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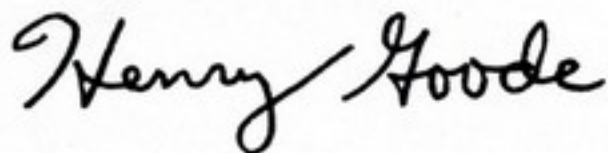
Dear Honda Customer,

We are pleased to offer you a complimentary copy of some articles that appeared in Auto-X Magazine as well as some information on the products discussed in the articles.

Autocrossing is fast becoming the motorsport of the 80's, combining road course thrills in a fun, safe and legal parking lot setting, where your competitor is the clock. Auto-X Magazine is one of the premiere magazines of the sport and regularly covers the activities of Honda owners competing throughout the country.

We invite you to read the articles and look for Auto-X Magazine on your local newsstand or through the subscription offer enclosed. We also invite you to consider the sport of autocrossing in the future.

Sincerely,



Henry Goode
Manager
Mugen Performance Parts

YOUR ENTRY FORM FOR GRASS ROOTS MOTORSPORTS EXCITEMENT

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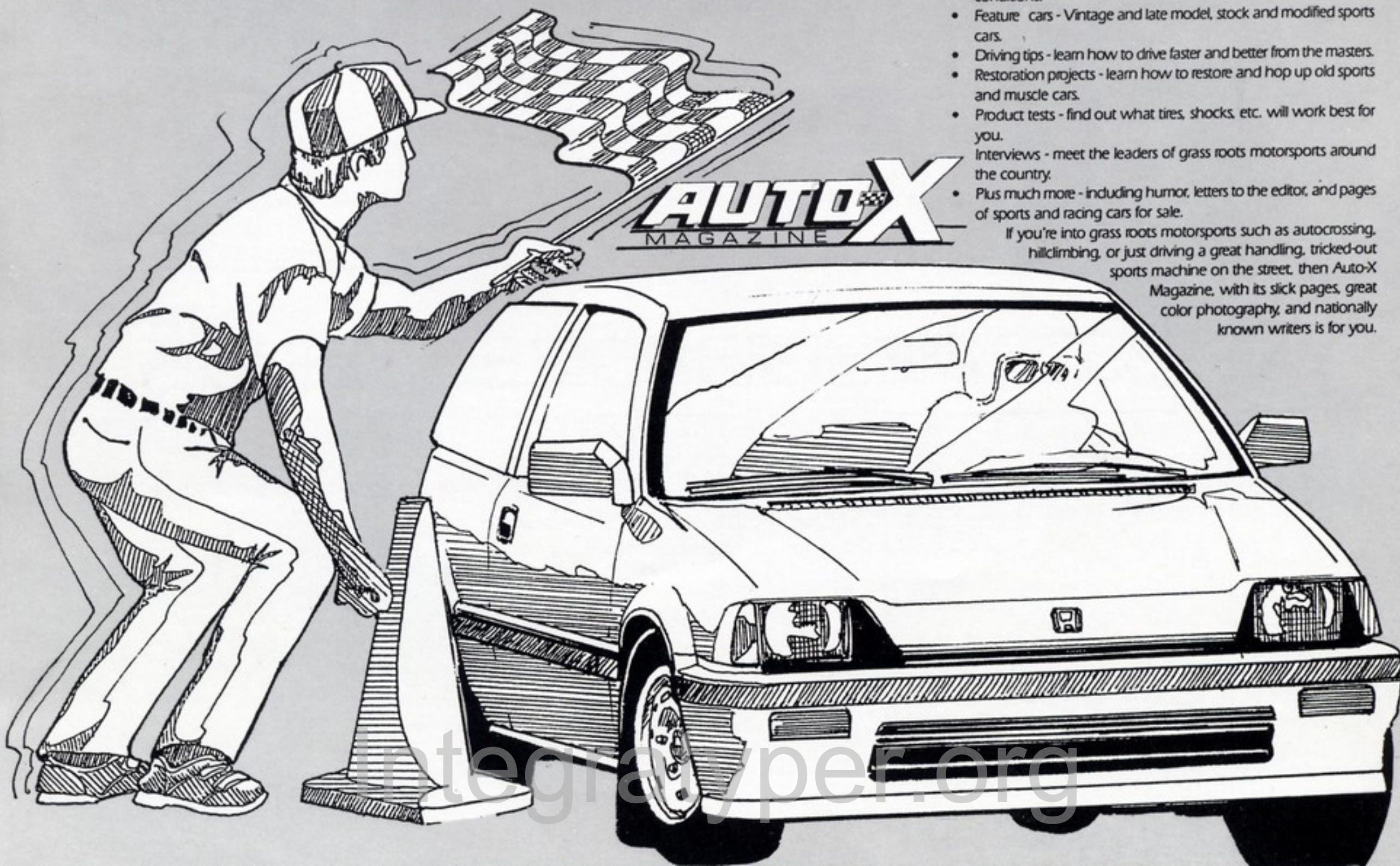
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**AUTO-X MAGAZINE IS YOUR ENTRY FORM FOR
GRASS ROOTS MOTOR SPORTS EXCITEMENT**



Auto-X will keep you winning with these features:

- Pro Solo, Solo I, Solo II, Hill Climb, Road Rally, and Marque club event coverage
- How-to's - handling tips and performance project cars. Make your car faster.
- New car comparison tests - tested by class under motorsports conditions.
- Feature cars - Vintage and late model, stock and modified sports cars.
- Driving tips - learn how to drive faster and better from the masters.
- Restoration projects - learn how to restore and hop up old sports and muscle cars.
- Product tests - find out what tires, shocks, etc. will work best for you.
- Interviews - meet the leaders of grass roots motorsports around the country.
- Plus much more - including humor, letters to the editor, and pages of sports and racing cars for sale.

If you're into grass roots motorsports such as autocrossing, hillclimbing, or just driving a great handling, tricked-out sports machine on the street, then Auto-X Magazine, with its slick pages, great color photography, and nationally known writers is for you.

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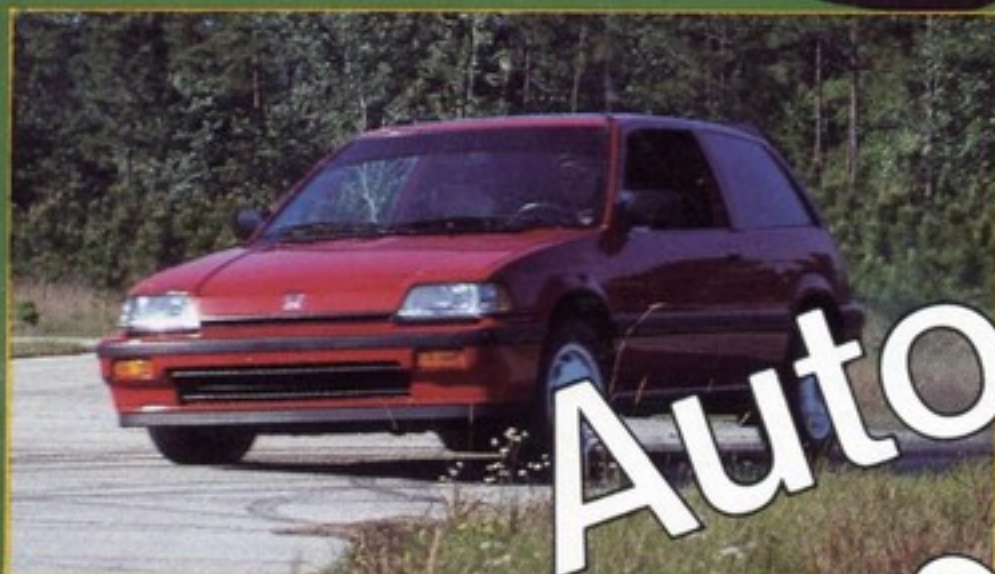
JUNE 1986

\$2.00

The Grass Roots Motorsports Magazine

AUTO-X

HONDA GOES RACING



How To's:

Mugen Powered Project Car
Go Fast In Front Wheel Drive
Road Rally Basics

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Information

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HONDA ON HONDA

Hirotoishi Honda & Company Explain Honda/Mugen's Autocross Involvement

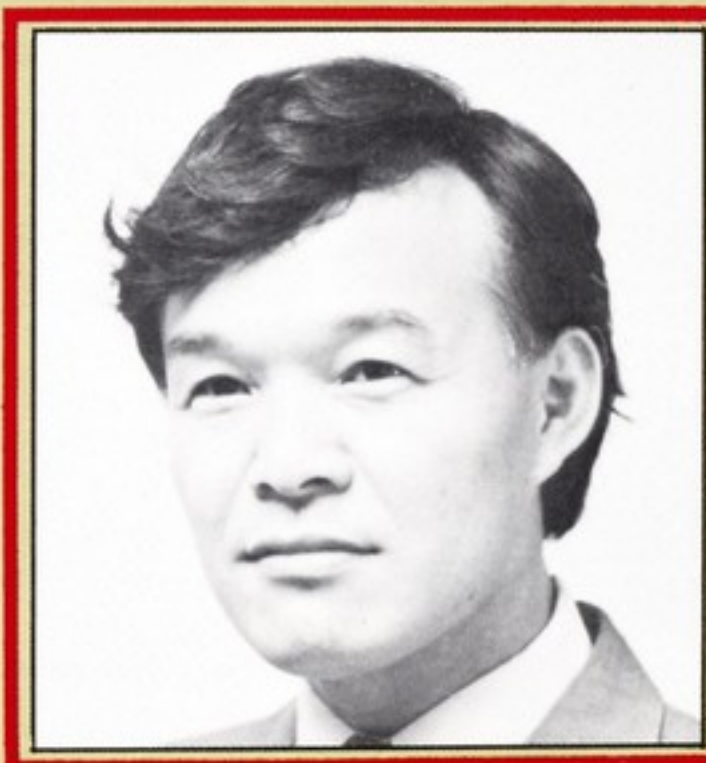
American Honda, through its Mugen (pronounced Moo-gan) performance parts department, has embarked on a major corporate program to get involved in "grass roots" motorsports, specifically autocrossing.

Because of the importance of this program to our sport, we at Auto-X decided you should hear it straight from the top, so publisher Tim Suddard flew to California to interview Mugen president Hirotoishi Honda and the U.S. competition parts program manager, Henry Goode.

Auto-X: Mr. Honda, let's start right at the beginning. What is Mugen and why was it started?

Hirotoishi Honda: We had a dream of becoming a race engine maker like Cosworth, as well as a stylized car maker like Alpina or AMG. So in 1973 we began as Mugen (Mugen means "without limit" in Japanese).

Our first project was a 1.3 liter Formula engine based upon a SOHC Civic motor design. We developed and manufactured all the compo-



HIROTOSHI HONDA

nents of our MF318 engine except the engine block. We won our debut race, and within three years our engine had powered the series championship car and was being used by 95 percent of the series competitors.

Auto-X: I understand you are the son of Soichiro Honda, the founder of Honda Motor - Japan. What is your relationship with Honda worldwide?

Honda: Yes, I am the son of Soichiro Honda; however, Mugen is a com-

pletely separate and independent company in Japan.

Auto-X: You gave us some background information on Mugen, but what current projects is Mugen working on in Japan?

Honda: Although much of what we do is confidential, I can tell you about a few of our current projects.

Besides providing the engine that powered the Honda CRX to the GT-4 Championship at Road Atlanta in 1985, we are involved in several activities. We are doing the engine testing on the Honda/Williams Formula I car at Suzuka while it is in Japan. We are also developing some Formula I engine parts for Honda.

In Formula II, we develop and manufacture almost all the components of the F2 Honda engine as well as doing all the rebuilding work for the F2 Honda engines now in use.

In the area of Group A (a popular touring car race series in Japan and Europe) we offer high level competition parts for the Civic Si.

Auto-X: Henry Goode, you're the manager of Mugen here in the United States. How does Mugen fit in

HONDA ON HONDA

with American Honda?

Henry Goode: American Honda Motor Co., Inc., as a subsidiary of the parent Honda organization in Japan, is the U.S. importer and distributor of Honda and Acura automobiles. American Honda, through an agreement with the Mugen Co. Ltd., Japan, has become the U.S. importer and distributor of Mugen Automotive Competition Products.

Auto-X: How do you intend to market these parts in the United States?

Goode: We have decided to market these street/competition products through Honda dealers across the country.

Auto-X: Why are you becoming involved in "grass roots" motorsports?

Goode: We believe that autocrossing, as a "grass roots" motorsport, is one of the few remaining forms of racing that is still affordable and exhilarating. We believe that its potential for growth is tremendous.

As a sanctioned form of SCCA racing and with its "parking lot track" format, it can be organized and staged almost anywhere. We are also pleased to see how competitive our automobiles are in their classes and expect to make the events even more fun for our owners with the use of Mugen competition products.

Auto-X: Will American Honda Motors and Mugen have a factory team competing directly in Solo II?

Goode: No! our goal is to inform the out-of-warranty Honda owner of this exciting motorsport and offer him or her enhanced enjoyment of our products. If they like the sport, then and only then it is natural for them to become a potential Mugen Competition Parts customer. We want the



Employees assemble racing engines at Mugen's "high-tech" headquarters in Japan.

Honda owners to have fun — not challenge them to a race.

Auto-X: Will you announce contingency programs?

“We intend to establish a presence in grass roots motorsports”

Goode: Not at this time. We would like to see autocross continue to grow because it's fun, safe, legal and affordable. We believe that to introduce a monetary motive to brand-new autocrossers would not be meaningful. Not everyone can win — and we think people are smart enough to know that. Everyone, however, can enjoy this form of motorsports for the pure fun of it.

Auto-X: Then apparently you are not really concerned with winning. Do you not plan on touting your wins to build Honda's performance image and sell more cars?


Goode: Selling more cars is also not an issue. The people who will be told of this opportunity are already Honda owners. Maybe it's a strange concept to you, but we really want our owners to have fun with this motorsport, so they can enjoy their Hondas even more. We care about our customers; we believe in our pro-

ducts; and we feel it is good business to develop programs that express this sentiment.

Auto-X: Please tell us exactly what American Honda and Mugen's plans are.

Goode: We are implementing an awareness program to let our owners know that autocross is a fun arena in which to experience what we believe are among the finest cars and competition parts in the world.

At the same time, a similar program will be geared toward dealers. We intend to showcase our products through participating Honda automobile dealers displaying Mugen Performance Center identification. Mugen Performance Centers will have trained specialists available to answer performance questions and show you our products. You will also start seeing your local Mugen performance center specialist at autocross events to further assist you, as well as to let us know of any new product ideas that could further enhance driving enjoyment or competitiveness. We intend to establish a presence in grass roots motorsports, to assist our Honda owners and the sport where we can.

Auto-X: Mr. Honda, Mr. Goode, thank you very much. This all sounds very exciting for our sport. We will do all we can, as I know our regular readers will, to make your program a success and add more Honda owners to our sport. 

MUGEN POWER

Hi-Tech, or Just Hype?

By Dick Turner

When Auto-X publisher Tim Suddard asked me to go to Los Angeles to find out exactly what Mugen was up to, I was delighted. I had heard all types of rumblings about high horsepower hardware coming from Honda's Mugen group.

This gave me a chance to find out if it was all just rumor, or if they were building the type of factory-backed pieces and technical support that I was used to from big companies.

After a dutifully brief (I like hot cars, not hot offices) tour of their offices, we finally got to see the shop where Mugen keeps their prototype test cars. The first car that my hosts, Henry Goode and Win Maynard, wheeled out was an obviously modified dark CRX.

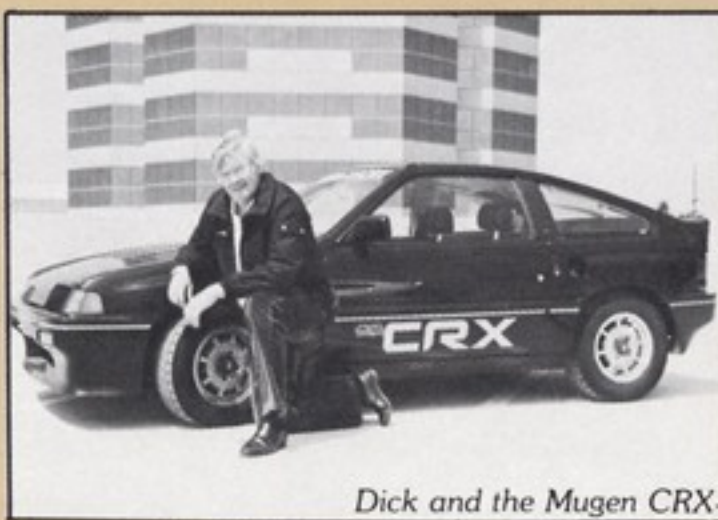
"This is the 'autocross' version of our Mugen CRX," Henry volunteered. It looked more like a road race car to me.

Upon entering the car, my first impression was, "Wow, this car is incredibly roomy inside." I couldn't believe how much space there was in the driving compartment. At 6' 4" and more than enough pounds, I still had plenty of room to move around. The compact Mugen steering wheel made for more freedom of movement inside; and the size felt just right for the space, needed turning motion, and quick response of the car.

As we approached the freeway, Henry said, "Go ahead and nail it up the 'on' ramp."

The car handled

beautifully. Not even a trace of that traditional FWD understeer; there was smooth (although not overwhelming) power; and the ride was not much harsher than a stock CRX.



Dick and the Mugen CRX.

I returned very impressed. This was my idea of a street car or street prepared autocross car. Great looks, great handling, more than adequate power, and all without sacrificing much practicality, economy, or comfort. And according to the Mugen boys all this can be accomplished on any CRX with off-the-shelf parts.

Next, the white Mugen prototype test car was fired up. And I do mean fired up. What a monster! Henry and Win explained that this was their prototype car, used for development. Most of the pieces on this car were not available to the public. The car was used as a sort of rolling laboratory for new ideas. I was flattered to learn that I was one of the very few people, other than top Mugen officials, who had been allowed to drive

this car.

After that introduction I was itching to take the wheel. The car's menacing look and exhaust growl lured me inward. As we roared out of the Mugen shop, Henry observed casually, "we really need a race track to test this one." I was inclined to agree as we wound out first gear and hit redline in a couple of milliseconds at about 50 mph. Henry suggested we go up on the building's roof, where we would find plenty of room and no cops. As we made our way quickly up the ramp I noticed the limited slip. Never before had I encountered a limited slip that actually worked in a front wheel drive car. "How do you make it work?" I screamed over the straight pipes echoing against the garage ramp walls. "Can't tell you," Henry answered back.

Yeah, sure, I understand.

The white prototype had been totally tricked out and modified at Mugen's ultra high tech headquarters in Japan, then sent to the California coast to be kept under the watchful eye of Takashi Uno, the Mugen technical liaison and ace engineer. It lurks in the bowels of the garage waiting for someone like me to happen by with a key in their hand. I wish everyone who's reading this could have experienced the freeway, back streets, and Roof Top Gran Prix. When you think front wheel drive and lots of power, you think of

being careful when adding power in a turn. Most cars pick up the inside



The prototype above is strictly a test-bed vehicle for Mugen. Auto-X 35

front wheel, and emit anywhere from a chirp to a squall under acceleration. We entered a 90 degree turn in mid-range second gear. Since I was testing, I added more power than I thought we'd ever put to the ground *before* reaching the apex. I couldn't believe how the car shot off the corner and down the straight. No inside wheel slip, hop, or squeal — just GO. The limited slip fits in the same category as Texans claim oil wells do ("if you don't have one, get one").

The engine on this car was also a lot different from the one in the dark colored autocross car. Obviously, it had a Mugen cam and header, as I had noted when I looked under the hood earlier. "What's been done to the engine?" I started to ask, then


grimaced as I realized Henry wouldn't tell me. Anyway, I've driven a lot of cars, and this one had at least 120 horsepower. Henry smiled knowingly as I offered him my guess.

The suspension on this car was also a lot different from a stock CRX's. It was fully prepared for racing, and although it handled better than the darker CRX, it was not streetable from a comfort standpoint.

It was quite obvious to me that Mugen offers high tech, not just a lot of hype. You cannot fake this kind of performance. And this level of performance cannot be achieved without a lot of engineering and technical knowledge.

Having confirmed the rumors of Honda/Mugen's factory perfor-

mance research, my next question was "Can our readers, with limited facilities, limited budget and limited technical knowledge, build these cars for their own use?" Well, yes and no. I don't feel that a fully prepared Mugen CRX, like the white car, is the optimum setup for most people, but the darker autocross car that I drove first might be.

We intend to delve deeper into Mugen's secrets when Auto-X builds their own Civic-Si project car, using the same parts found on the Mugen/Honda street car. We'll see if, as they claim, an autocrosser can build their own Honda rocket using off-the-shelf parts. I know, after my own driving experience, it'd be a contender. 



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MUGEN PERFORMANCE PRODUCTS FOR YOUR CIVIC AND CRX



3dr Civic Body Kit (4 piece)



CRX AERO Body Kit (9 piece)

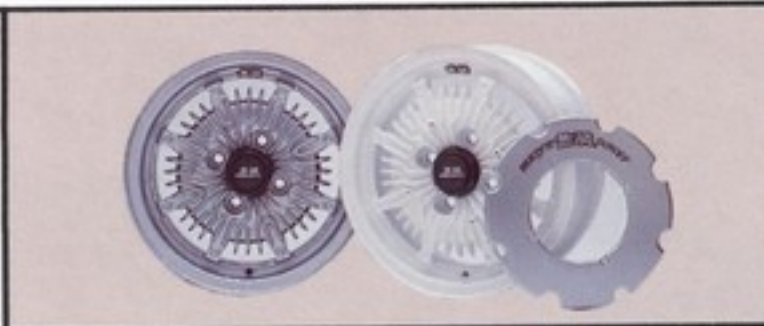
For 3dr Civic

For Civic & CRX

For CRX



Rear Spoiler



Alloy Wheels



Rear Spoiler



Body Side Decal



Sport Damper Set



Body Side Decal



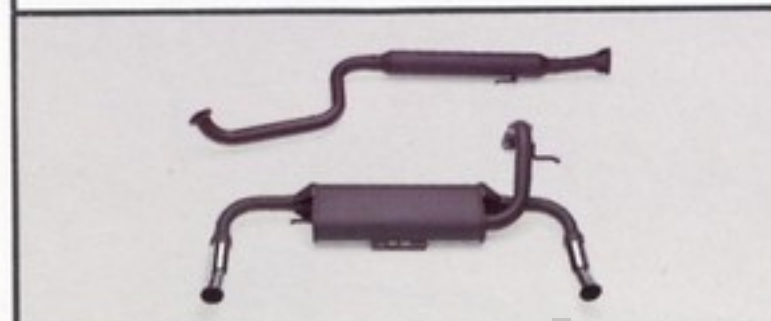
Front Window Decal



Steering Wheel Assembly



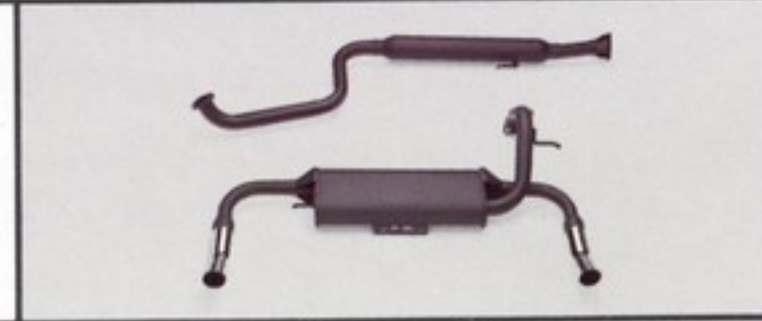
Front Window Decal



Silencer Set



Emblems



Silencer Set

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ALLOY WHEEL

The Mugen Alloy Wheel has a unique design that results in a unique style and enhanced performance.

To enhance brake performance, the heat discharge ability of the wheel has been optimized with fin-like extended surfaces and a cowl to add a "turbo-effect". A one-piece cast aluminum construction was chosen for this wheel to reduce unsprung weight and enhance performance.

Each automobile manufacturer designs their suspensions with a different philosophy. The offset of the Mugen wheel was designed to the Honda car's suspension.

Because the Mugen wheel was designed for Honda cars, you will not experience any performance robbing wheel "shimmy" like some after-market "will-fit" wheels.

SPORT DAMPER SET

Designed jointly by Mugen and Showa, the Sport Damper Set utilizes a hydraulic damper for greater smoothness (compared to a gas-filled shock) and a special valve system to enhance performance. The Mugen Sport Damper Set includes special composition rubber mounts to further enhance performance with existing springs and torsion bars. These special mounts are not offered by other manufacturers.

STEERING WHEEL ASSEMBLY

The Mugen Steering Wheel Assembly is designed to feel as good as it looks. Made of black anodized aluminum, and covered in leather, this lightweight wheel enhances steering response with its smaller diameter and thicker rim.

Also available is a matching leather-bound Horn Pad Cover with embossed "MUGEN POWER" logo.

SILENCER SET

The Mugen Silencer Set is offered as an O.E.M. replacement part utilizing all existing mounting locations for easy bolt-off, bolt-on installation. The system is constructed of aluminized steel with a baked-on heat resistant paint to protect against corrosion. The design goal of enhancing the vehicle's rear-view styling has been achieved as well as providing a sound that acknowledges performance without sacrificing driveability.

The Mugen Silencer Set does not replace or interfere with the catalytic converter or other emissions systems which have been designed to comply with various state and federal laws.

MUGEN BODY KITS

These original designs are made of the highest quality hand-layered fiberglass for the finest fit and finish.

Body kits are available in limited production quantities for the CRX (9-

piece kit) and the 3-door Civic (4-piece kit).

REAR SPOILER

Used with or without the Mugen Body Kit, the Mugen Rear Spoiler offers further styling options for your Honda.

The Mugen Rear Spoiler for the CRX is available in white only, but may be painted to match any body color. Some minor repair and refinishing to the CRX deck lid may be required when the original deck wing is removed.

The Mugen Rear Spoiler for the 3-door Civic is available in black only, but may be painted to match any body color. No drilling (holes) is required for mounting this spoiler on the Civic.

DIE CUT DECALS

Rumors of significant increases in horsepower resulting from the application of the Mugen Die Cut Decals should not be taken seriously; however, we'll be very interested in hearing about your individual experience if you call our 800 number (1-800-55-MUGEN). Unique die cut decals are available for the Civic and CRX. The window and body-side decals are made from the highest quality transfer material and are available in silver and white.

NOTICE: Vehicles modified by use of competition parts may no longer be lawfully used on public roads and may no longer meet Federal Motor Vehicle Safety Standards. You are urged to check your Federal, State and local laws before installing competition parts on vehicles intended for use on public roads. Competition parts are sold "AS IS" without warranty whatsoever. Implied warranties, including warranties of merchandability and fitness for a particular purpose, are disclaimed. The entire risk of quality and performance of such parts, loss or damage is with the buyer. Should such parts prove defective following their purchase, the buyer, and not the manufacturer, distributor or retailer, assumes the entire cost of all necessary servicing or repairs.

In no event will American Honda be liable for consequential damage.
Use of competition parts may void vehicle warranty.

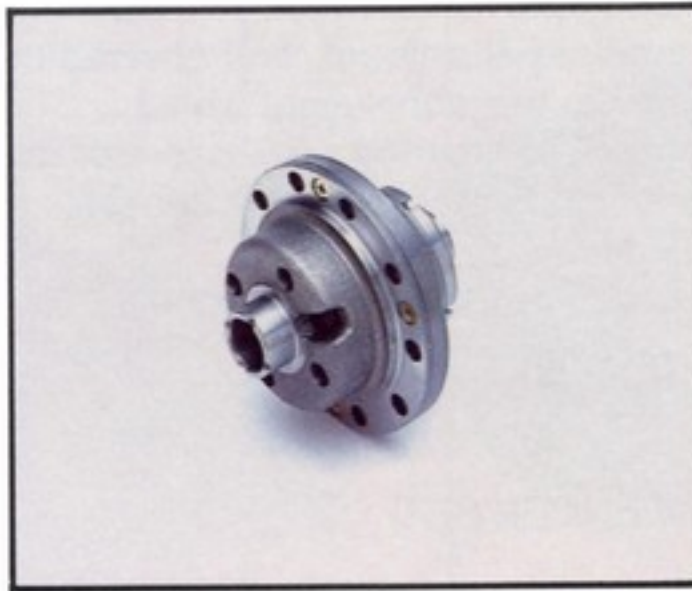
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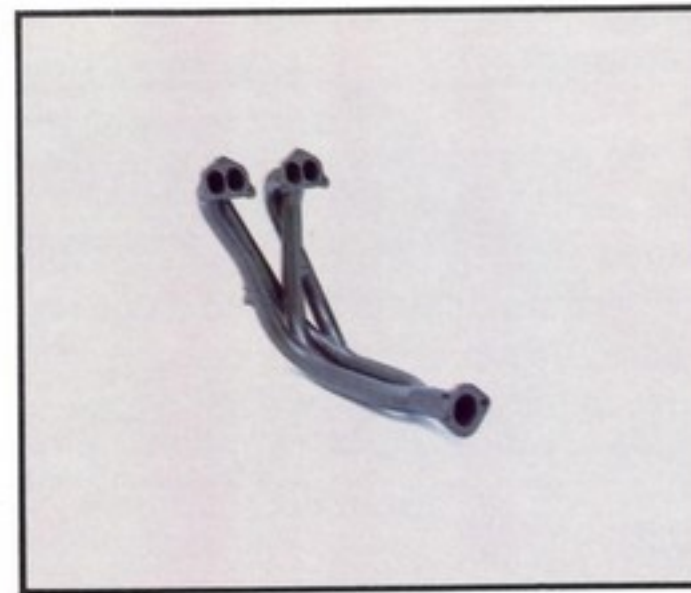
MUGEN COMPETITION PARTS FOR YOUR CIVIC AND CRX



Bushing Kit



Limited Slip Differential



Sport Exhaust Manifold

BUSHING KIT

This engine and suspension bushing kit offers enhanced response and is made from original O.E.M. molds for exact fit. The Bushing Kit is intended for competition use and should not be considered for street use.

LIMITED SLIP DIFFERENTIAL

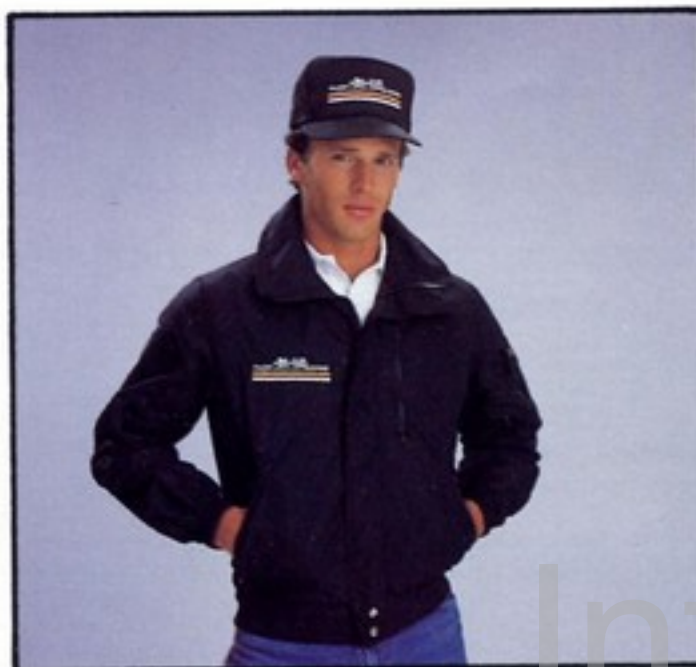
The Mugen Limited Slip Differential is a clutch-type design and is internally adjustable for various types of racing. This part is used currently in IMSA and SCCA racing and should not be considered for street use.

SPORT EXHAUST MANIFOLD

The Mugen Sport Exhaust Manifold has been designed and built by the same builder that makes Honda's Formula I and Formula II racing exhaust manifold. There are no short cuts taken in the production of this manifold. The bending process of the primary tubes results in a system with no traceable crimps or tube-size reduction.

The TIG/gas welding process used produces welds that are superior in strength and finish to other products in the market. Flange areas are welded and finished on the outside and inside to assure proper matching to the port area of the cylinder head. Mugen utilizes a tri-Y design for better performance than the typical 4-1 design.

MUGEN DESIGNER APPAREL



To complete the Mugen-look try our limited production designer

- CAPS
- SHIRTS
- JACKETS





MUGEN AUTOMOTIVE PRODUCTS

American Honda Motor Co., Inc. has been designated as the authorized distributor for Mugen™ Automotive Products in the United States. All order inquiries should be directed to your local Honda Automobile Dealer.

All parts should be inspected

and dimensions verified before installation.

It is highly recommended that a Honda factory service manual be obtained before any work is performed on your Honda vehicle. Original Honda factory service manuals can be obtained from your local Honda

Automobile Dealer.

All items listed are available in limited quantities. Availability is not guaranteed.

Descriptions, colors, prices and specifications are subject to change without notice.

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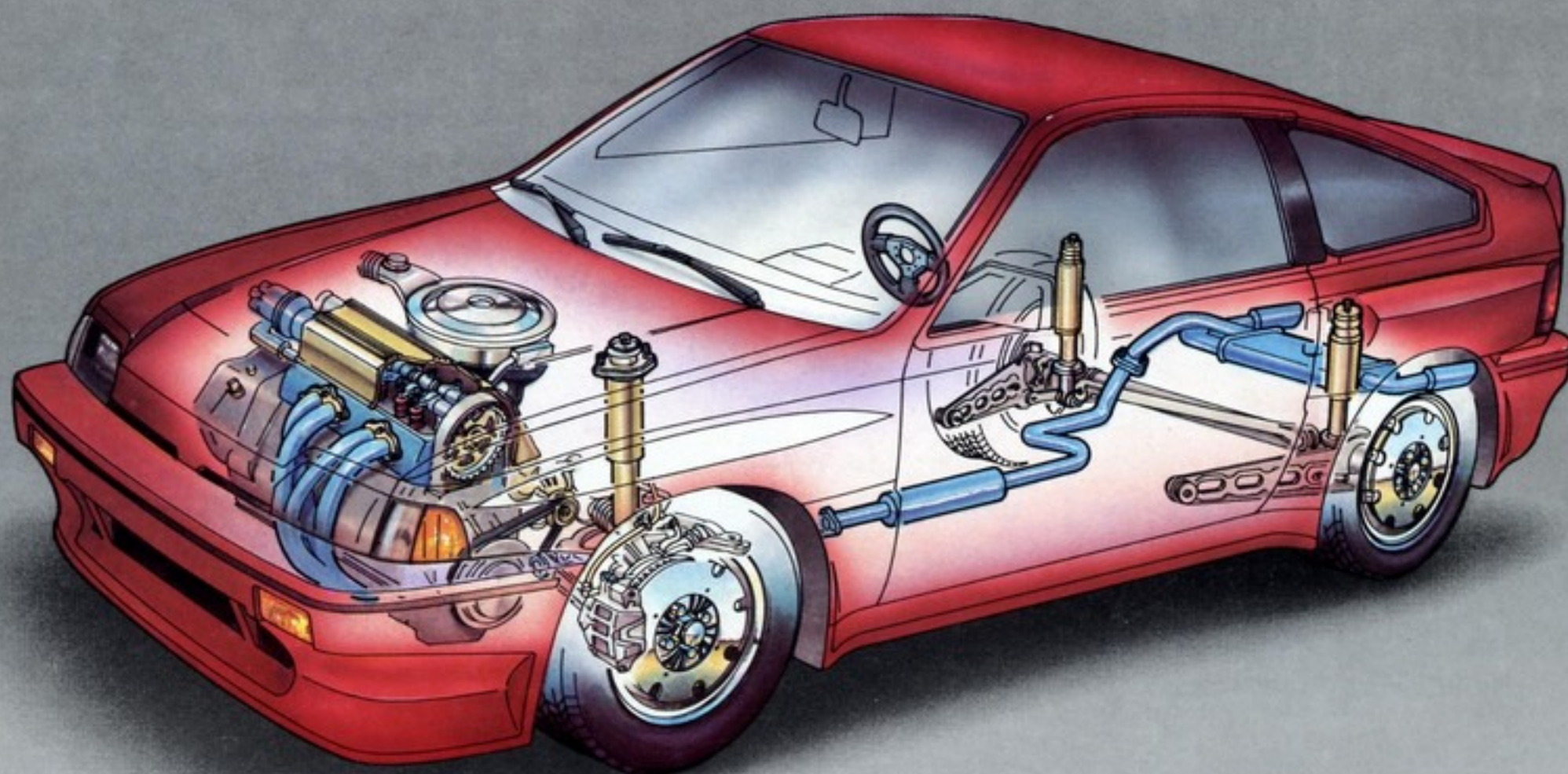
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Rear Spoiler



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Steering Wheel Assembly



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Limited Slip Differential

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- Body Kits
- Engine Parts
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