

ACURA LEGEND SEDAN

March 1986 heralded the arrival of the first Japanese luxury sedan into the American market. It was immediately acclaimed as a resounding engineering success, impressing its owners with its performance, handling, roominess, refined manners and excellent craftsmanship.

This is hardly surprising. The original Legend was the product of a far-reaching, five-year-long research-and-development effort—an effort geared to the goal of producing one of the most respected performance automobiles on the road.

To say that the rewards were worth the effort is an understatement. The Acura car line was so impressive that in the first full year of production we were ranked number one in the 1987 J.D. Power and Associates Customer Satisfaction Index[®] survey. For a brand new car company, this was a remarkable achievement. And it became all the more remarkable when that achievement was repeated again in 1988, 1989 and 1990—every year Acura automobiles have been eligible.*

Although justifiably proud of this accomplishment, we feel that no car manufacturer can remain at the forefront without continual challenges. Even if those challenges are self-imposed.

Ongoing technological advances, coupled with the desire to expand the envelope in terms of performance, handling, luxury and sophistication, prompted the creation of an entirely new Legend—one that would surpass the enviable benchmarks established by its predecessor.

The 1991 Legend is, literally, new from the ground up. The one significant characteristic it does share with the earlier model is its design goal to be a thoroughly satisfying, driver-oriented, performance luxury sedan.

*J.D. Power and Associates 1987-1990 Customer Satisfaction with Product Quality and Dealer Service[®]. Based on one full year of ownership.







THE LEGEND IS SEDAN IN SILVER WHITE PEARL







PHILOSOPHY

ACURA AUTOMOBILES are conceived with the notion that driving is its own reward. This conviction lies at the core of our philosophy. And it's the inspiration that motivates the design of every Acura automobile.

Because we consider driving a serious activity, we tend to go to extremes. We don't accept compromises. And simply being as good as the best is, to us, to fall short of the mark.

That's why all Acura automobiles are equipped with all-independent double-wishbone suspensions, and engines that are equipped with four-valve technology, advanced induction systems and sophisticated Programmed Fuel Injection systems.

Nowhere is this striving for ever-higher levels of excellence better illustrated than in our commitment to Formula One racing. In the high-pressure environment of all-out competition at the very highest level, being merely as good as the best is just not good enough.

As a training ground for the engineers who design, build and maintain the engines that power the Marlboro McLaren Honda Formula One car, and as a high-speed laboratory to evaluate new technology, the Grand Prix circuit offers a unique opportunity not just to compete against the world's best, but to excel.

The results of involvement in Formula One racing—5 consecutive Constructors' World Championships and 4 consecutive Drivers' World Championships—are impressive. But they become truly noteworthy when you're behind the wheel of an Acura automobile. That's because what is taken away from Formula One is more than a title. It's technology. And it's evident with every turn of







AERODYNAMIC DEVELOPMENT is a very crucial component of an automobile's total performance potential—in some ways it is as important as a well-designed engine and suspension. The airflow acting on



AERODYNAMIC CONTOURING OF THE REAR DECK HELPS REDUCE TURBULENCE BY CONTROLLING THE AIRFLOW AS IT STREAMS OVER AND BEHIND THE LEGEND.

a vehicle body can have a negative impact on its performance, stability at highway speeds and fuel efficiency if it isn't properly managed. Because of its importance in these key areas, the Acura Legend has benefited from a demanding airflow development program both in the wind tunnel and on the test track.

The rigorous aerodynamic standards applied to the Legend, coupled with a bold contemporary design, have helped to create a graceful shape that cleanly penetrates the air with virtually no turbulence. It's a shape that looks as good on the road as it does to the instruments in the wind tunnel.

Each section of the body has been analyzed and carefully smoothed to achieve low aerodynamic drag. This was achieved by incorporating a number of design details: the low-profile grille and flush headlights produce barely a ripple as they knife through the wind-

stream; the generous glass area is nearly flush and gently rounded; the underbody is streamlined and the mechanical components have been tucked out of the way in order to give the wind unobstructed passage. And the trailing edge of the trunk lid spills the "exhaust" air smoothly behind the car.

This application of high technology to the careful sculpting of body surfaces has produced a shape which is both handsome and refined-looking as well as aerodynamically balanced—with low coefficients of lift, drag and yaw moment and resistance to crosswinds. The balance of these aerodynamic forces, achieved by thorough research, results in a feeling of stability and security for the driver.

An equally high level of technology was brought to bear on the surface finish of the Legend Sedan. It is evident in the extremely narrow gaps between body panels. In the precisely finished exterior moulding. And in the seamless integration of the bumpers to the body.

All this is capped off by an exacting 4-coat, 4-bake painting process, a process which actually involves 27 separate operations. It begins by bonding a tough, rust-inhibiting coating to the galvanized bare steel. Seams between panels are filled with a pliable material to block out moisture. Body cavities are injected with a special wax to effectively prevent rust from achieving a foothold. Specially formulated chip-resistant materials are applied to areas prone to stone damage. Then, each exterior layer of primer, paint and clear finish coat is applied by precision robotic spray-painting equipment and baked to a hard, smooth-as-glass brilliance.





INTERIOR

NO COMPONENT of a performance luxury sedan's interior is as important to the driver as the seat. This is, after all, where the driver will spend one hundred percent of the time in the car. The Legend seats are a masterpiece of ergonomic design. They strike the perfect balance of form, function, firm support and comfort—a balance that is crucial in a luxury sedan with the performance capabilities of the Legend.

Unlike most automobile seats, which are constructed almost entirely of foam, the Legend seats use a complex framework of steel springs as the support structure. This is overlaid with padding material of various densities to provide just the right combination of support and comfort. The center sections of the seat bottom and back use a more compliant material for comfort, while the bottom and side bolster areas use a firmer material for proper support.

In the best tradition of the finest leathercraft, the leather seat facing is gathered at the corners and the matched panels are sewn together with a smaller, tighter stitch pattern to enhance luxury.

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INTERIOR

THE INTERIOR of the new Legend is a finely orchestrated environment of subtle textures, tastefully muted colors and ergonomic elegance. It is an environment tailored to the demands of the road, while making no demands at all from the driver.

Designed around the needs of the driver, all controls are correctly positioned with pinpoint accuracy. Buttons and switches are within easy reach and engage with a precise, tactile response. The analog instruments have large, clearly legible dials that can be read at a glance. And the thick-spoked steering wheel has a telescopic adjustment for a perfect fit.

In Sedan and L models, the upholstery material is a deep pile moquette. Standard in the LS and optional in the L model is a soft leather upholstery for the seat facings, the door panel inserts and the center console. A special tanning process ensures a flawless, close-grained surface finish and a soft, luxurious texture comparable to that found in high-quality furniture.

The use of wood accents is a tradition that Acura feels imparts a warmth and elegance to a luxury automobile not possible with any other material. The LS model uses burl walnut on the center console and armrests. These walnut panels are individually hand-crafted by skilled artisans using a multi-layered process over a base of formed aluminum. The multiple layers provide a solid mounting platform for the walnut veneer, to ensure durability and to prevent splintering in the event of a severe collision. To achieve a deep, lustrous finish and a hard, scratch-resistant surface, craftsmen apply four coats of glossy, clear varnish in the final step of the finishing process.

FEATURES

TO COMPLEMENT the newly designed interior, Legend offers a wide range of luxury and convenience features. Standard on L and LS models is a new, power-operated sunroof with a thinner overall cross section to improve head room. The sunroof features a built-in wind deflector to reduce turbulence and a manual sliding sunshade to reduce radiant heat.

A new air conditioning/heating system is standard on all Legend models. The LS offers the added convenience of an Automatic Climate Control System that uses sensors to monitor the cockpit temperature and hold it at the preset value. The system's heating and cooling unit has a twin-fan blower assembly that increases the volume of air entering the passenger compartment.

Standard in Sedan and L models is an AM/FM stereo/cassette music system with Dolby[®] and an FM

diversity antenna system, while L models also have an equalizer and an anti-theft system. The radio is furnished with its own 5-digit security code set at the factory. If the radio is removed, all its functions are disabled and cannot be activated without entering the code. This system renders the radio unit useless if stolen.

Legend LS models come with a standard Acura/Bose[®] Music System with AM/FM stereo/cassette, Dolby[®] Dynamic Noise Reduction[®], an FM diversity antenna system and the same anti-theft system as the L-model radio. All stereo systems come with an automatic power antenna.

Standard convenience items on all Legend models include power door locks, cruise control, telescopic steering column, variable intermittent windshield wipers, side window defoggers and remote trunk and fuel-filler door releases. The illumination system includes a lighted trunk, ashtray, cigarette lighter and ignition switch, as well as lighted power window switches and seat belt buckles. For convenience, the standard package includes power door mirrors and power windows with a key-off feature and one-touch control for the driver's window. The power-off feature allows operation of the windows



THE OPTIONAL 4-SPEED AUTOMATIC TRANSMISSION FEATURES A COMPUTER-CONTROLLED SHIFT PROGRAM.

for several seconds after the ignition is switched off, while a one-touch feature lowers the driver's window with a single touch of the control button.

All Legend models feature a power height control for the driver's seat as standard equipment. L and LS models have an 8-way power driver's seat with 2-position memory, while the LS also offers a 4-way power passenger seat.

Also standard is the newly designed windshield wiper system. It features a dual-park position and benefits from the inclusion of snow clutches. The dual-park function was developed to lessen the possibility of the wipers becoming jammed in the down position due to snow or ice buildup, and the snow clutches protect the wiper motor from damage if the wipers ever do become frozen in place.

[®]Dolby is a registered trademark of Dolby Laboratories.



THE ACURA/BOSE[®] MUSIC SYSTEM ON LS MODELS OFFERS EXCEPTIONALLY CLEAN, POWERFUL SOUND, WITH REPRODUCTION APPROACHING THAT OF A LIVE PERFORMANCE. STANDARD FEATURES ON ALL LEGEND MODELS INCLUDE POWER WINDOWS AND DOOR LOCKS. LS MODELS HAVE AN 8-WAY POWER SEAT WITH TWO-POSITION MEMORY FUNCTION.



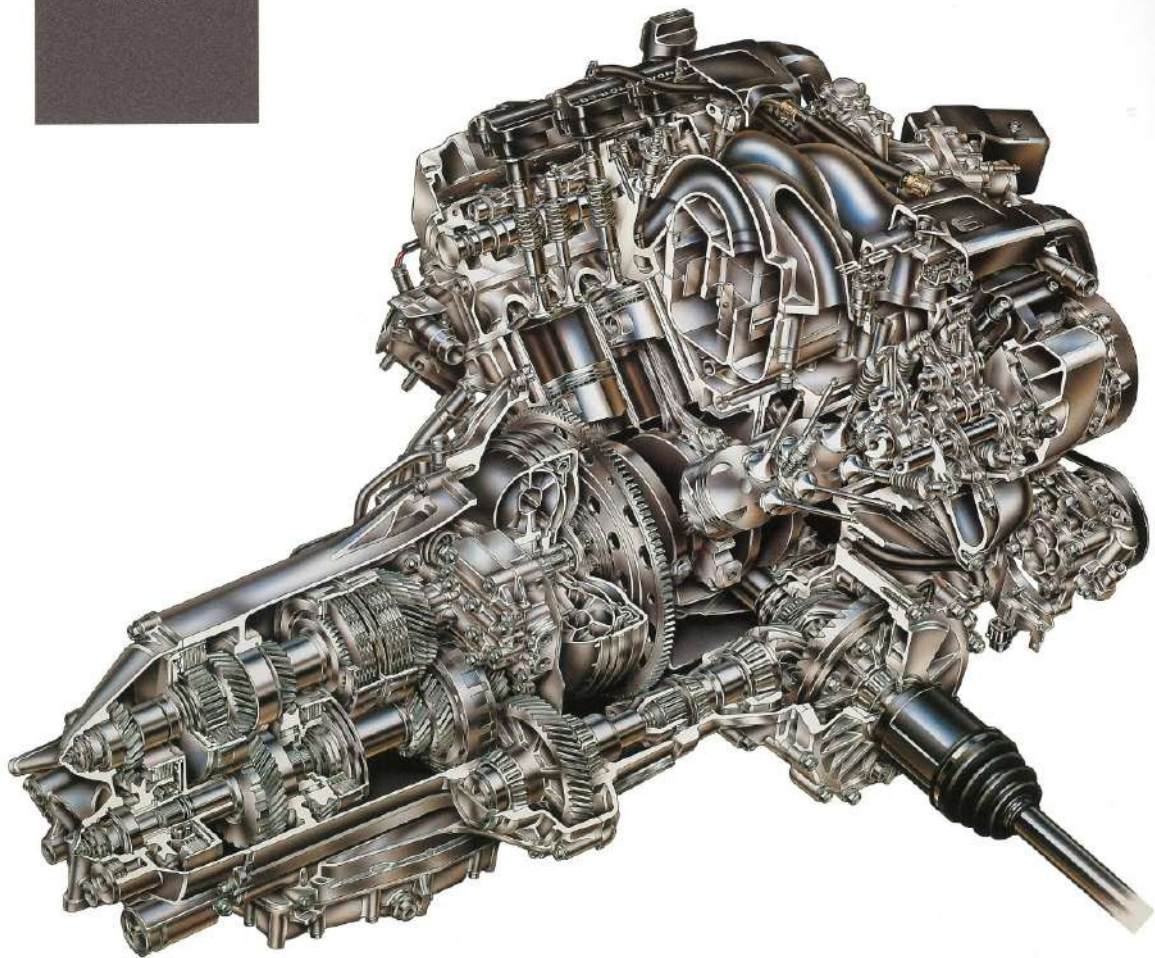








ENGINEERING
FEATURES



AT THE CORE of our philosophy is the conviction that all Acura automobiles must be performance oriented and rewarding to drive. Guided by this philosophy and inspired by some of the technical innovations created for the Acura NSX sports car, the 1991 Legend is a performance luxury sedan of remarkable agility and equally impressive balance.

In an effort to provide excellent handling and dynamic balance, the engineers adopted an innovative packaging approach for the engine and drivetrain of the Legend. The engine is now located longitudinally in the chassis as opposed to the transverse mounting in the previous Legend. This has the effect of moving the mass of the engine rearward, a favorable location which places the mass closer to the center of the car. As a result, the weight distribution is 60/40 front/rear, a weight balance that the engineers targeted as ideal for a front-wheel-drive automobile. Some of the benefits of this weight distribution include reducing understeer during cornering and improving braking stability. And the longitudinal location of the engine also results in reducing noise and vibration.

The reduction of noise and vibration levels is accomplished by using hydraulic front engine mounts and recalibrated, softer rear mounts. This is made possible by the engine mounts being set farther apart from each other in the longitudinal plane than they would be in the transverse engine location. As such, they more effectively resist the fore/aft torque that the engine imparts on the chassis due to weight transfer during dynamic maneuvers such as acceleration and braking.

By locating the engine longitudinally, the power flows rearward from the engine to the transmission. It is then routed forward to the newly designed differential, which distributes the power to the front wheels. An

additional advantage of this arrangement is an extended wheelbase which offers improved ride quality and an increase in passenger and luggage space.

Ordinarily, a longitudinal layout would sacrifice some interior space. In the Legend, though, this intrusion was limited to the area below the center tunnel due to the compact design of the all-aluminum V-6, thereby retaining greater interior space.

A newly designed 5-speed manual transmission is standard on all Legend models. It features a new forced lubrication oil pump for improved efficiency and a double-cone synchronizer for smoother shifting into second gear. For easier and quieter engagement, reverse gear is now synchronized. An oil cooler helps to lower the temperature of the transmission to reduce wear and improve durability.

An electronically controlled 4-speed automatic transmission is optional on all Legend models. It features a driver-selectable low hold system to enhance acceleration and overall performance. And to provide smooth shifting, the ignition is programmed to retard momentarily during upshifts and downshifts.

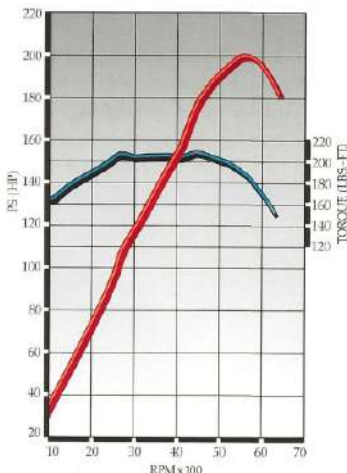
The performance innovations of the Legend are matched by an equally strong emphasis on even the smallest luxury-oriented details, which reward the driver and the passengers in a less overt, but by no means less significant, way. These features were designed to provide a subtle level of refinement and sophistication an owner can appreciate on a daily, ongoing basis.

One such feature is an extended side-sill garnish with an extra seal at the bottom of the door. This was designed to keep the lower part of the body clean by sealing out dirt, and thereby prevents soiling a pantleg or skirt when entering the vehicle.

The interior illumination system on LS models provides versatile lighting tailored specifically to the needs of a luxury car owner. Among its many features is the variable intensity courtesy lighting for the rear passengers. The volume of lighting can be reduced or increased

The engineering efforts devoted to both these large and small items have resulted in a remarkably competent luxury sedan that achieves high levels of performance, comfort and convenience. It is this blend of function and style which marks the Legend as a leader in the performance luxury sedan class.

WITH 200 HP AND 210 LBS.-FT. OF TORQUE, THE 24-VALVE V-6 ENGINE PROVIDES EXCEPTIONAL PERFORMANCE AND DRIVEABILITY.



DRIVETRAIN

THE POWERTRAIN GOALS for the second-generation Legend were truly ambitious. The target was to offer world-class levels of performance and mechanical refinement in a luxury sedan, while simultaneously decreasing noise and vibration levels.

To accomplish this, the designers began with a newly designed V-6 engine and adopted a fresh approach in packaging. The new Legend has the engine and transmission placed longitudinally in the chassis. This orientation was made to achieve higher structural rigidity targets and an ideal 60/40 weight distribution for improved dynamic and braking balance. Yet it still retains all the excellent traction and packaging advantages of a front-wheel-drive configuration.

INNOVATIVE DESIGN, REVOLUTIONARY TECHNOLOGY AND ELEGANT ENGINEERING COMBINE TO MAKE THE ACURA LEGEND THE NEW BENCHMARK FOR PERFORMANCE SEDANS.

The displacement of the new, all-aluminum 90° V-6 is 3206 cc, producing its peak 200 hp at 5500 rpm. The torque rating is 210 lbs.-ft. at 4500 rpm. The high power per liter was the result of a combination of factors including a high compression ratio of 9.6:1, an advanced Variable Induction System, an electronic Programmed Fuel Injection system, new valvetrain technology and reduction of internal friction. The reciprocating mass of valvetrain has been reduced by 15% to enhance overall



connecting rods was also reduced, and internal friction was cut by improvements in machining processes.

Similar to the induction system designed for the Acura NSX sports car, a special Variable Induction System was developed for the Legend. Depending on engine load and speed, the intake air is routed to one of three different induction tracts. The choice of the intake

this system enhances the production of both low-speed torque and high-end power output.

Other significant technologies include a Direct Ignition System with an individual coil for each spark plug for a hotter, more stable spark. The engine is also equipped with dual knock sensors for improved power without sacrificing reliability and durability. The engine is designed to operate with premium unleaded fuel, but should the tank be filled with gasoline of insufficient octane rating, the knock sensors will allow the engine to run safely by adjusting the ignition advance.

generation Legend engine but revs just as freely and smoothly, yields the same fuel efficiency and weighs virtually the same amount.

The 5-speed manual transmission features a number of new refinements such as revised internal componentry for smoother operation, a forced lubrication pump to improve efficiency and a larger diameter clutch to improve reliability. The optional electronically controlled 4-speed automatic transmission has crisper low-speed acceleration and higher operating efficiency due to a larger diameter torque converter and a larger oil flow path. A new shift program improves performance without sacrificing fuel economy.





in all the world's roads were straightened out, we would feel greatly deprived. Our reason is simple. We enjoy driving and we build cars for drivers who take it as seriously as we do. The 1991 Legend is very much a driver's car, built to reward and satisfy the type of driver who appreciates refined manners and agile response. In that sense it's very much like its predecessor. Only more so.

Although the double-wishbone suspension of the first-generation Legend is a model of civility, responsiveness and excellent handling, the goal for the 1991 Legend was to further improve the handling, enhance dynamic response and reduce noise and vibration.

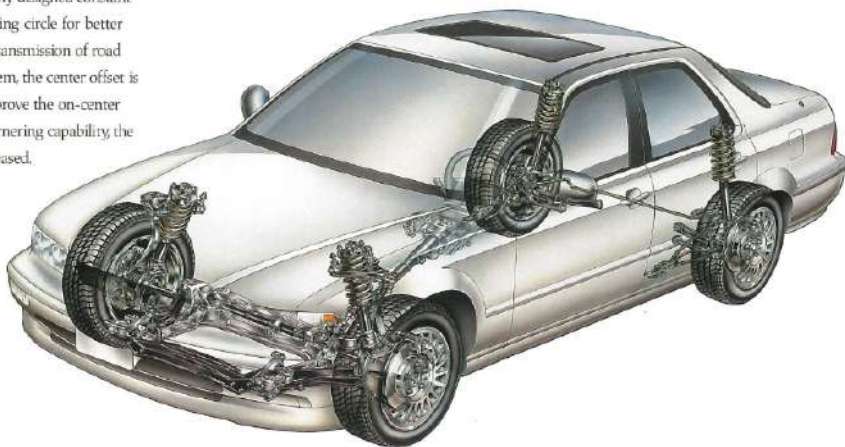
The new design is a racing-inspired, double-wishbone configuration. Based on technology learned in designing the NSX, a new lightweight aluminum subframe is used at the front. It is mounted to the chassis by means of eight specially tuned bushings which are designed to resist the deflection of the subframe under side loading, thereby minimizing wheel toe-change and enhancing handling precision. New L-shaped lower control arms combined with newly designed constant velocity joints allow a tight turning circle for better maneuverability. To reduce the transmission of road shocks through the steering system, the center offset is a very small 35 mm. And to improve the on-center feel, straight-line stability and cornering capability, the front wheel caster has been increased.



BORROWING TECHNOLOGY FROM THE NSX, THE LEGEND ALSO USES A LIGHT-WEIGHT RIGID CAST-ALUMINUM SUBFRAME TO MOUNT THE DRIVE-TRAIN.

The rear suspension is an all-new design that still retains the advantages of a double-wishbone layout. It features two lower control arms per side for excellent lateral location, and two trailing arms to improve the fore/aft location of the lateral arms. The trailing arms also help to counter the braking torque in order to improve balance. The net result of these refinements is a suspension that provides the Legend with an uncanny ability to cut a corner precisely, hold the road with stability and soak up uneven pavement with insolent ease.

THE ALL-INDEPENDENT DOUBLE-WISHBONE SUSPENSION SYSTEM HAS BEEN REFINED TO IMPROVE RIDE QUALITY AND HANDLING, AND TO FILTER OUT ROAD VIBRATION AND HARSHNESS.





To that end the Legend is equipped with the latest passive safety technology to reduce the potential for injury in the event of a collision. These systems are designed primarily to minimize the effects of "secondary" collisions which occur between the occupants and the interior of the automobile. To achieve this, the interior surfaces have been designed to be "friendly" with soft materials that dissipate impact loads.

The primary method of occupant protection, however, is the three-point seat belt system. This system incorporates a direct clamping mechanism which further



THE FULLY BRACED STRUCTURE OF THE LEGEND UNITS OFFERS EXCELLENT FRONT, REAR AND SIDE OCCUPANT PROTECTION.

enhances the already excellent occupant-restraining capabilities of the proven three-point belt system. Each seat belt reel is equipped with a deceleration sensor working with an internal cam-and-ratchet mechanism to clamp the belt tightly, thereby substantially reducing the amount of spool-out that can occur during deceleration. This locking system reduces the forward motion of the occupant in an impact.

In addition to this, all 1991 Legend models offer a driver's side air bag Supplemental Restraint System (SRS). A significant innovation is the addition of a dual air bag system in the LS model. This system has a passenger's side air bag in addition to the steering wheel-mounted air bag for the driver. The passenger's side air bag in the Legend is mounted on top of the dash, leaving space for a glove compartment.

The passenger's air bag deploys more slowly than the driver's side air bag—60 milliseconds compared to 30 milliseconds—to allow a programmed, more gradual inflation process that reflects the greater distance the

passenger's side air bag has to travel to reach the driver's side of the car. The inflation time of the passenger's side air bag is crucial for proper deployment. The bag is designed to inflate first upward against the windshield and then forward toward the passenger in order to form a large cushioning surface, which protects the passenger from a possible impact against the windshield. The passenger's side air bag also has a larger volume than the driver's side air bag (5.3 cu.ft. vs 2.1 cu. ft.) because it has to fill a much greater area to provide the proper cushioning for the passenger.

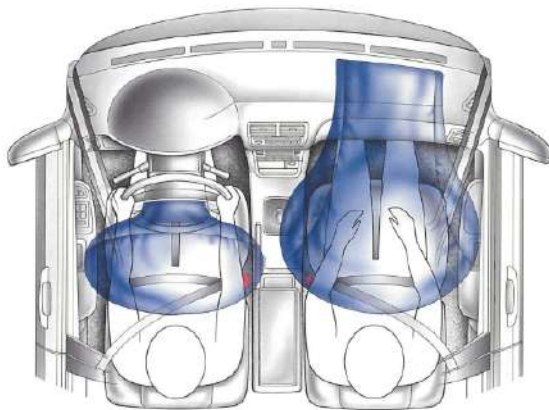
Both air bags are triggered by the same set of sensors and are designed to deploy at impacts equivalent to a 10 mph, or greater, frontal barrier crash.

To reduce occupant injury in the event of a side impact, the Legend is equipped with a newly designed, variable-section door beam. This door beam is constructed of high-strength steel with a thick cross section in the center where the load is heaviest. It is mounted diagonally across the door, with the front located close to the door hinge and the rear fastened close to the lock, a position that more efficiently transfers a collision load onto the body rather than the passenger compartment.

While these passive systems are designed to reduce injury during a collision, an active system, anti-lock braking, which is standard on all models, is designed to help the driver avoid the possibility of a collision. This Honda-designed Anti-Lock Braking System uses a sensor at each wheel to detect wheel lockup. A sophisticated electronic processing unit controls the brake hydraulic system which modulates, or pulses, brake-line pressure. As a result of this brake-line pressure modulation, the wheels continue to rotate during maximum braking effort, helping the driver to retain directional control.

To help ensure reliable braking performance under less-than-maximum braking effort, all Legend models are equipped with four-wheel disc brakes.

STANDARD ON ALL LEGEND MODELS IS A DRIVER'S SIDE AIR BAG. LEGEND LS MODELS COME WITH A DRIVER'S SIDE AND FRONT PASSENGER'S SIDE AIR BAG. THIS SUPPLEMENTAL RESTRAINT SYSTEM (SRS) IS ONE OF THE MOST ADVANCED SAFETY SYSTEMS AVAILABLE.





STRUCTURAL RIGIDITY plays a very important role in a number of crucial areas. These include a vehicle's handling, its ability to effectively filter out noise and vibration and its impact protection.

Without a solid structure, which is free of flex and torsional distortion, a suspension cannot properly maintain its precise calibrations. And unless it can resist the bending and twisting loads imposed by bumps and irregular road surfaces, a structure with insufficient rigidity will generate squeaks and rattles. And, of course, a rigid structure is extremely important in helping to dissipate and absorb impact forces. The key to the structure designed for the Legend is that it is both rigid and light.

The goals of high body rigidity and light weight are in many ways mutually exclusive. Conventional wisdom dictates that you can have one, but only at the expense of the other. Or so it would appear. A case in point is the rigidity of the 1991 Legend. It stands as conclusive evidence that you can occasionally have your cake and eat it too. And not gain an ounce.

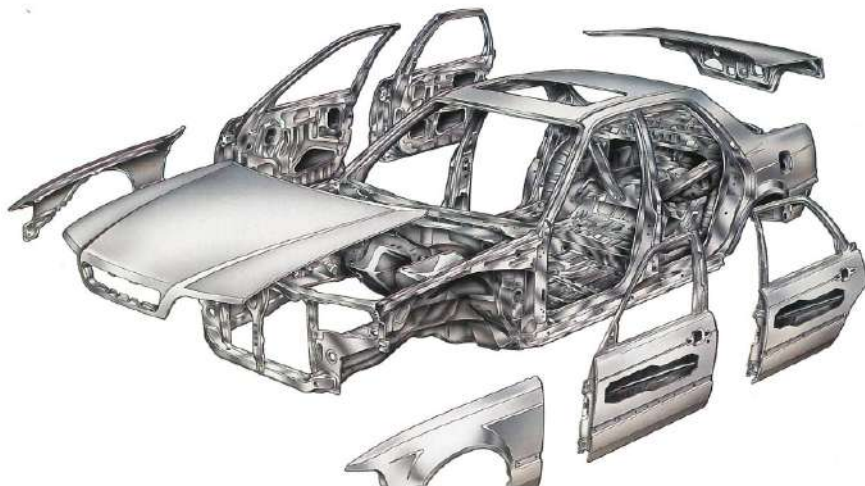
The structural engineers began with the rigidity of the first Legend as a baseline, already acknowledged as being among the best in its class, and set before them the task of improving it. The one restriction they placed on the project was that the weight of the body had to be kept the same. Through the use of sophisticated computer analysis, they concluded that selective improvements in specific areas contributed significantly to overall rigidity without adding to overall weight.

The one-piece side door frames, as well as the doors, roof and rear fenders, are made of a thicker steel than would normally be used. These thicker panels also provide an extra measure of protection against minor dents. The body pillars are interconnected by horizontal structural members where possible, and the frame areas are connected by smooth members of constant cross section. As a result, cabin rigidity has been increased by 27 percent. To reduce noise and vibration, the C-pillars are foam-filled, and four honeycomb panels are installed

in the floorpan just ahead of the front and rear seats. This light but extremely strong honeycomb material is commonly used in the aircraft industry but is unique in automotive design and manufacturing.

To help minimize injury to the occupants in the event of a frontal collision, the front frame members are straight section. This was made possible by the longitudinal orientation of the engine and drivetrain. As a result, cabin deformation has been significantly reduced in both frontal and offset barrier crash testing.

THE LEGEND UNIT-BODY STRUCTURE HAS BEEN ENGINEERED USING THE LATEST STRUCTURAL ANALYSIS TECHNIQUES AND CAD-CAM TECHNOLOGY, RESULTING IN HIGH STRENGTH WITHOUT EXCESS WEIGHT.







SPECIFICATIONS

ENGINE AND ELECTRICAL

Engine type	3.2-liter SOHC, 24-valve V-6
Horsepower/SAE net	200 hp @ 5500 rpm
Torque, SAE net	210 lbs.-ft. (290 kg-m) @ 4500 rpm
Redline	6300 rpm
Fuel Cutoff	6500 rpm
Bore & Stroke	3.54x3.31 in. (90.0x84.0 mm)
Displacement	196 cu. in. (3206 cc)
Compression Ratio	9.6:1
Induction System	Programmed Fuel Injection (PGM-FI) with Variable Induction System
Valvetrain	4-valves per cylinder, hydraulic clearance adjusters, single overhead camshaft-per-cylinder bank, driven by single belt
Engine Block	Aluminum alloy with cast-iron cylinder liners
Cylinder Heads	Aluminum alloy
Emission Control	3-way catalyst/EGR/AV
Ignition System	Electronic Direct Ignition with dual knock sensors (1 per bank)
Alternator	12V, 110 amp. max.
Battery	12V, maintenance-free
Recommended Fuel	Premium unleaded; knock sensors allow use of regular unleaded with reduced performance

BODY/SUSPENSION/CHASSIS

Body Type	All-steel unit body
Rear Suspension	Independent double wishbone with coil springs and stabilizer bar
Rear Suspension	Independent double wishbone with dual trailing arms, coil springs and stabilizer bar
Shock Absorbers	Hydraulic gas-pressurized with Honda Progressive Valve (HPV), front and rear
Stabilizer Bars	Tubular 1.13 in. diam. x 14 in. wall thickness (28.6 mm x 3.5 mm), front 0.75 in. diam. x 12 in. wall thickness (19.1 mm x 3.0 mm), rear
Steering Type	Rack-and-pinion, speed-sensitive, power-assisted
Steering Wheel Turns, lock-to-lock	3.64
Turning Circle, curb-to-curb	34.8 ft. (10.6 m)
Wheels	Cast aluminum alloy, 6J x 15
Tires	Michelin MXV 205/60 R15 90V V-rated
Braking System	Dual-diagonal, power-assisted 4-wheel disc brakes
Front Discs	Ventilated, 11.1 in. (282 mm) diameter, 23 mm rotor thickness
Rear Discs	11.1 in. (282 mm) diameter, 9 mm rotor thickness
Skid Pads	Front: 229.2 sq. in. (1479 cm ²) Rear: 186.8 sq. in. (1205 cm ²)
Parking Brake	Drum-in-disc type, mechanically actuated on rear wheels
Anti-Lock Braking System	Hydraulic designed system with 4 wheel-speed sensors and electronic/hydraulic control unit

DRIVE/TRAFFIC

Type	Longitudinal front-engine/front-wheel drive with equal-length halfshafts	
TRANSMISSIONS	5-SPEED MANUAL	4-SPEED ELECTRONICALLY CONTROLLED AUTOMATIC WITH LOCKUP TORQUE CONVERTER
Ratios (1)		
1st	2.937	2.476
2nd	1.692	1.451
3rd	1.000	0.973
4th	0.768	0.630
5th	0.561	
Reverse	2.200	1.761
Final Drive	4.505	4.357

CAPACITIES

Coolant	4.8 U.S. quarts (4.5 liters) w/ fill capacity including filter
Cooling System	
Manual transmission	9.3 U.S. quarts (8.8 liters)
Automatic transmission	9.2 U.S. quarts (8.7 liters)
Fuel Tank	19.0 U.S. gallons (68 liters)

EXTERIOR DIMENSIONS

Wheelbase	114.6 in. (2910 mm)
Track, Front	61.0 in. (1550 mm)
Track, Rear	60.6 in. (1540 mm)
Length	184.9 in. (4695 mm)
Width	71.3 in. (1810 mm)
Height	55.1 in. (1400 mm)
Minimum Ground Clearance	6.0 in. (153 mm)
Curb Weight:	
Manual transmission	3455 lbs. (1567 kg)
Automatic transmission	3486 lbs. (1581 kg)
Weight Distribution, % front/rear	60/40
Coefficient of Drag (Cd)	0.34
Coefficient of Lift (Cl)	0.17
Frontal Area (A)	23.03 sq. ft. (2.14 sq. m)
Air Drag Coefficient (Cd x A)	0.72
Bumpers, front/rear	5 mph

INTERIOR DIMENSIONS

FRONT	
Head room	38.5 in. (977 mm) with sunroof 39.3 in. (997 mm) without sunroof
Leg room	42.7 in. (1084 mm)
Hip room	53.6 in. (1362 mm)
Shoulder room	56.3 in. (1430 mm)
REAR	
Head room	36.5 in. (928 mm) with sunroof 37.2 in. (946 mm) without sunroof
Leg room	33.5 in. (850 mm)
Hip room	56.0 in. (1423 mm)
Shoulder room	55.4 in. (1432 mm)

FUEL ECONOMY

EPA Mileage	18/26 mpg (5-speed), 19/23 mpg (Automatic)
City/highway	

Use for comparison purposes only. California figures are the same. Your mileage may vary.

WARRANTIES

Vehicle	3-year/36,000-mile limited warranty
Outer Body Rust-Through	3-year/unlimited-mile limited warranty
Ordinary maintenance items or adjustments, parts subject to normal wear and replacement, and certain items are excluded. See your Acura dealer for the terms and conditions of limited warranties.	

ENGINEERING FEATURES

	SEVEN	L	LS
3.2-liter, SOHC, 24-valve, 90° V-6 engine	•	•	•
Aluminum-alloy cylinder heads and engine block with cast-iron cylinder liners	•	•	•
Hydraulic valve adjusters	•	•	•
Programmed Fuel Injection (PGM-FI)	•	•	•
Electronic Direct Ignition with dual knock sensors	•	•	•
Variable Induction System	•	•	•
5-speed manual transmission	•	•	•
4-speed electronically controlled automatic transmission with programmed lockup torque converter	Opt	Opt	Opt
4-wheel independent double wishbone suspension	•	•	•
Electrically controlled, rack-and-pinion, speed-sensitive, power-assisted steering	•	•	•
Cast-alloy wheels	•	•	•
Michelin MXV 205/60 R15 90V V-rated tires	•	•	•
4-wheel disc brakes with ventilated front discs	•	•	•
Anti-Lock Braking System	•	•	•
Control Blade Steering System (C2S) Active air flow	•	•	•

EXTERIOR FEATURES

	Sedan	L	LS
Body-colored front and rear bumpers	•	•	•
Blue-tinged glass	•	•	•
Bronze-tinged glass	•	•	•
Dual power-operated door mirrors	•	•	•
Heated door mirrors	•	•	•
Protective body-side moldings	•	•	•
Black	•	•	•
Body-colored	•	•	•
Anti-swing bottom door guards	•	•	•
Rear window defroster with timer	•	•	•
Galvanized body panels	•	•	•
4-coat, 4-bake paint	•	•	•
Flush-mounted halogen headlights	•	•	•

INTERIOR FEATURES: SEATING AND TRIM

	Sedan	L	LS
Full moquette upholstery	•	Opt	•
Leather-trimmed interior	•	Opt	•
Buited walnut trim, console and power window controls	•	•	•
Driver's seat with adjustable lumbar support, power height adjustment	•	•	•
Driver's 8-way power seat with adjustable lumbar support and memory	•	•	•
Passenger's 4-way power seat	•	•	•
Heads and tilt-adjustable front headrests	•	•	•
Rear headrests	•	•	•
Height and tilt-adjustable rear headrests	•	•	•
Folding rear center armrest	•	•	•
Car-pile carpeting, fully carpeted trunk	•	•	•

INTERIOR FEATURES: COMFORT AND CONVENIENCE

	Sedan	L	LS
Air conditioning	•	•	•
Automatic Climate Control	•	•	•
AM/FM stereo/cassette, Dolby® FM diversity antenna system, equalizer, anti-theft feature	•†	•	•
Acacia/Bose® Music System, AM/FM stereo/cassette, Dolby® Dynamic Noise Reduction™ (DNR), FM diversity antenna system, anti-theft feature	•	•	•
Steering wheel remote control of audio system	•	•	•
Automatic power antenna	•	•	•
Pre-wired for CD player or changer	•	•	•
Trunk-mounted six-disc CD changer	Opt	Opt	Opt
In-dash CD player	Opt	•	•
Pre-wired for telephone	•	•	•
Custom-designed cellular phone with steering wheel control module, voice-aided functions	•	Opt	Opt
Power-operated sunroof with sliding shade	•	•	•
Power windows with key-off feature	•	•	•
Power door locks	•	•	•
Cruise control	•	•	•
Security system	•	•	•
Telescopic steering column	•	•	•
Variable intermittent windshield wipers	•	•	•
Side window defoggers	•	•	•
Remote trunk/fuel-filler door releases	•	•	•
Lighted trunk, ashtray, cigarette lighter, power window switches, seat belt buckles and ignition switch	•	•	•
Lighted locking glove compartment	•	•	•
Overhead map lights	•	•	•
Illuminated entry system	•	•	•
Dual illuminated vanity mirrors plus center visor	•	•	•
Rear compartment reading lights	•	•	•
Front-door storage	•	•	•
Center console with armrest/covered storage compartment	•	•	•
Front passenger assist grip	•	•	•
Rear magazine pockets	•	•	•
Optional accessories	•	•	•

EXTERIOR/INTERIOR COLORS AND TRIM

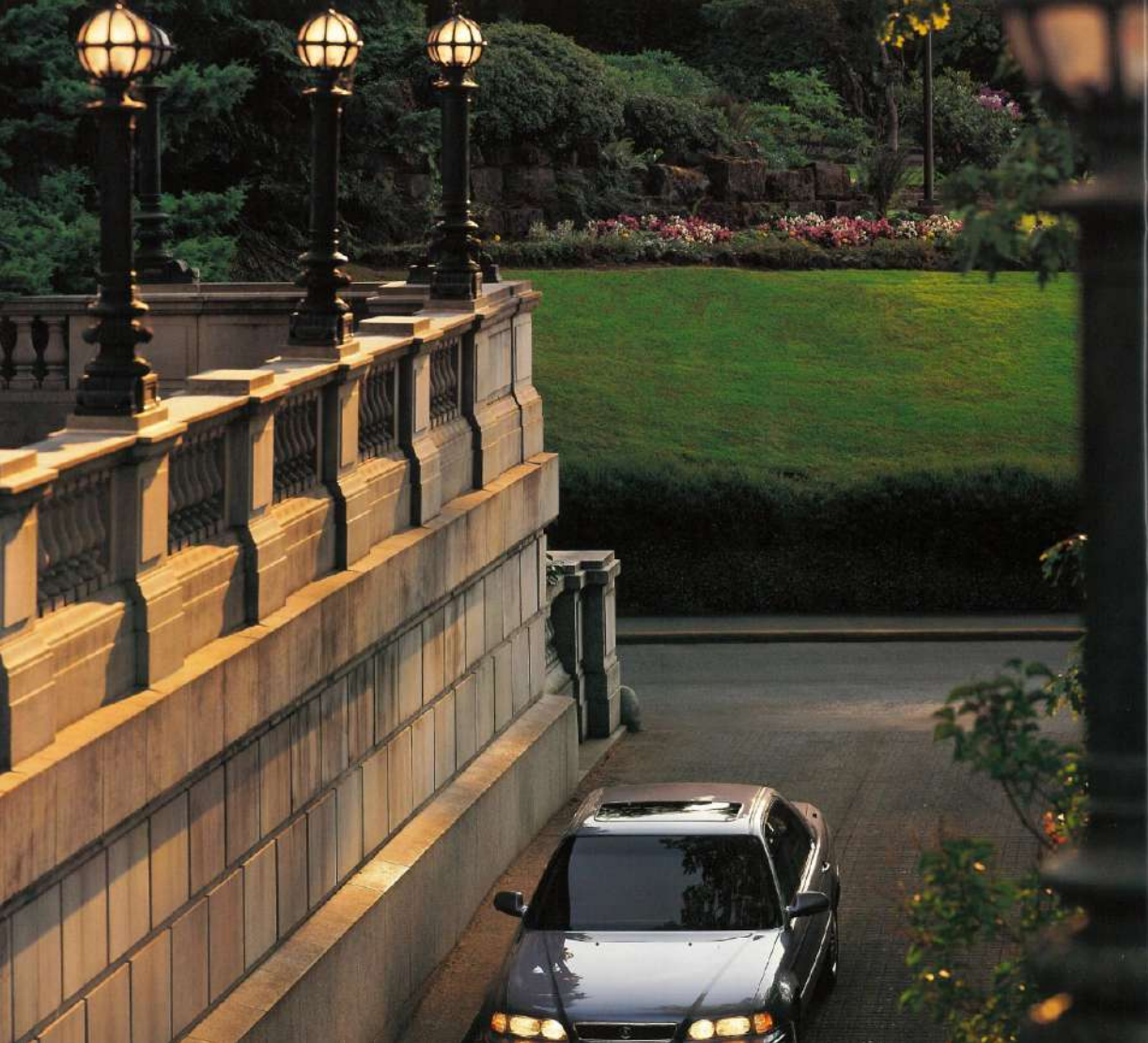
EXTERIOR	Sedan†	INTERIOR L	LS
Frost White	Ivory	Ivory/ Blue	
Serena White	Δ		Ivory/ Blue
Persian Red	Δ	Ivory	Ivory
Vineyard Gray	□		Taupe
Charcoal Granite	□		Ivory/ Black
Granada Black	Δ		Ivory/ Black
Rosewood Bronze	□	Taupe	Taupe
Golden Glow	Δ		Ivory
Cobalt Blue	Δ	Blue	Ivory/ Blue
Twilight Blue	□		Blue
Genova Green	Δ		Ivory

☐ Moquette fabric
☐ Moquette fabric leather-trimmed
☐ Leather-trimmed

☐ Metallic
☐ Real

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EVERY LEGEND has been built and thoroughly tested to be dependable under a wide variety of conditions. It is equipped with a number of advanced systems designed to provide years of reliable service. These are sophisticated systems which Acura dealers and their service technicians have been specially trained and equipped to maintain, service and repair. They have attended the latest factory training seminars and are regularly briefed on the latest procedures and techniques to keep the Legend operating at peak efficiency.

As evidence of their dedication to Acura customers, Acura has ranked number one in the J.D. Power and Associates Customer Satisfaction Index[®] for the fourth year in a row—every year Acura has been eligible.*

The Acura service system is a team effort. Dealers are supported by technical experts at Acura Division headquarters who can provide help and advice whenever needed. Should the Legend require service when a dealer is not nearby, a toll-free call to the Acura Customer Assistance Center will put the Legend owner in touch with a customer service representative who will instruct the owner on how to obtain service.

To avoid keeping a customer waiting, each Acura dealer has a comprehensive inventory of service parts. But there may be a rare occasion when a particular component is out of stock. In that event, the parts department has immediate access by computer to a nationwide network of parts warehouses and can often have parts delivered within 24 hours.

All Acura automobiles are covered by a 36-month or 36,000-mile limited warranty, whichever comes first. Under this warranty, Acura Division will repair or replace, free of charge, any factory-installed part that proves to be defective in materials or workmanship[†].

With its blend of power and handling, high level of luxury equipment and remarkable attention to even the smallest detail, the 1991 Acura Legend has established a new benchmark for performance luxury sedans.

J.D. Power and Associates 1987-1990 Customer Satisfaction with Product Quality and Dealer Service. Based on one full year of ownership. *See your Acura dealer for details.







