



HONDA

Press Information

SUPERCAR THRILLS AT AN EVERYDAY PRICE

Already the Honda Integra Type-R is creating a buzz. First, it smashed a series of Group N lap records around major European race tracks. Next it won rave reviews from the leading motoring journalists privileged enough to drive the first examples. In fact customers are already placing orders for the car which *Autocar* magazine has described as "perhaps the best car ever to come out of Japan." *Autocar*, 27 August 1997.

But the Integra Type-R isn't just quick, it's also a thoroughbred. It is powered by the highest output naturally aspirated (non turbo) 1.8 litre petrol engine ever installed in a road car. A stiffened bodyshell, lowered, uprated double wishbone suspension, a torque sensing helical limited slip differential and ventilated disc brakes (with ABS) provide a chassis specification to match the advanced DOHC VTEC engine.

Every aspect of this Japanese built coupe underlines its competition heritage. The body is exclusively finished in Championship White, the Japanese national racing colour. The alloy wheels, also in white, have red centre caps - recalling Honda's 1965 RA272 Formula One car. They are matched by Integra Type-R graphics also in the same red. Inside, the no-frills cockpit and Recaro front seats underline the racing pedigree.

The result is that the Integra Type-R is as eye-catching as it is entertaining, as practical as it is nimble, and most importantly as safe as it is fast. "This is a car aimed at the responsible driver for whom total performance is paramount, and who seeks the excitement and feel of a competition car that can *safely and enjoyably* be used on the road," says Honda (UK)'s Head of Marketing, Martin Sanders.

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THE HONDA INTEGRA TYPE-R IN BRIEF

Honda has employed specific engineering solutions to provide the Integra Type-R coupe with outstanding dynamic abilities and a racing car flavour.

It is a serious performance car, indeed a pure driver's car aimed at discerning and well-informed individuals, particularly motorsport enthusiasts and those who seek driving enjoyment and who are able to appreciate advanced technology in the pursuit of performance in a car.

As part of the development programme, testing was carried out at Honda's Takasu proving centre as well as the Suzuka and Tskuba race tracks in Japan, and the Nurburgring, Germany. Testing was carried out by Honda R&D's top-level drivers.

Engine:

- The exclusive 1.8-litre DOHC VTEC engine produces 190 PS at 8,000 rpm and torque of 178 Nm at 7,300 rpm. A torque level of 170 Nm at just 3,000 rpm demonstrates the engine's flexibility. It is responsive and free revving with instant throttle response.
- It is one of the highest output normally aspirated engines in the world (among mass-produced vehicles) 106 PS per litre engine gives a power to weight ratio of 5.9 kg/PS.

Significant features include (comparisons are with Civic 1.8 VTi 5-door):

- High compression (11.1:1), low friction pistons featuring molybdenum coating
- High volume air cleaner and air inlet, the latter located in the front wing to reduce air intake temperature
- Larger bore, single port intake manifold together with large diameter throttle body
- The use of lightweight intake valves
- Longer duration valve opening and higher lift
- Inlet valves featuring oval cross section double springs which improve, within the space available, valve control during high lift
- Exhaust valves feature double springs for improved valve control
- Slimmer valve stems and thinner valve margins reduce loads on the valve assembly and improve gas flow to contribute to high maximum engine speed.
- Large bore free flow exhaust system with flow rate increased by 30 per cent.
- A high precision crankshaft constructed from high strength material and fully balanced, with eight-weight configuration capable of smooth operation at high engine speeds

- In line with the Integra Type-R's race car philosophy, engine build includes honing of the inlet port by hand in true high performance racing engine tradition. Honing to a lustrous, mirror-like surface is by necessity a time-consuming process and this means production at the Suzuka plant will be low volume thus providing the Integra Type-R with an added degree of exclusivity.

Transmission:

- The front wheels are driven through a close ratio five speed gearbox with a low ratio final gear to exploit the flexibility of the high revving Integra Type-R engine.
- The low final gear ratio was achieved without increasing size by the adoption of Honda's new high strength materials and the 'water jet shot peening' process.
- The clutch is made of a new facing material, is lighter and offers a 20 per cent increase in torque capacity compared to the Civic 1.8 VTi 5-door.

Weight reduction:

- Weight reducing measures compared with the standard Integra include:
 - A lighter flywheel
 - Deletion of the transmission mount, drive shaft and gear change dynamic dampers
 - Thinner front windscreen glass
 - Lightweight exhaust system
 - Deletion of the dashboard insulator and reduced floor melt sheet
 - Temporary spare wheel
 - Weight-reduced aluminium wheels
 - The use of aluminium for the left front stopper bracket

Brakes:

- High performance braking system with excellent fade resistance. Disc brakes are 282 mm diameter at the front and 260 mm at the rear. ABS fitted as standard.

Suspension (comparisons with standard Integra):

- The Integra Type-R's all-round double wishbone suspension offers outstanding chassis dynamics - linear cornering characteristics, improved response and minimal understeer.

- Contributing to this are:
 - Lowered suspension means centre of gravity is reduced
 - Increased spring rates
 - Larger diameter anti-roll bars - front 24 mm, rear 22mm
 - Firmer dampers and stiffer bushings
 - Reduced body roll
- Bearings with greater rigidity and five stud aluminium alloy wheels have also been adopted as have Bridgestone Potenza RE010 tyres fitted as original equipment to optimise performance and driving feel.
- Traction and cornering performance are enhanced by the use of a helical limited-slip differential (as used on the 5-door Civic 1.8 VTi).

Body rigidity (comparisons with standard Integra):

- Increased body rigidity contributes to the Integra Type-R's handling abilities. The strong yet light bodysell features:
 - Four bracing bars for increased torsional stiffness located at the front frame end; at the rear frame end; across the rear lower arm brackets; and across the engine bay linking the two front shock absorber mounts
 - Thicker gauge steel used for front and rear wheel arches, rear roof rail, rear suspension lower arm and upper C-pillar gutter

Aerodynamic performance:

- Front and rear spoilers substantially reduce lift and contribute to the excellent front and rear aerodynamic balance, without adversely affecting the drag coefficient.

Exterior and interior:

- To reinforce its image as a serious performance car, the Integra Type-R features 'purposeful' packaging with a no-frills cockpit. Externally it sports a front chin spoiler and wing-type rear spoiler, body coloured side sills, Type-R decals and exclusive white alloy wheels with red centre caps. The distinctive four-light frontal treatment features projector type low beams (outer) and reflector type high beams (inner).
- Standard Championship White paintwork and red 'H' emblem recall Honda's 1965 Formula One car and provide a link with the company's racing heritage.
- The underbonnet appearance is set off by a red camshaft cover.
- Internally a performance 'feel' is provided by red or black Recaro front seats, optional Momo steering wheel, titanium gear shift knob, carbon fibre style fascia trim and amber-illumination of dials.

1998 INTEGRA TYPE-R TECHNICAL SPECIFICATION**ENGINE**

Configuration	4 cyl in line, transverse mounting
Valves	DOHC 16V VTEC
Bore and stroke	81.0 x 87.2mm
Capacity	1797 cc
Compression ratio	11.1:1
Max power	190 PS at 8000 rpm
Max torque	178 Nm at 7300 rpm
Engine management	Honda PGM-FI programmed fuel injection
Fuel requirement	98 RON Super unleaded

TRANSMISSION

Type	5-speed manual, front drive via Torsen limited slip diff.	
Gear ratios and mph/1000 rpm		
1st	3.230	4.4
2nd	2.105	6.7
3rd	1.458	9.7
4th	1.034	13.7
5th	0.787	18.0
Final drive	4.785:1	

SUSPENSION

Front/rear	double wishbones, coil springs, anti-roll bar
Dampers	Honda Progressive Valve (HPV) gas filled

STEERING

Type	power-assisted rack and pinion
Turns lock to lock	3.0
Turning circle dia	10.6 m (between kerbs)

BRAKES

Front	ventilated disc, 282 mm
Rear	disc, 260 mm
ABS	Yes, 3 channel

WHEELS AND TYRES

Wheels	Alloy, 6.0JJ x 15
Tyres	195/55R15 (Bridgestone Potenza RE010)

DIMENSIONS, WEIGHTS AND CAPACITIES

Length	4380 mm
Wheelbase	2570 mm
Track, front/rear	1480/1475 mm
Width (with/without mirrors)	1900/1695 mm
Height	1320 mm
Ground Clearance (min)	135 mm
Luggage capacity	377 litres
Fuel tank capacity	50 litres

PERFORMANCE

Maximum speed	145 mph
0-62 mph acceleration	6.7 sec

Engine	
Type	1.8 litre 16V DOHC VTEC 4 cyl in line
Displacement (cc)	1797
Max Power kw (ps) / rpm	140 (190) / 8000*
Max Torque N-m / rpm	178 / 7300*
Kerb Weight	1140*

Performance

Max Speed (mph)	145*
Acceleration 0 - 62 mph (secs)	6.7*
Acceleration 0 - 400m (secs)	15.0*

Wheels & Tyres

Wheels (special aluminium alloy)	6J x 15, 5 stud fixing
Tyres (Bridgestone Potenza)	195 / 55R15 85W

Exterior design of Integra Type-R

Body coloured lightweight aluminium alloy wheels
Aerodynamically balanced chin spoiler and wing-type rear spoiler
Body coloured side sills

Low profile Bridgestone tyres

Interior design of Integra Type-R

Red Recaro racing front seats
Leather wrapped steering wheel
Short throw titanium gear shift
Carbon-fibre effect trim
Amber backlit instrument panel
50/50 fold-down rear seatback
Tilt-adjustable steering wheel
Power windows
Power door locks

Engineering features of Integra Type-R

Exclusive Type-R 1.8 DOHC VTEC engine incorporating high strength, lightweight connecting rods
Large bore, single port intake manifold
Torque sensitive helical limited slip differential
Large diameter free-flow exhaust system
Firm suspension settings
Variable, power-assisted rotary valve rack and pinion steering
Four wheel ventilated disc brakes (282mm front, 260mm rear)

Safety features of Integra Type-R

Anti-lock Braking System (ABS)
Dual SRS airbags
Side impact door beams and hip pads
3-point seat belts
Front and rear crumple zones

1998 INTEGRA TYPE-R PRICE LIST

INTEGRA	List Price	Vat @ 17.5%	Recommended Retail Price	OTR £150.00 £475.00
Integra Type-R (Man)	£16,063.83	£2,811.17	£18,875.00	£19,525.00
Integra Type-R (Man) and Air Conditioning	£16,787.23	£2,937.77	£19,725.00	£20,375.00
Integra Type-R (Man) and Category 1 Alarm	£16,404.26	£2,870.74	£19,275.00	£19,925.00
Integra Type-R (Man) with Air conditioning and Category 1 Alarm	£17,127.66	£2,997.34	£20,125.00	£20,775.00