

TYPE R

ALL NEW



MEDIA KIT

HONDA



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ALL-NEW HONDA CIVIC TYPE R

Engineered from ground up to deliver most rewarding driving experience in the hot hatch segment

Bespoke chassis, suspension and steering setup to maximise power transfer, high-speed stability

2.0-litre VTEC Turbo engine, manual transmission; optimised for flexible, exhilarating performance

Muscular and performance-focused aerodynamic design



The eagerly anticipated, all-new Honda Civic Type R delivers an unrivalled combination of every day useability and track-honed dynamism. Powered by a 2.0-litre VTEC Turbo engine producing 228 kW of power and 400 Nm peak torque, and mated to a close-ratio six-speed manual transmission with rev-matching function, the Type R has been tuned to deliver flexible and exhilarating performance.

Celebrating 25 years of the famed Type R badge, the fifth-generation Civic Type R is available in a single feature-packed specification, offering a compelling mix of performance and equipment, priced at \$50,990*.

Standard equipment for Australia includes a four-wheel adaptive damper system with three driving modes, Brembo brake package, 20-inch alloy wheels, the Honda Sensing suite of safety and driver-assist technologies, plus class-leading interior space.

“The ultimate in Civic performance and a direct manifestation of Honda’s racing spirit, experience and heritage, the Type R stands as a banner of Honda’s commitment to creating products that put customers – and enthusiasts – at the centre of everything it does,” said Honda Australia Director, Mr. Stephen Collins.

“Honda is renowned for pushing the boundaries of engineering and technology, and the result with Type R is the ultimate expression of the Civic nameplate, as well as another cutting-edge Honda performance model to sit alongside the pioneering NSX hybrid supercar.

“The all-new Civic Type R showcases the very best that Honda can produce in a front-wheel drive performance car.”



INTRODUCTION

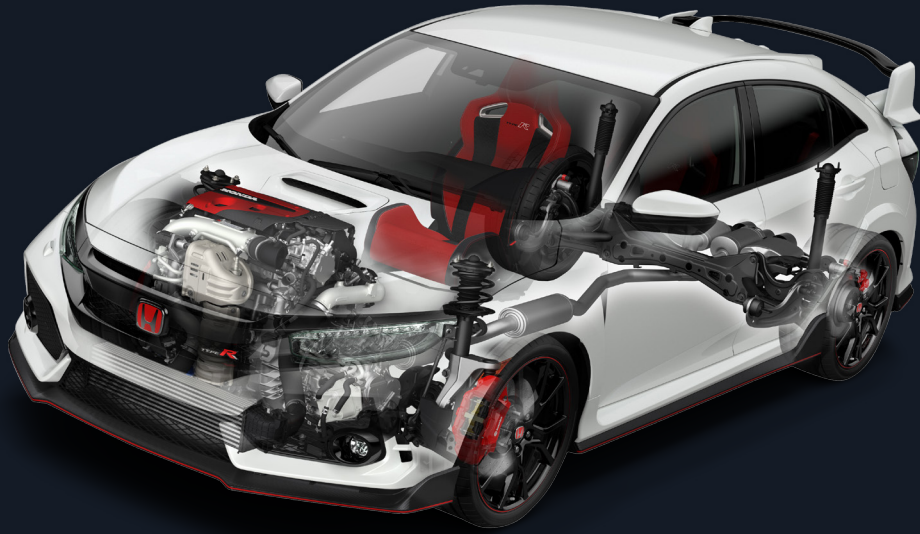
Retains the heritage of Honda's high-performance hatchback bloodline

High-rigidity chassis with advanced adaptive suspension and steering

New selectable driving modes deliver unrivalled useability

Developed in parallel with the standard Civic hatchback, with mutual benefits to both vehicles





The all-new Honda Civic Type R has been engineered from the ground up to deliver the most rewarding driving experience in the hot hatch segment – both on road and on the race track. It retains the heritage of Honda's high performance hatchback bloodline, combining expertly-tuned front-wheel drive chassis dynamics with aggressive design and finely-honed aerodynamics.

The move to one global platform for all models in the 10th-generation Civic line-up paved the way for the return of the Civic Type R to Australia. Globally, this is the fifth-generation of the legendary Civic Type R – the original Civic Type R was launched as a Japan-only model in 1997, while only the third generation model was previously available in Australia.

The new Civic Type R was developed in parallel with the regular Civic hatchback, as part of the same development program that delivered mutual benefits to the dynamics and refinement of both variants.

A new single-mass flywheel coupled with the slick six-speed manual gearbox reduces clutch inertia weight by 25 per cent and combines with a seven per cent lower final gear ratio to enhance response under acceleration. The rev-matching function smooths shifts, eliminating undesirable transmission 'shock' associated with excessive or insufficient revving. The rev-matching function further enhances the joy of driving a manual transmission sports car.

A lightweight, highly rigid bodysell – the product of innovative new engineering and construction techniques – complements the lower centre of gravity and a sophisticated new suspension system, contributing directly to the vehicle's rewarding dynamics.

The advanced Dual-Axis Strut Front Suspension system reduces torque steer and enhances on-the-limit cornering and steering feel. At the rear, Type R's new multi-link suspension enhances ride comfort as well as high speed stability. Dual-pinion variable-ratio Electric Power Steering is new to the Type R, using a similar system as featured on the core Civic range, but optimising the variable ratio to deliver a more direct and secure feel at high speed.

Maximum power output from the optimised and refined 2.0-litre VTEC Turbo engine is 228 kW at 6500rpm, while peak torque of 400 Nm is developed from 2500-4500 rpm. It is both the quickest-accelerating and fastest car in its class, as well as the fastest front-wheel drive car ever around the Nürburgring Nordschleife with a record lap time of 7min 43.8sec.

The 2017 Type R has a new selection of driving modes, adding a 'Comfort' setting to the default 'Sport' and track-focused '+R' modes – all of which tailor the suspension compliance, steering geometry and throttle response of the car on demand. Compared to the previous Type R, the more significant difference between the damping forces of each driving mode gives the new car greater useability across a wider range of road surfaces. Notably, Comfort mode affords a high degree of compliance, coupled with a less urgent level of steering and throttle response.

The aggressive silhouette makes a confident statement about the Civic Type R's dynamic character. Wider, longer and lower than any of its predecessors, the all-new Type R has short overhangs and muscular, taut lines, while a sharp and aggressive 'face', pronounced wheelarches and sculpted front and rear intakes point to its performance and sporting intent.

A comprehensive aerodynamics package includes a smooth underbody, front air curtain, a slim rear wing and vortex generators at the trailing edge of the roof line. These features contribute to a best-in-class balance between lift and drag, delivering superior levels of high speed stability.

The all-new interior of the 10th-generation Civic has significantly improved levels of quality, comfort and refinement. Front and rear seat occupants benefit from greater visibility and more space than ever before in which to experience the Type R's blistering performance, while the large boot and innovative side-sliding tonneau cover ensure the car retains its position as the most practical and versatile of high-performance hatchbacks.

New Civic Type R was engineered as part of the core development program for the 10th-generation Civic range – the largest global project for a single model in Honda's history. It is manufactured exclusively at Honda's Swindon, UK plant and will be exported across Europe and to other markets around the world, including Australia, Japan and the U.S.

Its arrival in North America will mark the first time that any Honda-badged Type R has been officially sold there, while it returns to Australia for the first time since the third-generation Civic Type R was discontinued in 2012.



POWERTRAIN

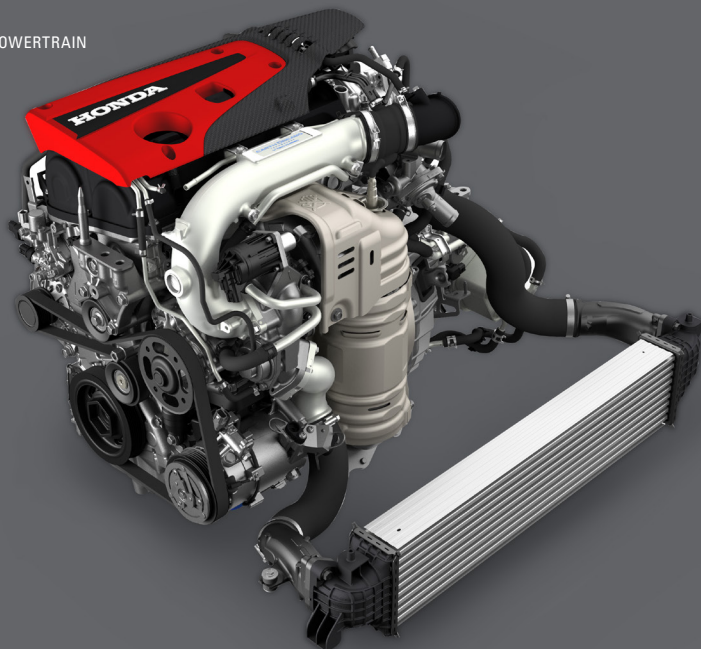
VTEC Turbo of multi-award-winning previous generation Type R is optimised and refined

Maximum power of 228 kW; peak torque of 400 Nm

New single-mass flywheel improves engine response and reduces clutch inertia weight

Bespoke triple-exit exhaust modulates the sonic tone of the engine





The 2017 Honda Civic Type R represents the pinnacle of Civic performance and delivers power, torque and performance figures unmatched in the front-wheel drive hot hatch segment.

The 2.0-litre turbocharged engine is made by Honda of America Mfg. at its Anna, Ohio engine plant using domestic and globally sourced parts. Completed engines are shipped to Honda of the U.K. Manufacturing in Swindon, England, where the Type R is manufactured.

Specifically engineered for direct injection and turbocharging, with an ultra-lightweight forged steel crankshaft and forged steel connecting rods, the Type R powerplant is designed to offer maximum torque output in the mid-rpm range to provide instantly accessible power.

Offered exclusively with a six-speed manual transmission, the high-strength gearbox offers a short-throw shift action and closely spaced ratios tailored to suit the power delivery of the 2.0-litre turbo engine.

A driver-selectable rev-matching feature ensures smooth high performance downshifts, while a helical limited-slip front differential helps the Civic Type R transfer its power to the ground.

Cylinder Block and Crankshaft

The 2.0-litre inline four-cylinder engine in the Civic Type R has a lightweight die-cast aluminium block with reinforced main bearing caps to minimise weight. Centrifugally-cast iron cylinder sleeves provide long-lasting durability. In the interest of engine responsiveness, a specially developed, super lightweight forged-steel crankshaft is used exclusively in the Civic Type R. Each journal on the crankshaft is micro-polished to reduce operating friction.

Pistons and Connecting Rods

The pistons in the 2.0-litre engine have “cavity-shaped” crowns that help maintain stable combustion and contribute to improved efficiency. The lightweight pistons have a carefully optimised skirt design to minimise reciprocating weight, which in turn minimises vibration and increases operating efficiency.

The pistons are cooled by oil jets directed at the underside of each piston crown and feature an internal “cooling gallery” like Honda Formula 1 engines, that is

designed to reduce temperature in the piston ring area. Ion-plated piston rings help reduce friction for greater operating efficiency. Special super lightweight, high-strength steel connecting rods are heat-forged in one piece and then “crack separated” to create a lighter and stronger rod with an optimally fitted bearing cap.

Cylinder Head and i-VTEC® Valvetrain

The direct-injected turbocharged engine has a lightweight pressure-cast aluminium alloy DOHC cylinder head. With exhaust ports cast directly into the cylinder head, the need for a traditional separate exhaust manifold is eliminated, reducing engine weight and simplifying the assembly. The manifold is liquid cooled to help keep heat in check.

A low-friction, silent chain drives dual overhead cams and four valves per cylinder. The cam drive is maintenance free for the life of the engine and to further reduce weight, thin-wall hollow camshafts are used.

To benefit fuel efficiency, emissions and power, the turbo engine utilises sodium-filled exhaust valves. A hollow

chamber within the valve contains sodium that is cooled by the exhaust port cooling jacket. Since the chamber is close to the valve head, the sodium helps to cool the entire valve; and since the valve is internally cooled, it doesn’t need the enriched fuel mixture that is generally used in turbo engines to help cool exhaust valves. The resultant leaner mixture reduces emissions, increases fuel efficiency and increases power.

The 2.0-litre DOHC 16-valve i-VTEC® engine uses an advanced valve control system to combine high power output with high fuel efficiency and low emissions. The system combines intake and exhaust VTC (Variable Valve Timing Control), which continuously adjusts the intake and exhaust camshaft phase, with Variable Valve Timing and Lift Electronic Control (VTEC), which changes valve lift, timing and duration of the exhaust valves.

The “intelligent” portion of the system is its ability to continuously vary the timing of the intake and exhaust camshafts using variable valve timing control (VTC). This helps increase power and also provides a smoother idle (allowing idle speed to be reduced).

The cam timing is varied based on input from sensors that monitor rpm, timing, throttle opening, cam position and exhaust air-fuel ratio. The result is increased fuel efficiency and lower emissions.

The cylinder head includes small M12 sparkplugs, down from the more common M14, to save space and weight. Higher-pressure direct injection optimises fuel atomisation, allowing for more efficient combustion. To provide a high-tumble intake charge that further enhances combustion efficiency, both the intake port and piston crown have special designs.

Direct Injection System

The direct-injection system enables increased torque across the full operating range of the engine, along with higher fuel efficiency and low emissions. Multi-hole injectors deliver fuel directly into each cylinder (not to the intake port, as in conventional port fuel injection designs), allowing for more efficient combustion. The system features a compact, high-pressure, direct-injection pump that allows both high fuel flow and pulsation suppression, while variable pressure control optimises injector operation.

High-Flow Exhaust System

The Civic Type R features a specially designed high-flow exhaust system with a unique triple-outlet design centred across the rear of the car. The centre outlet is a key factor in the sound of the exhaust note in the Type R interior, helping to enhance sound quality while minimising unpleasant booming noise. The system is engineered to offer a stirring exhaust note under acceleration, coupled with quiet cruising at low power settings.

Low Inertia Mono Scroll Turbo System with Electric Wastegate

The Civic Type R VTEC turbocharged engine employs a small-diameter, low-mass turbine for maximum responsiveness. The mono scroll housing design helps the turbo build boost even at relatively small throttle openings and low rpm. The electrically actuated wastegate allows boost pressure to be precisely controlled. Maximum boost pressure in the Type R, at 22.8 psi, is up from the 16.5 psi in the 1.5-litre turbo Civic models.

A large low-restriction intercooler is positioned low in the front of the car where it receives unobstructed airflow when the vehicle is in motion. Intake air travels from the air filter, to the turbo compressor, on to the intercooler, then to the engine's intake ports. The intercooler helps reduce the temperature of air entering the engine, making it denser for greater performance. To reduce weight, the turbo system is plumbed with rigid, lightweight resin composite inlet pipes to carry intake air to and from the intercooler.

Friction Reducing Technology

The Civic Type R VTEC Turbo engine makes use of a range of friction-reducing technologies designed to improve engine efficiency:

- The outer skirts of the lightweight aluminium pistons feature a low-friction molybdenum coating applied in a dot pattern
- Plateau honing of the cylinder walls removes microscopic high points to further reduce friction while improving the long-term wear characteristics of the engine
- Low viscosity oil (0W-20)
- Other contributors to overall operating efficiency are a special two-stage oil pump relief valve, low-friction oil seals, special low-drag piston ring design, low-friction cam chain and a lightweight crankshaft

Drive-by-Wire Throttle System

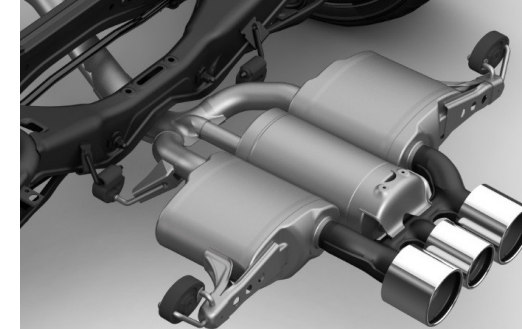
The Drive-by-Wire throttle system in Civic Type R replaces a conventional throttle cable with smart electronics that “connect” the accelerator pedal to a throttle valve inside the throttle body. The result is less under-hood clutter and lower weight, as well as quicker and more accurate throttle actuation. Plus, a specially programmed “gain” rate between the throttle pedal and engine offers improved driveability and optimised engine response to suit specific driving conditions.

Six-Speed Manual Transmission

For the ultimate performance Civic, just one transmission is available, an ultra-quick-shifting six-speed manual transmission (6MT). Topped with a solid aluminium shift knob, the unit offers smooth and precise shift feel with crisply defined shift gates. An updated version of the transmission used in the previous-generation Civic Type R (not available in Australia), the 2017 Civic Type R transmission has a range of refinements and improvements. To keep temperature in check, the transmission incorporates a cooling fin case design, along with a new liquid-cooled oil cooler.

The six-speed transmission has been engineered to deliver state-of-the-art performance and shift action, with very low internal friction, tight internal tolerances and smooth synchronisers. A lightweight single-mass flywheel is used to sharpen engine response by minimising clutch inertia.

Compared to other Civic six-speed manuals, the transmission has a more rigid exterior case, high-strength bearing system, high-strength gears and greater torque capacity. A constant-mesh helical reverse gear mechanism reduces noise when reverse is selected. A reverse lockout feature prevents the transmission from accidentally being shifted into reverse while the car is moving forward.



Automatic Rev Matching

For optimally matched engine rpm during upshifts and downshifts, the Civic Type R features standard automatic rev matching. When this selectable feature is enabled, the Drive-by-Wire throttle system automatically adjusts the engine rpm during gear changes to match the next gear the driver selects. Automatic rev matching makes the Type R easier to drive by minimising driveline shock during upshifts and downshifts.

The automatic rev matching feature has two operational profiles: in COMFORT or SPORT modes, the rev match system uses a seamless profile, designed to give the Type R a smooth, comfortable shift feel; in +R mode, the system switches to a more aggressive, quick-revving profile designed to complement the faster paced shifting of performance driving. The rev match system can be disabled using the customisable settings menu.

Helical Limited-Slip Differential

Powerful performance cars with conventional “open” differentials can suffer from excessive wheel spin, particularly from the inner drive wheel when cornering. The helical-type limited-slip differential (LSD) in the Type R helps ensure that excessive wheel spin doesn’t happen, by putting more of the engine power effectively to the ground. Under power, the limited-slip differential works to equalise the speed of the two drive wheels.

The system never locks the speed of the two drive wheels together as would a locking differential, but instead allows different wheel speeds to accommodate the longer distance the outer wheel must travel when cornering.

The LSD allows the Type R to accelerate harder on surfaces with uneven traction, to generate reduced wheel spin when exiting corners, and to enhance the vehicle’s responsiveness to throttle inputs in corners.

The term “helical” describes the way the gear teeth are cut, which is at an angle to the gear shaft. Helical gears are quieter in operation and can transmit greater torque than straight-cut (or spur) gears.



BODY & EXTERIOR

All-new Type R enhances signature Civic design with muscular styling and aggressive body features

Superior airflow management using innovative air slats and vortex generating elements

Advanced aerodynamics with best-in-class balance between lift and drag

New unibody platform is lighter and stiffer than the previous Type R





HONDA TYPE R / BODY & EXTERIOR

Overview

The new 2017 Civic Type R shares its unibody structure with the Civic hatchback, as part of the 10th generation Civic lineup, including its extensive use of high-strength steel and Honda's next-generation ACE™ body structure and crash stroke front frame, which enables superior crash-worthiness. Other benefits to this rigid but lightweight structure include low overall noise, vibration and harshness (NVH), and extraordinary dynamic capabilities. The additional use of structural adhesive adds rigidity for the Type R's performance driving mission, while the intensive body sealing measures and flush-mounted windscreen glass contribute to the track-ready yet street-civilised driving character of Type R.

Exterior Styling

Slightly longer and wider than the Civic hatchback, the Type R exterior has numerous functional, stylistic and aerodynamic upgrades, including high-performance 20-inch wheels and tyres. At the front, a black grille and unique red and chrome Honda and Type R badges define the Civic's characteristic "wing" fascia, while LED headlights, LED fog lights, aggressive air inlets and a splitter with red edge trim further distinguish the Type R at a glance. An air scoop, inset with the aluminium hood, helps cool the engine compartment.

Among the aerodynamic aids are roof-mounted vortex generators and a hatch-mounted wing. Along the body sides is flush-mounted glass with black trim, while under the vehicle are strategically located strakes and panels that further improve aero performance. Flared front and rear guards cover the track-ready 20-inch wheels and tyres.

At the rear of the Type R are LED "light bar" taillights characteristic of the 10th generation Civic, along with a flush-mounted rear window, rear vortex generators, wing and diffuser, the three-outlet centre exhaust, an additional red and chrome Honda badge, and an exclusive Type R badge.

The Type R is as functional as it is aggressive, retaining the large hatchback to allow easy loading of sports equipment, luggage and even bulky cargo.

Key Body and Exterior Features

- Advanced Compatibility Engineering™ (ACE™) body structure with crash stroke front frame design
- 61 per cent high strength steel body structure (21 per cent ultra-high strength steel)
- Unibody structural adhesive at key points
- Acoustically sealed unibody
- Triple door sealing
- Underbody aerodynamic tailoring
- Class-leading aerodynamic performance
- Aluminium bonnet
- Class-leading forward visibility
- Flush mounted windscreen
- Variable intermittent and rain-sensing windscreen wipers
- Advanced Noise, Vibration and Harshness (NVH) countermeasures
- Sound-absorbing undercovers
- Black side window trim
- Capless fuelling system
- Centre-mounted triple-outlet exhaust
- LED headlights with auto on/off
- LED daytime running lights (DRL)
- LED fog lights
- LED turn signals
- LED tail-lights
- LED brake lights
- Roofline vortex generators
- Rear wing
- Rear diffuser



Exterior Dimensions

The 2017 Civic Type R shares its 2700 mm wheelbase with the Civic hatchback for easy ingress and egress, enhanced second-row seating roominess and cargo storage capability. The unique aerodynamic front and rear fascias endow the Type R with 42 mm greater overall length compared to the standard Civic hatchback (4557 mm vs 4514 mm, respectively), contributing to the Type R's aggressive appearance.

The Type R is 78 mm wider than the Civic hatch (1877 mm vs 1799 mm), a direct result of its wider performance-oriented front and rear track (52 mm wider at the front, 30 mm wider at the rear), its wider 20-inch wheels and tyres, and the accompanying wider, flared guards. As per the rest of Civic range, flat under-covers and extensive aerodynamic detailing help to minimise drag and maximise fuel efficiency on Type R.

High-Strength Steel

Multiple steel grades are used in the body construction for Type R to help achieve excellent overall vehicle dynamics, optimise safety performance, and lower noise, vibration and harshness (NVH). Materials range from five different grades of steel, including premium hot-stamp steel and ultra-high-strength steel used in the unibody, to aluminium for the front bumper beam and exclusive bonnet. All were chosen to achieve the best combination of strength, rigidity, dynamic performance and light weight. In total, 60 per cent of the body structure is composed of high-strength steel and an additional seven kilograms is saved through the use of the aluminium hood and lightweight insulation, compared to the regular Civic hatchback.



4557mm



1877mm

Body Materials

MATERIAL	GRADE	USE PERCENTAGE
Hot-stamp steel	1500 MPa	10%
Ultra high-strength steel	980-1180 MPa	12%
Advanced high-strength steel	590-780 MPa	28%
High-strength steel	340-440 MPa	10%
Mild Steel	270 MPa	32%
Aluminium		7%

Aluminium Hood

Saving more than five kilograms compared to the steel bonnet on Civic hatchback, the aluminium bonnet fitted to Type R directly contributes to the vehicles low mass, lower centre of gravity and optimised front/rear weight distribution. The result is a better-balanced vehicle, superior handling dynamics and higher level of exclusivity.



Advanced Compatibility Engineering™ (ACE™)

As an integral part of the Civic Type R structure, Honda's proprietary Advanced Compatibility Engineering™ (ACE™) body-structure enhances occupant protection and crash compatibility in frontal collisions. ACE utilises a network of connected structural elements to distribute crash energy more evenly throughout the front of the vehicle, thus reducing the forces transferred to the passenger compartment. ACE channels frontal crash energy to both upper and lower structural elements, including the floor frame rails, side sills and A-pillars.

Crash Stroke

The ACE™ structure used on the Civic Type R features a crash stroke technology, developed by Honda engineers in the company's advanced safety research laboratory in Raymond, Ohio. With the crash stroke structure, in a frontal collision the lower section of the front vehicle frame hinges to direct the engine down and rearward, helping direct crash energy into the vehicle's floor while also minimising cabin intrusion.

This crucial piece of safety engineering effectively adds 80 mm of additional energy-absorbing "crash stroke" to the front of the vehicle. The crash stroke structure enabled designers to develop the body design to feature a short front overhang and short bonnet-line for a unique and exciting appearance, excellent outward visibility and improved handling.

Body Rigidity

The benefits of the unibody stiffness on Type R are numerous, including the ability to tune the suspension for class-leading steering and handling characteristics. The rigid body structure also helps maintain a satisfying ride experience for the passengers, with less NVH felt over a wide range of driving conditions. Some key advancements in body structure include the following:

Under the Bonnet

- A lower stiffener, located behind the engine on the front bulkhead, benefits ride comfort.

In the Unibody

- Certain connection areas – where the A-pillars meet the floor sills and the B-pillars meet both the floor sills and roof rails – have been reinforced to improve handling performance. This has also contributed to reduced idle vibration and booming.
- Large body panels are shaped using computer aided engineering (CAE) to reduce booming.
- Gussets positioned inside the rear quarter areas of the unibody reduce road noise.
- An internal rear structural ring stiffens the unibody for improved handling.
- Short-pitch welding places spot welds 20 mm apart in critical areas of the unibody, compared to 40 mm to 45 mm traditional spacing, increasing stiffness and durability.
- Structural adhesive is applied in key stress areas

Underneath the Vehicle

- The floor panel is made of 590-MPa high-strength steel to provide a lighter yet stronger overall structure.
- Floor cross-members positioned under the driver and front passengers seating areas improve ride comfort.
- A lateral cross-member and damper structure, located between the rear wheels, improves handling.
- A cross-car brace, located at the front of the vehicle, improves handling.

Structural Adhesive

To help the Type R meet its aggressive performance goals, in addition to the welding that forms the hatchback unibody, the Type R unibody additionally uses more than 13 metres of structural adhesive at key stress areas. Applied at the seam areas of key unibody panels just before welding, the adhesive stiffens the unibody by 12 per cent in lateral rigidity, enabling more aggressive suspension tuning while retaining suspension accuracy and resisting the intrusion of noise, vibration and harshness (NVH). Specific areas of application for the adhesive include the corners of all four door openings and the rear hatch opening, as well as inside the rear wheel houses.



Aerodynamics

Working in aerodynamic harmony, the different features of the Type R bodywork create the ideal balance of low coefficient of drag, which helps it move through the air efficiently – with aerodynamic downforce – as well as increase road-holding and stability at higher speeds. Specially shaped components at the front of the Type R guide airflow through the radiator and into the turbocharged engine's cold-air intake, while channelling the remaining airflow over, around and under the vehicle. These include functional "air curtains" at the outer edges of the body and a moulded under-panel positioned directly beneath the aggressive front splitter, which smoothly starts the rearward flow of air underneath the vehicle.

Additionally, an aluminium under-tray is positioned beneath the engine and transmission and features a cooling duct that allows ambient airflow to the hydraulic engine mount. Dual side under-panels further smooth airflow between the front and rear wheels, while lateral strakes located in front of the tyres help deflect airflow around them. Narrow A-pillars and flush-mounted glass also aid efficient passage through the air.

Finished in carbon texture, stylish side splitters further enhance airflow along the body sides, flaring up ahead of the rear wheels to help air move efficiently over the openings. At the top of the hatch door are four vortex generators that, along with matching side buttresses, help direct airflow over the rear wing. The wing is fully functional and plays a significant role in the Type R achieving a low coefficient of lift. Finished in carbon texture, it is designed to work with both the front splitter and the lower diffuser, which helps air separate cleanly from the back of the car.



Class-leading Forward Visibility

The narrow A-pillar section on the Civic Type R helps provide a class-leading 84.3 degrees of forward visibility (the angle made by drawing lines from the driver's eye point to the outboard edges of the A pillars). Safety performance is maintained through the shape of the A-pillars, the precise design of load pathways during a frontal collision or rollover, and the use of 1500 MPa hot-stamped ultra-high-strength steel.

Power Door Mirrors

The body-coloured, electrically-adjustable door mirrors on Type R have been aerodynamically optimised to reduce wind noise and minimise turbulence. The side mirrors can also be electrically retracted/folded for greater convenience in tight parking situations.

Engine Compartment Isolation

Measures to isolate sound and heat emanating from within the engine compartment include dedicated front, side and rear bonnet seals (including a special seal around cooling intake in the aluminium bonnet), strategically placed heat baffles, a hood insulator panel, an engine under-cover and dedicated insulation within the instrument panel. Inside the vehicle, a one-piece moulded insulated carpet liner adds further to heat isolation and noise reduction.

Sound-absorbing Undercovers

Underneath the Civic Type R, along both sides of the passenger cabin, are moulded plastic absorptive undercovers that help mitigate road and wind noise. A special baffle plate located beneath the centre of the floor pan further attenuates wind and road noise.

Noise, Vibration and Harshness (NVH) Countermeasures

Extensive noise, vibration and harshness (NVH) countermeasures in the Civic Type R include strategically placed body sealants, weld seals and other measures to reduce vibration and the transmission of noise.

Key NVH countermeasures include:

- In-pillar acoustic separators seal the hollow A-, B- and C-pillars to reduce the transmission of noise from the floor area into the passenger cabin.
- Triple door sealing utilises 360-degree moulded door seals to reduce wind noise and improve isolation.
- Door gap seals at the rear door edges join triple-sealed door openings and lower door-edge seals in keeping wind noise from entering the cabin.
- Eight air-leak reduction mouldings and clips at key locations where the side windows slide into the side doors help reduce the possibility of audible air leaks occurring in these locations.
- Along with internal bracing, acoustic hole seals fill open areas inside the door structures, significantly reducing the amount of wind and road noise and vibration that can reach the cabin.
- Thinsulate™ sound proofing material is used to reduce sound transmission through the roof and the body A- pillars.





LED Lighting

The Civic Type R incorporates a wide range of light-emitting diode (LED) exterior lighting features, including standard LED low- and high-beam headlights. Arranged in a low, sleek and compact in-line display, the LED high-beams provide a longer and wider range of visibility during night-time driving. The Type R additionally includes LED fog lights.

Like all other Civic hatch models, the new Type R also includes LED daytime running lights (DRL), LED one-touch turn signals, and LED taillights, brake lights, license-plate light and centre high-mounted stop light.

The LED lighting has several advantages in addition to improved visibility. The LEDs are both mercury free and lead free, benefiting the environment. They require less power to operate than traditional incandescent lighting, which helps fuel efficiency, as well as having a longer life and being maintenance free. The versatility of the LED arrays also contributes to the Civic Hatchback's sporty design of the Civic hatch.

Hatchback

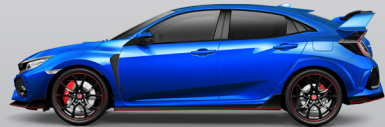
The Civic Type R's manual hatch features twin gas-charged hydraulic struts that ease opening with pull-down handles located on the left and right sides. The rear aperture of the Type R body is specially reinforced to strengthen the hatch opening, which is the largest opening on the vehicle body. The increased rigidity at this critical location improves ride and handling, as well as interior quietness. The hatch automatically locks whenever the vehicle is locked.

Cargo Area

The large cargo area in Type R is key to its day-to-day versatility, as it is for the core Civic hatch models. A cargo capacity 414 litres with seats up is the largest in class. For even more cargo space, the split-folding 60/40 rear seatbacks can be easily folded down to open up a voluminous 764 litres of cargo area. An innovative, retractable cargo cover, shared with the Civic hatchback, eliminates the intrusion of a solid cargo cover when the rear seats are folded down.

Exterior Colours

The new 2017 Civic Type R is available in five exterior paint colours, all of which incorporate an improved urethane clear coat for a more polished appearance and heightened visual appeal. Significantly, Honda has also brought back its racing heritage colour – Championship White. Selected to complement the Type R's exterior lines, as well as its black and red interior with aluminium and carbon texture accents, the complete lineup of exterior colours includes:



CHAMPIONSHIP
WHITE

RALLY RED

BRILLIANT
SPORTY BLUE
METALLIC

SONIC GREY
PEARLESCENT

CRYSTAL BLACK
PEARLESCENT

CHASSIS

Bespoke chassis, suspension and steering setup to maximise power transfer and high-speed stability

Four-wheel, three-mode Adaptive Damper System delivers exceptional road-holding in all conditions

Variable-ratio EPS calibrated individually to each of the three selectable driving modes

Advanced suspension setup delivers more responsive handling AND enhanced ride comfort



Overview

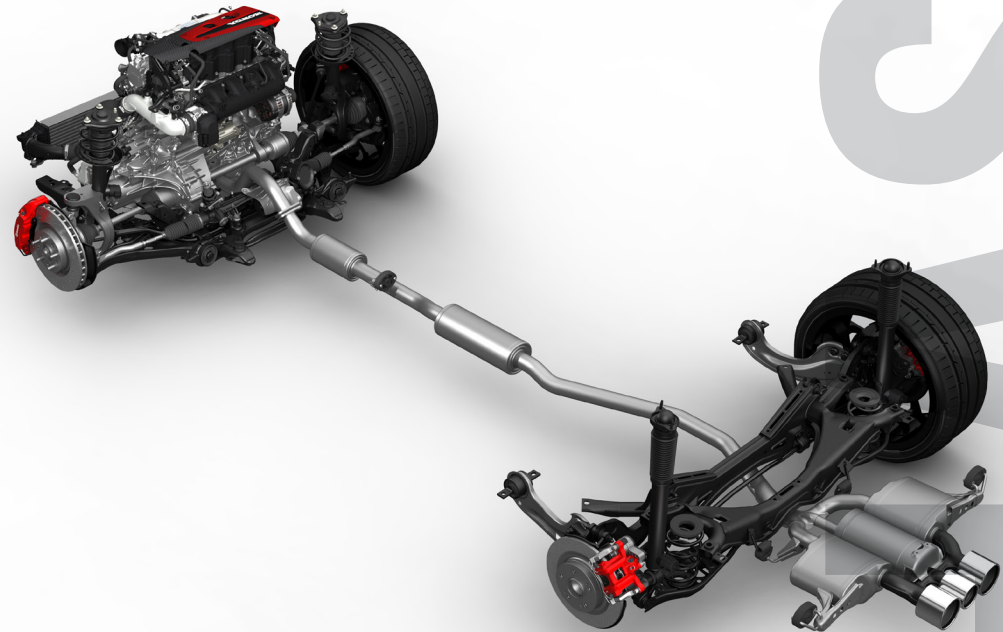
Based on the 10th generation Civic platform, the 2017 Civic Type R chassis – including the suspension, electric power steering and brakes – is exclusively tuned to deliver leading edge front-wheel drive performance for road and track. In doing so, the Type R also sets new standards for Honda in road holding, feel and control.

The dual-axis strut front suspension from Civic was redesigned especially for the Type R. Its special geometry was refined for sport handling and includes more camber and more caster, which adds stability. At the rear, the multi-link system uses more rigid control arms and has more wheel camber to increase handling response, cornering agility and overall stability. Spring and stabiliser bar rates are significantly stiffer than for the regular Civic hatch models, while a special three-mode Adaptive Damper System helps the Type R transition from ultimate track Civic to civilised street machine.

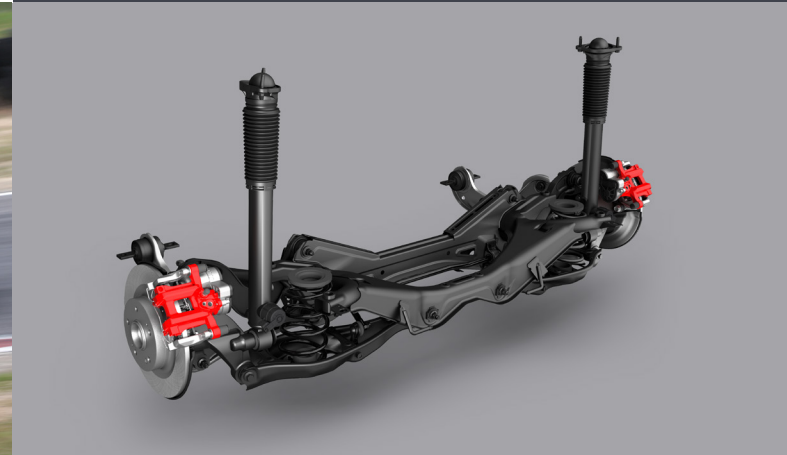
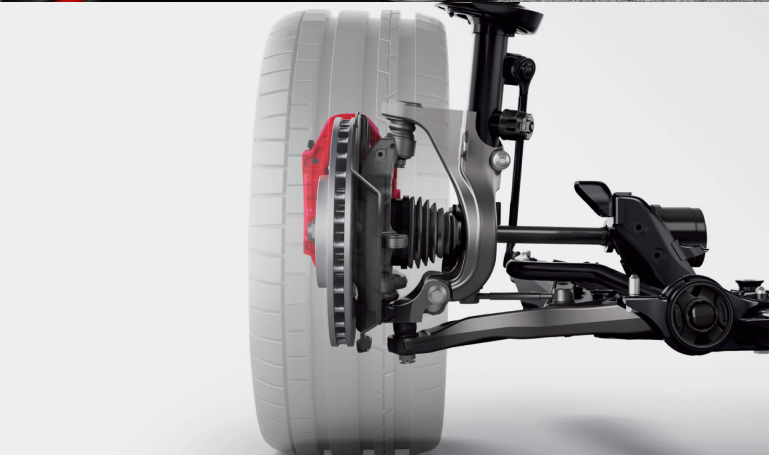
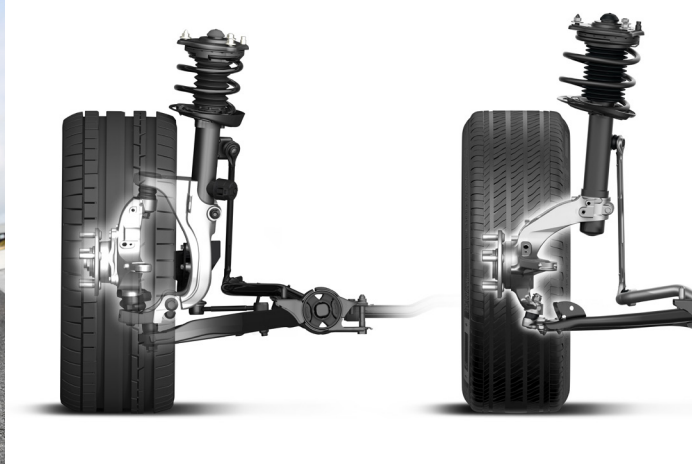
The new Civic Type R has the most aggressive wheel and tyre combinations ever fitted to a production Honda – 245/30 ZR20 high performance Continental tyres riding on 8.5-inch wide, black-finish aluminium-alloy wheels. And matching the car's bulging fenders, the front and rear track dimensions are significantly wider than the standard Civic hatchback. Together with specially tuned versions of Honda's Vehicle Stability Assist (VSA) and Agile Handling Assist, the dual-pinion variable-ratio electric power steering system provides highly responsive, direct and accurate steering feel. Braking is also significantly upgraded, with larger rotors all around – cross-drilled and ventilated at the front, with unique four-piston Brembo® aluminium calipers.

Key Chassis Features

- Dual-axis strut front suspension
- Multi-link rear suspension
- Front and rear stabiliser bars
- Power-assisted four-wheel disc brakes
- Four-channel Anti-lock Braking System (ABS) with Brake Assist
- Electronic Brakeforce Distribution (EBD)
- Vehicle Stability Assist (VSA)
- Straight Driving Assist
- Agile Handling Assist System (AHAS)
- Dual Pinion Variable Ratio Electric Power-Assisted Rack-and-Pinion Steering (EPS)
- Electric Parking Brake (EPB) with Automatic Brake Hold
- Hill Start Assist
- Tyre Deflation Warning System (DWS)
- 20-inch alloy wheels
- 245/30 ZR20 Continental Sport Contact 6 high-performance tyres



SPORTS



Front and Rear Suspension

Equipped with an Adaptive Damper System, the Civic Type R front and rear suspension systems provide exceptional handling that puts the new model at the top of its competitive segment.

At the front, dual-axis struts contribute to the highly responsive steering in Type R, while also optimising component packaging and crash performance. At the back, a multi-link system provides exacting handling characteristics, while also helping maximise second-row seating and cargo space. Firmer spring and bushing rates, additional suspension camber and front steering caster, and stiffer front and rear stabiliser bars, sharpen turn-in response while minimising body roll during cornering. The front and rear stabiliser bars are bonded to their mounting bushings and use low-friction connecting links for smoother operation.

While the new Type R suspension clearly has a keen sporting edge, it doesn't come at the expense of comfort. On the road, the Type R provides an accommodating cabin environment, along with the great cargo utility you would expect from its five-door hatchback design.

Dual-Axis Strut Front Suspension

The dual-axis strut front suspension was designed especially for the Type R. It features aluminium knuckles, strut forks and lower arms, and has special geometry optimised for sport handling that includes more initial negative camber for crisper turn-in, and more caster, which adds stability. Although the front track is more than 50 mm wider than that of the mainstream Civic hatch, a 19 mm reduction in steering axis offset (each side) greatly reduces torque steer. The lower suspension arms are aluminium and the Type R uses a 29 mm tubular stabiliser bar.

The front spring rates are twice as stiff as those of the Civic hatch and the large diameter lightweight hollow stabiliser bar is 1.7-times stiffer. The specially tuned Adaptive Damper System helps the Type R excel on the street and track by allowing different, optimised damping curves that also adjust automatically to suit conditions while driving, based on steering input, lateral G and suspension stroke.

Multi-Link Rear Suspension

Specially tuned for the Type R, the multi-link rear suspension provides nimble handling in city driving, precise response for sport driving and emergency manoeuvres, and the ultimate in track performance in the +R drive mode. Mounted on a rigid subframe, the system incorporates stamped-steel control arms, aluminium hub carriers and a 20.5 mm solid stabiliser bar, which helps provide crisp turn-in along with body roll control.

Compared to the regular Civic hatch, unique rear suspension tuning for the Type R includes a 1.6x higher spring rate, a 2.4x higher stabiliser bar rate, and bushings that are more than twice as firm. In addition, the Type R rear control arms are supremely rigid, the rear track is 30 mm wider, and more negative wheel camber is utilised – all to increase handling response, cornering agility and overall stability.

Adaptive Damper System (ADS)

The Adaptive Dampers in Civic Type R are part of the Drive Mode system, which also controls the Electric Power Steering, Drive-by-Wire throttle system, automatic rev-matching, Vehicle Stability Assist (VSA), Agile Handling Assist and traction control. The Adaptive Dampers have electronically adjustable damping that lets the driving mode automatically fine-tune ride and handling to driver preferences.

The Adaptive Damper System takes inputs from three G sensors, four suspension stroke sensors and steering angle to determine the appropriate damping force for the driving condition.

A switch on the centre console allows the driver to choose between Comfort, Sport and +R modes. As directed by the driving mode controller, an electric actuator integrated into each damper governs hydraulic fluid movement inside the unit. Damper settings are automatically calibrated to the driving mode setting to achieve the following benefits:

- **Comfort** – provides a civilised balance of ride and handling for everyday driving conditions.
- **Sport** – this default mode provides firmer damper settings that flatten and stabilise the vehicle body during rapid steering inputs and manoeuvres, which noticeably improves tactile feel, handling precision and overall responsiveness.
- **+R** – transforms the Civic Type R from balanced and comfortable daily driver and backroads sporting machine into a track-optimised performance dynamo. In +R mode, the driver can additionally choose to switch off VSA and traction control.

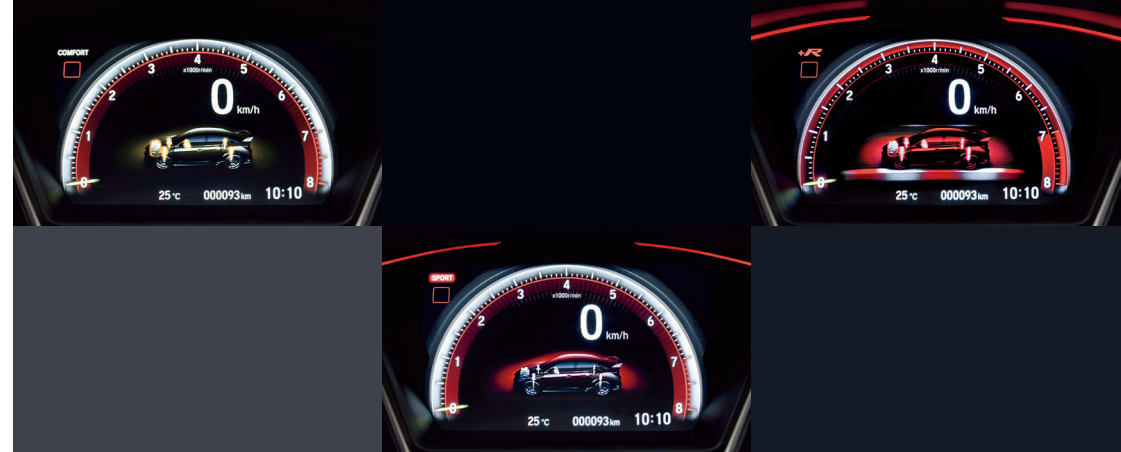
Dual Pinion Variable Ratio Electric Power-Assisted Rack-and-Pinion Steering (EPS)

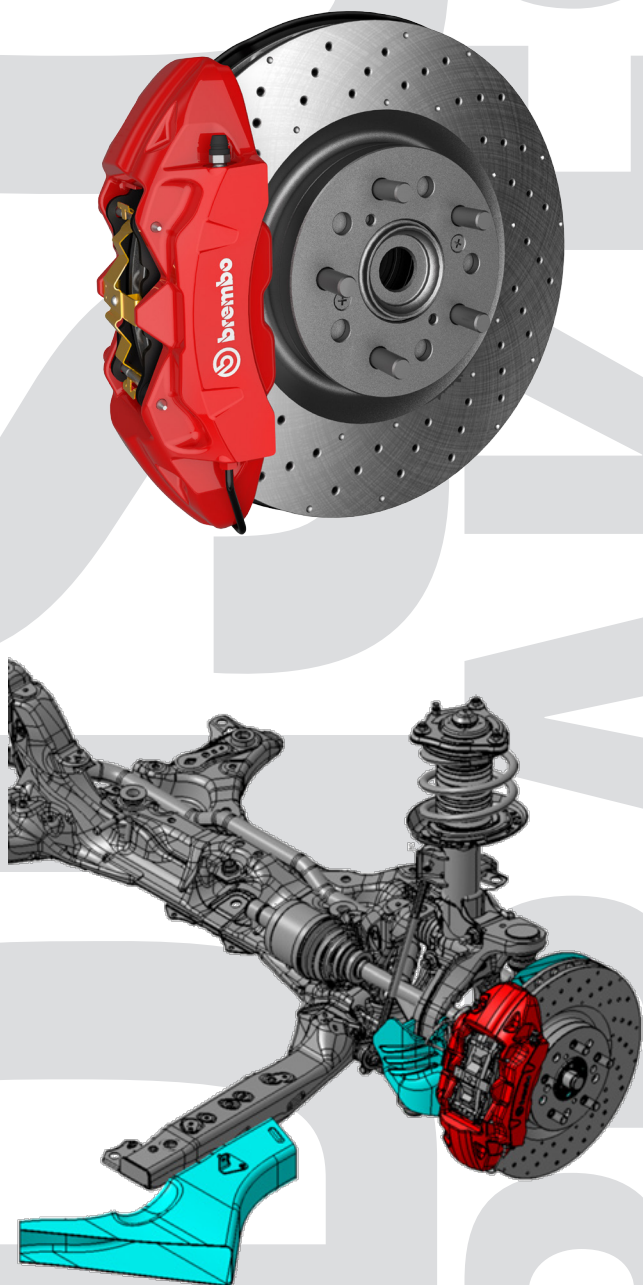
The Electric Power Steering (EPS) incorporates dual pinion gears and a variable gear ratio for exceptional steering feel and handling performance. Compared to a traditional single-pinion steering system, the dual pinion EPS utilises the physical steering input from the driver as well as from a supplemental electric motor. A non-contact torque sensor measures the driver's steering effort and an ECU determines how much electric motor assist to add, with the result being seamless, natural feeling steering in all situations.

Uniquely tuned for the Civic Type R, the steering ratio is variable over a 17 per cent range, with a final full off-centre ratio of 11.7:1 and an on-centre ratio of 14.9:1. This provides a quick 2.11 turns lock-to-lock, which minimises hand movement and steering effort when turning, parking or manoeuvring. High steering-mount stiffness and an increase in steering column diameter from 22 mm to 30 mm further enhance steering precision and feel.

The new Civic Type R has a larger electric motor and unique EPS tuning in comparison to other Civic models. In Comfort mode, EPS delivers a smooth, natural turning and handling response. This transforms into a noticeably more direct and linear feel when the driving mode is set to Sport, and to a highly direct and fully racetrack-ready steering feel in +R mode.

An integral part of the driving mode system in Type R, the steering feel automatically firms up when the mode is changed from Comfort to Sport or +R. The benefit for the Type R driver is firmer steering effort and substantially more direct feeling through the wheel in Sport mode, and additional steering feel, quickness and precision in +R mode.





Straight Driving Assist

Straight Driving Assist reduces the steering effort required when driving on a sloped or crowned road. When the Straight Driving Assist system detects that continuous steering effort is being applied to keep the car driving along a slope, the Electric Power Steering system applies motor assist to reduce driver steering effort to the same level as is required on a flat road.

Four-wheel Disc Brakes with ABS, EBD and Brake Assist

The Civic Type R is equipped with four-wheel disc brakes with four-channel ABS, Electronic Brakeforce Distribution (EBD) and Brake Assist (BA), with larger rotors than other Civic models for highly responsive and durable braking performance. The system utilises a large-diameter master cylinder to achieve a short-travel, firm pedal. This results in an accurate and refined braking feel at low speeds; quick and predictable operation on the highway; a sporty, fun-to-drive feel on winding roads; and high-performance stopping on the track and in emergency situations.

The largest ever fitted on a production Honda Civic, the ventilated and cross-drilled front brakes rotors are 350 mm in diameter (32 mm rotor thickness) and are clamped by red high-performance Brembo® four-piston aluminium brake calipers. The rear disc brakes incorporate 305 mm diameter solid rotors (11 mm rotor thickness) paired with single-piston brake calipers. The rear rotors are also the largest production Civic rear rotors to date.

Special brake pads work effectively at all temperatures and cooling ducts up front improve braking performance during severe use. The low-friction design of the brake calipers reduces energy losses when the brakes are not in use, directly improving fuel efficiency.

Vehicle Stability Assist (VSA)

Vehicle Stability Assist (VSA) is an Electronic Stability Control system that works in conjunction with the Drive-by-Wire throttle and four-channel ABS systems to enhance control capability while the vehicle is accelerating, braking, cornering or when the driver makes a sudden manoeuvre.

Specially tuned in conjunction with the Type R's helical limited-slip differential, VSA provides an additional limited-slip effect for the driving wheels by applying braking force to a slipping wheel, thereby redirecting driving force to the wheel with more traction. In +R mode, the driver can choose to switch off VSA.

The driver can additionally reduce the traction control effectiveness to allow more wheel slip by pressing the VSA button, should the vehicle become stuck; ABS remains fully operational at all times.

Agile Handling Assist

Standard on all Civic models including the new Type R, Agile Handling Assist System selectively uses the vehicle's brakes to improve initial turning response and overall cornering ability. Agile Handling Assist utilises brake vectoring to improve corner traceability and promote a confident handling feel. In slippery conditions (such as wet or icy roads), as well as during cornering at high lateral G, the system creates a yaw moment by applying braking force to the inside wheel, thus generating more turning force and reducing understeer. In the Type R, the algorithms that control Agile Handling Assist are automatically adjusted when the driver switches between the Comfort, Sport and +R drive modes.

Hill Start Assist

The Hill Start Assist function helps to prevent the vehicle from rolling backwards when the driver switches from the brake pedal to the accelerator pedal, while the vehicle is stopped on a hill. Hill Start Assist automatically activates when the vehicle senses a certain incline and is fully stopped in any forward gear when facing up hill or reverse gear when facing downhill. The system uses a longitudinal G-sensor along with a wheel speed sensor to control the hydraulic brake modulator. Hill Start Assist, when activated, will release the brakes when the driver depresses the throttle or if the driver doesn't press the accelerator after a couple of seconds.

Electric Parking Brake (EPB)

The standard Electric Parking Brake (EPB) is simpler, more convenient and comfortable to use than a traditional parking brake. The EPB also frees up centre console space, allowing a higher console and an extended armrest length.

Besides promoting the use of the parking brake, EPB makes hill starts easier when the Type R is parked on a grade. As with a traditional manually activated parking brake, EPB functions on the rear wheels only. Electric servo actuators are integrated into the rear brake calipers.

Automatic Brake Hold

When activated, Automatic Brake Hold retains brake pressure when the vehicle comes to a stop such as at a traffic light or in heavy traffic. This frees the driver from continually pressing the brake pedal to maintain the vehicle in a stopped position, a significant improvement in driving enjoyment in difficult conditions.

Operating the system requires two simple actions from the driver:

- Activating/deactivating the system via a switch on the centre console
- Pressing on the brake pedal until the vehicle comes to a stop

Once these steps are taken, Automatic Brake Hold will indicate engagement and then maintain brake pressure when the vehicle has come to a stop, even if the driver later releases the brake pedal. A green "BRAKE HOLD" icon on the instrument panel illuminates to show that the system is functioning. The Type R then remains stopped – even on a hill – until the driver releases the clutch pedal. At this point, Automatic Brake Hold releases the brakes and the vehicle resumes normal braking function.

Wheels and Tyres

The new Civic Type R has the most aggressive wheel/tyre combination ever fitted to a production Honda, with 245/30 ZR20 90Y max-performance tyres riding on 20 x 8.5-inch black-finish alloy wheels. The tyres are 30mm wider and the wheels are three inches larger in diameter and 1.5-inch wider, than those fitted to the Civic RS hatch. The Type R tyre is a Continental Sport Contact 6, developed cooperatively with Honda engineers and the Continental.

Despite being wider, the tyres maintain a low rolling resistance while also helping to reduce road noise and vibration. With low unsprung weight, the wheels and tyres allowed the engineers greater control of suspension tuning, helping the Type R achieve world-class front-wheel drive handling performance.

Spare Tyre

Civic Type R comes standard with a lightweight and compact tyre repair kit (TRK).





Low-Friction Wheel Bearings

As in other Civic models, the wheel hubs in the Type R feature low-friction bearings that measurably reduce rolling resistance, which directly contributes to improved fuel efficiency.

Fuel Tank

The 47-litre fuel tank and fuel lines are moulded of high-density polyethylene for low weight, freedom from corrosion, impact resistance and fuel vapor losses. The tank and filler pipe are formed as a single unit, reducing weight and complexity, while further improving safety performance in the event of a collision.

Additionally, the tank is positioned ahead of the rear wheels to help guard against collision damage. A high-efficiency fuel pump is housed inside the tank and the fuel filter is a lifetime design that never needs replacement. An integrated baffle system positioned inside the tank reduces the sound of fuel sloshing.



INTERIOR

The interior treatment of Honda Type R models is always unmistakable and can be traced back 25 years to the very first Honda with the iconic red badge.

Overview

As Honda's high-performance Civic flagship, the new Type R builds on the sophisticated, premium ambience of the standard Civic cabin with a specially designed and engineered interior that puts the emphasis on ultimate driver control and comfort. High-bolstered racing style front seats provide solid support during aggressive cornering and a thick, flat-bottom steering wheel wrapped in black and red leather helps keep the driver feeling securely in control.

Distinctive and exclusive interior features like red-themed instrumentation, red accents, racing-inspired sport pedals and a solid aluminium shift knob set the Type R apart. To apprise the driver of the Type R's real-time performance parameters, the colour Driver Information Interface (DII) located in the instrument panel can display throttle and brake application in a graphic percentage format, turbocharger boost, lap time, shift lights and even a graphical G-force meter.

For all of its performance capability, the Civic Type R also offers remarkable utility, with a generous cargo capacity of 414-litres with rear seats up – spacious enough to easily accommodate several large golf bags. A low lift over height and large hatch opening help make loading easy. A clever side-mounted tonneau cover helps conceal belongings from view and can be positioned on either side of the cargo area as desired. Split-folding 60/40 rear seatbacks are standard and cargo capacity expands up to 764-litres with the rear seatbacks folded.

The Civic Type R offers the latest in-vehicle connectivity and audio performance with a new generation of advanced technologies. Standard features include a 7-inch capacitive touchscreen Display Audio interface, Bluetooth connectivity with audio streaming, Digital Radio (DAB+), USB and HDMI ports, and Speed-sensitive Volume Compensation (SVC). The 160-watt Display Audio system is compatible with the Apple CarPlay™ and Android Auto™ platforms, giving customers seamless integration of key smartphone features and functions, including smartphone-powered GPS navigation and voice-controlled search capabilities.

Key Interior Features

- Class-leading cargo space offering 414-litres capacity with rear seats up
- 764-litres maximum cargo capacity with rear seats folded
- 60/40 split and folding rear seat
- Ultra-thin A-Pillars for enhanced visibility
- Soft-touch, one-piece upper instrument panel
- 7-inch Display Audio touchscreen with integrated HVAC controls
- 7-inch Driver Information Interface (DII) with selectable performance content
- Android Auto™ and Apple CarPlay™ compatibility

Interior Materials

In keeping with its serious sporting mission, Civic Type R interior has a finely honed performance edge. It features Type R-exclusive, deeply bolstered front red and black sport seats with red stitching, including stitched Type R logos. The red sport stitching carries through to the doors, console, red and black leather-wrapped steering wheel and gearshift boot. The Type R interior also features unique red instrumentation and audio system illumination. Sport pedals, special Type R floor mats, carbon-look accents and red interior details highlight the total performance focus of the Type R.





Interior Design

Like all Civic models, the Type R interior blends a dynamic and wide layout with smoothly integrated technology features and high-quality materials. Along with new instrumentation featuring a red performance theme, the system includes a full-colour 7-inch Driver Information Interface (DII) display and a 7-inch colour touchscreen Display Audio system with a clean and sleek appearance.

Like the rest of the Civic range, Type R has an open roomy feel. With its hatchback design and 60/40 folding rear seatbacks, the Civic Type R interior is incredibly versatile with room for four people and a substantial amount of cargo. You can also mix cargo and passengers creatively to handle a variety of missions.

All-important systems and controls in the Civic Type R are positioned within easy reach of the driver. Controls for the systems used most frequently – audio, cruise control, Bluetooth® connection, intelligent Multi-Information Display – are conveniently positioned on the steering wheel. The main instrumentation is an easy-to-read analog design, supplemented with digital and graphic displays. Typical of Honda interior design, the soft-touch switchgear of the Type R is engineered to deliver a high-quality feel and positive action.

Interior Finish

The Civic Type R's performance oriented interior is offered in a combination of red and black only, highlighted by red stitching and carbon-look trim.

Front Seats

Given the high performance potential of Civic Type R, it has the most aggressive race-inspired front seating in the entire Honda line up. The form-fitting front seats have substantial upper and lower side bolsters to help keep the driver and front passenger securely in position during high lateral g cornering.

Compared to the seats in other Civic models, the special Type R seats feature high rigidity frames and added internal side structures in the base and seatback to better support the expanded side bolsters. High density padding provides optimal support in performance driving. The seat structure is optimised to reduce overall weight of the seats by 5.5 kg.

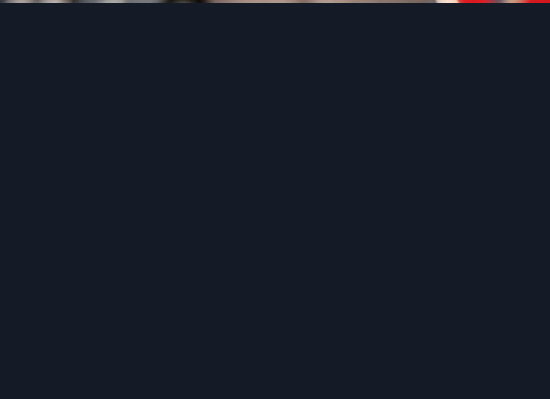
Both front seats are manually adjustable for fore-and-aft, seatback angle and height adjustment. The seats feature suede-effect fabric seating surfaces for breathability and secure support. Stitched "Type R" logos in the seatbacks also set them apart. For owners that intend to drive their Type R on closed courses or in competition, the seatbacks include dual shoulder harness pass-through openings so that racing seatbelt systems can be easily retrofitted.

Steering Wheel

The race-inspired Type R steering wheel is designed to offer the driver a secure feeling of control, with a thick, contoured rim that has a "D" shape to offer improved leg clearance. Wrapped in black leather with red leather accent panels and contrasting red stitching, the wheel is highlighted by a large red Honda "H" logo. The steering wheel incorporates the most commonly used controls, allowing the driver to keep their hands on the wheel and their attention on the road. Bluetooth®, audio system and Driver Information Interface (DII) controls are located on the left side of the steering wheel, while cruise control, speed limiter and Lane Keeping Assist System (LKAS) controls are located on the right side. The steering wheel offers manual tilt and telescopic adjustment.

Shift Lever

Historically, all Civic Type R models have had manual transmissions, to offer the driver maximum control in performance driving. In the 2017 Civic Type R making its return to Australia, the shift knob is crafted from solid aluminium finished in a titanium-like warm silver-colour, for a technical look and feel. The drive mode selector switch nearby lets the driver choose between COMFORT, SPORT and +R and driving modes.



Serial Number Plate

A special serial number plate positioned on the centre console, at the base of the gearshift, highlights the Type R's exclusivity. Every Type R has its own special serial number.

Climate Control System

The Type R is fitted with an automatic climate control system as standard equipment. To help conserve energy, the system employs a Variable Displacement Compressor (VDC) for reduced drag on the engine and smoother climate-control performance. For the optimal comfort of both the driver and front-seat passenger the system features dual-zone operation. In addition to physical controls, the Display Audio touchscreen also incorporates climate control functions.

Meters

The Type R has a unique red-themed central Thin-Film Transistor (TFT) Driver Information Interface (DII) colour display that depicts an analog tachometer, digital speedometer and additional selectable information. The instrumentation offers three distinct looks, depending on which drive mode has been selected using the console-mounted switch.

Like other Civic models, the Type R gauge package progressively illuminates to give the driver a welcoming feel upon entry. When the door is first opened, the instrument lighting illuminates and then brightens progressively to 100 per cent illumination when the ignition is switched on. The illuminated instrument panel then comes alive, indicating that the car is ready to go. At the end of the drive, the instrument lighting dims progressively.

Driver Information Interface (DII)

The Type R instrument panel provides important vehicle information via a Driver Information Interface (DII) positioned centrally in the meter panel. Controls positioned on the left side of the steering wheel allow the driver to cycle the DII display through multiple screens of information.

The Driver Information Interface in Type R includes a range of selectable real-time information designed to support performance driving. The system can display throttle and brake application in a graphic percentage format, turbocharger boost in pounds per square inch (psi), stop watch (intended for use on closed circuits) and shift lights. A graphical G-meter provides a representation of acceleration, braking and cornering forces, while the current gear selected is shown in the top left of the display.

Driver Information Interface (DII) Features

- 7-Inch colour TFT screen
- Speedometer
- Tachometer
- Door and hatch-open indicator
- Average fuel economy indicator
- Instant fuel economy indicator
- Engine oil-life indicator
- Kilometres-to-empty indicator
- Odometer and trip meters (2)
- Starter system indicator
- Tyre Deflation Warning System (DWS)
- Exterior temperature indicator
- Customisable feature settings
- Throttle and brake percentage indicator
- Turbocharger boost indicator (psi)
- Stop watch
- Redline shift lights
- G-meter
- Current gear selection indicator

Comfort and Convenience

Like other 10th -generation Civic models, the new Type R offers an elevated level of comfort and convenience with standard premium features typically found in more expensive vehicles. From the convenience of Smart Entry and Push-button Start/Stop to the ease of use of the electric parking brake and Hill Start Assist, the Civic Type R offers useful technologies that make driving easier and more convenient.

Key Comfort and Convenience Features

- Smart Entry and Push Button Start/Stop
- Walk Away Door Locking
- Hill Start Assist (HSA)
- Capless Fuelling System
- Electric Parking Brake

Smart Entry

Smart Entry allows the driver to approach, open and use the hatch without using a key or pressing a button on the remote. With the remote in his or her possession, the driver simply presses the release button and opens the hatchback. As a safety and convenience feature, the Smart Entry system will not allow the transmitter fob to be locked in the interior of the Civic Type R.

Push Button Start/Stop

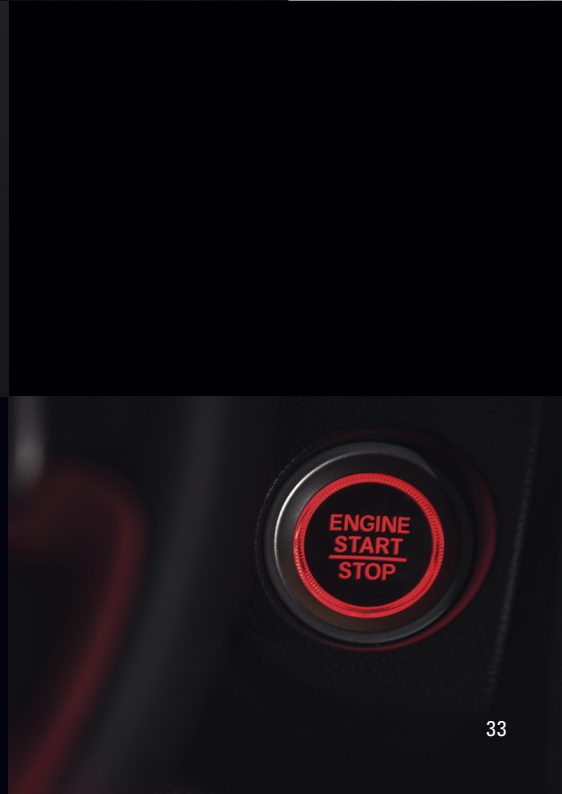
Once the driver has opened the door and is seated, they simply push the START/STOP button positioned on the instrument panel – while depressing the clutch pedal – to start the vehicle. Powertrain operation and certain electrical functions are ended when the START/STOP button is pressed again at the conclusion of the drive. For accessory mode, the driver simply presses the START/STOP button without depressing the clutch pedal. The Civic Type R's START/STOP button features a pulsating light to help the driver more easily locate the button.

Locking

After parking, a press of the LOCK button on the remote will simultaneously lock all the doors and hatch. Alternatively, a touch of the soft-touch lock button on either front door handle also locks all doors and hatch to secure the vehicle. The system will not allow the remote to be locked in the interior of the Civic Type R.

Walk Away Door Lock

When activated, the Walk Away Door Lock feature automatically locks the Civic Type R when the driver leaves the vehicle. This hands-free locking capability adds everyday convenience that's especially useful when the driver has his or her hands full or is distracted. In typical use, when all doors are closed and the driver walks away, the Civic Type R will automatically lock when the key holder's distance from the vehicle exceeds two metres for two seconds or more and when no other key is detected inside the vehicle. An audible buzzer sounds and the hazard lights flash to confirm that the vehicle has locked. The Walk Away Door Lock feature is programmable and may be turned on or off as the driver prefers.



Capless Fuelling System

Capless fuelling eliminates the fuel cap, which means that filling the vehicle simply requires opening the fuel lid, refuelling, and then closing the lid. This smart and easy-to-use design eliminates the need to touch a dirty fuel cap, reduces the possibility of damaging the vehicle's paint with the fuel cap or tether, or forgetting the fuel cap at the gas station. It also eliminates the possibility of activating an emissions warning by failing to properly re-install the fuel cap.

The system consists of two integrated components, an outer shutter mechanism that prevents the intrusion of dirt and dust, and a self-sealing fuel flap that is closed by a torsion spring. Both operate automatically. At a petrol station, the driver simply pushes the fuel lid to release it and then inserts the fuel nozzle. Inserting the nozzle automatically opens the outer shutter and fuelling flap. When refuelling is complete, removing the bowser nozzle automatically closes both the fuelling flap and outer shutter.

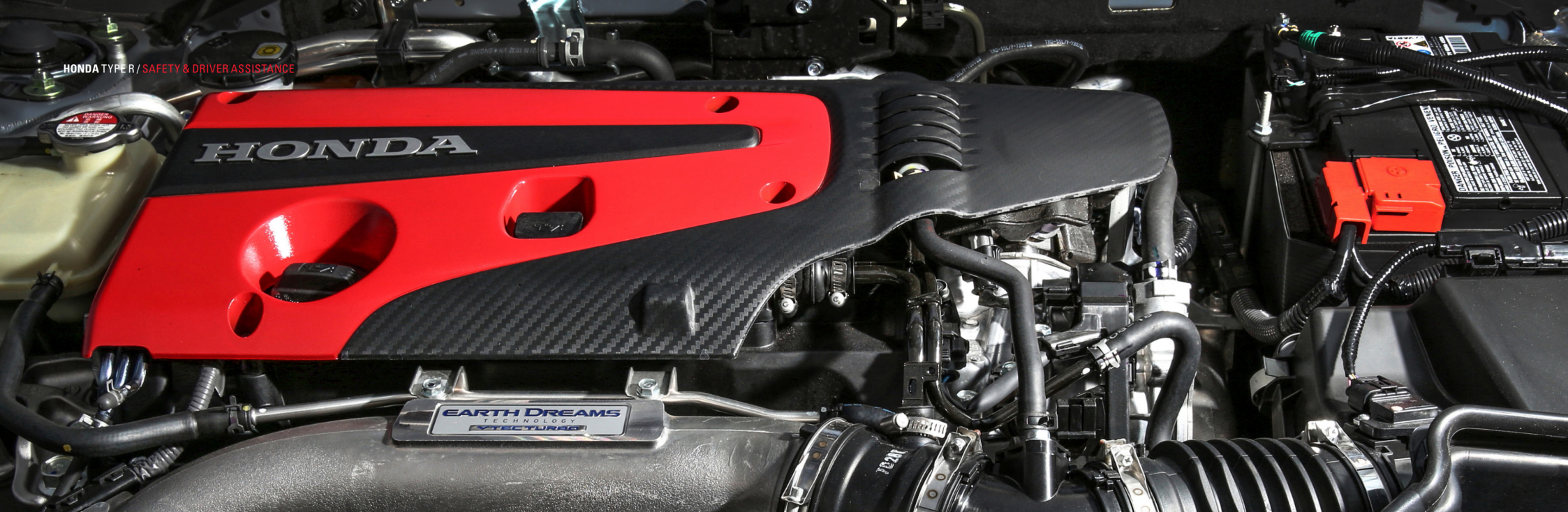
Electric Parking Brake

The Electric Parking Brake on Type R makes using the parking brake easier and more comfortable, as well as freeing up valuable centre console space for storage and other functions.



SAFETY & DRIVER ASSISTANCE





Overview

Like the Civic hatchback upon which it is based, the new Civic Type R incorporates numerous active safety, passive safety and driver-assistive features.

Active safety features include Vehicle Stability Assist (VSA), advanced four-channel ABS, Electronic Brakeforce Distribution (EBD), Brake Assist (BA), LED daytime running lights, headlights and fog lights, a multi-angle rearview camera with guidelines and a Tyre Deflation Warning System (DWS).

Passive safety begins with advanced unibody engineering and construction that, like the Civic hatchback, includes the most high-strength steel (61 per cent) in model history. An Advanced Compatibility Engineering™ (ACE™) body structure and energy-dispersing crash stroke front frame rails are employed and additional passive-safety features include dual-stage, multiple-threshold front airbags, front side airbags and side curtain airbags with rollover sensor.

Key Safety & Driver Assistance Features

- Advanced Compatibility Engineering™ (ACE™) body structure with crash stroke design
- Hot-stamped ultra-high-strength steel door rings and sills
- Multi-angle reversing camera
- Expanded view driver's mirror
- Seatbelts with crash locking tongue
- Tyre Deflation Warning System (DWS)

Advanced Compatibility Engineering™ (ACE™) Body Structure

Honda's Advanced Compatibility Engineering™ (ACE™) body-structure enhances occupant protection and crash compatibility in frontal collisions by distributing crash energy more evenly throughout the front of the vehicle.

Pedestrian Injury Mitigation Design

Structures in the front of the Civic Type R are designed to help absorb energy in the event of a collision with a pedestrian. Research by Honda shows that the following features can dramatically improve a pedestrian's chance of survival if struck by a moving vehicle.

Specific pedestrian head injury mitigation features include:

- Bonnet is designed to deform if contact is made with either an adult or a child pedestrian
- Sufficient clearance exists between the bonnet and hard engine parts, allowing the bonnet to deform if impacted by a pedestrian
- Windscreen base has a unique section structure for efficient impact energy absorption
- Energy-absorbing front panel mounts and supports
- Breakaway windscreen wiper pivots

Vehicle Stability Assist (VSA)

Vehicle Stability Assist (VSA) is an Electronic Stability Control system that works in conjunction with the Drive-by-Wire throttle and four-channel ABS systems to enhance control capability while the vehicle is accelerating, braking, cornering or when the driver makes a sudden manoeuvre. VSA functions by applying brake force to one or more wheels independently, while also managing the throttle, ignition and fuel systems to help the vehicle maintain the driver's intended path of travel.

The VSA system constantly analyses data from sensors that monitor wheel speed, steering input, lateral and longitudinal G forces and yaw rate. It compares the driver's control inputs with the vehicle's actual response. Whenever the actual response falls outside of a predetermined acceptable range, VSA intervenes with a corrective action. For instance, if VSA detects an oversteer condition, the system may apply braking force to the outside front and rear wheels to counteract the unintended yawing effect. In the event of understeer, VSA may apply braking to the inside wheels while reducing engine power to help return the vehicle to its intended course.



VSA also provides a limited-slip differential effect for the front wheels by applying braking force to a slipping wheel, thereby redirecting driving force to the wheel with more traction. VSA is calibrated to function in a near-transparent manner and in many cases, the driver will not even be aware of its operation. However, anytime the system is enhancing vehicle stability, an indicator light flashes in the instrument cluster. While the driver can reduce the traction control effectiveness allowing more wheel slip during stuck condition by pressing the VSA button, ABS remains fully operational at all times.

In the Civic Type R, the VSA algorithms automatically adjust when the driver selects the Comfort, Sport or +R drive modes. In +R mode, the driver can choose to switch off VSA.

Brake Assist

A function of the VSA system, Brake Assist recognises emergency or hard braking situations and almost instantly applies added braking force to ensure maximum stopping force, an action that can help shorten braking distance.

Advanced Four-Channel ABS with Electronic Brakeforce Distribution

Like other Civic models, the Type R is fitted with four-wheel disc brakes with four-channel anti-lock braking (ABS). The ABS system also incorporates Electronic Brakeforce Distribution (EBD) circuitry that automatically proportions front-to-rear brake force based on the dynamic load on each wheel. Large front brake disc dimensions and a large master cylinder provide excellent stopping performance and pedal feel.

Seatbelts

Three-point seatbelts are standard for all seating positions. The front seatbelts are equipped with pyrotechnic pre-tensioners and load-limiting retractors to help mitigate injuries in a frontal collision.

Advanced Front Airbags

Both the driver and front passenger are protected by advanced front airbags (SRS). Like other Honda vehicles, the driver's front airbag is located in the steering wheel while the passenger airbag is located on the top of the instrument panel. When deployed, the passenger airbag inflates upward and then rearward to maximise its protective potential while reducing the likelihood of injuries caused by airbag deployment.

Driver's Spiral Airbag

The Civic Type R incorporates spiral stitching into the driver's front airbag. The spiral nature of the airbag promotes early restraint and maintains a constant pressure by reducing volume early and maximising volume later in deployment.

Front Passenger's Safety Vent Airbag

The passenger's front airbag in the Civic Type R features a safety vent system that increases safety for the front passenger in a frontal collision involving an airbag deployment. If the passenger is sitting "out of position" (such as leaning forward in the pathway of the airbag deployment), then the auxiliary vents remain open, directing a significant amount of gas out and away from the occupant. As a result, the potential for injury from the airbag striking an out-of-position passenger is reduced. However, if the passenger is correctly seated, the airbag has an internal tether that will close the auxiliary vents at the necessary time to provide optimal occupant restraint.

Driver and Front Passenger Side Airbags

Side airbags mounted in the outboard area of each front seatback are designed to help provide pelvic and thorax protection for the driver and front passenger in the event of a severe side impact. In the Civic Type R, the side airbags deploy in a manner that helps mitigate the risk of injury to a smaller seat occupant.

Side Curtain Airbags

All outboard seating positions are protected by side curtain airbags with a rollover sensor system. In the event of a severe side impact, the side curtain airbags deploy from modules in the roof, providing a significant level of head protection in the window area. In the unlikely event of a rollover, a roll-rate sensor along with multiple G sensors trigger airbag deployment. The side curtain airbags will also deploy and provide head protection in frontal impacts as necessary. For example, small overlap impacts, where the front corner of the vehicle collides with a solid object.

In the case of a rollover, the side curtain airbags on both sides of the vehicle will deploy. However, in the event of a sufficient side impact that does not result in a rollover, only the airbags on the impacted side of the vehicle will deploy. The airbag maintains full inflation for approximately six seconds after inflation to allow for the increased duration of a rollover accident.

Tyre Deflation Warning System (DWS)

The Tyre Deflation Warning System in Type R uses wheel-speed data collected by the ABS system to determine when the air pressure in one tyre drops below the recommended minimum. When this occurs, a symbol illuminates on the instrument panel to warn the driver.

Multi-Angle Reversing Camera

As per the rest of the Civic sedan and hatch range, the 2017 Civic Type R is fitted with a multi-angle reversing camera. The camera can show a top, normal or wide view when the transmission is in Reverse, based on the driver's selection, along with dynamic guidelines that help the driver better judge distances. The camera display is viewable on the 7-inch colour Display Audio touchscreen.

Safety and Driver Assistance Features

Honda Sensing

- Adaptive Cruise Control (ACC)
- Forward Collision Warning (FCW)
- Collision Mitigation Braking System (CMBS)
- Lane Departure Warning (LDW)
- Road Departure Mitigation System (RDM)
- Lane Keeping Assist (LKAS)

Active Safety Features

- Vehicle Stability Assist (VSA)
- Advanced four-channel ABS
- Electronic Brakeforce Distribution (EBD)
- Brake Assist (BA)
- Multi-angle reversing camera with dynamic guidelines
- LED Daytime Running Lights (DRL)
- Tyre Deflation Warning System (DWS)

Passive Safety Features

- Advanced Compatibility Engineering (ACE) body structure
- Advanced front airbags (SRS)
- Driver airbag with spiral technology
- Safety vent passenger front airbag
- Driver and front passenger side airbags
- Side curtain airbags with rollover sensor
- 3-point seatbelts at all seating positions
- Front 3-point seatbelts with automatic tensioning system
- Lower anchors and tethers for children; 2nd-row outer seats
- Driver and front passenger seatbelt reminder
- Child-proof rear door locks



HERITAGE & HISTORY



Celebrating 25 years of Type R

The arrival of the all-new Civic Type R coincides with the 25th anniversary of the very first Honda Type R vehicle. For more than two decades the Type R badge has denoted the highest performance version of its respective model, derived from a philosophy of crafting racing-inspired road cars.

Honda's Type R models have always represented the purity of the original concept – minimising weight whilst maximising power, responsiveness, dynamic stability and braking performance.

The Type R name first appeared in 1992, with the debut of the first-generation NSX Type R. Honda's aim was to develop a car which delivered overwhelming driving pleasure and the speed of a racing car, powered by a 3.0-litre V6 engine producing 206 kW. An extensive weight-saving program removed nearly 120kg compared to the standard NSX, including new lightweight composite Recaro seats in place of the electrically-adjustable leather seats.

This was the first time that the red Honda emblem, red upholstery and Championship White body colour were introduced onto a Honda production car. The colour combination was a tribute to Honda's Formula 1 heritage, reflecting the racing colours that appeared on the Honda RA271 and RA272 single-seaters.

The former was the first ever Japanese car to race in Formula 1, while the latter was the first from the country to win a Grand Prix, taking the chequered flag in Mexico in 1965. Both cars were painted white with a red 'sun mark' – inspired by Japan's national flag – and set the iconic trend for future Type R variants.

In 1995, Honda introduced the first-generation Integra Type R, officially available only to the Japanese market. Its 147 kW 1.8-litre four-cylinder VTEC engine redlined at 8000 rpm and introduced a much larger audience to the Type R experience. The upgraded version was lighter than the standard Integra, while maintaining its structural rigidity, and offered a short-ratio five-speed manual gearbox, as well as upgraded suspension and brakes.





The Japan-only 1997 Honda Civic Type R that followed was powered by the famous 1.6-litre B16 engine – the first engine in a standard mass production car to offer a specific output exceeding 100 PS (73.5 kW) per litre. The Type R offered a stiffer chassis, front and rear double wishbone suspension, upgraded brakes and a helical limited-slip differential.

European buyers were officially offered a Type R for the first time in the shape of the 1998 Integra Type R. Powered by a 1.8-litre four-cylinder VTEC engine, this iconic coupe offered 140 kW of power at its 8000 rpm redline. The weight-saving focus even included thinner windscreen glass for European versions.

The first five-door Type R was launched in 1999 – the Accord Type R was equipped with a stiffer chassis and suspension, more powerful brakes and a limited-slip differential. It was also offered with a dual exhaust system and optional rear spoiler.

2001 saw the debut of the second-generation Integra Type R for the Japanese market and the launch of the second-generation Civic Type R. The latter represented the first time that a Type R model had been built at Honda of the UK Manufacturing (HUM) in Swindon. The Japanese domestic market version, featuring a number of upgrades to the UK model, was also built at HUM.

In 2002, the second-generation NSX Type R was introduced in Japan, representing a further evolution of the racing-inspired philosophy. Carbon fibre was used extensively to help reduce weight, including for the large rear spoiler and vented bonnet hood. It remains the rarest of Honda's Type R models.

The third-generation Civic Type R was launched in March 2007 and was offered in two formats. Japanese buyers were offered a four-door sedan with a 165 kW 2.0-litre four-cylinder VTEC engine and independent rear suspension, while the European market Type R was based on the five-door hatchback, with a 2.0-litre VTEC unit producing 148 kW at 7800rpm.

The fourth-generation Civic Type R was launched in 2015 with a host of technical firsts. At its heart was the first ever VTEC Turbo engine – the most extreme and high-performing Type R engine ever built – which delivered 228 kW at 6500rpm and 400 Nm torque from 2500rpm.

Optimised performance handling resulted from a four-wheel adaptive damper system and a unique dual-axis strut front suspension setup. An all-new '+R' mode was also introduced, giving drivers the option to engage a more intense driving experience – with increased engine response and steering feel, and revised damper settings – at the touch of a button. During its development, the fourth-generation Civic Type R set a new front-wheel drive production car benchmark at the Nürburgring Nordschleife.

Newly engineered from the ground up to deliver the most rewarding driving experience in the hot hatch segment, the fifth-generation Civic Type R represents the first truly 'global' Type R. Unlike previous versions where specific variants were limited to either Japan or European markets, the new Civic Type R will be exported globally.

History of Civic Type R

The first Civic to wear the fame 'Type R' badge was the 1997 Civic Type R, which was offered exclusively in Japan. Through the years the Civic Type R – with its ever-ascending power, handling and performance – has developed a global reputation for ultimate front-wheel drive performance. Now two decades and multiple generations later, the fifth iteration of the Civic Type R is coming to Australia as an ongoing part of the Honda Civic line-up.



**6TH
GENERATION**
1996 – 2000

6th Generation Civic

Built in Japan on the sixth-generation Civic platform, the very first Civic Type R was offered exclusively in three-door hatchback body style in Japan in 1997. The EK9 Civic Type R was a formidable track car; lightened by the omission of interior sound deadening, it featured a close-ratio five-speed manual transmission and a helical limited-slip differential. The hand-ported 1.6-litre DOHC VTEC normally aspirated four-cylinder engine developed 136 kW at 8200 rpm – a remarkable output for an engine of its size. Inside, the original Civic Type R was fitted with red seats, door trims and floor mats, a titanium shift knob and a leather-wrapped MOMO steering wheel.

7th Generation Civic

The second iteration of Civic Type R (EP3) arrived early in the new century, based on the seventh-generation Civic platform. Manufactured exclusively in Swindon, UK, the three-door hatchback was sold in both the European Domestic Market (EDM) and Japan. Powered by a 2.0-litre DOHC i-VTEC normally aspirated four-cylinder engine, it was rated at 147 kW in EDM trim and 158 kW with an engine manufactured in Japan exclusively for the Japan market. Further boosting performance, the Japanese market car featured a helical limited-slip differential and shorter gearing.

**7TH
GENERATION**
2001 – 2005



**8TH
GENERATION**
2006 – 2011

8th Generation Civic

The third version of the Civic Type R mirrored the eighth-generation Civic on which it was based, which meant that the Type R's configuration varied substantially, based on the market where it was sold. In Japan, it was offered exclusively as a four-door sedan (FD2) with a normally aspirated 2.0-litre DOHC i-VTEC engine that developed 165 kW at 8000 rpm. However, the European-market Civic Type R (FN2) continued to be offered as a three-door hatchback with a power output of 148 kW at 7800 rpm. Both versions were exclusively offered with six-speed manual transmission and a helical limited-slip differential.

2012 TO 2015



9TH
GENERATION
2012 – 2015

9th Generation Civic

The fourth iteration of the Civic Type R (FK2) was based on the ninth-generation Civic and offered exclusively as a five-door hatchback. For the first time, the Civic Type R was powered by a direct-injected turbocharged engine, a 2.0-litre DOHC VTEC in-line four that developed 228 kW of power at 6500 rpm. True to Type R form, the sole transmission was a six-speed manual, paired with a limited-slip differential to help maintain maximum grip.

10TH
GENERATION
2016 – NOW

10th generation Civic

Based on the tenth-generation Civic five-door hatchback, the fifth version of the Civic Type R (FK8) continues the Type R legacy as an exciting, front-wheel drive high-performance hatch that is the ultimate expression of the genre. It is also the most extreme Civic Type R ever built, with track-ready performance that provides the most rewarding driving experience in the segment.



2016 TO NOW

SPECIFICATIONS

ENGINE/TRANSMISSION

Four-cylinder inline DOHC VTEC Turbo

Engine capacity: 2.0L 1996 cc

Compression ratio: 9.8

Bore x stroke: 86 x 85.9mm

Fuel type 95 RON recommended (91 RON minimum)

Direct injection Fuel supply system

Drive-by-wire throttle (DBW)

3-Mode Drive System (Comfort, Sport and +R)

Six-speed manual transmission with rev-matching function

Helical limited Slip Differential (LSD)

PERFORMANCE/ECONOMY

Power: 228 kW @ 6500 rpm

Torque: 400Nm @ 2500-4500rpm

Fuel consumption*:
8.8L/100km (combined)
11.7/100km (urban)
7.1/100km (extra-urban)

CO2 emissions: 200g/km[^]

Emission standard: Euro 5 ADR 79/04

SUSPENSION

MacPherson with Dual Axis Strut (front)

Multi-link (rear)

Adaptive Damper System

STEERING

Dual-pinion Motion Adaptive Electric Power Steering (MAEPS)

BRAKES

350mm ventilated disc brakes with Brembo 4-piston aluminium brake calipers (front)

305mm solid disc brakes (rear)

EXTERIOR

Styling

piano black grille

piano black B-pillar finish

carbon fibre effect side skirts with red striping

carbon fibre effect front splitter

carbon fibre effect rear diffuser

shark fin antenna

body coloured door handles

body coloured door mirrors, electrically adjustable, electrically retractable, integrated LED indicators

centre triple exhaust

black rear wing spoiler with body colour sides

vortex generators (rear roofline)

vertical air intakes (front)

bonnet scoop

red Honda "H" Badges (front/rear)

Type R badges (front/rear)

Convenience

rear window demister

auto-sensing windscreen wipers

rear windscreen wiper

Lighting

LED front foglights

auto levelling LED headlights

LED daytime running lights (DRL)

auto off coming home/leaving home function

auto dusk sensing

tail-lights with integrated LED light bars

INTERIOR

Driver aids

Adaptive Cruise Control; Cruise Control with speed limiter

Driver Information Interface with colour display

odometer

trip meter (A/B)

average and instant fuel economy

range

engine oil life

average speed

customisable speed alarms (x2)

elapsed time

G-force meter

stopwatch (Lap timer)

shift light indicator

boost meter

throttle position indicator

brake pressure (MPa)

outside temperature display

phone

radio

steering wheel mounted controls

Comfort and convenience

accessory power outlet (12v) in front console

dual-zone climate control

drilled alloy sports pedals

driver's footrest

dust and pollen filter

electric parking brake with brake hold function

power windows with auto up/down function (driver and all passengers)

power windows key FOB operation (all windows remote up/down)

privacy glass rear passenger area and cargo area

auto-dimming rear view mirror

remote central locking

smart keyless entry with push start button

driver and front passenger sunvisor vanity mirror (illuminated)

tilt and telescopic steering wheel

grab rails x4

one-touch release fuel filler door

fuel filler - capless



SPECIFICATIONS

Interior lighting

map lights
interior lights
cargo area light

Seating

Type R sports bucket seats with red suede-style fabric (front)

black fabric with red stitching (rear)
manual height adjustment (driver's seat)
split fold rear seats (60/40)
red seatbelts

Interior trim

alloy gear shift knob
black and red leather-wrapped steering wheel
Type R serial number plate
black suede-style door trim with red stitching (front)
carbon fibre effect panels (front door/dash)

Storage

beverage holders (x6)
coat hook (x2)
retractable cargo cover
sunvisor ticket holder (driver-side)
front console (with 2 cup holders)
cargo restraint hooks (x4)
luggage hook (x1)

INFOTAINMENT

Advanced Display Audio (7-inch touchscreen) featuring

AM/FM radio
Android Auto™ with Google™ Voice search#
Apple CarPlay™ with Siri® Eyes Free mode+

Bluetooth® connectivity with audio streaming°
Digital Radio (DAB+)^
HDMI connectivity (1 port)
USB connectivity (2 ports)
160W sound system (4 speakers and 4 tweeters)
Speed-sensitive Volume Compensation (SVC)

SAFETY

Active Safety

Honda Sensing (featuring)

Forward Collision Warning (FCW)
Collision Mitigation Braking System (CMBS)
Lane Departure Warning (LDW)
Lane Keep Assist System (LKAS)
Road Departure Mitigation System (RDM)
Adaptive Cruise Control (ACC)
LaneWatch
Agile Handling Assist System (AHAS)
Vehicle Stability Assist (VSA)
Traction Control System (TCS)
Anti-lock Braking System (ABS)
Electronic Brake-force Distribution (EBD)
Brake Assist system (BA)
Hill Start Assist (HSA)
Tyre Deflation Warning System (DWS)

Passive Safety

SRS airbags (front, side and full-length curtain)
ISOFIX child restraint anchorages (x2)
child anchorage points (x2)
child-proof rear door locks
head restraints (x4)

three-point seatbelts with emergency locking retractors (ELR) — all seats
automatic locking retractors (ALR) — rear
seatbelt reminders (driver and all passengers)

Parking aids

front and rear parking sensors
multi-angle reversing camera (3 modes – normal, wide and top-down with dynamic guidelines)

Security

engine immobiliser
security alarm system
“walk away” door locking

DIMENSIONS, WEIGHTS, CAPACITIES

Dimensions

overall length:	4557mm
overall width:	1877mm
overall height:	1421mm
wheelbase:	2700mm
front track:	1599mm
rear track:	1593mm
ground clearance - unladen:	132mm
minimum turning radius at wheel centre:	5.89m
front head clear room:	998mm

rear head room:	951mm
front leg room:	1074mm
rear leg room:	913mm
front shoulder room:	1446mm
rear shoulder room:	1398mm
front hip room:	1364mm
rear hip room:	1240mm

Weights

kerb mass:	1393kg
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Capacities

fuel tank:	47L
boot capacity (VDA) (rear seats up):	414L
seating capacity:	4

Wheels and Tyres

alloy wheels	
black wheel design with red ‘H’ badge and red trim	
tyre repair kit (TRK)	
Continental SportContact™ 6	
tyre size:	245/30 ZR20
wheel size:	20-inch



*Fuel consumption figures quoted are based on ADR 79/04 (Euro 5) combined test results. #Android Auto is a trademark of Google Inc. Android Auto works with Android 5.0 (Lollipop) or above. #Apple CarPlay is a trademark of Apple Inc. Apple CarPlay works with iPhone 5 models and above running iOS 7.1 or higher. °Requires compatible device. The Bluetooth word mark is owned by Bluetooth SIG, Inc. and use of such mark by Honda is under licence. ^Digital radio station coverage dependent on vehicle location. ~Garmin® is a trademark of Garmin Ltd. or its subsidiaries, registered in the USA and other countries. This specification listing relates to the 18YM Civic Type R and is accurate as at the 1st September 2017.