



home my car advice & information car road tests
new car reports **4WD**

my car

new car report - honda crv sports luxury (2004-)

Year Introduced: 2004
Star Rating: 4
Year Tested: March 2005

star ratings

	Honda CR-V Sport Luxury
Pricing	★★★★☆
Features & equipment	★★★★★
Presentation	★★★★★
Comfort & space	★★★★★
Noise	★★★
Performance	★★★★☆
Economy	★★★★★
Handling & braking	★★★
Parts pricing	★★
introduction	Overall ★★★★★

With many 4WDs bought more for show than go, it's pleasing to see that Honda has sought to make its 2005 upgrade of the CR-V meaningful by improving its off-road capability. Greg Hill reports.

Honda has given its model range a freshen-up as we drive into 2005. For the popular CR-V, cosmetic changes mark the new model's appearance but it's beneath the surface where the real improvements lie.

Equipment levels of all three versions have improved, but there's been no significant price rise. The basic manual CR-V remains the same at \$31,990, while prices for the higher-spec CR-V Sport (\$36,790) and leather-trimmed Sport Luxury (\$38,290) have risen only a few dollars. An automatic transmission, a new five-speed unit with Honda's Grade Logic, adds another \$2000.

Over the years CR-V has earned a reputation as a family-friendly lifestyle

vehicle; comfortably performing daily transport duties, while offering recreational opportunities beyond normal sedan or station wagon, without going to the bulk of a large 4WD.

Owners appreciate CR-V's efficient use of cabin space, the passenger/load versatility, convenient seat height for ease of access, user-friendly controls and driving ease. But the more adventurous will have found the 4WD capabilities are limited, even for a small soft-roader - a fact recognised by Honda.

For the 2005 version, Honda has endeavoured to build on the strengths of the previous model but also make an effort to address areas of criticism.

performance and equipment

The 4WD system, which Honda calls "Real Time four-wheel drive", primarily drives the front wheels until a loss of traction is sensed and then rear-wheel-drive is also automatically engaged to assist. As part of the model upgrade, changes to the 4WD system now deliver a swifter, more positive response when slippery conditions are encountered. According to Honda, the response time is up to 50% quicker. For a majority of drivers, the greatest advantage will be found on dirt/gravel roads where the vehicle has a surefooted feel and accelerates well out of corners. As the tracks get rougher the benefits continue. While most CR-V owners will not be venturing too far down rugged tracks, they now have the peace of mind of knowing their vehicle is just as capable as any others in the class. Back on the bitumen, the improvements are there but not as noticeable.

A minor tweaking of the suspension, with thicker stabiliser bars, has made a slight improvement to the handling and ride but don't expect sportscar attributes as the designation CR-V Sport may suggest. In everyday use it is a well-mannered and comfortable riding small/mid-size wagon. When you start to drive quicker and push harder through corners, however, CR-V's height and weight come into play. Body roll becomes more evident and the front end tends to plough on and doesn't turn into the corner as quickly as you might like. Despite a slight reduction in the turns from lock-to-lock (3.26 turns down to 3.22), the steering is still a little vague on the bitumen but is nicely insulated against kickback on rough roads.

The other major mechanical changes have been the introduction of a smooth-changing five-speed automatic transmission, drive-by wire throttle, and bigger wheels and brakes. With an extra gear, efficient use can be made of 118kW of power produced by CR-V's 2.4-litre engine, although it does have to cope with a slight weight increase. Don't expect a dramatic boost in performance or major reduction in fuel consumption. Highway operating is where you could find improvement in cruising ability, passing response and fuel economy.

features

Security and safety have been upgraded with an alarm now standard on all models, and the Sport variants get front-seat side airbags. Teardrop head restraints in the rear alleviate the blind-spot caused by the bulky old restraints that marred otherwise excellent CR-V visibility.

On paper, early CR-Vs had a maximum towing capacity of 1500kg for the manual version and 1200kg for an automatic, but when it actually came to a load close to the maximum, the specified ball weight of 50kg was difficult to achieve. Maximum capacities haven't changed but a more realistic 150kg/120kg ball weight was introduced in 2004 and continues with this model.

Rounding out the package, the 2005 model displays Honda's usual high standard of build quality and finish.

the verdict

Mid-model updates are often only a casual brush-over that add a little glitz but not much substance. The job done by Honda on the 2005 CR-V is not a major revamp, but it has been well thought out and specifically targeted to build on the vehicle's strengths and address some shortcomings of the previous model. Small improvements throughout the vehicle keep the 2005 CR-V very competitive in the hotly contested recreational 4WD class.

Greg Hill is a senior RACV product tester

COSTS	CR-V Sport Luxury
--------------	--------------------------

List price	\$40,290
On road costs	\$3,659
Model price range	\$31,990 to \$40,290
Warranty	3 years / 100,000 km
Service intervals	10,000 km

features

Automatic transmission	\$2,000
Air conditioning	Std
Power steering	Std
Central locking	Remote
Electric windows	Std
Safety airbags	Dual front and front side
Antilock Braking System	Std
Security system	Immobiliser and alarm
Leather Upholstery	Std

SPECIFICATIONS

Engine capacity	2.354 litre
Engine type	In-line 4-cyl.
Maximum power	118 kW @ 6,000 rpm
Maximum torque	220 Nm @ 3,600 rpm
Transmission/drive	5-speed automatic / on demand AWD
Kerb mass	1500 kg

PERFORMANCE

Acceleration

0-60 km/h	5.2 seconds
0-80	8.4
0-100	12.2
0-400 metres	18.3

Flexibility

50-80 km/h	5.2
60-100 km/h	6.9

Fuel Consumption

Overall	9.9 l/100 km
Variation	9.7 to 10.2 l/100 km
Fuel type	regular ULP
Fuel tank capacity	58 litres

Braking

Stopping distance from 80 km/h	27.1 metres
--------------------------------	-------------

Towing

Manufacturer's maximum (braked trailer) 1,200 kg auto / 1500 kg manual

DIMENSIONS

Length	4630 mm
Width	1785 mm
Height	1710 mm
Wheelbase	2626 mm
Tyres	215/65 R16
Spare wheel	Full size
Turning circle	10.4 m

ITEM

Alternator belt	\$108.42
Air filter	\$49.45
Fuel filter	\$86.39
Front brake pads	\$170.50
Front brake rotors (pair)	\$542.80
Radiator hoses (pair)	\$47.38
Radiator	\$607.67

Rear exhaust muffler	\$545.20
Head light assembly	\$396.00
Tail light assembly	\$232.85
Windscreen	\$658.90
Original wheel rim	\$912.87
TOTAL	\$4358.43

Copyright © 2007 RACV. All rights reserved. | [Privacy Policy](#)

RACV offers its members a range of services including car insurance, home insurance, roadside assistance, information about travel, road safety information and independent car reviews.