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2000 Integra Offers Nimble Performance with Acura Technology

TORRANCE, Calif. (September 25, 1999) — The Acura Integra line of Sports Sedans and Sports Coupes offer race-inspired innovations, sporty, free-revving engine response, crisp precise handling and an ergonomic driving environment.

“The Integra demonstrates that high performance engineering and revolutionary powertrain technologies can be had in all Acura vehicles,” says Dick Colliver, executive vice president, Acura division. “The Integra benefits from the same racing-inspired engineering that created the NSX, which makes it fun to drive.”

The 2000 Acura Integra offers the flexibility of Sports Coupe and Sports Sedan models in three grades — LS, GS and GS-R. In addition, the racing-tuned Integra Type R sports coupe returns for 2000 in limited numbers for serious driving enthusiasts.

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The Integra GS-R sports sedans and sports coupes have been engineered for enthusiasts seeking more power for increased performance. An all-aluminum, 4-cylinder powerplant has been massaged in the GS-R to produce 170-hp at 7,600 rpm and 128 lb.-ft. of torque at 6,200 rpm. Acura's patented Variable Valve Timing and Lift Electronic Control (VTEC) system, first applied in the Acura NSX supercar, is the heart of the GS-R's strength. The VTEC system allows for a balance between low end torque and high end horsepower to ensure optimum power at any engine speed. Programmed Fuel Injection (PGM-FI), a dual-stage intake system, and oil jet piston cooling are just a few of the many enhancements that add to the Integra GS-R's performance and reliability. Because the GS-R was developed for true driving enthusiasts, a racing inspired, short-throw, 5-speed manual is the only transmission offered for this car.

The Integra LS and GS are equipped with an all-aluminum, 1.8-liter, DOHC, 16-valve 4-cylinder engine that produces a spirited 140-hp at 6,300 rpm and 127 lb.-ft. of torque at 5,200 rpm. The LS and GS models are available with a standard 5-speed manual or 4-speed electronically controlled automatic transmission.

For 2000, both the LS and GS DOHC and the GS-R VTEC powerplants comply with strict TLEV (Transitional Low Emission Vehicle) standards for tailpipe emissions. Long-wearing platinum-tipped spark plugs also allow for the Integra to travel 100,000 miles between scheduled tune ups.

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All Integra Sports Sedans and Sports Coupes are engineered with a four-wheel, fully independent, sport-tuned double-wishbone suspension system for firm, confident cornering and a smooth ride. Front and rear stabilizer bars enhance stability during sudden maneuvers and the GS-R models add a shock tower brace for added structural rigidity.

To help enhance the security of its occupants, Integra models feature a rigid unit-body structure with front and rear crumple zones, side impact door beams and pads and a dual airbag supplemental restraint system (SRS). In addition, the Integra features a four-wheel Antilock Braking System (ABS) as standard equipment to help the driver maintain steering control of the vehicle during hard stops.

In addition to engine advancements, the Acura Integra is an innovation in comfort and convenience packaging. Standard features include power windows and mirrors, leather-wrapped steering wheel and manual gearshift knob, power moonroof and a six-speaker AM/FM/CD stereo system. GS and GS-R models add standard leather seating along with a rear decklid spoiler on coupe models.

The 2000 Integras, like all Acura vehicles, are covered by a comprehensive 4-year/50,000-mile bumper-to-bumper limited warranty. Additional ownership benefits include Acura Total Luxury Care (TLC), which provides free 24-hour roadside assistance, concierge service and trip routing.

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