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HONDA **TYPE-R**

Commitment that's where success starts. In the Type-R's case it started 40 years before the first metal was out. With one man's dream to bring the knowledge he'd learned on the track, to the road. Soichiro Honda thought the smell of oil was like perfume, to him racing was the pinnacle of the automotive art. 'R' stands for racing and only a special breed of car carries the Type-R badge, even being a Honda isn't automatic entry.

What if? That's the Type-R engineers credo, what if that part was lighter, smaller? What if it wasn't like that at all? This almost obsessive attitude has made Type-R what it is today, the most respected performance badge in the world.

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Only Type-R carries
the distinctive red
Honda 'H' badge.



TYPE-R HERITAGE



In the beginning, there was the Integra Type-R.

High performance isn't a word confined to the VTEC and i-VTEC engines, it also extends to the chassis. Additional strengthening raises the already high levels of body control in the original Integra Type-R, Accord Type-R and the all new Civic Type-R.



Every success has to start somewhere. We started with the Integra Type-R. This 'mere' road car still holds an incredible number of lap records throughout the world. Here was a car that took the rule book, put it neatly to one side, then jumped up and down on it.

A car that had been tested not just on the track, but on the Nurburgring. Whose chassis was stiffened with heavier, higher-grade steel at its critical points to increase rigidity and reduce body-roll. 'Surely that adds to the weight?' they cried. It does, so strip out all the sound-deadening and throw it away and even the windscreen is made from a special, thinner glass to save weight. - which, as a added bonus, also means you can hear the VTEC engine even more clearly.

TYPE-R HERITAGE

Racing: the alchemy that turns base metals into heat, noise, power and motion. Since our earliest days we've lived and breathed it - and it's where the Type-R dream was born.

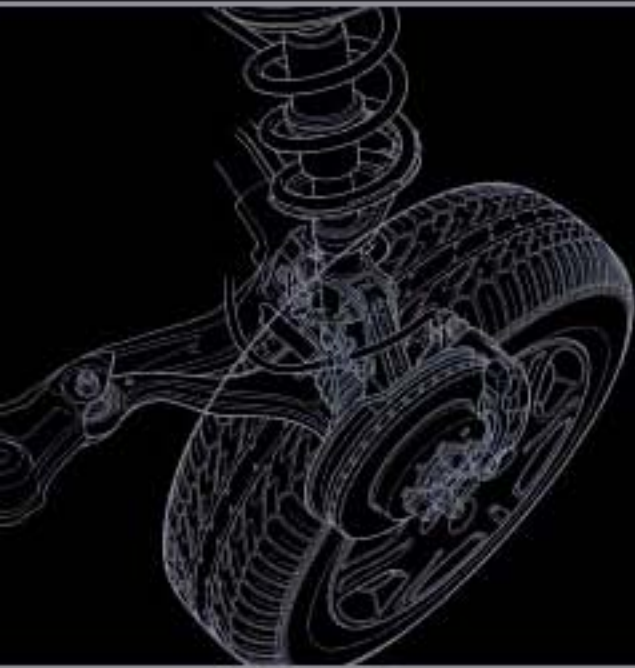
When you've carried off six consecutive Formula One Constructor's Championships, you start looking for new challenges, new ways to use the technology you've worked so hard to perfect. Like putting it on the public highway.

Type-R combines our racing spirit with technology to produce pure driving enjoyment - uncompromising power, performance, road-holding and handling. But the instant, insistent feedback from steering and chassis, the blurring scenery, and above it all, the awesome sound as the revs soar towards the redline - nothing can prepare you for that.

It's the details
that give away the
Integra Type-R.



5 | 6



Not the blue print of some exotic race car, simply the double wishbone suspension of the Integra Type-R.



Making best use of the horsepower available is as important as the absolute power produced. Every Type-R has aerodynamic aids to improve grip and reduce the co-efficient of drag.



In the beginning, there was the Integra Type-R.

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The art of aerodynamics:
the Accord's distinctive
boot spoiler.



Holding you close,
the Recaro seats in
the Accord Type-R's
minimalist cockpit.

Under the Accord Type-R's sleek bonnet laid a 2.2 litre, 16 valve fuel injected work of art. But the Accord Type-R was about a lot more than straight line speed, impressive though it was. The VTEC engine returned a remarkable 29.4mpg...that's combined cycle of course. And it could be driven around town like the most docile of city cars. But it was above 5,600rpm when the VTEC system changed the cam profile that your view of the world changed too. Hardly surprising really, its hand finished ports and low-friction pistons owed their origins to the track and our R&D engineers complete enthusiasm for every type of motorsport. The Honda Accord Type-R. Too good to be forgotten.



Unforgettable: the awesome VTEC engine that made the Accord Type-R's reputation.

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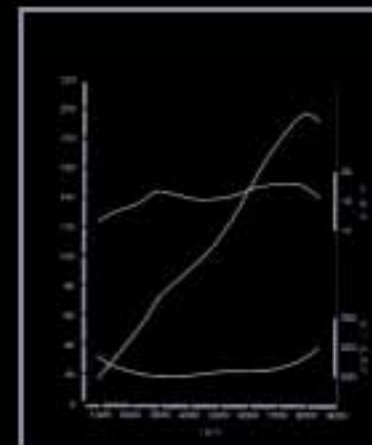
VTEC - Variable Valve Timing and Lift Electronic Control.

A Type-R is a real Jekyll and Hyde: one moment it's rolling sedately through town, the next it's screaming towards the horizon with the needle on the redline. So what's changed?

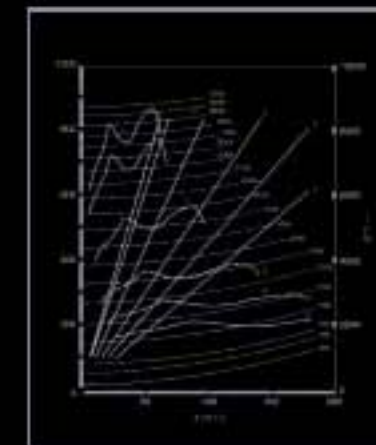
The secret is VTEC - Variable Valve Timing and Lift Electronic Control. The principle is simple: the results are breathtaking.

At cruising speed, the engine draws enough fuel and air to maintain power. But hit the gas, and the lightweight intake valves open, for longer, sucking in more of the fuel/air mixture to give an instant surge of power and that legendary Type-R acceleration. This exhilarating switch from high-torque cruiser to high-revving race engine is controlled electronically, responding instantly to changes in engine speed and load.

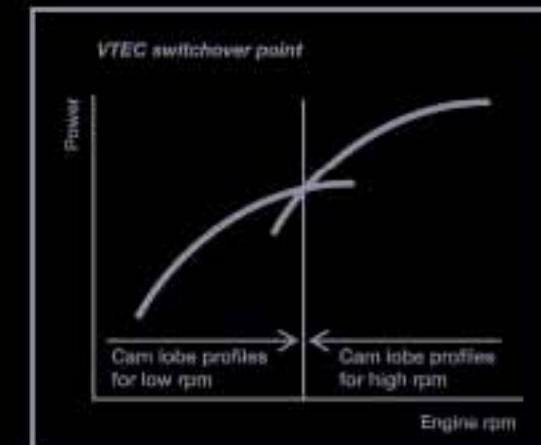
But it's engineering finesse we developed in motorsport, plus our obsession with extracting the maximum performance from every component, that makes a Type-R engine unique. Low-friction/high compression pistons, hand-finished gas ports, a large-diameter exhaust system, lightweight con-rods and a fully-balanced crankshaft for smooth running at high rpm make these some of the most potent naturally-aspirated engines ever built. Free-revving, ferociously powerful, yet remarkably compliant and refined, they're the heart, soul - and voice - of every Type-R.



Civic Type-R Power kW (ps) rpm



Civic Type-R Gear Pull vs rpm



VTEC Power Characteristic

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CIVIC **TYPE-R**



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The engine's urgent snarl fills your ears. Synapses fire. There's that familiar, hollow feeling in your stomach as heart, brain and hands go to full alert. Swallow, then exhale. The universe spirals inwards, until there's nothing but you, the car and the strip of tarmac in front of you. Then realisation hits. You think, this is the moment when it all comes together. This is all I've ever wanted.

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CIVIC TYPE-R

Chrome twin
bipipes de l'après
la Civic Type-R.



Why do we pay so much attention to build quality? Because you do - people are going to want to look closely at your new car, and it's got to stand up to searching scrutiny. And because, as well as Type-R scripts, this Civic's going to be wearing the Honda badge. That raises expectations. As always, we aim to exceed them.

We apply the same engineering discipline to the bodyshell as we do to the engine and chassis: our passion for detail won't permit any less. See the gaps between the panels, or where they meet the light clusters? You'll have to look closely: most are near-zero, giving the Civic its powerful sense of solidity. The 17" seven-spoke alloys with their ultra-low-profile 205/45 R17 tyres are standard, and the Civic Type-R is available in three stunning finishes - Milano Red, Nighthawk Black Pearlescent and Satin Silver Metallic - that highlight its strong, clean lines.



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Each Civic Type-R, like the Integra Type-R before it, is numbered.

What makes driving the Civic Type-R so exhilarating and involving is the engineering that connects you, the car and the road.

Settle in the secure grip of the Type-R seat, turn the steering-wheel five degrees to the right. Speed-sensitive electric power-steering transmits that tiny movement instantly and precisely through the rack-and-pinion assembly to the road - literally reacting as fast as you do.

Grasp the fascia-mounted gear lever and flick through the six-speed manual gearbox. Feel how the high-performance synchronisers and specially-designed shift mechanism give quick, precise gear changes.

The ratios are carefully spaced to keep engine revs firmly in the power band when you're accelerating - and it'll still be pulling when you reach sixth.

Dab the brakes as you approach the next corner. Front and rear discs with ABS and EBD carve off the speed swiftly and safely, and you won't find them fading when you really throw out the anchors. And though we hope you'll never see them, twin front airbags are also fitted as standard.



Just in case you need reminding.

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The red line is further away than you'd normally expect but the engine spins so fast it feels closer than is believable. It's a strange world some times.

Here we are, building the world's finest naturally-aspirated engines, and then someone says, I don't think we're done yet. But how to improve the VTEC engine? Introduce new combustion technologies, to reduce weight, boost output, and improve fuel efficiency. Add Variable Timing Control to match inlet-valve opening to engine load even more precisely. Bring on more power and torque lower down, so there's a smooth progression right across the rev range, instead of a sudden peak at the top end. We've called this new-generation engine i-VTEC - 'i' standing for 'intelligent'. And in the Civic Type-R, it fulfils its true potential.

First, the numbers: the Civic Type-R's fuel-injected 2.0 litre, 16-valve DOHC i-VTEC engine develops a shattering 200 PS at 7,400 rpm. At 100 PS/litre, it tops even the Integra Type-R for performance and power-to-weight ratio. Maximum torque of 196 Nm kicks in at 5,900 rpm, but the flat torque curve means over 90% of maximum is available at just 3,000 rpm.

Performance? The 0-60 mph dash is over in just 6.4 seconds: take it on the track, and it'll race effortlessly to 146 mph. Enough said. Yet despite its awesome capabilities, it'll still return a healthy 31.7 mpg (combined cycle) on normal 95 RON unleaded.

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This is a true high-performance car, bred in racing, and continuing a line that began with the legendary Integra. Type-R is everything we've ever learned about power and performance, distilled down to just two syllables. It's a badge that commands respect - as you'll discover the first time you drive it.



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CIVIC **TYPE-R**

R IS FOR RACING

The Civic Type-R in your Honda showroom is essentially this one, minus the race numbers. So if you're looking for a high performance road car that's also proved itself a genuine contender on the track, the Civic Type-R goes straight to the top of a very short list.



THE RIGHT TO COMPETE

Motorsport's a tough place to build a reputation. To do it, you've got to love it – passionately, unreasonably, and with the single-minded focus that separates the professional from the mere enthusiast. When a thousandth of a second can turn a race, a season or an entire career, it requires remarkable gifts to be a winner - let alone dominate the sport the way that Honda has. We've been shaping the sport since the mid-50s, when Soichiro Honda held the average-speed record for a Japanese motor race. Ayrton Senna

won 32 of his 41 Grand Prix, and all three of his World Championships, with a Honda engine behind him. We picked up six consecutive Constructor's Championships through the late 80s and early 90s. And in 2000, we were back on the grid for more. For most, that would have been enough. But the idea of taking the essence of our all-conquering racing cars and transferring it directly into a road car proved irresistible. So we created the Type-R and the rest, as they say, is history.



Dreamers first, engineers second,
car makers third.



Is it really possible that the same people who power F1 cars also makes the world's most fuel efficient road car? Put simply, yes. The Honda Insight.



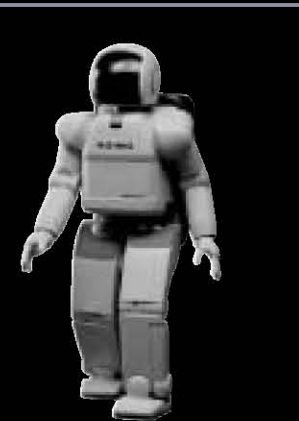
ANYTHING IS POSSIBLE

What if we had simply called ourselves a car manufacturer? Think of all the amazing stuff we – and you – might have missed out on. Our award-winning scooters, the definition of exhilarating yet practical urban transport. Or our superlative motorcycles, the choice of weekend warriors and world-class professionals alike, winners of over 500 GP races and the 2000 World Superbike Championships.

There wouldn't be many thrills left on the water, either: our engines are the power behind Honda Formula Four Stroke, the world's leading one-make powerboat series. We've even developed a worldwide reputation for our aero-engines, where our legendary reliability and performance face their severest test.

It's this desire to explore different fields of engineering, to make things happen through innovation and imagination, that makes us who we are. Sometimes, we have to learn an entirely new science – and when we do, we usually end up as world leaders.

ASIMO, our revolutionary robot that walks, interacts with the environment and performs an incredible array of complex tasks, is the latest product of our pioneering research to give the cars, bikes and who-knows-what we'll build in the future, a uniquely human dimension. Remember, you saw it here first.



Asimo, the second generation of Honda's intelligent robots.



SPECIFICATIONS AND EQUIPMENT

	Civic Type-R
Engine	
Engine type	DOHC i-VTEC
Displacement (cc)	1998
Max power (PS @ rpm)	200 @ 7,400
Max torque (Nm @ rpm)	195 @ 5,000
Transmission	
6-speed manual	+
Performance (man)	
Maximum speed (mph)	145
Acceleration 0-60 mph (secs)	6.4
Fuel consumption (mpg.l/100km)[†]	
Urban	23.0/12.3
Extra urban	40.4/7.0
Combined	31.7/5.0
CO ₂ emission (g/km)	212
Weights and towing data[‡]	
Kerb weight (kg)	1,204
Max towing weight (with brakes)	n/a
Max towing weight (without brakes)	n/a
Fuel tank capacity (litres)	50
Boot capacity (VDA Method) (litres)	
Rear seat up	315
Rear seat down	610
Wheels and tyres	
Wheel size	17 x 7J
Tyres	205/45 R17
Space and weight cover spare wheel	+
Instruments and control	
Digital clock (in stereo)	+
Digital odometer (A/B trip)	+
Headlight on reminder chime	+
Internally adjustable headlamps	+
Remote fuel filler release	+
Satellite navigation system (arrow & vocal)	Δ
Tachometer	+
Safety	
4 x 3 point seat belts	+
5 x 3 point seat belts	-
Dual SRS airbag	+
Electronic (ABS) anti-lock brakes (EBD)	+
Front seat belt pre-tensioners	+
HD headlamps	-
Height adjustable front seat belts	+
High level rear brake lamp	+
Ventilated front disc brakes	+
Rear disc brakes	+
Side impact protection beams	+
Front and rear crumple zones	+
ISOFIX child seat restraint system	+
Security	
Car 1 ultrasonic alarm	+
ECU engine immobiliser (rolling code)	+
Honda Superdome (deadlocks)	+
Locking wheel nuts	+
Remote keyless entry	+
Visible LED immobiliser	+
Visible VIN	+
Remote central locking	+

	Civic Type-R
Exterior	
Body coloured bumpers	+
Body coloured door handles	+
Body coloured door mirrors	+
Body styling kit	+
Door sill garnish	Δ
Electric front windows	+
Electric door mirrors	+
Front fog lights	Δ
Heat absorbing tinted windows	+
Sports grill	+
Rear spoiler	+
Comfort & convenience	
Air conditioning	Δ
Driver/passenger vanity mirror	+
Front cupholders	+
Front power socket	+
Lockable glovebox storage	+
Power assisted steering	+
Tilt adjustable steering wheel	+
Multi leather steering wheel	+
Alloy gear shift knob	+
Seating	
60:40 split folding rear seats	+
Adjustable rear head restraints	+
Type-R Racing style front seats (4-pointers trimmed)	+
Full leather upholstery	Δ
In Car Entertainment**	
High security CD tuner with RDS	+
Front speakers	+
Rear speakers	+
Micro antenna	+
Front tweeters	Δ
In dash MD/CD player	Δ
Boot mounted 6 CD changer	Δ
DVD Satellite Navigation	Δ

Key: + = Standard Δ = Dealer fit option - = Not available

[†]Fuel consumption These are the results of the official new fuel consumption test gradually being phased in by the Department of Transport which adheres to the EC Directive 1999/100/EC. The test is designed to give results that are more representative of actual average on road fuel consumption. Please note that when accessories are fitted to a vehicle fuel consumption and CO₂ figures may differ from those quoted. NB: The figures shown in this leaflet are primarily for comparison and do not necessarily reflect the same as the fuel consumption actually achieved on the road.
[‡]Maximum towing weights are based on the ability of the car with two occupants of 75 kg each, to retain on a 12% gradient at sea level. At altitude in excess of 1,000 metres, engine output may drop with a reduction in towing capability. Extra weight, such as additional passengers or luggage, should also be deducted from the maximum towing weight.
^{**}For further information please refer to 'In Car Entertainment Systems' brochure.



Milano Red



Nighthawk Black Pearl effect



Satin Silver Metallic



Standard Civic Type-R Headrest



Civic Type-R Dashboard mounted gear lever



Civic Type-R Steering wheel badge

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These specification details do not apply to any particular product which is supplied or offered for sale. The manufacturers reserve the right to vary their specifications, including colours, with or without notice and at such times in such manner as they think fit. Major or so called minor changes may be involved. Every effort, however, is made to ensure the accuracy of the particulars contained in this brochure. This publication shall not constitute in any circumstance whatsoever an offer by the Company to any person. All sales are made by the Distributor or Dealer concerned subject to and with the benefit of the standard Conditions of Sale and Warranty given by the Distributor or Dealer, copies of which may be obtained from him on request. This publicity material applies to the UK only Trade Description Act (1968). Whilst efforts are made to ensure specification accuracy brochures are prepared and printed several months in advance of distribution and consequently cannot always immediately reflect other changes in specification or in some isolated cases the provision of a particular feature. Customers are always advised to discuss specification details with the supplying Dealer especially if your model selection is dependent upon one of the features advertised.

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