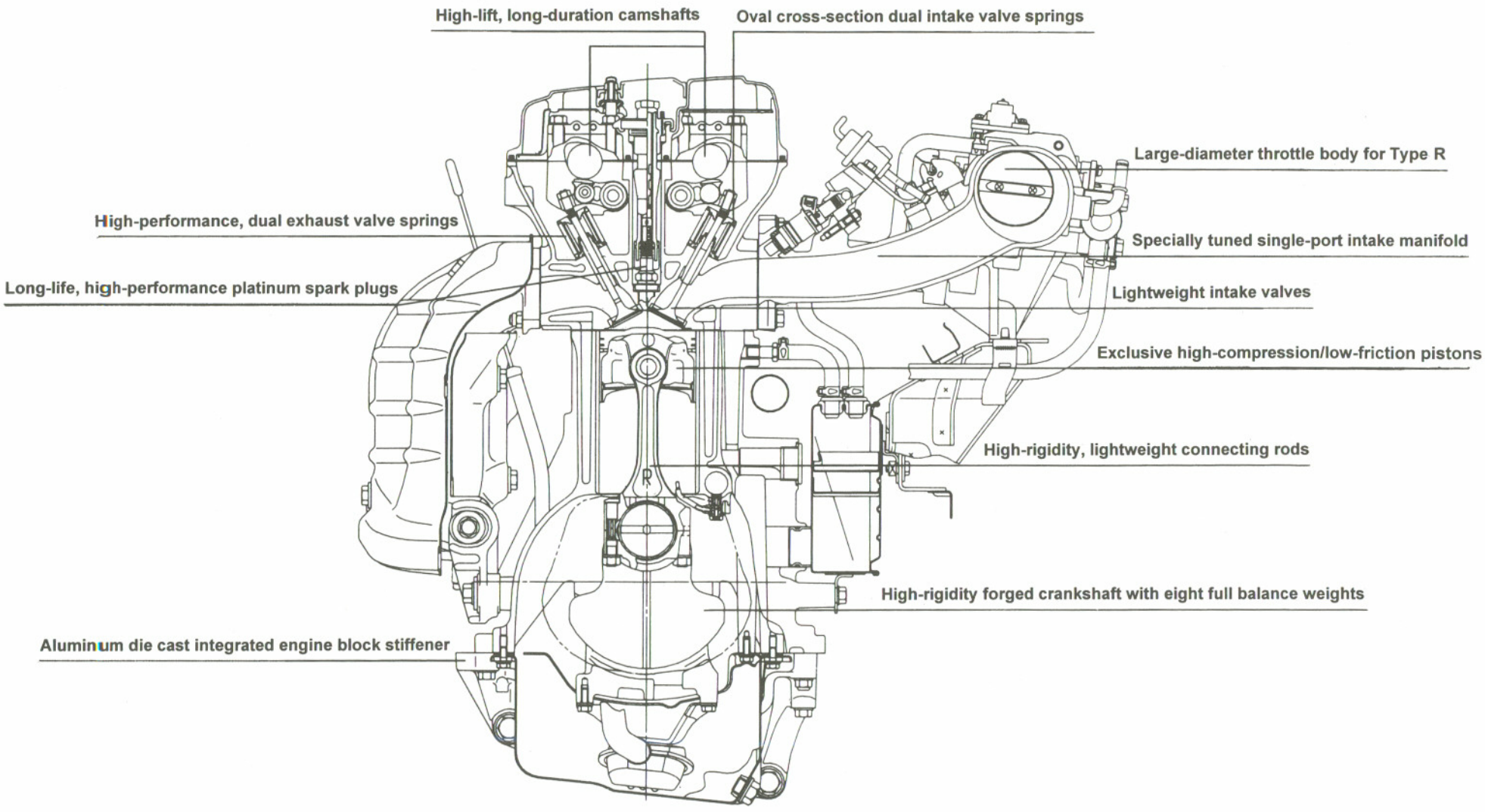
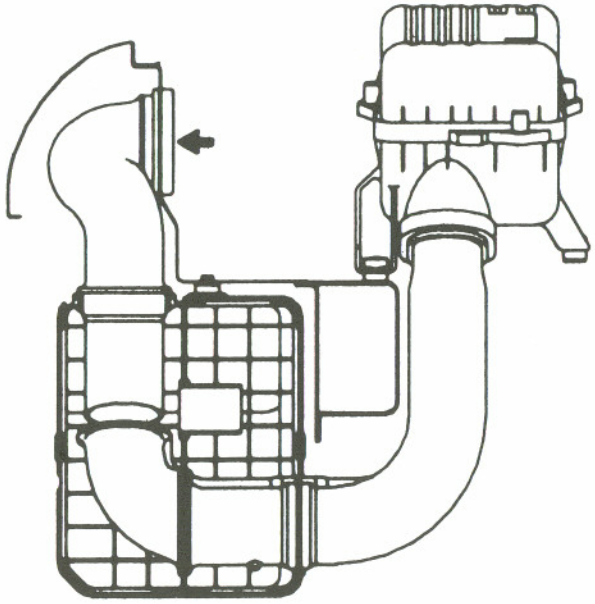
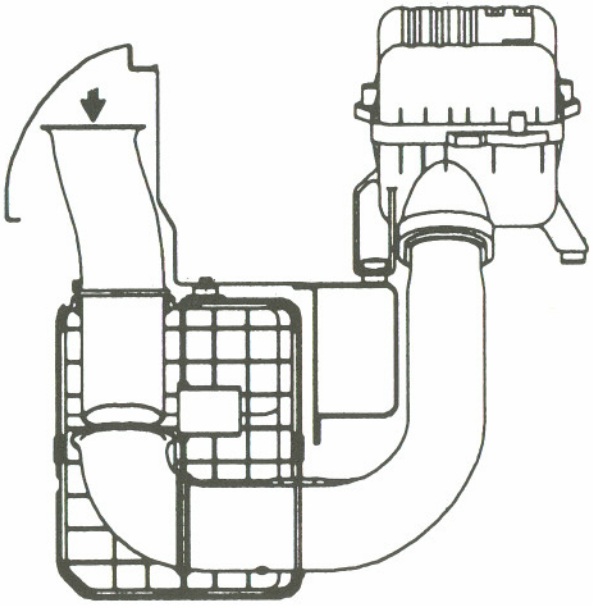

High-lift, long-duration camshafts
Oval cross-section dual intake valve springs
Large-diameter throttle body for Type R
High-performance, dual exhaust valve springs
Specially tuned single-port intake manifold
Long-life, high-performance platinum spark plugs
Lightweight intake valves
Exclusive high-compression/low-friction pistons
High-rigidity, lightweight connecting rods
High-rigidity forged crankshaft with eight full balance weights
Aluminum die cast integrated engine block stiffener

- FRESH AIR INDUCTION SYSTEM
- AIR INTAKE MOVED INSIDE FRONT FENDER

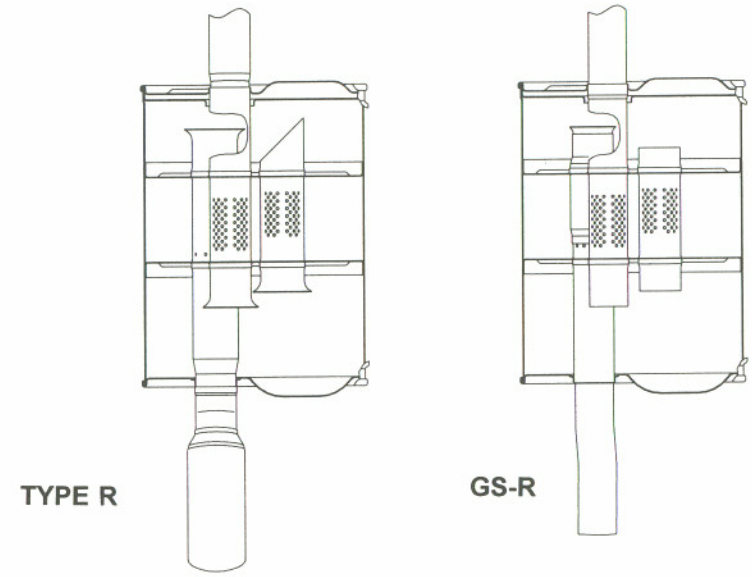


INTEGRA GS-R



INTEGRA TYPE R

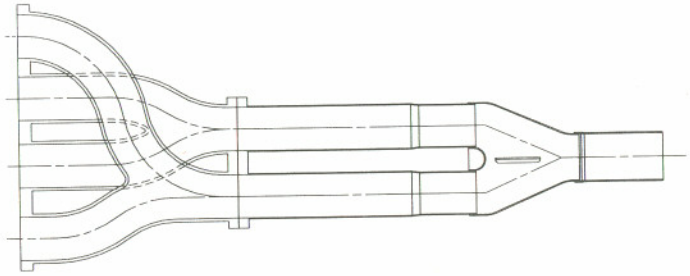
- HIGH-CAPACITY MUFFLER
- LARGE-DIAMETER PIPE
- SLANT CUT TO DIRECT EXHAUST FLOW
- FLARED PIPE ENDS FOR SMOOTHER FLOW



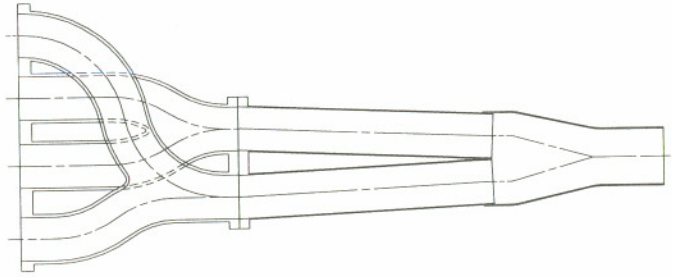
TYPE R GS-R

- LARGE-DIAMETER HEADER PIPES
- TAPERED EXHAUST COLLECTOR
- STAINLESS STEEL CONSTRUCTION
- SMOOTHER FLOW FOR HIGHER PERFORMANCE

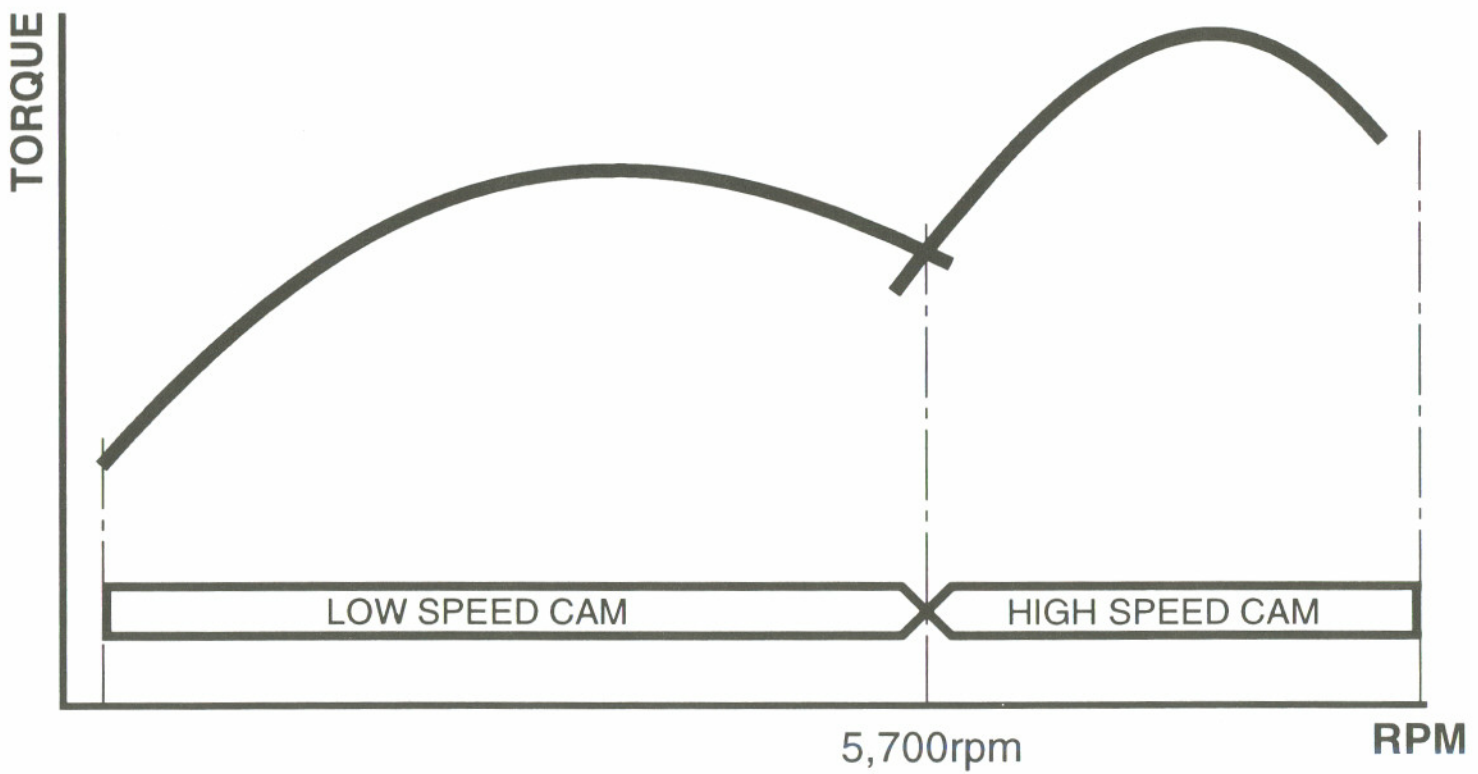
GS-R



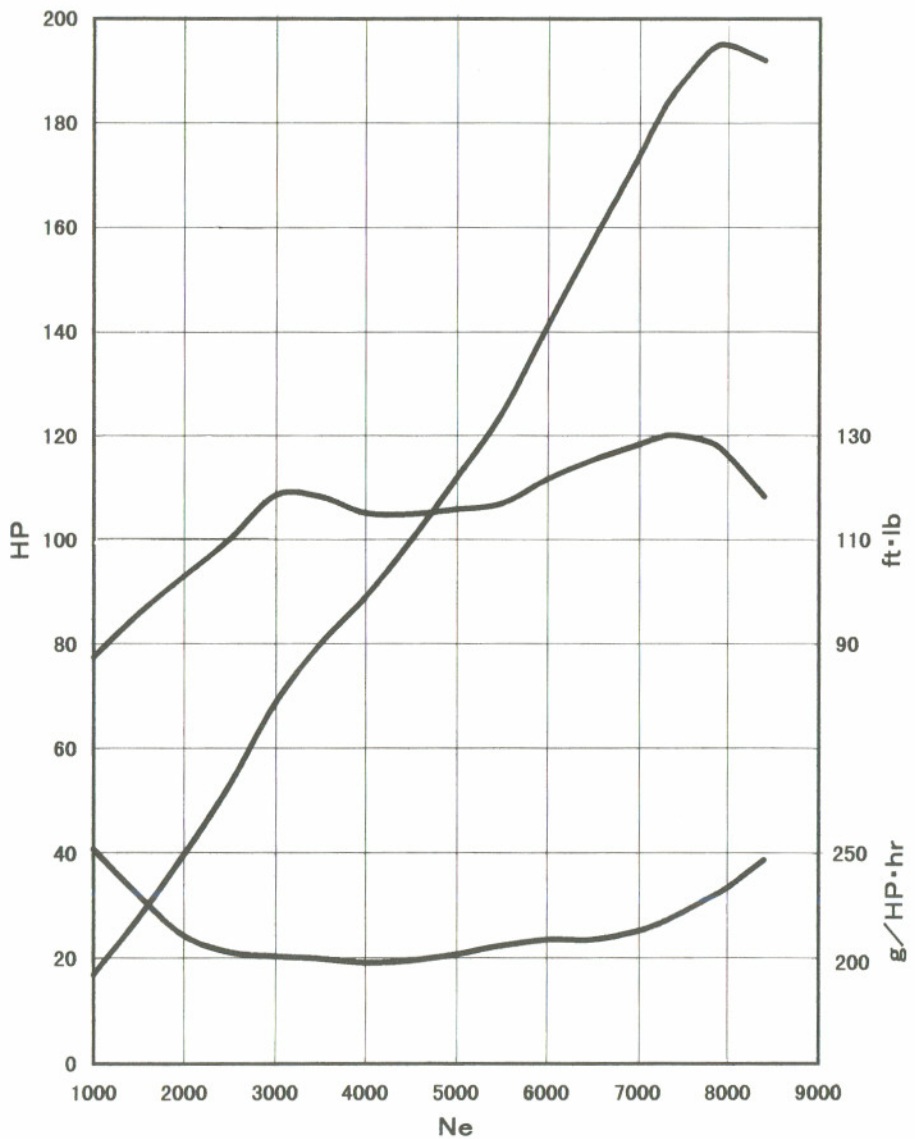
TYPE R



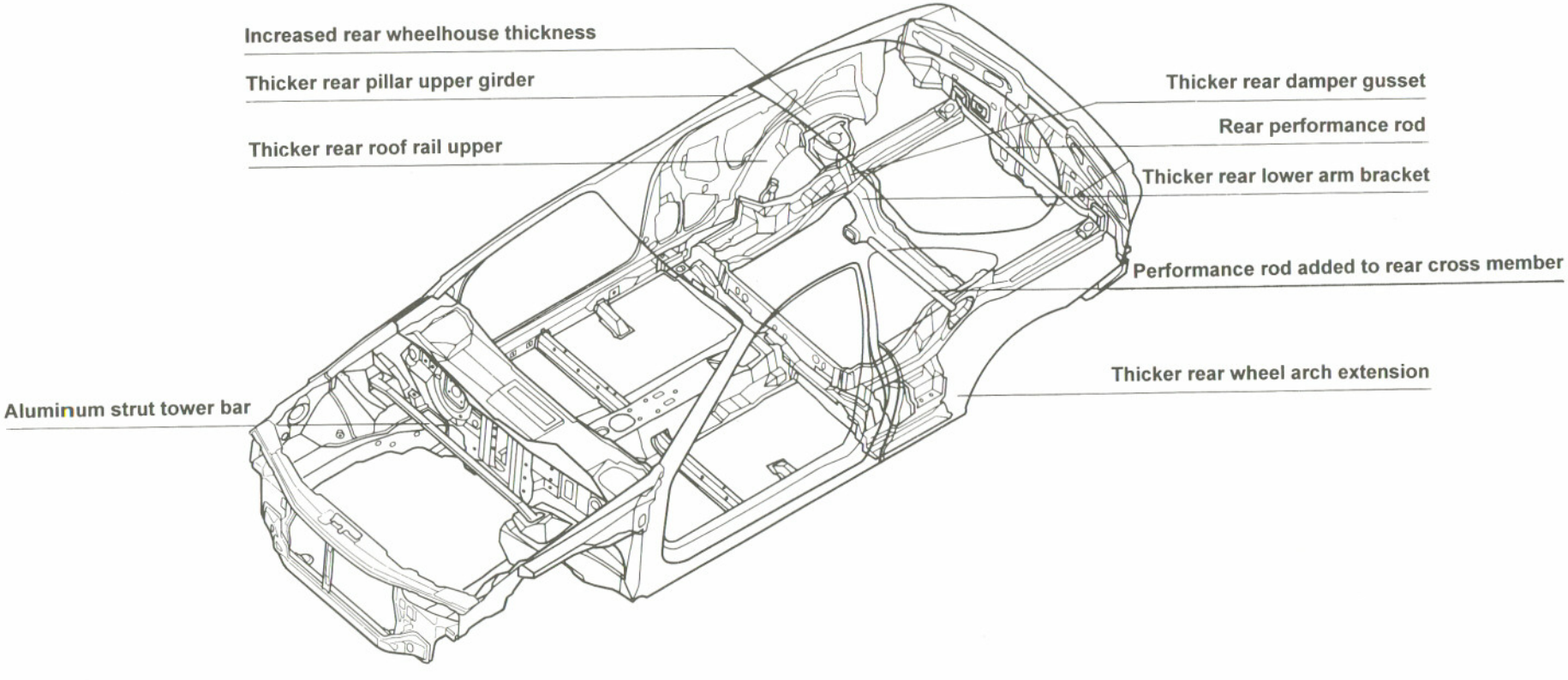
- CHANGEOVER POINT BETWEEN LOW LIFT AND HIGH LIFT = 5700 RPM (COMPARED TO 4400 RPM IN THE INTEGRA GS-R)
- RESPONSIVE UNDER ALL OPERATING CONDITIONS — FROM PART-THROTTLE, TO STEADY CRUISING, TO FULL THROTTLE



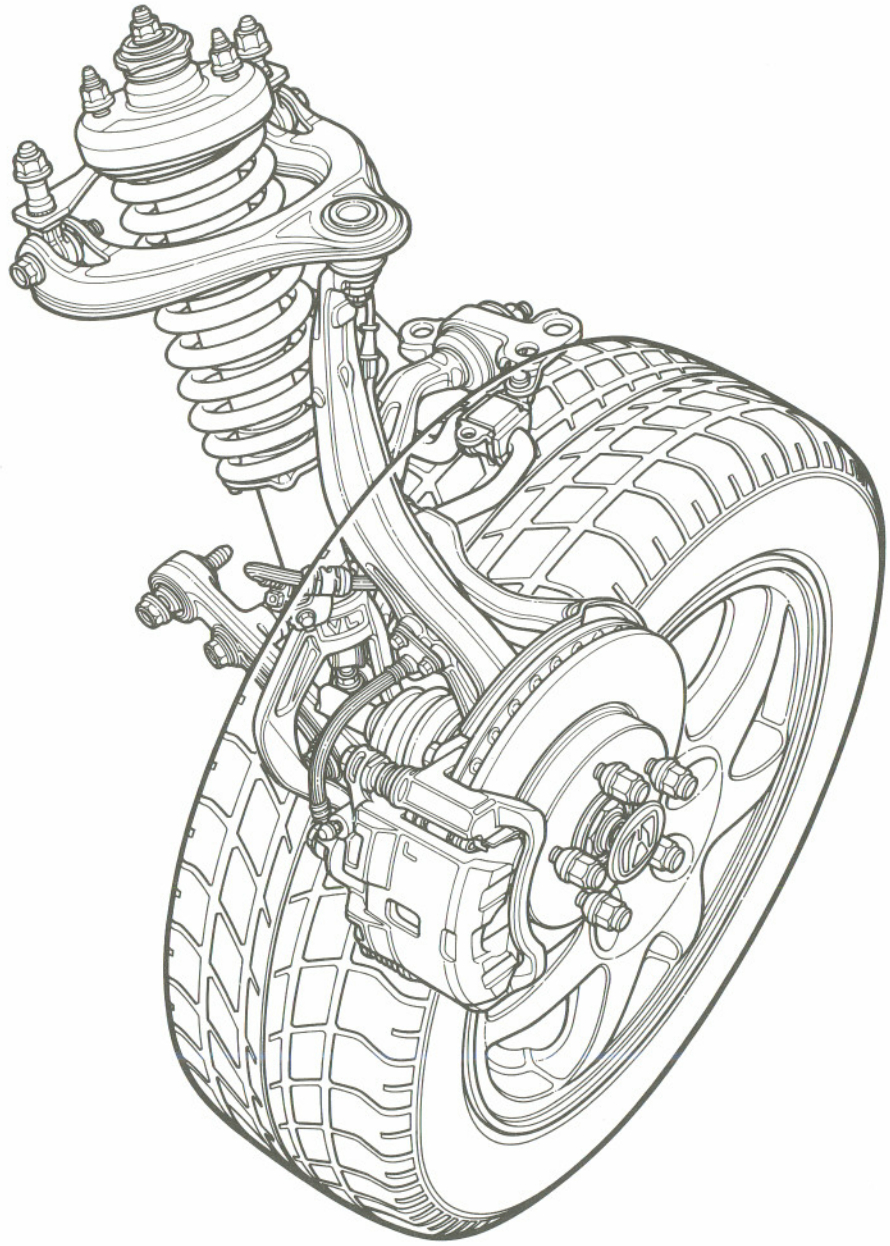
- MAXIMUM HORSEPOWER = 195 @ 8000 RPM
- MAXIMUM TORQUE = 129 LBS-FT @ 7300 RPM



- IMPROVEMENTS IN BODY RIGIDITY:



- KEY COMPONENTS: L-SHAPED LOWER CONTROL ARM, UPPER CONTROL ARM, COIL-OVER SHOCK ABSORBER, STABILIZER BAR, PERFORMANCE ROD
- NEW ALUMINUM SHOCK TOWER BAR TO COMPLEMENT 24 MM STABILIZER BAR THAT IS EQUIPPED WITH BALL JOINTS INSTEAD OF RUBBER BUSHINGS
- COIL-OVER, GAS-PRESSURIZED DAMPER ASSEMBLIES FITTED WITH HONDA PROGRESSIVE VALVE (HPV) UNIT FOR PROGRESSIVE DAMPING ACTION
- 22% INCREASE (OVER INTEGRA GS-R) IN SPRING RATE; 115% INCREASE IN COMPRESSION DAMPING, 70% INCREASE IN REBOUND DAMPING; 500% INCREASE IN BUSHING STIFFNESS



- KEY COMPONENTS OF REAR DOUBLE-WISHBONE SUSPENSION: UPPER AND LOWER CONTROL ARMS, TRAILING ARM, COIL-OVER SHOCK ABSORBER, STABILIZER BAR
- PROGRESSIVE-RATE SPRING FOR INCREASED FORCE ACROSS ENTIRE RANGE
- COMPRESSION DAMPING SETTINGS INCREASED BY 66% (OVER INTEGRA GS-R); REBOUND DAMPING INCREASED 31%
- STABILIZER BAR INCREASED FROM 13 MM TO 22 MM (OVER INTEGRA GS-R)
- BEARING SPAN WITHIN REAR-WHEEL HUB INCREASED BY 10 MM (OVER INTEGRA GS-R)