

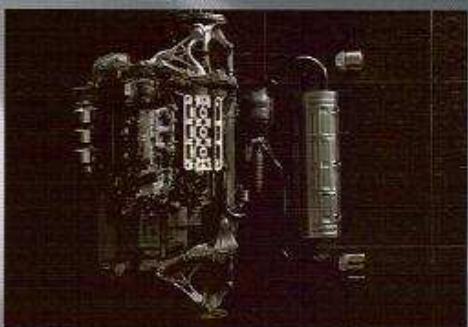
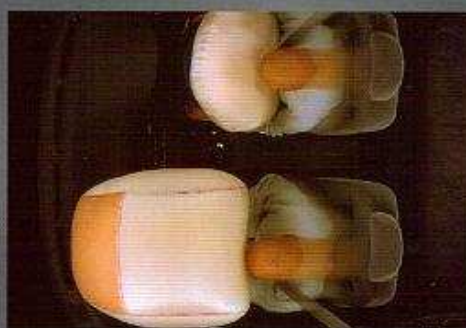
HONDA INTEGRA



Integratyper.org

PHILOSOPHY

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Everything that we do is driven by the single-minded vision of our founder, Soichiro Honda: "...to challenge conventional wisdom and create new, more useful technology." This means utilising technology to create safer, more efficient and more user-friendly vehicles, and is the basis for what we call Human-Centred Engineering.

Undoubtedly motor racing provides the quickest road to achieving such innovation, bringing out the best in those behind the drawing board as much as those behind the wheel. That's why Honda contested 186 Formula One Grands Prix, proudly achieving 71 victories and a plethora of engineering advances.

Today this research and development

successfully continues unabated in Indy racing.

It was as a direct result of our Formula One program that Honda created the NSX.

NSX pioneered many beneficial advances, including VTEC, which are now endowed to the range. But, of course, nothing is more important to our future than engineering that addresses the needs of our environment.

Honda continues to develop new solutions that deliver a better quality of life for not just the driver, but all, including the successful development of alternate energy vehicles. As a result of challenging the conventional, every Honda is more powerful, reliable, safe and responsible. Yet best of all, it is also more pleasurable to drive.



Integra Type R.

The R stands, literally, for Racing.

Prepare yourself, Integra Type R is not a car for the faint-hearted or those who just want to flirt with performance. Like any true racecar, Type R really delivers.

Integra Type R is the first of a very special line. The first of its kind to truly offer exhilaration and performance levels that

favour of fewer kilos and sharper, more responsive acceleration.

The suspension, already a proven design, has been tested to the very limits of endurance, fine tuned and then tested yet again on some of the world's most demanding motor racing circuits. The resulting spring rates and



until now have been restricted to race cars and the special breed of drivers who are privileged to race them.

Motorsport is an exacting science requiring meticulous and uncompromising attention to detail. In true racing tradition, Integra Type R's strength to weight ratios mirror those of the competitive racecars that have encouraged its development. Type R's contoured, coupe body shell, like all its components, is strong and remarkably light. Embellishments and luxury items have been sacrificed in

damper settings produce outstanding performance characteristics and control.

For years, Honda's excellent racing results have always been built on details. Establishing exact power to weight ratios, ruthlessly challenging convention to produce more powerful and efficient engines. Customising and designing driver environments to reduce fatigue.

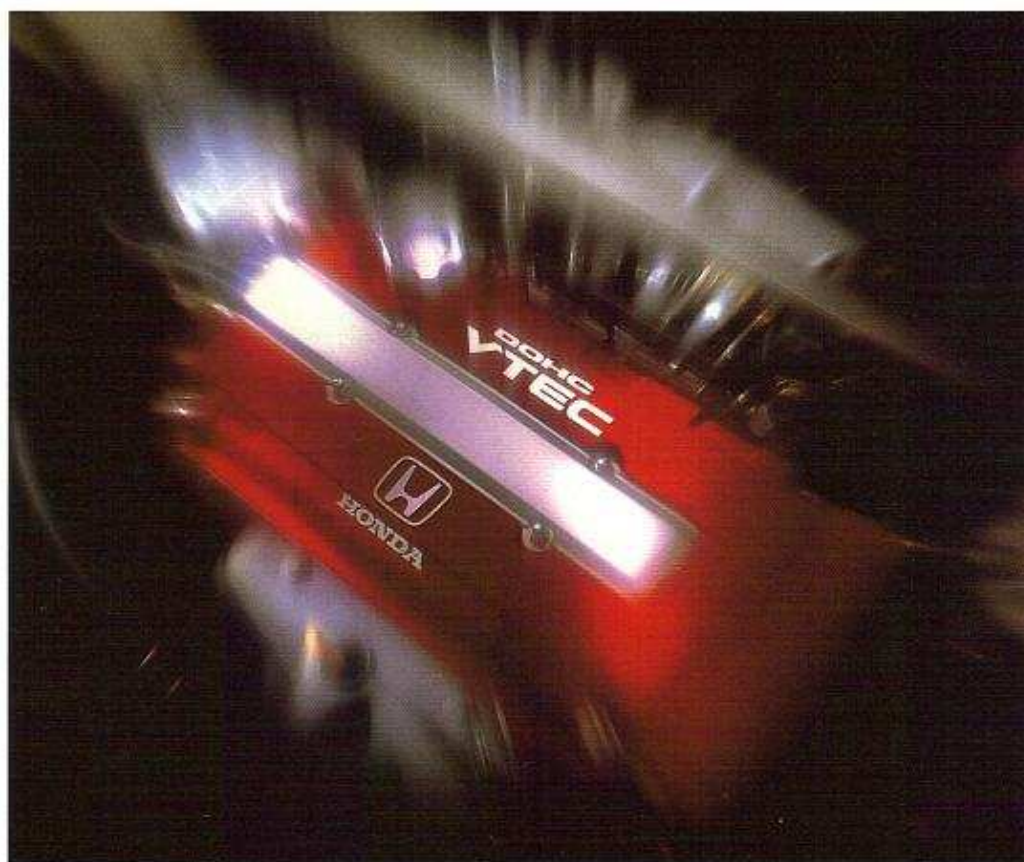
Above all, everything that has been learnt has been used to win, and every win we've ever had has been captured in the Integra Type R.

The power and the passion of it all.



Honda **VTEC**

Honda's Variable Valve Timing and Lift Electronic Control system (VTEC) solves the age-old trade-off between tuning an engine for either high-end output or low-end torque. With the VTEC system at work, you can experience the best of both worlds.

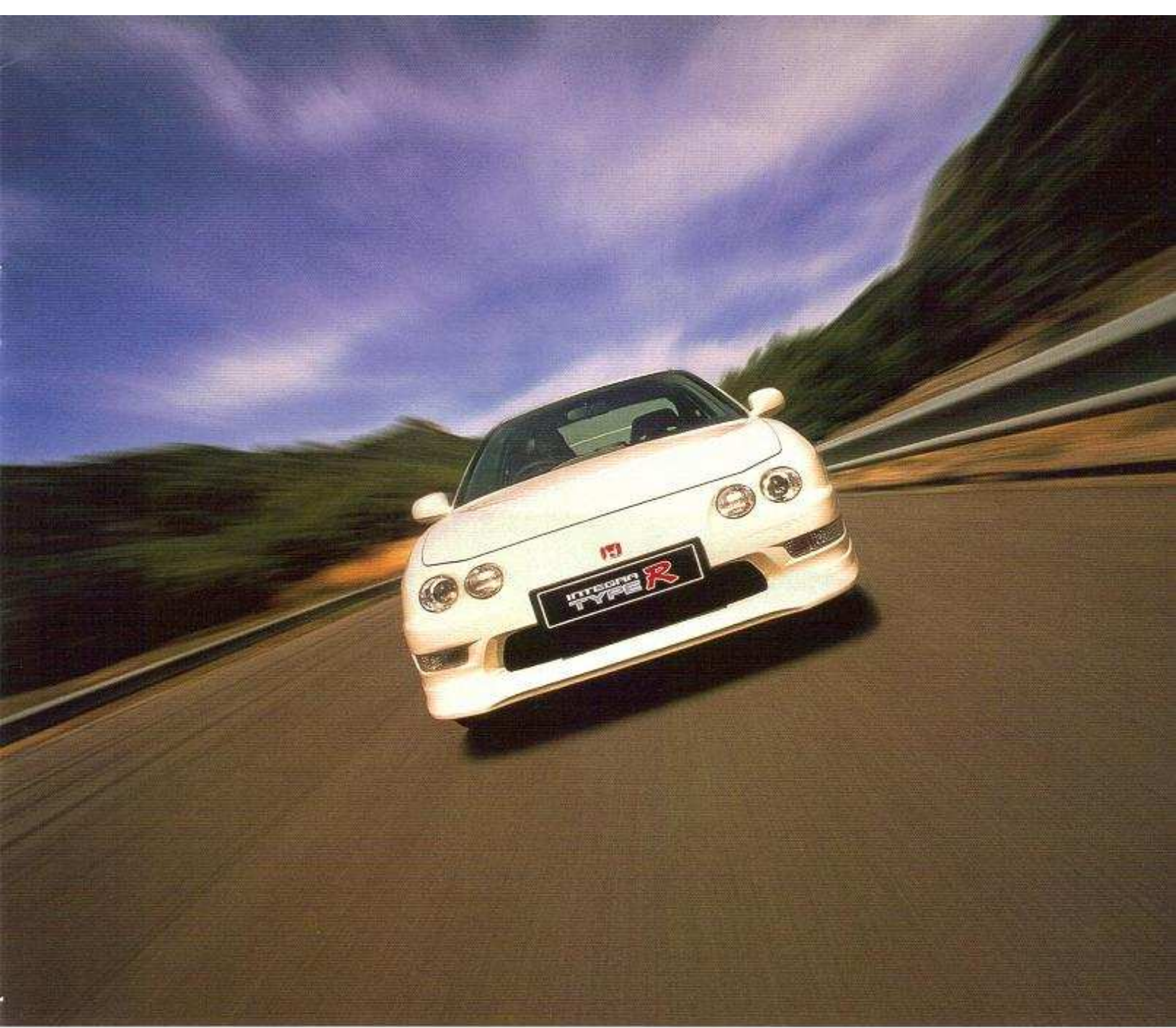


If you want to see racing technology at its best then look closely at Integra TypeR. Consider the TypeR's double wishbone suspension for example. Yet for TypeR our engineers went even further, increasing strength in the wishbone arms and stiffening suspension settings, keeping the wheels pushed down onto the road to eliminate understeer and provide optimum traction.

They didn't stop there. Even our innovative VTEC engine system was fine-tuned by reprogramming the ECU and

designing oval cross-section double inlet valve springs to withstand long periods of high lift at peak revolutions. In all of the 5 close ratio gears, the engine note rises in pitch as the VTEC cuts in, producing an increasingly progressive note that reflects exactly the accelerating road speed. Change down a gear and you'll hear the revs build to an urgent, defiant howl.

The consequences of Type R's precise racing engineering are apparent in every aspect of the vehicle. For example, to gain an extra last surge of power, the inlet and



exhaust ports of the cylinder head are painstakingly hand polished to achieve a smoother, faster gas flow.

The large bore exhaust, tuned for faster exhaust flow, lets the roar rush out with a note that hardens as the revs increase, leaving no doubt about Type R's unique racing heritage.

Nowhere has our engineers' passion been more apparent than in the area of weight saving. After generating so much power from the 1.8 litre VTEC engine, they were determined to press

the advantage home. Every item was evaluated against performance, if it was surplus to requirements it was left on the bench. Everything that could be made lighter was. Individually, each gain may have been minimal, but collectively, the effect has been profound.

The absolute coupe.



Integra Type R looks as stunning as it performs. Outside, sleek coupe body styling, low profile stance on lightweight alloy road wheels. All testimony to Type R's racing beginnings. The front chin spoiler and sculptured rear wing are there for a single-minded purpose, to force down the wheels and slice through the air.

Inside, Recaro racing seats hold you firmly yet comfortably so that you can concentrate on driving. And as life outside Type R will be moving at a rather slower speed, slim pillars and a large glass area

provide a clear, safe view all round.

Everything about Type R's interior says racing with a capital R, carbon fibre look instrument panel, short throw, titanium gearshift only centimetres from an adjustable leather wrapped MOMO steering wheel. Engine performance and status is presented via Type R's quick-glance instruments, featuring clear white characters on black dials.

Breathtaking performance - specified.

The DOHC VTEC engine's high-lift camshaft, lightweight intake valves, single-port intake manifold and free flowing exhaust system all contribute to a record specific output for a volume produced naturally aspirated engine. Gear ratios have been chosen to fully utilise the 178Nm torque and 141kW power peaks,

Once more endorsing the Type R's promise of race-bred performance and responsive handling.

The bodyshell has extra reinforcement around the wheel arches, roof pillars and suspension mountings. Further protection is achieved through steel beams built into the doors, passenger and driver SRS airbags, ABS brakes and the dynamic safe handling ensured by the all wheel double wishbone suspension.



Recaro front seats are red or black
(depending on body colour)

which occur at 6300rpm and 7900rpm respectively. Sustained use of such high revs is made possible by the high resilience crankshaft which, similar to the lightweight connecting rods, is also fully balanced.

Built-in performance rods resist flexing to keep the bodyshell perfectly rigid, forming an ideal platform for Type R's all wheel double wishbone suspension. The low ride height and wide specially developed Bridgestone Potenza tyres give Type R an exceptional cornering capability.



Titanium gearshift

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Integra GSi.



With Integra's racing credentials firmly in place, Integra GSi capitalises on its sporting nature to deliver handling characteristics far beyond the one-dimensional realms of anything else in its class. GSi is the epitome of driver and vehicle integration.

Any driving enthusiast will find the GSi an intriguing blend of high performance and high fuel efficiency. By offering smooth acceleration across the entire rev range, the Integra GSi has established new reference points for determining true value

within the sports car category.

GSi's spirited 1.8 litre DOHC engine perpetuates our continuing dedication to human-centred engineering, yet adds a few twists to ensure true sports car performance without compromising high levels of fuel efficiency. The engine delivers a much-improved response by generating more useable torque and power when you need it most – at the earlier part of the power band.

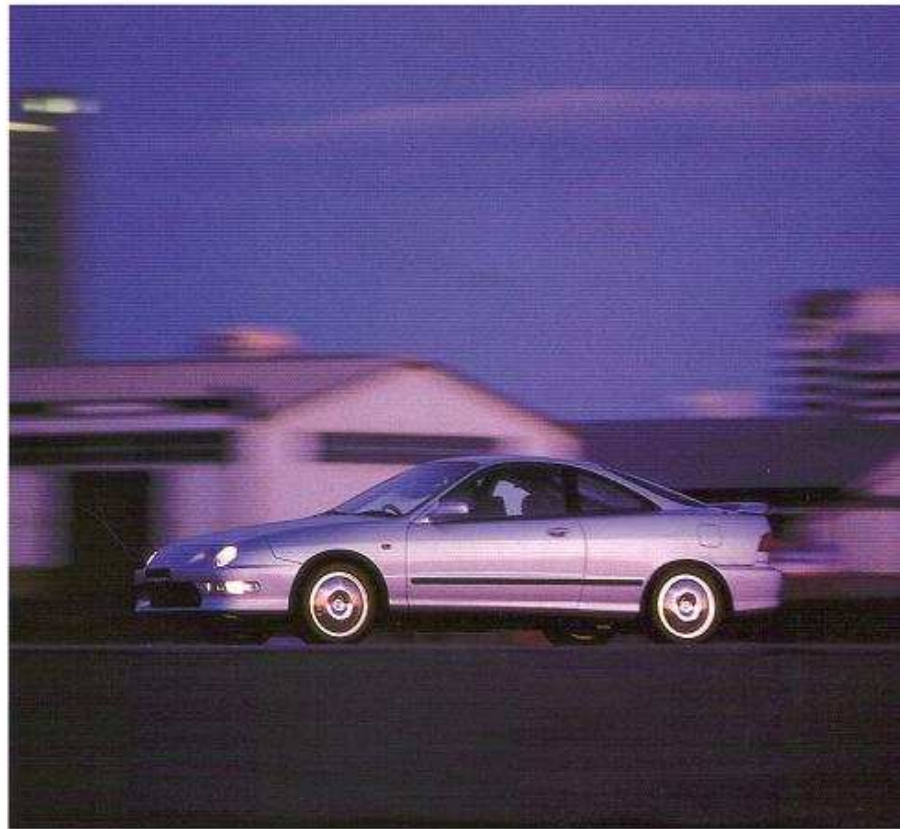
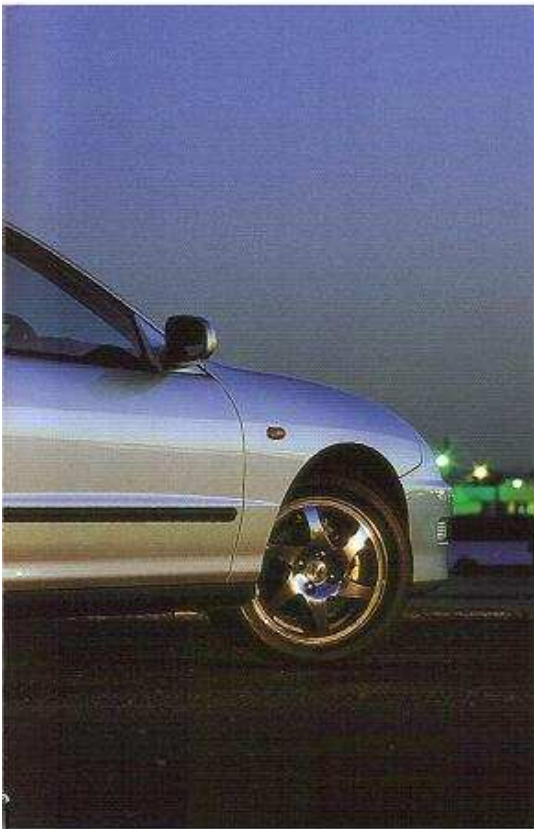
A unique blend of strength, stability and performance.

Again, Integra benefits from 4-wheel double wishbone suspension for an unprecedented advanced standard of performance, handling and ride quality. This translates into genuine comfort, with outstanding traction and consistent stable behaviour that eagerly meets the demands of both road and driver. Integra's rigid body

precise, while a rigid brake calliper and short pedal stroke all add to a feeling of superior control whilst driving.

Optional automatic transmission – Grade Logic Control system.

Hailed as the breakthrough in automatic transmission design, the Integra GSi Grade Logic Control system is designed to

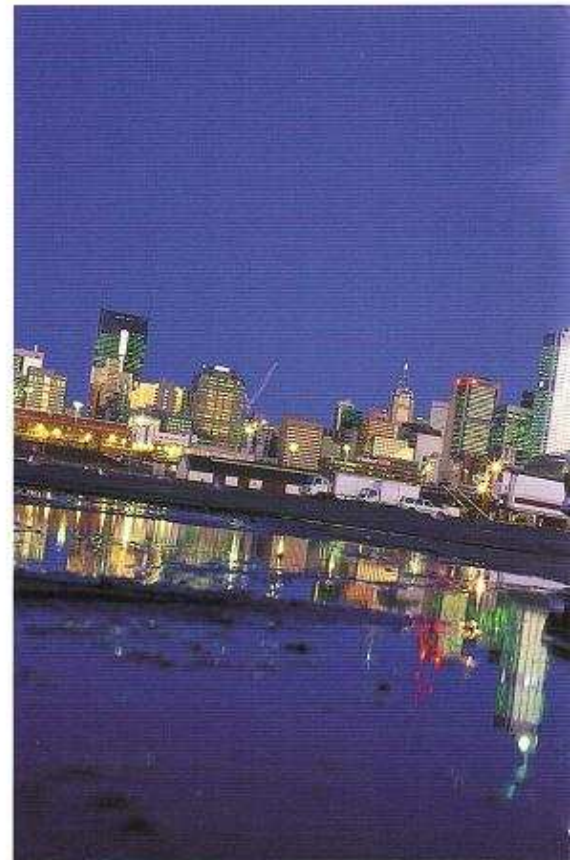


construction plays a key role in endorsing GSi's sporting promise. Computer modelling and Finite Analysis Techniques have resulted in the production of a much sturdier underframe structure, strategically reinforced wherever loads are brought to bear on the body. It's something you'll feel immediately as you take the wheel.

Important refinements to the steering column have reduced vibration and accentuated the GSi's feeling of rigidity when cornering. With GSi's 5-speed manual gearbox, shifting is short and

reduce frequent shifting between second, third and fourth gears. By utilising a bank of sensors and an extremely intelligent Electronic Control Module (ECM), the system precisely determines whether the GSi is travelling up or down hill. Under level driving conditions, Grade Logic Control automatically varies shifting to improve acceleration and deceleration.

The integration of technology and safety.



Passive safety.

Integra is rare in that it approaches safety from a sporting perspective. Right from the outset, Integra GSi has been designed to exacting safety standards.

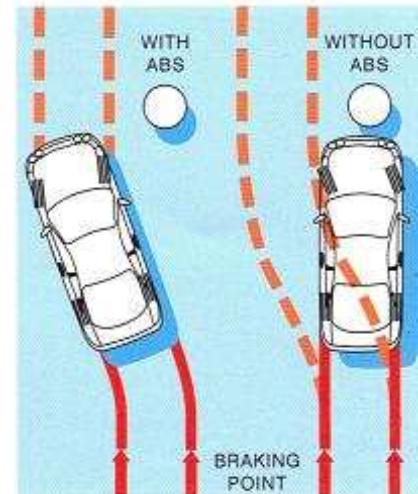
It all begins with the vehicle's enhanced structural rigidity. The reinforced structure incorporates crumple zones in both front and rear which are designed to deform under controlled rates, absorbing any impact energy away from the passenger compartment. In the event of a side

collision, Integra's door intrusion beams and newly developed door pads dissipate the energy of an impact, greatly reducing the force. Integra GSi's SRS airbag system has been redefined to achieve higher reliability factors. The system is based on reliability factors established by NASA Reliability – Engineering Standards.

A further supplement to driver and passenger safety is the Integra's seatbelt webbing clamp. When activated, the

allow you to easily monitor traffic conditions. Seats are comfortable yet firm, reducing driver fatigue and providing an optimum driving position. Controls fall easily to hand, with instruments providing data to the driver clearly and efficiently.

The Integra has been equipped with a combination of high performance vented disc brakes on the front and standard high performance disc brakes on the rear. GSi also has Honda's latest



device clamps onto the front seatbelts, holding the occupants firmly in their seats.

Active safety.

Integra GSi incorporates a host of active safety features designed to combine with driver skills and override driver limitations. For example, GSi's responsive engine and manoeuvrability make it humanly possible to avoid most negative situations. The vehicle's all round visibility together with the elimination of blind spots

generation Anti-lock Braking System (ABS) for more controlled braking and steering on slippery surfaces.



The inside story.



Each Integra Type R is individually numbered.

Integra GSi's interior reflects the sports car characteristics of performance and technological advancement. There's more than enough space for four occupants, yet the interior maintains an overall impression of comfort and ergonomics. For the driver, instruments are logically positioned allowing for uninterrupted concentration on conditions outside the vehicle. All gauges reflect contemporary sports-orientated design.

Both driver and front seat passenger benefit from body-hugging bucket seats.

Refinements to the front seat rail system provide rear seat passengers with much more foot and legroom, while a 'knee escape' curve in the back of the front seats enhances rear seat comfort even more.

The 50/50 split rear seats fold away to create an extremely large cargo area. Access is made easy via Integra GSi's lightweight hatch-door, with redesigned hydraulic stays installed inside the rain channel.

The world's finest cars: the world's finest after sales service.

The pride you'll feel in your new Integra is one we feel as well. That's why we take just as much care building our Dealer network as we do building our cars.

Because the best car in the world is nothing without the back-up to keep it that

Every Honda Dealer maintains a comprehensive inventory of Genuine Parts to keep your car genuinely working the way its designers intended.

Proudly, your Integra – like every Honda – comes with a comprehensive



The Honda Way

"Our Pledge to
a Unique Experience"

When you purchase a Honda, we dedicate ourselves to a standard of sales and after sales service that is consistent with the outstanding quality of our products.

way, Honda Dealer staff and technicians are factory trained and constantly kept up-to-date with advanced technologies.

So no-one else could possibly service and tune your Honda quite as well. Especially when you consider the huge investment in specialised highly technical advanced equipment unique to Honda that every authorised Dealer utilises.

Naturally, we recommend you service your Integra regularly to maintain its value.

And never accept anything less than Genuine Honda Parts.

3 year, 80,000 kilometre warranty.

This includes a 3-year surface corrosion warranty and a 6-year rust perforation warranty for your absolute peace of mind.

As you can see, Honda is committed to your car long after the sale. That's why our partnership with every Dealership is so important to us, and invaluable to you throughout your ownership.

SPECIFICATIONS

GSI

Type R

POWERTRAIN

Engine	Inline 4 cylinder DOHC	Inline 4 cylinder DOHC VTEC
Capacity	1.8 litre - 1834cc	1.8 litre - 1797cc
Max power	101kW@6300	141kW@7900
Max torque	172Nm@5200	178Nm@6300
Control system	Honda programmed Fuel injection & ignition	Honda programmed Fuel injection & ignition
Manual transmission	5 speed	5 speed close ratio
Automatic transmission	4 speed with Grade Logic Control	—
Limited-slip differential	—	•
Fuel type	Unleaded – ULP	Premium Unleaded – PULP

CHASSIS

Body type	Monocoque	Monocoque
Front/Rear suspension	Double wishbone	Double wishbone
Stabiliser bars	Front & rear	Front & rear
Power steering	•	•
Wheel type	Alloy	Alloy
Spare wheel type	Temporary	Temporary
Front brakes	Vented disc	Vented disc
Rear brakes	Disc	Disc

EXTERIOR

Bumpers	Body coloured	Body coloured
Front wiper	2 speed & intermittent	2 speed & intermittent
Headlights	Halogen type	Halogen type
Power door mirrors	•	•
Rear spoiler	•	High wing style
Rear window demister/wiper	•	•
Alloy wheels	•	•

INTERIOR

Air conditioning	Standard	•
Ashtray	Illuminated	Illuminated
Central locking	•	•
Cup holders	2 x front	2 x front
Dashboard warning lights	Comprehensive array	Comprehensive array
Digital clock/Door pockets	•	•
Driver's window	Auto up/down	Auto up/down
Front passenger seat	Walk through type	—
Glovebox	Illuminated	Illuminated
Head restraints – front	Adjustable	Fixed
Immobiliser system	—	Fully integrated
Interior illumination	Cargo area/courtesy light	Cargo area/courtesy light
Lights-on warning	Audible Light	Audible Light
Low fuel warning	•	•
Power windows	•	•
Seats – front	Fully reclining	Fully reclining
Seats – rear	50/50 split fold down	50/50 split fold down

SPECIFICATIONS

• • • • •

	GSI	Type R
Steering column	Tilt adjustable	Tilt adjustable
Tachometer/Tripmeter	•	•
Vanity mirror	Passenger survivor	—
Windows	Heat absorbing	Heat absorbing

ACTIVE SAFETY

Anti-lock Brakes (ABS)	•	•
Convex door mirror	Passenger side	Passenger side
Hazard lights/High mounted stop light	•	•
Rear view mirror	Day/night type	Day/night type
Seatbelt reminder	Driver	Driver
Suspension – front /rear	Double wishbone	Double wishbone
Transmission shiftlock	Auto only	—

PASSIVE SAFETY

Airbag SRS	Driver side	Driver & passenger
Child safety seat anchorages	x 2	x 2
Fire retardant interior	•	•
Front windscreen	Laminated	Laminated
Fuel tank roll over valve	•	•
Instrument panel	Padded	Padded
Monocoque body construction	•	•
Progressive crumple zones	Front & rear	Front & rear
Screw type fuel cap	•	•
Seatbelts – 3 point ELR	All seating positions	All seating positions
Side impact protection	•	•
Steering column	Energy absorbing type	Energy absorbing type

DIMENSIONS

Length x Width	4395mm x 1710mm	4395mm x 1695mm
Height	1335mm	1320mm
Ground clearance – laden	105mm	102mm
Weight (tare)	man 1075kg	1087kg
	auto 1095kg	—
Turning circle	10.6m	10.6
Fuel economy	City (litres/100km) – Highway (litres/100km) City (litres/100km) – Highway (litres/100km)	
	8.5 Man / 9.5 Auto – 6.8 Man / 7.0 Auto	9 Man – 7.2 Man
Fuel tank capacity	50 litres	50 litres
Wheel size	15 x 6 JJ	15 x 6 JJ
Tyre size	195/55 R15 84V	195/55 R15 84V
Towing capacity – with brakes/without brakes	450kg/450kg	—/—
Seating capacity	4	4

AUDIO

AM/FM radio, stereo cassette	4 channel x 35 watts	4 channel x 40 watts
CD compatible	CD stacker optional	CD stacker optional
Front speakers/Rear speakers	2 x 160mm – 2 x 160mm	2 x 160mm – 2 x 160mm

• Available – Not available

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INTEGRA GSi COLOURS



VOLTAGE BLUE



TAFFETA WHITE



STARLIGHT BLACK



VOGUE SILVER



CLOVER GREEN

EXTERIOR - GSi

Voltage Blue

Taffeta White

Starlight Black

Vogue Silver

Clover Green

INTERIOR - GSi

Grey

Grey

Grey

Grey

Grey

INTEGRA TYPE R COLOURS



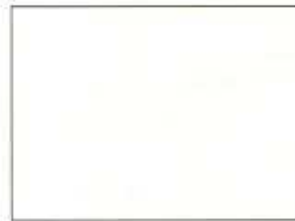
MILANO RED



SUNLIGHT YELLOW



STARLIGHT BLACK



CHAMPIONSHIP WHITE

EXTERIOR - TYPE R

Milano Red

Sunlight Yellow

Starlight Black

Championship White

INTERIOR - TYPE R

Black

Black

Black

Black/Red front seats



Honda Australia Pty. Ltd. A.C.N. 004 759 611,
95 Sharps Road, Tullamarine, Victoria 3043, Melbourne (03) 9285 5555,
Brisbane (07) 3260 4888, Sydney (02) 8748 3333, Perth (08) 9277 0444,
www.honda.com.au

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