

HONDA

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INTEGRA SX16



AERODYNAMICS

It's worth noting that, in the field of heavy trucks, as much as 50% of the power available can be expended merely to push the vehicle and its trailer combination through the air.

If nothing else, this fact demonstrates the importance of aerodynamics—the science of smoothing air flow around a moving vehicle.

The true secret of aerodynamics is to produce a design which is not only technically efficient, but one that looks beautiful and stylish, too.

Integra, with a co-efficient of drag

(C_d) measuring just 0.34, is in the forefront of passenger vehicle aerodynamic efficiency and its looks are unquestionably right!

This achievement is, in no small way, attributable to Honda's design skills in such areas as near-flush mounting of side glass, bonding of windcreens, the elimination of unnecessary protrusions such as door handles, screenwipers and headlamps and, of course, through the extensive use of wind-tunnel testing and computer-aided design, the overall vehicle shape.

Integra is very smooth, very efficient and thus, it's also very quiet and very fuel-efficient as well!



Integra has a sports oriented wide stance



Integra's wide and low frontal area



Wrap around rear window with rubber spoiler



ENGINE

Sophisticated design, drawing heavily on Honda's achievements in Formula One Grand Prix Racing, combined with uncompromising engineering standards, make Integra one of those rare automobiles which can achieve remarkable performance without sacrificing exceptional economy. The details of this accomplishment speak for themselves.

The scintillating performance that's there from the very start comes from a 16 valve, double overhead camshaft, 1.6 litre, four cylinder power plant at the very apex of its development.

Throughout, lightweight alloys

DOHC
PGM-FI

SX16

that information to precisely meter fuel and mixture to an incredibly accurate degree.

The result is that maximum available power is squeezed from every drop of fuel, that power results in unflinching smooth acceleration and maximum fuel efficiency right across the rev range.

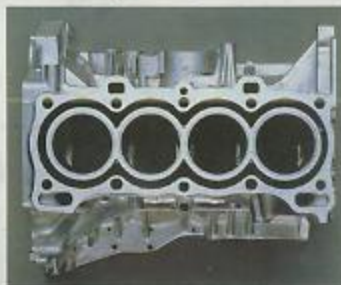
Ignition is, of course, electronically controlled.

TRANSMISSION

In keeping with Integra's sports image, standard transmission is a manual, 5-speed, close-ratio gearbox controlled through a sporty, short-throw lever. As you expect, fifth ratio is an overdrive with the



1.6 litre DOHC engine developed from Honda's race-winning technology



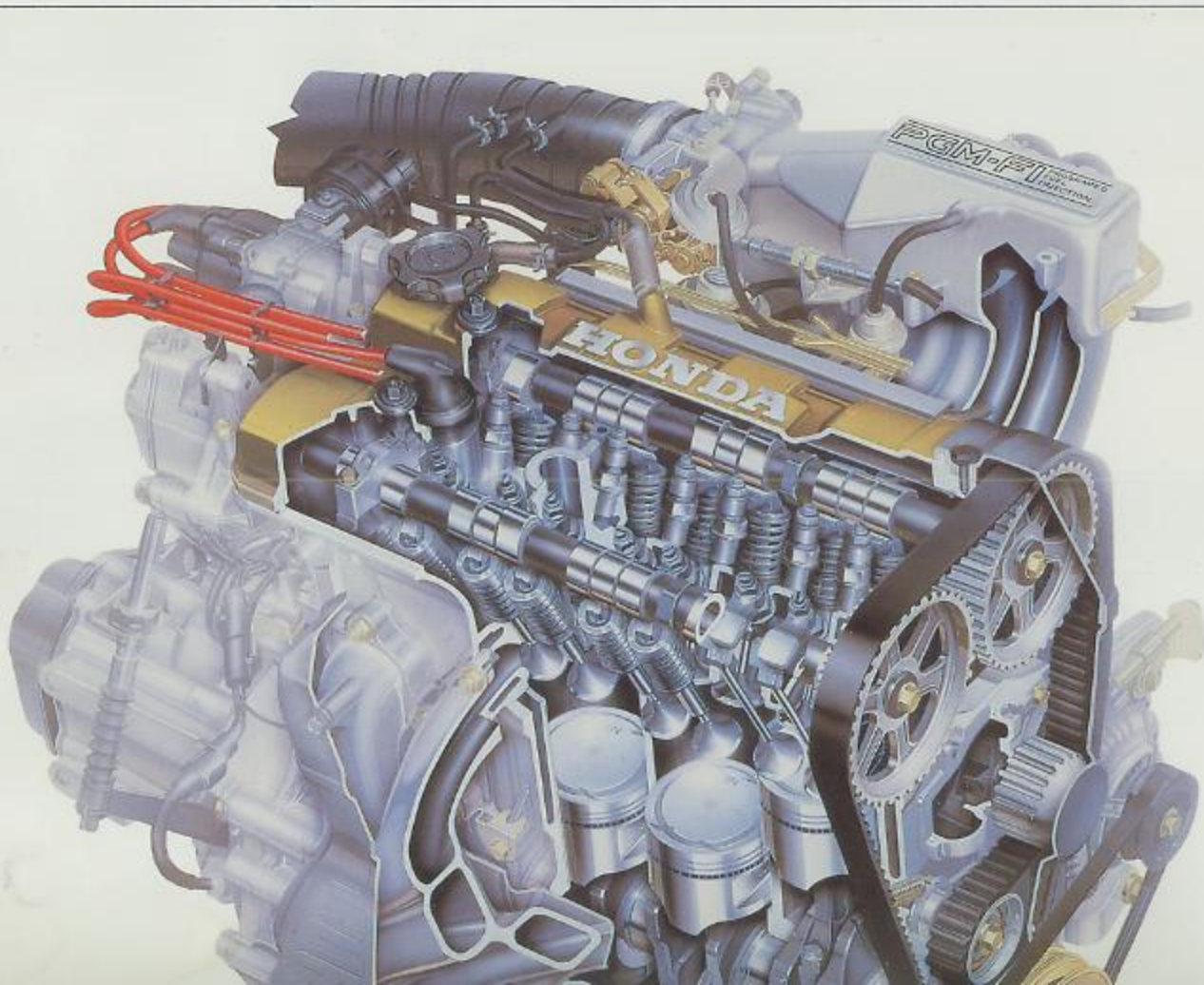
Lightweight aluminium cylinder block

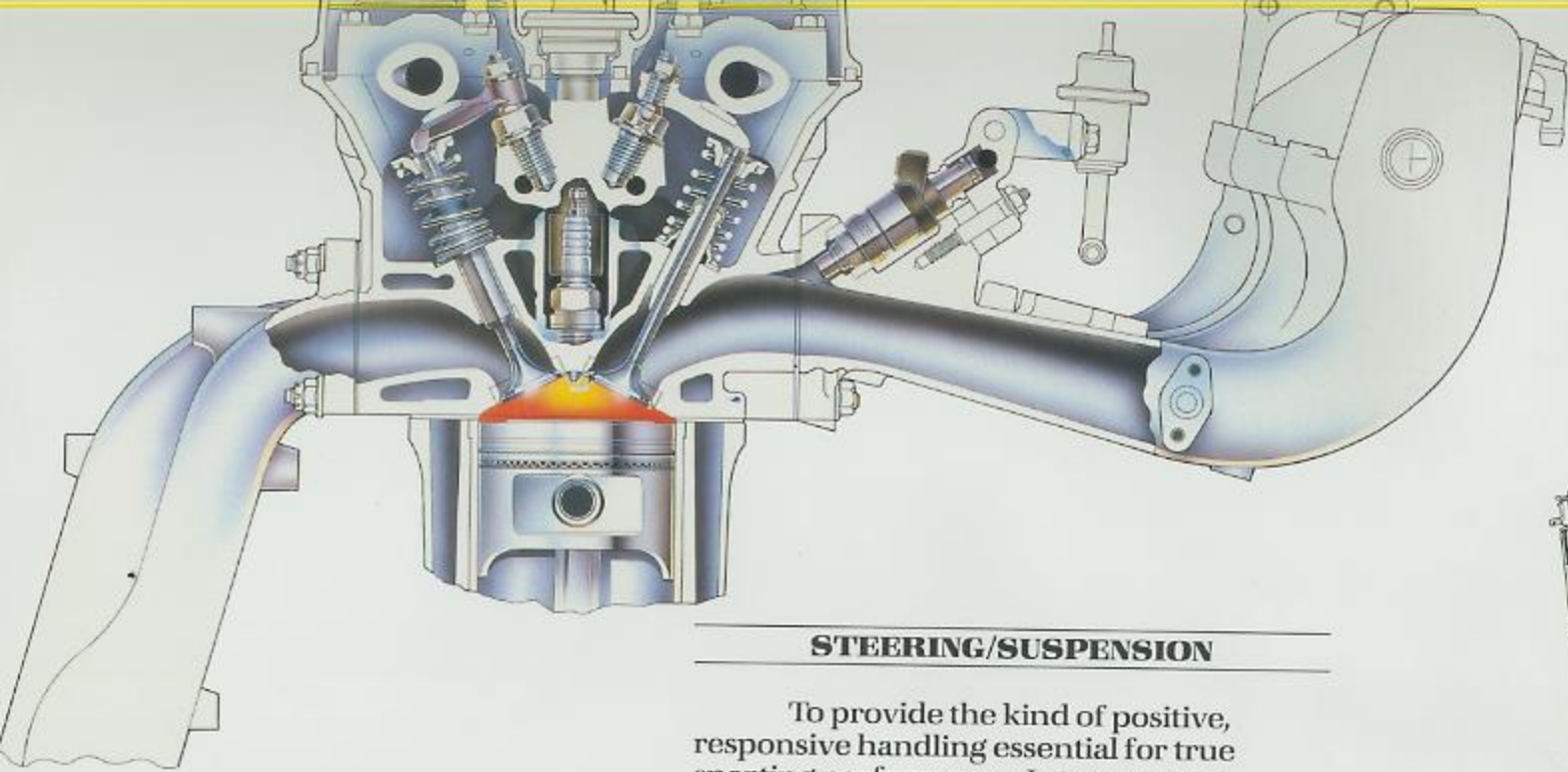


Onboard computer for PGM-FI

reduce weight, with the 4 valve per cylinder, cross-flow configuration producing a super-efficient, air/fuel mixture "burn".

Integra's Programmed Fuel Injection (PGM-FI) system is yet another example of Honda's Formula One skills and experience put to practical use. The system uses a micro-processor to monitor information supplied by individual sensors and uses





inherent benefits of economy and highway quietness. The engine is so tractable that there is no need to wait until you hit the highway to use it. Fifth is a most usable gear around town, too!

If you prefer the convenience of automatic driving, you'll thrill to Honda's four-speed system. It's amongst the lightest and most compact units ever developed and features a unique torque converter lock-up which, in top gear ratio, transmits engine power without 'slip'. When this feature is added to the fact that fourth ratio is an overdrive, the result is remarkably smooth, economical and quiet.

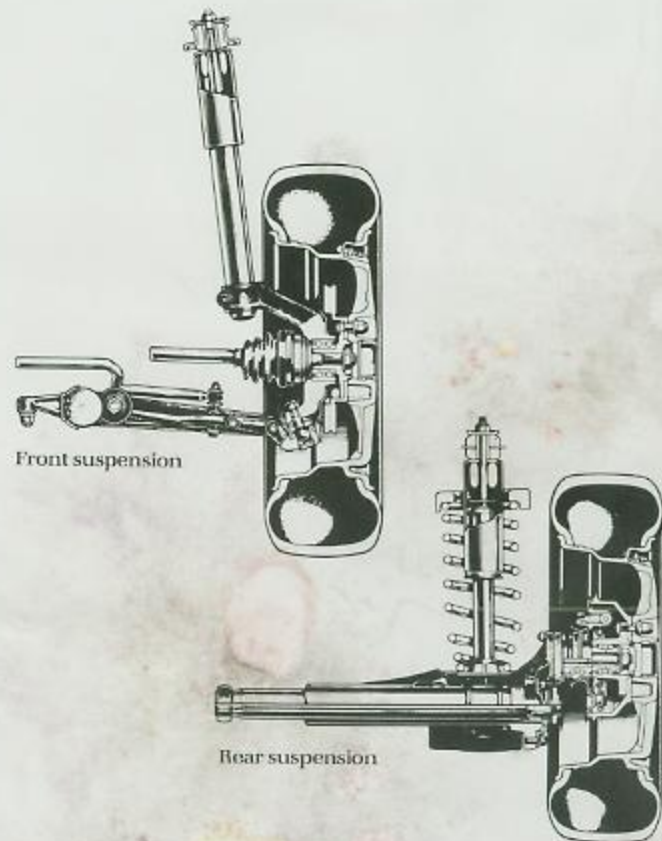
STEERING/SUSPENSION

To provide the kind of positive, responsive handling essential for true sporting performance, Integra uses a rack and pinion steering system. To eliminate the torque steer so often encountered in front-wheel drive configurations, both drive shafts are of equal length.

Integra's feel, its wide-track looks and style are matched perfectly by a finely-tuned suspension system featuring anti-dive front geometry.

At the front, a torsion bar strut system incorporates a stabiliser and at the rear, a trailing-link beam also incorporates a stabiliser bar.

Directional stability under braking is further enhanced by negative offset geometry.



BRAKING

As befits a true sports car, Integra's braking system is four wheel power-assisted disc-ventilated at the front and, of course, diagonally split for extra safety.



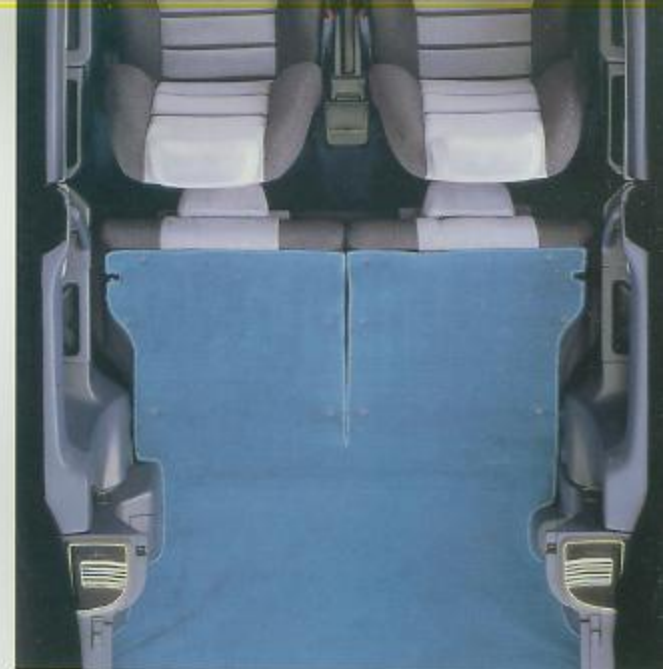


INTERIOR

In thinking of Integra as a sports car, for indeed its performance, handling and exciting style makes that notion inescapable, one may be tempted to also think small, cramped and spartan. Nothing could be further from the truth!

Integra can best be classified as a luxury, four seat sportster. The effective and efficient use of inner space is astounding in its driveability, its luxury and its practicality.

Nowhere is this better displayed than in your driver's seat. The comprehensive instrumentation provides every conceivable piece of information needed for total control of Integra. Everything is designed and situated for maximum driving comfort and ease. The rally-styled seat, with deep, firm side-padding, cushions and holds you in superb comfort and can be adjusted almost at will. The thickly-padded, small diameter, three-spoke steering wheel is tilt-adjustable. To add to performance, driving comfort and support, there's a rest for your left foot. Thoughtful and useful pockets and compartments abound throughout the interior.



The comprehensive interior airflow/ventilation and heating system offers you a great deal of control and, if you elect to install Honda's optional integrated airconditioning, you have total control of "the weather" inside.

There's a rear wiper/washer/demister system to ensure your view backwards remains uninterrupted even in the worst weather. Both the fuel filler cap and tailgate can be released from the driver's seat. Both external rear-view mirrors are internal direct control.

As befits Integra's luxury appointments, an electronic clock and a top quality, Pioneer AM/FM stereo cassette player is installed as standard equipment.

The rear seat is split and can be folded down to provide additional luggage space to the large amount already available.

Honda Integra SX16 is much more than a sports car... It's much more than a luxury sedan. Integra is a unique combination of both, delivered with style, flair, driving promise and excitement that makes it a totally new concept... a concept that is only Honda and could only ever be Honda.