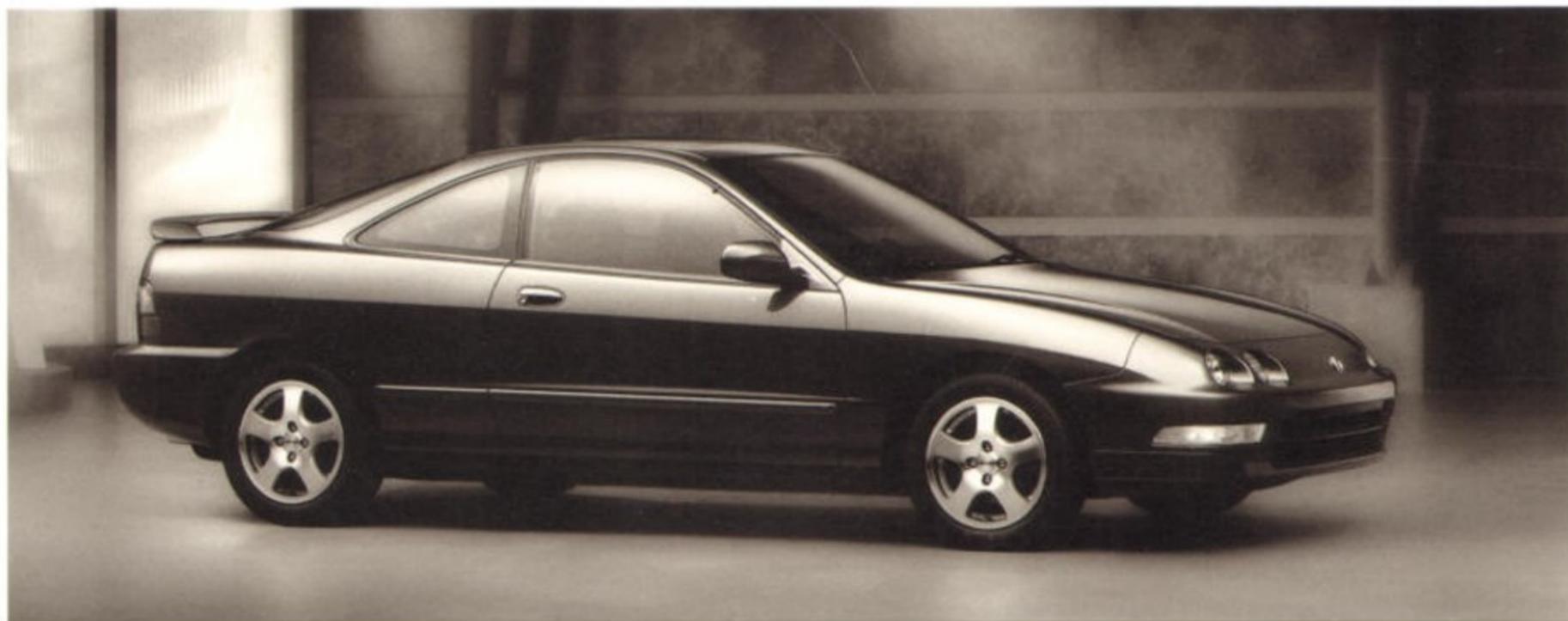


A C U R A

I N T E G R A

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1 9 3 0



The new 1994 Integra is far more than a state-of-the-art

performance car. It's a policy statement that articulates in steel and aluminum

the Acura conviction that driving is its own reward. And that

having fun behind the wheel of an exciting sports machine is just as important

as safety, fuel economy and responsibility to the environment.

Making a car that's both fun and efficient, safe and yet sporty, isn't easy

or inexpensive. But it's the kind of challenge Acura

engineers thrive on. They proved it when they created the Acura NSX.

And they just proved it again with the 1994 Integra.



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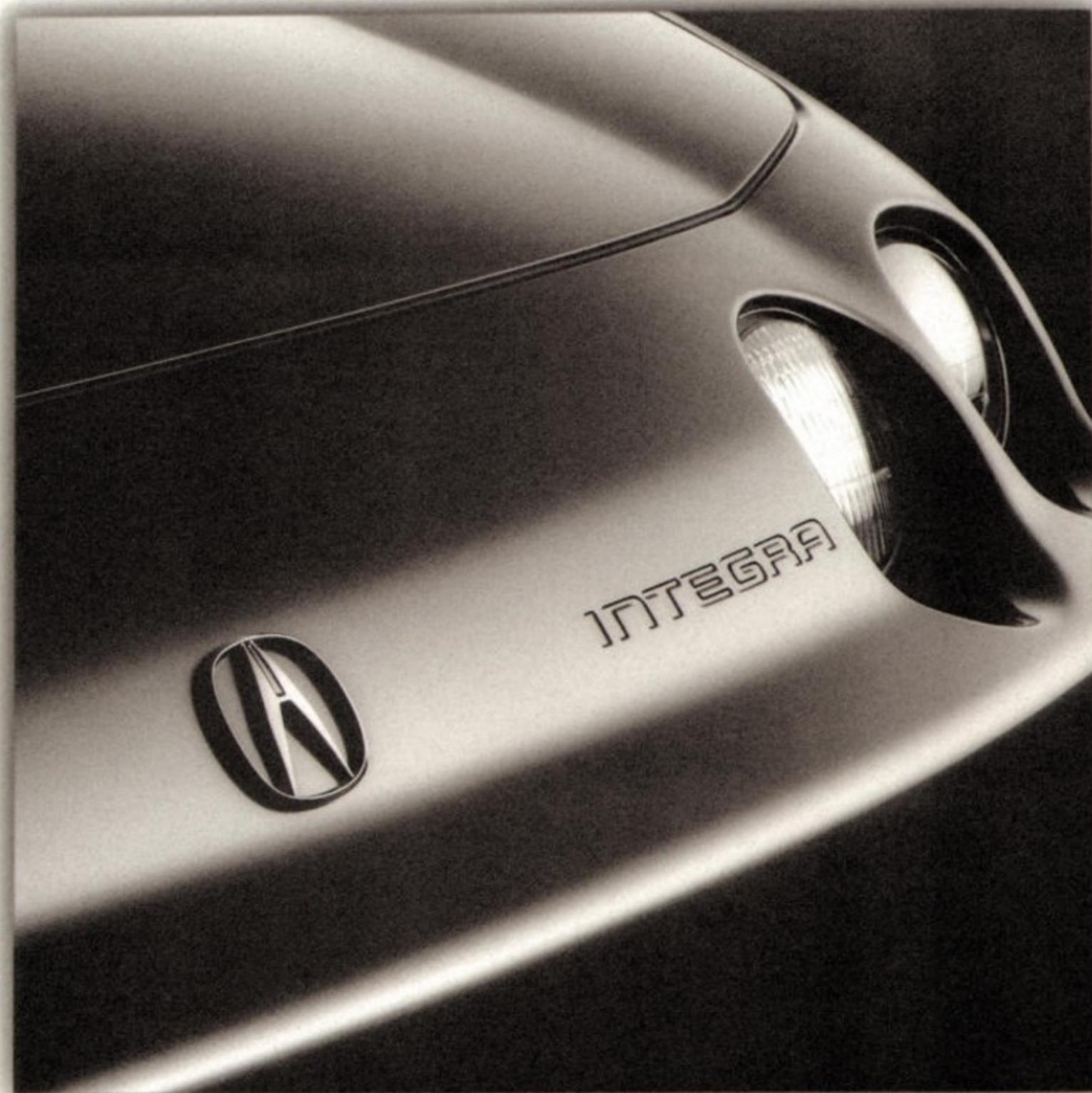
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*At Acura, the first priority is to design
a true driver's automobile without compromising
ride quality or comfort.*

I N T E G R A



SHORT THROWS

The manual shifter has been designed to reduce shift effort and provide precise engagement, and it offers gear throws that are nearly as short as those of the Acura NSX sports car.

The 1994 Integra, like its predecessor, is every inch a driver's car. From its responsive engine to the precise and stable suspension to the short-throw, low-effort shifter, every component has been carefully engineered and crafted to make driving more exciting and more satisfying.

The Integra Sports Coupe and Sports Sedan have been developed and crafted for the type of driver that appreciates an equal blend of potent performance and great road manners. While this is easy to target as a design objective, achieving this ambitious goal requires a stubborn dedication to engineering excellence and a go-for-broke attitude with regard to coming up with totally new solutions. If an existing technology or process can't achieve a decided target, our engineers are encouraged to invent a new technology to solve the problem.

In the case of the 1994 Integra, innovation and engineering excellence are in abundant evidence. Consider standard features like a driver's and passenger's side air bag Supplemental Restraint System (SRS), an advanced electronically controlled 4-speed automatic transmission that actually reads the road to determine its slope and adjusts the shift schedule automatically, and side-intrusion hip pads. And then there's the aggressive response of the VTEC-equipped GS-R, which has the highest output per liter of any normally aspirated engine on the U.S. market. These are just some of the technological highlights that make the Integra the leader in its class.



LINEAR RESPONSE

An advanced 4-wheel double-wishbone suspension and an innovative steering system, coupled with a rigid structure, help to provide high levels of stability, precision and response to steering input.









At Honda Research & Development you're likely to find as many racing helmets and driving gloves as computers and calculators.

P H I L O S O P H Y



IMSA RACING

The NSX engine has powered the Comptech IMSA Camel Lights race car to the IMSA Manufacturers' and Drivers' championship two years in a row.

The Acura NSX is without question the ultimate expression of the Acura philosophy. It's been called "the best sports car ever produced"^{*} and it's been wildly praised by anyone who's had the thrill of driving one. As advanced as it may be, however, the NSX is not practical for everyone's automotive needs. But at Acura, we believe that the need to carry more than two people should never deprive the driver of the spirit and enjoyment of driving a responsive, agile road machine. The idea that every car we produce should provide an exciting driving experience has its origins in racing. The reason, we believe, is that competition brings out the best in the people who compete, both behind the wheel and at the drawing board. It's the quickest road to technological innovation – and, we believe, the ultimate automotive laboratory.

As a company, we've won more than our share of racing trophies. But more important, our engineers have brought home a wealth of knowledge on engine control systems, low-friction materials, metallurgy and a host of similar engineering breakthroughs. Ultimately, this knowledge led to the development of technologies like the VTEC system, electronic fuel injection and the Piston Cooling Oil Jet System found in the Acura NSX and Integra GS-R. As a result, Acura automobiles are powerful, reliable, and among the safest on the road. As one would expect from such an enthusiastic group of racing-oriented engineers, they've also made them more fun to drive.

^{*}*Motor Trend, September 1990*



RACING HERITAGE

Racing, in all forms from Formula One to IMSA Camel Lights, has helped us develop new technologies and innovative designs which are then applied to Acura automobiles.

The interior of the Integra has been designed to help keep the driver relaxed, comfortable, and in touch with the automobile and the road.

I N T E R I O R



POWER CONTROLS

In all Integra models, the ergonomically designed control pod in the driver's side front door pull houses the controls for the power windows and power door mirrors.

The Acura approach to car design places the highest priority on making the driver's time at the wheel exciting, comfortable and safe. To that end, most critical controls are grouped around the steering wheel and within easy reach. The controls are strategically placed to minimize the amount of time the driver's attention is diverted from the road ahead. In addition to their placement, the control buttons are designed with touch-sensitive feedback so that the driver doesn't have to wonder if a particular function has been activated.

The seats are sculpted and feature deep bolsters to hold the driver in place, and are constructed with different cushion densities to provide proper anatomical support. In addition, a new mounting system for the front seats provides increased foot room for the rear passengers for increased comfort. The driver's seat has a lumbar adjustment to tailor it for maximum driver comfort.

Interior upholstery features a thick, rich fabric designed to be comfortable and durable. For optimum legibility and visibility, the instruments are large white-on-black analog units and are strategically located to be visible around and through the steering wheel. The wheel itself is thick, like that of a sports car, and it's designed to encourage the proper hand position for enthusiastic driving. To maximize head room, the Integra LS and GS-R Sports Coupes feature a standard, power-operated exterior sliding moonroof that takes up less room than a conventional interior sliding roof design.



EXTERIOR POWER MOONROOF

The Integra LS and GS-R Coupes and GS-R Sedans feature a newly designed, power-operated exterior sliding moonroof. This compact design offers less intrusion into the cabin, providing increased head room.



SPORTS SEDAN INTERIOR

The spacious Sports Sedan features childproof door locks on the rear doors, ample rear head and leg room, and space for three rear passengers.







ACURA Climate Control Panel

- Red hazard light button
- Buttons for fan speed, temperature, and air distribution
- Buttons for front and rear defoggers
- Buttons for power windows
- A/C button with indicator light
- Mode selector: OFF, 1, 2, 3, 4

ACURA CD Player

3403

CD 3

ANTI-THEFT

A. SELECT/RPT

FAD • BAL • BAS • TRE

VOL. ON TUNE/SEEK FF/REW/TMS

EJECT

AM CD

FM1 FM2

PROG 1 2 3 4 5 6

PLAY

3 6

ACURA logo

The lively handling and responsive performance of the Integra is complemented by a precision-crafted interior and a long list of standard comfort features.

F E A T U R E S



SIX SPEAKERS

The Integra GS-R is equipped with a powerful sound system with six speakers. The system has been specifically tuned and calibrated for the unique acoustic signature of the Integra.

A compact disc player is available as an accessory from your Acura dealer.

The Integra provides a comprehensive array of standard features designed to enhance the driving experience. Like the rest of the mechanical package of the Integra, these luxury and comfort features are precisely engineered to be functional and to offer excellent durability and reliability. The air conditioning system, standard in LS and GS-R models, uses the ozone-friendly R134a refrigerant. This is a newly developed, compact unit that provides more than ample cooling capacity, even in extreme temperature conditions. Heated or cooled air is delivered into the cabin by eight dash-mounted vents, four of which are side window demisters to enhance visibility.

To enhance convenience and luxury, all Integra models feature power windows and power door mirrors. Additionally, LS and GS-R Coupes and all Sedan models feature power door locks as standard equipment. Other standard features in all Integra models include a rear window defroster with timer, tilt-adjustable steering column, beverage holder and a powerful AM/FM stereo/cassette sound system. In the GS-R model, the sound system is equipped with six speakers, two of which are door-mounted tweeters. The RS and LS models feature a 4-speaker sound system. All models feature a power antenna, and the LS and GS-R offer an anti-theft feature for the radio.

To make it more versatile and increase its cargo-carrying capacity, the Integra Sports Coupe is equipped with a 50/50 split fold-down rear seatback.



CRUISE CONTROL

Standard on the LS and GS-R models is a cruise control feature. The system is controlled by switches mounted on the steering wheel so that they can be activated without the driver's hands leaving the wheel.



AUTOMATIC TRANSMISSION

The electronically controlled 4-speed automatic transmission is available on RS and LS models, and features the unique Grade Logic Control System designed to minimize undesired shifting in hill driving.

Our engineers like to use the wind tunnel to shape our cars, because it doesn't lie. If the Integra looks sleek and aerodynamic, that's because it is.

D E S I G N



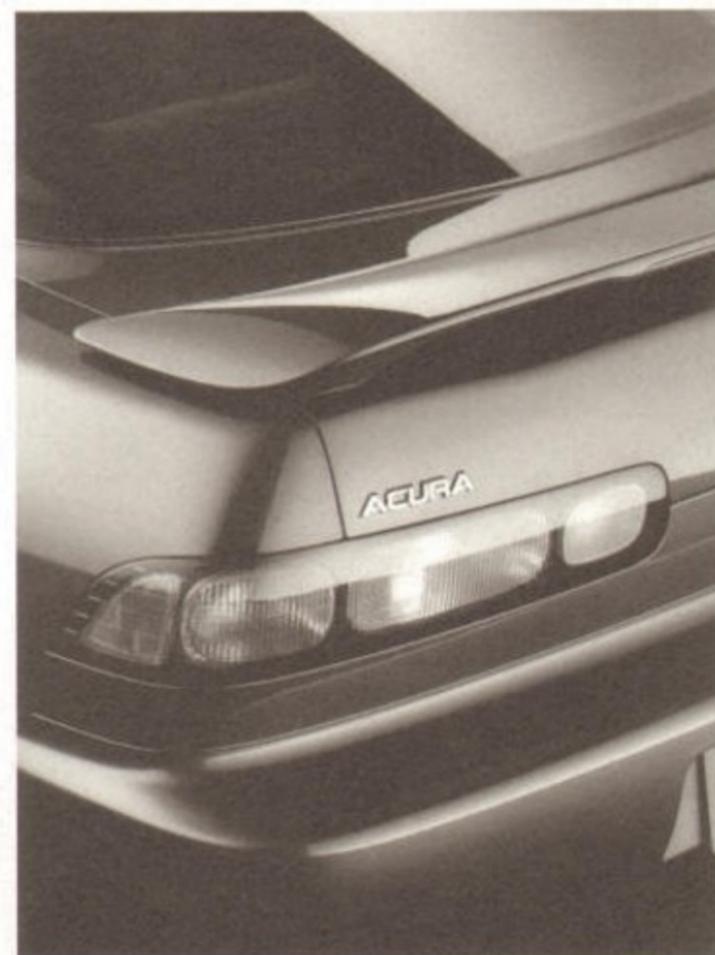
ON TRACK

The Integra features a pin guide system for the front door windows. The pin, which is attached to the glass, rides in a channel on the window sash to enhance glass rigidity, improve sealing for better weather protection, and minimize road and wind noise.

In order to achieve the targeted goals of rigidity, safety and noise isolation, the structure and exterior body of the 1994 Integra have been completely redesigned. By making extensive use of the latest Finite Element Analysis technology and the Cray supercomputer, the Integra has achieved new levels of structural integrity to better resist torsional and bending loads. This enhanced rigidity has an impact on reducing drivetrain and road vibration.

The sleek, aerodynamic exterior has been carefully sculpted in the wind tunnel to minimize air drag, resist buffeting in a crosswind, produce downforce at the rear to enhance stability, and reduce wind roar. The one-piece integral front bumper design with projector beam headlights has contributed significantly to the total aerodynamic efficiency. The advanced projector beam technology has also contributed to safety by providing a brighter, longer-reaching beam while practically eliminating glare to oncoming traffic.

Like the body, the 4-wheel independent double-wishbone suspension has been redesigned. It exercises greater control over toe-change in the full spectrum of dynamic conditions. As a result of this design and the carefully engineered calibrations, the Integra provides excellent response to steering input and exceptionally faithful tracking when driving on curvy roads. And, combined with the newly developed rotary valve steering gear system, the new Integra also offers more responsive power assist at low and highway speeds.



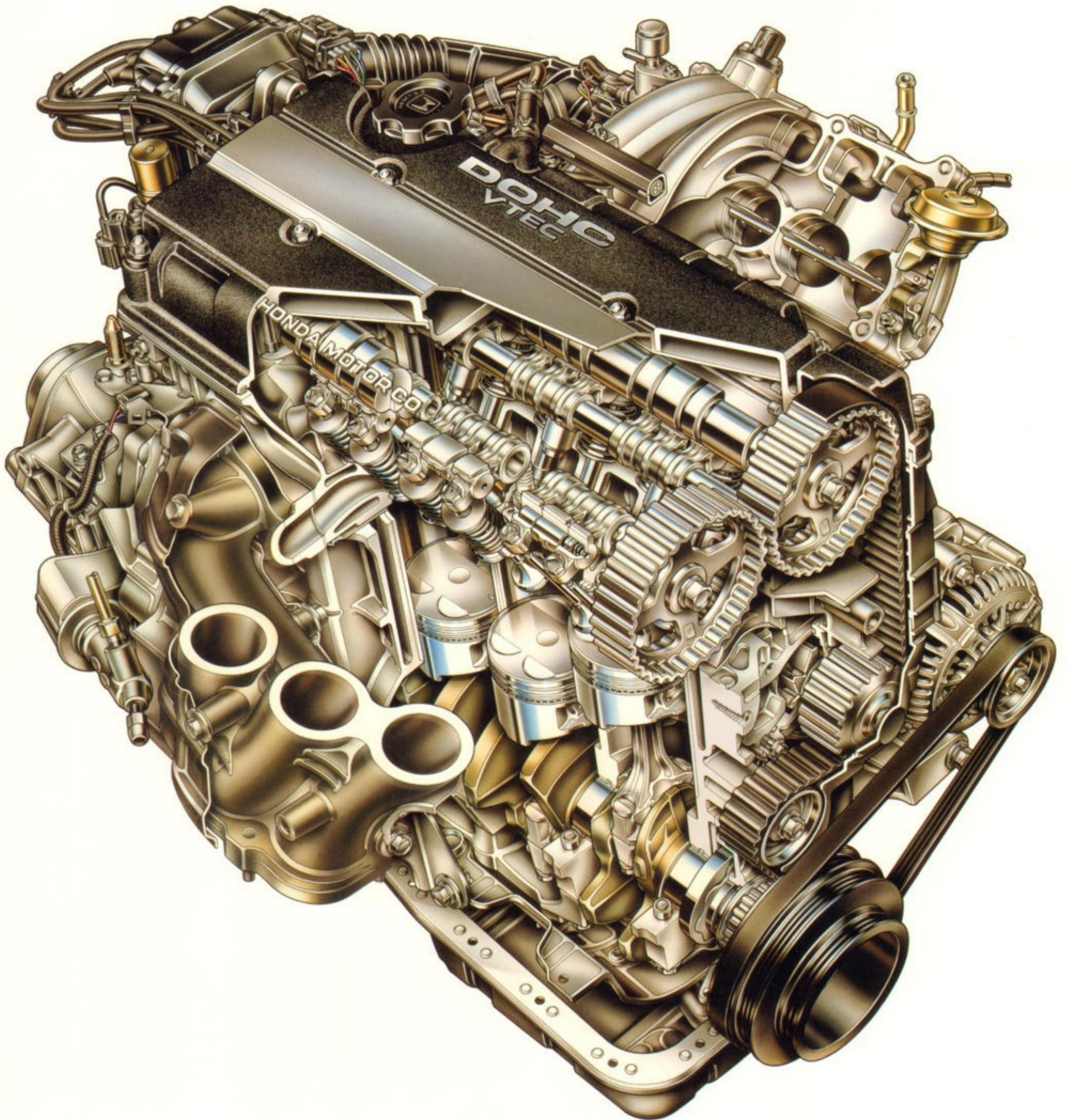
STRUCTURAL RIGIDITY

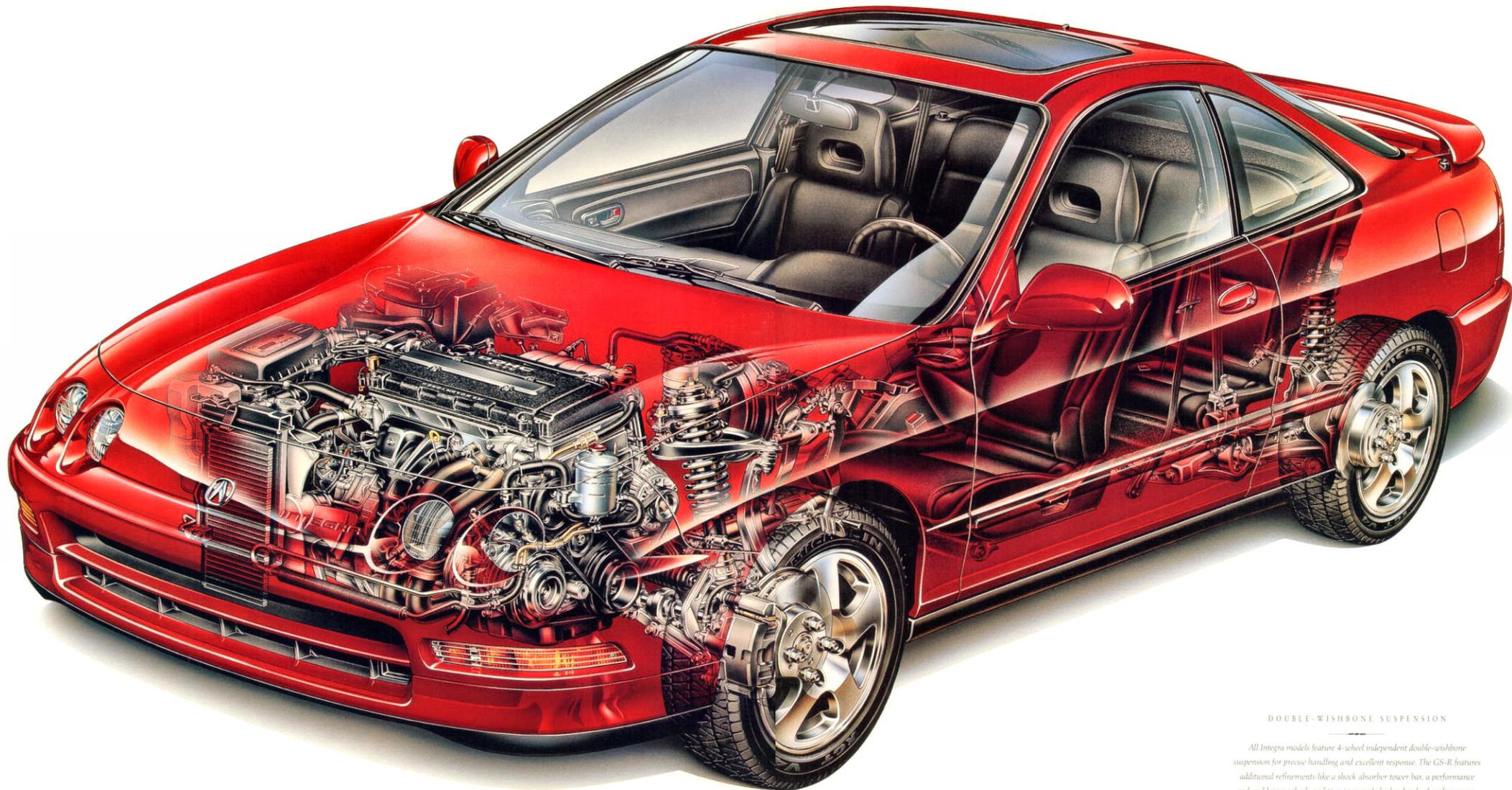
Thanks to the use of advanced computer analysis and construction techniques, the Integra has achieved new levels of rigidity for withstanding torsional and bending loads.



INTEGRA





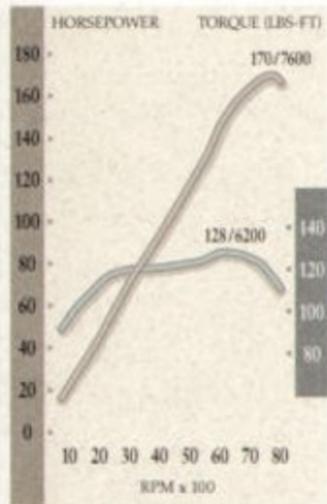


DOUBLE-WISHBONE SUSPENSION

All Integra models feature 4-wheel independent double-wishbone suspension for precise handling and excellent response. The GS-R features additional refinements like a shock absorber tower bar, a performance rod and larger wheels and tires to provide higher levels of performance.

Using some of the most advanced automotive technologies, the GS-R engine produces power without sacrificing driveability or efficiency.

G S - R E N G I N E E R I N G



USABLE TORQUE

The combination of VTEC, tuned intake and exhaust systems, efficient combustion chambers and other refinements has created a powerful, responsive engine that provides additional high-end power as well as flexible low- and midrange torque.

Influenced by advanced racing technology, the potent GS-R engine produces 170 hp from an efficient 1.8-liter displacement. The dual overhead camshaft, 4-valve-per-cylinder configuration is augmented by the sophisticated engineering of the Variable Valve Timing and Lift Electronic Control (VTEC) system pioneered in the Acura NSX. As the name implies, this technology varies valve timing, duration and lift to improve breathing at all engine speeds and provides the engine with a power boost. In addition, Acura engineers developed a number of other advanced systems to enhance power, efficiency and reliability. These include oil jet-cooled pistons to enhance durability, micro-finished crankshaft journals to reduce friction, light but extremely strong connecting rods that improve durability and allow a high 8000-rpm redline, and a precisely tuned intake system to enhance engine response at all engine speeds.

To fully exploit the power and flexibility of this engine, the GS-R is equipped with a special 5-speed manual transmission with revised ratios designed to improve performance as well as fuel efficiency at cruising speeds. In all Integra models, the shift linkage has been redesigned to provide very short gear throws, reduced shift effort and greater precision, putting shift effort and feel nearly on a par with the NSX. The rest of the GS-R package includes Michelin XGT-V4 P195/55 R15 tires mounted on wider lightweight alloy wheels and specially tuned components for excellent handling precision.



VTEC TECHNOLOGY

Pioneered in the Acura NSX, the Variable Valve Timing and Lift Electronic Control (VTEC) system uses an additional cam lobe to adjust valve timing and lift to boost power.

At Acura, the engineers are never happy merely designing powerful engines. Their goal is to achieve power, refinement and silky smooth delivery.

POWERTRAIN



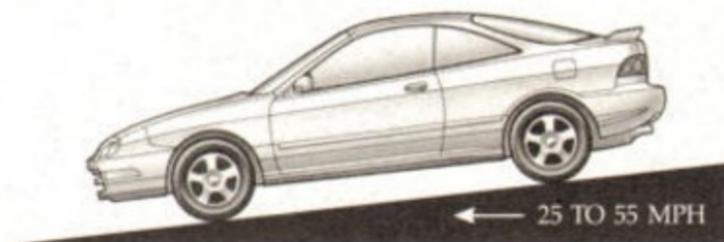
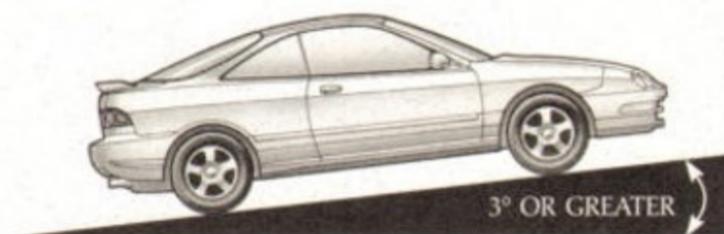
7-POSITION SHIFTER

The electronically controlled 4-speed automatic transmission has 7 shift positions, including a hold feature for first, second and third gears. This gives the driver greater flexibility in special driving conditions.

The Integra RS and LS models are equipped with a DOHC, 4-valve-per-cylinder engine designed to be both powerful and efficient. Producing a lively 142 hp, this engine offers the level of engineering refinement and smooth, linear power delivery which is a hallmark of all Acura powertrains.

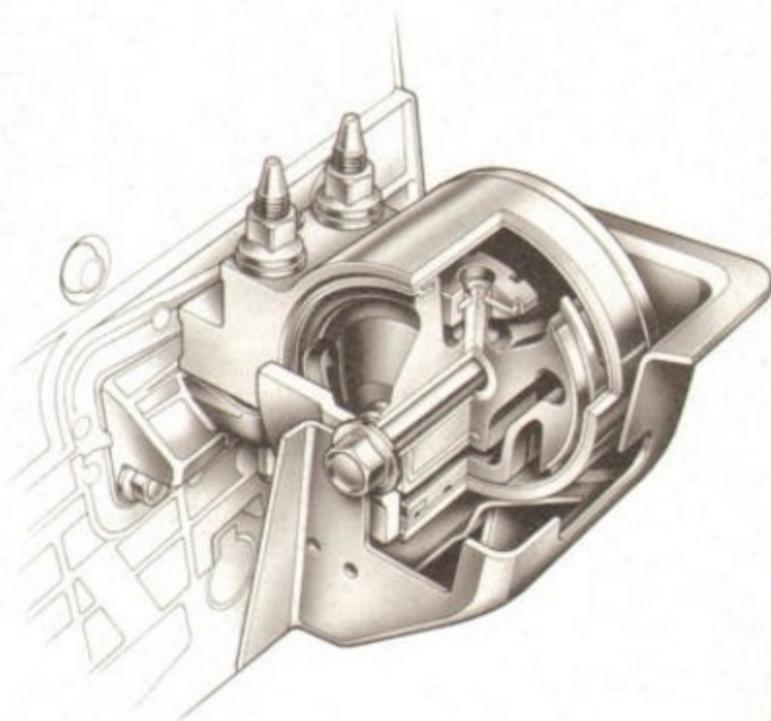
The RS and LS models are available with a slick-shifting 5-speed manual transmission or the newly developed, electronically controlled 4-speed automatic transmission with the Grade Logic Control System. This innovative technology is designed to reduce undesirable frequent shifting between third and fourth gears in up- and downhill driving. By using an array of sensors and a special program stored in the central computer, this system can determine whether the Integra is traveling up- or downhill. Based on information provided by the sensors, the transmission will extend the operating range of third gear while climbing a steep grade, and, while going down a grade between 25 and 55 mph, will automatically downshift to third gear after an application of the brakes. Reducing the uncomfortable hunting between third and fourth creates a more pleasant driving experience and adds a further level of refinement.

In addition to the Grade Logic Control System, the automatic transmission has a unique feature that allows the driver to hold first or second gear for specific driving situations, such as starting off from a parked position on an icy or slippery road, to enhance stability.



GRADE LOGIC CONTROL SYSTEM

Sophisticated algorithms and an array of sensors are used to determine the slope of the road and alter the transmission shift schedule. This system reduces excessive shifting by up to 80%.



HYDRAULIC ENGINE MOUNT

To help reduce vibration, the Integra GS-R features a hydraulic engine mount. The mount is constructed of aluminum with a specially tuned synthetic damper filled with vibration-absorbing fluid.

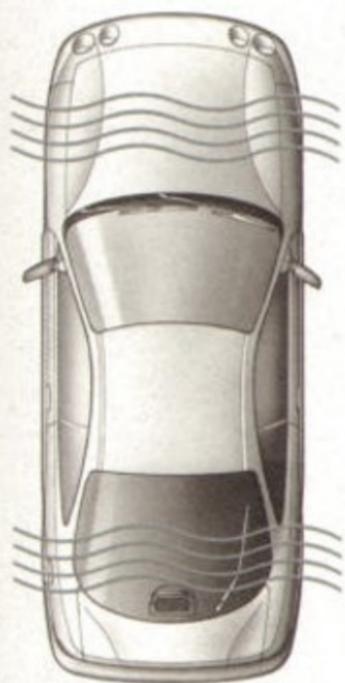






The combination of advanced active and passive safety systems creates a level of security and confidence unique in this class.

S A F E T Y



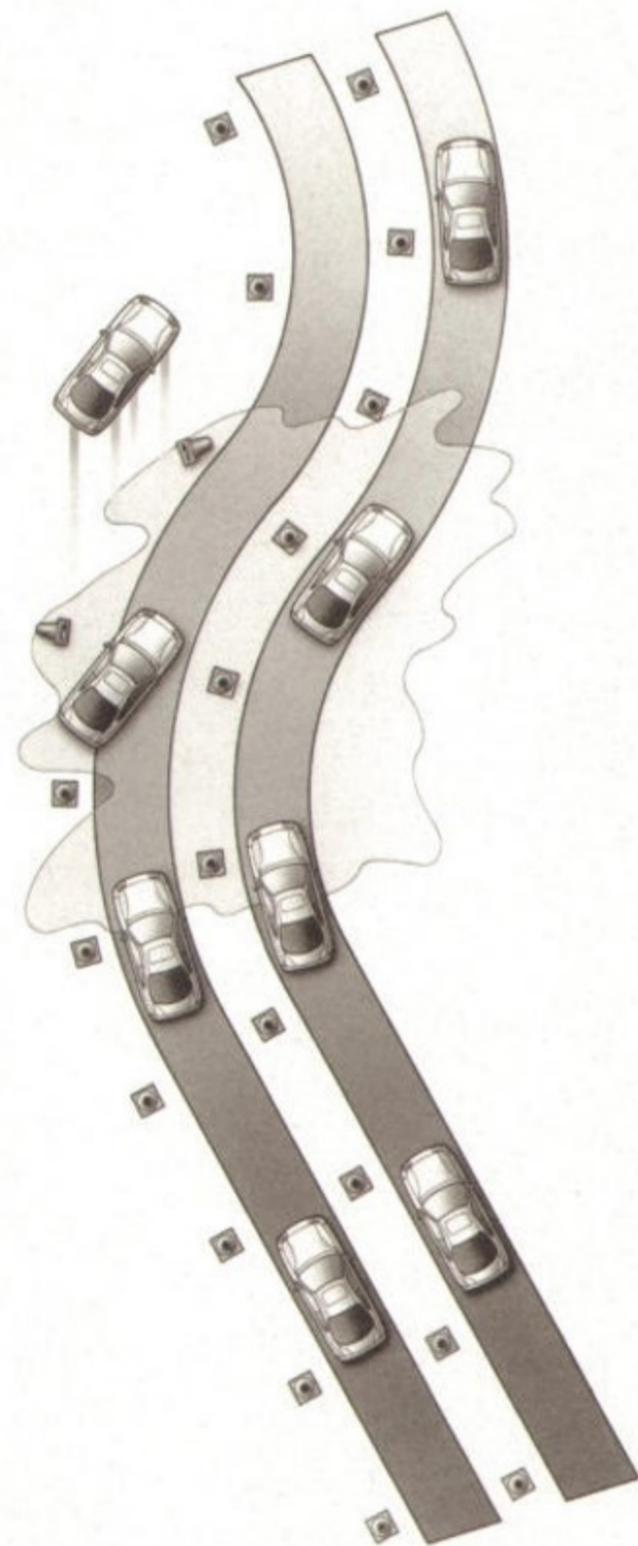
CRUMPLE ZONES

Front and rear crumple zones have been designed with the aid of an advanced Cray supercomputer. These crumple zones are designed to deform in a progressive, controlled manner, and to help dissipate the collision forces and maintain the cabin's structural integrity.

In Acura automobiles, active safety systems are designed to help avoid a collision. Passive safety systems minimize injury to the occupants in the event a collision cannot be avoided. Key among the passive safety features of the Integra is the driver's and passenger's side air bag Supplemental Restraint System (SRS), standard in all models. Both air bags are designed to activate simultaneously in a frontal collision. To ensure maximum reliability, the electrical connectors of the SRS are gold-plated to better resist corrosion.

The SRS is designed to work in concert with the 3-point seat belt system. The outboard rear seats are also equipped with 3-point seat belts. The center rear occupant in the Sports Sedan is equipped with a lap belt. To help reduce injury in a side impact, the Integra features side-impact door beams and newly developed side-intrusion pads. The Sports Coupe features hip pads while the Sports Sedan, due to its different configuration, features hip and shoulder pads. These crushable pads are designed to dissipate the energy of an impact, thus reducing the force transferred to the interior of the vehicle.

The Integra LS and GS-R models feature the latest-generation Acura-designed Anti-Lock Braking System (ABS). This system modulates brake line pressure to help the driver retain steering control under maximum braking. The combination of these safety features, plus the built-in rigidity of the chassis, helps make the Integra among the most secure automobiles in its class.



ANTI-LOCK BRAKING SYSTEM

The latest-generation, Acura-designed Anti-Lock Braking System (ABS), illustrated above right, modulates brake line pressure at ten times per second. It helps the driver to retain steering control under hard braking on unpredictable or slippery road surfaces.

The Acura dealer network is dedicated to the idea that owning and maintaining your Integra should be as stress-free as driving it.

O W N E R S H I P



COMMITMENT

Acura dealers are dedicated to providing prompt, courteous service in a professional manner at the time of purchase and throughout your ownership.

For three consecutive years, Acura has been ranked Best Overall Carline in the J.D. Power and Associates Vehicle Performance Study,^{SM*} a survey that measures driver satisfaction after three years of ownership. This enviable position is achieved through a combination of advanced design, leading-edge engineering and outstanding production quality. But building a great car is only half of the equation. At Acura, the ownership experience is as important a concern as the engineering and craftsmanship that goes into all our automobiles. Like our engineering, our commitment to customer satisfaction speaks for itself.

The Acura dealer network is dedicated to providing a high level of service and maintenance – and doing it as efficiently as possible. Your dealer is even prepared, under certain circumstances, to provide you with a loan car if your automobile needs to remain at the dealer for an overnight warranty repair.[†] In addition to this high level of service, Acura has a nationwide network of warehouses to rapidly expedite the delivery of parts. These warehouses use computerized tracking procedures as well as automated handling methods.

All Acura automobiles are covered with a 4-year or 50,000-mile limited warranty. Acura will repair or replace, free of charge, any factory-installed part that proves defective in materials or workmanship.[†]

*J.D. Power and Associates® 1991, 1992 and 1993 Vehicle Performance Study.SM 1993 study based on a total of 21,634 consumer responses reflecting owner ratings of the operation, interior environment, comfort and roominess of their 1989 model year vehicles.
[†]See your Acura dealer for complete details.



EXPERT ACURA SERVICE

Dealer technicians undergo continuous training and are constantly updated on the latest factory-approved techniques to maintain your Acura automobile at its peak performance and reliability.



COMPUTERIZED ACURA PARTS NETWORK

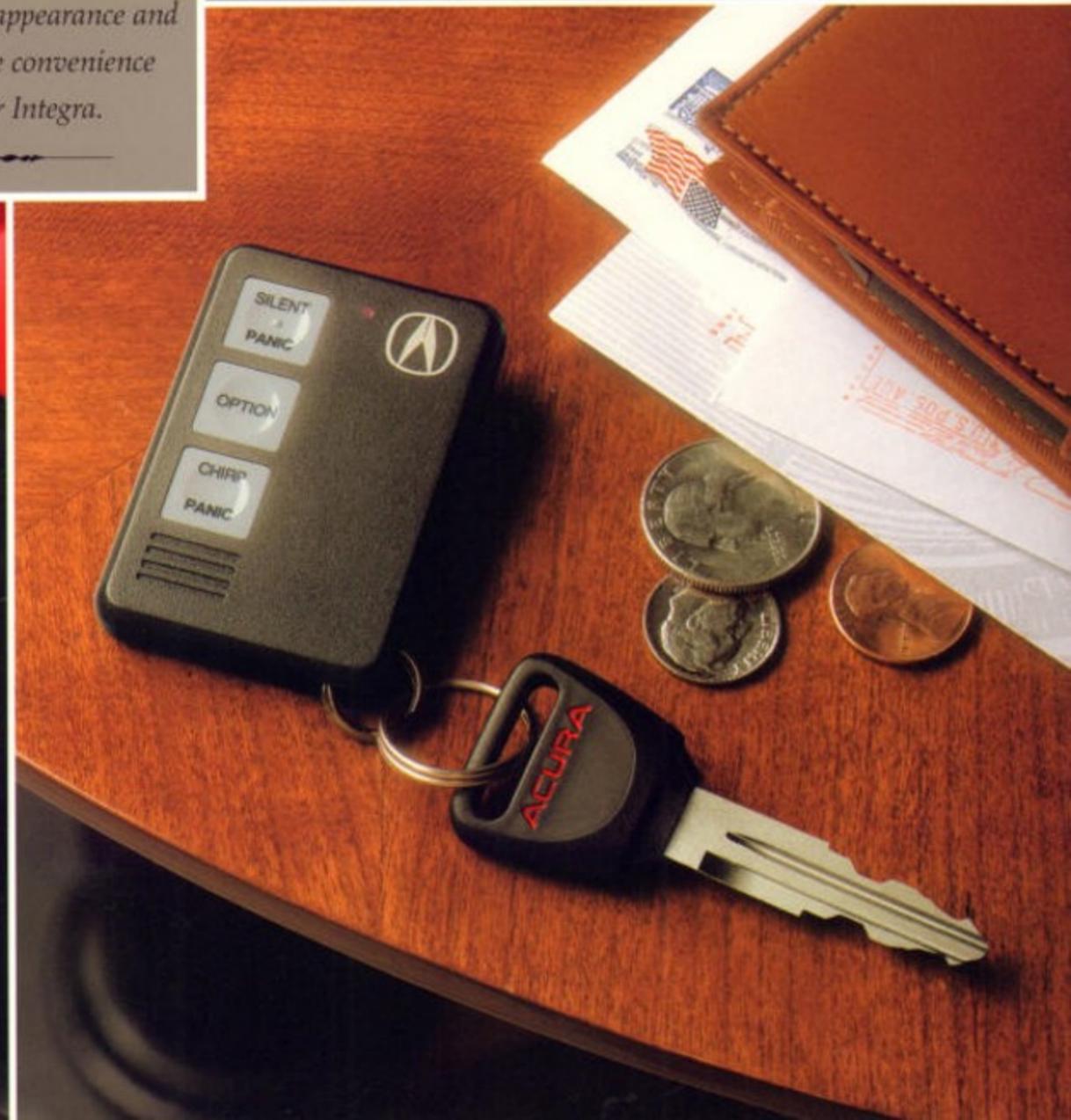
Using computerized parts retrieval and automated handling procedures, replacement parts are quickly processed and shipped to dealers. Like Acura automobiles, our warehouses are high-performance machines.







Your Acura dealer offers a complete line of accessories to improve the styling, enhance the appearance and increase the convenience of your Integra.



The 1994 Acura Integra provides a comprehensive list of standard features and equipment designed with safety in mind, and to make driving more exciting, more fun, and safer.

ENGINEERING



Engine Type	RS, LS: 1.8-liter, 4-cylinder, 16-valve, DOHC GS-R: 1.8-liter, 4-cylinder, 16-valve, DOHC with Variable Valve Timing and Lift Electronic Control (VTEC) system		
Horsepower, SAE net	RS, LS: 142 hp @ 6300 rpm GS-R: 170 hp @ 7600 rpm		
Torque, SAE net	RS, LS: 127 lbs-ft (17.6 kg-m) @ 5200 rpm GS-R: 128 lbs-ft (17.7 kg-m) @ 6200 rpm		
Redline	RS, LS: 6800 rpm GS-R: 8000 rpm		
Bore & Stroke	RS, LS: 3.19 in x 3.50 in (81 mm x 89 mm) GS-R: 3.19 in x 3.43 in (81 mm x 87.2 mm)		
Displacement	RS, LS: 112 cu in (1834 cc) GS-R: 110 cu in (1797 cc)		
Compression Ratio	RS, LS: 9.2:1 GS-R: 10.0:1		
Alternator	12V, 90 amp. max.		
Battery	12V, maintenance-free		
Induction System	RS, LS: Programmed Fuel Injection (PGM-FI) GS-R: Programmed Fuel Injection (PGM-FI) with dual-stage intake manifold		
Valvetrain	RS, LS: 4 valves per cylinder, belt-driven, dual overhead camshafts GS-R: 4 valves per cylinder, belt-driven, dual overhead camshafts with Variable Valve Timing and Lift Electronic Control (VTEC) system		
Engine Block	Aluminum alloy with cast-iron cylinder liners		
Cylinder Head	Aluminum alloy		
Emission Control	3-way catalytic converter		
Ignition System	RS, LS: Electronic GS-R: Electronic with knock sensor		
Drivetrain	Transverse front engine/front-wheel drive with equal-length halfshafts		
Transmissions	5-SPEED MANUAL (STANDARD) 4-SPEED AUTOMATIC (OPTIONAL)		
Ratios (:1)	RS • LS	GS-R*	RS • LS
1st	3.230	3.230	2.722
2nd	1.900	1.900	1.468
3rd	1.269	1.360	0.975
4th	0.966	1.034	0.638
5th	0.714	0.787	-
Reverse	3.000	3.000	1.954
Final Drive	4.266	4.400	4.357

*GS-R available only with 5-speed manual transmission.

BODY/SUSPENSION/CHASSIS



Body Type	Unit body
Front Suspension	Independent double-wishbone with coil springs and stabilizer bar RS, LS: 0.87 in (22.1 mm) diameter GS-R: 0.94 in (24.0 mm) diameter
Rear Suspension	Independent double-wishbone with coil springs and stabilizer bar RS, LS Coupe: 0.51 in (12.9 mm) diameter Sedan: 0.55 (14.0 mm) diameter GS-R: 0.55 in (14.0 mm) diameter
Shock Absorbers	Gas-pressurized, front and rear
Steering Type	Rotary valve, variable power-assisted, rack-and-pinion
Steering Wheel Turns, lock-to-lock	2.98
Turning Circle, curb-to-curb	Coupe: 34.8 ft (10.6 m); Sedan 35.4 ft (10.8 m)
Wheels	RS, LS: 5.5 J x 14 steel GS-R: 6.0 J x 15 cast-aluminum alloy
Tires	RS: Yokohama P195/60 R14 85H M+S LS: Michelin XGT-H4 P195/60 R14 85H M+S GS-R: Michelin XGT-V4 P195/55 R15 84V M+S
Braking System	Dual-diagonal, power-assisted, 4-wheel disc brakes
Front Discs	Ventilated, 10.3 in (262 mm) diameter
Rear Discs	Solid, 9.4 in (239 mm) diameter
Parking Brake	Rear, mechanical
Anti-Lock Braking System	LS, GS-R: Acura-designed Anti-Lock Braking System (ABS) with 4 wheel-speed sensors and electronic/hydraulic control unit

FUEL ECONOMY

EPA Estimated Mileage, City/Highway*	RS, LS, GS-R: 25/31 (5-speed) RS, LS: 24/31 (Automatic)
Recommended Fuel	RS, LS: Regular unleaded 87 ($\frac{87}{2}$) GS-R: Premium unleaded 91 ($\frac{91}{2}$) [†]

*Use for comparison purposes only. California figures are the same. Your mileage may vary. [†]Gasoline with an octane number lower than 91 may be used, with reduced performance, if premium unleaded is not available. See your dealer for details.

CAPACITIES



Crankcase	RS, LS: 4.9 U.S. quarts (4.6 liters) refill capacity including filter GS-R: 5.1 U.S. quarts (4.8 liters) refill capacity including filter
Cooling System	
Manual transmission	RS, LS: 6.8 U.S. quarts (6.4 liters) GS-R: 7.1 U.S. quarts (6.7 liters)
Automatic transmission	RS, LS: 7.1 U.S. quarts (6.7 liters)
Fuel Tank	Approximately 13.2 U.S. gallons (50 liters)
EPA Passenger Volume	Coupe: 77.1 cu ft; Sedan: 83.2 cu ft
EPA Cargo Volume	Coupe: 13.3 cu ft; Sedan: 11.0 cu ft

SAFETY FEATURES

Driver's and passenger's side air bag Supplemental Restraint System (SRS)
Anti-Lock Braking System (ABS) (LS, GS-R)
3-point outboard seat belts (rear)
Impact-absorption zones (front/rear)
Side-intrusion hip pads
Side-impact door beams
5-mph bumpers (front/rear)
Projector beam headlights
Safety glass
Breakaway inside rearview mirror
Collapsible steering column
All-around visibility: Coupe: 299°; Sedan: 306.3°
Side-intrusion shoulder pads (Sedan only)

EXTERIOR DIMENSIONS

	SPORTS COUPE			SPORTS SEDAN		
	RS	LS	GS-R	RS	LS	GS-R
Wheelbase	101.2 in (2570 mm)			103.1 in (2620 mm)		
Track, front	58.1 in (1475 mm)			58.1 in (1475 mm)		
Track, rear	57.8 in (1470 mm)			57.8 in (1470 mm)		
Length	172.4 in (4380 mm)			178.1 in (4525 mm)		
Width	67.3 in (1710 mm)			67.3 in (1710 mm)		
Height	52.6 in (1338 mm)			53.9 in (1370 mm)		
Minimum Ground Clearance	5.9 in (150 mm)			5.9 in (150 mm)		
Curb Weight (LS)	2643 lbs (1199 kg)			2699 lbs (1224 kg)		
Manual transmission	2685 lbs (1218 kg)			2733 lbs (1240 kg)		
Automatic transmission						
Weight Distribution, (%) front/rear	62/38	63/37	64/36	61/39	62/38	64/36

INTERIOR DIMENSIONS

	SPORTS COUPE			SPORTS SEDAN		
	RS	LS	GS-R	RS	LS	GS-R
FRONT						
Head room	38.6 in (980 mm)			38.9 in (988 mm)		
Leg room	42.7 in (1085 mm)			42.2 in (1073 mm)		
Hip room	50.3 in (1278 mm)			50.7 in (1290 mm)		
Shoulder room	51.7 in (1314 mm)			52.0 in (1320 mm)		
REAR						
Head room	35.0 in (890 mm)			36.0 in (914 mm)		
Leg room	28.1 in (714 mm)			32.7 in (830 mm)		
Hip room	44.1 in (1119 mm)			49.9 in (1268 mm)		
Shoulder room	48.8 in (1240 mm)			50.3 in (1278 mm)		

EXTERIOR FEATURES



	SPORTS COUPE			SPORTS SEDAN		
	RS	LS	GS-R	RS	LS	GS-R
Body-colored front and rear bumpers, front air dam	■	■	■	■	■	■
Tinted glass	■	■	■	■	■	■
Dual power-operated door mirrors	■	■*	■*	■	■*	■*
Projector beam headlights	■	■	■	■	■	■
Full wheel covers	■	■	—	■	■	—
Alloy wheels	Opt	Opt	■	Opt	Opt	■
Protective body-side mouldings	■	■	■*	■	■	■*
Rear window defroster with timer	■	■	■	■	■	■
Rear window wiper/washer	■	■	■	—	—	—
Aerodynamic body-colored rear spoiler with brakelight	Opt	Opt	■	Opt	Opt	Opt
3-coat, 3-bake paint process	■	■	■	■	■	■

■ = Standard Opt = Optional — = Not available *Body-colored

SEATING AND TRIM



Reclining front bucket seats
50/50 split fold-down rear seatback
One-piece fold-down rear seatback
Driver's seat with adjustable lumbar support
Front passenger "walk-in" seat
Center console with armrest
Full interior carpeting
Full cargo area carpeting
Rear cargo area cover

■ = Standard — = Not available

	SPORTS COUPE			SPORTS SEDAN		
	RS	LS	GS-R	RS	LS	GS-R
Reclining front bucket seats	■	■	■	■	■	■
50/50 split fold-down rear seatback	■	■	■	—	—	—
One-piece fold-down rear seatback	—	—	—	■	■	■
Driver's seat with adjustable lumbar support	■	■	■	■	■	■
Front passenger "walk-in" seat	■	■	■	—	—	—
Center console with armrest	■	■	■	■	■	■
Full interior carpeting	■	■	■	■	■	■
Full cargo area carpeting	■	■	■	■	■	■
Rear cargo area cover	■	■	■	—	—	—

COMFORT AND CONVENIENCE



Air conditioning
AM/FM stereo, electronically tuned radio with cassette, Dolby® 4 speakers, seek tuning and anti-theft feature
Beverage holder
Power antenna
Power-operated moonroof
Power windows
Power door locks
Cruise control
Soft-touch heating and ventilation controls
Tachometer
Adjustable steering column
Two-speed variable intermittent windshield wipers
Side window defoggers
Remote hatch/trunk fuel-filler-door releases
Overhead map light
Digital quartz clock
Low-fuel warning light

■ = Standard Opt = Optional — = Not available *Anti-theft feature not included †6 speakers

	SPORTS COUPE			SPORTS SEDAN		
	RS	LS	GS-R	RS	LS	GS-R
Air conditioning	Opt	■	■	Opt	■	■
AM/FM stereo, electronically tuned radio with cassette, Dolby® 4 speakers, seek tuning and anti-theft feature	■*	■	■†	■*	■	■†
Beverage holder	■	■	■	■	■	■
Power antenna	■	■	■	■	■	■
Power-operated moonroof	—	■	■	—	—	■
Power windows	■	■	■	■	■	■
Power door locks	—	■	■	■	■	■
Cruise control	—	■	■	—	■	■
Soft-touch heating and ventilation controls	■	■	■	■	■	■
Tachometer	■	■	■	■	■	■
Adjustable steering column	■	■	■	■	■	■
Two-speed variable intermittent windshield wipers	■	■	■	■	■	■
Side window defoggers	■	■	■	■	■	■
Remote hatch/trunk fuel-filler-door releases	■	■	■	■	■	■
Overhead map light	—	■	■	—	—	■
Digital quartz clock	■	■	■	■	■	■
Low-fuel warning light	■	■	■	■	■	■

WARRANTIES

Vehicle	4-year/50,000-mile limited warranty
Outer Body Rust-Through	4-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.	

A C U R A
 I N T E G R A
 C O L O R S A N D T R I M



GRANADA BLACK PEARL



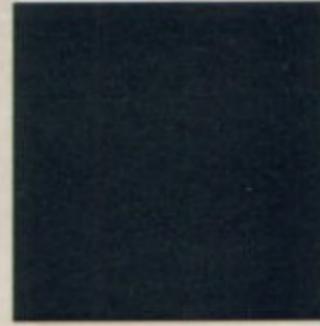
MILANO RED



FROST WHITE



STEALTH GRAY PEARL



ISLE GREEN PEARL



TORINO RED PEARL



THUNDER GRAY
METALLIC



PARADISE BLUE-GREEN
PEARL



ROSEWOOD BROWN
METALLIC

EXTERIOR

SPORTS COUPE INTERIOR

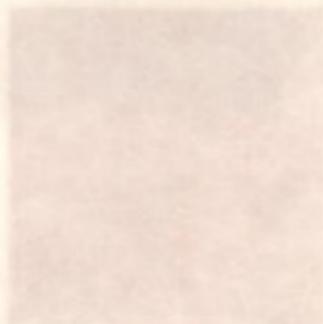
SPORTS SEDAN INTERIOR

	RS	LS	GS-R	RS	LS	GS-R
<i>Granada Black Pearl</i>	<i>Taupe</i>	<i>Taupe</i>	<i>Black</i>	-	-	-
<i>Milano Red</i>	<i>Black</i>	<i>Black</i>	<i>Black</i>	-	-	-
<i>Frost White</i>	<i>Gray</i>	<i>Gray</i>	<i>Gray</i>	<i>Taupe</i>	<i>Taupe</i>	<i>Gray</i>
<i>Stealth Gray Pearl</i>	-	-	-	-	<i>Gray</i>	<i>Gray</i>
<i>Isle Green Pearl</i>	-	-	-	-	<i>Taupe</i>	<i>Taupe</i>
<i>Torino Red Pearl</i>	-	-	-	-	<i>Gray</i>	-
<i>Thunder Gray Metallic</i>	<i>Black</i>	<i>Black</i>	-	<i>Gray</i>	-	-
<i>Paradise Blue-Green Pearl</i>	-	<i>Gray</i>	<i>Gray</i>	-	-	-
<i>Rosewood Brown Metallic</i>	-	-	-	<i>Taupe</i>	<i>Taupe</i>	-

- = Not available

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A C U R A
I N T E R A
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MILANO RED



GRANADA BLACK PEARL



TORINO RED PEARL



ISLE GREEN PEARL



STEALTH GRAY PEARL



FROST WHITE



ROSEWOOD BROWN METALLIC



PARADISE BLUE-GREEN PEARL



THUNDER GRAY METALLIC

SPORTS SEDAN INTERIOR

SPORTS COUPE INTERIOR

EXTERIOR

Model	RS	LS	CS-R
Granada Black Pearl	Jump	Jump	Black
Milano Red	-	-	Black
Frost White	Gray	Gray	Gray
Stealth Gray Pearl	-	-	-
Isle Green Pearl	-	-	-
Torino Red Pearl	-	-	Gray
Thunder Gray Metallic	Black	Black	Gray
Paradise Blue-Green Pearl	-	Gray	Gray
Rosewood Brown Metallic	Jump	Jump	-

— for models

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