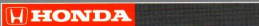


INTEGRA



HONDA



Your Honda Integra Dealer

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AJ-1-88

Honda UK Ltd, Power Road, Chiswick, London W4 5YT

**Integra styling - an expression of
beauty and function.**



The design idiom 'form follows function' can be regarded as wholly appropriate to the Integra. Classic aerodynamic lines with more than a touch of style are the result of intensive research by our R & D engineers.

Transformed through the pursuit of function into an object of beauty – the Integra's design should appeal to the driving enthusiast. Throughout, this sophisticated design reflects the successful integration of functional efficiency with comfort. The final result is a form of beauty with a pleasing simplicity of shape, a classic in contemporary elegance both inside and out.



Distinctive, aerodynamic styling.



The Integra's low, sloping bonnet and high tail form a streamlined wedge-shaped design that cuts through the air. The crisp, flowing lines of the exterior are composed of smooth aerodynamic body surfaces which result in a low coefficient of drag (C_D) of 0.33 (EX16).

With its low, sloping bonnet, a wraparound rear window and distinctive hatchback styling including colour coded bumpers on the EX16, the design of the Integra combines all the classic features of a 4-door saloon plus the versatility of a hatchback. The long wheelbase gives a remarkably spacious interior, a refined environment of comfort and relaxation, while providing the generous utility and storage space so essential in a family car.



The driver comes first. A cockpit that reflects the Integra's sports heritage.



The Integra's ergonomically designed interior optimizes the relationship that should exist between the driver and the car's controls, therefore the cockpit is logically arranged for ease of access to all controls. Visibility is excellent due to the low bonnet and large glass areas. The inclined wraparound dashboard smoothly blends into the door panels, unifying the driving environment into a first class example of functional sophistication.



Instrument panel

The 1989 Integras both feature facias developed from Honda's worldwide experience. The new facias retain all the practicality of the previous Integra but introduce a new sense of style to the Integra's modern interior.

Power steering

Speed sensitive power steering is standard on both Integras, the LX and EX16. This Honda developed system delivers high levels of assistance at low speeds and during parking manoeuvres, but as speed increases the assistance is decreased so that at higher speeds a greater sense of "feel" and stability is imparted to the driver.

Ventilation system

An efficient ventilation system with 4-speed fan provides climate control for the interior.

Stereo system

A high quality stereo radio cassette audio system is offered with 4 speakers for superb sound on EX16 model, and on the 1.5 litre model there is also an excellent twin-speaker stereo radio cassette system.



A spacious and attractive interior.



The Integra's long wheelbase and wide track work with the remarkable compact overall mechanical design to provide a truly spacious interior. The integrated design of the wraparound dashboard and door panels sets the style for an interior of classic functional efficiency and one with a reassuringly high degree of comfort.



EX16



LX

Front seats

Fully-reclining body-contoured seats are featured on both models whilst the seats of the EX16 provide greater lateral and postural support.

Sunroof (EX16)

For the luxury of open-air cruising, the smoked-glass sunroof on the EX16 model is standard and for when your car is parked on those hotter days the sunroof has its own sun cover to reduce the greenhouse effect associated with glass sunroofs.

Convenient storage space

Large door pockets, luggage area pockets, glove box and centre box for storage under the dashboard of those minor but essential items all part of the Integra's practicality.

Multi-function utility space

Versatile rear utility space features a wide-opening tailgate for loading awkwardly-sized items, and if more space is required the split rear seats can be folded down separately or together. A rear shelf protects stored luggage from prying eyes when the seats are in the upright position.



The realm of high-performance.

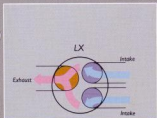
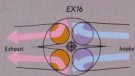
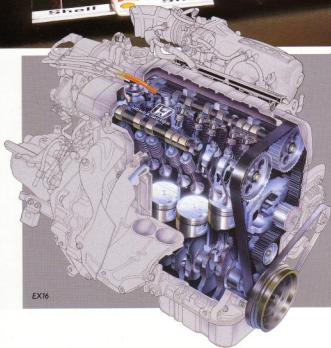


Developed from Honda's Formula One experience, the power unit in the Integra EX16 offers even more performance. With 16 valves, double overhead camshafts and Programmed Fuel Injection, this high performance engine produces 125PS @ 6,500 rpm. To help the EX16 stop just as rapidly, disc brakes are fitted to all four wheels.

For all its performance capabilities, the Integra is immensely practical. 5 doors, split folding rear seats and a large luggage compartment ensure that the Integra is an extremely versatile hatchback.



Instant, powerful response.



EX16

Two compact, multi-valve engines demonstrate Honda's advanced automotive engineering technology and elevate the Integra to its high-performance sports saloon status. The EX-16's race-bred 1.6 litre DOHC engine with Honda's own programmed fuel injection system gives a significant boost in power, torque and high-performance. While the LX is equipped with the quick-responding 1.5 litre 85 PS engine which offers exceptional fuel economy.

1.6 litre DOHC 16-valve engine (EX 16)

The active role Honda takes in international Formula-1 competition and its accumulated racing technology were instrumental in the development of this most impressive 1.6 litre 4-valve-per-cylinder DOHC. Two intake and two exhaust valves maximize the possible intake/exhaust area for increased engine intake/exhaust efficiency. This enables the air and fuel to be drawn in rapidly and exhaust gases to be discharged in the shortest time possible through a crossflow system, optimizing combustion and delivering increased output power. For each cylinder, the centre-positioned spark plug between the four valves in the middle of the pentroof-shaped combustion chamber achieves rapid and even firing for optimizing combustion.

Inner-pivot swing arm system for higher valve lift and compactness (EX16)

Combining with the 4-valve-per-cylinder design is the higher valve lift (intake: 10.3mm, exhaust: 9.00mm) produced by a pivot swing arm system, thus increasing total intake/exhaust area. With the pivot positioned on the inside of the camshaft, the cylinder heads can be smaller and lighter, allowing compact engine dimensions with a high level of performance.

Rigid aluminium alloy cylinder block and unique 'hollow' camshafts (EX16)

The compact and lightweight engine block is the result of Honda's technologically-advanced aluminium moulding method which employs a 'Siamese' type structure for rigidity and strength with reduced vibration. To reduce the weight of the two camshafts, they were hollowed to achieve a significant weight reduction.

Integrated equal length intake manifold and 4-2-1-2 exhaust system help maximize output and torque (EX16)

The intake pipes are shaped in a funnel form for optimum intake efficiency and increased output power. This 4-2-1-2 pipe

configuration makes sure the exhaust gases efficiently flow through the system, finally exiting through dual exhaust pipes.

PGM-FI (EX16)

Our Programmed Fuel injection system evolved from those employed in our Formula-1 racing machines. Controlled by an 8-bit digital computer, it feeds each cylinder of the engine with the precise air/fuel mixture required at each instant, enabling more power, smoother acceleration and improved fuel efficiency.

Oil cooler

The multi-core type oil cooler controls engine temperature to ensure engine reliability.

5-speed manual transmission

A synchromesh manual transmission with short-throw shift action is standard in both the LX and EX16.

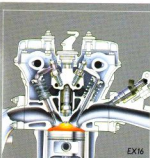
1.5 litre 12-valve Crossflow engine

Engineered for the more than adequate power potential which can be achieved through an increase of the total valve area, this engine's configuration is a compact three-valve-per-cylinder system composed of two intake valves and one exhaust valve.

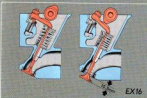
This large valve area works together with the crossflow system to provide power which is superior to conventional 2-valve engines, but permits virtually the same compact dimensions as a 2-valve system. The overall result is a simple and compact engine capable of increased power with quick response and exceptional fuel economy.

Fully-automatic 4-speed transmission with lockup torque converter (LX only)

Honda's exceptionally light and compact 4-speed transmission provides smooth and powerful acceleration. At high speed, the overdrive gear ratio allows a quiet ride with fuel efficiency. The lockup torque converter transmits engine power directly for extra smoothness and fuel efficiency.



EX16



EX16



EX16



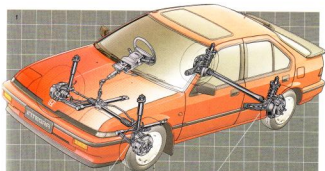
EX16

PGM-FI

Accurate braking, responsive handling.



The Integra's performance status owes as much to its handling as it does to the engine. A suspension system that is engineered for compactness allows for smooth exterior styling and is adjusted to impart the optimum amount of response and stability to the ride. A braking system which enables controlled stopping, so much a part of sports driving. Working together, both systems deliver the ride and braking performance that sets the Integra apart.



1. Suspension

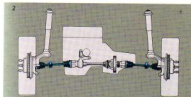
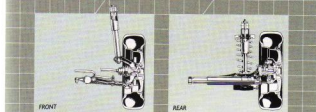
The Integra's suspension provides comfort on a variety of road surfaces yet makes no compromises in its handling and control abilities, even though it is extremely compact. Body roll is reduced as front and rear stabilizers are employed. The front suspension is a torsion-bar strut type which eliminates the coil spring and permits the use of a low bonnet line. It also employs negative offset geometry to improve directional stability during braking. In the rear, an area especially crucial for front wheel-drive cars, the trailing-link type beam rear suspension assists straight line stability, road holding, and reduces front end dive when braking.

2. Equal-length drive shafts

The DOHC engine's high-performance power is transmitted through equal-length drive shafts which limit torque steer variations.

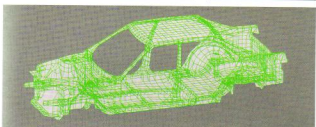
3. Braking

The EX16 Integra features disc brakes all round with the front discs ventilated for more efficient heat dissipation and positive, fade-resistant braking. The braking system itself is servo-assisted and divided into twin diagonal circuits to guard against a total loss of braking power. The 1.5 litre Integra also has hydraulic servo-assisted braking, with ventilated front disc brakes and leading/trailing shoe drums on the rear wheels.



Tyres*

The low-profile high-performance steel-belted radial tyres (EX 16 Integra: 185/60 R14 82H, LX version: 185/70 SR13) are set off with alloy style wheel covers.



*Please note compact spare as standard. Please contact your dealer for full details.

Specifications

ENGINE		LX	EX16
Type		Water-cooled 4-stroke OHC 12-valve in-line 4-cylinder transversely mounted	Water-cooled 4-stroke DOHC 16-valve in-line 4-cylinder transversely mounted
Fuel supply system		Carburettor	PGM-FI
Bore & stroke		74 x 86.5mm	75 x 90mm
Displacement		1,488cm ³	1,590cm ³
Compression ratio		8.7:1	9.3:1
Maximum horsepower (DIN)		85PS/6,000rpm	125PS/6,500rpm
Maximum torque (DIN)		12.8kg-m/3,750rpm	14.3kg-m/5,500rpm
TRANSMISSION			
Clutch	Manual	Dry single plate, diaphragm spring type	
	Automatic	Torque converter with lockup mechanism	
Transmission type	Manual	Synchronesh, five forward speeds, one reverse	
	Automatic	Four-speed fully automatic	
Gear ratios		Manual	Automatic
		1st 2.996	1st 2.500
		2nd 1.764	2nd 1.500
		3rd 1.192	3rd 0.969
		4th 0.866	4th 0.792
		5th 0.718	
		Reverse 2.916	Reverse 1.954
		Final 4.400	Final 4.214
			Manual
			1st 3.181
			2nd 1.944
			3rd 1.347
			4th 1.033
			5th 0.878
			Reverse 3.000
			Final 4.066
STEERING SYSTEM			
Gear type		Rack and pinion power assisted	
Drive wheels		Front	
BRAKE SYSTEM			
Type	Front	Hydraulic servo-assisted ventilated discs	
	Rear	Hydraulic servo-assisted leading/trailing shoe drums	Hydraulic servo-assisted discs
SUSPENSION SYSTEM			
Front		Torsion-bar strut with stabilizer	
Rear		Trailing-link type beam with stabilizer	
DIMENSIONS			
Overall length		4,350mm	
Overall width		1,665mm	
Overall height		1,345mm	
Wheelbase		2,520mm	
Track (front/rear)		1,420/1,435mm	1,420mm
Ground clearance		165mm	160mm
Curb weight	Manual	945kg	1,030kg
	Automatic	965kg	—
TYRES**			
Size		Steel-belted radial 185/70SR13	Steel-belted radial 185/60R14 82H
OTHERS			
Fuel tank capacity		50 litres	
Fuel consumption*	Urban	Manual: 31.7	Automatic: 33.6
	90 kph (56 mph)	Manual: 49.6	Automatic: 48.7
	120 kph (75 mph)	Manual: 38.2	Automatic: 37.2
Petrol grade		Manual: 2 star	Automatic: 2 star

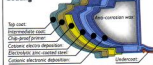
*Official Government fuel consumption figures.

**Space saver tyre fitted as standard. Please contact your dealer for full details.

Anti-corrosion treatment extends body life

Another sign of the Integra's superior workmanship is the attention that goes into sealing all vulnerable areas with high quality anti-rust wax. To make rust even less of a problem the body structure is of electrolytic zinc coated steel, carefully covered with electrostatic paint. The lower sides of the body are protected from stones and gravel by a special chip-proof primer †

Chipping Primer Coating



Leading edge of the bonnet
Thick coating of anti-corrosion wax.

Bonnet skin
Electrolytic zinc-coated steel

Bonnet frame
Galvanized (Fe/Zn alloy) steel and electrolytic zinc-coated steel

Wing, front (supports)
Zinc-rich primer-coated steel

Door skin
Zinc-rich primer-coated steel

Door frame
Galvanized (Fe/Zn alloy) steel and electrolytic zinc-coated steel

Tailgate skin
Electrolytic zinc-coated steel

Tailgate frame
Galvanized (Fe/Zn alloy) steel and electrolytic zinc-coated steel



Wheelarch, front
Electrolytic zinc-coated steel

Wheelarch, rear
Electrolytic zinc-coated steel

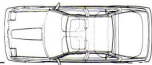
† Please contact your Honda dealer for full details of our free 6 year corrosion warranty.

Equipment

GENERAL	LX	EX16
4-wheel disc brakes (front ventilated)	—	●
Front/rear stabilizer	●	●
Power steering	●	●
EXTERIOR		
Body-coloured bumpers with front chin spoiler	—	●
Laminated windshield glass	●	●
Smoked-glass sunroof	—	●
Direct control door mirrors (both sides)	●	●
Side protection mouldings	●	●
Front mud flaps	●	●
Rear spoiler	—	●
Alloy style wheel covers	●	●
Dual exhaust tail pipes	—	●
INTERIOR		
Seats	Tricot	Combinoquette
Front fully reclining bucket seats with adjustable headrests	—	●
Front 3-point ELR seatbelts	●	●
Folding separated rear seatbacks	●	●
Day/night rearview mirror	●	●
Sunvisor (both sides)	●	●
Remote tailgate/fuel lid opener	●	●
Rear heater duct	●	●
Childproof rear door locks	●	●
Door pockets (front both sides)	●	●
Rear parcel shelf	●	●
Fully carpeted floor	Needle punch velour	Cut-pile
Foot rest	—	●
Triple door seats	●	●
INSTRUMENTATION		
Tilt adjustable steering wheel	—	●
Tachometer	●	●
Illumination control	—	●
Glove box	●	●
Centre pocket, Coin pocket	●	●
Digital quartz clock	●	●
Stereo radio cassette player	With 2-speakers	With 4-speakers
ELECTRICAL SYSTEM		
Retractable halogen headlights	●	●
Semi-concealed windshield wiper (2-speed plus intermittent)	●	●
Rear window wiper/washer	●	●
Rear window demister	●	●
"Headlight-on" reminder tone	●	●

Exterior Colours

				
RIO RED LX/EX-16	BLADE SILVER METALLIC LX/EX-16	POLAR WHITE EX-16	MONTREAL BLUE METALLIC LX	LA MER GREEN METALLIC LX



Please note your 1989 specification Integra is designed to run on unleaded petrol without modification.

The availability of colours contained in this brochure was correct at the date of going to press, January 1989. Honda UK Limited, however, reserve the right to change colours as may be considered necessary. Whilst every endeavour is made to accurately match colours, the limitations of the process involved may mean a slight variation between the samples shown and the actual colour of the vehicle.