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The engine was the vehicle's most publicized feature, as DOHC, multivalve engines were not commonplace in entry-level models at the time. In most European countries, only the five-door liftback was offered, as a replacement for the Honda Quint. Typically for European Integras, only the 1.5-liter 85 PS 63 kW; 84 hp 4 Weber carburetors engine was available. The five-door liftback model was also sold in Australia rebadged as the Rover 416i. Except for in Britain, Honda did not offer the more powerful 1.6 DOHC fuel injection engine in the UK known as the Integra EX16 in Europe. The ZC engine was also shared with the Honda Concerto, which was sold at newly established Japanese dealership sales channel called Honda Clio, which sold luxury-oriented products like the Honda Legend. The Integra EX16 did offer a sunroof, painted bumpers, a rear spoiler and HiFi stereo equipment, but neither electric windows, central locking nor air conditioning were available. This was considered as a drawback to its European competitors such as the Peugeot 309 1.6 injection and the Renault 11 Turbo, that all could be equipped with comprehensive, albeit expensive, equipment. The first Integra never became as popular in Europe as it did in the US, but was praised by most motor magazines for its styling and overall road performance. The styling reflected the popularity of Honda's performance coupe, the Honda Verno sports coupe companion Honda Prelude, with the Integra offering a coupe for added cargo accommodation, and a slightly smaller appearance to the larger Honda Vigor. Just like the Prelude and the Vigor of that period, the Integra featured sleek, sporty pop-up headlights, like its Japanese dealership Honda Verno stablemates, with the CRX adopting semiconcealed doors over the headlights. Nearly 228,000 units were sold during the four-year run of the first-generation model, most of them in the United States. Although they shared the same engine code D16A1, there were a few differences.

The engine differed in the years 1986 to 1987 and 1988 to 1989. The overall gain in performance was about 5 hp 3.7 kW for 118 hp 88.0 kW. In Europe, the discontinued Integra five-door liftback was discontinued in October 1989 following the launch of the Rover-based Honda Concerto. For North America's GSR only, the B17A1 engine is a 1.7-liter naturally aspirated engine with a specific power output of 160 PS 118 kW; 158 hp. VTEC engagement is at 4,800 rpm on the B16A engine, redline for the XSi is 8,200 rpm. All Japanese models remained exclusive to Honda's Japanese dealership network called Honda Verno. The RSi was the base model with a lighter weight thanks to wind-up windows, no rear spoiler and few options. Early RSi models also featured the S1 gearbox with slightly closer gear ratios than the Y1 fitted to the XSi. The XSi was the fully optioned variant with climate control and

optional sunroof and ABS. In October 1991, the range received a mild facelift. At the same time, a 1.8liter version of the fourdoor hardtop was made available in Japan. The new hardtop bodystyle reflected a popular trend in Japan of offering an entry level sedan, such as the Civicbased platform the Integra used, in a reduced height fourdoor hardtop. The Integra sedan saw competition from the similarly sized Toyota Corolla Ceres, the Toyota Sprinter Marino, the Nissan Presea, and the Mazda Lantis. The sedan was only styled to look like a hardtop. The vehicle retained the Bpillar, while the doors were constructed without window frames. This styling carried over to the third generation sedan, and shared visual similarities to the Honda Verno larger companion, the Honda Vigor. Acura offered three trim levels RS, LS and GS for 1990 and 1991 model years and added a fourth trim level GSR beginning in May 1992. Model choices consisted of a 3door hatchback and a new 4door sedan.

All trim levels were available with a 5speed manual or 4speed automatic transmission except for the GSR which was only offered in a 5 speed manual with shorter gearing than other trim levels. The GSR hatchback came only with a 5speed manual transmission and 1.7liter B17A1 4cylinder VTEC engine with 160 hp 119 kW. There was no sedan available in 1998. Model dropped in 1999. Equipped with the B18B1 DOHC engine putting out 140 hp 104 kW and 127 lbft 172 Nm of torque. In 1997, power ratings dropped to 138 hp 103 kW and 124 lbft 168 Nm of torque due to U.S. emissions regulations. Standard features were a cassette player, rear window defroster, and tilt steering wheel. Cassette player replaced with CD player in 1997. The RS models as well as Type Rs did not come with sunroofs as an option, while the LS, SE, GS, and GSR submodels did. The trim was only found in 1995 and 1996 model years until they were changed to be named the GS in 1997. Same standard features as the SE. Equipped with the B18C1 DOHC VTEC engine outputting 170 hp 127 kW and 128 lbft 174 Nm of torque. Same standard features as the GS minus the leather seats. However, leather seats ended up becoming a standard feature on the GSR starting in 1999. The result was a capable sports hatchback which was acclaimed by motoring journalists worldwide. The DC2 Type R was the only Type R ever sold in North America with the Acura badge. For the European, Australian and New Zealand market the DC2 was sold as a Honda, with bug-eye headlights. Gear ratios for the final drive were higher, making 1st to 3rd gears closer, while 4th and 5th were longer to maintain the 96 Spec cruising comfort. The Integra SJ was sold in Japan at Honda Verno dealerships. It originated from the Honda Domani, another derivative of this vehicle sold at Honda Clio locations. It was made from 1996 to 2001, and used the 1493 cc D15B engine. In Thailand, the Integra SJ was sold as the Isuzu Vertex, last passenger car ever for that market.

This followed Isuzus practice of selling Honda models as Isuzus which started with the Gemini; with Honda also selling Isuzus sport utility vehicles in Japan and North America some as Acuras in the latter market, and pickup truck in Thailand. For North America United States and Canada, it was introduced as the Acura RSX in accordance with Acuras new alphabetical naming scheme. It also had an entirely new engine, the Kseries. The Integra came in two models in the United States, the RSX and the RSX TypeS boasting the K20A2 engine from 2002 to 2004, while the 2005 and 2006 RSXS came with a K20Z1. The RSX was sold as a Honda Integra in Japan and Australia, markets where Acura did not exist. The reaction of the consumers towards the discontinuation, however, forced Honda to extend production until July 2006 and produce 150 more Integras. The Acura RSX was discontinued as well, as the RSX did not fit within the confines of Acuras restructured market strategy. This left the Acura TSX as Acuras entrylevel vehicle. Also, the introduction of the similarly powerful and less expensive 2006 model year Honda Civic Si was there to fill in the gap left by the RSX. The Integra Type R comes equipped with Recaro seats, fourpiston Brembo front brakes, a close ratio sixspeed manual transmission, a limitedslip differential, variable backpressure exhaust system, and a stiffer suspension. The BTCT version of the Integra was very successful in the British Touring Car Championship, winning 27 races and becoming the champion in 2005 and 2006, despite being only entered by privateer teams. The Integra also won the Asian Touring Car Series in 2003, 2004, 2009 and 2010. In European and Japanese versions the Acura Integra is replaced by the Honda

Integra. Racing games Need for Speed Payback and Need for Speed Heat feature a DC5 Acura RSX TypeS as well. The first car is a red 1996 model driven by Edwin, played by Ja Rule.

The second car is a fourdoor GSR driven by Mia Toretto, played by Jordana Brewster. Retrieved 1 January 2015. By using this site, you agree to the Terms of Use and Privacy Policy. Your first stop should be Advance Auto Parts with an inventory of 19 Manual Transmission Seals parts for your Acura Integra. That inventory means we either have the exact brand part you need, or plenty of options to compare. If you're interested in a specific brand of Acura Integra Manual Transmission Seals products, we carry popular brands like National. Reading through other customer experiences can help you make that final decision. Or, examine the part in person at your nearest Advance Auto Parts location. Search for the trusted brands you prefer, compare prices when you can, and make sure you get the part you need to keep your Acura Integra humming! The main reason Why I give it 2 stars The store Buying this Enroll now and start getting rewarded its easy. Based on the radius, a new location list is generated for you to choose from. Take whole shell or whatever part you want send your offers Shell has rust and needs work. What's available GSR seats headlights Side mirrors Rear view mirror Front GSR blades Contact me text is the fastest Transmission is a USDM Type R tranny LSD with a brand new lightweight flywheel, Stage 2 MPact Ceramic clutch, new bearing, Engine runs awesome and was Dyno tuned this year by Altech performance on a new Type R chipped Ecu. Originally a LS. Coilovers are new Progress Competition series 2 coils, that arent too stiff for street, Tires are brand new Firestone firehawk Indy 500s and wheels are Fast rims and have a set of. Typical rust starting in the rear quarters and the hood. Regular daily driver. Pickup in scugog. Cars currently at the shop getting break work. 2500 FIRMA little over 300k on the car now. It is in decent shape considering its age. Never fails to keep going. Being sold as it to the highest bidder.

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