

HONDA CRV
2.4 litre manual

FEATURES	
BEST	WORST
Good performance Versatile design Build quality	Some torque steer evident Tailgate requires a lot of space to swing fully open



Honda came upon a winning formula with the development and release of the original CRV back in 1996. The CRV is a compact wagon that is both practical and versatile, and has four wheel drive capability. The CRV's popularity was such that it was Australia's best selling four wheel drive in 2000.

The second generation CRV is an all-new vehicle that features significant improvements in most areas of the original vehicle's design. Most notable changes are an entirely new chassis and body structure that provides more interior space and a larger capacity engine that delivers enhanced performance.

The new CRV uses Honda's Global Compact Platform for car-like ride and handling. The body structure is a unitary construction that is significantly more rigid in bending and torsion than the previous model. The new CRV is not only stronger, but it is also a safer vehicle.

Styling wise, the CRV is still quite a boxy vehicle, although the look is modern and functional. While the exterior dimensions of the new body are relatively unchanged, there is now more interior space. Our test vehicle displayed a high standard of finish and solid build quality.

Honda developed an entirely new engine for the 2002 CRV. It is a 2.4 litre double overhead camshaft engine that uses Honda's latest i-VTEC (intelligent valve control) system. The new capacity engine produces 118 kW of power and 220 Nm of torque.

Although the CRV is called a four wheel drive, it actually drives through the front wheels most of the time. Honda's Real Time four wheel drive system (which operates automatically) transmits power to the rear wheels only when the front wheels lose traction. The more the front wheels slip, the greater the amount of torque fed to the rear wheels.

In line with the original CRV, the new CRV is available in two different models, the base model, simply known as CRV, and the more luxurious CRV Sport. Prices for the manual versions of both are \$31,990 for the CRV, and \$36,490 for the CRV Sport. An automatic transmission is available as an option on both models for an additional \$2000. The above vehicle prices do not include dealer charges and on-road costs.

The CRV has always been well equipped with a good array of standard features and creature comforts. The entry level CRV is fitted with power steering, air conditioning, AM/FM stereo with single CD player, electric mirrors, remote central locking, front centre flip down storage tray, engine immobiliser, power mirrors, 60/40

sliding rear seats and a picnic table that doubles as the rear cargo floor. Additional safety features include front SRS airbags, lap/sash seat belts in all seating positions and front seat belt and buckle pretensioners.

Passenger comfort is generally quite good in the new CRV. The front seats are slightly larger than the previous model and their shape provides an adequate amount of lateral support. Head and leg room is sufficient for adults in both the front and the rear. The walk through feature between the front seats has been maintained in the new model. Honda claims the cabin of the CRV now contains more than 20 storage bins to accommodate items of various sizes. Rear cargo volume has been significantly increased.

The CRV's controls are particularly well laid out and as a result are very easy to use. A new handbrake lever is cleverly disguised as part of the dash and works well. Vision to the front and sides is good, although the centre rear head restraint does obstruct the driver's view to the rear. The CRV still uses a swing-out rear door with the added feature of a swing-up glass hatch. While a gas strut attached to the door allows easy opening and closing of the door (on which the spare wheel is mounted), considerable space behind the vehicle is needed to fully open it.

The new CRV is a very pleasant vehicle to drive. The clutch pedal is light to operate with good feel and the manual gearshift has a positive action and quite a short throw. The big news, however, is that the new engine offers a whole new level of performance. The 2.4 litre i-VTEC is particularly responsive right throughout the rev range and smooth in its operation. Unfortunately there is a certain amount of torque steer evident under hard acceleration.

The suspension provides quite a compliant ride, the handling is reasonably sharp and the steering is nicely weighted. Four wheel disc brakes provide adequate stopping power, although ABS (standard on CRV Sport) would further improve emergency stops.

SUMMARY:

The 2002 CRV is an all-new vehicle that has undergone a number of changes to further improve upon the original model. Visually, the CRV features a new body structure that offers improved passenger safety and more interior space. Under the bonnet there is a new 2.4 litre i-VTEC engine that produces more power and offers impressive performance. Overall, the new CRV is a more refined vehicle that offers terrific versatility. The new CRV should find strong market appeal.

HONDA CRV

SPECIFICATIONS

ENGINE:

Type Four cylinder, DOHC, 16 valves
Capacity in litres..... 2.354
Induction Multipoint fuel injection
Fuel recommendation ULP
Claimed max. power 118 kW at 6000 rpm
Claimed max. torque 220 Nm at 3600 rpm
Specific power output..... 50.1 kW/litre

TRANSMISSION:

Type Five speed manual
Driving wheels Front, with drive proportioned to rear when needed
Speed per 1000 rpm in top gear..... 35.9 km/h

WHEELS: Steel, 6JJ x 15 inch

TYRES: P205/70 R15

Spare: Full size spare

STEERING:

Type Power assisted rack and pinion
Turns lock to lock..... 3.3
Turning circle (measured) 11.0 metres

DIMENSIONS:

Mass 1475 kg
Length 4535 mm
Width (incl. mirrors 2045 mm) 1780 mm
Height 1710 mm
Ground clearance (measured)..... 154 mm
Seating capacity 5
Fuel tank capacity..... 58 litres

TOWING:

Max. towed mass (trailer plus load)..... 1500 kg
Max. towball download..... 50 kg

NRMA THEFT RATING:

Points on 0-110 scale (high score best) 50

WARRANTY: Three years, 100 000 km

MANUFACTURED IN: Japan

TEST RESULTS

ACCELERATION:

50 - 80 km/h (in 3rd) 4.7 sec
60 - 100 km/h (in 3rd) 6.6 sec
0 - 80 km/h 6.4 sec
0 - 100 km/h 10.1 sec
0 - 400 metres 17.0 sec

FUEL CONSUMPTION:

Litres/100 km in city 10.6
Litres/100 km on highway 8.6
Litres/100 km overall 9.6

BRAKING:

Distance to stop from 80 km/h 32.8 metres

NOISE:

Interior at constant 80 km/h..... 69 dB(A)

● Test vehicle supplied by Honda Australia Pty Ltd

Call NRMA Automotive Technical Services on 1300 655 443, should you require additional information on this vehicle, on other makes, or for general advice on automotive matters.