

HONDA CIVIC

TYPE R 2001-date



New Civic Type R of 2001 was built in Britain.

SPECIFICATION

	Europe	Japan
Engine	1998cc 4-cyl	1998cc 4-cyl
Max power	200PS @ 7400rpm	215PS @ 8000rpm
Torque	144lb ft (196Nm) @ 5900rpm	149lb ft (202Nm) @ 7000rpm
Transmission	6-speed manual	
Brakes	Vented disc/solid disc	
Length/Width/Height	4140/1695/1425mm	
Weight	1195kg	
PERFORMANCE		
Max speed (mph)	146	150
0-60mph (secs)	6.5	6.4
Fuel economy (mpg)	32	32
Desirability	* * *	* *
Availability	* *	* *
Tuneability	* *	* *

The so-called EP-3 Civic was the first to be sold officially in Type R form in Europe – indeed this Type R was historic in that it was exclusively built at Honda’s Swindon factory. Even Japanese market cars were all built in Britain.

There is no doubt that the Civic Type R is an all-time classic. As usual, the Type R’s heart was its i-VTEC engine technology, now combined with VTC (variable timing control) to improve combustion efficiency, reduce intake resistance and improve exhaust gas recirculation. The 2.0-litre powerplant offered 200PS at 7400rpm in EC guise (and 215PS in Japanese spec cars, which are invariably painted white).

The six-speed close-ratio gearbox (matched to a triple-cone clutch) was a delight to use, thanks to ultra-light action from the dash-mounted gear lever.

The Type R shell (three-door only) was stiffened up and the suspension got firmer dampers and springs,



Dash-mounted gear lever was ultra-fast.



Facelifted 2004 Type R got more power.

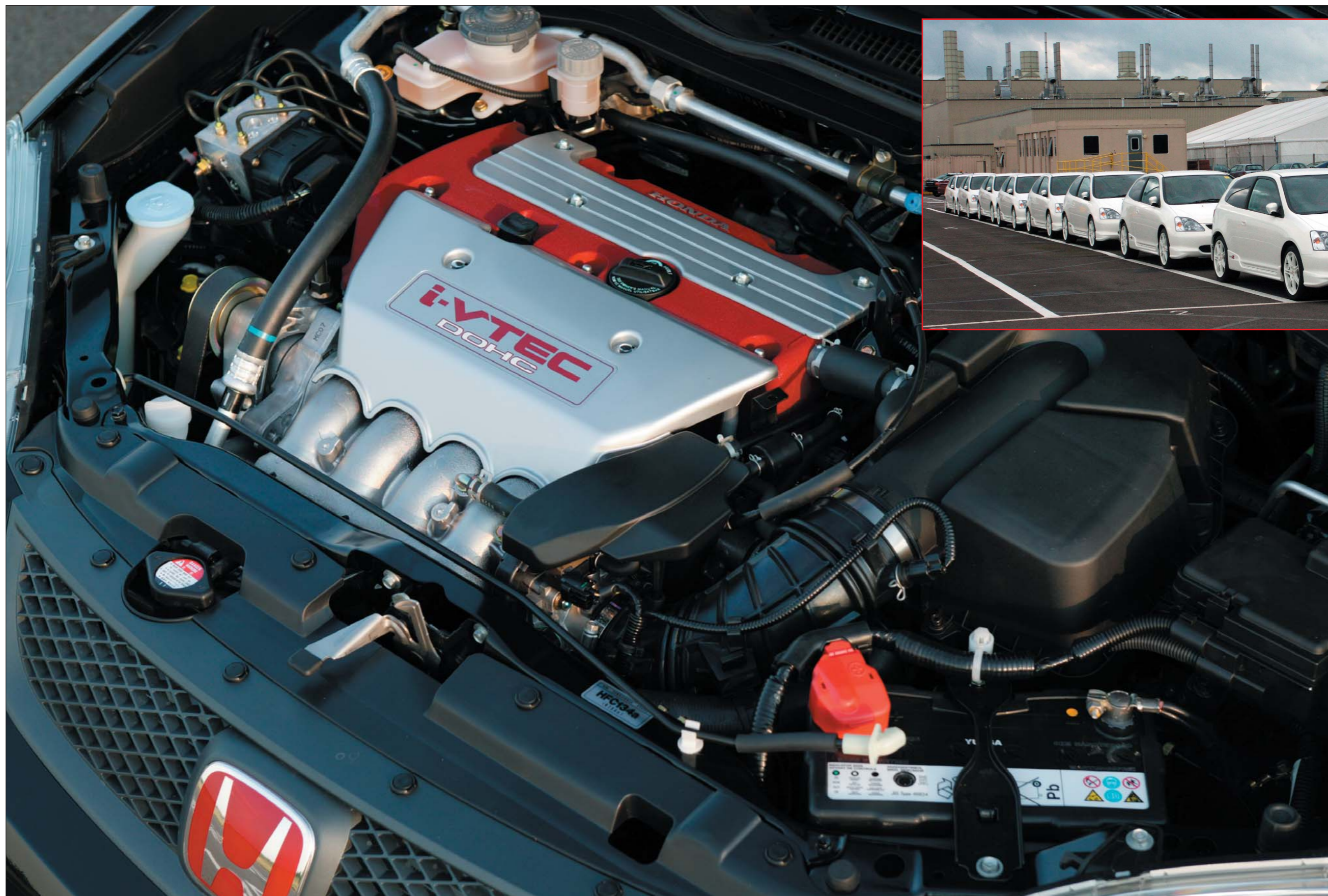
uprated anti-roll bars, 15mm lower ride height and 17-inch alloy wheels with 205/45 R17 tyres.

The car was extensively tested at the Nürburgring during development, and it showed. The chassis came alive on circuits, making the Type R an ideal track day choice, while on public roads it was scintillatingly quick. Only the steering feel and road noise were criticised in the press.

Aerodynamic aids included a new front spoiler, rear spoiler, side sills, rear suspension cover and new-shape door mirrors. A mesh front grille with “Type-R” script, black-plated headlamp reflectors and twin chrome tail pipes distinguished it, although most people agreed it was still no looker.

Inside, firm, bolstered seats, white dials, aluminium-effect gearknob and red Type-R logos helped it look the part. Air conditioning was optional and is very much favoured by used buyers.

From early 2004, the Type R got a mild facelift including new front bumper design, projector headlights, revised rear lamps and two-tone colour Recaro seats. Under the skin it got a lighter flywheel and clutch to reduce inertia and shave 0.2 secs off the 0-60mph time. Noise, vibration and harshness were also improved. The Type R was undoubtedly the pick of the Ford Focus-sized GTI brigade in the ‘noughties.



The 215PS Japanese spec cars are always painted white. Here we see the first batch waiting to leave Honda's Swindon plant bound for Japan.

European spec Civic Type R's 2.0-litre VTEC engine gives 200PS at 7400rpm.