



MEDIA INFORMATION

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Acura Integra Type R: Factory-Built High Performance Fun

TORRANCE, Calif. (September 25, 1999) — Joining the Acura model line for 2000 is the high-performance, fun-to-drive, for-enthusiasts-only Integra Type R. Featuring NSX-inspired technology, the Integra Type R offers the nimble performance capabilities of a hand-crafted racer

“The Type R is pure Integra with the performance and fun factors clicked all the way up,” said Dick Colliver, executive vice president, Acura division. “It shows all that’s possible when racing engineers tune a road car for serious driving enthusiasts.”

The all-aluminum, 1.8-liter Integra powerplant has been specially tuned to produce 195-horsepower at 8,000 rpm and 130 lb.-ft. of torque at 7,300 rpm, making it one of the most powerful 4-cylinder powerplants available in America today. This power is developed through numerous Acura engineering advancements, including the patented VTEC (Variable Valve Timing and Lift Electronic Control) system pioneered in the Acura NSX supercar. VTEC helps provide optimum performance at all engine speeds to broaden the torque curve and increase peak power output.

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Additional powerplant enhancements which contribute to the Integra Type R's high-revving power output include high-compression, low friction pistons, high performance camshafts and valve gear, large diameter throttle body, along with a high-flow intake manifold and exhaust system.

The Type R's increase in power is transferred to the wheels through an exclusive, ultra close-ratio 5-speed manual transmission with a heavy-duty clutch to accommodate the additional power. Coupled to a torque-sensitive, helical type limited slip differential to increase traction and reduce understeer, the Type R is at home on the racetrack as well as on the highway.

Improvements to the powerplant account for only part of the refinements made in the Type R transformation from a standard Integra coupe. Ride height has been decreased by 15 mm to lower the center of gravity through exclusive suspension springs and shocks, allowing for race car-like handling. Larger disc brakes with increased rotor and caliper size allow the Type R to stop quickly, while a refined ABS modulator enhances steering under hard braking. In addition, a computer-designed aluminum front strut tower brace and numerous structural reinforcements to the body greatly reduce flexing for a solid ride and confident handling.

To round out the performance package, the Type R is equipped with exclusive design, 15-inch aluminum wheels with increased offset and a durable 5-bolt lug pattern. To provide excellent traction, stability and outstanding road feel, the wheels are mounted with specifically engineered Bridgestone Potenza RE010 tires, similar to those found on the Acura NSX.

To compliment the engine and performance enhancements of the Type R, the vehicle has undergone a 33 lb. weight reduction compared to an Integra GS-R sports coupe, all while retaining creature comforts like standard air conditioning.

Externally, the Type R features exclusive appearance upgrades including a front chin spoiler, rear wing-type spoiler and body colored side sills which improves aerodynamics. In the cockpit, unique sport-style seats, carbon fiber style instrument panel, a special serial number plate on the center console and an aluminum shifter knob set apart the Type R. Offered in two sporty colors, Flamenco Black Pearl and Phoenix Yellow, these Type R exclusive items remind the driver that this Integra is an extremely special vehicle.

The 2000 Integra Type R, like all Acura vehicles, is 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.