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For additional information, see the Global Shipping Programme terms and conditions opens in a new window or tab Learn more opens in a new window or tab Please try again later. See the seller's listing for full details. You're covered by the eBay Money Back Guarantee if you receive an item that is not as described in the listing. Find out more about your rights as a buyer opens in a new window or tab and exceptions opens in a new window or tab. We may receive commission if your application for credit is successful. All Rights Reserved. User Agreement, Privacy, Cookies and AdChoice Norton Secured powered by Verisign. The Integra had an original body kit, unlike most early Acura models which were modeled after existing Honda bases. With an Acura Integra service manual PDF, anybody can access details on servicing these vehicles and specifics on their specs. The first generation of the vehicle featured upgraded suspension, unique headlights, and disc brakes on each of its wheels. A relatively inexpensive and physically small car, the Integra was a hit the sporty, compact features made the car popular in its first four years on the market. Four years later, in 1990, the second generation of the Acura Integra hit the market. With a bigger engine and improved design, the new vehicle emerged as a significant upgrade. Perhaps most significant was the addition of an independent double wishbone suspension, which would become a staple of Integra models for years to come. Released in 1992 as the third generation, the Integra GSR boasted massive upgrades in technology with the rollout of variable valve timing and lift electronic control, otherwise known as VTEC. VTEC operated with three intake lifters instead of the standard two, with a system that engaged the middle lifter only when the driver accelerated heavily. The user experience was a win-win, as the new technology was more fuel-efficient and gave the driver a thrilling ride.

The Type R was suspended in 1999 with the release of the RS model. The Integra was an iconic model for the both Acura and Honda as a whole. Marked by stellar engines and impressive speed, the Integra has an array of models and generations of vehicles, it's a perfect car for any type of driver. With the use of an Acura Integra repair manual, any issues with the car's function can be understood and acted upon accordingly. Models Ford gearboxes. Faults bridges Ford Foton GAC Geely The history of Geely. Today, the car is equipped with the 5 and 6 speed manual transmission. Given the specificity of based on operating experience gained motorists MDC Acura vehicles in Change the spark after 20 thousand kilometers iridium spark after 100 thousand km.; The innovative technology of the Japanese automotive industry It is unacceptable to establish a car spare parts unknown manufacturers. If you can not find a new and original parts, or they are too expensive, We should not forget that, All content on the site is taken from free sources and is also freely The site administration does not bear any responsibility for illegal actions, and any damage incurred by the copyright holders. All materials posted on this site for If you are the copyright owner of the materials posted on

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Please upgrade your browser to improve your experience. The Honda Integra sold in some markets as Acura Integra was an automobile produced by Japanese automobile manufacturer Honda from 1985 to 2006. This vehicle debuted in Japan in 1985 as the Honda Quint Integra. It was available as front-engine front-wheel drive and was produced as 3-door and 5-door liftback and 4-door sedan. Throughout its life, the Integra was highly regarded for its handling and performance. Car and Driver magazine named the Integra to its annual Ten Best list six times in 1987, 1988, and 1994 through 1997. My email address is WhatforUnderstood. Each section includes 1. A table of contents or an exploded view index showing a parts disassembly sequence. CAUTION Indicates a possibility of personal injury or equipment damage if instructions are not followed. NOTE Gives helpful information. CAUTION Detailed descriptions of standard workshop procedures, safety principles and service operations are not included. Please note that this manual contains warnings and cautions against some specific service methods which could cause PERSONAL INJURY, damage a vehicle or make it unsafe. Please understand that those warnings cannot cover all conceivable ways in which service, whether or not recommended by HONDA, might be done, or of the possible hazardous consequences of every conceivable way, nor could HONDA investigate all such ways. NOTE The original radio has a coded theft protection circuit. After service, reconnect power to the radio and turn it on. Front Center the jack bracket in the middle of the jack lift platform. JACK LIFT PLATFORM Rear JACK LIFT PLATFORM 110 Center the jack bracket in the middle of the jack lift platform. Always use safety stands when working on or under any vehicle that is supported by only a jack. Never attempt to use a bumper jack for this. This is the best way of transporting the car. Wheel Lift Equipment The tow truck uses two pivoting arms that go under the tires front or rear and lift them off the ground.

The other two wheels remain on the ground. These hooks go around parts of the frame or suspension and the cables lift that end of the car off the ground. The car's suspension and body can be seriously damaged if this method of towing is attempted. If the car cannot be transported by flatbed, it should be towed with the front wheels off the ground. Automatic Transmission Release the parking brake. NOTICE Improper towing preparation will damage the transmission. Follow the above procedure exactly. If you cannot shift the transmission or stall the engine with automatic transmission, your car must be transported on a flatbed. NOTICE Trying to lift or tow your car by the bumpers will cause serious damage. The bumpers are not designed to support the car's weight. Mainshaft bushing LD. Countershaft bushing LD. Subshaft bushing LD. Mainshaft sealing ring groove width LD. Regulator Sealing ring contact area LD. Shifting device and parking brake control Reverse shift fork tinger thickness Parking brake ratchet pawl Parking gear Throat cam slopper height Shift fork shaft bore Lo. Shift fork shaft valve bore LO. Radiust deflection or tension to used belt values. Speed Lubricant Capacity Lubricant Type Type Type Type Motor Input Speed Control Max. Make sure it says For Gasoline Engines. SAE Viscosity; See chart below. NOTE Anti-theft radios have a coded theft protection circuit. When the word tomers 5 digit code to restore radio operation. 1. Remove the hood see section 20. STRUTERACE Disconnect the battery negative terminal first. Keep open flame away from work area. Drain fuel only into an approved container. Remove the evaporative emission EVAP control canister hose and vacuum hose. VACUUM HOSE 9. Remove the fuel feed hose. Remove the throttle cable by loosening the locknut. linkage. then slip the cable end out of the accelerator NOTE a Take care not to bend the cable when removing it. Remove the engine ground cable at the body end.

Remove the radiator cap. 25. Remove the upper and lower radiator hoses and the heater hoses.
LOWER RADIATOR HOSE 6 x 1.0 mm 9.8 N.m 1.0 kgf.m 7.2 lbf.ft.

26. Automatic transmission Remove the ATF cooler hoses. 2 2. Drain the engine coolant see page 105. Drain the transmission oil or fluid. Reinstall the drain plug using a new washer. 2 4. Drain the engine oil. Reinstall the drain plug using a new washer. CAUTION Do not overtighten the drain plug. Pull it straight to avoid damaging the differential oil seal or intermediate shaft dust seal. NOTE Coat all precision finished surfaces with clean engine oil or grease. Tie plastic bags over the driveshafts. CONTROL LEVER SHIFT COVER lock use a Replace. 6 x 1.0 mm 14 N.m 1.4 kgf.m, 10 lbf.ft. 32. Remove the dampertork. 3 3. Disconnect the suspension lower arm ball joints using the special tool. Refer to section 18 for the proper procedure. Leave the mount bolt loose. Engine Installation Install the engine in the reverse order of removal. Adjustment is the same for both intake and exhaust valves. After adjusting, retorque the crankshaft pulley bolt to 177 N.m 18.0 kgf.m, 130 lbf.ft. 2. 1. Number 1 Diston at TDC Remove cylinder head cover. Valve Seals cylinder head removal not required Replacement NOTE Cylinder head removal is not required in this procedure. Slowly release pressure on the spring. 21. Position the lever arm under. Repeat step 11 for the other valve in that cylinder. Remove the valve seals see page 622. 14. Install the valve seals see page 623. NOTE Put shop towels over the oil passage to prevent the valve keepers from falling into the cylinder head. OIL PASSAGE Install the springs, the retainers and the keepers in reverse order of removal. 16. Repeat steps 9 to 15 for the other three cylinders. Exhaust Valves Seals 17. Using the 6 mm bolts supplied with the tool, mount the two uprights to the cylinder head at the end camshaft holders. The uprights fit as shown. 18. Insert the cross shaft through the bottom hole of the two uprights. Using a downward motion on the lever arm, compress the valve spring and remove the keepers from the valve stem.

Pump air into the cylinder to keep the valve closed while compressing springs and removing the valve keepers. Repeat step 22 for the other valve in that cylinder. Remove the valve seals see page 622. Install the valve seals see page 623. Install the springs, the retainers and the keepers in reverse order of removal. 27. Repeat steps 20 to 26 on the other three cylinders. NOTE Refer to page 631 when installing cylinder head cover. Timing Belt Illustrated Index NOTE. CYLINDER HEAD COVER Refer to page 631 when installing. OFFSET PY3010A 19 mm SOCKET WRENCH, AVAILABLE COMMERCIALY Timing Belt Tension Adjustment Inspection Remove the cylinder head cover. CAUTION Always adjust timing belt tension with the engine cold. Refer to page 631 when installing. Inspect the timing belt for cracks and oil or coolant soaking. NOTE. Replace the belt if oil or coolant soaked. Remove any oil or solvent that gets on the belt. NOTE. The tensioner is spring loaded to apply proper tension to the belt automatically after making the following adjustment. Always rotate the crankshaft counterclockwise when viewed from the pulley side Rotating it clockwise may result in improper adjustment of the belt tension. Remove the cylinder head cover. Refer to page 631 when installing. Set the No. 1 piston at TDC see page 612. 3. Rotate the crankshaft 5 6 revolution to set the belt. 4. Set the No. 1 piston at TDC. ADJUSTING BOLT 54 N.m 5.5 kgf.m, 40 lbf.ft. For adjustment only, do not remove, Rotate pulley and inspect belt. BELT Remove the cruise control actuator see page 618. Remove the Dolly bolt and crankshaft pulley see page 68. Remove the middle cover and the lower cover. NOTE. Do not use the middle cover and lower cover for storing items disassembled. Clean the middle cover and lower cover before installation. CAP NUT 6 x 1.0 mm 7.2 lbf.ft. 9.8 N.m 11.0 WASHER when damaged Replace or 10. Loosen the adjusting bolt 180. 11. Push the tensioner to remove tension from the timing belt, then retighten the bolt. 12. Remove the timing belt from the pulleys.

NOTE Push the tensioner pulley to loosen the belt. CYLINDER HEAD COVER Refer to page 631 when installing. 1. Align the TDC marks on intake and exhaust pulleys, 2. NOTE To set the camshafts at TDC position for No. 1 piston, align the holes in the camshafts with the holes in No. PIN PUNCHES, 5.0

mm TDC mark aligned with the pointer on back cover, 612 TDC MARK Install the timing belt tightly in the sequence shown. NOTE Use new O rings and gaskets when reassembling. CAP NUT 6 x 1.0 mm 9.8 N.m 11.0 kgm, 7.2 lbf.ft CYLINDER HEAD COVER Refer to page 631 when installing. 1 x 1.25 mm 22 N.m 12.2 kgt.m, 16 rbf.ft RUBBER SEAL Replace when damaged or deteriorated. 1 t 5, Remove the intake air duct. After service, reconnect to the radio and turn it on. Relieve fuel pressure see Section 11. Remove the breather hose, water bypass hose and evaporative emission EVAP control canister hose. Remove the fuel return hose and positive crankcase ventilation PCV hose. 9. Remove the throttle cable. 10. Remove the throttle control cable automatic transmission only. NOTE. Take care not to bend the cable when removing it. Always replace any kinked cable with a new one.. Adjust the throttle cable and throttle control cable when installing see section 11 and 14. CONTROL THROTTLE CABLE HOSE Remove the brake booster vacuum hose, water bypass hose and vacuum hose. Remove the upper radiator hose, heater hose and water bypass hose. 15. Remove the engine ground cable. Remove the cylinder head cover. 23. Remove the exhaust manifold. CYLINDER HEAD NUT SELF-LOCKING 8 x 1.25 mm BRACKET contd 619 Cylinder Head Removal contd 2,0. Remove the intake manifold. Remove the camshaft holder bolts, then remove the camshaft holders, camshafts and rocker arms. GASXET INTAKE MANIFOLD 25. Loosen the lock nuts and adjusting screws. 27. Remove the cylinder head bolts. ADJUSTING SCREW LOCATIONS CYLINDER HEAD BOLTS LOOSENING SEQUENCE Camshafts Inspection ! 1. Loosen the adjusting screws. 2. Remove the camshaft holders and the rocker arms NOTE Mark the rocker arms before removing them. 10.

Remove the camshaft holders. Measure the widest portion of plastigage on each journal. Zero the dial indicator against the end of the camshaft. And the camshaft has already been replaced, you must replace the cylinder head.. If the camshaft has not been replaced, first check total runout with the camshaft supported on V blocks. NOTE UnscREW the camshaft holder bolts two turns at a time, in a crisscross pattern. Lift the camshaft out of the cylinder head. Install the camshaft holders and torque the bolts to the values and in the sequence shown on page 630. NOTE Do not rotate camshafts during inspection. If the total runout of the camshaft is within tolerance, replace the cylinder head. If the total runout is out of tolerance, replace the camshaft and recheck. If the oil clearance is still out of tolerance, replace the cylinder head. 621 Valves, Valve Springs and Valve Seals Removal NOTE Identify valve and valve springs as they are removed so that each item can be reinstalled in its original position. 1. Tap each valve stem with a plastic mallet to loosen valve keepers before installing the spring compressor. 2. Install the spring compressor. Compress spring and remove valve keeper. VALVE SPRING COMPRESSOR x No. 3tB. whh r35 JAW o. 07757 PJ10r0A Install the special tool as shown. Remove the valve seal. When valves and springs are in place, lightly tap the end of each valve stem two or three times to ensure proper seating of valves and valve keepers use plastic mallet. NOTE Tap the valve stem only along its axis so you do not bend the stem. Measure the guide to stem clearance with a dial indicator while rocking the stem in the direction of normal thrust wobble method. Take the measurements in three places along the valve stem and three places inside the valve guide. CAUTION Always wear safety goggles or a face shield when using the air hammer.. Hold the air hammer directly in line with the valve guide to prevent damaging the driver.

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