



JAPAN 1997-PRESENT



# Acura INTEGRA TYPE R

Compared to the standard Integra, the Type R is a true go-fast machine. It has one of the most potent four-cylinder engines currently available, and offers race car handling and performance at an attractive price.

Produced by  
Honda Motor Co.,  
Tokyo, Japan



## VITAL STATISTICS

Top speed:	143 mph
0-60 mph:	6.7 sec.
Engine type:	In-line four
Displacement:	1,797 cc
Max power:	195 bhp at 8,000 rpm
Max torque:	130 lb-ft at 7,300 rpm
Weight:	2,427 lbs.
Gas mileage:	26 mpg
Price (1998):	\$24,500



*"...composed and sharp."*

*"The VTEC engine is the nerve center of the Acura Integra Type R. Everything else seems irrelevant when you press on along your favorite stretch of road. No other four-cylinder engine has this side of a racing circuit sound as raw and urgent, and it shoots the Integra forward at an incredible pace. The brakes are the most delicate and responsive of any car in this class, the steering is light and precise, and the handling composed and sharp."*

Despite the Integra Type R's amazing performance, the interior is plain.



## Milestones

**1989** The Integra is launched in Japan in hatchback form. In the U.S. it is known as the Acura Integra.

**1993** A coupe version, with two smaller front lights is added to the range.



The Integra R shares many components with the Civic.

**1994** Acura demonstrates an all wheel drive, 230 hp Integra prototype to the world's press, but it does not go into production.



All-4-wheel drive (not shown) is also only available in select.

**1997** The range-topping Integra R, with a 195-hp VTEC engine, is launched to much acclaim from road testers around the world.

## VALUE GUIDE

ORIGINAL PRICE  
1998 \$24,500  
PRODUCTION TOTAL  
still in production

The Integra Type R is one of the most undervalued sports cars.

## UNDER THE SKIN



Lightning-strut front end

Front wheel drive

Four-wheel disc brakes



Rear-wheel drive four

## Road racer

The Integra Type R is based on a front-engine, front-wheel drive layout with independent suspension by double wishbones all around. However, modifications take the R onto a different plane. The suspension is lowered and has softer springs, stiffer shocks and bushings and thicker anti-roll bars. A helical limited-slip differential helps to prevent wheelspin.

## THE POWER PACK

### VTEC magic

The VTEC engine is basically the same 1.8-liter four-cylinder unit that is used in the Accord and Civic VTEC but with a number of enhancements. It has low-friction pistons, a high-volume air intake, a larger bore intake manifold, lightweight intake valves, higher lift camshafts, double valve springs, slimmer valve stems, a bigger free-flow exhaust and a balanced, high-precision crankshaft. In addition, the compression ratio is raised to 11.1:1. The maximum power output of 195 bhp occurs at an amazing 8,000 rpm.



Dual overhead camshafts

11.1:1 compression

Four valves per cylinder

Alloy block and cylinder head



The Integra R offers buyers a reasonably priced performance car.

## Acura's star

The Integra Type R is probably the star of the entire Acura range. Although the RSX boasts exotic credentials, it cannot match the scintillating engine noise and uncompromising handling response of the Integra Type R for such a low price.

## NOSE TO NOSE Mitsubishi Eclipse • BMW M3 • Acura Integra Type R

TOP SPEED	0-60 mph	POWER	WEIGHT	RIVAL CARS
130 mph	6.4 sec.	210 bhp	3,053 lbs.	MITSUBISHI ECLIPSE
145 mph	5.6 sec.	321 bhp	3,352 lbs.	BMW M3
143 mph	6.7 sec.	195 bhp	2,427 lbs.	ACURA INTEGRA TYPE R

# Acura INTEGRA TYPE R



It may not look very special, but the Integra Type R is a superb machine. The car's outstanding performance elevates its status to one of the best-performing sporty coupes currently on sale in the world.

## Race-inspired engine

The VTEC Acura engine produces more than 180 hp per liter, making it the most powerful normally-aspirated production car four-cylinder engine in the world.

## Racing white paint

The Integra Type R only comes in white. It reflects the national Japanese racing color used by Honda in competition events.

## NSX brakes

The front vented disc brakes are the same as those fitted to NSX and measure 11.1 inches.

## Stiffened bodyshell

On the road the Integra feels like it has a full roll cage. This rigidity is due to a thoroughly stiffened shell composed of thicker gauge steel for crucial areas and four cross-bracing struts at the front and rear of the body.



## No-frills cabin

Inside, the Type R reveals its humble origins. The trim and layout are very similar to the Civic—bright red fabric front seats, a titanium-shifter handle and yellow gauge needles for a performance touch. A radio is not available, because it is considered too heavy for the lightweight specification.

## Specifications

### 1997 Acura Integra Type R

#### ENGINE

Type: In-line four-cylinder  
Construction: Aluminum cylinder block and head  
Valve gear: Four valves per cylinder operated by twin overhead camshafts  
Bore and stroke: 2.18 in. x 2.43 in.  
Displacement: 1,797 cc  
Compression ratio: 11.1:1  
Induction system: Electronic multiport fuel injection

Maximum power: 180 hp at 4,800 rpm  
Maximum torque: 138 lb-ft at 1,200 rpm

TRANSMISSION  
Five-speed manual

BODY/CHASSIS  
Unitary construction with two-door steel coupe body

SPECIAL FEATURES



An interesting touch is the red cover which contrasts with the exterior.



Acura bucket seats are standard equipment in the Integra Type R.

SHIFTING GEAR  
Steering: Rack-and-pinion

Front suspension: Double wishbones with coil springs, shock absorbers and anti-roll bar

Rear suspension: Double wishbones with coil springs, shock absorbers and anti-roll bar

Brakes: 11.1-in. vented disc (front), solid disc (rear)

Wheels: Alloy 17-in. dia.  
Tires: 195/50 R17

DIMENSIONS  
Length: 173.2 in. Width: 67.3 in.

Height: 51.8 in. Wheelbase: 101.2 in.

Track: 58.2 in. (front), 58.1 in. (rear)

Weight: 2,427 lb.

