



There's been talk about a third car. This is it. You may want to make it your first.

The Honda 600 Sedan. And where it fits in your life.

The idea behind the Honda 600 Sedan makes a lot of sense.

You don't need Cleopatra's barge to pick up a can of tuna at the supermarket. Or take Sally to nursery school. Such a car has its place. But when it comes to everyday stop and go driving, it's about as practical as mink overalls on a plumber.

Honda fits the car to the use. If that means a third car in your stable, the Honda 600 Sedan is it. It's neither a space hog nor a gas grabber. On the other hand, if you prefer the simple, uncluttered life, the Honda 600 Sedan can be your first-and-only car.

After all, it does everything other cars do. But with more restraint. Money is precious. Why should you throw it around?

A wedding of genius

Honda has an uncanny way of marrying performance and economy. And seeing that they live happily ever after.

The Honda 600 Sedan turns in 54 miles per gallon when you're running a steady 50 mph. More like 42 mpg for stop and go. The engine is air cooled. No shelling out for anti-freeze or anti-rust compounds. You can forget the radiator. There isn't any.

The engine is designed for low maintenance. Pistons can be changed without pulling the engine. And, the engine, transmission and differential are all lubricated from a single oil supply.

Powerful, but small, the Honda 600 Sedan is spartan in its demands. The price is low enough to make you think you need bi-focals.

You can't ride farther on four wheels for less money than the Honda 600 Sedan.

More remarkable facts about the Honda 600 Sedan

The car is powered by a two-cylinder overhead camshaft engine that rates 45 bhp. It delivers a top speed of 80 mph. A nice steady 80 with no complaints. And the acceleration is all there when you need it. The Honda 600 Sedan takes the freeways in stride.

Honda believes in power. The car comes by it naturally. The OHC four-stroke engine was built to the same exacting standards as those found in the famous Honda Formula I racing car, winner of the 1967 Italian Grand Prix International Championship race. Winning is a family tradition. The year before, Honda's Formula II Grand Prix racer won all the events on the international racing calendar.

Efficiency-wise, everything that counts is up front. Engine, transmission, differential. The Honda 600 Sedan has front-wheel drive. With the weight of the engine over the driving wheels, where it belongs, the Honda 600 Sedan shrugs off the weather. Gives better traction on wet or snowy roads. Safer handling on curves. Aided, of course, by Honda's rack and pinion steering.

The practical beauty of Honda styling

Light, yet sturdy, the body is of monocoque design. With no drive shaft to straddle, the floor has more level space. The front seat slides back a full six inches. Six footers will be surprised by the leg room. Plenty of head room, too. You don't have to hunker down over the wheel. Just sit up straight and case the road. The windshield is oversized for maximum driver visibility.

\$1275*

*Suggested list price, West Coast P.O.E. (East Coast P.O.E. \$1298.00)



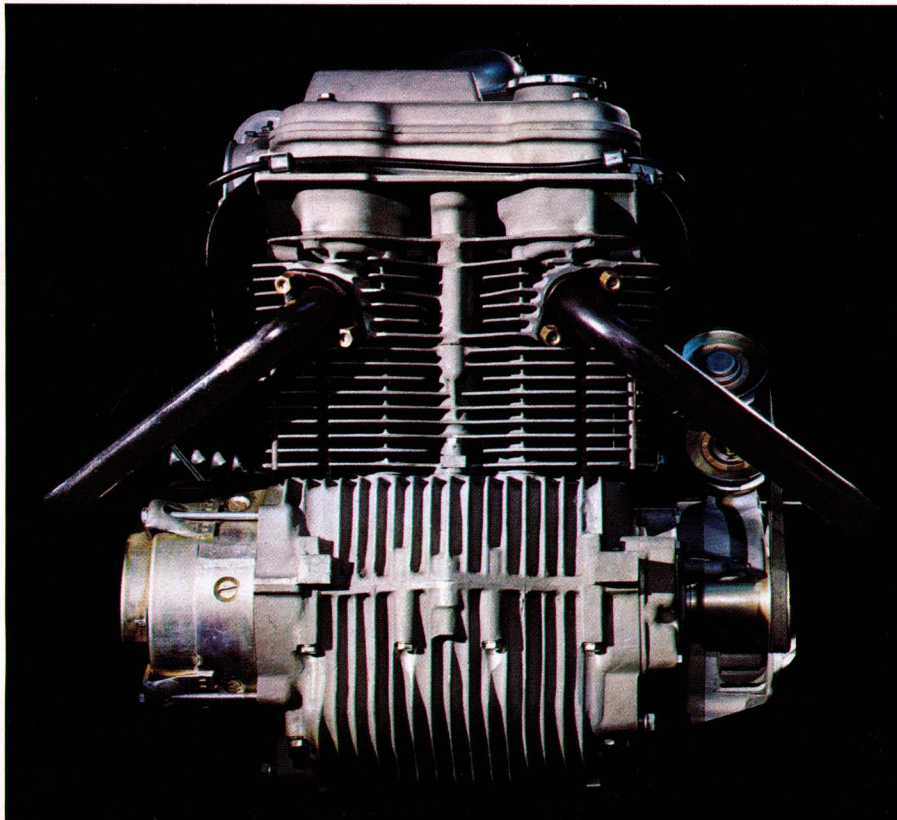
The car is designed for safety and comfort throughout

There's a powerful and efficient heater (standard equipment). Safety padding is located in strategic areas of the interior. A ventilation system feeds fresh air from front to rear. Louvers discharge the air even when the windows are rolled up. Thus providing a constant flow of fresh air throughout the car.

There's also a surprisingly spacious trunk and movable rear seat that provides additional trunk space for everything from skis to scuba gear. A harp might give you some trouble.

Other features in the Honda 600 Sedan include: high visibility, wraparound tail lights, safety door locks for maximum protection. An aircraft-type black instrument panel to prevent eye fatigue. A gas tank cap that can't be removed when your car is locked.

The Honda 600 Sedan is the little car that comes on strong. In everything but price. Drive it once and you'll drive it home.



Honda 600 Sedan specifications

GENERAL

Air-cooled front engine, front-wheel drive, four passenger, two-door sedan, unit construction body (monocoque).

ENGINE

Type	Air-cooled, two cylinder, overhead camshaft (OHC), 4 stroke cycle
Cylinder arrangement	Vertical and parallel
Bore & Stroke	2.91 x 2.74 inches
Displacement	36.5 cubic inches
Compression Ratio	8.5:1
Carburetor	Keihin variable venturi w/accelerator pump
Valve Train	Chain driven overhead camshaft (OHC)
Maximum Horsepower	SAE 45 bhp @ 7,000 rpm
Maximum Torque	SAE 40 lb/ft @ 5,000 rpm
Specific Power Output	1.23 bhp/cubic inch
Cooling System	Forced air cooling by high efficiency, axial flow, behind the engine fan, supplemented by ram air
Fuel Required	Regular grade gasoline
Engine Material	Crankcase: Aluminum alloy Cylinders: Cast iron liners in finned, aluminum alloy housing Cylinder head: Aluminum alloy

DRIVE TRAIN

Transmission	4-speeds forward, 1 reverse Constant-mesh on all forward gears
Clutch Type	Single dry plate, diaphragm type

DIMENSIONS & CAPACITIES

Wheelbase	78.8 inches
Track, front	44.9 inches
Track, rear	43.3 inches
Length	122.1 inches
Height	52.2 inches
Width	51.0 inches
Curb Weight	1,213 pounds
Battery Capacity	12 volt 40 AH
Fuel Tank Capacity	6.9 gallons

SUSPENSION

Front	Independent, coil springs
Rear	Semi-elliptic leaf springs

STEERING

Type	Rack and pinion
Turning Circle	31.2 feet (curb to curb)

BRAKES

Type Independent Dual Hydraulic, twin master cylinder

TIRES

Tire Size 5.20 x 10

PERFORMANCE

Acceleration	19.7 seconds, standing ¼ mile
0-60 mph	14.5 seconds
Maximum Speed	80 mph
Power to Weight Ratio	27.0 lbs/hp
Fuel Consumption	42 miles per gallon
Climbing Ability	36% grade

Specifications subject to change without notice. ©1967, American Honda Motor Co., Inc.

The Honda 600 Four-stroke OHC Engine — A masterpiece of design.