

ACURA



VIGOR

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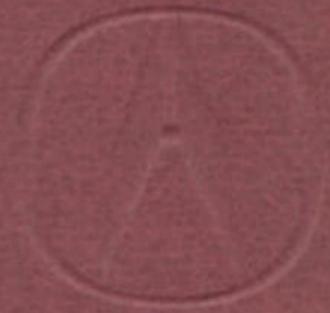
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Automobile Magazine has called the four-wheel double-wishbone suspension "perfectly

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qualities that have long been Acura trademarks—a brilliant combination of pulse-quicken-

ing performance and tasteful luxury. Typical of Acura, these qualities are blended in ample proportions

without sacrificing either. It's an automobile that's as satisfying to drive as it is comfortable. And as well

engineered as it is handsome. As a result, we're convinced the Vigor will quickly rise to the top of the

personal performance sedan class. It seems as if the automotive critics agree.





The Acura Vigor GS in Cassis Red Pearl.



The Acura Vigor LS in Frost White.

PHILOSOPHY

EVERYONE INVOLVED in the creation of Acura automobiles is ruled by a simple credo—build the best you possibly can today, and improve it tomorrow. Achieving this requires dedication to engineering excellence, innovative thinking and extensive research.

The results of pursuing this program are readily apparent in every aspect of the 1992 Acura Vigor—from its innovative 5-cylinder engine to the racing-derived, four-wheel double-wishbone suspension to the ergonomic design of the interior.



The mid-engine, all-aluminum-bodied NSX, powered by a 24-valve V-6 engine, is the ultimate expression of the Acura philosophy.

But nowhere is it more forcefully demonstrated than on the Formula One racing circuit. It is indisputably the highest level of motor racing in the world. And where the competition is at its most ferocious. It's an arena where today's victory is no guarantee of one tomorrow. And to remain a champion requires one to beat not just the opposition, but your own best effort.

In Formula One, this credo has served the engineers well. Honda engines have powered their way to six consecutive Constructors' World Championships and five consecutive Drivers' World Championships.

But to Acura, these victories attain an even greater significance far beyond the racetrack. Because, unlike many who race, we don't shroud our technical achievements in secrecy. They're on display in every Acura automobile on the road.



Honda uses Formula One racing as an experimental laboratory and a unique training ground for engineers.



TIGHT, SOLID construction lies at the very core of a performance sedan. A body with insufficient rigidity will cause the suspension to lose its precision over rough roads. It will also transmit



The honeycomb floorpan structure contributes to rigidity while reducing noise intrusion into the cabin.

excessive levels of noise and vibration. In any automobile, these are undesirable traits. In an Acura, they simply aren't tolerated.

The solid construction evident in the Acura Vigor is the result of the latest computer-aided design techniques combined with some rather innovative technology. The structure of the floorpan, for instance, benefits from the use of honeycomb sandwich construction, a technology adapted from the aerospace industry. This construction method uses an organic, honeycomb-shaped material encased and bonded between two layers of sheet metal. Although lighter than a conventional sheet metal stamping, it is many times stronger against bending and torsional forces. In other words, greater strength for less material. Additionally, this honeycomb construction acts as an effective sound barrier by damping out wind and road noise from being transmitted through the floor.

A similar honeycomb structure is used in the headliner of models without a moonroof. Like the floorpan structure, it imparts enhanced rigidity and reduces the noise level in the cabin.

At Acura, silence in an automobile is a virtue. The engineers believe that the occupants should not have to raise their voices above a normal conversational level. To ensure this quiet environment, extensive soundproofing material was used in critical areas such as the front and rear bulkheads, the rear of the floorpan and even in seemingly minor assemblies like the windshield wiper mechanism. The wiper assembly is mounted on a lightweight aluminum frame, and the frame is mounted to the body with rubber bushings that filter out both noise and vibration.

And to help ensure that the tight, nearly seamless body remains rigid and doesn't fall prey to the ravages of rust, the Vigor has been treated with

extensive anti-corrosion measures. The body engineers believe that anti-corrosion should proceed from the inside out. It is something that should be intrinsic to the materials, not just applied as an afterthought. That's why over 90% of the metal panels are zinc-coated and most are coated on both sides. Starting with this excellent foundation, the engineers use a multi-layered approach to achieve maximum protection. This includes a waxy oil injection in hollow body spaces, electro-deposition undercoating, anti-chipping primers at the leading edges of doors, hood, fenders and roof, and a pliable mastic material between selected panels to act as a barrier against moisture.

To protect the metal and provide a hard, flawless exterior finish, the body has been treated with a 23-step, 3-coat, 3-bake painting process that ends with a meticulous white glove inspection to check for even the smallest imperfection.



The Vigor body is meticulously assembled and treated with extensive anti-corrosion measures to ensure maximum durability. The smooth exterior design reduces wind resistance and contributes to aerodynamic stability. It also contributes to the reduction of wind noise.



INTERIOR

A COMFORTABLE, relaxing and well-engineered interior not only makes the task of driving more enjoyable, it also contributes to safety by minimizing or eliminating driver distractions. To accomplish these dual aims, every aspect of the Acura Vigor interior has been developed and refined to aid the driver.

The front seats feature deep bolsters for the thigh area to keep the occupants firmly in place during transient maneuvers. In addition to these purely functional aspects, the seats are also designed to be extremely comfortable even after many hours on the road.

In LS models, the front seats have manual adjustments for fore/aft position and for seatback rake. GS models have a power adjustment for the driver's seat as well as a manual lumbar adjustment to tailor the seat more closely to individual preferences. And to correctly position the four-spoke steering wheel, both Vigor models feature a tilt-adjustable steering column.

To give the Vigor an ample measure of luxury, both models feature finely finished wood accents in the dash panel and on each of the doors. The close-grained wood trim adds a quality of warmth and elegance that perfectly complements the automobile's sporting personality.

The LS model features a thick cloth moquette upholstery material. Durable, and rich in texture, the cloth upholstery is as functional as it is comfortable. The GS model features the added elegance of fine, hand-fitted leather trim for the seating surfaces. A leather-wrapped steering wheel is standard in both models, as are rear seat headrests and a fold-down center armrest for the rear seat.

Luxurious and ergonomically designed seats keep the driver and occupants comfortable and relaxed, and provide excellent support.



To minimize distractions, all instruments are clearly visible and all controls are within easy reach of the driver.

THE ENGINEERS who designed the instrument panel and control arrangement of the Acura Vigor approached the task with the same set of priorities they would use in designing a sports car interior.

The reasons are obvious: To be an exhilarating road machine, a performance car like the Vigor must incorporate many of the same concepts of a sports car. The instruments, for example, must be legible and clearly visible through the steering wheel. And operating the controls must quickly become a matter of instinct.

In the Vigor, the instruments are white-on-black analog units positioned for quick readability. To make them easy to see, the steering wheel is designed in the classic H-pattern, with the crossbar located near the halfway point of the wheel. At the points where the crossbar meets the rim, it is radiused gently to give the thumbs a comfortable grip. As in other Acura automobiles, cruise control functions are located on the wheel to allow the driver to access them quickly without removing the hands from the steering wheel.

Other major controls such as the transmission shifter, heating and ventilation controls, lights, wipers and the music system's switches are within easy reach of the driver. Buttons and switch gear are designed to give positive feedback when touched, so the driver never has to wonder whether a particular control has been activated and can devote full attention to the road ahead.

Complemented by an intimate cabin, panoramic visibility and low noise levels, the interior of the Vigor is remarkably comfortable, functional, sophisticated and a perfect environment in which to conduct the business of driving.

AT ACURA, LUXURY is never pursued for its own sake. Rather, it is perceived as an adjunct, a complement to dynamic performance. Each should make its presence felt, but not at the expense of the other. Achieving the goal envisioned for the Acura Vigor is a matter of balancing the two. So that the driver can enjoy the feel of the road but not have the road dominate the experience.

Standard in both LS and GS models is a high-capacity air conditioning system. This high-volume, compact unit features an extremely quiet twin-blower assembly and an efficient condenser to quickly cool the interior of the Vigor regardless of the ambient air temperature.

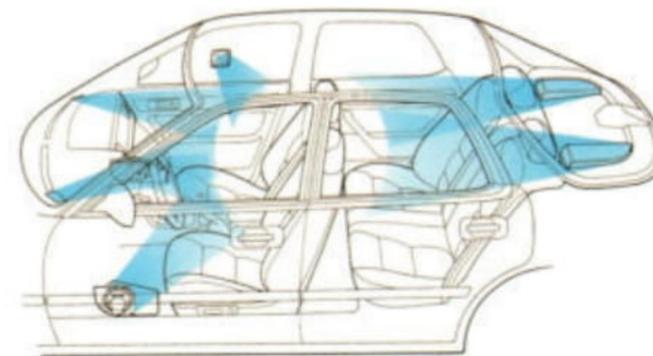
Also standard in both models are power windows and door locks; power door mirrors; an AM/FM stereo/cassette music system with eight speakers; a speed-sensitive, variable power-assisted steering system; and cruise control. A power moon-roof is featured in GS models.

Standard equipment in GS models includes a revolutionary Digital Signal Processor (DSP) audio

system. The Vigor is the first production automobile in the U.S. to offer this technology. Jointly developed by Panasonic and Honda Research & Development Co., the DSP system offers levels of music reproduction and acoustic imaging that have never been available before in an automobile audio system.

The heart of this unique technology is a 16-bit microprocessor. It encodes the standard analog music signals from the radio, the cassette player or the optional compact disc player into a digital signal. The microprocessor then conditions this signal by varying the amount of delay and level of acoustic reflection to create six distinct aural environments: Club, Studio, Hall, Arena, Church and Den. The signal processor is programmed to reproduce the unique acoustics of each of these six different audio environments.

Both the standard and DSP music systems feature eight speakers, which are strategically located to provide superb acoustics, excellent sound imaging and sound propagation regardless of where an occupant is located in the cabin.



The eight speakers are precisely located to provide all occupants with rich, fully balanced sound reproduction.

The audio systems in both Vigor models are equipped with an anti-theft feature that disables the entire audio system if the radio unit is stolen. It can only be reactivated by entering a factory preset five-digit code which is unique to each unit.

The standard transmission in all Vigor models is an easy-shifting 5-speed manual equipped with dual-cone synchronizers in second and third gear to reduce shift effort and improve shift feel.

Available as an option in all models is an electronically controlled 4-speed automatic transmission equipped with a programmed lockup torque converter. The microprocessor, which controls transmission shift functions, is linked to the main engine control processor, which momentarily retards ignition timing during downshifts in order to reduce shift-shock.



The Digital Signal Processor (DSP) re-creates six distinct audio environments, the first use of such a system in a production automobile in the U.S. The optional 4-speed electronically controlled transmission features a low-hold clutch system which is useful when negotiating mountainous roads.



The power-operated moonroof is a thin-profile design which maximizes head room.



The Acura Vigor LS in Frost White.



The Acura Vigor GS in Granada Black Pearl.

THE 2.5-LITER, SOHC, 4-valve-per-cylinder, inline 5-cylinder engine in the Acura Vigor is a masterpiece of engineering and embodies the latest engine design technologies developed by Honda Research and Development Co. It is a powerful, smooth, light and compact engine that gives the Vigor a lively, aggressive personality while sacrificing nothing in terms of efficiency or performance.

The inline 5 cylinder, which is smoother and more powerful than an inline 4 of the same displacement, but more efficient than a V-6, is made entirely of aluminum alloy in order to reduce weight. It produces 176 hp and 170 lbs-ft of torque. But power alone does not make a great engine. The power must be delivered quickly in response to throttle application. And the engine should never feel labored or produce excessive vibration, even when approaching the redline. To achieve these goals, the engine uses a number of advanced systems.



The 4-valve-per-cylinder design increases power at high rpm and improves breathing efficiency at all engine speeds.

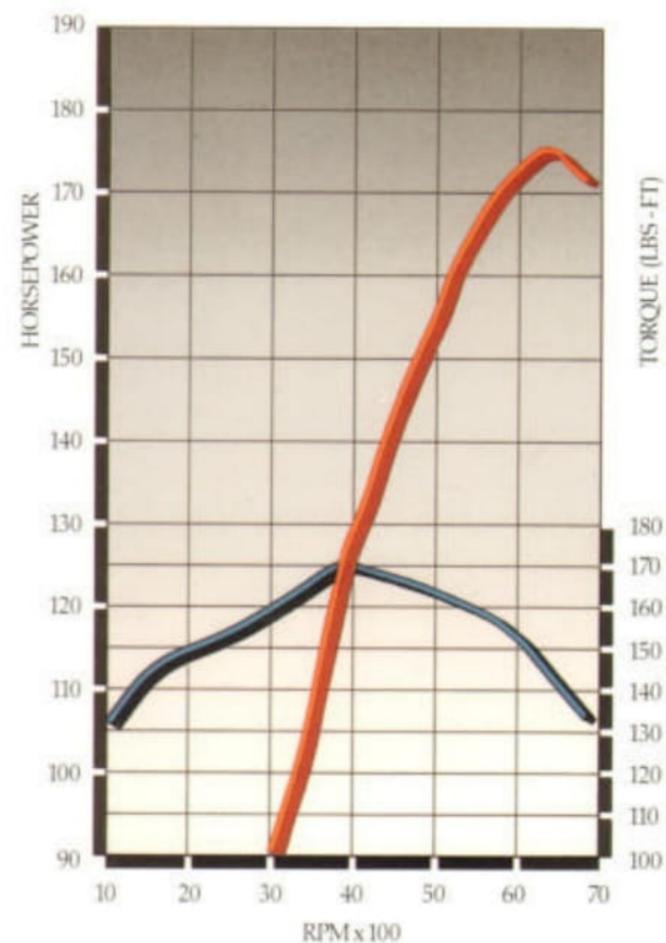
As with all Acura engines, the Vigor engine is equipped with 4-valve-per-cylinder technology for enhanced performance and efficiency. In order to optimize engine breathing, the engine uses a two-stage intake manifold. Similar in concept to the Variable Volume Induction System developed for the Acura NSX sports car, the Vigor intake system provides the engine with extra breathing capacity at high rpm and produces increased horsepower.

The relatively long intake passages, which are crucial to the operation of this Dual-Stage Induction System, are made possible by tilting the engine 35° from the vertical. The extra space afforded by the tilt allows the engineers to tune the passages precisely for optimal flow. And to help maintain good airflow through the cylinder head, a tubular, stainless steel exhaust manifold is used. The stainless steel construction also helps ensure durability.

To maximize power and enhance efficiency, fuel delivery is by means of the patented Honda-designed Programmed Fuel Injection (PGM-FI) system, a technology derived from Honda's involvement in Formula One racing. And to improve reliability and durability, the engine, which requires premium unleaded fuel, is equipped with a dual knock sensor system. In the event the tank is filled with lower octane fuel, the knock sensors send a signal to the ignition system to retard the timing and eliminate the potential for pre-ignition.

To effectively block out mechanical noise and vibration from entering the passenger cabin, the engine and transmission assembly is equipped with six mounts. The two front mounts are specially developed hydraulic units which prevent noise and vibration from being transmitted into the body.

To reduce weight, the housings for both the 5-

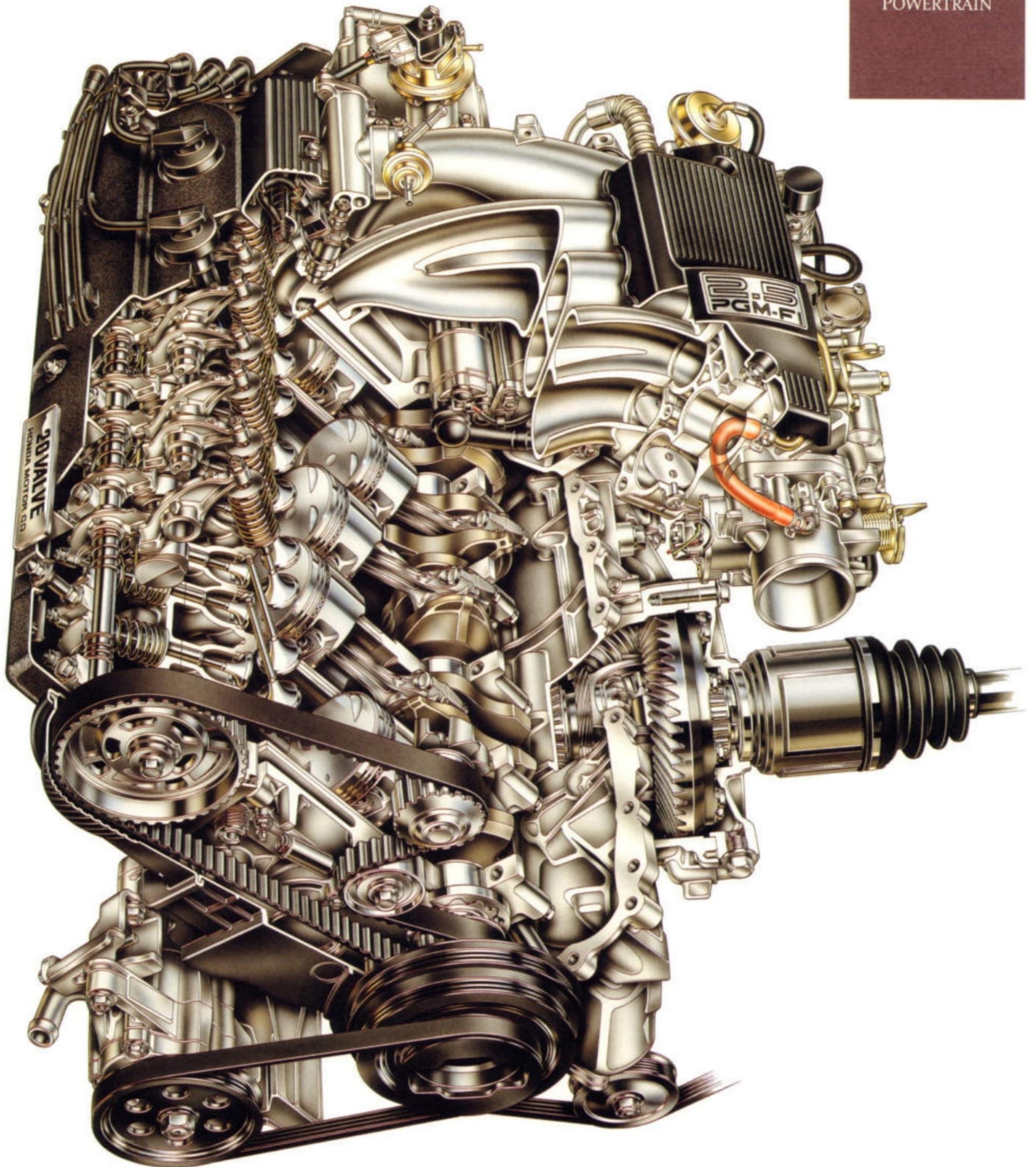


The responsive 5-cylinder engine produces 176 hp and 170 lbs-ft of torque, making it among the most powerful in its class.

speed manual and electronically controlled 4-speed automatic transmissions are made of aluminum. The differential case is also made of aluminum, and the differential is equipped with its own oil cooler to maintain optimum transmission oil temperature, thereby enhancing durability.

The 5-speed manual uses a dual-cone synchronizer system for second and third gear to ensure smooth, precise shift engagement. The optional, electronically controlled 4-speed automatic is a lightweight, crisp-shifting transmission precisely calibrated to provide sporty, responsive performance without any sacrifice in smoothness.

The 5-cylinder engine is smoother and more powerful than a 4-cylinder, but more compact and efficient than a V-6 or inline 6. Its longitudinal positioning improves front/rear weight distribution, thereby enhancing cornering performance and improving handling response.



PART OF THE ACURA philosophy is that all of an automobile's mechanical systems must be fully integrated so that each discrete component meshes perfectly with all the others. The drivetrain of the Acura Vigor is a perfect illustration of this concept.

The design, location and development of the drivetrain components have been created not only to fulfill the primary goal of transmitting the power to the front wheels smoothly and efficiently, but also to have a beneficial impact on a number of other significant areas such as handling and cornering.

Among the most significant characteristics of the drivetrain is the 60/40 front/rear weight distribution. This has been determined by Honda engineers to be an excellent front-to-rear weight ratio for a front-wheel-drive car. Most of the drivetrain mass is located behind the front wheels, and this provides the perfect balance for precise handling and rapid response to steering input, minimizing understeer and distributing the cornering load more equally among all four wheels.

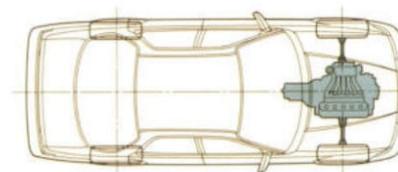
Power delivery flows from the engine rear-

ward to the transmission. From there, it is transmitted by an output shaft forward to the differential mounted on the left side of the engine crankcase. From the differential, the power is delivered to the front wheels by equal-length halfshafts designed to minimize the effects of torque steer under acceleration. The right-side halfshaft is designed to pass through the oil pan and the engine block itself, in order to create a more efficient, rigid and compact package.

Another significant contribution to packaging efficiency is achieved by tilting the engine 35° to the right. This tilt lowers the overall height of the hood to provide maximum forward visibility and to reduce the frontal area in order to minimize aerodynamic drag. Tilting the engine also lowers its

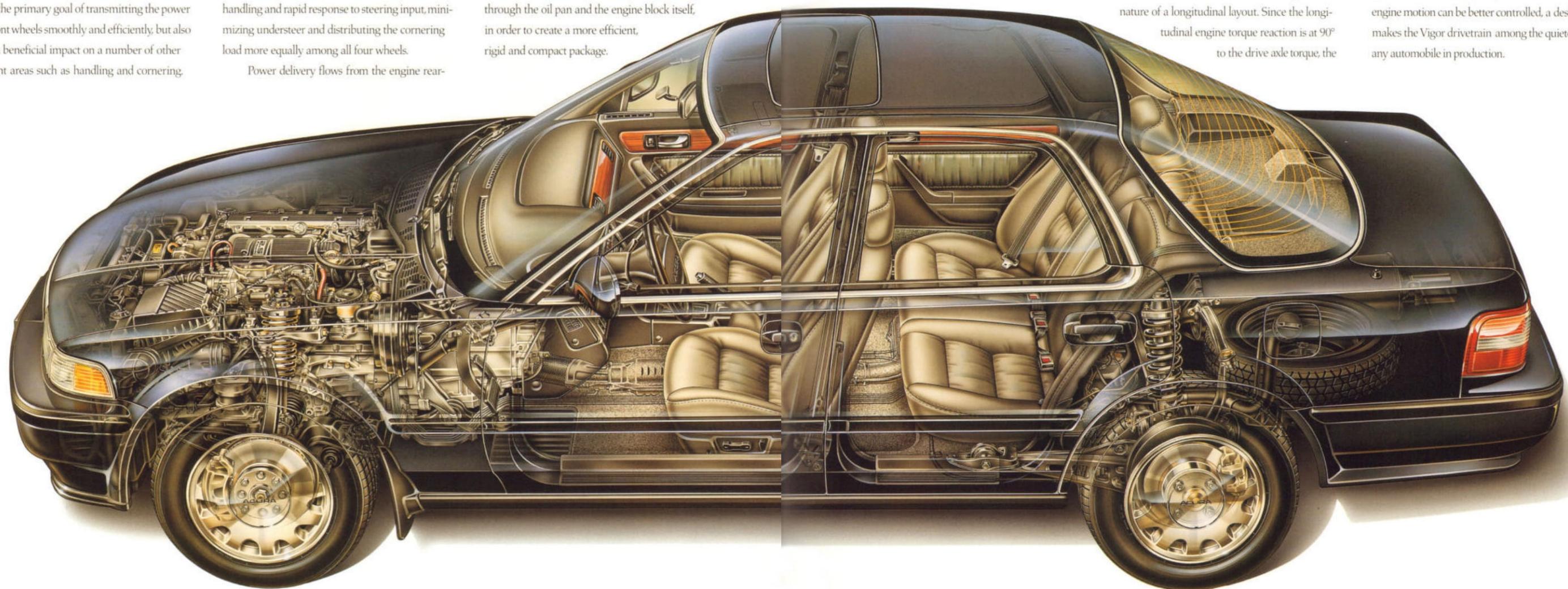
center of gravity, which contributes to precise, responsive handling and cornering.

The Vigor features some of the latest noise and vibration reduction technologies available, to provide the driver and occupants with one of the smoothest drivetrains of any vehicle on the road. Part of the reason for this is the inherently smooth nature of a longitudinal layout. Since the longitudinal engine torque reaction is at 90° to the drive axle torque, the



The longitudinal location of the engine and transmission is crucial to the dynamic balance and handling of the Vigor.

engine motion can be better controlled, a design that makes the Vigor drivetrain among the quietest of any automobile in production.





LIKE ALL ACURA automobiles, the new Vigor uses an advanced double-wishbone suspension design for both the front and rear. Inspired by race car technology, this suspension system has proven to be the most effective for providing high levels of handling and equally high levels of ride comfort.

While the suspension design is clearly the most important contributor to handling and precise response, its job is made easier by the ideal 60/40 front/rear weight distribution realized by the longitudinal powertrain layout. By distributing the weight more evenly over the front and rear tires, the automobile is balanced so as to respond more quickly and with more precision. It also allows each tire to share the cornering load more equally. To the driver, this translates into a feeling of predictability and

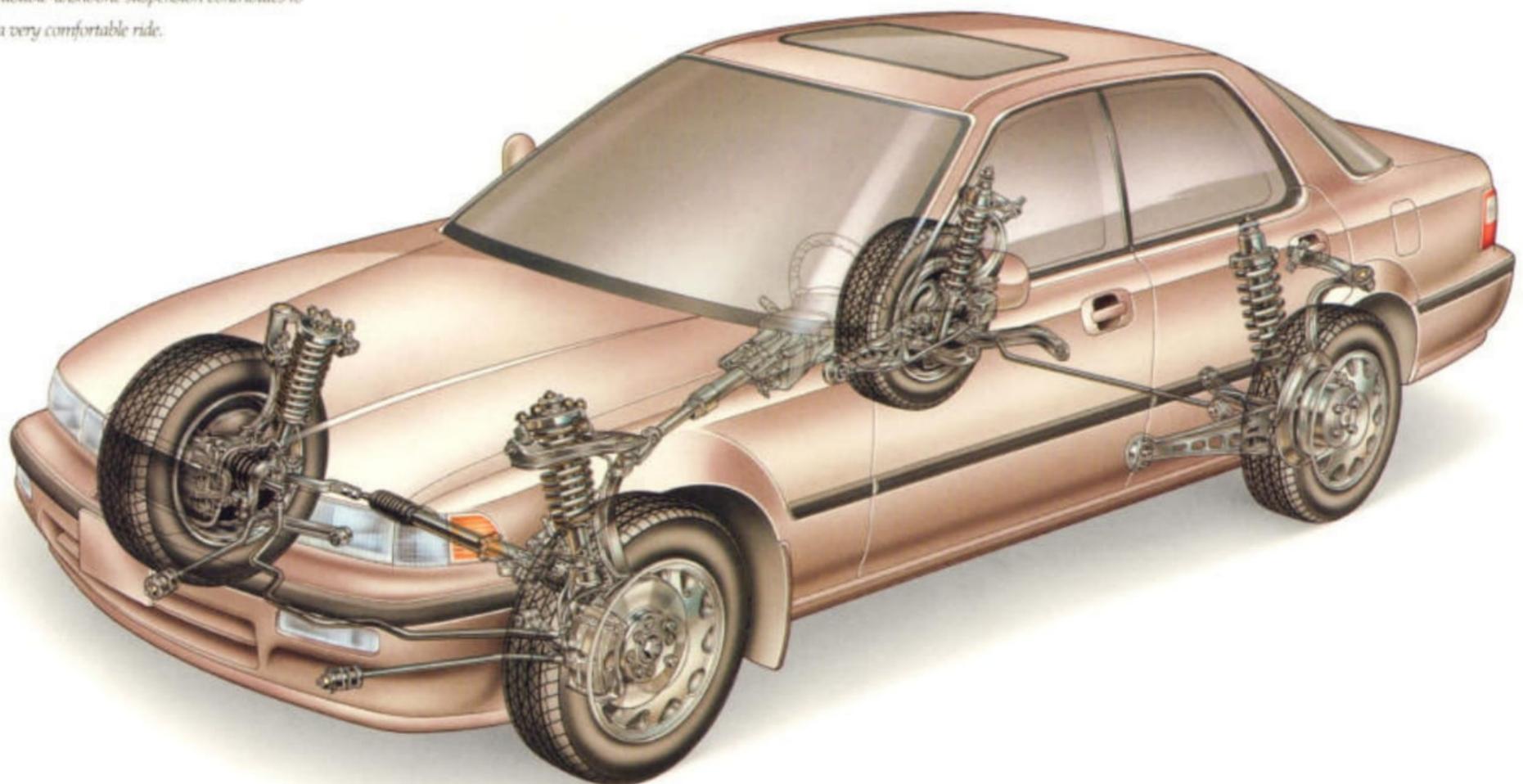
confidence. So when the driver steers into a curve, the Vigor responds quickly to the change in direction and holds the road with authority.

In order to provide the perfect blend of sporty agility and excellent ride comfort, the front suspension features the patented Honda Progressive Valve (HPV) system in the shock absorbers, a system first developed for the Acura NSX. It firmly controls wheel motion over bumps and dips, while providing a smooth, well-damped ride. In order to better isolate the cabin from road vibration, the front suspension components are mounted on a separate subframe. The subframe is attached to the body by means of durable rubber-isolated bushings specifically tuned to filter out annoying road noise and excess mechanical vibration.

The rear suspension is similar in concept to the front. It is designed to minimize toe-change and help the driver maintain stability under dynamic conditions such as cornering and braking. And to help ensure stable cornering and minimize body roll, the Vigor suspension uses carefully sized stabilizer bars at the front and rear.

Proper steering feel is an important factor in providing the driver with a crisp, responsive connection to the road. To achieve this, the Vigor has a speed-sensitive, variable power-assisted steering system, which provides ample power assist at low speeds and incrementally reduces steering assist as speed increases. At all speeds, the steering system offers direct, linear response and provides the driver with a high level of road feel.

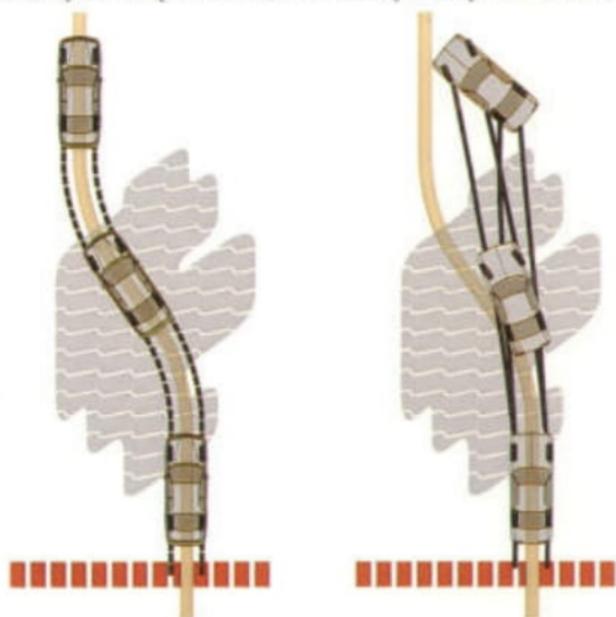
The four-wheel independent double-wishbone suspension contributes to precise, linear handling and a very comfortable ride.





SAFETY TAKES two different forms. The first is active safety, which is the ability of an automobile to accelerate quickly, brake quickly and securely and be able to respond to steering input with precision.

Powerful and consistently reliable braking is clearly an important active safety and performance



The standard Anti-Lock Braking System (ABS) helps the driver to retain steering control under maximum braking even on slippery surfaces.

consideration. The Acura Vigor is equipped with four-wheel disc brakes, ventilated at the front to help promote heat dissipation and resist brake fading. Above and beyond the basic braking system, all Vigor models are equipped with the Honda R&D-designed Anti-Lock Braking System (ABS).

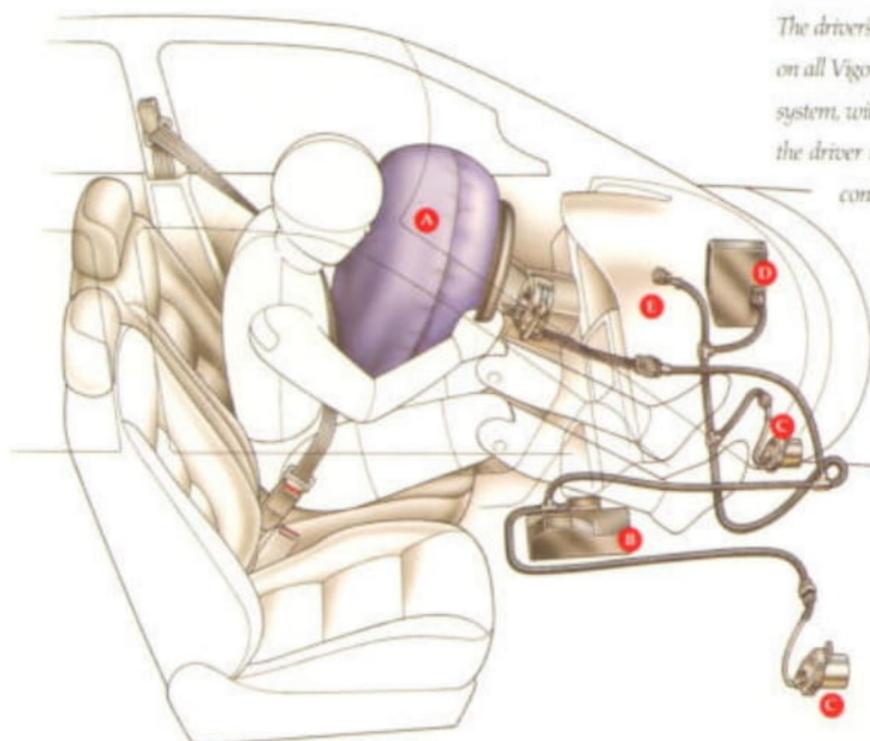
This system uses four wheel-speed sensors to monitor the rate of change in speed of all four wheels. When the sensors detect impending wheel lockup, they send a signal to the electronic control unit which then modulates brake-line pressure to help prevent lockup. The net effect is to help the driver retain steering control under hard braking effort even under slippery conditions.

A competent, precisely calibrated suspension system and a very responsive steering system are not only rewarding to a driver, but are also critically

important when called upon to make a rapid lane change or an emergency maneuver. The Vigor is equipped with a racing-inspired, four-wheel double-wishbone suspension and a responsive, speed-sensitive, variable power-assisted, rack-and-pinion steering system. The combination of its excellent suspension and precise steering gives the Vigor excellent agility and responsiveness to driver steering input.

While these active systems are designed to help the driver avoid an accident, the passive safety systems in the Vigor are designed to minimize injury to the occupants should a collision occur.

The primary safety system consists of the three-point lap and shoulder belts for the front seat occupants and the outboard rear seat passengers. The seat belts in the Vigor use the same direct clamping mechanism featured in the 1992 Legend Sedan seat belts. The belts are designed to help limit the "spool out" that can occur as a loaded belt tightens on the locked reel. As a result, the belts help to restrain the occupants' forward movement.



The driver's side air bag Supplemental Restraint System (SRS) is standard on all Vigor models. Using an advanced electronic control and triggering system, with gold-plated connectors for maximum reliability, it cushions the driver in the event of a frontal collision. (A) Air bag. (B) Electronic control unit with integral impact sensor. (C) Impact sensor. (D) Auxiliary power unit. (E) SRS warning light.

In addition, all Vigor models are equipped with a driver's side air bag Supplemental Restraint System (SRS) which, as the term implies, is a supplement to the seat belts. To avoid accidental deployment, the SRS uses three sensors to trigger the deployment of the air bag. Two of the three sensors must "agree" that a frontal collision of at least 10 mph has occurred before the bag is deployed. The bag inflates in 30 milliseconds, less time than the blink of an eye, and deflates nearly as fast.

Structurally, the front and rear sections of the Vigor are designed to deform in a controlled manner in a collision. These crumple zones help absorb the impact energy, dissipating it, and aid in maintaining the structural integrity of the cabin.

As an adjunct to these basic safety systems, the interior of the Vigor uses "friendly" surfaces. Using impact-absorbing foam material and carefully rounded shapes, the interior surfaces are designed to minimize injury in the secondary collisions that can occur between the occupants and the interior of the vehicle.



STRUCTURAL RIGIDITY, while an important goal in the creation of any car, is especially important in a car with the performance potential and quality goals of the Acura Vigor. In a performance automobile, a rigid chassis allows precise tuning and calibration of suspension components, for optimum handling and response. And, with respect to luxury and quality, a rigid platform is crucial in providing a tight, quiet passenger compartment.

Created with the help of advanced computer-aided design, the Vigor embodies the very latest innovations in structural techniques. The design of the front frame rails is one such innovation. As a result of the extra room in the engine compartment afforded by the longitudinal engine layout, the front



The longitudinal engine location allows the design of straight front frame rails which impart optimal impact protection in a frontal collision. They also offer enhanced rigidity for better suspension isolation.

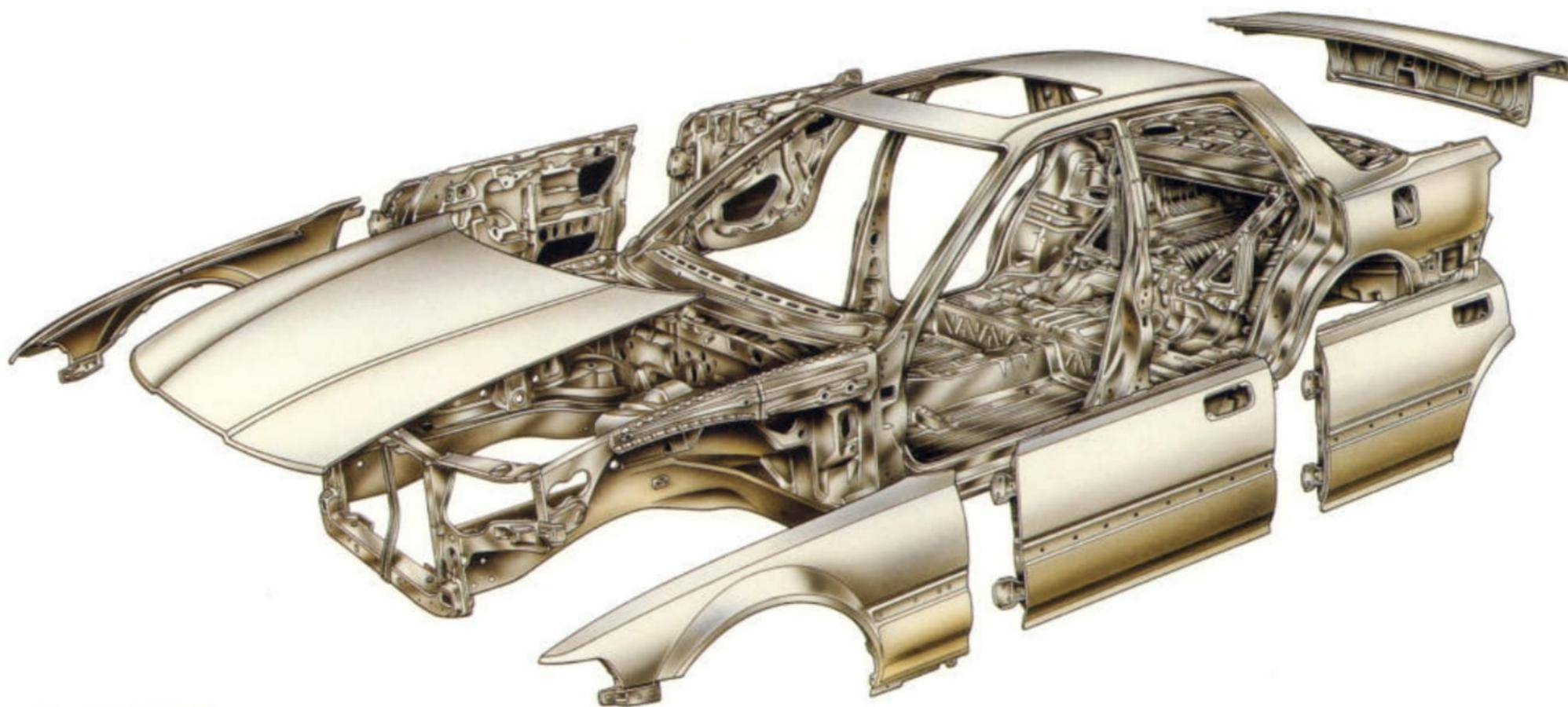
frame members are straighter than they would be in a transverse design. This provides occupant protection in a frontal or offset impact.

This design was further optimized by gently curving the base of the frame rails as they merge into the floorpan structure. By curving this juncture, torsional and bending rigidity is maximized. So

when the tire hits a bump, only the tire and suspension move. The body remains stable and doesn't transmit the shock into the cabin.

To minimize drivetrain vibration, the Vigor is equipped with an innovative hydraulic engine-mounting system. Similar innovations can be found throughout the structure. The roof section uses a perimeter rail system, which enhances the rigidity of the upper cabin, and a newly designed, horizontally split side sill to enhance bending rigidity. It also more effectively resists moisture intrusion, improving corrosion protection.

The overall rigidity, the careful design of front and rear crumple zones and strong door beams all help to minimize the possibility of injury.



Advanced computer-aided design is used to analyze every panel to ensure a rigid platform, which contributes to collision protection, excellent handling and significant reduction in noise and vibration. For durability, the structure is made of galvanized steel and treated with extensive anti-corrosion measures.



The Acura Vigor LS in Rosewood Brown Metallic.

THE ACURA commitment to customer satisfaction is more than a slogan. It's a matter of record. Acura has been acclaimed by both satisfied owners and independent surveys as among the most responsive and attentive to the needs of the customer.

In fact, Acura automobiles have ranked best in the J.D. Power and Associates Vehicle Performance Index™ (VPI), a survey that measures the operating performance and overall comfort of a vehicle after three full years of ownership.

Part of this formula for success is the highly trained staff at your Acura dealer. Skilled technicians regularly attend the latest factory training seminars to acquire the specialized skills needed in maintaining Acura automobiles at their peak operating efficiency. Acura technicians are regularly briefed on the newest diagnostic and trouble-shooting

procedures recommended by the factory. Your dealer also stocks a comprehensive inventory of commonly replaced service parts in order to avoid keeping you waiting. But there may be a rare occasion when a particular component is out of stock. In that event, the parts department has immediate access by computer to a nationwide network of parts warehouses, which are as advanced and automated as the assembly plants that manufacture Acura automobiles.

In addition, Acura dealers are supported by Acura Division parts and service experts who can provide immediate help whenever needed.

The Vigor is covered by a comprehensive 36-month or 36,000-mile limited warranty, whichever comes first. Under this warranty, Acura Division will repair or replace, free of charge, any factory-

installed part that proves to be defective either in material or workmanship!

The dedication of the engineers who created the Acura Vigor is complemented by the dedication of your Acura dealer to customer satisfaction. To Acura, a sophisticated, well-engineered car deserves a dealer network which is equally sophisticated and as competent as the automobiles it sells. The satisfaction an owner feels behind the wheel of the Vigor should be matched by an equally satisfying experience at the time the automobile is serviced. At Acura, we take pride in the fact that your Acura dealer performs as well as the high-performance automobiles in the showroom.

*J.D. Power and Associates 1990 Vehicle Performance Study of 1987 Model Year Cars. Based on 23,700 consumer responses reflecting owner ratings of the operation, interior environment, comfort and roominess of their vehicle. (Study included only Legend and Integra models.) See your Acura dealer for details.



A network of over 300 Acura dealers is equipped to keep your Acura automobile operating at its peak efficiency.

SPECIFICATIONS

ENGINE AND ELECTRICAL

Engine Type	2.5-liter, SOHC, 20-valve, inline 5-cylinder, longitudinally mounted
Horsepower, SAE net	176 @ 6300 rpm
Torque, SAE net	170 lbs-ft (23.5 kg-m) @ 3900 rpm
Redline	6800 rpm
Fuel Cutoff	7100 rpm
Bore & Stroke	3.35 x 3.40 in (85.0 x 86.4 mm)
Displacement	150 cu in (2451 cc)
Compression Ratio	90:1
Induction System	Programmed Fuel Injection (PGM-FI) with Dual-Stage Induction System
Valvetrain	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/EGR
Ignition System	Electronic ignition with dual knock sensors
Battery	12V, maintenance-free

Transmissions	5-SPEED MANUAL (STANDARD)	4-SPEED ELECTRONICALLY CONTROLLED AUTOMATIC WITH PROGRAMMED LOCKUP TORQUE CONVERTER (OPTIONAL)
Ratios (:1)		
1st	3.071	2.647
2nd	1.652	1.535
3rd	1.156	0.975
4th	0.864	0.653
5th	0.666	-
Reverse	3.075	1.904
Final Drive	4.492	4.480

BODY/SUSPENSION/CHASSIS

Body Type	All-steel unit body
Front Suspension	Independent double-wishbone with coil springs and stabilizer bar
Rear Suspension	Independent double-wishbone with trailing link, coil springs and stabilizer bar
Shock Absorbers	Hydraulic/gas-pressurized with Honda Progressive Valve (HPV), front Hydraulic/gas-pressurized, rear
Stabilizer Bars	Tubular 1.07 inch diameter x 0.16 inch wall thickness (27.2 mm x 4.5 mm), front 0.63 inch diameter x 0.10 inch wall thickness (15.9 mm x 2.6 mm), rear
Steering Type	Speed-sensitive, variable power-assisted, rack-and-pinion
Steering Wheel Turns, lock-to-lock	3.5
Turning Circle, curb-to-curb	36.1 ft (11.0 m)
Wheels	Cast-aluminum alloy, 6.0 J x 15
Tires	205/60 R15 89H M+S All Season
Braking System	Dual-diagonal, power-assisted, 4-wheel disc brakes
Front Discs	Ventilated, 11.0 in (280 mm) diameter, 0.91 in (23 mm) rotor thickness
Rear Discs	10.2 in (258 mm) diameter, 0.39 in (10 mm) rotor thickness
Parking Brake	Disc type, mechanically actuated on rear wheels
Anti-Lock Braking System	Honda R&D-designed system with 4 wheel-speed sensors and electronic/hydraulic control unit

CAPACITIES

Crankcase	5.5 U.S. quarts (5.2 liters) refill capacity including filter
Cooling System	
Manual transmission	8.0 U.S. quarts (7.6 liters)
Automatic transmission	7.9 U.S. quarts (7.5 liters)
Fuel Tank	17.2 U.S. gallons (65 liters)
EPA Passenger Volume	86.7 cu ft (LS), 85.1 cu ft (GS)
EPA Cargo Volume	14.2 cu ft

FUEL ECONOMY

EPA Mileage, City/Highway	20/26 mpg (5-Speed), 20/25 mpg (Automatic) (Use for comparison purposes only. California figures are the same. Your mileage may vary.)
Recommended Fuel	Premium unleaded; 91 octane (Gasoline with an octane number lower than 91 may be used, with reduced performance, if premium unleaded is not available.)

EXTERIOR DIMENSIONS

Wheelbase	110.4 in (2805 mm)
Track, front	59.8 in (1520 mm)
Track, rear	59.4 in (1510 mm)
Length	190.4 in (4835 mm)
Width	70.1 in (1780 mm)
Height	53.9 in (1370 mm)
Minimum Ground Clearance	5.1 in (130 mm)
Weight Distribution, (%) front/rear	60/40
Curb Weight	
Manual transmission	3150 lbs (1429 kg)
Automatic transmission	3212 lbs (1457 kg)

INTERIOR DIMENSIONS

FRONT	
Head room	38.8 in (985 mm) without moonroof 38.0 in (965 mm) with moonroof
Leg room	43.7 in (1110 mm)
Hip room	51.4 in (1305 mm)
Shoulder room	53.5 in (1360 mm)
REAR	
Head room	36.2 in (921 mm)
Leg room	30.3 in (770 mm)
Hip room	52.1 in (1323 mm)
Shoulder room	53.0 in (1345 mm)

SAFETY FEATURES

Anti-Lock Braking System (ABS)
Supplemental Restraint System (SRS) driver's side air bag
Front seat belts with direct clamping mechanism
3-point outboard seat belts (rear)
Impact-absorption zones (front/rear)
Side-impact door beams
5 mph bumpers (front/rear)
Safety glass
Breakaway inside rearview mirror
Frontal impact-absorbing interior surfaces
Non-protruding switches and controls
Collapsible steering column
Splinter-resistant interior wood trim
Center high-mount brakelight
313.1° All-around visibility

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.	

EXTERIOR FEATURES

	LS	GS
Flush-mounted, high-efficiency headlights	•	•
Integral fog lights	•	•
Tinted glass	•	•
Dual power-operated door mirrors	•	•*
Protective body-side mouldings	•	•
Rear window defroster with timer	•	•
Galvanized body panels	•	•
3-coat, 3-bake paint	•	•

*Body-colored

INTERIOR FEATURES SEATING AND TRIM

	LS	GS
Full moquette upholstery	•	-
Leather-trimmed interior	-	•
Leather-wrapped steering wheel	•	•
Wood-trimmed dash and doors	•	•
Driver's 4-way power seat	-	•
Height-adjustable front headrests	•	•

INTERIOR FEATURES COMFORT AND CONVENIENCE

	LS	GS
Air conditioning	•	•
Acura Music System, AM/FM stereo/cassette, Dolby [®] with 8 speakers and anti-theft feature	•	•
Digital Signal Processor (DSP) audio system	-	•
Automatic power antenna	•	•
Pre-wired for CD changer	-	•
Trunk-mounted six-disc CD changer	Opt	Opt
In-dash CD player	Opt	-
Custom-designed cellular phone with Voice Response functions	Opt	Opt
Power-operated moonroof with sliding shade	-	•
Power windows	•	•
Power door locks	•	•
Cruise control	•	•
Theft-deterrent system	•	•
Tilt-adjustable steering column	•	•
Variable intermittent windshield wipers	•	•
Side window defoggers	•	•
Remote trunk, fuel-filler-door and hood releases	•	•
Lighted trunk, ashtray, cigarette lighter and ignition switch	•	•
Lighted/locking glove compartment	•	•
Passenger-side vanity mirror	•	•*
Rear compartment reading lights	•	•
Front door storage compartments	•	•
Center console with armrest	•	•
Front assist grips	•	•
Folding rear center armrest	•	•
Digital quartz clock	•	•
Rear magazine pockets	-	•

• = Standard Opt = Optional - = Not available * = Illuminated

EXTERIOR INTERIOR COLORS AND TRIM

EXTERIOR	INTERIOR LS and GS*
Frost White	Black
Granada Black Pearl	Cognac
Cassis Red Pearl	Gray
Rosewood Brown Metallic	Black
Buckingham Blue Pearl	Gray
Regal Plum Pearl	Cognac

*Leather-trimmed interior

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. Dolby is a registered trademark of Dolby Laboratories.

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ACCESSORIES



The optional Acura cellular telephone can store 99 numbers in memory and features advanced Voice Response functions for easier, hands-free operation.



The optional trunk-mounted six-disc CD changer allows a wide range of musical choices at a finger's touch. An electronic remote-control security system is optional.



ROSEWOOD BROWN METALLIC



FROST WHITE



CASSIS RED PEARL



BUCKINGHAM BLUE PEARL



REGAL PLUM PEARL



GRANADA BLACK PEARL

