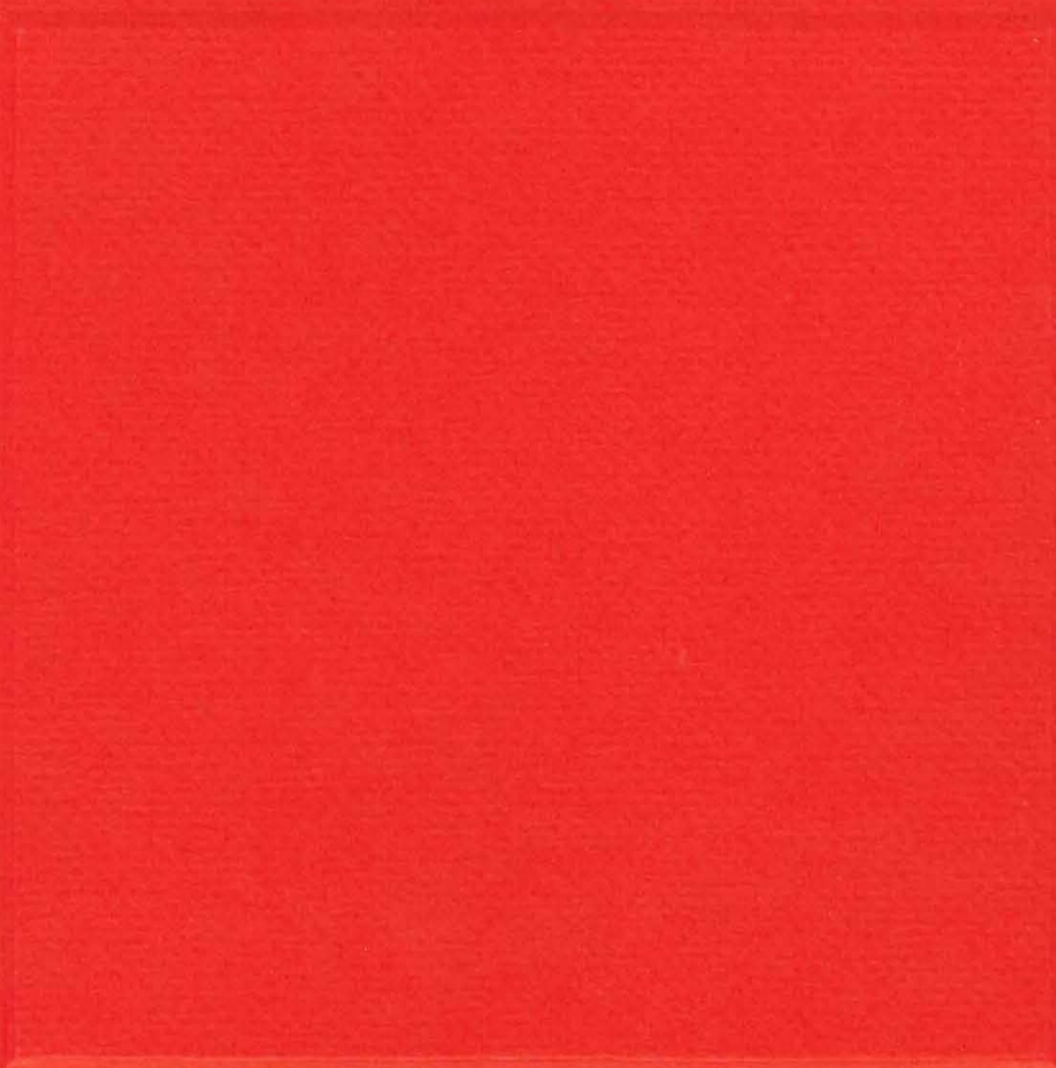


INTEGRA



ACURA

INTEGRA



ACURA

ACURA INTEGRA. INNOVATION VS. IMAGE.

These days a lot of car manufacturers seem to spend their time building an impressive image. Acura has a different priority. Building an impressive car.

A car that's every bit as exciting to drive as it is to own. Because we know that no matter how impressive a car looks on paper, it's nothing if it's not equally as impressive on the road.



The Acura Integra 3-Door GS in Rio Red.



AUTOMOTIVE HISTORY CAN BE SOMETHING YOU READ ABOUT OR SOMETHING YOU PARTICIPATE IN. At Acura, innovation isn't just a word. It's a lifestyle. Which means everyone involved in the development of the Integra—from the first engineer to the last person on the assembly line—shares a common goal. To offer you the best possible driving experience.

Needless to say, developing a car like the Acura Integra—whose 1.8-liter 16-valve engine design is considered by many to be the most innovative and advanced in its class—is not an easy task. But it is made easier by our hands-on involvement with



Formula One racing led to the innovative design of the 1.8-liter 16-valve engine found in the Acura Integra.

the most competitive, technologically demanding automotive arena in the world—the Formula One racing circuit.

Racing at speeds exceeding 200 MPH, on tracks all over the world, has led to a series of remarkable advancements in engine technology.

The kind of technical advancements that not only help to make our race cars faster, but our street cars better.

For example, the performance advantages of lightweight engine components, programmed fuel injection and the four-valves-per-

cylinder technology found in the 1.8-liter Integra engine were refined as a result of our Formula One racing experience.

Of course, what we learn on the race track must still prove itself capable of surviving the test track. Which is why every Acura design must endure the rigorous twists and turns of a test facility called the Tochigi Proving Grounds.

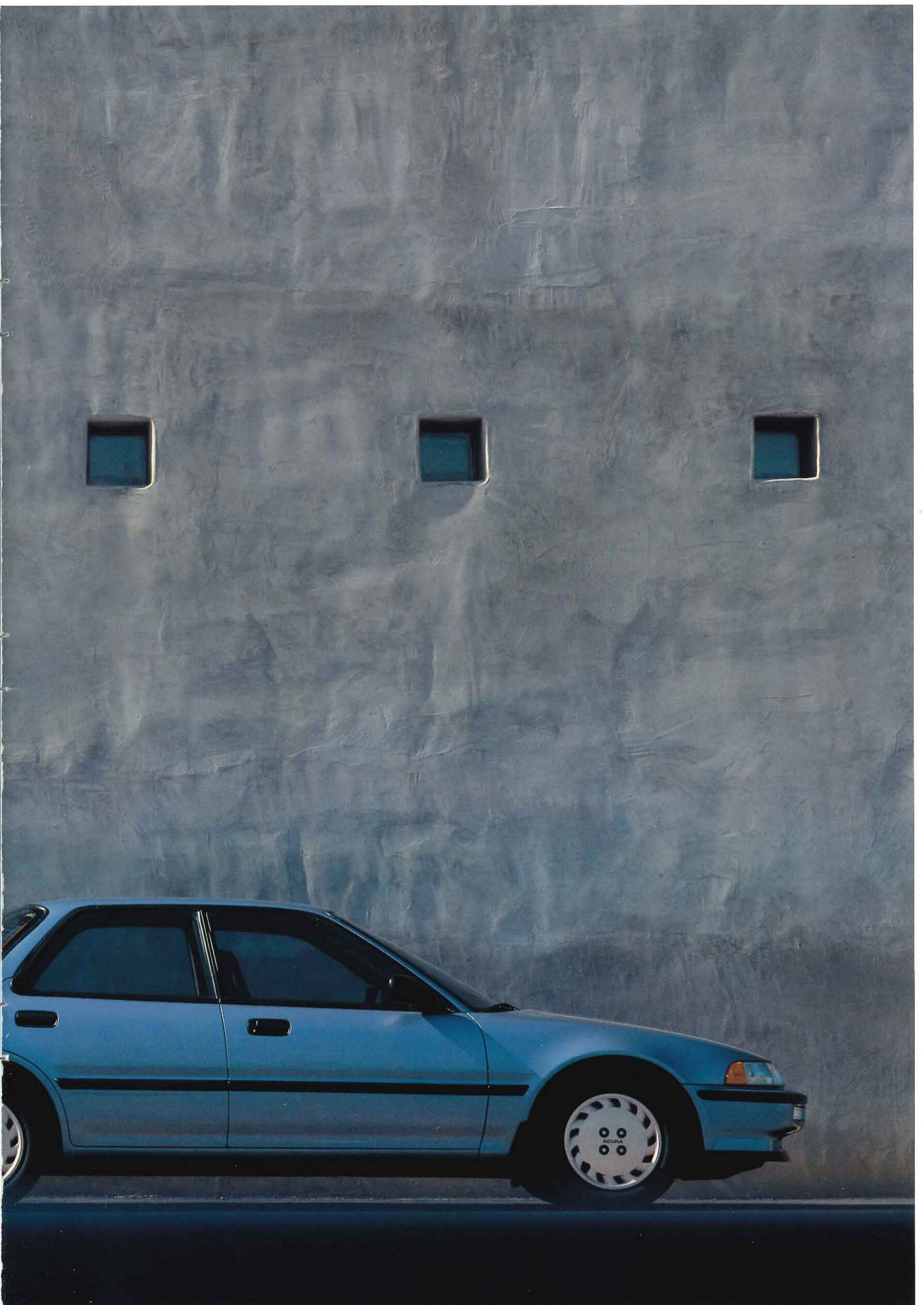


At Tochigi we've painstakingly recreated just about every driving condition you can imagine. And some you probably can't.

Rest assured, if Acura can build an automobile that can stand the test of Tochigi, it can stand the test of time.



The Acura Integra 4-Door RS in Superior Blue.



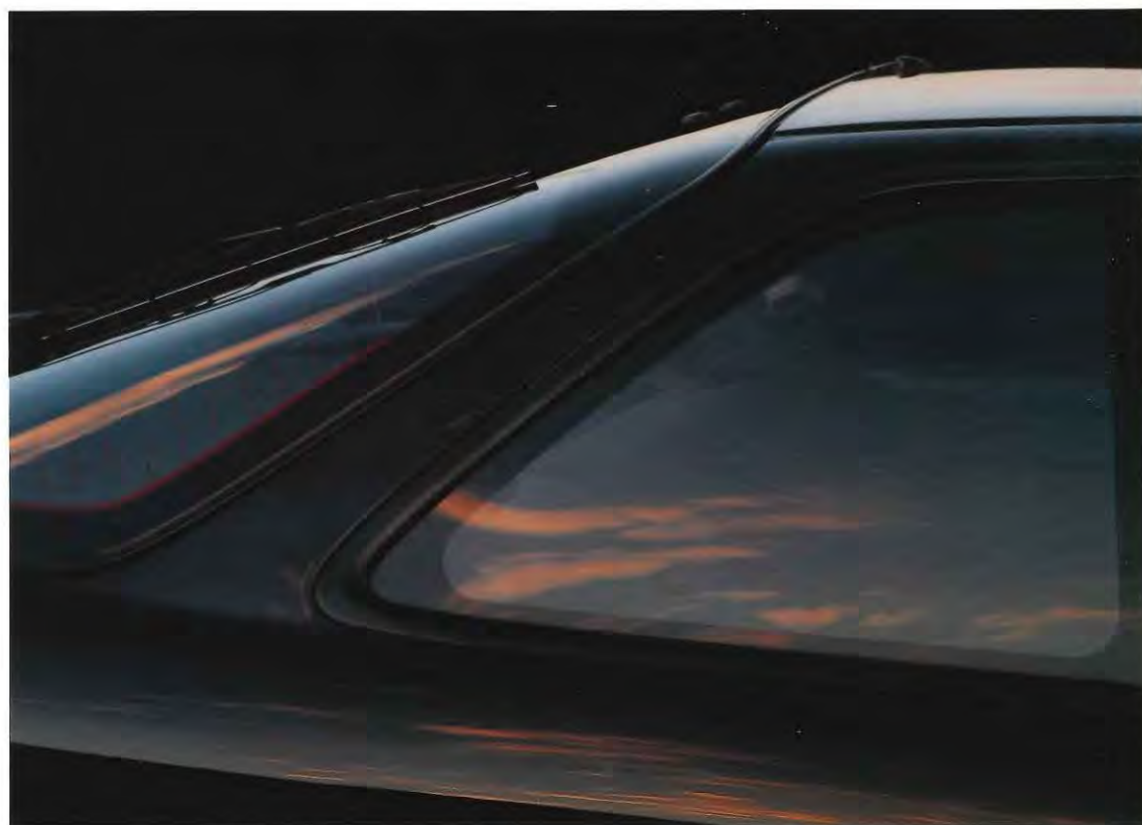
THE INTEGRA: AERODYNAMICALLY DESIGNED TO CATCH THE EYE AND CARESS THE WIND. Don't let the good looks of the Acura Integra fool you. Everything you see is there for good reason.

Its aggressive wedge shape, low sloping hood, narrow halogen headlights, flush fitting glass, sashless doors, low beltline, and smooth underbody all combine to make the Integra a model of aerodynamic efficiency.

With that said, you probably won't be surprised to learn that the Integra cuts through the wind with a low drag coefficient of just 0.32 for the 3-door and 0.34 for the 4-door. But perhaps even

more impressive than the Integra sports sedan's low amount of wind resistance is its exceptionally high amount of visibility.

Sit inside the Integra and you'll quickly notice how easy it is to see outside the Integra. That's because of the driving compartment's



expansive "greenhouse" design. The slim roof pillars and remarkably large window areas combine to give you outstanding visibility, both frontwards and backwards, thus enhancing safety.

Of course, its safety features go well beyond high visibility. Every



Integra is seam welded in critical areas and has reinforced door pillars to provide extra strength. Three-point front and rear outboard seat belts come standard.



An Anti-Lock Braking (ALB) system for hard braking situations is standard on GS models. In addition, the Integra is manufactured to the highest standards for quality, corrosion

resistance and durability—including a special 3-coat, 3-bake painting process that provides a beautiful, lustrous and lasting exterior finish.

If you're looking for a car that shines as well on the road as it does in the showroom, look no further than the Acura Integra.

WE WOULDN'T ASK YOU TO SPEND ONE MINUTE WHERE OUR ENGINEERS HADN'T SPENT 100,000 HOURS.

The person who first called the instrument panel a "dash" knew precisely what he was talking about. The driver should be able to monitor the controls at a glance and quickly adjust to the road conditions ahead.

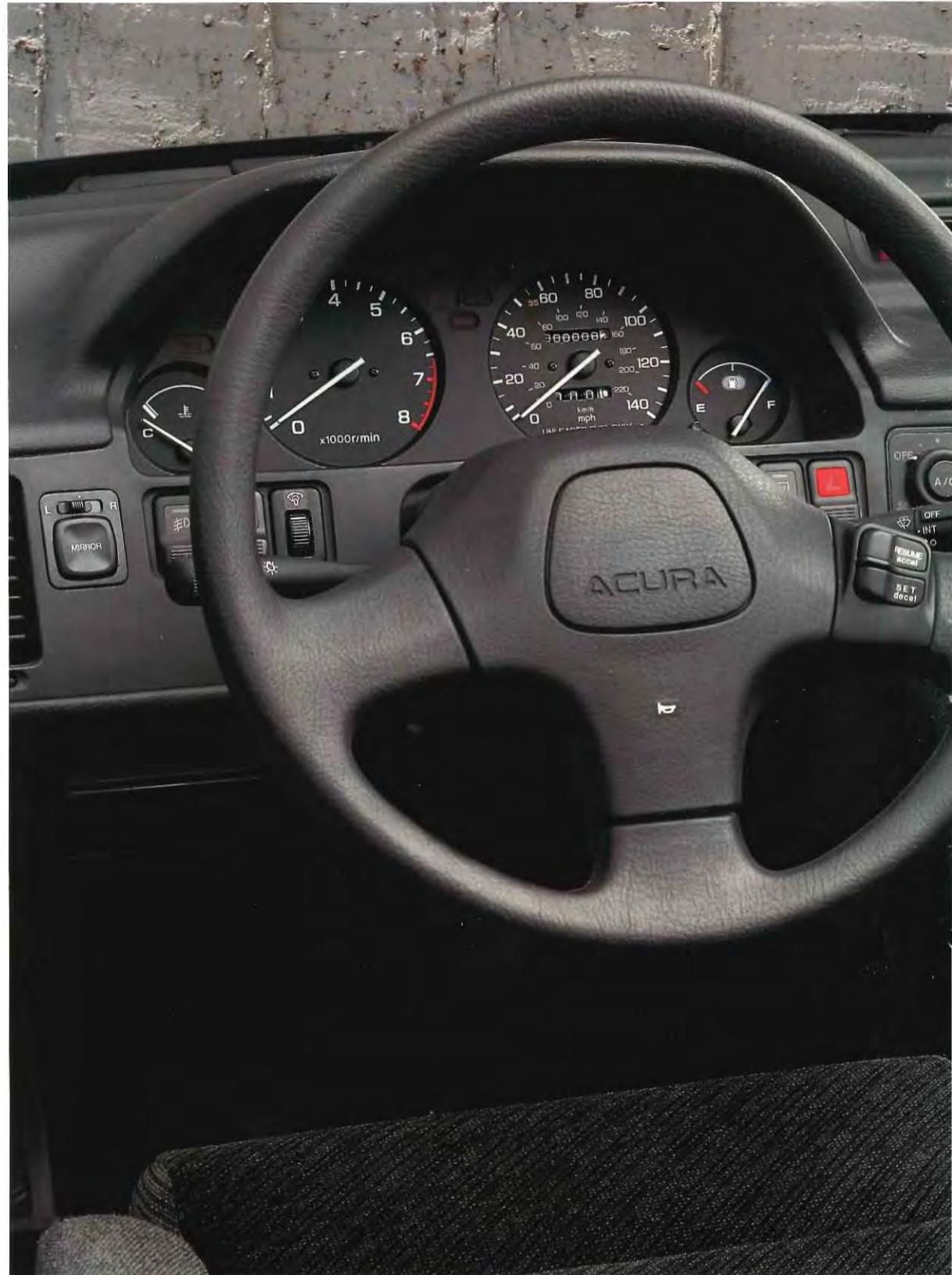
A fact many automakers seem to have forgotten. But Acura hasn't.

Slide into the cockpit of the Integra and you'll notice that the levers, buttons and gauges are right where they should be. Easy to see. Easy to reach.

You will note how smoothly and surely the switches

and controls engage. Everything carefully considered—from the cruise control buttons conveniently located on the steering wheel to easy-to-read white-on-black analog gauges. Simplicity through and through.

Of course, making driving an easier, more enjoyable experience



The ergonomic wing-shaped instrument panel is designed to minimize distractions in order to improve driver performance.

is by no means limited only to the instrument panel of the Integra.

Take its bolstered front bucket seats for instance. When designing them we didn't just worry about fabrics and patterns; we worried about your body. Making sure that the curves and contours we gave



our seats matched the curves and contours Mother Nature gave you. So you can rest assured that even after traveling long distances, you'll be in top form.

Chances are you'll never notice the thousands of hours the Integra engineers spent inside it. Nothing will steal your attention. Nothing will stick out.

Nothing will feel even the least bit unusual. Which, to our way of thinking, means that all those hours were more than worthwhile.

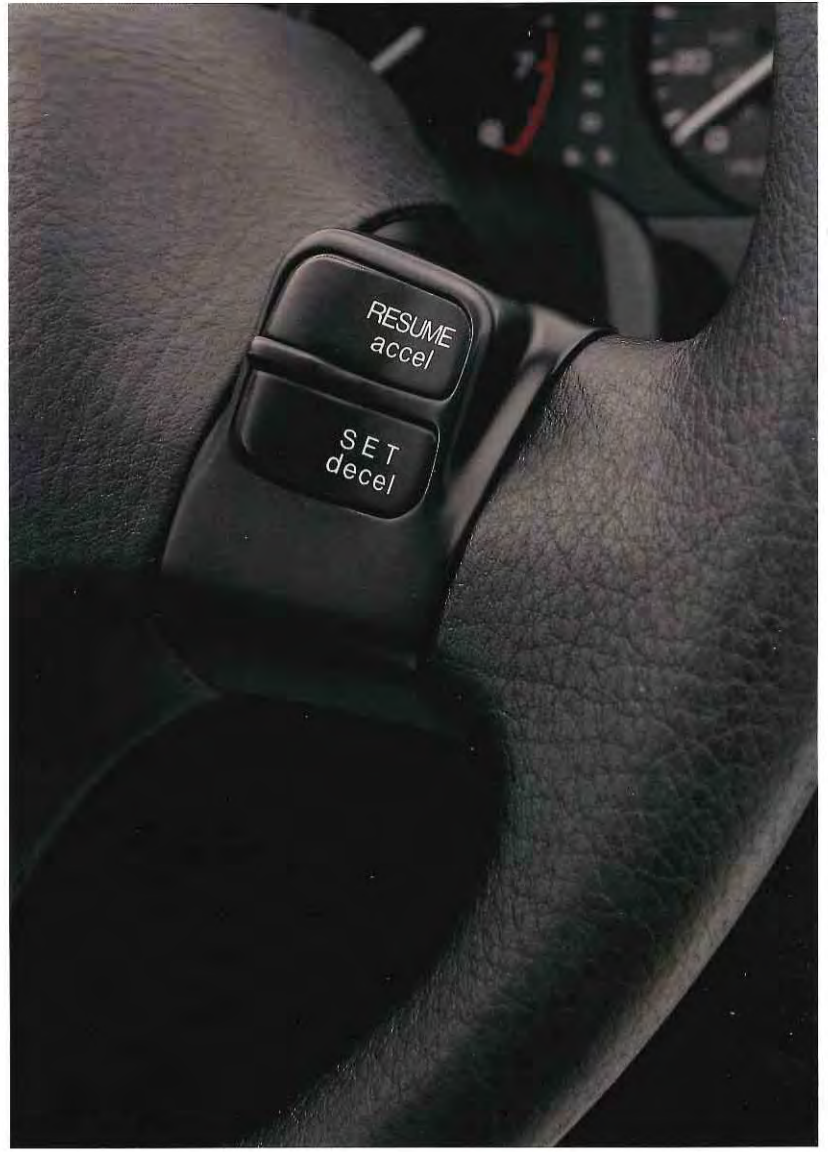
After all, what good is an automobile capable of a track-tested 120+ MPH if the interior isn't up to speed?*



The spacious Acura Integra features front bucket seats which provide lumbar and firm lateral support for serious driving.

For photographic purposes, the passive restraint front seat belt system has been shown unfastened. This system should be fastened at all times in normal use.





Clockwise from upper left: The Integra GS features an electronically tuned AM/FM stereo cassette radio with 4 speakers. Standard equipment on LS and GS trim levels includes cruise control. The switches provide sure, tactile feedback, leaving no doubt the control has been activated. Every Integra offers an optional dual-mode electronically controlled 4-speed automatic transmission with lockup torque converter. The Integra 3- and 4-door GS and 4-door LS are equipped with power windows.

THE LIST OF FEATURES, LIKE THE CAR ITSELF, GOES ON AND ON. Whether you choose the Integra 3-door or 4-door. RS, LS or GS, you'll find a wide array of standard features that will make your driving experience less stressful and infinitely more enjoyable.

Standard equipment found inside the Integra includes analog gauges, reclining front bucket seats, split fold-down rear seats, passive restraint front seat belts, an adjustable steering column and many other items for your comfort and convenience.

The Integra exterior features tinted glass, an integrated front air dam, color-matched bumpers and fog lamps—all standard.

Integra LS and GS models are equipped with cruise control, power-operated door mirrors and AM/FM stereo cassette. The Integra GS features all of the above plus a Honda-designed Anti-Lock Braking (ALB) system, alloy wheels and power windows (found on 4-door LS as well).

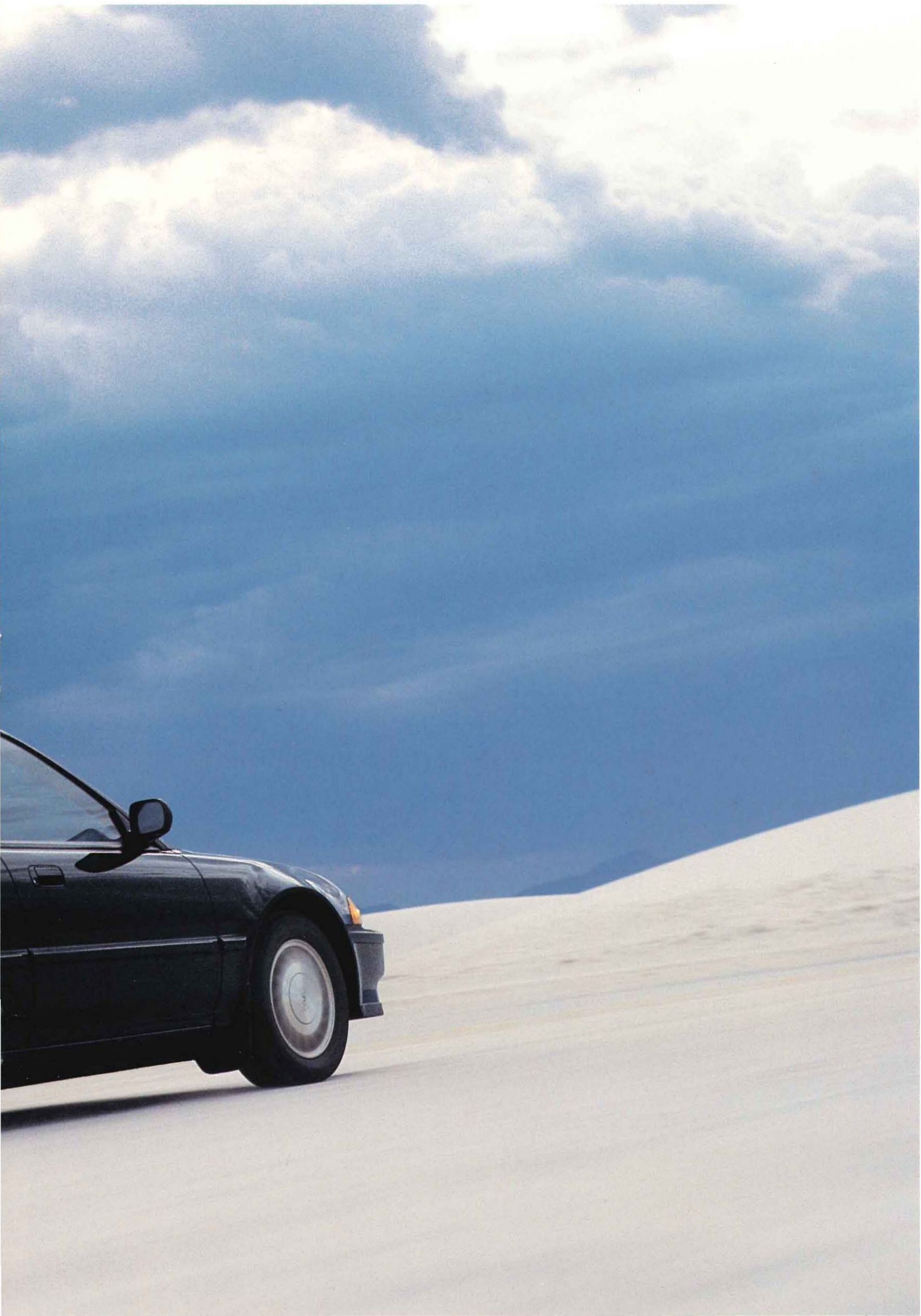
Integra 3-door LS and GS models include a standard, power-operated sunroof with sliding shade while the 3-door GS also includes an aerodynamic body-colored spoiler.

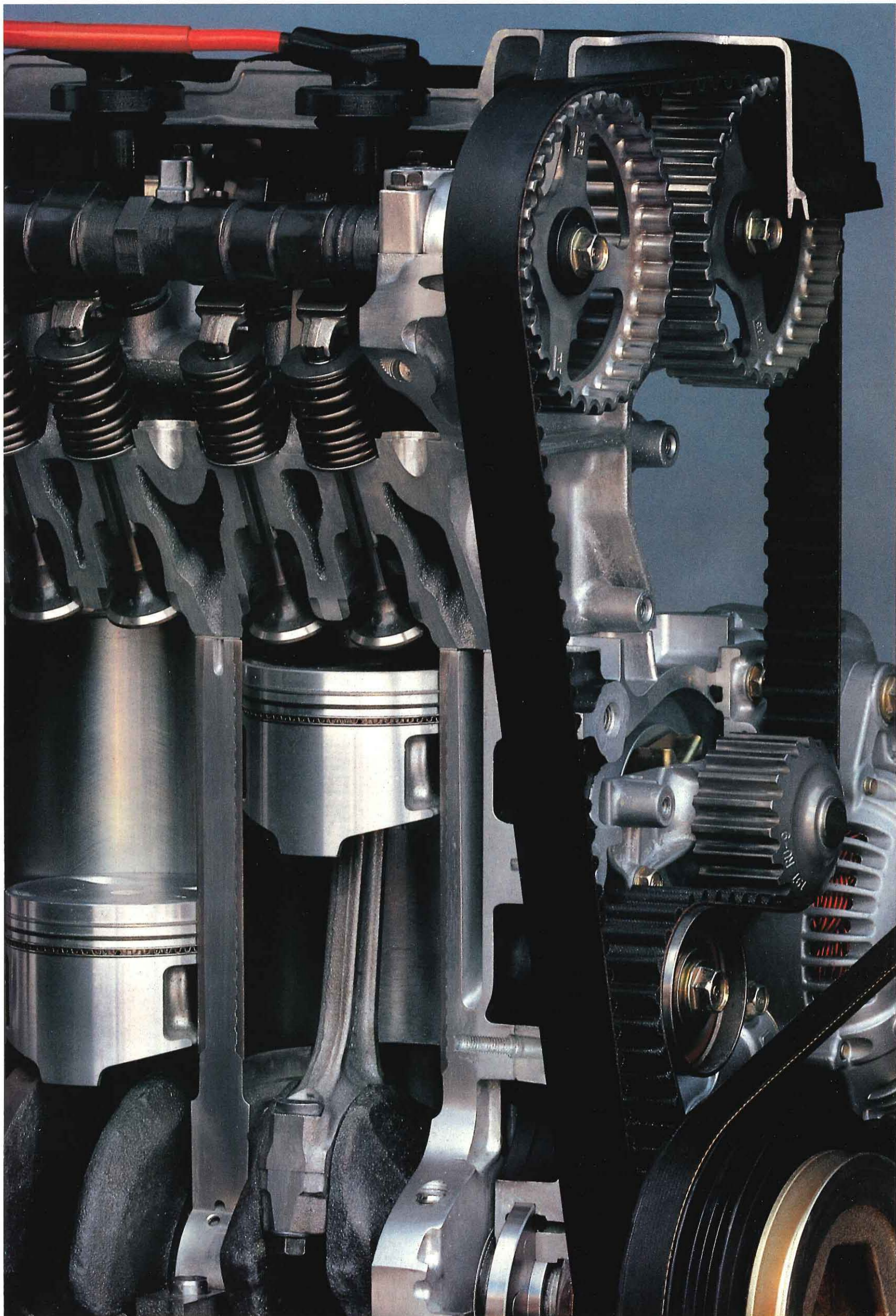
On the Integra 4-door LS and GS, power door locks are featured. Air conditioning and electronically controlled 4-speed automatic with driver-selectable Sport mode are available for every Integra model.





The Acura Integra 4-Door GS in Flint Black.





Inspired by Formula One racing. The 1.8-liter four-valves-per-cylinder programmed fuel-injected Integra engine.

HOW DOES A FORMULA ONE-INSPIRED ENGINE SOUND? Before our engineers set out to create engines for our automobiles, they develop and refine engines for Honda-powered Formula One race cars.

Although Honda teams have won several Constructors' World Championships, our engineers have come away with a few elements of engine design they consider more valuable than any trophy.

One of which is the innovative 1.8-liter 16-valve dual-overhead cam engine found in the 1990 Integra.

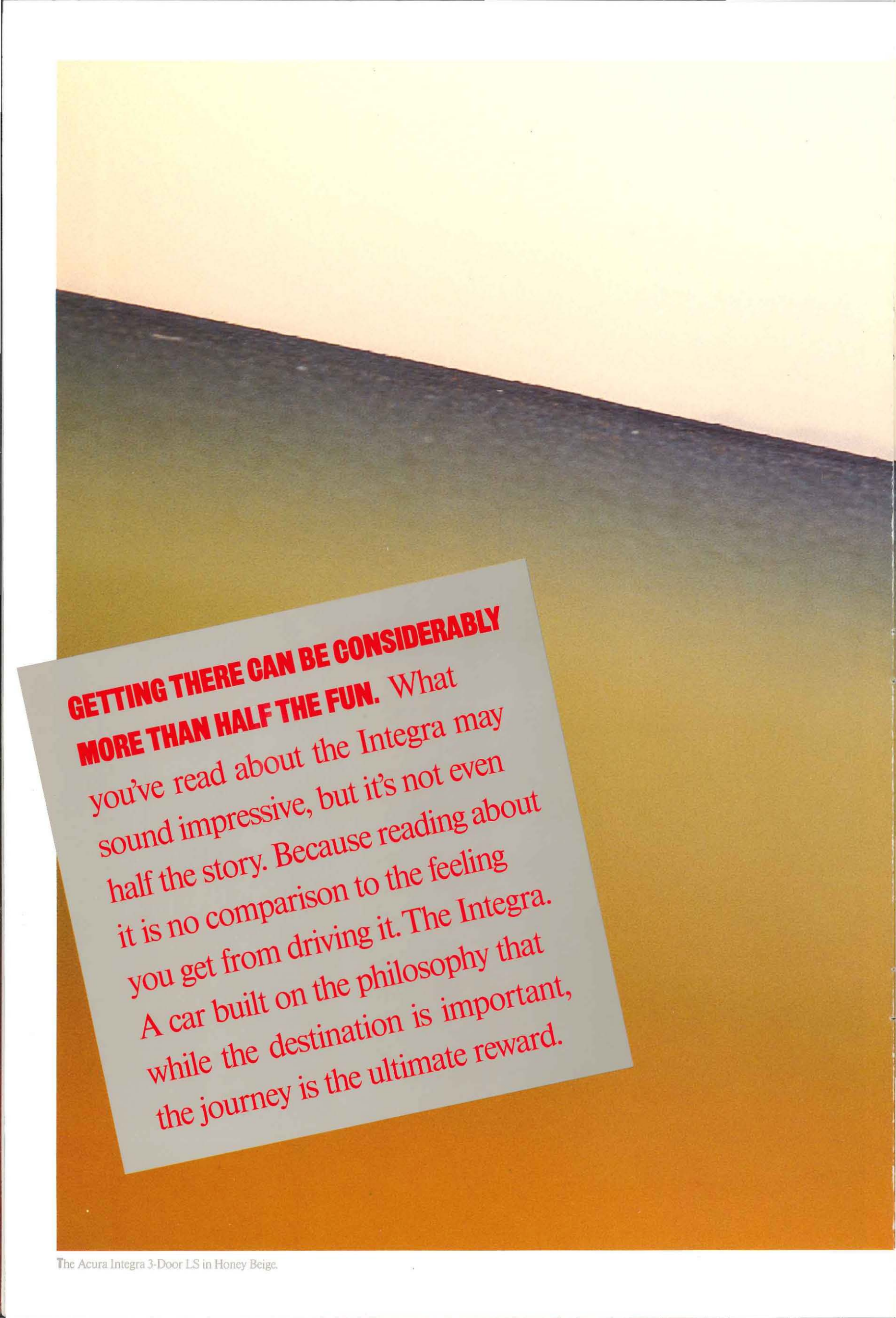
Considered by many to be the most innovative and advanced in its class, the new Integra engine is larger, more powerful and has more usable torque than ever before. Making it more responsive under every condition you'll encounter. The four-valves-per-cylinder design permits extremely efficient fuel and air flow and makes for more horsepower than conventional two-valve designs.

To further boost performance and enhance acceleration, an intake manifold was developed that packs a denser fuel and air charge into the combustion chambers, especially at low engine speed.

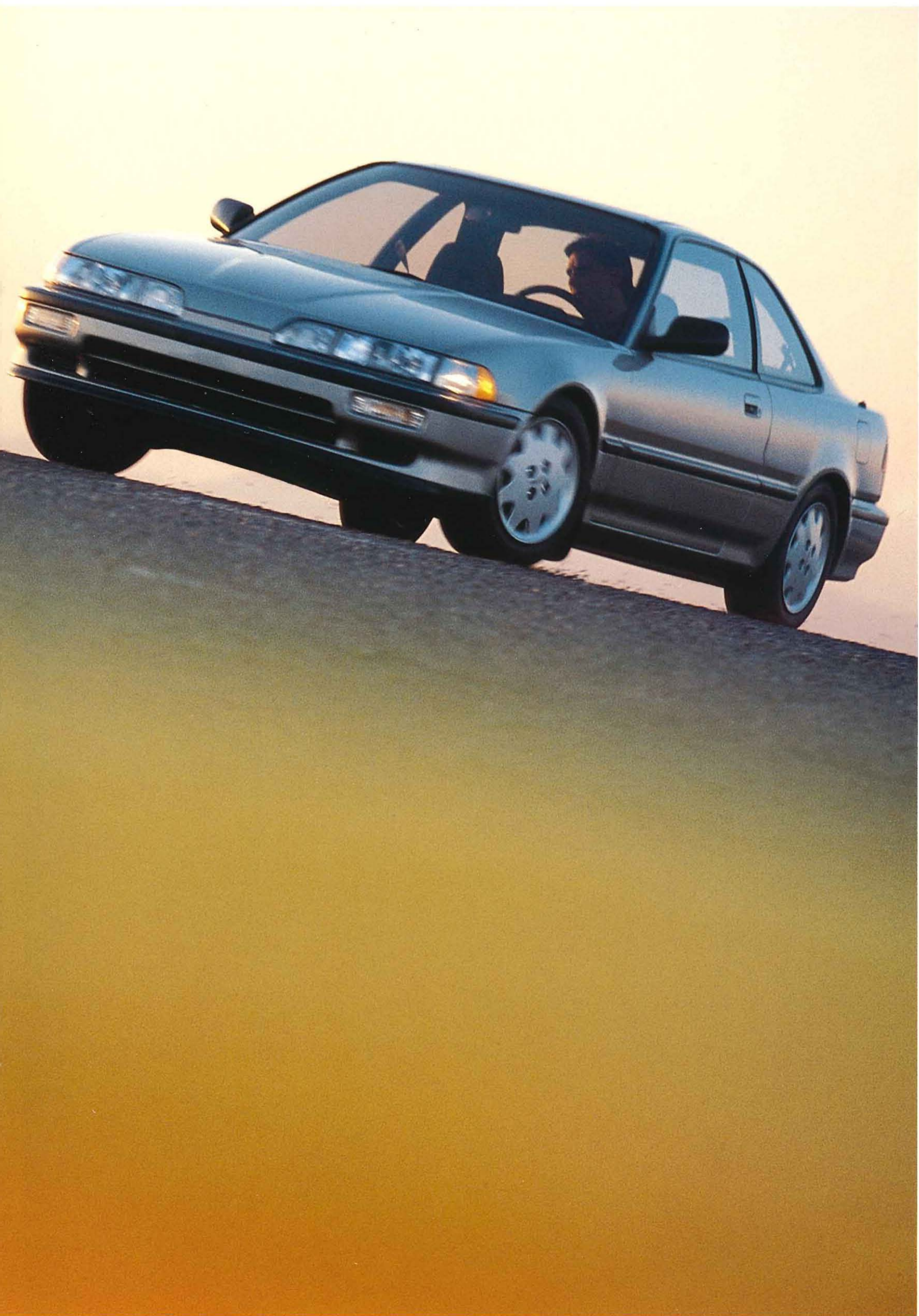
Precise fuel control—essential for instant throttle response, smooth acceleration and engine efficiency—is provided by an advanced microprocessor-controlled programmed fuel injection system which maintains the most efficient air/fuel mixture at all times.

The result is 130 horsepower and 121 lbs.-ft. of torque. Numbers that just begin to tell the story about the smooth, responsive performance instantly available at the driver's command.

Whether or not you're a fan of Formula One racing, you'll no doubt become a fan of the Acura Integra.



GETTING THERE CAN BE CONSIDERABLY MORE THAN HALF THE FUN. What you've read about the Integra may sound impressive, but it's not even half the story. Because reading about it is no comparison to the feeling you get from driving it. The Integra. A car built on the philosophy that while the destination is important, the journey is the ultimate reward.



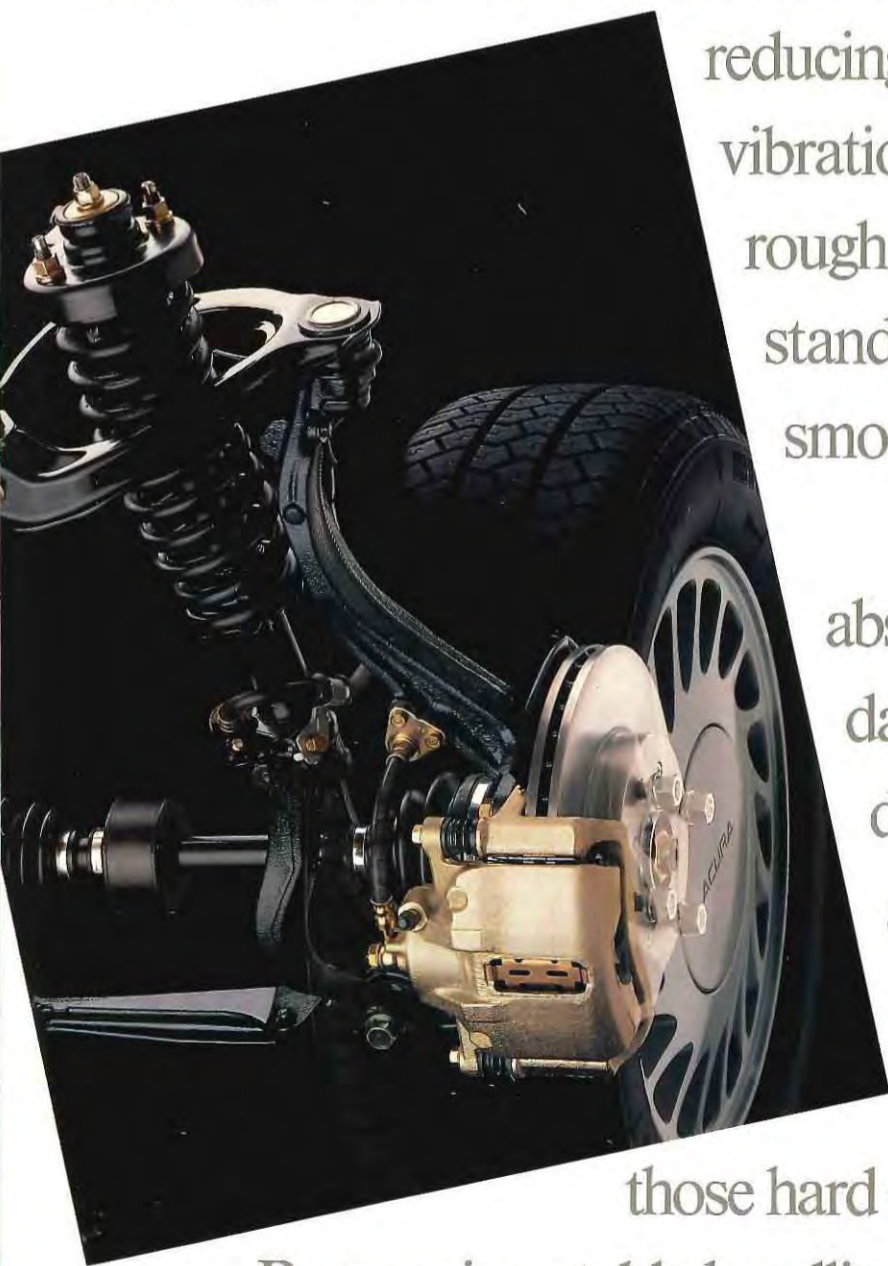
WE BELIEVE YOU SHOULD END YOUR JOURNEYS EXHILARATED NOT EXHAUSTED. The Integra 4-wheel independent suspension utilizes technology developed for some of the world's best handling cars, including race cars and the highly acclaimed Acura Legend.

Its advanced double-wishbone design—which uses a pair of upper and lower control arms at each wheel—maintains near-ideal suspension geometry at all times. Keeping the wheels virtually perpendicular to the road surface.

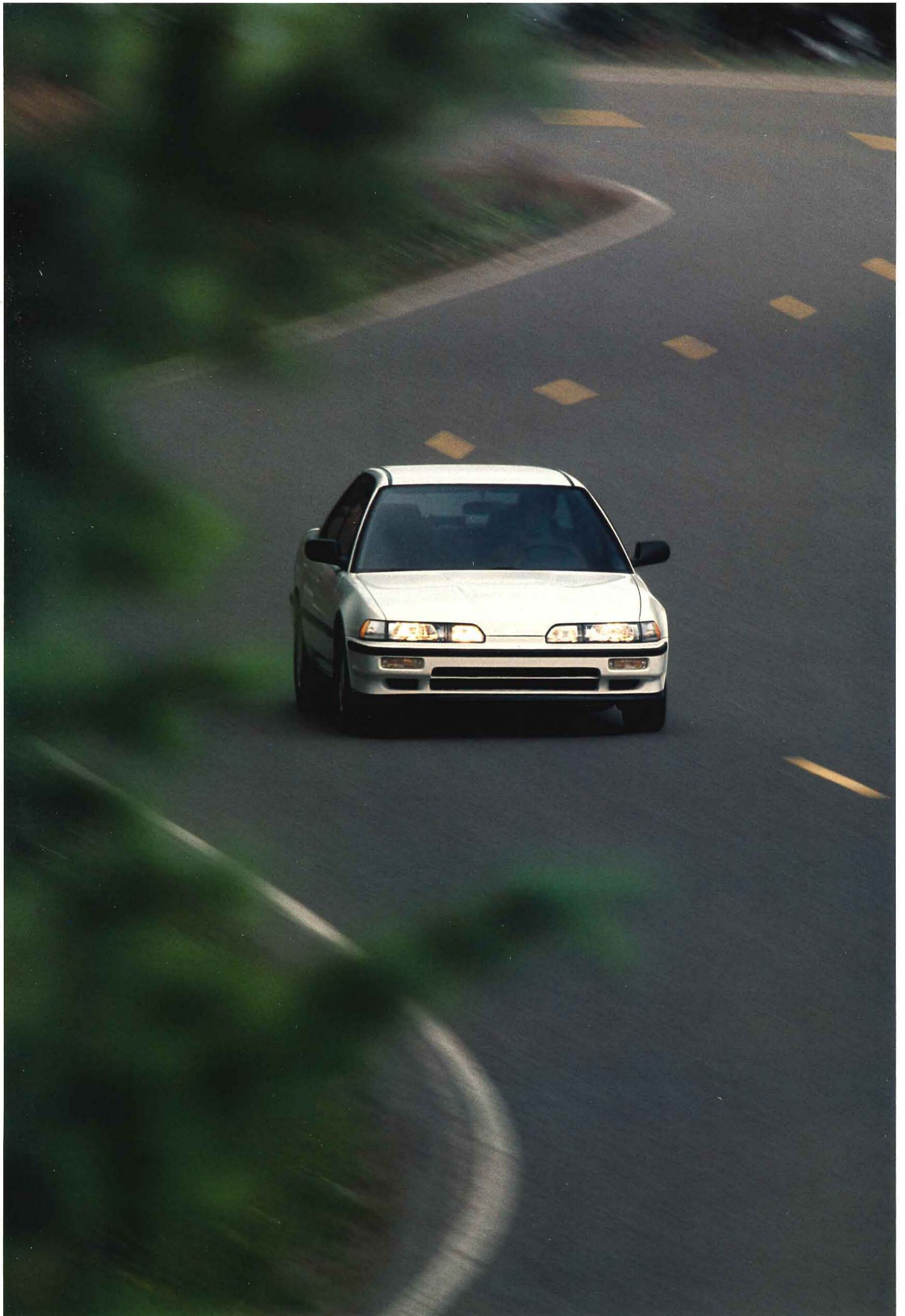
With a double-wishbone design, shock absorbers do not have to absorb cornering, acceleration and braking loads—as they do on strut-type systems—the gas-pressurized shocks can concentrate on

reducing the transmission of road shock and vibration to the interior. No matter how rough the road. Creating not only outstanding handling and cornering, but a smooth, comfortable ride.

The highly responsive front shock absorbers are equipped with a secondary metering valve which controls damping more precisely, particularly at low speeds. In addition, front and rear stabilizer bars further reduce body roll, especially during those hard cornering maneuvers.



Responsive, stable handling. Predictable maneuverability. Confidence inspiring performance that makes the Integra a joy to drive.



An innovative double-wishbone suspension combined with speed-sensitive variable-assist power steering delivers an unparalleled driving experience.

PERHAPS EVEN MORE IMPRESSIVE THAN HOW SWIFTLY IT MOVES, IS HOW CONFIDENTLY IT STOPS. While our engineers take a great amount of pride in how well the Integra accelerates, they take an equal amount of pride in how well it comes to a halt.

In fact, we went so far as to construct a testing surface with specially imported tiles from Czechoslovakia in order to create one of the world's slickest surfaces to test braking performance.

Needless to say, that surface cost millions of dollars to create, but because of testing procedures like this, the Integra features a braking system just as impressive as its power plant.

Every Integra offers the stopping power of 4-wheel disc brakes with ventilated front rotors. A combination that assures consistent, fade-resistant braking performance.

The Integra GS model adds an Anti-Lock Braking (ALB) system designed by Honda R&D, a feature usually found only on expensive sports or luxury automobiles. This exclusive design utilizes a separate hydraulic reservoir pump and modulator unit, a 16-bit microprocessor and a sensor at each wheel to monitor impending wheel lock-up and modulate hydraulic pressure.

Simply put, the ALB system allows the wheels to continue rotating while braking. Thus helping to prevent wheel lock-up under hard braking situations and in inclement weather. By doing this, the tires maintain traction—helping you retain stability and steering control.

You may never have to put our technologically advanced braking system through a test of your own.

But you can probably rest a little easier knowing that we did.



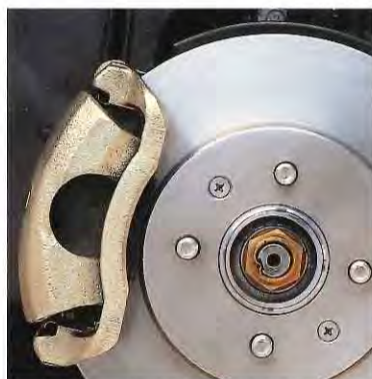
Every Integra model features the stopping power of 4-wheel disc brakes. Integra GS models are equipped with an Anti-Lock Braking (ALB) system which monitors impending wheel lockup and modulates brake caliper pressure, helping the driver retain steering control in hard braking situations and inclement weather.



1990 INTEGRA SPECIFICATIONS

ENGINE AND ELECTRICAL

Engine Type	1.8-liter, DOHC, 4-cyl., 16-valve
Horsepower (SAE net)	130 hp @ 6000 rpm
Torque (SAE net)	121 lbs.-ft. (16.8 kg-m) @ 5000 rpm
Bore & Stroke	3.19 in. x 3.50 in. (81 mm x 89 mm)
Redline	6500 rpm
Displacement	111.9 cu. in. (1834 cc)
Compression Ratio	9.2:1
Induction System	Programmed Fuel Injection (PGM-FI)
Valve Train	4 valves per cylinder, belt driven, dual-overhead camshafts
Engine Block	Aluminum alloy with cast iron cylinder liners
Cylinder Head	Aluminum alloy
Emission Control	3-way catalyst
Ignition System	Fully transistorized
Alternator	12V, 70 Amp. Max
Battery	70D-23R, 12V, 65 Amp./Hr. maintenance-free
Recommended Fuel	Unleaded regular 87 ($\frac{91}{100}$)



The Integra GS includes Michelin performance tires, alloy wheels and the added safety of an Anti-Lock Braking (ALB) system. All models feature power-assisted four-wheel disc brakes.

BODY/SUSPENSION/CHASSIS

Body Type	Unit-body
Front Suspension	Independent double-wishbone with coil springs and stabilizer bar: 3-door: 0.91 in. (23.0 mm) diam. 4-door: 0.91 in. (23.0 mm) diam.
Rear Suspension	Independent double-wishbone with coil springs and stabilizer bar 3-door (all), 4-door RS (all), LS (Man.): 0.58 in. (14.7 mm) diam. 4-door GS (all), LS (Auto.): 0.63 in. (15.9 mm) diam.
Shock Absorbers	Gas-pressurized, front and rear
Steering Type	Speed-sensitive power-assisted rack-and-pinion
Steering Ratio	17.6:1
Steering Wheel Turns, lock-to-lock	3.53
Turning Circle, curb-to-curb	3-door: 33.1 ft. (10.1 m) 4-door: 33.7 ft. (10.3 m)
Wheels	5.5 JJ x 14 steel (RS and LS) 5.5 JJ x 14 light alloy (GS)
Tires	Yokohama 195/60 R14 85H (RS) Michelin MXV 195/60 R14 85H (LS and 4-door GS) Michelin XGT-V P195/60 R14 85V (3-door GS)
Braking System	Dual diagonal, power-assisted 4-wheel disc brakes
Front Disc	Ventilated, 10.3 in. (262 mm) diameter
Rear Disc	Solid, 9.4 in. (239 mm) diameter
Swept Area	Front: 1320 cm ² Rear: 804 cm ²
Parking	Rear, mechanical
Anti-Lock Braking (ALB) system	Honda-designed ALB system with four wheel sensors and electronic control unit (GS models)

DRIVETRAIN

Type	Transverse front-engine/front-wheel drive, with equal-length halfshafts	
Transmissions	Manual	Optional Automatic*
Ratios (:1) 1st	3.166	2.650
2nd	1.857	1.481
3rd	1.259	0.970
4th	0.935	0.725
5th	0.742	
Reverse	3.000	1.905
Final Drive	4.400	4.428

*Lockup Torque Converter

CAPACITIES

Crankcase	4.0 U.S. quarts (3.8 liters) refill capacity including filter	
Cooling System	Manual transmission: 6.4 U.S. quarts (6.1 liters) Automatic transmission: 6.9 U.S. quarts (6.5 liters)	
Fuel Tank	Approximately 13.2 U.S. gallons (50 liters)	
EPA Fuel Mileage* City/Highway	24/28 mpg (Manual) 23/27 mpg (Automatic)	
	3-Door	4-Door
EPA Passenger Volume	79 cu. ft.	85 cu. ft.
EPA Trunk Capacity	16 cu. ft.	11 cu. ft.
EPA Total Volume	95 cu. ft.	96 cu. ft.

*Use for comparison purposes only. California figures are the same. Your mileage may vary.



Standard amenities include a low-fuel warning light, remote fuel-filler door release, lights-on warning chime, rear window defroster and on all 3-door models, a rear window wiper and washer.

EXTERIOR DIMENSIONS

	3-Door	4-Door
Wheelbase	100.4 in. (2550 mm)	102.4 in. (2600 mm)
Track, Front	58.1 in. (1475 mm)	58.1 in. (1475 mm)
Track, Rear	58.1 in. (1475 mm)	58.1 in. (1475 mm)
Overall Length	172.9 in. (4392 mm)	176.5 in. (4484 mm)
Overall Width	67.5 in. (1714 mm)	67.5 in. (1714 mm)
Overall Height	50.0 in. (1270 mm)	50.6 in. (1285 mm)
Minimum Ground Clearance	4.7 in. (120 mm)	4.7 in. (120 mm)
Curb Weight:		
Manual	2549 lbs. (1156 kg)	2604 lbs. (1181 kg)
Automatic	2604 lbs. (1181 kg)	2659 lbs. (1206 kg)
Weight Distribution (%), f/r	62/38	62/38
Coefficient of Drag (Cd)	0.32	0.34
Frontal Area (A)	20.13 sq. ft. (1.87 sq. m)	20.24 sq. ft. (1.88 sq. m)
Air Drag Coefficient (Cd x A)	0.60	0.64
Coefficient of Lift (Cl)	0.10	0.20
Bumpers, front/rear	5 mph	5 mph



The Integra GS driver's seat features lumbar and lateral support adjustments which enhance the reclining front bucket seats. Air conditioning is available on all Integra models.

INTERIOR DIMENSIONS

	3-Door	4-Door
Front Head Room	38.5 in. (978 mm)	38.7 in. (983 mm)
Leg Room	41.8 in. (1062 mm)	41.6 in. (1057 mm)
Hip Room	50.7 in. (1288 mm)	50.6 in. (1285 mm)
Shoulder Room	52.7 in. (1339 mm)	52.9 in. (1344 mm)
Rear Head Room	34.7 in. (882 mm)	36.8 in. (935 mm)
Leg Room	28.6 in. (726 mm)	31.7 in. (805 mm)
Hip Room	47.0 in. (1194 mm)	51.1 in. (1298 mm)
Shoulder Room	52.0 in. (1321 mm)	52.4 in. (1331 mm)

WARRANTIES

Vehicle	3-year/36,000-mile limited warranty
Outer body rust-through	3-year/Unlimited-mile limited warranty

Ordinary maintenance items or adjustments, parts subject to normal wear and replacement, and certain items are excluded. See your Acura dealer for the terms and conditions of limited warranties.

Specifications, features, illustrations and equipment shown in this catalog are based upon the latest available information at the time of publication. Although descriptions are believed correct, accuracy cannot be guaranteed. American Honda Motor Co., Inc. reserves the right to make changes at any time, without notice or obligation, in colors, specifications, accessories, materials and models. Some vehicles are shown with optional equipment.

ENGINEERING FEATURES

	3-Door RS	3-Door LS	3-Door GS	4-Door RS	4-Door LS	4-Door GS
1.8-liter, DOHC, 4-cyl., 16-valve engine	■	■	■	■	■	■
Aluminum alloy cylinder head and engine block with cast iron cylinder liners	■	■	■	■	■	■
Computer-controlled programmed fuel injection	■	■	■	■	■	■
5-speed manual transmission	■	■	■	■	■	■
Dual-mode electronically controlled 4-speed automatic transmission, with lockup torque converter	Opt	Opt	Opt	Opt	Opt	Opt
Speed-sensitive power-assisted rack-and-pinion steering	■	■	■	■	■	■
4-wheel disc brakes	■	■	■	■	■	■
Anti-Lock Braking (ALB) system			■			■
195/60 R14 tires	■	■	■	■	■	■
4-wheel independent double-wishbone suspension	■	■	■	■	■	■

IV-rated



The Integra wraparound instrument panel is ergonomically designed to minimize distractions and maximize driver comfort. Large, white-on-black analog gauges are precisely positioned for quick readability. All critical switches and controls fall naturally to hand providing sure, tactile feedback and quickly indicating the control has been activated.

EXTERIOR FEATURES

	3-Door RS	3-Door LS	3-Door GS	4-Door RS	4-Door LS	4-Door GS
Body-color front and rear bumpers, front air dam	■	■	■	■	■	■
Tinted glass	■	■	■	■	■	■
Dual door mirrors	■	■	■	■	■	■
Dual power-operated door mirrors		■	■		■	■
Flush-mounted halogen headlights	■	■	■	■	■	■
Integral fog lights	■	■	■	■	■	■
Full wheel covers	■	■	■	■	■	■
Alloy wheels (5.5 J x 14)	Opt	Opt	■	Opt	Opt	■
Wraparound body side moulding	■	■	■	■	■	■
Rear window defroster	■	■	■	■	■	■
Rear window wiper/washer	■	■	■	■	■	■
Aerodynamic body-color rear spoiler	Opt	Opt	■	Opt	Opt	Opt
3-coat, 3-bake paint	■	■	■	■	■	■

INTERIOR FEATURES: SEATING AND TRIM

	3-Door RS	3-Door LS	3-Door GS	4-Door RS	4-Door LS	4-Door GS
Reclining front bucket seats	■	■	■	■	■	■
60/40 split fold-down rear seatbacks	■	■	■	■	■	■
Driver's seat with adjustable lumbar support		■	■		■	■
Driver's seat with adjustable side bolsters		■	■		■	■
Full length center console	■	■	■	■	■	■
Full interior carpeting	■	■	■	■	■	■
Full cargo area carpeting	■	■	■	■	■	■
Rear cargo area cover	■	■	■	■	■	■
3-point outboard rear seat belts	■	■	■	■	■	■

■—Standard Opt—Optional

INTERIOR FEATURES: COMFORT AND CONVENIENCE

	3-Door RS	3-Door LS	3-Door GS	4-Door RS	4-Door LS	4-Door GS
Soft-touch heating and ventilation controls		■	■		■	■
Air conditioning	Opt	Opt	Opt	Opt	Opt	Opt
AM/FM stereo, electronically-tuned cassette radio with 4 speakers, seek tuning and auto preset	Opt	■	■	Opt	■	■
Manual antenna	■			■		
Power antenna		■	■		■	■
Power-operated sunroof with sliding shade		■	■			
Power windows			■		■	■
Power door locks					■	■
Cruise control		■	■		■	■
Tachometer	■	■	■	■	■	■
Adjustable steering column	■	■	■	■	■	■
Two-speed variable intermittent wipers	■	■	■	■	■	■
Side window defoggers	■	■	■	■	■	■
Motorized 2-point passive front shoulder belts with active lap belts	■	■	■	■	■	■
Remote hatch/trunk and fuel-filler door releases	■	■	■	■	■	■
Day/night rearview mirror	■	■	■	■	■	■
Illuminated cigarette lighter and ashtray	■	■	■	■	■	■
Overhead map lights		■	■		■	■
Front door storage pockets	■	■	■	■	■	■
Childproof rear door locks				■	■	■
Digital quartz clock	■	■	■	■	■	■
Low-fuel warning light	■	■	■	■	■	■
Lights-on warning chime	■	■	■	■	■	■



Designed for roominess and ample carrying capacity, the cargo versatility of the Integra is enhanced with a 60/40 split fold-down rear seat.

EXTERIOR	COLOR COMBINATIONS					
	INTERIOR			INTERIOR		
	3-Door RS ¹	3-Door LS ²	3-Door GS ³	4-Door RS ¹	4-Door LS ²	4-Door GS ³
Polar White	Blue	Blue	Charcoal Black		Blue	Charcoal Black
Honey Beige	■	Brown		Brown	Brown	
Rio Red	Charcoal Black		Charcoal Black	Charcoal Black		Charcoal Black
Torino Red	▲	Charcoal Black			Charcoal Black	
Jasper Green	■	Charcoal Black			Charcoal Black	
Melbourne Blue	■		Blue			Blue
Superior Blue	■			Blue		
Florence Blue	■	Blue				
Blade Silver	■	Charcoal Black				
Asturias Gray	■				Gray	
Flint Black	■	Charcoal Black	Charcoal Black			Charcoal Black

¹ Soft Weave/Tricot ² Full Soft Weave ³ Moquette/Soft Weave ■ Metallic ▲ Pearl


ACURA BELIEVES GETTING SERVICE FOR YOUR CAR SHOULD BE AS ENJOYABLE AN EXPERIENCE AS DRIVING IT. Unlike a lot of automobile companies, Acura is committed to satisfying its customers long after they drive off the showroom floor. So perhaps it's no surprise that Acura has been ranked number one in the J.D. Power and Associates Customer Satisfaction Index^{sm*} survey with product quality and dealer service among all automakers, both foreign and domestic, for three years in a row. Every year we've been eligible.

Why has Acura achieved this honor so consistently? Perhaps it's because Acura owners have enjoyed for years the thorough support of an established, nationwide network of over 300 Acura dealers.

Modern showrooms and state-of-the-art service facilities assure total attention to owners' needs, while highly trained technicians take a special interest in the maintenance and service of every Acura vehicle. And a nationwide, computerized parts location system helps eliminate replacement part delays.

In addition, every Integra is backed by a comprehensive 3-year, 36,000-mile limited warranty[†] and a toll-free customer assistance number to call when you're away from your dealer.

Of course, if you've already test driven an Acura, you know what a joy it is to drive. But isn't it nice to know, it's also a joy to own?



ACURA

ACURA
Precision crafted performance.