



I N T R O D U C I N G T H E L I G H T E R , F A S T E R

INTEGRA
TYPE **R**





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ACURA

TYPE R

INTEGRA

DSG241



Inspired by a proud heritage of racing success, the new Type-R is the most electrifying Integra ever built. A true driver's automobile, the Type-R enhances the dazzling performance and razor-sharp responsiveness for which the Acura Integra is justly renowned.

TYPE-R ENGINEERING FEATURES

- > 195-horsepower, 1.8-liter, 16-valve DOHC in-line 4-cylinder engine
- > High volume intake manifold, hand-polished intake ports
- > Twin-coil intake valve springs with oval cross-section for high lift
- > Lightweight, high-flow intake valves
- > High-lift, high-strength camshafts
- > Lightweight, high-strength connecting rods
- > High-rigidity, 8-counterweight crankshaft
- > High-compression, low friction pistons
- > High-volume airbox with repositioned intake for cooler air
- > High-flow exhaust system
- > Torque-sensitive helical Torsen limited slip differential
- > 15 mm lower suspension with 70% larger rear stabilizer bar, revised caster and camber settings and harder bushings
- > Increased diameter disc brakes
- > Front suspension aluminum tower bar
- > Rear suspension performance brace

SPECIFICATIONS

Engine Type	1.8-liter 16-valve DOHC in-line 4-cylinder
Redline	8400 rpm
Fuel Cutoff	8500 rpm
Horsepower, SAE net	195 hp @ 8000 rpm
Torque, SAE net	130 lbs-ft @ 7500 rpm
VTEC Crossover	5700/5400 rpm (wide open throttle) 5900/5600 rpm (other)
Bore & Stroke	3.19 in x 3.43 in (81 mm x 87.2 mm)
Displacement	110 cu in (1797 cc)
Compression Ratio	10.6:1
Induction System	Programmed Fuel Injection (PGM-FI) with single-port intake manifold
Valvetrain	4 valves per cylinder, dual overhead camshafts driven by a single belt with Variable Valve Timing and Lift Electronic Control (VTEC)



Engine Block	Aluminum alloy with cast-in iron cylinder liners
Cylinder Head	Aluminum alloy
Emission Control	3-way catalytic converter/EACV
Ignition System	Electronic ignition with knock sensor
Recommended Fuel	Premium unleaded, 91 octane
Stabilizer Bars	
Front	Ball joint type 0.94 in diameter
Rear	0.87 in diameter
Steering Type	Variable power-assisted, rack-and-pinion with rotary-valve steering gear
Steering Ratio	16:1:1
Wheels	6.0 JJ x 15 cast-aluminum alloy
Tires	Bridgestone RE010 195/55 R15 84V*
Braking System	Dual diagonal, power-assisted, 4-wheel disc brakes with ABS
Front Discs	Ventilated, 11.1 in (282 mm) diameter, 0.83 in (21 mm) rotor thickness
Rear Discs	Solid, 10.2 in (260 mm) diameter, 0.35 in (9 mm) rotor thickness



POWERTRAIN

Type	Transverse-mounted front engine/front-wheel drive with equal-length driveshafts	
Transmission	Ratios (:1)	
	1st	3.230
	2nd	2.105
	3rd	1.458
	4th	1.107
	5th	0.848
	Reverse	3.000
	Final Drive	4.400

COMFORT AND CONVENIENCE

- > Air conditioning (optional)
- > Power windows
- > Power door locks
- > AM/FM stereo/CD with 6 speakers and power antenna

SAFETY FEATURES

- > 4-wheel Anti-lock Braking System (ABS)
- > Driver's and front passenger's air bag Supplemental Restraint System (SRS)
- > Side-impact door beams and hip pads
- > 3-point outboard seat belts
- > 5-mph bumpers (front/rear)
- > Front and rear crumple zones

INTERIOR FEATURES

- > Type-R-exclusive ignition key
- > Type-R-exclusive upholstery combination
- > Driver's seat lumbar adjustment
- > Leather-wrapped steering wheel and gear shift knob
- > Amber instrument illumination
- > Center console with armrest and Type-R numbered plaque



EXTERIOR FEATURES

- > Projector beam headlights (low beams)
- > Body-colored front chin spoiler, side sills, front and rear bumpers
- > Dual power door mirrors
- > Wing-type rear spoiler
- > Type-R decals/emblems
- > White-finished, 5-lug, lightweight aluminum alloy wheels

EXTERIOR DIMENSIONS

Wheelbase	101.2 in (2570 mm)
Track, front	58.3 in (1480 mm)
Track, rear	58.1 in (1475 mm)
Length	172.4 in (4380 mm)
Width	66.7 in (1695 mm)
Height	51.9 in (1320 mm)
Minimum Ground Clearance	5.3 in (135 mm)
Curb Weight	2600 lbs (1170 kg)
Weight Distribution (%) front/rear	62/38

TYPE-R ACCESSORIES

- > Floor mats
- > Trunk mat
- > Nose mask

WARRANTIES

Vehicle 4-year/50,000-mile limited warranty
Outer Body Rust-Through 5-year/unlimited-mile limited warranty
Roadside Assistance (TLC) 4-year/50,000-miles



*The unique high performance tires on this vehicle will wear more rapidly than normal passenger car tires. Tire life may be significantly less than 10,000 miles depending upon driving conditions. This tire's high-performance tread pattern is also not designed for winter driving. Driving in snow and on ice should be avoided. ©1996 Acura Division of American Honda Motor Co., Inc. Acura, Integra and VTEC are trademarks of Honda Motor Co., Inc. Specifications, features, illustrations and equipment shown in this catalog are based upon the latest available information at the



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I T A L L A D D S U P T O T H E M O S T
E X H I L A R A T I N G I N T E G R A E V E R .

195-HORSEPOWER VTEC ENGINE (25-HP INCREASE OVER INTEGRA GS-R):

- > Large-diameter throttle body and single-port intake manifold to maximize high-rpm engine efficiency
- > Hand-polished intake ports to improve engine airflow
- > Increased-duration, higher-lift camshafts for improved engine breathing
- > 12-percent lighter intake valves to extend engine rev range by 200 rpm
- > High-compression (10.6:1), low-friction pistons
- > Forged-steel crankshaft with eight counterweights to reduce vibration at high rpm
- > Large-diameter, free-flow intake and exhaust systems
- > Aluminum oil cooler maintains optimum engine-oil temperature

BODY/STRUCTURAL ENHANCEMENTS:

- > Stiffened body structure for exceptional rigidity and suspension control
- > Chin spoiler for improved aerodynamics
- > High rear wing for added stability

IMPROVED RESPONSIVENESS AND HANDLING:

- > Lightweight flywheel for improved throttle response
- > Revised, close-ratio five-speed gearbox provides smooth, seamless shifting
- > Heavy-duty, hydraulically actuated clutch for reliable positive shift action
- > Torque-sensitive, helical Torsen limited slip differential improves traction and enhances responsiveness in high-cornering load situations
- > Lower suspension, stiffer springs and firmer shocks
- > Larger-diameter vented front disc brakes (14 percent larger than on GS-R)
- > Wider, high-performance Bridgestone Potenza RE010 summer-use tires on lightweight, five-bolt alloy wheels
- > Reduced vehicle weight (67 pounds lighter than Integra GS-R)

HIGH-PERFORMANCE COCKPIT:

- > Deeply bolstered, high-traction racing-design front seats with suede-like side trim
- > Leather-wrapped steering wheel and gear shift knob
- > Carbon fiber-look instrument panel
- > Number plaque affixed to center console