

LEGEND



ACURA

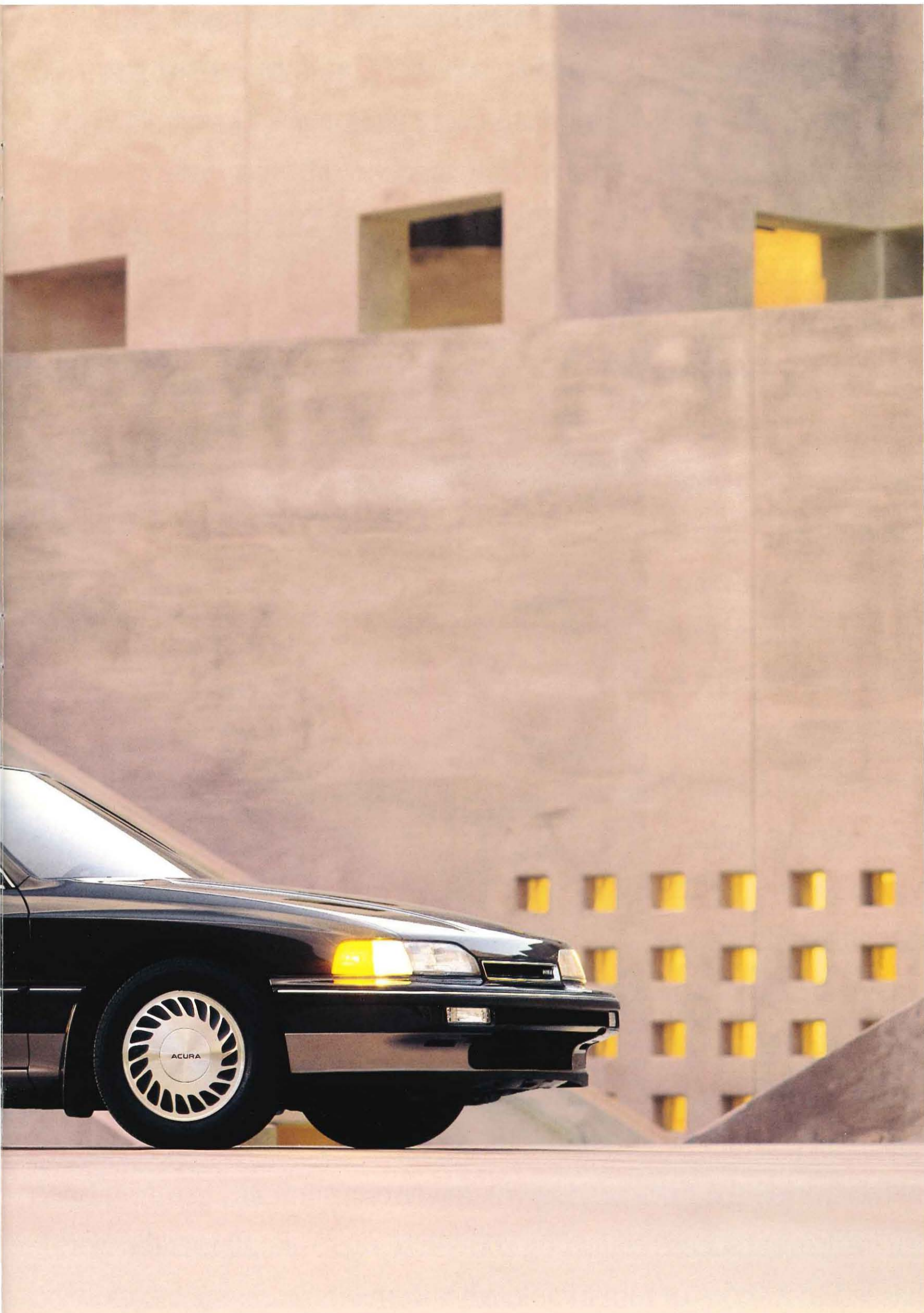
ACURA LEGEND. INNOVATION VS. IMAGE.

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 Legend Coupe L in Charcoal Granite Metallic.

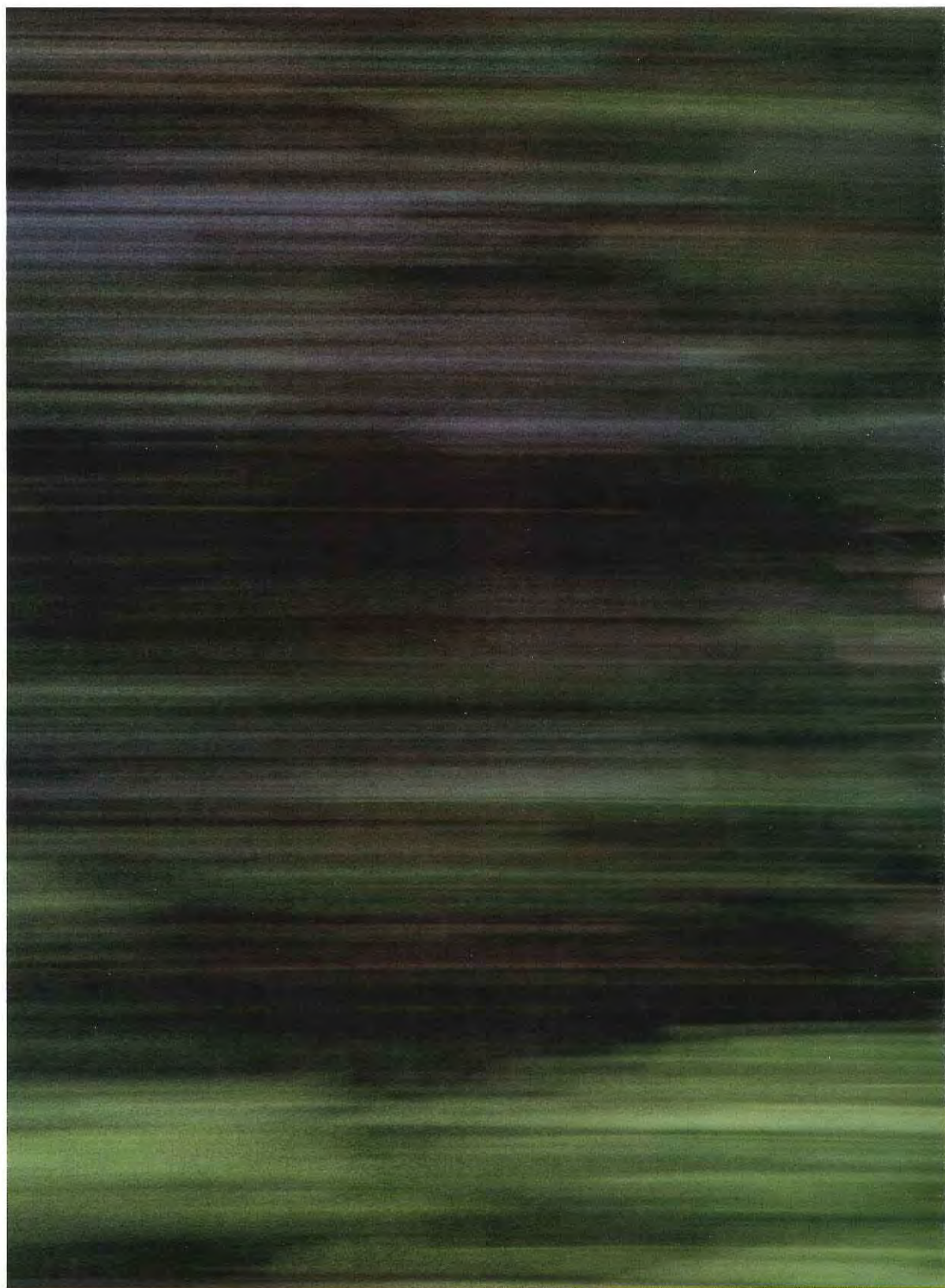


AUTOMOTIVE HISTORY CAN BE SOMETHING YOU READ ABOUT OR SOMETHING YOU PARTICIPATE IN. At Acura, innovation isn't just a word. It's a lifestyle. Which means everyone involved in the development of the Legend—from the first engineer to the last person on the assembly line—shares a common goal. To offer you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

Needless to say, building the Legend—whose 24-valve V-6 engine has been ranked as one of the most advanced and smoothest production engines in the world today—is not an easy task. But it is made easier by our hands-on involvement with

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.



Years of Formula One racing have led to 3 Constructors' World Championships and over 40 individual victories.

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 Legend 2.7-liter V-6 engine were refined as a result of our Formula One experience.

Of course, what we learn on the race-track must prove itself capable of surviving the test track. Which is why every Acura design must endure the highly rigorous conditions of a test facility known as 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 we can build an automobile that can stand the test of Tochigi, it can stand the test of time.





The Acura Legend Sedan in Bahama Gold Metallic.



ONE OF THE FEW TIMES BUYING A CAR FOR ITS LOOKS WOULD BE AN ACT OF INTELLIGENCE.

A lot of people buy a car because they've fallen in love with the way it looks on the showroom floor. Bearing this in mind, Acura would like to remind you that an automobile's shape must appeal both to the wind as well as to the eye.

A fact which is not lost on the designers of the Legend Sedan and Coupe. Two of the world's most aerodynamically efficient automobiles.

Both take advantage of a low, tapered hoodline. Narrow halogen headlights. Sharply sloping windshield, flush windows,

flared fenders and a high rear deck. The Coupe LS also features an aerodynamic rear spoiler. All of which results in a low drag coefficient of just 0.32 for the Sedan. And 0.30 for the Coupe.

In addition, both models offer you an innovative 4-wheel inde-



pendent double-wishbone suspension which rivals that of many sports cars. Without a trace of the typically harsh sports car-like ride.

And to make sure that the Legend handles emergencies just as well as it handles the road, both Coupe and Sedan come standard



with a long list of safety features. Including three-point front and rear outboard seat belts. Supplemental Restraint System (SRS) driver's side airbag. Protective steel door beams, and a passenger compartment surrounded by high strength steel.

And an available Honda-designed Anti-Lock Braking (ALB) system.

There's something very reassuring about the Acura Legend. Like other luxury performance sedans, it attracts many a customer on its looks alone. But as even the most discriminating buyers have noted, the Legend has more than its share of equally inviting statistics.

THERE ARE HUNDREDS OF THINGS TO DISTRACT A DRIVER FROM THE ROAD, A DASHBOARD SHOULDN'T BE ONE OF THEM. While you may not have control over what happens outside your car, you should have control over what happens inside it. Which is precisely the reason we spent over 100,000 hours designing the interior of the Acura Legend.

Slide into the cockpit, and you'll immediately become aware of an environment engineered to accommodate not only the needs of human beings, but the human form as well.

Grip the wheel in the traditional nine and three driving position and observe the placement of the necessary controls.

Every switch, button and lever is right at the tips of your fingers.

Notice the white-on-black analog gauges. They're easy to find and easier to read. So you can concentrate on more important things, like your favorite stretch of road.



The Legend LS features analog gauges, fingertip access to controls and a burlled walnut center console.

Of course, eliminating distractions is a process that is by no means limited to the dashboard of the Legend.

The multi-adjustable driver's seat includes lumbar and thigh supports designed to provide comfort and to minimize fatigue over



long distances. As well as lateral support to keep you firmly in place while you're making the most of its race-bred V-6 engine.

And for added comfort, the Legend offers a spacious canopy design. With 323 degrees of outward visibility in the Legend Coupe, and 301 degrees in the Sedan, you can execute maneuvers a lot more confidently.

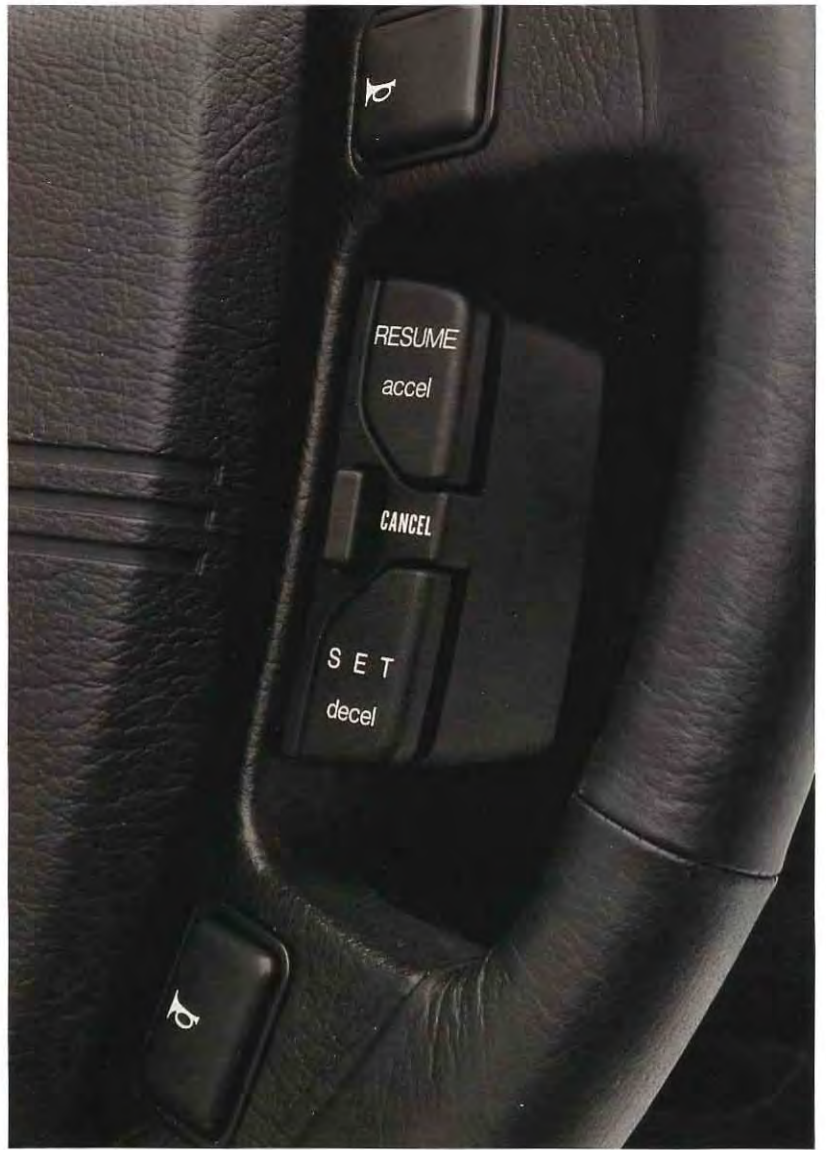
Which is something you'll appreciate whether you're traveling along a beautiful highway, or simply parallel parking.

The Acura Legend can't rid you of all the distractions that go along with everyday driving. But at least it won't be the cause of them.



Rich leather-trimmed upholstery is standard on the Legend Sedan LS and Coupe LS, and optional on L models.





Clockwise from upper left: **S**tandard on the Legend LS, the specially designed Acura/Bose* music system provides high-quality concert hall sound. **C**ruise control switches are designed for positive feedback leaving no doubt when activated. **T**he optional dual-mode electronically controlled 4-speed automatic transmission features a driver-selectable Sport mode for spirited response. **P**ower window buttons are designed into the driver's door armrest for ease of use.

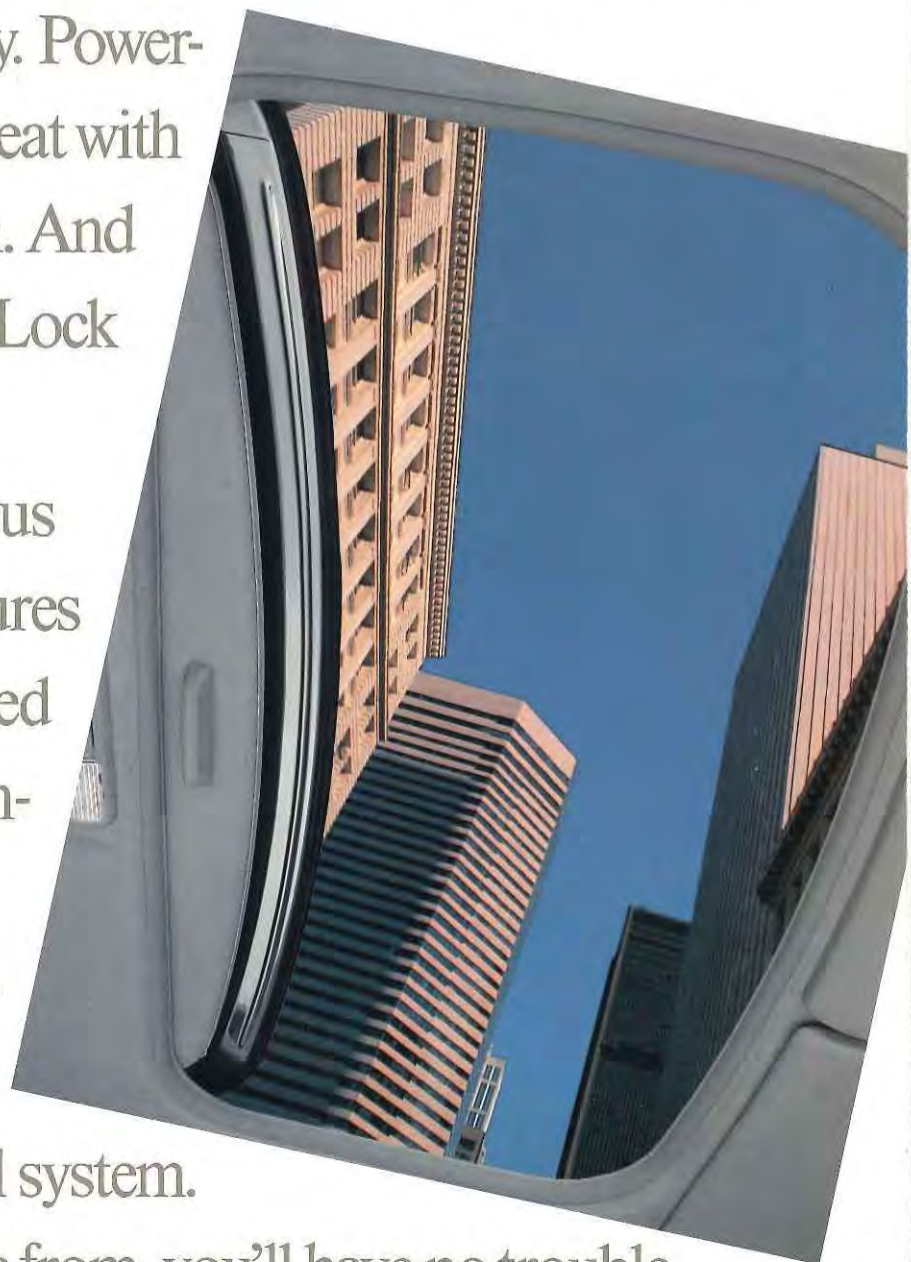
WHAT BECOMES A LEGEND MOST? While everyone has their own preferences in regard to style, you can be sure that no matter which Legend you choose you won't be left wanting. Because both Coupe and Sedan are offered in Legend, Legend L or Legend LS levels.

Choose the Legend and you'll enjoy standard equipment and features such as luxurious full Moquette upholstery. Air conditioning. Supplemental Restraint System (SRS). Adjustable steering column. AM/FM stereo with cassette and graphic equalizer. Cruise control. A center console with a storage compartment for a cellular telephone. Power door locks and windows. And a power-operated sunroof.

Choose the Legend L and you can add your choice of leather-trimmed or full Moquette upholstery. Power-operated multi-adjustable driver's seat with memory. Advanced security system. And an exclusive Honda-designed Anti-Lock Braking (ALB) system.

Or, you can choose the luxurious Acura Legend LS. It has all the features of the Legend L, plus leather-trimmed interior. A burlled walnut center console. Acura/Bose® Music System. Driver's Information Center. Power-operated adjustable passenger seat. And automatic climate control system.

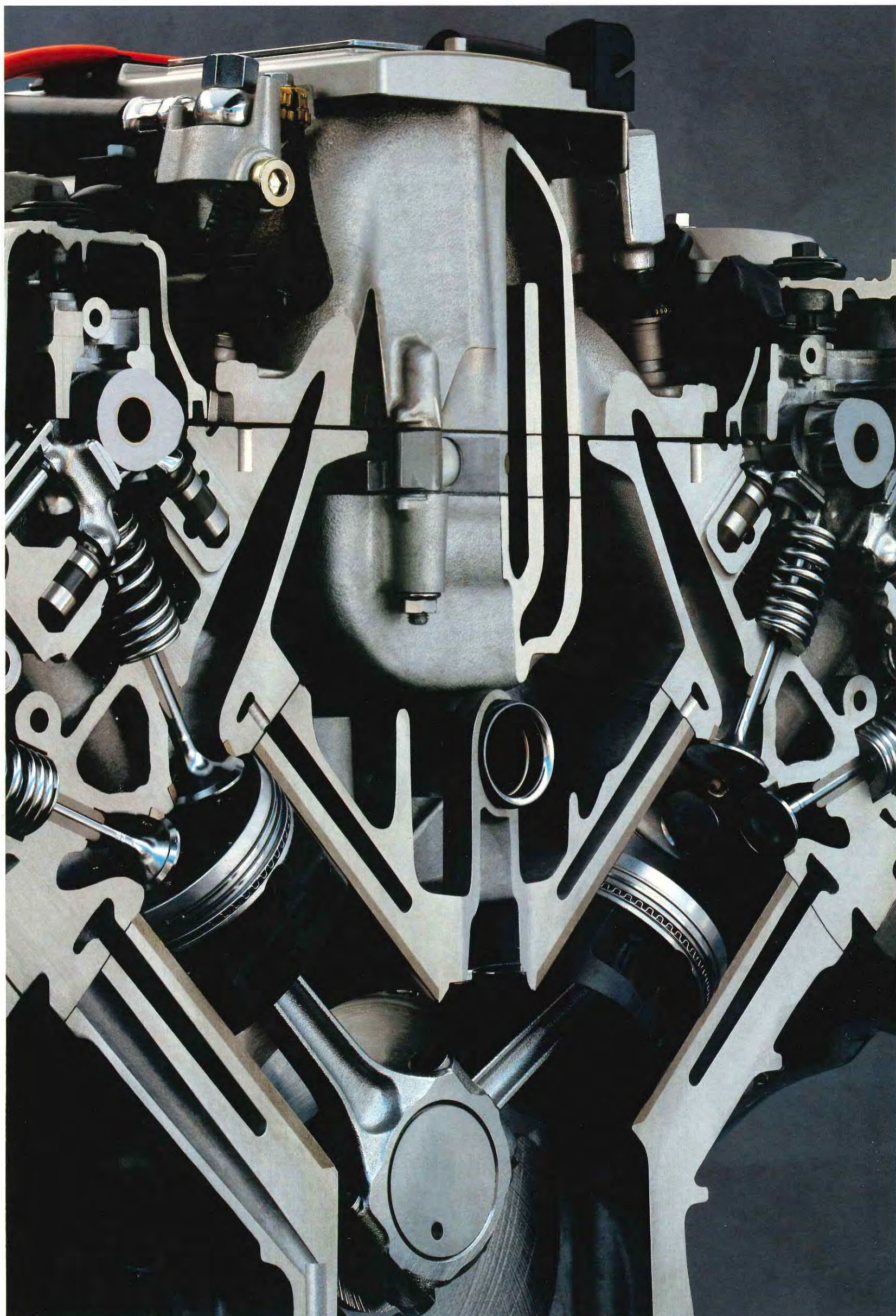
Clearly, with so much to choose from, you'll have no trouble at all finding the Acura Legend that most becomes you.





The Legend Sedan LS in Melbourne Blue Metallic and the Legend Coupe L in Charcoal Granite Metallic.





Inspired by Formula One. The 160 horsepower, 2.7-liter, 24-valve, programmed fuel injected Legend V-6.

IN BUILDING AN ENGINE, WE CONSIDER THE FINISH LINE A LOGICAL PLACE TO START.

If the Acura Legend owes its styling to a wind-tunnel, and its interior begins at a leather* tanner's shop, then it must be said that its powerful heart originates at Grand Prix racetracks like Rio de Janeiro, Monaco and Silverstone.

You see, before engineers set out to create engines for Acura automobiles, they are sent around the world, developing and refining engines for Honda-powered Formula One race cars. And, although Honda teams have won several Constructors' World Championships, the engineers have come away with a few elements of engine design they consider more valuable than any trophy.

One of which is the innovative layout of the Acura Legend engine. The powerful 2.7-liter, 24-valve, V-6 design includes pent-roof combustion chambers and centrally located spark plugs for improved combustion, an advanced four-valve-per-cylinder design for freer engine "breathing," providing greater response and power, and a light-weight aluminum alloy block and cylinder heads for better weight distribution and vehicle balance.

The Variable Intake Control System combines computer technology with tuned length intake ports to improve both torque and acceleration. And the programmed fuel injection system continuously monitors conditions throughout the engine, enabling it to combine fuel and air as efficiently as possible.

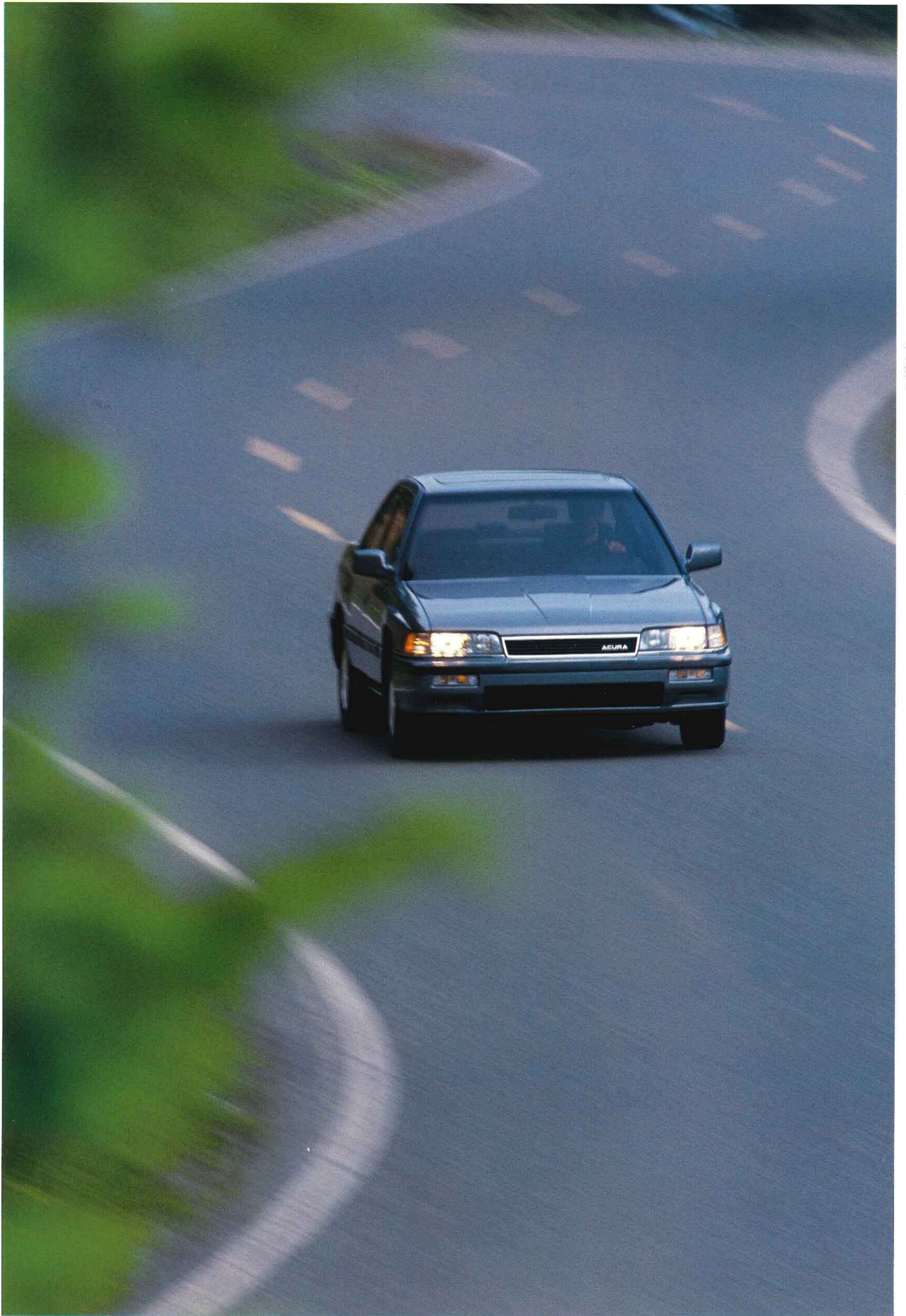
The payoff? 160 horsepower. 162 lbs.-ft. of torque. A track-tested top speed well into the 125-MPH range. And the performance you'd expect from a car with Formula One heritage.



The Legend Coupe LS in Sirius White.

**AS GOOD AS THE LEGEND LOOKS ON
PAPER, IT'S EVEN BETTER IN PERSON.**

What you've read about Acura may sound impressive, but it's only half the story. Because as good as the Legend sounds, there's still no comparison to the feeling you get when you're behind the wheel with your right foot on the accelerator. With that in mind, we have a two-word suggestion: test drive.



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

WHAT GOOD IS SUSPENSION THAT HUGS THE ROAD IF IT DOESN'T CRADLE THE DRIVER?

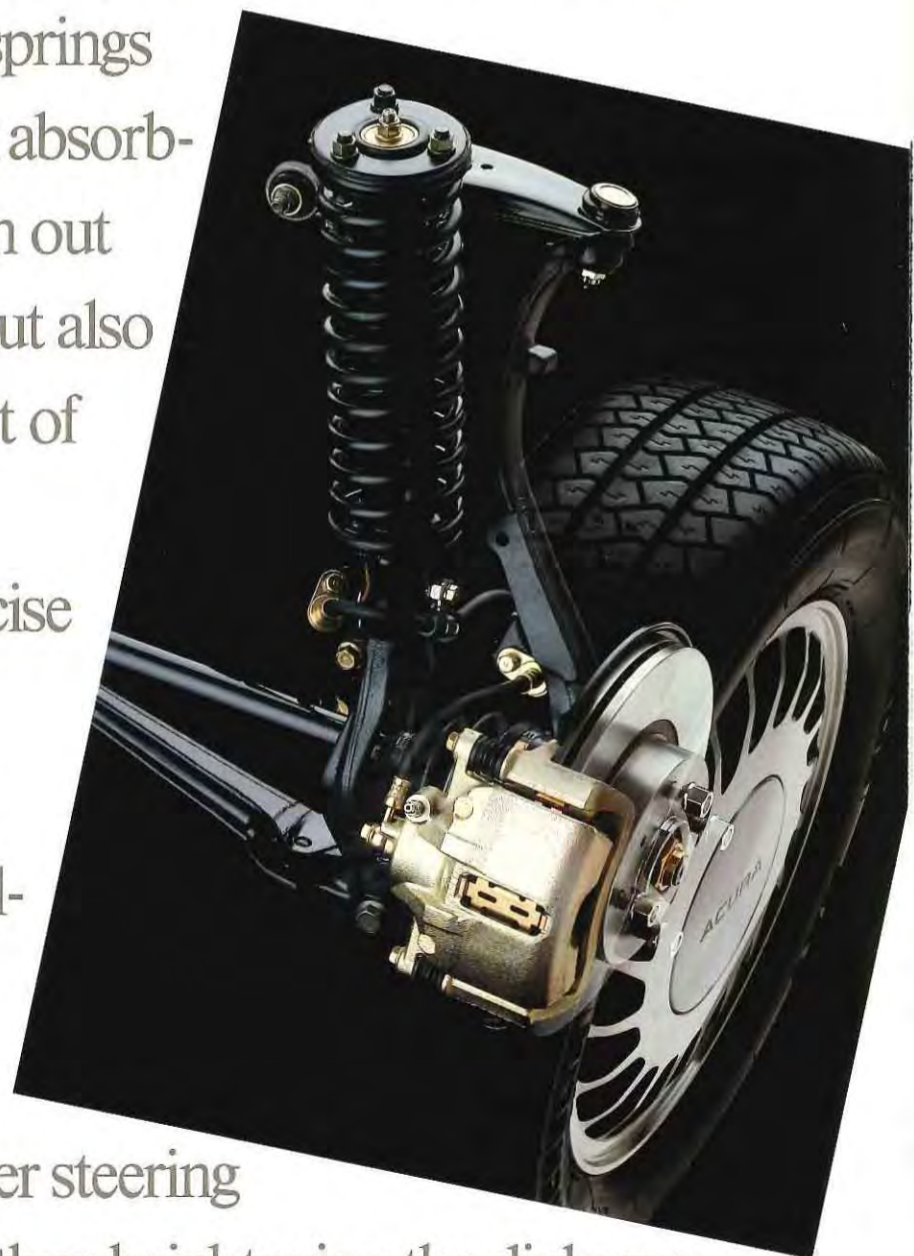
For the engineer, the topic of suspension is always a dilemma. Do you cushion the driver from potholes, bumps and other irregularities of the road at the expense of taut handling? Or do you offer precise cornering at the expense of a comfortable ride?

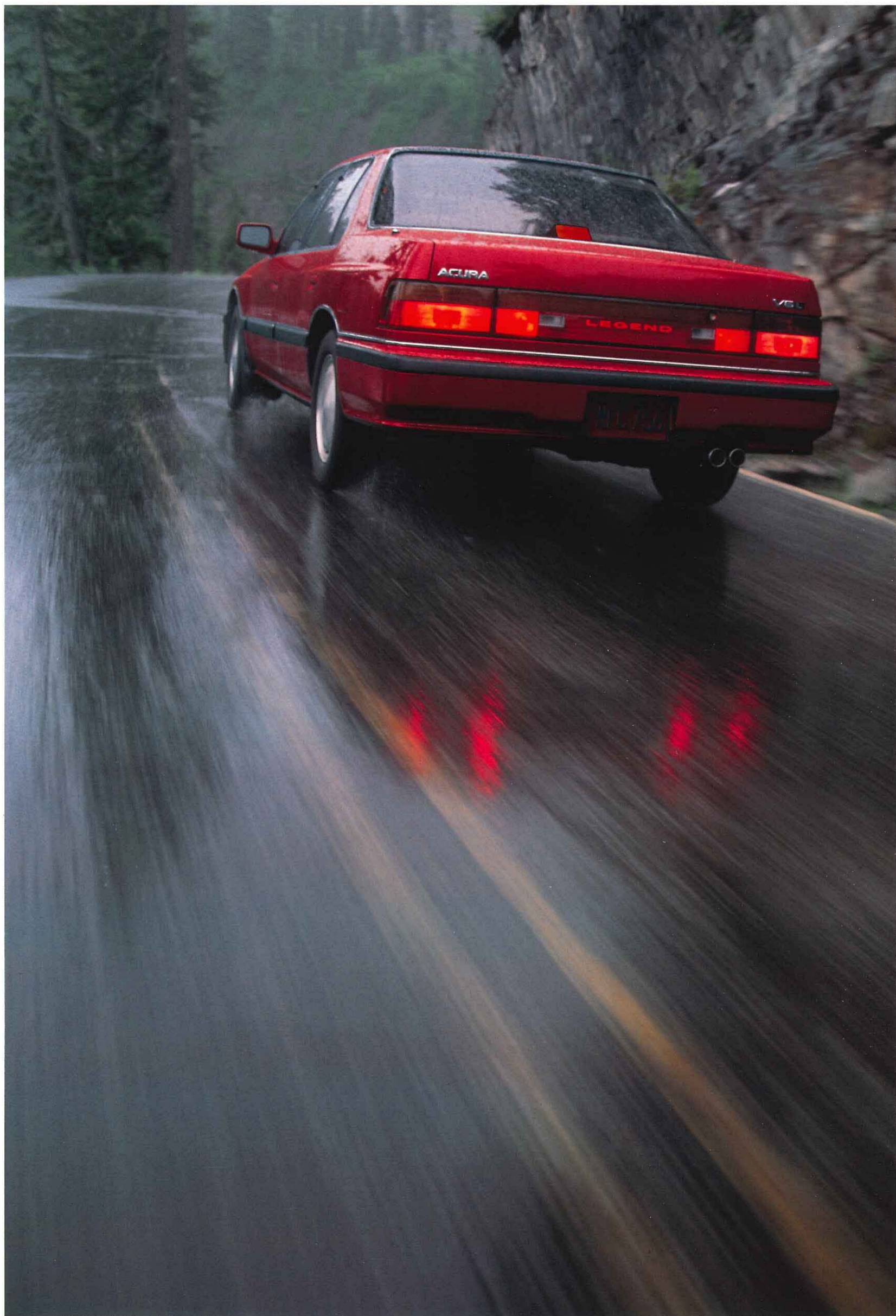
Painstaking research has provided the engineers of the Legend with a solution—one that offers the advantages of both approaches without the drawbacks of either: “double-wishbone suspension.” In this fully independent system, upper and lower control arms keep all four wheels perpendicular to the road surface, providing the driver with precise handling during even the most strenuous cornering.

Unlike a strut system, the coil springs and nitrogen gas-pressurized shock absorbers of the Legend are free to smooth out the imperfections of the road without also acting as a load-bearing component of the suspension during cornering.

End result: a smooth ride, precise cornering, and unique handling.

Power is provided to the front wheels of the Legend through equal-length halfshafts, helping to eliminate undesirable torque steer. And variable-assist, speed-sensitive power steering offers the driver greater “road feel,” thus heightening the dialogue with the road that comprises the exhilarating driving experience.





The Legend is designed with an emphasis on safety. Every Legend features a Supplemental Restraint System (SRS) driver's side airbag which works in conjunction with the standard three-point seat belts. And a Honda-designed Anti-Lock Braking (ALB) system is standard on Legend L and LS.

MANY AUTOMOBILES ARE DESIGNED TO KEEP YOU UP WITH THE JONESES, THE LEGEND IS DESIGNED TO PROTECT YOU FROM THEM.

What sets the engineers of the Acura Legend apart from others is their overwhelming concern for the comfort and well-being of the driver. And nowhere is this more apparent than in the safety systems.

To start with, every Legend model features the stopping power of 4-wheel disc brakes. Legend L and LS models are equipped with an Anti-Lock Braking (ALB) system that helps prevent wheel lock-up during hard braking, allowing them to continue rotating and helping you to retain steering control, even in inclement weather.

In the event of a collision, the front and rear sections of the Legend body are designed to act as "crumple zones"—to absorb and dissipate the energy of impact. Meanwhile, the passenger compartment is surrounded by sturdy box section steel, providing maximum protection for its occupants.

Finally, Legend features a Supplemental Restraint System (SRS). Working in conjunction with its standard three-point seat belts, the SRS airbag in the steering wheel hub is designed to cushion the driver in a frontal impact equaling over ten miles an hour.

We hope you'll never need these safety devices. But knowing they exist will make driving the Legend that much more enjoyable.





1990 LEGEND SPECIFICATIONS

ENGINE AND ELECTRICAL

| | |
|----------------------|---|
| Engine Type | 2.7-liter, SOHC 90° V-6, 24-valve |
| Horsepower (SAE net) | 160 hp @ 5900 rpm |
| Torque (SAE net) | 162 lbs.-ft. (224 kg-m) @ 4500 rpm |
| Bore & Stroke | 3.43 in. x 2.95 in. (87mm x 75mm) |
| Redline | 6400 rpm |
| Displacement | 163.2 cu. in. (2675 cc) |
| Compression Ratio | 9.0:1 |
| Induction System | Programmed Fuel Injection, Variable Intake Control System |
| Valve Train | 4 valves per cylinder, belt driven single-overhead camshaft |
| 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 | 12V, 65 Amp./Hr. maintenance-free |
| Recommended Fuel | Unleaded regular 87 ($\frac{R-91}{2}$) |



The Legend includes Michelin performance tires, alloy wheels and power-assisted four-wheel disc brakes. In addition, L and LS models feature an Anti-Lock Braking (ALB) system.

BODY/SUSPENSION/CHASSIS

| | |
|------------------------------------|---|
| Body Type | Unit-body |
| Front Suspension | Independent double-wishbone with coil springs and stabilizer bar: Coupe: 1.07 in. (27.2mm) diam. Sedan: 1.04 in. (26.4 mm) diam. |
| Rear Suspension | Independent double-wishbone with coil springs and stabilizer bar: Coupe: 0.59 (15.0mm) diam. Sedan: 0.47 in. (12.0mm) diam. |
| Shock Absorbers | Gas-pressurized, front and rear |
| Steering Type | Speed-sensitive power-assisted rack-and-pinion |
| Steering Ratio | Sedan: 17.6:1 Coupe: 15.9:1 |
| Steering Wheel Turns, lock-to-lock | Sedan: 3.36 Coupe: 3.03 |
| Turning Circles, curb-to-curb | 37.1 ft. (11.3 m) 36.4 ft. (11.09 m) |
| Wheels | 5.5 J x 15 alloy |
| Tires | Michelin MXV 205/60-15 (H-rated on Sedan, V-rated on Coupe) Coupe LS: Michelin XGT-V 205/60VR-15 |
| Braking System | Dual diagonal, power-assisted 4-wheel disc brakes |
| Front Disc | Ventilated, 11.02 in. (280 mm) diameter |
| Rear Disc | Solid, 10.16 in. (258 mm) diameter |
| Swept Area | Front: 194.5 sq. in. (1255 cm ²) Rear: 171.6 sq. in. (1107 cm ²) |
| Parking | Rear, mechanical |
| Anti-Lock Braking (ALB) system | Honda-designed ALB system with four wheel sensors and electronic control unit (L & LS models) |

DRIVETRAIN

| | Sedan | | Coupe | |
|-----------------|--------|-----------------|--------|-----------------|
| | Manual | Opt. Automatic* | Manual | Opt. Automatic* |
| Transmissions | | | | |
| Ratios (:1) 1st | 2.923 | 2.647 | 2.923 | 2.647 |
| 2nd | 1.789 | 1.555 | 1.789 | 1.555 |
| 3rd | 1.222 | 1.028 | 1.222 | 1.028 |
| 4th | 0.909 | 0.707 | 0.909 | 0.707 |
| 5th | 0.702 | | 0.702 | |
| Reverse | 3.000 | 1.904 | 3.000 | 1.904 |
| Final Drive | 4.200 | 4.266 | 4.200 | 4.266 |

Type Transverse front-engine/front-wheel drive, with equal-length halfshafts

*Programmed Lockup Torque Converter

CAPACITIES

| | |
|--------------------------------|---|
| Crankcase | 4.8 U.S. quarts (4.5 liters) refill capacity including filter |
| Cooling System | Manual transmission: 9.3 U.S. quarts (8.8 liters) Automatic transmission: 9.2 U.S. quarts (8.7 liters) |
| Fuel Tank | Approximately 18.0 U.S. gallons (68 liters) |
| EPA Fuel Mileage* City/Highway | 19/24 mpg (5-speed) 18/22 mpg (Automatic) |

| | Sedan | Coupe |
|----------------------|-------------|-------------|
| EPA Passenger Volume | 95 cu. ft. | 86 cu. ft. |
| EPA Trunk Capacity | 14 cu. ft. | 15 cu. ft. |
| EPA Total Volume | 109 cu. ft. | 101 cu. ft. |

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



The standard Legend LS climate control system lets you select the interior temperature you desire. The memory seat, standard on L and LS models, may be programmed to recall driver's seat settings for three different configurations.

EXTERIOR DIMENSIONS

| | Sedan | Coupe |
|----------------------------------|-----------------------------|-----------------------------|
| Wheelbase | 108.7 in. (2760 mm) | 106.5 in. (2705 mm) |
| Track, Front | 59.1 in. (1500 mm) | 59.1 in. (1500 mm) |
| Track, Rear | 57.5 in. (1460 mm) | 59.1 in. (1500 mm) |
| Overall Length | 190.6 in. (4840 mm) | 188.0 in. (4775 mm) |
| Overall Width | 68.9 in. (1750 mm) | 68.7 in. (1745 mm) |
| Overall Height | 54.7 in. (1390 mm) | 53.9 in. (1369 mm) |
| Minimum Ground Clearance | 4.1 in. (103 mm) | 4.1 in. (103 mm) |
| Curb Weight: Manual Transmission | 3170 lbs. (1438 kg) | 3139 lbs. (1424 kg) |
| Automatic Transmission | 3214 lbs. (1458 kg) | 3183 lbs. (1444 kg) |
| Weight Distribution (%), f/r | 63/37 | 64/36 |
| Coefficient of Drag (Cd) | 0.32 | 0.30 |
| Coefficient of Lift (Cl) | 0.18 | 0.18 |
| Air Drag Coefficient (Cd x A) | 0.64 | 0.59 |
| Frontal Area (A) | 21.64 sq. ft. (2.01 sq. m.) | 21.20 sq. ft. (1.97 sq. m.) |
| Bumpers, front/rear | 5 mph | 5 mph |



The Legend LS Driver's Information Center displays oil, coolant and washer fluid levels, time, distance traveled, fuel economy, mileage to next regularly scheduled service and mileage to empty.

INTERIOR DIMENSIONS

| | Sedan | Coupe |
|-----------------|--------------------|--------------------|
| Front Head Room | 38.4 in. (976 mm) | 37.2 in. (945 mm) |
| Leg Room | 43.4 in. (1103 mm) | 42.9 in. (1089 mm) |
| Hip Room | 51.3 in. (1302 mm) | 51.5 in. (1308 mm) |
| Shoulder Room | 55.7 in. (1414 mm) | 55.4 in. (1408 mm) |
| Rear Head Room | 36.5 in. (926 mm) | 36.3 in. (921 mm) |
| Leg Room | 34.5 in. (877 mm) | 30.3 in. (770 mm) |
| Hip Room | 55.1 in. (1400 mm) | 50.4 in. (1280 mm) |
| Shoulder Room | 55.4 in. (1406 mm) | 54.3 in. (1380 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. | |

ENGINEERING FEATURES

| | Sedan | Sedan L | Sedan LS | Coupe | Coupe L | Coupe LS |
|---|-------|---------|----------|-------|---------|----------|
| 2.7-liter, SOHC 90° V-6, 24-valve engine | ■ | ■ | ■ | ■ | ■ | ■ |
| Aluminum alloy cylinder heads and engine block with cast iron cylinder liners | ■ | ■ | ■ | ■ | ■ | ■ |
| Programmed fuel injection | ■ | ■ | ■ | ■ | ■ | ■ |
| 5-speed manual transmission | ■ | ■ | ■ | ■ | ■ | ■ |
| Dual-mode electronically controlled 4-speed automatic transmission, with programmed 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 | ■ | ■ | ■ | ■ | ■ | ■ |
| Supplemental Restraint System (SRS) | ■ | ■ | ■ | ■ | ■ | ■ |
| Michelin MXV 205/60 R15 tires with alloy wheels* | ■ | ■ | ■ | ■ | ■ | ■ |

* H-rated on Sedan, V-rated on Coupe, XGTV on LS Coupe



A smoked amber tail lens adds a distinctive touch to the Sedan. And both Legend L and LS offer a sophisticated anti-theft system, which automatically arms itself when the doors are locked.

EXTERIOR FEATURES

| | Sedan | Sedan L | Sedan LS | Coupe | Coupe L | Coupe LS |
|--|----------------|---------|----------|-------|---------|----------|
| Bronze-tinted glass | ■ | ■ | ■ | ■ | ■ | ■ |
| Rear window defroster with timer | ■ | ■ | ■ | ■ | ■ | ■ |
| Body-color dual power-operated heated door mirrors | ■ ¹ | ■ | ■ | ■ | ■ | ■ |
| Flush-mounted halogen headlights | ■ | ■ | ■ | ■ | ■ | ■ |
| Wraparound body side moulding | ■ | ■ | ■ | ■ | ■ | ■ |
| 4-coat, 4-bake paint | ■ | ■ | ■ | ■ | ■ | ■ |
| Body-color front and rear bumpers | ■ | ■ | ■ | ■ | ■ | ■ |
| Aerodynamic body-color rear spoiler | Opt | Opt | Opt | Opt | Opt | ■ |

¹ Heated mirror feature not available.

INTERIOR FEATURES: SEATING AND TRIM

| | Sedan | Sedan L | Sedan LS | Coupe | Coupe L | Coupe LS |
|--|-------|---------|----------|-------|---------|----------|
| Full Moquette upholstery | ■ | Opt | ■ | ■ | Opt | ■ |
| Leather-trimmed interior and steering wheel | ■ | Opt | ■ | ■ | Opt | ■ |
| Burled walnut center console | ■ | ■ | ■ | ■ | ■ | ■ |
| Cut-pile carpeting, fully carpeted trunk | ■ | ■ | ■ | ■ | ■ | ■ |
| Driver's seat with adjustable thigh and lumbar support | ■ | ■ | ■ | ■ | ■ | ■ |
| Driver's 10-way power seat with memory | ■ | ■ | ■ | ■ | ■ | ■ |
| Passenger's 4-way power seat | ■ | ■ | ■ | ■ | ■ | ■ |

■—Standard Opt—Optional

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.

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INTERIOR FEATURES: COMFORT AND CONVENIENCE

| | Sedan | Sedan L | Sedan LS | Coupe | Coupe L | Coupe LS |
|--|-------|---------|----------|-------|---------|----------|
| Air conditioning | ■ | ■ | ■ | ■ | ■ | ■ |
| Automatic Climate Control | ■ | ■ | ■ | ■ | ■ | ■ |
| AM/FM stereo/cassette, Dolby® FM diversity antenna | ■ | ■ | ■ | ■ | ■ | ■ |
| Acura/Bose® Music System, AM/FM stereo/cassette, Dolby® Dynamic Noise Reduction® (DNR), FM diversity antenna | ■ | ■ | ■ | ■ | ■ | ■ |
| Automatic power antenna | ■ | ■ | ■ | ■ | ■ | ■ |
| Power-operated sunroof with sliding shade | ■ | ■ | ■ | ■ | ■ | ■ |
| Power windows with key-off feature | ■ | ■ | ■ | ■ | ■ | ■ |
| Power door locks | ■ | ■ | ■ | ■ | ■ | ■ |
| Cruise control | ■ | ■ | ■ | ■ | ■ | ■ |
| Security System | ■ | ■ | ■ | ■ | ■ | ■ |
| Driver's Information Center | ■ | ■ | ■ | ■ | ■ | ■ |
| Maintenance interval reminder | ■ | ■ | ■ | ■ | ■ | ■ |
| Adjustable steering column | ■ | ■ | ■ | ■ | ■ | ■ |
| Two-speed wipers with variable intermittent action | ■ | ■ | ■ | ■ | ■ | ■ |
| Side window defoggers | ■ | ■ | ■ | ■ | ■ | ■ |
| Driver/Passenger automatic seat belt presenter | ■ | ■ | ■ | ■ | ■ | ■ |
| Passenger side walk-in seat | ■ | ■ | ■ | ■ | ■ | ■ |
| Remote trunk/fuel-filler door releases | ■ | ■ | ■ | ■ | ■ | ■ |
| Illuminated entry system | ■ | ■ | ■ | ■ | ■ | ■ |
| Dual illuminated vanity mirrors | ■ | ■ | ■ | ■ | ■ | ■ |
| Trunk light, lighted ashtray, cigarette lighter and locking glove compartment | ■ | ■ | ■ | ■ | ■ | ■ |
| Rear compartment reading lights | ■ | ■ | ■ | ■ | ■ | ■ |
| Center console with arm rest/covered storage compartment | ■ | ■ | ■ | ■ | ■ | ■ |
| Front door arm rest storage | ■ | ■ | ■ | ■ | ■ | ■ |
| Front passenger assist grip | ■ | ■ | ■ | ■ | ■ | ■ |
| Driver's foot rest | ■ | ■ | ■ | ■ | ■ | ■ |
| Digital quartz clock | ■ | ■ | ■ | ■ | ■ | ■ |



The Legend's instrument panel serves as a natural extension of the driver. A sophisticated ergonomic design provides fingertip access to the most frequently used controls. Standard equipment includes air conditioning, cruise control, power-operated sunroof, and adjustable steering column. LS models include a burled walnut center console, automatic climate control, driver's information center and an Acura/Bose® music system.

COLOR COMBINATIONS

| EXTERIOR | Sedan ¹ | Sedan L ² | Sedan LS ³ | Coupe ¹ | Coupe L ² | Coupe LS ³ |
|------------------|--------------------|----------------------|-----------------------|--------------------|----------------------|-----------------------|
| Olympia White | Burgundy | Burgundy | Burgundy | Charcoal Black | Ivory | |
| Seattle Silver | ■ | | Burgundy | | | |
| Bahama Gold | ■ | Ivory | Ivory | Ivory | Ivory | Ivory |
| Tuscany Taupe | ■ | | Ivory | Ivory | Ivory | |
| Phoenix Red | | | | Charcoal Black | Ivory | Ivory |
| Persian Red | ▲ | Charcoal Black | Ivory | | | |
| Geneva Green | ▲ | | Ivory | | | Ivory |
| Cobalt Blue | ▲ | Blue | Blue | Blue | | |
| Melbourne Blue | ■ | | Blue | | Blue | Blue |
| Pewter Gray | ■ | Gray | | | | |
| Charcoal Granite | ■ | | Charcoal Black | | Charcoal Black | |
| Granada Black | ▲ | | Ivory | | | Ivory |
| Sirius White | ▲ | | | | | Charcoal Black |

¹ Moquette fabric ² Moquette fabric or Leather-trimmed ³ Leather-trimmed ■ 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 Legend 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
Precision crafted performance.