





Introducing the new Integra - Type Raw power for the real enthusiast



At last, the limited-edition Honda Integra Type R makes its home in Australia.

Honda Australia will offer the highperformance, limited-edition Integra Type R Sports Coupe to its already impressive sports car line up.

Following the success of the recent release of the S2000, the Integra Type R features a 195-horsepower, 1.8 litre, dualoverhead-cam, 16-valve VTEC inline 4-cylinder engine that puts out that same exhilaration like its roadster brother. And, like Honda's top-of-the-line exotic sports car the NSX -the Integra Type R features numerous technological innovations that maximize performance and handling, while providing high levels of safety, durability and efficiency. One of the Type R's most notable engineering achievements is its high-revving VTEC engine. Features unique to the Type R include hand-polished intake and exhaust ports and single-port intake manifold; a larger-diameter exhaust system to allow larger volume flow; and a torque-sensitive helical limited-slip differential.

Outstanding cornering response and enhanced braking performance also are hallmarks of this limited edition vehicle. These are made possible by features such as an overall vehicle weight reduction by 40 kilos (compared to the Integra VTi-R); lower overall vehicle height (by 15 mm compared to the VTi-R) and aerodynamic refinements such as a chin spoiler, wing-type rear spoiler and sculpted side sills which are bodycoloured - that result in 30% less lift (CI) and 1% less drag (Cd); racetrack-calibrated suspension, high-performance tires and lightweight aluminum alloy wheels; larger disk brakes with performance-oriented calipers; refined Anti-Lock Braking System (ABS); and a reinforced unit-body structure.

The interior of the Type R also has a



distinctly racing look and sporty feel. Features include sport-style Recaro (red on black) or (black or red)

seats, a special serial number plate on the centre console, a leather-wrapped MOMO

steering wheel and a short throw tight - ratio gear shifter with titianium knob; Carbon fibre - like instrumentation sur-

rounded by amber - illuminated gauges, and an exclusive Type R ignition key.



Body Rigidity.

Clearly rigidity is a primary design goal when producing a vehicle of the Type R's performance potential. Key structural components were reinforced throughout the structure including rear wheel housing, rear pillar upper garter, rear roof rail upper, rear wheel arch extension, rear lower arm bracket and rear damper gusset.

Body Refinements.

The Type R features a number of innovations that improve performance, durability and safety. For starters, it provides 298.9 degrees of visibility. The beneficial impact of all-around visibility on safety is self-evident.

To reduce wind noise and enhance aerodynamic efficiency, the Type R uses a pin-guide sash system for the door glass. The pin holds the window captive against the sash and forms a tighter seal than conventional designs.

To enhance illumination, all Integra models use projector beam headlamps for low beam use. These reach 13 feet farther and illuminate an area 20% greater than previous generation Integras. The high beams feature a redesigned halogen lamp with reach 125 feet farther and illuminates an area 2.5 times greater.

Front and Rear Crumple Zones.

At the front and rear the body is designed with deformable crumple zones. In a collision, these zones absorb impact energy and help prevent deformation of the passenger compartment.

In addition, all Integra models are

equipped with a driver and front passenger dual air bag Supplemental Restraint System. The air bags are designed to work in conjunction with the 3-point outboard seat belts.

To help protect occupants in a side impact, the Type R uses polypropylene pads located at hip level on both front doors. These pads reduce the energy transmitted into the cabin in a side impact.

Colours.

Integra Type Rs will be available in Championship White; Milano Red; Starlight Black; Vogue Silver-Metallic and Yellow.

Seating.

As is fitting in a sporting machine of the Type R's capabilities, the sports RECARO seats are deeply bolstered and trimmed with a grippy cloth material to help keep the driver securely in place during spirited driving. The Type R has an exclusive pattern, different from any other Integra. Seats feature manual fore/aft and rake adjustment and the driver's seat has a lumbar adjustment.

Air Conditioning.

The optional air conditioning system of the Type R is a compact and efficient unit designed to minimise weight. To enhance corrosion resistance, it features an aluminum condenser core.

Audio System.

All 1999/2000 Integra models feature an AM/FM stereo CD sound system with six speakers to provide a high level of fidelity and acoustic clarity.



Engine Block and Crankshaft.

The Type R utilises a pressure diecast aluminum alloy block with cast-iron cylinder liners for light weight and maximum durability.

The rigid crankshaft is made of forged steel with eight balance weights to reduce vibration at high speed by 20 percent over the previous model. The crankshaft journals feature a special micro-polished surface finish to reduce friction and increase durability.

Connecting Rods and Pistons.

The Type R uses specially developed pistons with high pressure cast crowns and re - shaped to increase the compression ratio to 10.6:1

The piston skirt is coated with molybdenum to reduce friction and allow it to maintain high rpm operation.

The connecting rods are specially

selected and precisely matched to ensure perfect balance and minimise variation between each rod. This is accomplished by manual selection and installation.

Cylinder head, Valves and Camshafts.

The intake and exhaust ports are hand polished in the area near the valve seat to ensure optimal, non turbulent gas flow for increased power. In addition, lightweight intake valves and oval section dual intake valve spring are used. The oval section allows the use of high performance camshafts to increase flow at high rpm. And specially designed, lighter weight valves help raise the rpm limit of the Type R engine by an additional 200 rpm.

The Variable Valve Timing and Lift Electronic Control (VTEC) system solves the age-old trade-off between tuning an engine for high speed power output or low-speed speed torque and responsiveness. Until





refined in Formula One racing.

Another technology pioneered in Formula One is the Surface-Oriented Crystal Bearing Material. This special surface traps a layer of oil and holds it far better than conventional bearing surfaces to reduce friction and enhance reliability. To maintain optimal engine temperature, the Type R features an aluminum oil cooler which is mounted on the engine block.

Exhaust System.

For proper exhaust gas management the Type R features a stainless steel, Tri-Y, large diameter header system. This is connected to a free-flowing exhaust system with increased pipe diameter, the addition of a third exhaust chamber and a performanceoriented muffler with a large NSX-style exhaust tip.

5-Speed Manual Transmission.

The close-ratio 5-speed transmission used in the Type R is different from that used in any other Integra. It has specific ratios, bearing design and clutch. It also has a special lightweight flywheel coupled with a heavy duty, hydrauli-

cally activated clutch. The closer spacing of the ratios takes maximum advantage of the Type R's increased power.

Front Suspension.

Like every Honda, the Type R uses a double wishbone suspension design. Due to the high performance goals however, some refinements were added. The first is a performance rod which stiffens the lower subframe. A second is the strut tower bar that ties together the tops of the front damper housing for increased stiffness. Both of these help enhance handling precision.

The L-shaped lower control arms are also equipped with specially tuned compliance bushings. These allow the lower control arm to impact a toe-out condition on the front wheels to allow the vehicle to track more precisely.

Rear Suspension.

The rear suspension features springs with progressive rates as opposed to single rate springs to increase springing force throughout the range.

In addition, rear damping rates have been increased 66 percent on jounce and 31 percent on rebound. And to enhance rear wheel stability, the bearing span within the rearwheel hub has also been increased by 10 mm.

Specifications

INTEGRA TYPE R Honda's True "Tuner Car"

3rd

4th



Top speed 0-100 km/h 0-400 meter 233 km/h 6,7 sec 14.6 sec



Engine		Aluminum alloy
		1.8 Litre, DOHC
		16-valve inline 4-cylinder with VTEC
Displacement (cc)		1797
Bore & Stroke		81mm x 87.2mm
Compression Ratio		11.1:1
Power (kw/PS) @rpm		141/195 @8000
Torque (Nm/Kg) @rpm		178@7500rpm
Redline (rpm)		8400
Induction System		Programmed Fuel Injection (PGM-FI)
		with single-port intake manifold
Ignition System		Electronic ignition with knock sensor
Battery		12V maintenance free
Emission Control		3-way catalytic converter/EACV
Transmission		5 Speed with close ratio
		with Limited Slip Differential
Gear Ratios	1st	3.230
	2nd	2.105

1.458

1.107

5th	0.848
Reverse	3.000
Final Driv	ve 4.400
Suspension Front:	Independent double wishbone
Quenensian Deer	with coil springs and stabilizer bars
Suspension Rear:	independent double wishbone
	coil springs and stabilizer bar
Shock Absorbers	Gas-pressurized
	with Honda Progressive Valve.
	front and rear
Steering Type	Variable-assist power-assisted,
0 /1	rack-and-pinion
	with rotary-valve steering gear
Anti-Lock Braking System	n power-assisted,
	4-wheel disc brakes
	4 wheel-speed sensors
Event D'Aven	and electronic/hydraulic control unit
Front Discs	Ventilated 11.1in diameter,
Poor diago	0.83In rotor thickness
Real uises	0 35in rotor thickness
Wheels	60.11 x 15
Wheels	cast-aluminum allov
Tire size	Bridgestone Potenza RE010
	195/55 R15 84V
Front stabilizer bar diame	eter Ball joint type,
	0.94in diameter
Rear stabilizer bar diame	eter 0.87in diameter

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All information and specifications are correct at time of printing (October1999). Check your nearest Honda dealer to test drive the exhilarating power and handling of the new Integra type - R and pricing information.

Brochure designed by Adam Peterson, 1999.