Honda civic picture

Originally a subcompact , the Civic has gone through several generational changes, becoming both larger and more upscale, moving into the compact car segment. EPA guidelines for vehicle size class stipulate a car having combined passenger and cargo room of to The first generation Civic was introduced in July as a two-door model, [3] followed by a three-door hatchback that September. In Japan, as customers increasingly shifted to minivans and compact cars like the Fit, production of the non-hybrid Civic ended in August when it no longer complied with Japanese government dimension regulations in the width category. Honda, after establishing itself as a leading manufacturer of motorcycles during the s, began production of automobiles in The car had a transverse-mounted front engine, front-wheel drive FF layout, which would be adopted for the later Honda and Civic models. It was Honda's first model to have an impact in the export market. It became one of the most influential automotive designs of the s, with the Volkswagen Golf , Ford Fiesta , and Fiat Ritmo showing similarities as transverse-FF, truncated-trapezoidal hatchbacks occupying a size niche between minicars and compact sedans. The Renault 5 was introduced six months before the Honda Civic which appeared later in July. In Japan, the Civic was the first fully modern compact car in the European style, offering a level of prestige never before seen in this class in the market. The first generation Honda Civic was introduced on 11 July , but sold as a model in Japan. The Civic was available as a two- or four-door fastback sedan, three- and a five-door hatchback , as well as a five-door station wagon. Because of the oil crisis , consumer demand for fuel efficient vehicles was high, and because of the engine being able to run on either leaded or unleaded fuel, it gave drivers fuel choice flexibility over other vehicles. The CVCC engine debuted in December , with a head design that allowed for more efficient combustion, and as a benefit the CVCC system did not require a catalytic converter or unleaded fuel to meet Environmental Protection Agency emissions standards for hydrocarbons and carbon monoxide. The second generation Honda Civic was introduced in June as a model. It was larger, had a more angular shape, and came with increased engine power. All Civic engines now used the CVCC design, which added a third valve per cylinder; this introduced lean burn swirl technology. Three transmissions were offered: a four-speed manual on base models , a five-speed manual, and a two-speed semi-automatic Honda had previously called the " Hondamatic ". The second generation Civic was offered as a three-door hatchback, a four-door sedan, a five-door hatchback and a five-door wagon. The third generation was released in September for the model year. The separate five-door hatchback and wagon models were merged into a five-door "shuttle wagon" or "wagovan" sometimes referred to colloquially as a "breadbox" because of its appearance, called the Honda Civic Shuttle. An additional two-seat coupe styleâ€"labeled CRX â€"was introduced, noted for its compact dimensions and light weight. The third generation Civic saw the introduction of the long running four-cylinder D series engine including a new 1. A 4WD engine with different transmission mounts was introduced for the first time in , and later upgraded in It delivered a fuel economy of around 28 mpg highway. The 4WD system was push-button operated until improved in when the rear wheels would engage automatically once the front wheels lost traction. This new system was called "Realtime" which used a "viscous coupler" connecting two propeller shafts between the front and rear axles. The manual transmission featured a synchronized 6th gear, called "SL", or "Super-Low", which was used for high torque at very low speeds. The "Realtime" idea is still utilized to this day but includes technological improvements since the first system. In September , a redesigned Civic was introduced with increased dimensions and a lower hood line. A wide range of models and trim levels were offered for various markets around the world. All U. The fourth generation saw the introduction of a fully independent rear suspension across the entire model range. These Special Edition models included all white side molding that matched the white body and color matched dual mirrors. In the body molding was a wrap around blue stripe. Each car had interior upgrades as well as a chrome-tipped exhaust. Introduced in September for the model year, the redesigned Civic featured increased dimensions, as well as more aerodynamic styling. The wagon variant was now only available in the Japanese market where the previous generation wagon was carried over until Continuing in the sporty tradition of the original Civic SiR, Honda sold several similarly equipped variants of the fifth generation car, still referred to as the Civic SiR, in Japan, Asia and Europe. A special model was the i with the B18B4, that was fitted to Ballade models. The fifth generation remains popular among tuners and racers alike. Introduced in September for the model year, the sixth generation featured updated styling although less radical than previous redesigns. The first Civic Si coupe EM1 was introduced in until Europe saw a DOHC 1. The seventh generation was released in September , for the model year. While the redesign retained the previous generation's exterior dimensions, interior space was improved in part by using a flat rear floor thus bumping up Civic to a compact car size segment. The front suspension was changed from that of a double wishbone to a MacPherson strut , in

order to lower costs, as well as allow more engine bay room for the newly introduced Honda K-series engine. Power was also increased on some trim levels. The Civic Coupe was no longer sold in Japan starting with this generation. In North America, coupe and sedan body styles were available, except for the Si SiR in Canada which was offered only as a three-door hatchback. The Type R was redesigned as well this time using a more powerful i-VTEC motor and using the three-door hatchback body style. This generation saw Honda introduce their first Civic Hybrid, powered by a 1. The eighth generation was released in September , for the model year. For the eighth generation, Honda split the model into two different platforms, one for sedan and coupe, and one for a hatchback designed primarily for the European market using a simpler rear suspension from the Honda Fit and more aggressive styling. As of , a total of The hatchback is available as a three and five-door. Both Si and Type R trim levels continued although the Japanese and European Type R, while sharing the same engine size, are mechanically different. In the United States, an improved, sportier version of the Civic Si 4-door tuned by tuner Mugen was offered, featuring cosmetic alterations and changes to the suspension, wheels, slight exterior differences, and exhaust system. The end of this model generation also marked a hiatus of the Civic Type R in Japan, with no successor model until the later tenth generation, going on sale in mid and the discontinuation of the Coupe outside of North America. On 13 December , Honda unveiled a sketch of the new ninth generation Civic which was described as "energetic, sleek and aerodynamic. The production version of the ninth generation Civic previewed by the concept went on sale in the U. Honda's Eco Assist technology is added to most models, and became the first gasoline-only powered Honda to employ such technology in North America. Further improvements include a new multilink rear suspension to further reduce road feel on particularly battered roads and highways. The tenth generation Civic is based on the all-new Honda compact global platform. The tenth-generation Civic features a new fastback exterior design, with the rear C-pillar flowing into the tailgate. The front of the car features a new chrome wing design that flows across the top of the headlamps. For the model year, Honda expanded the availability of Civic's optional six-speed manual transmission to include the hatchback's top Sport Touring trim. The interior of the new Civic likewise features major design changes. Unlike the split bi-level speedometer and tachometer of its predecessor, the EX and above trim levels of the tenth generation Civic consolidates these instruments into a fully customisable, all digital "Driver Information Interface" incorporating a 7-inch LCD screen positioned directly behind the steering wheel and in the driver's line of sight. The eleventh-generation Civic was revealed as a prototype on November 17, While the Civic is sold in largely the same form worldwide, differences in the name of the models exist between markets. The sixth-generation sedan was also sold as the Integra SJ. A four-door station wagon model called the Civic Shuttle also Civic Pro in Japan was available from until this brand name would later be revived for the mids Honda Shuttle people carrier, known in some markets as the Honda Stream. In South Africa, the sedan the only model sold there until the launch of the sixth generation sedan and hatch was known as the Ballade. The Honda Domani, an upscale model based on the Civic, was sold as the Isuzu Gemini in Japan â€" , and confusingly the 5-door Domani was sold as the Honda Civic along with the "real" hatchback and sedan Civics in Europe from to In Thailand, the sixth generation Civic was available as the four-door Isuzu Vertex. The sixth-generation station wagon was sold as the Honda Orthia , with the Partner as the downmarket commercial variant. The seventh generation minivan model is called the Honda Stream. In Canada, the sixth and seventh generation Civics were mildly redesigned to create the Acura EL until the advent of the eight generation Civic, which was used to create the Acura CSX , which was designed in Canada. The three-door hatchback body style has been somewhat unpopular in the United States, but has achieved wide acceptance in Canada, as well as popularity in Japan and European markets, helping cement Honda's reputation as a maker of sporty compact models. Accordingly, all instances of the current model left or right hand drive, anywhere in the world are British-made cars designed with Japanese engineering, except for the US-built two-door coupe and the sedan version built in Brazil for the Latin American market. In North America, the Civic hatchback was dropped for In Brazil, although being considered for local manufacturing since the early s it was illegal to import cars in Brazil from until , the Civic wasn't available until , via official importing. The seventh generation production started in , displacing the Chevrolet Vectra from the top sales record for the mid-size sedan segment, however it lost that position to the Toyota Corolla the following year. In , the eighth generation was released and regained the sales leadership. Identical to the North American version, it lacks options such a moonroof, and standard security equipment like VSA and side and curtain airbags were removed because of lack of car safety laws in the Mercosur. Furthermore, the Brazilian subsidiary began producing flex-fuel versions for the Civic and the Fit models, capable of running on any blend of gasoline E20 to E25 blend in Brazil and ethanol up to E The IIHS

awarded the Civic sedan with a rating of "good" on both frontal and side impact crash tests [40] and lists the Civic as the second-best small car in overall crashworthiness. Frontal impact:. Side impact front seat:. Side impact rear seat:. In Australia, â€" Civics were assessed in the Used Car Safety Ratings on their level of occupant protection regardless of size or era. Despite being a modest car, the Civic is popular as a platform for modification and customization by the enthusiast community. Starting with the fourth generation and continuing through the model year, Civics had front double wishbone suspension and rear semi-trailing arm suspension. More recent seventh and eighth generation Civics, now rated as compacts rather than subcompacts, remain generally attractive as tuner projects in spite of added weight mostly because of U. Particularly unwelcome among the tuner community [45] was the replacement of the front double-wishbone suspension with MacPherson struts , which provide inferior handling primarily because of limited dynamic camber angle control. From to , the Civic was awarded Car of the Year Japan. In , the Civic ranked third in the European Car of the Year awards, the highest ranking for a Japanese vehicle at that time. It also was awarded the U. Road Test magazine's " Car of the Year. The Civic has been on Car and Driver magazine's yearly Ten Best list six times, in , â€"91, and Civics contested the Up to cc class in the Bathurst touring car race at Bathurst in Australia each year from to , with a best placing of second in class in both and In recent years the Civic has been used in a wide variety of racing series, particularly in Japan. It is also used in touring car races in Europe and the United States. Built to BTC-T specifications, it gained the team third in the manufacturers championship. The season saw the 'works' team Civics secure an impressive second in the manufacturers championship. Such was the competitiveness of the Civic in its first two-season, saw five teams enter Civics, allowing the model to secure second in the manufacturers championship. Although manufacturer support from Honda for the BTCC ended in , several teams still found success running the Civic in and In both and , the Civic allowed the team to finish 3rd in the Teams championship, behind the two manufacturer backed teams. In the team returns with its Civic to defend its Team and Manufacturers championship again with the Neal and Shedden pairing. They are the first manufacturer backed team to announce their intention to run fully to the NGTC specification. The car was powered by a 1. After the introduction of the new TC1 regulations in , the Civics took numerous race victories and podiums, but were not championship contenders again until the season. The Civic was the fastest car in with the most pole positions and main race victories, but the team missed out on another title as their championship-leading driver Tiago Monteiro suffered injuries in a crash during testing because of a brake failure, which put him out of the remaining rounds of the season, while other incidents also hampered their results that season. As of February , From Wikipedia, the free encyclopedia. This is the latest accepted revision , reviewed on 24 February See also: Honda Civic Hybrid. Motor vehicle. Main article: Honda Civic first generation. Main article: Honda Civic second generation. Main article: Honda Civic third generation. Main article: Honda Civic fourth generation. Main article: Honda Civic fifth generation. Main article: Honda Civic sixth generation. Main article: Honda Civic seventh generation. Main article: Honda Civic eighth generation. Main article: Honda Civic ninth generation. Main article: Honda Civic tenth generation. See also: Honda in motorsport. Further information: Arena Motorsport and Team Dynamics. A basic commercial version of the Orthia, called the Partner , was produced until Both Orthia and Partner were sold only in Japan. Honda of Canada Mfg. Retrieved 21 November American Honda Motor Company. Archived from the original on 5 August Retrieved 29 July JB car pages. Retrieved 2 August Retrieved 19 January The Wall Street Journal. Retrieved 28 December Honda Global. Retrieved 14 October Evening News. Retrieved 26 May January Title: Car Styling Quarterly. Tokyo, Japan: San-ei Shobo Publishing 21 : Archived from the original on 24 February Retrieved 26 September Archived from the original on 1 March Retrieved 29 November Retrieved 6 March Detroit Free Press. Retrieved 16 October Auto Show]". Car and Driver. Retrieved 23 April Green Car Congress. Automotive News. Crain Communications. Retrieved 12 September Retrieved 3 February Retrieved 18 November Honda Automobiles. Archived from the original on 31 December Retrieved 21 January Honda of the UK. Archived from the original on 5 November Honda Brazil. September Archived from the original on 16 November Retrieved 7 September Archived from the original on 16 August Retrieved 3 December Archived from the original on 4 December Archived from the original on 1 April Retrieved 9 June Retrieved 23 August Vic Roads. Archived from the original on 14 October Retrieved 5 November Honda Engine Swaps. CarTech Inc. Honda Worldwide. Retrieved 24 October Archived from the original on 19 September Retrieved 17 June British Touring Car Championship. Archived from the original on 18 March Retrieved 1 September Retrieved 21 December Yahoo Eurosport UK. Archived from the original on 23 December Retrieved 12 April Retrieved 9 October San Francisco Chronicle. The Washington Times. Business Insider. Retrieved 7 June Archived from the original on 7 January Retrieved 17 December Retrieved 13

Subcompact car â€" Compact car â€"present. Honda N Honda Z Source: "Honda Digital Factbook". Wikimedia Commons has media related to Honda Civic. Kei car. Life Dunk. Acty Street. Brio Amaze. Quint Integra. Ascot Innova. Integra SJ. Accord CB. Accord CD. Accord CF. Accord CG. Accord CL. Accord CU. FCX Clarity. Civic Coupe. Integra Coupe. Accord Coupe. Legend Coupe. CR-X del Sol. Sport compact. Civic Type R. Integra Type R. Sports car. Accord Type R. Accord Euro-R. NSX Type R. Subcompact crossover. Compact crossover. Mid-size crossover. Station wagon. Civic Shuttle. Accord CF6. Accord CM. Mini MPV. Mobilio Spike. EV Plus. Compact MPV. Odyssey RA6. Odyssey RB. Odyssey RB3. Odyssey RC. Odyssey RL3. Odyssey RL5. Odyssey RL6. Acty Van. City Pro. Civic Van. Civic Pro. Partner Van. Accord Sedan. Sport utility vehicle. Pickup truck. Vehicle exclusive to Southern California available for leasing purposes only. Conditions apply. Please enter a valid ZIP Code. Use my current location. RDM can determine if you cross over detected lane lines without signaling, can provide steering assistance to help you return to your lane or provide braking to help keep you from leaving the roadway entirely. ACC helps you maintain a set following interval behind a detected vehicle for highway driving. If the detected vehicle slows to a stop, ACC is designed to slow and stop your vehicle as well. After stopping, a tap on the throttle instructs the car to continue maintaining the desired interval. With your hands on the steering wheel, long highway drives are easier with LKAS. It subtly adjusts steering to help keep the vehicle centered in a detected lane. Honda Limited Warranty. Roadside Assistance. Visit Honda Automobiles homepage. Arriving Spring Shopping Tools. Are you sure? Your ZIP Code helps us search inventory at dealers near you. Style for Miles. Modern Comfort. See the Civic Sedan in Action. Sport shown in Rallye Red. The Civic Sedan features aggressive lines and refined features that make it stand out from the crowd. Signature C-shaped taillights, a sleek profile and a bold Sport trim add to its fierce personality. Touring shown in Molten Lava Pearl. With a bold, aggressive face and sharp, sophisticated bodylines throughout, every angle of the Civic Sedan exterior is the right angle. Civic Sedan features a sleek profile and a long wheelbase, making it sporty even when standing still. The wide, aggressive stance shows that the Civic Sedan is ready to scorch the pavement. Sport shown in Aegean Blue Metallic. The Sport trim stands out from the crowd with its inch alloy wheels, center outlet exhaust, fog lights and more. Touring shown in Modern Steel Metallic with accessory inch black alloy wheels. The large, accessory inch black alloy wheels create a cleaner, more contemporary look for your Civic Sedan. Touring shown in Modern Steel Metallic with accessory decklid spoiler. The accessory decklid spoiler adds a subtle, tasteful enhancement that adds to the sleek aerodynamics of your Civic Sedan. Touring shown in Modern Steel Metallic with accessory door visors. Accessory LED fog lights can add visibility crucial in navigating poor weather conditions, including rain and snow, as well as dense fog. Touring shown in Modern Steel Metallic with accessory front underbody spoiler. The accessory front underbody spoiler accentuates the aggressive and sporty character of the Civic. Touring shown in Modern Steel Metallic with accessory moonroof visor. The accessory moonroof visor helps reduce wind noise and glare for a more comfortable and enjoyable driving experience. Sophisticated Body Lines. Sleek Profile. Aggressive Stance. Sport Trim. Decklid Spoiler. Door Visors. LED Fog Lights. Front Underbody Spoiler. Moonroof Visor. Touring shown with Black Leather. Settle in and relax. The spacious interior seats five, offers plenty of cargo space and is designed with your comfort in mind. Civic Sedan features elegant details throughout the cabin, including leather-trimmed seats and a leather-wrapped steering wheel and shift knob. No more pulling on a brake lever. The Civic Sedan features a convenient electric parking brake that activates with the lift of a finger. Touring shown. Heated front seats standard on EX and above. Heated outboard rear seats standard on Touring. The Civic Sedan offers available heated seats for the driver and front passenger. The Touring trim also adds heating for outboard rear passengers. One-touch power moonroof standard on EX and above. Catch some fresh air and let in light with the available power moonroof, which opens and closes with a single touch. Remote engine start standard on Sport and above. Everything is in reach of the driver, from the controls to the storage console that fits drinks, a tablet or a small bag. Shown with accessory all-season floor mats. Accessory all-season floor mats act as a protective layer

between nature and your original carpets. Shown with accessory armrest illumination. The accessory armrest with illumination adds comfort for both driver and passenger. Shown with accessory console illumination. Refined details come to life in the soft glow of accessory console illumination. Shown with accessory interior illumination. Accessory interior illumination provides an upscale touch to your interior with a soft glow of blue light in the driver and passenger footwells. Shown with accessory carpet trunk mat. The accessory carpet trunk mat gives your trunk area a finished look while adding an important extra layer of protection. Shown with accessory wireless phone charger. Leather-Trimmed Interior. Driver Information Interface. Electric Parking Brake. One-Touch Power Moonroof. Remote Engine Start. Center Console. Armrest Illumination. Console Illumination. Interior Illumination. Carpet Trunk Mat. Wireless Phone Charger. Discover smart tech details everywhere you look. Paddle shifters standard on Sport and Touring. Civic Sedan shown. Standard MacPherson front suspension contributes to the superior handling that makes the Civic Sedan fun to drive. The continuously variable transmissions CVT offered in the Civic Sedan were optimized to match each available engine, for plenty of power without sacrificing fuel efficiency. See details here. A thrilling drive deserves a gripping soundtrack. The available premium audio system delivers watts through 10 speakers perfectly tuned for the Civic Sedan interior. Available in the 48 contiguous U. Some services and features are subject to device capabilities and location restrictions. All fees, content and features are subject to change. Touring shown in Cosmic Blue Metallic. Signal right and live video displays from a small camera on your passenger-side mirror. MacPherson Strut Front Suspension. Continuously Variable Transmission. Navigation System. Connected Audio. Road Departure Mitigation System RDM RDM can determine if you cross over detected lane lines without signaling, can provide steering assistance to help you return to your lane or provide braking to help keep you from leaving the roadway entirely. Brochures image. This page is for personal, non-commercial use. The five-door variant of the new Honda Civic was caught by a spy photographer in Europe this week, giving us a good idea of what to expect from the new hatchback. Honda revealed the design of the production Civic sedan back in November, staying mum on the powertrain, size and much more, including the design of its forthcoming hatchback, Si, and Type R variants. All we know for sure is that the new compact will debut this spring, and that the five-door model will be among those built at the company's Greensburg, Ind. These photos aren't technically our first look at the new hatchback â€" that honor goes to some snaps of the Type R model that emerged back in May â€" but this is the first time we've seen it without the aforementioned performance variant's larger-diameter wheels and enormous rear wing. While the overall design of the Civic may be a significant departure from the outgoing generation's, it's clear that Honda chose to keep the sedan and hatch designs fairly similar to each other yet again. Looking at them side-by-side, the differences stand out a bit more. The hatch model left has more significant taper to its rear glass, which extends farther down the decklid. The wiper at the base of the rear will be the most obvious tell when viewed from a distance. Elsewhere, the two are tough to distinguish, especially in profile. The sedan is due to go into production soon, so we shouldn't have to wait too much longer for details on the new Civic's powertrain and in-cabin tech. We also expect Honda to outline its plans for the Si, hatchback and Type R before year's end, though we're not certain yet for which model year each will debut. We get it. Ads can be annoying. But ads are also how we keep the garage doors open and the lights on here at Autoblog - and keep our stories free for you and for everyone. And free is good, right? If you'd be so kind as to allow our site, we promise to keep bringing you great content. Thanks for that. And thanks for reading Autoblog. Spy Shots. Byron Hurd. Share 0 Comments. Related video:. Featured Gallery Honda Civic Hatchback spy photos. Compare Now. Sign in to post. X Sign in to post Please sign in to leave a comment. View More. See Local Pricing. I'm not in the market for a vehicle at this time. Please move this suggestion to the side for 30 days. Thank You Thanks for subscribing. Check your in-box to get started. Sign Up More Info. We notice you're using an ad blocker. Please consider allowing Autoblog. Allow Us! Here's how to disable adblocking on our site. Click on the icon for your Adblocker in your browser. A drop down menu will appear. Select the option to run ads for autoblog. The exact text will differ depending on the actual application you have running. Refresh the Autoblog page you were viewing. Hey again! You still haven't turned off your adblocker or allowed our site. It only takes a few seconds. You must be logged in to perform that action. You must have JavaScript enabled to experience the new Autoblog. Please follow the instructions below to enable JavaScript in your browser. Please enter a display name. Cancel Change Name. Some car models are able to come onto the scene, adapt to massive changes and still be able to thrive with consumers. Though they are few and far between, the ones that can make this happen wind up leaving a sizable impression on the car industry. Back in the 70s, Honda would unleash the Civic on the world, and while it looks nothing like what it does now, this model would be the one that got the

ball rolling on what would become a classic and recognizable name. The Honda Civic has been able to thrive for decades because it has been willing to adapt over time and give the people what they want. In this day and age, people continue to love what the Civic brings to the table, and there is hope that this model will continue to impress for years to come. The Honda Civic would be the first in what has become a long line of Civics, and who would have thought that this car would give way to what we have now? The 2-door car was a subcompact ride that offered little in the way of horsepower. Things would get better as time went on. By this point, Honda had the Civic down, and it was still in the first generation of Civic models. The Civic might not be the prettiest car, but it got the job done at the time, and it has a pretty classic body style. The 2-door sedan had a of 15 seconds, which would improve later on. After several years of producing the first generation of Civics, Honda was ready to mix things up a bit. The Civic would be the first of the second generation, and it would not look too different from what people were used to. The would improve, as would the horsepower. It did not take long for Honda to move into a new era of Civic, but the Civic would not usher in a new generation for the model. By this time, the car had become a name to some, so people had their expectations raised. The final second-generation model had some decent horsepower to it. The third generation of the Civic was one that made some changes to the exterior of the car, though it was still not quite what people have become accustomed to. The horsepower in this ride was a considerable upgrade, and its would make a jump to 7. The Civic was the last in the line of the fourth generation for the vehicle, and it started to whip up into a familiar design. Though the stock 70 horsepower is not a whole lot, this was not the worst car of its era. The regressed to 13 seconds, but this would change. This particular ride was a hatchback that did not offer the most impressive performance. A second time and just 70 horsepower was forgettable for most people. Finally, we have reached familiarity! The Honda Civic did not truly hit its stride into what we know it as until the 90s we gearing up to come to an end. This sixth-generation Civic was able to deliver over horsepower, and its would improve to The Honda Civic was still functioning in the sixth generation of models for the vehicle, and it would be the way that Honda would roll into the new millennium. All in all, the horsepower and the time would not differ too much from the model, which let people wanting something new. The Honda Civic would be part of the seventh generation of the Civic, and by now, people knew that they were going to get a quality ride from Honda. This model offered sedan lovers horsepower. The eighth generation of the Honda Civic was well underway by the time the Civic rolled around. This ride would be released right in the middle of the generational cycle, and it was a solid addition to the Civic line. The Honda Civic Si Sedan would be the final installment in the eighth generation of the vehicle. This ride was a nice family car that got 21 mpg, which is not too shabby. Its horsepower was a nice feature that consumers loved, making it a worthwhile buy for all. Firmly into the ninth generation of Civics, Honda was still looking to move ahead and produce an affordable and reliable vehicle for consumers. With their reputation intact, they released the Civic LX Sedan , which was a front-wheel-drive ride that had some power. Its 28 mpg was a nice selling point. The EX-L had a considerable amount of power, sporting horsepower under the hood. The was less than 8 seconds, and the car wound up getting 34 mpg. The Honda Civic Type-R is a gorgeous ride that people are getting used to seeing out on the streets. This car has horsepower, goes in 5. By Aiden Riley Published Feb 28, Share Share Tweet Email Comment. Related Topics Daily Drivers. Growing up in the nineties, you were almost guaranteed a Honda Civic Hatchback as your first car. While the humble Civic has become a nearly satirical character in modern American culture, it is still an undeniably good car. The new Honda Civic Hatch has done a lot of growing up, and the model is proof that for not a lot of money, Honda can still offer you a brilliant car that will tick most of the boxes. The hatchback is powered by a 1. Around the bends, the Civic is still a blast to drive, and it is incredibly safe and reliable too. Going up against cars such as the Mazda3 Hatchback and Toyota Corolla , the Civic proves that it is still the king of the hill. While the features list remains unchanged for there is some good news: an all-new version is set to arrive on US shores in The exterior design of the Honda Civic Hatchback will split opinions. Still, Honda has stuck with its increasingly crease-heavy design, making the performance-focused Type R - a Honda Civic Hatchback we review separately - such a popular talking point amongst car lovers. The majority of the Civic hatchback range features projector-beam halogen headlights, while the top-of-the-range Sport Touring gets a set of LED units. Other exterior features that come as standard across the range include body-colored door handles and LED brake lights. The base model rolls on a set of inch alloy wheels, growing to 17 inches on the EX. Sport and Sport Touring variants come standard with inch wheels. Of course, a 4-door version of the Honda Civic Hatchback exists, but that's the sedan and it appeals to very different buyers. The Civic rolls on a The width is measured at LX and EX models have a front and rear track measurement of The Sport in manual guise is the lightest of the bunch with a

curb weight of only 2, pounds, while the heaviest of the bunch is the Sport Touring fitted with the CVT transmission, which tips the scale at 3, pounds. Over the years, the Honda Civic has undergone a rather significant image-shift, and these days this trusted hatchback is aimed at a more mature market. This is reflected in the exterior color palette on offer: the base model is offered in only three colors, all of which are very sensible. For the young at heart, the Rallye Red is the color to go for. When one thinks of the words "performance" and "Civic," the name "Type-R" will usually follow in close succession. Even the Si nameplate is recognized as being of superior performance in the Civic range. Still, base specs are rarely lauded for their outright performance, so it should come as pleasant news that the Civic Hatchback is a truly impressive performer, even in its most basic form. This is mostly thanks to a feisty turbocharged four-cylinder engine that produces up to horsepower and lb-ft of torque. This force-fed lump gives the front-wheel-drive Civic the character of a hatchback with a much larger naturally-aspirated engine, and performance can be described as brisk or nippy and should be more than enough for the average driver. Nail the perfect launch, and the Civic Hatch should do the mph sprint in around seven seconds, making it about as quick as a Chevrolet Corvette Stingray Not only does the Civic Hatchback impress with its straight-line urge, but it is as capable a handler as ever and inspires confidence no matter what the driving style. Should you be looking for all-weather abilities though, you won't find that here. A turbocharged 1. This energetic little powerplant produces hp and lb-ft of torque in LX and EX trim, and Sport and Sport Touring cars get a slight power bump to hp and lb-ft of torque CVT models get lb-ft. The latter two trims can be optionally equipped with a CVT. The engine in this car delivers a surprising amount of fun, and with most of the torque available from only 1, rpm, the Civic feels nippy around town. Low-speed acceleration is impressive, and highway cruising is a breeze, but where this engine truly shines is in its in-gear tractability, especially around town where a healthy dollop of torque is available virtually everywhere. The six-speed manual transmission is crisp and easy to use, and we were pleasantly surprised by the CVT auto, which is possibly the best in its class. There's no mistaking the Civic for a hot hatchback, but it is plenty fast enough for the daily commute. The Civic Hatchback has always been an entertaining machine to pilot ask any year-old ever , and the proof lies in the fact that tens of thousands of adults across the USA still like to modify and race these little econo cars. The Civic hatch is infinitely more refined than the likes of the EG and EK generations but manages to cling onto that youthful spirit that makes the earlier cars so much fun to drive. Hit the suburbs, and the Civic returns excellent road manners and a ride quality that manages to strike a near-perfect balance between comfort and athleticism. This balance is maintained when cruising at higher speeds, and the Civic manages to feel brilliantly stable and planted for its size and weight. On twistier roads, the Civic Hatchback can put a smile on even the most jaded of drivers' faces thanks to a beautifully weighted and surprisingly communicative steering feel. Push things too far, and understeer will become your best friend, but the Civic will remain composed even when antagonized. Sport models feature even quicker steering but don't expect Type-R dynamics. Put simply, it's one of the best-driving cars in its class. Honda has done well to balance performance and gas mileage in the Civic Hatchback. All trims are fitted with the same The first thing you'll notice upon stepping inside the Civic Hatchback is the abundance of space. The airy cabin offers more than enough room for five adults and does so in style. The overall interior design of the Civic is practical and straightforward and doesn't pretend to be anything other than family-friendly. If it's a more sophisticated look you're after, the Mazda3 Hatchback will be the better bet. As is to be expected from any Honda product, build quality is excellent, and the cabin should be able to withstand the worst that an army of preschoolers can throw at it. Even in base form, the Civic Hatchback offers a solid amount of standard features, and along with leg and headroom figures that can compete with some midsize cars, this is definitely a nice place to be. From the outside, this little power ranger might look compact, but the interior offers a surprising amount of space, and five average-sized adults will find no difficulty in getting comfortable within the confines of the Civic Hatchback's interior. The large front doors make getting in and out a straightforward task, but taller passengers will have to watch their heads when getting in the back due to the sloping roofline. Once seated, the Civic's front bucket seats offer good support but could do with a bit more side bolstering, especially in the Sport and Sport Touring models. The front seats provide manual adjustment in the LX and Sport, while the EX and Sport Touring get an eight-way power-adjustable driver's seat. Both front and rear legroom are excellent, and the headroom in the front is generous, but taller folk might find the rear headroom limiting. Honda rarely cuts corners when it comes to the quality of the materials used on the inside of its cars, and the Civic Hatchback continues this legacy with a choice of quality interior materials that might not shout premium but still feel refined and worthy of the asking price of the car. All trim levels except for the Sport Touring are upholstered in hard-wearing yet comfortable black cloth

material, while the EX adds the option of ivory-colored cloth with certain exterior colors. The Sport Touring features supple black leather seating surfaces. All trim levels other than the base model feature a leather steering wheel and shift knob, and both Sport variants get racy silver pedals. The biggest motivator behind buying a hatchback is usually for the added space afforded by the fifth door in the back, and the Honda Civic does not disappoint when it comes to trunk and cargo space. Competitors such as the Toyota Corolla Hatchback offer a decent Still, the Honda dominates the class with a total space of up to That is more than enough space to fit that Ikea home workstation you'll never set up. Inside the cabin, the Civic Hatchback offers a plethora of storage solutions, including wide front and rear door pockets, a large center storage bin, upper and lower center console storage nooks, a glove compartment, and dual front cup holders. EX and Sport Touring variants also include a passenger-side seatback pocket. The Honda Civic offers good value for money, no matter which trim level you look at. The base model comes standard with single-zone automatic climate control, a front volt power outlet, manually-adjustable front seats, and the Honda Sensing suite of driver assistance features. This includes road departure mitigation, adaptive cruise control, lane keep assist, forward collision warning, and lane departure warning amongst others. The Sport adds a rear-seat center armrest, sports pedals, a leather-wrapped steering wheel and shift knob, and push-button start. Move up to the EX and you'll get illuminated vanity mirrors for the driver and front-seat passenger, dual-zone climate control, a power moonroof, Honda LaneWatch, and an eight-way power-adjustable driver's seat with heated front seating. Unfortunately, the Honda Civic's infotainment system, in base guise at least, is not all that impressive. The entry-level LX comes fitted with a standard five-inch color LCD screen, which is hardly bigger than your modern smartphone display. On top of that, there is not much else to write home about. The standard sound system features four speakers, there's Bluetooth streaming, a USB port, and that's it. Moving up to the Sport bags you a seven-inch touchscreen display with HondaLink, Apple CarPlay and Android Auto integration, and an eight-speaker watt sound system. The Sport Touring also includes navigation and a premium sound system with 12 speakers including a subwoofer. Overall, the Civic Hatchback's infotainment system is easy to use; just avoid the base system at all costs. Honda is well known for building cars that last, and the Honda Civic Hatchback is definitely one of them. There have been no recalls issued for the Civic in recent years, with the most recent being a potentially failing fuel pump in Power was impressed with its dependability, giving the model a great score of 76 out of a possible on its reliability index. According to the latest NHTSA's review, the Honda Civic is an extremely safe car, managing to score a perfect five out of five on its rating scale, and the IIHS is so impressed with the vehicle that it awarded the model with a Top Safety Pick award. The Honda Sensing suite of driver aids includes road departure mitigation, adaptive cruise control, lane keep assist, forward collision warning, and lane departure warning. Honda has built the Civic brand up to epic proportions, and this little compact hatchback has become ubiquitous across the planet. This means that people have come to expect a lot from this car, but the good news is that Honda continues to deliver. The Honda Civic Hatch combines quirky looks, impressive performance, excellent practicality, and a sterling safety record in an affordable package that is hard to ignore, even close to the end of its life cycle. Under the hood, the little 1. On the road, the Civic hatch drives beautifully and is equal parts comfortable and entertaining to drive. The interior won't blow you away, but it's well built, ergonomic, and everything feels well put together. Families will adore the masses of interior space and sizable cargo capacity, as well as the numerous safety systems onboard. The Civic Hatchback is one of the best in its class and should be high on your list, but if you want something better, there's a new Honda Civic Hatchback in the works for Honda's plan with the Civic has always been to deliver an affordable and functional product. Over the years, the compact has become infinitely more refined but the price of the Honda Civic Hatchback has still been kept on the lower side. With massive second-hand availability, you should have no problem finding a good used Civic hatch for sale. Honda makes it easy for first-time buyers to choose the perfect one by offering four Civic models, each with a distinct personality. The hatchback range starts off with the LX, which shares its turbocharged 1. The LX gets standard features such as single-zone automatic climate control, a four-speaker sound system, Bluetooth streaming, a five-inch infotainment display, and manually-adjustable front cloth seats. The Sport receives a six-speed manual transmission and a slight power bump under the hood. In terms of standard features, the Sport adds a seven-inch touchscreen display with HondaLink, Apple CarPlay and Android Auto integration, an eight-speaker sound system, a rear-seat armrest, sport pedals, a leather-wrapped steering wheel and shift knob, and push-button start. The range-topping Sport Touring adds navigation with voice recognition, a premium speaker sound system, an automatic-dimming rearview mirror, HomeLink, heated rear outboard seats, and a four-way power-adjustable front passenger seat. All models come

standard with Honda's Sensing suite of driver aids, including forward-collision warning, adaptive cruise control, road departure mitigation, lane keep assist, and lane departure warning. Honda has done its best to cram as many standard features into each of its trims, with the Sport Touring offering an impressive amount of kit, but there are a few options that can be added on for an even better driving experience. From the base model right up to the Sport Touring, the Civic offers an excellent driving experience and covers most of the bases in terms of standard features. We would go for the Sport, which is on the cheaper side of the Civic spectrum, but gets the most powerful engine option, a six-speed manual box, quicker steering, and the larger seven-inch infotainment display. The Honda Accord might not be available as a hatchback, but it is still a very popular choice for small to medium-sized families looking for a safe and spacious family car. The Accord will also appeal to a more mature crowd thanks to its not so in-your-face styling and slightly more refined interior. Under the hood, the Accord also gets the brilliant 1. In this configuration, the Accord will sprint to sixty in only 5. The Accord is sure-footed on the road and still feels exciting to drive despite its larger size and heavier curb weight. The Accord offers more interior space and more premium features are on offer as well, but the Civic dominates when it comes to trunk space. If you want to go faster, and you're looking for a more premium experience, go for the Accord. For everything else, the Civic will be your best bet. The Toyota Corolla is even more affordable than the Civic and can stand toe to toe with this segment hero in several ways, but unfortunately, it fails to impress under the hood. The Corolla's naturally-aspirated 2. On the road, the Corolla is a pleasant driver and is arguably as much fun in the twisties, but once again, its lazy engine lets it down. On the inside, the Corolla offers a pleasant interior design, good build quality, and comparable features, but there are fewer trims to choose from. The Civic provides more cargo space. Both cars are incredibly safe and reliable, but it is the Honda's excellent 1. Pros and Cons Sporty handling Spacious interior Solid build quality Impressive range of standard features. Busy exterior design Disappointing standard warranty. Best Deals on Honda Civic Hatchback. Length Wheelbase Height Max Width Front Width Rear Width Exterior Colors Over the years, the Honda Civic has undergone a rather significant image-shift, and these days this trusted hatchback is aimed at a more mature market. Engine and Transmission A turbocharged 1. Handling and Driving Impressions The Civic Hatchback has always been an entertaining machine to pilot ask any year-old ever , and the proof lies in the fact that tens of thousands of adults across the USA still like to modify and race these little econo cars. Fuel Tank Capacity. Fuel Economy. Seating and Interior Space From the outside, this little power ranger might look compact, but the interior offers a surprising amount of space, and five average-sized adults will find no difficulty in getting comfortable within the confines of the Civic Hatchback's interior. Seating capacity. Front Leg Room Front Head Room Rear Leg Room Rear Head Room Interior Colors and Materials Honda rarely cuts corners when it comes to the quality of the materials used on the inside of its cars, and the Civic Hatchback continues this legacy with a choice of quality interior materials that might not shout premium but still feel refined and worthy of the asking price of the car. Maximum Cargo Space. Civic Hatchback Infotainment and Features. Features The Honda Civic offers good value for money, no matter which trim level you lo

v10 audi sedan
bmw 525i gt
2009 vw jetta 25

 ok at. Infotainment Unfortunately, the Honda Civic's infotainment system, in base guise at least, is not all that impressive. Civic Hatchback Problems and Reliability Honda is well known for building cars that last, and the Honda Civic Hatchback is definitely one of them. Additional Packages Honda has done its best to cram as many standard features into each of its trims, with the Sport Touring offering an impressive amount of kit, but there are a few options that can be added on for an even better driving experience. Check out other Honda Civic Styles. Honda Civic Hatchback Popular Comparisons. Honda Civic Hatchback News. Spy Shots. Our spies have caught the new Civic in hatchback guise. Industry News. Now Buzzing. Civic Hatchback. Change Year: New. Honda Civic Hatchback For Sale. Honda Hatchbacks. Login Sign Up. Popular Tags. By Make. By Car Type. By Price. LX Hatchback. Front-Wheel Drive. Sport Hatchback. EX Hatchback. Sport Touring Hatchback. Honda Accord. Toyota Corolla Hatchback.