direction at the front wheels. This creates a yawing motion around the vehicle's center of gravity, causing the car to change direction. The rear wheels, which

are directionally fixed, then change direction with the body, which creates a force in the lateral direction, and the vehicle begins to turn.

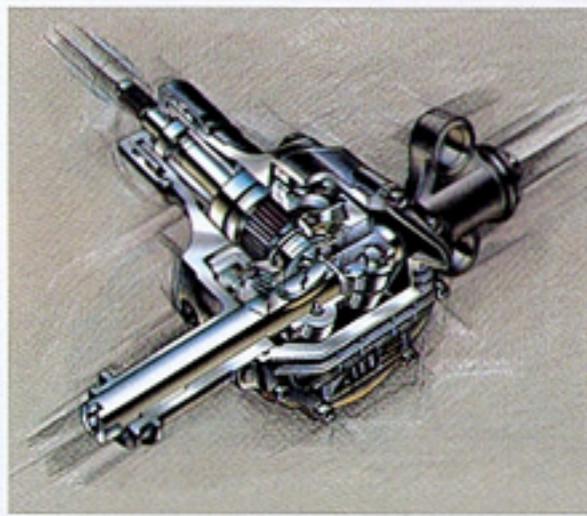
The yawing motion which initiates the change of direction and the combination of forces which make the vehicle actually turn are not produced at exactly the same time. This results in a time delay from when the steering wheel is turned to when the vehicle itself begins to turn.

The Steer-Angle Dependent 4WS System is a totally mechanical system that is both simple and reliable. It is another example of the most recent technology developed by Honda's ongoing research and development program.

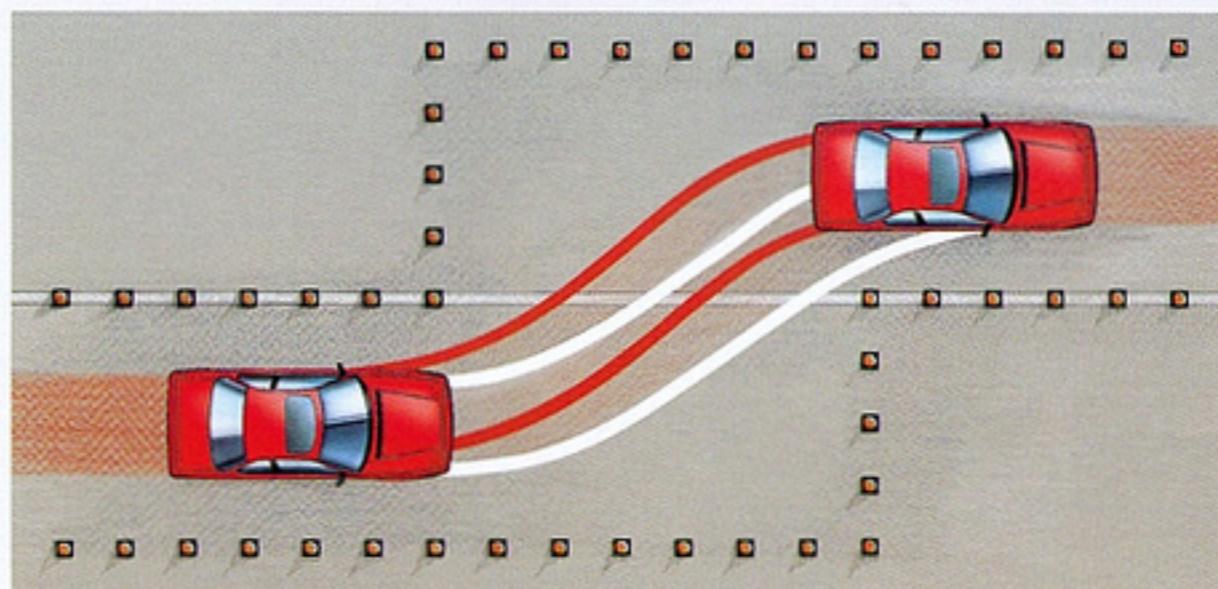
If the rear wheels are steered in the same direction as the front wheels, lateral force is generated at the front and rear wheels simultaneously, minimizing the delay in response and thus attaining a higher level of handling performance and convenience.

When the rear wheels are steered in the same direction as the front wheels in a fixed ratio, the car's handling response is improved at high speeds, but the minimum turning radius is increased, resulting in a marked reduction in low speed maneuverability.

To resolve this problem, Honda's Steer-Angle Dependent 4WS System



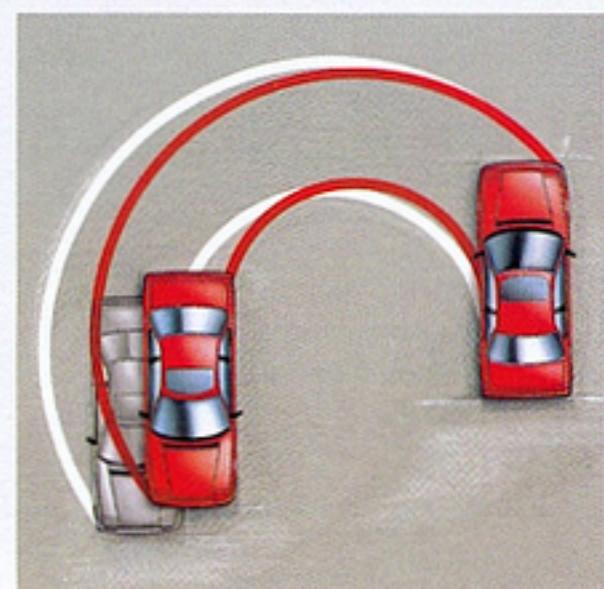
The Prelude Si 4WS has a second steering gear to control the rear wheels.



changes the direction and extent of the steering of the rear wheels according to the steering wheel angle. With this system, as long as the driver turns the steering wheel within a predetermined range, the rear wheels are steered in the same direction as the front wheels. When the steering wheel is turned beyond this range, the rear wheels are steered in the opposite direction to the front wheels.

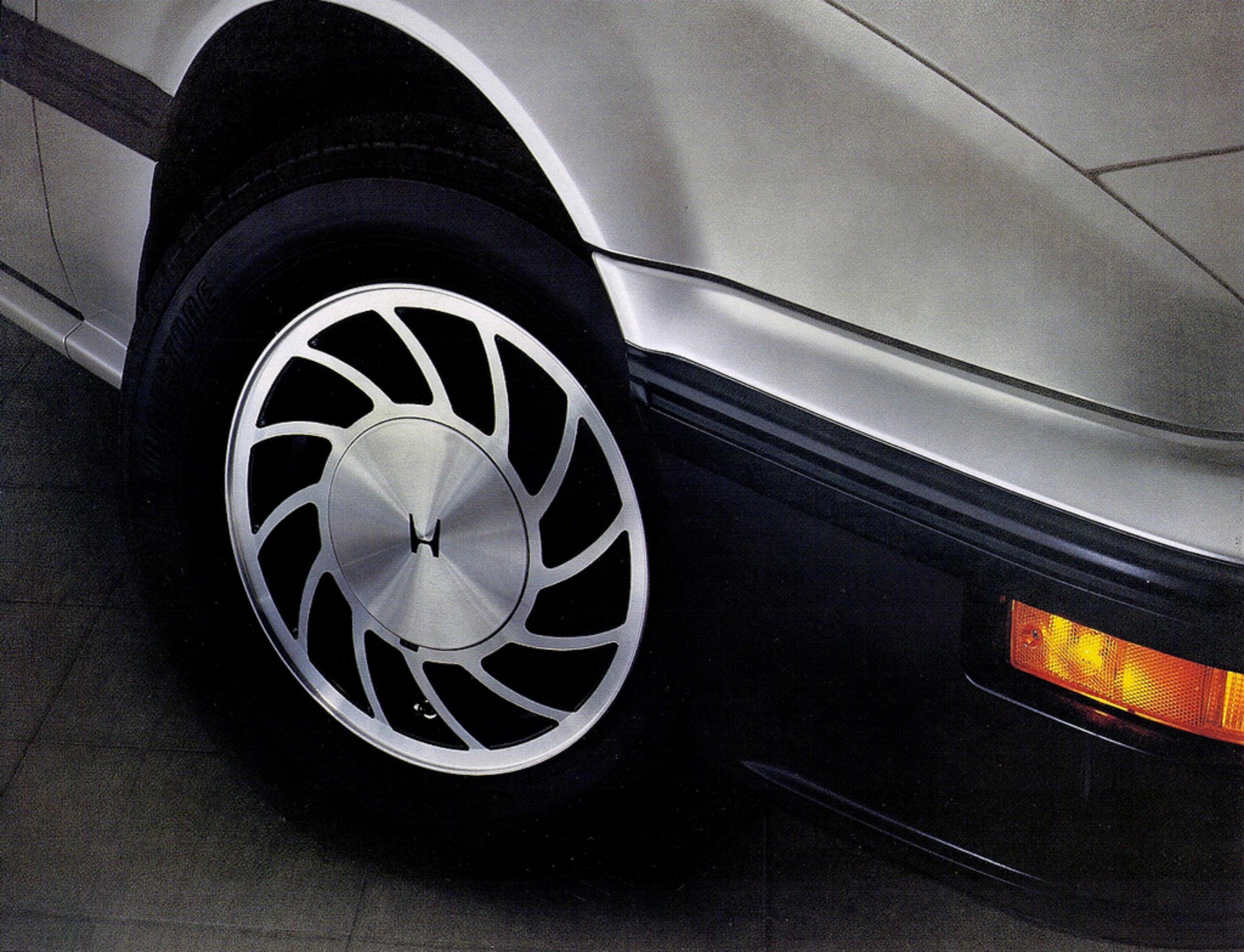
During highway speed driving, the steering wheel is frequently turned only slightly, causing the rear wheels to be turned in the same direction as the front wheels and enabling quick, yet stable negotiation of gentle curves and lane changes.

When driving in confined spaces or when parking, the rear wheels are turned in the opposite direction to the front wheels, providing superior maneuverability. Honda's Steer-Angle Dependent 4WS System thus provides superior handling and maneuverability throughout the entire range of operating speeds.



During lane changes at highway speeds, the rear wheels of the 4WS car (red lines) are steered in the same direction as the front wheels. This results in smoother lane changes and requires less distance to complete as compared to standard steering (white lines).

When making a tight turn, the front and rear wheels of the Prelude Si 4WS (red lines) are steered in opposite directions, reducing the turning radius. This allows the Prelude Si 4WS to turn tighter and easier than with standard steering (white lines).



Customize your Prelude to express your personality.

No two drivers are alike. Which is why there are three Preludes. And an extensive array of accessories to customize them.

Let your Prelude express your personality.

Start by reinventing the wheels. With 12-spoke turbine or mesh wheels. A five- or 16-spoke wheel design is also available.

You may want to further protect your investment with a security system and locks for your 14" alloy wheels.

Maintain the finish of your Prelude with door edge guards, rear mud guards and wheel well trim.

Protect your interior with coordinated floor mats.

A fold-down center armrest is a real comfort on long trips.

For an even sportier feel, there's a leather steering wheel cover.

Light up the night in your S with integrated fog lights.

You can carry quite a load with a trunk-mounted luggage rack or a removable roof rack.

See your Honda dealer for a full-line accessory brochure. And create a Prelude that's like no other.



Variations on the Prelude theme include 12-spoke turbine wheels, mesh wheels and 5- or 16-spoke wheels.

12-spoke turbine wheel[†]



Add a visor to the power-operated, tinted glass Moonroof.



Protect your interior with floor mats designed specifically for the Prelude.

The Prelude is one sports coupe that can carry the load. This trunk-mounted luggage rack attaches easily and includes a high-mount brakelight.

SPECIFICATIONS AND DIMENSIONS FEATURES AND STANDARD EQUIPMENT

	PRELUDE S	PRELUDE SI	PRELUDE SI 4WS
SPECIFICATIONS			
Engine Type	All-aluminum in-line 4	All-aluminum in-line 4	All-aluminum in-line 4
Displacement (cc)	1958	1958	1958
Fuel Induction System	Constant Velocity Dual Carburetors	PGM-FI with Dual-Stage Intake Manifold	PGM-FI with Dual-Stage Intake Manifold
Valve Train	SOHC, 12-Valve	DOHC, 16-Valve	DOHC, 16-Valve
Horsepower (hp @ rpm)	104 @ 5800 (MT)	135 @ 6200	135 @ 6200
Torque (lb.-ft. @ rpm)	111 @ 4000	127 @ 4500	127 @ 4500
Curb Weight (lbs.)	2522 (MT)	2665 (MT)	2685 (MT)
Turning Diameter (ft.)	34.8	34.8	31.5
Fuel Tank Capacity (gal.)	15.9	15.9	15.9
Coefficient of Drag (Cd)	0.34	0.34	0.34
EXTERIOR DIMENSIONS			
Wheelbase (in.)	101.0	101.0	101.0
Length (in.)	175.6	175.6	175.6
Width (in.)	67.3	67.3	67.3
Height (in.)	49.2	49.2	49.2
INTERIOR DIMENSIONS (FRONT/REAR)			
Headroom (in.)	36.9/34.1	36.9/34.1	36.9/34.1
Shoulder Room (in.)	53.1/51.1	53.1/51.1	53.1/51.1
Hiproom (in.)	51.5/42.2	51.5/42.2	51.5/42.2
Legroom (in.)	43.1/27.1	43.1/27.1	43.1/27.1
Cargo Volume (cu. ft.)	11.0	11.0	11.0
MECHANICAL FEATURES			
Front-Wheel Drive	●	●	●
5-Speed Manual Transmission	Standard	Standard	Standard
Electronically Controlled Automatic Transmission (Available)	4-spd. w/Sport Shift	4-spd. w/Sport Shift	4-spd. w/Sport Shift
4-Wheel Double Wishbone Suspension	●	●	●
Speed Sensitive, Power-Assisted Rack-and-Pinion Steering	●	●	●
4-Wheel Disc Brakes with Ventilated Front Rotors	●	●	●
EXTERIOR FEATURES			
Impact Absorbing Bumpers (5mph)	●	Body-Colored	Body-Colored
Integrated Fog Lights		●	●
Rear Fender-Mounted Power Antenna	●	Dual Diversity	Dual Diversity
Wheels	13-inch Steel Wheels with Full Covers	14-inch Steel Wheels with Full Covers	14-inch Alloy Wheels
Tires	185/70 HR13	195/60 R14 85H Michelin MXV	195/60 R14 85H Michelin MXV
Dual Remote-Operated Outside Mirrors	●	Power	Power
Power-Operated, Tinted Glass Moonroof with Manual Sunshade	●	●	●
Door Lock Light		●	●
Tinted Glass	●	●	Bronze-Tinted
Retractable Halogen Headlights	●	●	●
Full Wraparound Body Moulding	●	●	●
Dual-Outlet Exhaust		●	●

This worldwide symbol represents Honda Motor Co., the source of various fine makes of quality automobiles.

*Estimated availability of Prelude Si 4WS model is after September 1, 1987. †The 12-spoke turbine accessory wheel will be available in November 1987. ‡Use mileage figures shown for comparison.

SPECIFICATIONS AND DIMENSIONS/FEATURES AND STANDARD EQUIPMENT
PRELUDE S
PRELUDE SI
PRELUDE SI 4WS
INTERIOR FEATURES

Adjustable Steering Column	●	●	●
AM/FM ETR Stereo Cassette with 4 Speakers	●	High Power	High Power
Amplifier	2x20-Watt RMS	4x12.5-Watt RMS	4x12.5-Watt RMS
Quartz Digital Clock	●	●	●
Fold-Down Rear Seatback with Lock	●	●	●
Ignition Switch Light		●	●
Driver's Seat Adjustable Lumbar and Side Bolster Support		●	●
Front Reclining Seatback	●	with Memory on Driver's Seat	with Memory on Driver's Seat
Power Windows		●	●
Power Door Locks			●
Cruise Control		●	●
Air Conditioning		●	●
Remote Trunk-Lid and Fuel-Door Release	●	●	●
Driver's Left Footrest		●	●
Center Console	●	●	●
Side Window Defogger	●	●	●
Rear Window Defroster	●	●	●

SAFETY FEATURES

3-Point Passive Restraint Seat Belt System (front)	●	●	●
3-Point Seat Belt System (rear)	●	●	●
Center High-Mount Brakelight	●	●	●
Dual Diagonal Brake System	●	●	●
Child Safety-Seat Anchors	●	●	●
Padded Instrument Panel	●	●	●
Energy-Absorbing Steering Column	●	●	●
Passive Restraint Warning Lights and Warning Chimes	●	●	●
Backup Lights	●	●	●
Four-Way Hazard Warning Lights	●	●	●
Front and Rear Side Marker Lights	●	●	●

EXTERIOR/INTERIOR COLORS

Polar White/Blue	●		
Polar White/Black		●	●
Barbados Yellow/Black		●	●
Phoenix Red/Black	●	●	●
Florence Blue Metallic/Blue	●	●	●
Noble Silver Metallic/Gray	●		
Granada Black Pearl/Black		●	●

EPA MILEAGE ESTIMATES††

49-State City/Hwy. (5-speed manual)	22/27	23/27	23/27
49-State City/Hwy. (4-speed automatic)	20/26	21/27	21/27
California City/Hwy. (5-speed manual)	23/28	23/27	23/27
California City/Hwy. (4-speed automatic)	21/26	21/27	21/27

HONDA

