














87 crx factory service manual

INTRODUCTION	
How to Use This Manual This manual is divided into 14 sections. The first page of each section is marked with a black tab that lines up with one of the thumb index tabs on the page and back cover. You can quickly find the first page of each section without looking through a full table of contents. The symbols printed at the top corner of each page can also be used as a quick reference system. Each section includes: 1. A table of contents, or an exploded view index showing: <ul style="list-style-type: none">Parts disassembly sequence.Bolt torques and thread size.Page references to descriptions in text. 2. Assembly procedures and tools. 3. Inspection. 4. Testing/troubleshooting. 5. Repair. 6. Adjustments.	
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- **1.0.**

Redesigned in 1988 and produced to 1991, the CRX was popular for its performance, nimble handling, and good fuel economy. Hondas 1992 CRX del Sol was marketed as a CRX in some markets. In North America, the CRX was marketed in two versions economy and sport. The economy model used a new aluminum 1.3 liter CVCC engine. The sport model featured an aluminum 1.5 liter four cylinder with three valves per cylinder and available with a 5speed manual or 3speed automatic. In spring 1985, Honda introduced an Si Sports, injected model featuring a more powerful 1.5 liter SOHC PGMFI engine. The Si model included a power sunroof, standard dual remote exterior mirrors, rear wiper, 13inch alloy wheels and an Si exclusive ducktail spoiler for the hatch. The Si received body color matched lower cladding, a revised rear spoiler, new bumper covers and 14inch alloy wheels. The interior was upgraded and added a center console with cassette tape storage. 1987 was virtually unchanged from 1986 and would be the final year of the first generation CRX. At its introduction, the CRX was available in Japan through Honda Verno dealership sales channels, and accompanied the Vigor, the Quint, and the Prelude. Though similar versions of the same engine, the Japanese Si engine was stamped ZC, while the European engine was stamped ZC1. Japanese buyers took advantage of the largest, 1.5 L, engine while still paying the same amount of annual road tax. Phase Two of the project was to have Racing Beat install two 1.8 liter engines with automatic transmissions from the Honda Accord into Synchronicity. Many of these were fitted with fuel injection as standard. Additionally, some of these design changes were added to the concurrent nonVTEC models. Relatively common in Japan, these are sought after models in other markets. The VTEC variable valve timing and lift electronic control engine provided increased power at high RPMs

while still allowing low fuel consumption and better idling at low RPMs. http://www.grupoct.com.br/dev/grupo_ct/arquivos/cambridge-soundworks-thx-550-manual.xml

The B16A produced 150 PS 110 kW; 148 hp in the European 1.6iVT model where the engine bore the designation B16A1 and 160 PS 118 kW; 158 hp in the JDM SiR model. The CRX was the second car to receive a VTEC engine, shortly after the Integra, although the CRX was more popular and common. A CRX equipped with the ZC engine had a hood with a bump on one side which offered the additional necessary clearance. Cars equipped with a B16A engine came with a hood that was raised across most of the engine bay to offer additional overall clearance for the taller engine. This panel is heavily stippled black. The Si model came with a power sliding sunroof and 14 inch alloy wheels. Underneath, the Si model was equipped with a rear antisway bar along with variable ratio rack and pinion steering. The 9091 Si models had 4 wheel disc brakes. Four color options were available on the CRX and CRX Si and two color options were available for the CRX HF. Revision due to side impact collision changes. The del Sol was also badged as the CRX del Sol in some markets, and known as simply the CRX in others. Production of the del Sol ended in 1997, and thus, the CRX line was retired. It also made Car and Driver magazines Ten Best list for 1985. The redesigned CRX was on Car and Driver's Ten Best list for 1988. Commercials for the CRX claimed it could reach 60 miles per gallon fuel economy; according to Horowitz's test, it bested that figure, reaching 65 miles per gallon, and passed the test. These models can be identified by the mounting position of the safety belts. If the belt is mounted in the door, the beams are present. Today, the car is popular for use in drag, autocross and road racing events. By using this site, you agree to the Terms of Use and Privacy Policy. This is where you should start. All zipped and in pdf format. I already have the CRX manuals, which I got from hondahookup.com requires you to be registered a long time ago. I have to click on each one to see the PDF. Thank you, guys.

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We do it ourselves to help you do it yourself, and whatever your mechanical ability, the practical step by step explanations, linked to over 900 photos, will help you get the job done right. Regular servicing and maintenance of your Honda CRX can help maintain its resale value, save you money, and make it safer to drive. Take your entire manual with you on every journey.

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