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| **OVERVIEW** |

Acura’s all new ILX compact luxury sedan is designed to provide Canadians with a true gateway to the luxury market. The 2013 ILX, Acura’s latest highly contented compact luxury sedan provides solid performance with distinctive styling. Featuring a windswept exterior design with 5-passenger cabin, a flat-bottom unit body that minimizes aerodynamic drag and a choice of three powertrains – including Acura’s first gasoline-electric hybrid – the new ILX is designed to provide high levels of value with luxury appointments. The ILX is every bit an Acura, designed and equipped from the ground up to satisfy Acura customers with benchmark new technologies in its class.

**YOUTH WITH MATURITY**

The target customers for the new ILX are the younger members of Generation X and members of Generation Y – successful 20- and 30-somethings moving into the luxury car ranks but looking for high-value propositions in their purchases. They are young business professionals who are most likely single or soon to be married. They live in larger cities, are still in touch with a youthful mindset and lifestyle, and yet now embrace adult proprieties and values. In short, like the ILX, they embody “youth with maturity.”

Style, substance, performance, efficiency and environmental stewardship are all important to these emerging luxury customers, and the Acura ILX combines all of these qualities in one vehicle below the $30,000 price point that is considered a true gateway to luxury.

**THE COMPETITION**

Competition is fast evolving in the entry-level luxury segment that the ILX will be competing in. Key competitors for the new ILX include vehicles such as the Audi A3 and the Lexus CT200h. More than any other arena in the luxury car category, this segment is exceptionally price and value conscious, making the ILX’s standard and available features even more essential.

**STANDARD AND AVAILABLE FEATURES**

The ILX model range includes three separate versions with different powertrains. This gateway vehicle features a 150-horsepower 4-cylinder 2.0-litre engine that comes highly equipped with standard features such as automatic climate control, a Sequential SportShift 5-speed automatic transmission and unique Amplitude Reactive Dampers for outstanding ride quality. The ILX 2.4-litre engine features the robust performance of a 2.4L inline 4-cylinder engine with 201-horsepower, a quick-shifting 6-speed manual transmission, and 17-inch diameter wheels. The ILX Hybrid utilizes an efficient 1.5-litre 4-cylinder engine that teams with an electric motor to produce 111 horsepower while also achieving estimated fuel economy of 4.8 L/100 km on the highway.

In addition to the long list of standard features, available upgrades to ILX include a Premium Package and a Technology Package, which contain features such as an Acura/ELS Surround® Premium Audio System, HID headlights, navigation system, leather seating and more.

Safety is a design tenet that is critically important to the Acura Division. Accordingly, the new ILX includes numerous safety systems and designs to protect not only the vehicle occupants, but also occupants of other vehicles as well as pedestrians. Some of these safety items include an Advanced Compatibility Engineering™ (ACE)™ body structure, a complement of airbags, and Vehicle Stability Assist™ (VSA®) with a new Motion Adaptive Electric Power Steering system designed to help the driver avoid trouble. Internal testing\* indicates that the ILX should achieve top safety ratings in both U.S. government (NHTSA) and the independent Insurance Institute for Highway Safety (IIHS) crash tests, including a “5-Star” overall vehicle score from NHTSA and a *TOP SAFETY PICK* designation from the IIHS.

\*The 2013 ILX had not been crash tested as of March 2012. However, based on internal tests, Acura expects that the ILX will receive a 5-STAR Overall Vehicle Score in governmental testing and GOOD ratings in all tests by the independent Insurance Institute for Highway Safety.

**NEW ACURA TECHNOLOGIES**

For 2013, the ILX introduces a host of technologies that help advance fuel efficiency, comfort, convenience and safety. Some of the key features include:

**All Models**

* Unit-body construction with flat-bottom design
* High-density catalytic converter with lower use of precious metals
* Battery Management System (BMS)
* VSA® with Motion Adaptive Electric Power Steering (EPS)
* Amplitude Reactive Dampers for ride comfort and precision handling
* Active Noise Control system (Premium and Technology packages, except Hybrid)
* One-touch turn signal system
* SMS text messaging feature

**ILX 2.0L**

* 2.0-litre, SOHC, inline 4-cylinder engine
* Sequential SportShift 5-speed automatic transmission

**ILX 2.4L**

* 2.4-litre, DOHC, inline 4-cylinder engine
* 6-speed close-ratio manual transmission

**ILX Hybrid**

* 1.5-litre, SOHC, inline 4-cylinder engine

##### Continuously Variable Transmission (CVT) with Paddle Shifters

* First-ever Acura model with hybrid powertrain
* Fifth-generation of hybrid system with electric motor
* Lithium-ion battery technology

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| **POWERTRAIN** |

Acura has long been known for its world-class engine technology and a continuous process of innovation and improvement. At the core of Acura’s powertrain engineering is the ongoing pursuit of greater performance, enhanced fuel economy and low emissions. The 2013 ILX embodies this ongoing effort with a trio of available gasoline and hybrid powertrains that offer unique solutions for different buyers.

An advanced 150-horsepower, 2.0-litre i-VTEC® engine is standard in the ILX, coupled with a Sequential SportShift 5-speed automatic transmission. The performance-oriented ILX is powered by a 2.4-litre DOHC i-VTEC® 4-cylinder engine producing 201 horsepower that is transferred through a 6-speed close-ratio manual transmission. And finally, the ILX Hybrid is powered by a 111-horsepower, ultra-efficient 1.5-litre i-VTEC® engine that teams with an integrated electric motor and a Continuously Variable Transmission (CVT).

All ILX models have Acura’s new Battery Management System (BMS) that is designed to reduce the chance of a dead battery as well as to help increase the service life of the battery.

**ILX POWERTRAIN**

The ILX is powered by a Single Overhead Camshaft (SOHC) 2.0-litre inline 4-cylinder engine with 16 valves, i-VTEC® and a dual-stage intake manifold. The 2.0L produces 150 horsepower at 6,500 rpm and 140 lb.-ft. torque at 4,300 rpm. The low-emission engine returns estimated city/highway/combined fuel economy ratings of 8.6/5.6/7.2 L/100 km with its 5-speed automatic transmission.

**ILX 2.0L POWERTRAIN AT A GLANCE**

##### **Engine**

* 2.0-litre, SOHC, aluminum inline 4-cylinder engine
* 150 hp at 6,500 rpm and 140 lb.-ft. of torque at 4,300 rpm
* 16-valve, SOHC, with i-VTEC® "intelligent" valve-control system
* Computer-controlled Programmed Fuel Injection (PGM-FI)
* Maintenance Minder™ system
* 160,000 kilometre tune-up intervals
* Estimated city/highway/combined fuel economy of 8.6/5.6/7.2 L/100 km

##### **Drivetrain**

* Sequential SportShift 5-speed automatic transmission
* Front-wheel-drive (FWD)

**ILX 2.4L POWERTRAIN**

The ILX 2.4L is powered by a dual overhead cam (DOHC), 2.4-litre inline 4-cylinder engine that uses 16 valves, i-VTEC® valvetrain system and a specially tuned intake manifold. The engine produces 201 horsepower. The i-VTEC® "intelligent" valve-control system, unique friction-reducing technologies and extensive weight control measures helps the ILX simultaneously deliver spirited acceleration, good fuel economy and low exhaust emissions.

Even with its impressive horsepower and torque figures, the 2013 ILX 2.4L has an EPA-estimated city rating of 9.8 L/100 km and 6.5 L/100 km on the highway.

The ILX 2.4L is available exclusively with a 6-speed manual transmission with a short-throw shifter. Designed to be compact and lightweight, the 6-speed has also been engineered to provide the quick and precise shift action of a performance transmission. The manual transmission also includes a clutch with a torsion mechanism that enhances clutch refinement in terms of engagement and feel.

**ILX 2.4L POWERTRAIN AT A GLANCE**

##### **Engine**

* 2.4-litre, DOHC, inline 4-cylinder engine
* 201 hp at 7,000 rpm and 170 lb.-ft. of torque at 4,400 rpm
* i-VTEC® "intelligent" valvetrain system
* Computer-controlled Programmed Fuel Injection (PGM-FI)
* Maintenance Minder™ system
* 160,000 kilometre tune-up intervals
* Estimated city/highway/combined fuel economy of 9.8/6.5/8.3 L/100 km

**Transmission**

* 6-speed manual transmission
* Front-wheel-drive (FWD)

**ILX HYBRID POWERTRAIN**

Acura’s first-ever hybrid drivetrain system uses a gasoline engine as the primary source of power while an electric motor provides additional power and electricity regeneration capability. The system consists of a 1.5-litre i-VTEC® 4-cylinder engine connected to an integrated electric motor and a Continuously Variable Transmission (CVT). A Lithium-Ion (Li-Ion) battery pack is used to capture and store electricity for the 23-horsepower (17.2 kilowatt) electric motor. Together, the gasoline engine and electric motor team to produce 111 horsepower at 5,500 rpm and 127 lb.-ft. of torque between 1,000-3,500 rpm.

Depending on conditions, during acceleration the 1.5L engine (or the engine and electric motor together) propel the vehicle. During cruising, the gasoline engine and/or the electric motor can propel the vehicle. During braking, the gasoline engine deactivates and the electric motor acts as generator to replenish the battery pack. At a stop, the engine can enter an idle-stop mode to save fuel and reduce emissions, and the engine remains off until the brake pedal is released.

The ILX Hybrid has estimated city/highway fuel economy of 5.0/4.8 L/100 km.

**ILX HYBRID POWERTRAIN AT A GLANCE**

##### **Engine**

* 1.5-litre, SOHC, inline 4-cylinder engine
* 111 hp at 5,500 rpm and 127 lb.-ft. of torque between 1,000-3,500 rpm
* Single overhead camshaft (SOHC) head with 2-valves per cylinder
* i-VTEC® valvetrain control system
* Variable Cylinder Management™
* “Intelligent” Sequential Ignition with two spark plugs per cylinder
* Computer-controlled Programmed Fuel Injection (PGM-FI)
* Maintenance Minder™ system
* 160,000-kilometre tune-up intervals

##### **Integrated Electric Motor**

* 23-horsepower (17.2 kilowatt) ultra-thin DC brushless motor
* High-power lithium-ion battery
* Intelligent Power Unit (IPU)
* Automatic Idle Stop
* Regenerative braking

##### **Emissions / Fuel Economy**

* Estimated (city/highway/combined) fuel economy of 5.0/4.8 L/100 km

##### **Drivetrain**

##### Continuously Variable Transmission (CVT) with Paddle Shifters

* Front-wheel-drive (FWD)

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| BODY |

Sleek, sporty and aerodynamically efficient, the exterior of the all-new Acura ILX combines luxury, performance and efficiency. Design is critical to luxury car buyers, but increasingly, also is fuel economy. The Acura ILX delivers both with a wide, low stance and bold striking lines which make it aerodynamically efficient, and also immediately recognizable as an Acura.

The ILX is 4550 mm (179.1”) in length and rides on a 2670-mm (105.1”) wheelbase. Broad-shouldered and aggressively proportioned, its 1509-mm (59.4”) front/1532-mm (60.3”) rear track teams with standard 16-inch aluminum or available 17-inch aluminum wheels and tires to fill the fender wells. Body width is 1794 mm (70.6”) and the overall height is sleek 1412 mm (55.6”).

**ADVANCED COMPATIBILITY ENGINEERING BODY STRUCTURE**

The Advanced Compatibility Engineering™ (ACE™) body structure is a pioneering unit-body construction technology. ACE™ helps maximize the vehicle’s ability to disperse crash energy in a frontal collision and is designed to help deliver top safety ratings.

**RIGID UNIT-BODY CONSTRUCTION AND ENERGY-ABSORBING CRUSH ZONES**

An aerodynamic unit-body structure plays a strong role in helping the ILX deliver a smooth, quiet ride and a fun-to-drive character, along with high fuel economy and projected top safety ratings. The rigid body allows for noise and other disturbances to be more efficiently isolated by bushings and other dampers throughout the vehicle.

**HIGH-STRENGTH STEEL (HSS)**

The Acura ILX utilizes high strength steel (HSS) in 62% of its body structure that helps generate a smooth ride, crisp handling and long-term durability. This high-grade steel adds the required strength for these enhancements without adding excessive weight.

**ALUMINUM BODY COMPONENTS**

Aluminum stampings are used in numerous locations to help reduce the curb weight of the ILX as well as to improve handling, fuel economy and emissions. Aluminum body components include the hood, front bumper beam on all ILX models and on the rear bumper beam on ILX hybrid model.

**AERODYNAMIC EFFICIENCY**

Superb aerodynamic refinement improves fuel economy, interior quietness, handling stability and emissions. Key aerodynamic features include:

* **Front Fascia** – A spoiler located at the lower edge of the front fascia reduces aerodynamic drag and lift, which helps improve steering feel at high speeds.
* **Front Bumper Cover** – Optimizing the front bumper corner shape reduces aerodynamic drag.
* **A Pillars** – Streamlined A-pillars reduce turbulence, aerodynamic drag and wind noise.
* **Wheel Strakes** – Located ahead of the front and rear wheels, special aero strakes help move air smoothly around the tires, reducing side aerodynamic drag.
* **Full Undercover** – To smooth airflow underneath the ILX, an undercover starts behind the front fascia, extends under the engine, transmission (excluding 2.4L), cabin (on all models) and fuel tank (only on 2.4L), while also covering the open space behind the rear suspension (all models) and beneath the trunk (all models).

**ADDITIONAL ILX HYBRID BODY FEATURES**

The ILX Hybrid has additional enhancements that further improve fuel economy and visually distinguish it from the ILX 2.0L and ILX 2.4L. These include:

* Unique 16x6.5-inch aluminum wheels
* Front fascia vent moldings featuring a bright coloured strake
* Rear deck lid spoiler
* Hybrid emblems on front fenders and rear panel

**NVH COUNTERMEASURES**

Extensive measures to counteract noise, vibration and harshness (NVH) result in a luxurious driving experience with the ILX – particularly at highway cruising speeds. Some of the key contributors are vibration insulation for engine and transmission mounts, steering and suspension systems, widespread use of vibration-absorbing materials and sealants and an acoustic glass windshield.

**PROJECTOR BEAM HALOGEN HEADLIGHTS**

Projector beam headlights are standard with the ILX and feature an Auto On/Off function for added convenience. The halogen high beams provide excellent nighttime driving confidence (with a crisp, bright and focused light beam) and their lenses and reflectors integrate with the aerodynamic bodywork.

**HID HEADLIGHTS**

The ILX (with Premium and Technology packages) and ILX Hybrid (with Technology Package) feature high-intensity discharge (HID) low beam headlights with multi-reflector halogen high beams. The HID headlamps provide greater lighting power, daylight type lighting temperature, reduced power consumption and longer service life.

**FOG LIGHTS**

All ILX models (except for ILX 2.0L in base trim) have fog lights fitted in openings below the front bumper. The fog lights are also available as a dealer-installed accessory on ILX models.

**EXPANDED VIEW DRIVER’S MIRROR**

The ILX features a new expanded view side mirror on the driver-side door. As required by law, the main area of the mirror uses a traditional flat reflective plane on the inner portion of the mirror (that is closest to the door), while the outer portion of the mirror uses a convex element to provide a broader field of view. The convex portion of the mirror generates an additional 6.5 degrees of visibility that can assist the driver in detecting other vehicles that might not have otherwise been seen in a traditional side mirror.

**POWER WINDOWS**

All ILX models feature power windows with auto reverse and an auto up/down driver and front passenger window for added convenience.

**ONE-TOUCH POWER MOONROOF WITH TILT FEATURE**

All ILX models have a one-touch power moonroof with tilt feature that will open or close with one touch of the switch. Its thin construction allows for maximum headroom. The moonroof also includes a sliding sunshade that opens with the roof and can be closed to block sunlight. An auto reverse feature is built in.

**CARGO AREA**

Offering 350L (12.35 cu. ft.) of rear storage space, the ILX can accommodate bulky cargo such as three golf bags, two large suitcases, a large cooler or a wheelchair. A wide rear hatch opening and low lift-over height allow easy loading and unloading, and the trunk is finished with a high-quality molded lining. A temporary spare tire is located under the trunk floor panel on the ILX 2.0L and ILX 2.4L models. The ILX Hybrid features a flat repair kit as to make extra room for the Li-Ion battery pack, but a temporary spare is available for purchase from Acura dealerships.

**MULTI-VIEW REAR CAMERA**

Premium and Technology ILX models feature a multi-view rearview camera that offers a choice of top view, normal view or wide view.

In the ILX with Premium Package, when the transmission is placed in Reverse, the view from a rear-mounted camera is displayed on a 5-inch display screen that is positioned in the instrument panel. To make it easier for the driver to judge distance and clearance, solid yellow on-screen guidelines indicate the vehicle’s width, as well as distances of 1, 2 and 3 meters as measured from the rear of the ILX.

When equipped with the available Technology Package, one of the multi-view camera’s three different rear view images is displayed on the 8-inch W-VGA colour monitor used for the navigation system.

The primary view is “Normal View,” which delivers 130-degrees of rearward visibility. For special conditions, there is the “Wide View,” which delivers 175-degrees of rearward visibility. Finally, the “Top View” generates a straight-down look at the area just rearward of the bumper— thus easing maneuvering in tight parking spaces.

**EXTERIOR COLOURS**

Seven sophisticated exterior colours add drama and personality to the 2013 ILX. Available colours include Bellanova White Pearl, Alabaster Silver, Polished Metal Metallic, Crystal Black Pearl, Urban Titanium Metallic and new Fathom Blue Pearl. All the new colours change in appearance depending on sunlight conditions, further amplifying the ILX’s dramatic bodylines.

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| CHASSIS |

The 2013 ILX chassis was developed to simultaneously maximize ride quality and passenger comfort, as well as performance handling. It features Acura’s highly developed MacPherson strut front and multi-link rear suspension systems, along with new Amplitude Reactive Dampers. In addition, Motion Adaptive Electric Power Steering is used for excellent steering feel and improved fuel efficiency. The result is a high level of refinement, confident handling and a nimble and fun driving experience – all while also providing excellent dynamic safety.

**AMPLITUDE REACTIVE DAMPERS**

The ILX makes use of new Amplitude Reactive Dampers that operate in two distinct performance parameters (including a Ride Zone and a Handling Zone) to provide superior ride comfort and precision handling. Each “zone” has a unique set of compression and rebound damping settings to provide the desired ride and handling attributes. The Ride Zone provides smooth ride characteristics, and the Handling Zone enhances steering feel, improves body-roll rigidity and provides more secure handling.

**CHASSIS DIMENSIONS**

A long 2670-mm (105.1”) wheelbase and wide track –1509-mm (59.4”) front track and 1532-mm (60.3”) rear track –provide an outstanding balance of interior roominess and ride quality, together with high cornering stability and steering responsiveness.

**CHASSIS SUMMARY**

**All ILX Models**

* MacPherson strut front suspension
* Multi-link rear suspension
* Front and rear stabilizer bars
* Amplitude Reactive Dampers
* Motion Adaptive Electric Power Steering (EPS)
* Power-assisted ventilated front disc brakes
* 4-channel Anti-lock Braking System (ABS)
* Electronic Brake force Distribution (EBD) with Brake Assist
* Vehicle Stability Assist (VSA®)
* Traction Control System (TCS)

**ILX 2.0L**

* 16x6.5-inch split 5-spoke aluminum wheels with silver-painted surface (ILX base model)
* P205/55R16 all-season tires (ILX base model)
* 17x7.0-inch 5-spoke aluminum wheels with silver-painted surface and a machined spoke face (ILX with Premium or Technology Package)
* P215/45R17 all-season tires (ILX with Premium or Technology Package)

**ILX 2.4L**

* 17x7.0-inch 5-spoke aluminum wheels with silver-painted surface and a machined spoke face
* P215/45R17 all-season tires

**ILX Hybrid**

* 16x6.5-inch split 5-spoke aluminum wheels with silver-painted surface
* P205/55R16 all-season tires
* Hydraulic power-assisted front brakes with regenerative braking

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| **INTERIOR** |

Acura’s reputation for advanced and highly functional technology is clearly embodied in the new ILX sport sedan’s interior. Offering a seamless combination of luxury, performance and technology, the ILX interior exhibits the high level of fit and finish expected by Acura owners. From comfortable and supportive 5-passenger seating to LED-illuminated instrumentation and racing-inspired shift paddles, the ILX puts Acura luxury and technology within reach of more buyers than ever before.

The ILX offers a remarkable level of standard equipment, including a Keyless Access System, 5-inch colour central display, dual-zone automatic climate control, 6-speaker audio system, , SMS text messaging feature, *Bluetooth*® HandsFreeLink® cellular telephone and music interface and more. Available Premium and Technology Package features add a host of exceptional additional features.

**INTERIOR AT A GLANCE**

* Roomy interior with seating for five
* Keyless Access System
* Large, easy-to-read LED backlit analog instruments
* Multi-Information Display (MID)
* 5-inch (diagonal) full-colour central display
* Automatic on/off headlights
* Leather-wrapped steering wheel with fingertip controls
* Leather-wrapped shift lever
* Tilt and telescopic steering column
* Dual-zone automatic climate control
* 6-speaker audio system with AM/FM tuner, CD player
* USB port with iPod®/iPhone® compatibility
* *Bluetooth*® HandsFreeLink® cellular telephone and music interface
* SMS text messaging feature
* Power tilt/slide moonroof
* ECON mode (ILX Hybrid model)

**Premium Package Adds:**

* Leather seating surfaces
* 8-way power adjustable driver seat
* 2-way heated front seats
* 7-speaker audio system with AM/FM tuner, CD player and XM® Radio
* Auto-dimming interior rearview mirror
* Multi-view rear camera
* Active Noise Control System (ILX Hybrid excluded)

**Technology Package Adds:**

* Acura/ELS Surround® Premium Audio System with 365-watts, 10-speakers, DVD-Audio, DTS™, CD, AM/FM radio, XM® Satellite Radio with Note function music reminder, 15 GB hard disk drive memory media storage, Song By Voice™ and Dolby® Pro Logic® II
* Acura Navigation System with Bilingual Voice Recognition™
* HomeLink® remote control system
* Multi-view rear camera

**DRIVER-ORIENTED COCKPIT**

The ILX interior blends performance and luxury themes into a highly functional and advanced layout. Sweeping shapes flow through the doors, instrument panel and centre console to create a cohesive and spacious feel, accented by both soft-touch materials and satin metal finishes. The control layout likewise focuses on efficiency, with large analog gauges and a leather-wrapped 3-spoke steering wheel for a sporting feel. Controls for many frequently used systems are positioned within fingertip reach, including on the steering wheel.

**MULTI-INFORMATION DISPLAY**

The Multi-Information Display (MID) offers important information to the driver. Positioned in between the tachometer and speedometer, the LCD screen can display outside air temperature, vehicle and trip mileage, and average fuel economy information. Steering wheel controls let the driver cycle through different information screens of while keeping both hands on the wheel.

**MULTI-VIEW REAR CAMERA**

A multi-view rearview camera is included with the Premium and Technology Packages. In the Premium Package, the image is displayed on the 5-inch colour display. With the Technology Package, the image is presented on the W-VGA 8-inch navigation system display. Three viewpoints are selectable including: Normal View, Wide View and Top View.

**ONE-TOUCH TURN SIGNALS**

A new one-touch turn signal system makes lane changes more convenient. A light touch of the turn signal lever flashes the turn signals three times before self canceling. A firmer movement of the turn signal lever activates the turn signals in the traditional way.

**SEATING**

Supportive sport-oriented seating offers lateral support for aggressive cornering, and the steering column tilts and telescopes to accommodate drivers of varying sizes. The standard driver’s seat is 6-way manually adjustable, while an 8-way power adjustable driver’s seat is available on the ILX Premium and Technology packages, which also includes heated front seats.

The ILX seats come standard with black cloth and synthetic leather, while ivory or black perforated leather seating surfaces are part of the Premium or Technology Package. The ILX 2.4L has black perforated leather seating sections with contrast silver colour stitching.

**INTERIOR ROOM**

The ILX offers surprisingly spacious 2530 litres (89.3 cu. ft.) of passenger cabin volume. This efficient packaging ensures comfortable space for four passengers, while the ILX can accommodate five passengers for shorter drives. The nearly flat rear floor centre section helps provide good foot room for the centre passenger.

**CARGO CARRYING VERSATILITY**

The trunk cargo volume is 350 litres (12.4 cu. ft.). The ILX Hybrid is 265 litres (10.0 cu. ft.).

When more space is needed for cargo, the one-piece fold-down rear seatback can be lowered to reveal a cargo pass-through to the back seat area. The ILX Hybrid has a fixed rear seat that cannot be folded down.

**COMFORT AND CONVENIENCE ITEMS**

Numerous features that enhance ILX passenger comfort and convenience include:

* Two console-mounted cupholders
* Front door panel mounted bottle holders
* Padded armrests and storage bins in all doors
* 7.4-litre lockable glovebox with soft nylon interior flock padding
* Centre console storage compartment
* 12-volt power point
* 2.5-mm mini-audio input jack
* USB audio port connectivity
* Rear fold-down padded armrest with two cupholders
* Multi-Information Display (MID)
* Illuminated door-mounted window switches
* HomeLink® remote system (Technology Package)

**DUAL-ZONE AUTOMATIC CLIMATE CONTROL SYSTEM**

The ILX has as standard a dual-zone automatic climate control with clear, intuitive controls and a replaceable filter system. In ILX models with the Acura Navigation System, key HVAC system functions can be accessed via voice command. In addition, the navigation system calculates sun position to adjust system for more even heating or cooling.

**KEYLESS ACCESS SYSTEM**

Acura’s latest-generation Keyless Access System lets the ILX owner gain access to the vehicle without having to unlock it with the remote transmitter or a conventional key. Instead, the driver simply pulls one of the front door handles while the remote in his/her possession. Once the driver has opened the door and is seated, the Keyless Access System allows the ILX to be started by pressing the brake and then pushing the Engine Start/Stop button. When leaving the ILX, a press of the soft-touch button on outside of the exterior door handle simultaneously locks all the doors.

The Keyless Access System also features a unique “quick vent” feature that automatically lowers all side windows and opens the power moonroof to quickly vent built-up interior heat.

**ECON MODE**

Exclusively in the ILX Hybrid, a driver-selectable ECON mode helps improve fuel efficiency by changing the operation of certain systems such as cruise control acceleration rate and maintaining a set cabin temperature while controlling fan speed and EVA temperature.

***BLUETOOTH***® **HANDSFREELINK**® **WIRELESS TELEPHONE INTERFACE**

All ILX models feature as standard *Bluetooth*® HandsFreeLink® hands-free telephone interface. After the driver completes a one-time pairing process with a compatible *Bluetooth*®-enabled phone, HandsFreeLink® allows sending or answering telephone calls without removing hands from the steering wheel. An overhead microphone picks up the driver's voice. To send a call hands-free, the driver can dial the number by voice to activate the system. The driver also can store frequently called numbers with voice tags in the system's address book.

**AUDIO SYSTEM WITH CD AND AM/FM TUNER**

The ILX’s standard 6-speaker, 160-watt audio system features a single-disc CD player and an AM/FM tuner for a high performance listening experience. Audio information is displayed on the 5-inch colour display, and remote controls are located on the ILX’s 3-spoke steering wheel. A roof-mounted “shark fin” type antenna delivers excellent radio reception while improving exterior aerodynamics (versus a traditional pole-style metal antenna). Speed-sensitive Volume Compensation (SVC) adjusts audio volume based on vehicle speed to compensate for continually increasing or decreasing external background sounds.

Standard USB port connectivity (for iPod®, iPhone® or removable USB storage devices) offers a fast connection rate (144 ms/track) and can simultaneously charge plug-in devices while transferring information to the audio system. The system can also play *Bluetooth*® Audio or MP3 files when paired with compatible devices.

**SMS TEXT MESSAGING FUNCTION**

The ILX includes a new SMS text messaging feature that can read incoming texts aloud over the audio system, and allows the driver to reply with any of six factory preset messages. The system works with SMS capable cellular telephones (such as Blackberry and Droid X) with an active data plan and the Message Access Profile (MAP). To help avoid driver distraction, incoming message texts are not displayed on screen unless the transmission is in Park.

**PREMIUM PACKAGE AUDIO SYSTEM**

The available Premium Package includes a 360-watt audio system with seven speakers including a subwoofer, a 5-inch colour display and remote controls located on the 3-spoke steering wheel. Speed-sensitive Volume Compensation (SVC) adjusts audio volume based on vehicle speed to compensate for continually increasing or decreasing external background sounds.

XM® Radio provides more than 200 channels of digital programming (including 71 commercial-free channels) with near CD-quality sound. A complimentary three-month subscription to the XM® Radio service is included with purchase of a new ILX, and customers are able to continue the service or cancel any time afterwards.

**ACTIVE NOISE CONTROL**

Included with the Premium and Technology Packages (except for ILX Hybrid), Active Noise Control significantly reduces low frequency cabin noise. The system operates whenever the ILX is running, regardless of whether the audio system is on or off. By creating a precisely timed reverse phase audio signal, the system counteracts the booming sound of the exhaust, reduces high frequency and middle-frequency noise during normal cruising, and attenuates road noise over both smooth and rough roads.

**ACURA/ELS SURROUND**® **PREMIUM AUDIO SYSTEM**

The ILX with available Technology Package includes a spectacular sounding Acura/ELS Surround® Premium Audio System with 10 speakers and 365 watts of power. The system gets its name from multi-Grammy® Award winning producer/engineer Elliot Scheiner’s recording industry trademark “ELS®.” DVD-Audio is the system’s most impressive sounding format. This advanced audio reproduction technology delivers over 500-times higher resolution than traditional CD audio. Some of the key Acura/ELS Surround® Premium Audio System features include:

* AM/FM/XM® tuner
* Audio-function specific voice commands
* Conventional CD, DTS™ and DVD-Audio disc compatible
* MP3 and WMA® capable CD player
* 2.5 mm auxiliary jack
* USB port
* *Bluetooth*® Audio
* Note function for XM® Radio
* Dolby® Pro Logic® II signal processing
* 5.1-channel surround sound from DVD Audio

With the Premium Audio System is the Note function for XM® Radio that allows the owner to make a note of songs heard on XM® Radio. With the touch of a button, this handy function records the current song title and artist name in text form (up to 30 songs), along with a short audio excerpt of the song for reference.

**HARD DISC DRIVE**

The ILX with Technology Package has a hard disk drive (HDD) with 15-gigabytes of dedicated to music storage space (enough capacity to hold over 3,500 songs). The hard drive’s fast file-access time speeds the search and retrieval of audio tracks, and allows tracks to be shuffled by album, artist and genre. On-board information provided by Gracenote® allows the audio system to display the song artist, album name, track name, and genre for the program material that is stored on the HDD.

**SONG BY VOICE**™

Song By Voice™ (SBV) lets the ILX driver choose music by artist, album, song title, genre, playlist and even composer.

**ACURA NAVIGATION SYSTEM WITH BILINGUAL VOICE RECOGNITION**™

The Acura Navigation System with Bilingual Voice Recognition™ is included with the Technology Package. It features an 8-inch W-VGA colour screen for convenient viewing, an ultra-fast 60 GB hard disk drive (HDD), and navigation coverage for all of North America. Its voice recognition function understands more than 1,100 commands in English and French. The system can also store and display owner image files (such as JPEG) as wallpaper on the onscreen, and can be updated with an available DVD.

The Point of Interest (POI) database includes approximately 7 million locations and includes a Zagat Survey™ restaurant guide and scenic Route drive route listings, and exact addressing locates approximately 80% of addresses at their actual GPS coordinates. Destinations are also searchable by GPS coordinates.

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| **SAFETY**  |

The 2013 Acura ILX includes a high level of standard safety equipment, beginning with an Advanced Compatibility Engineering™ (ACE™) body structure. The ACE™ body structure enhances frontal collision energy management through a network of load bearing front frame structures that provide an increased opportunity for two vehicles (including larger and smaller vehicles with differing bumper heights) to properly connect during a collision.

All models of ILX incorporate as standard equipment dual-stage, multiple-threshold front airbags (SRS), side curtain airbags and front side airbags with a passenger-side Occupant Position Detection System (OPDS) as standard equipment. Additional passive safety features include front seatbelts with pre-tensioners and load limiters, front seats designed to help reduce the severity of a neck injury in the event of a rear collision, and head restraints for all rear-seat occupants. Every 2013 ILX model also features a pedestrian safety design engineered into the front of the vehicle along with daytime running lights.

Accident-avoidance technologies include Vehicle Stability Assist (VSA®) with a new Motion Adaptive Electric Power Steering (EPS) and electronic traction control (TCS), a 4-channel Anti-lock Braking System (ABS), and Electronic Brake force Distribution (EBD) with Brake Assist.

Acura expects the 2013 ILX to earn top safety ratings in the U.S. government’s NHTSA NCAP tests. The ILX is also anticipated to earn a *TOP SAFETY PICK* rating (the highest available) from the Insurance Institute for Highway Safety (IIHS).

**WARRANTY**

The 2013 Acura ILX is covered by a 4-year/50,000-mile bumper-to-bumper limited warranty, a 6-year/70,000-mile powertrain limited warranty, and a 5-year/unlimited-mile corrosion limited warranty. Acura accessories are covered by a 4-year/50,000-mile Accessory Limited Warranty.

**MANUFACTURING**

The 2013 Acura ILX is manufactured at Honda’s newest assembly plant in Greensburg, Indiana. The Honda Manufacturing of Indiana assembly plant also manufacturers the Honda Civic and Honda Civic Natural Gas vehicles.

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| **POWERTRAIN** |

**INTRODUCTION**

The 2013 ILX family includes three distinct models: ILX 2.0L, ILX 2.4LMT and ILX Hybrid. Each model offers a unique powertrain and a unique character.

**ILX 2.0L**

The model line starts off with the ILX sedan, which is powered by a 2.0-litre 4-cylinder engine that is new to the Acura brand. Fitted with a standard Sequential SportShift 5-speed automatic transmission, the 2.0L offers a good blend of overall performance and fuel efficiency.

The single overhead cam (SOHC) 2.0-litre inline 4-cylinder has 16 valves, i-VTEC® and a specially tuned dual-stage intake manifold. The 2.0L produces 150 horsepower at 6,500 rpm, and 140 lb-ft of torque at 4,300 rpm. The ILX with 2.0L has estimated city/highway/combined fuel economy rating of .6/5.6/7.2 L/100 km.

The ILX 2.0L sedan features a standard electronically-controlled Sequential SportShift 5-speed automatic transmission with steering-wheel-mounted paddle shifters. In addition to Grade Logic Control and Shift Hold control, the ILX also incorporates Cornering G Shift Control, which suppresses unwanted upshifts when the vehicle is cornering aggressively.

**ILX 2.4L**

With regards to performance, the model line is topped by the ILX 2.4L which is powered by a 2.4-litre 4-cylinder engine that generates a more performance-minded driving experience. Offered exclusively with a 6-speed close-ratio manual transmission, it is the clear choice for the enthusiast driver.

The DOHC engine offers a range of innovative features to help deliver a combination of performance, fuel efficiency and low emissions. The 2.4-litre inline 4-cylinder engine features Acura’s i-VTEC® "intelligent" valve control system that pairs Variable Valve Timing and Lift Electronic Control (VTEC®) with Variable Timing Control™ (VTC™). The i-VTEC® system delivers improved low-rpm torque, strong high-rpm power and outstanding fuel efficiency. The aluminum powerplant produces 201 horsepower at 7,000 rpm and 170 lb.-ft. of torque at 4,400 rpm.

The ILX 2.4L has an EPA-estimated\* fuel economy rating of 9.8/6.5/8.3L/100 km (city/highway/combined). In keeping with Acura's proven commitment to the environment, the ILX 2.4-litre engine meets strict ultra-low U.S. tailpipe emissions standards.

**ILX Hybrid**

The ILX Hybrid is the first-ever hybrid vehicle from Acura, powered by a fifth-generation of Honda’s integrated electric motor system. The Hybrid puts strong emphasis on fuel efficiency, but with its CVT transmission (that integrates SportShift manual mode), it lives up to Acura’s reputation for delivering an engaging driving experience.

With its ultra-efficient 1.5-litre i-VTEC® inline 4-cylinder engine with integrated electric motor and Continuously Variable Transmission (CVT), the ILX Hybrid has estimated fuel economy of 5.0/4.8/4.9 L/100 km (city/highway/combined). A driver-selectable “ECON” driving mode alters the Drive-by-Wire™ throttle system response curve, to help the driver operate the ILX Hybrid with even greater efficiency.

Recommended to operate on Premium Unleaded fuel, the 1.5L engine has a 10.6:1 compression ratio for added power and dual spark plugs in each cylinder for highly efficient combustion. The integrated electric motor consists of an ultra-thin DC brushless electric motor mounted between the gasoline engine and the Continuously Variable Transmission. An Intelligent Power Unit (IPU) stores electric power in a lithium-ion battery pack and controls the flow of electricity to/from the electric motor. The gasoline engine and electric motor combine to produce maximum output of 111 horsepower at 5,500 rpm and 127 lb-ft of torque between 1,000-3,500 rpm.

The ILX Hybrid’s integrated electric motor allows the regenerative braking system to reclaim additional energy during deceleration, while also allowing the electric motor to propel the

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|  | **2013 ILX** | **2013 ILX 2.4L** | **2013 ILX Hybrid** |
| Engine | Inline 4-cylinder | Inline 4-cylinder | Inline 4-cylinder (with electric motor) |
| Displacement | 2.0-litre (1,997 cc) | 2.4-litre (2,354 cc) | 1.5-litre (1,497 cc) |
| Compression ratio | 10.6:1 | 11.0:1 | 10.8:1 |
| Fuel type | Premium Unleaded | Premium Unleaded | Premium Unleaded |
| Horsepower @ rpm | 150 @ 6,500 | 201 @ 7,000 | 111 @ 5,500 (total) |
| Torque @ rpm (lb-ft) | 140 @ 4,300 |  170 @ 4,400 | 127 @ 1,000-3,500 |
| Transmission | 5 AT | 6 MT | CVT |
| Estimated mileage (city/highway/combined) | 8.6/5.6/7.2 L/100 km | 9.8/6.5/8.3 L/100 km | 5.0/4.8/4.9 L/100 km |
| Emissions certification | Tier 2 Bin 5 | Tier 2 Bin 5 | Tier 2 Bin 3 |

\*Based on 2013 EPA mileage estimates. Use for comparison purposes only. Do not compare to models before 2008. Your actual mileage will vary depending on how you drive and maintain your vehicle.

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| **Transmission Gear Ratio Comparison** |
| Gear | 5-Speed Automatic | 6-Speed Manual | CVT |
| First | 2.786:1 | 3.267:1 | Variable Ratio between 3.172:1and 0.529:1 |
| Second | 1.684:1 | 2.040:1 |
| Third | 1.128:1 | 1.429:1 |
| Fourth | 0.773:1 | 1.073:1 |
| Fifth | 0.593:1 | 0.830:1 |
| Sixth |  –  | 0.647:1 |
| Reverse | 2.000:1 | 3.583:1 | Variable between 5.665:1 and 2.193:1 |
| Final | 4.438:1 | 4.764:1 | 4.200:1 |

**Powertrains at a Glance**

**Acura ILX**

* 2.0-litre, SOHC, inline 4-cylinder engine
* 150 hp at 6,500 rpm and 140 lb.-ft. of torque at 4,300 rpm
* 10.6:1 compression ratio
* i-VTEC® "intelligent" valvetrain system
* Composite dual-stage intake manifold
* Integrated exhaust manifold cast directly into the cylinder head
* Drive-by-Wire™ throttle system
* Computer-controlled Programmed Fuel Injection (PGM-FI)
* Direct ignition system
* Detonation/knock-control system
* Maintenance Minder™ system
* 140,000-kilometre tune-up intervals
* Front-wheel-drive (FWD)
* Sequential SportShift 5-speed automatic transmission

##### Emissions / Fuel Economy

* Tier 2 Bin 5
* Estimated fuel economy of 8.6/5.6/7.2L/100 km (city/highway/combined)

**Acura ILX 2.4L**

* 2.4-litre, DOHC, inline 4-cylinder engine
* 201 hp at 7,000 rpm and 170 lb-ft of torque at 4,400 rpm
* 11.0:1 compression ratio
* i-VTEC® "intelligent" valvetrain system
* High flow air intake system
* Performance-tuned intake manifold
* Integrated exhaust manifold cast directly into the cylinder head
* Drive-by-Wire™ throttle system
* Computer-controlled Programmed Fuel Injection (PGM-FI)
* Direct ignition system
* Detonation/knock-control system
* Maintenance Minder™ system
* 140,000-kilometre tune-up intervals
* Front-wheel-drive (FWD)
* 6-speed manual transmission

##### Emissions/Fuel Economy

* Tier 2 Bin 5
* Estimated fuel economy of 9.8/6.5/8.3L/100 km (city/highway/combined)

**Acura ILX Hybrid**

* 1.5-litre, SOHC, inline 4-cylinder engine
* Integrated electric motor (23 horsepower ultra-thin DC brushless motor)
* High-power lithium-ion battery
* 111 hp at 5,500 rpm and 127 lb-ft of torque between 1,000-3,500 rpm
* 10.8:1 compression ratio
* Single overhead camshaft (SOHC)
* “Intelligent” Sequential Ignition with two spark plugs per cylinder
* Drive-by-Wire™ throttle system
* Computer-controlled Programmed Fuel Injection (PGM-FI)
* Integrated exhaust manifold cast directly into the cylinder head
* Automatic Idle Stop
* Regenerative braking
* Detonation/knock-control system
* Maintenance Minder™ system
* 140,000-kilometre mile tune-up intervals
* Front-wheel-drive (FWD)
* CVT automatic transmission

##### Emissions / Fuel Economy

* Tier 2 Bin 3
* Estimated fuel economy of 5.0/4.8/4.9 L/100 km (city/highway/combined)

###### **ILX 2.0L Powertrain**

The ILX Sedan is powered by a 2.0-litre engine that is new to the Acura line. The inline 4-cylinder engine has a range of features that reduce friction, enhance emissions performance and maximize fuel efficiency.

Using a single overhead camshaft (SOHC) design cylinder head with 16 valves, the 2.0L also features i-VTEC® and a specially tuned dual-stage intake manifold. The 2.0L engine produces 150 horsepower at 6,500 rpm, 140 lb.-ft. of torque at 4,300 rpm and has a Tier 2 Bin 5 emissions rating. The estimated city/highway/combined fuel economy rating is 8.6/5.6/7.2L/100 km.

**CYLINDER BLOCK**

To develop high power output along with high fuel efficiency, the 2.0-litre engine is made to be compact, lightweight and low in operating friction. Ferrous spin-cast cylinder sleeves, a narrow width camshaft chain, and a chain case with a built-in oil pump help make the engine compact. To make the engine highly rigid, extensive analysis was used to strategically position reinforced areas in the aluminum block. A lightweight and stiff steel crankshaft is used with an integrated high balance ratio. An aluminum oil pan with integrated stiffeners further adds to engine rigidity.

A range of friction-reducing technologies improve the efficiency of the 2.0L engine. The skirts of lightweight aluminum pistons feature a molybdenum outer coating applied in a dot-pattern to reduce overall friction as the pistons move within the cylinder bores. A plateau honing technique creates an ultra-smooth surface to lower the friction level between the pistons and the cylinders. This 2-stage machining process uses two grinding processes instead of the more conventional single honing process, and enhances the long-term wear characteristics of the engine. Ion-plated piston rings and low viscosity (0W-20) oil are also used to reduce friction.

**NOISE, VIBRATION & HARSHNESS (NVH) CONTROL**

The 2.0L 4-cylinder engine has an array of features designed to reduce NVH. The pressure-cast cylinder block’s high rigidity helps to resist vibration. A single balance shaft is used to smooth the inherent vibration common in large-displacement inline 4-cylinder engines. A self-adjusting, silent-type camshaft drive chain and serpentine accessory drive belt also help reduce NVH.

**Connecting Rods**

To minimize weight and size, high-strength connecting rods are used. The rod and cap are forged as a single unit during the manufacturing process, and then are crack-separated to create an exact fit between the two mating surfaces. This crack-separation design allows for the elimination of traditional connecting rod bolt pins, since the connecting rod bolts can be precision machined to fit the cap to the rod. The end result is a connecting rod that is 13% lighter and has a 20% smaller cross section than a traditional rod, resulting in less rotating mass inside the engine and less space occupied by the connecting rod.

**i-VTEC**® **ValveTRAIN System**

The 2.0L engine uses a variation of the innovative i-VTEC® valvetrain system that includes varying intake valve operation to achieve strong performance and excellent fuel efficiency. At low engine speeds, only one intake valve in each cylinder operates, while the second intake valve remains closed. At high engine speeds, the i-VTEC® system locks together both sides of the rocker arm to allow both intake valves to open at the same time. The i-VTEC® system is able to switch valve timing duration using a hydraulic actuator.

The i-VTEC® switch-over from the low-speed valve timing to the high-speed valve timing occurs between 1,000 rpm and 3,500 rpm (depending on engine load) to improve power characteristics in the most frequently used engine speed range. To best match the more aggressive high-speed valve timing, a shutter valve operating the variable intake manifold switches tract length from long to short at 5,000 rpm.

Engine RPM, amount of throttle opening, vehicle speed and gear selection all factor into the ILX’s i-VTEC® valve timing. A Drive-by-Wire™ throttle control system, air flow meter, dual-stage air intake and knock sensor allow the Powertrain Control Module (PCM) to create a smooth transition between the two modes of i-VTEC® operation.

To better promote the mixing of fuel with the incoming air, the 2.0L has a curved intake port design. This strategic curve not only promotes improved air-fuel mixture, but it is also designed to better concentrate the mixture around the spark plug, for a more efficient combustion process and increased fuel efficiency.

**Dual-Stage Intake Manifold**

The 2.0L engine makes use of a dual-stage composite intake manifold that utilizes two intake runners for each cylinder, with one runner longer than the other. Below 5,000 rpm, only the longer runners deliver air to the cylinders (thus taking advantage of an inertia effect of the long intake path). Above 5,000 rpm, shutter valves within the bores of the short runners open to allow the passage of additional air to the cylinders. This has the effect of boosting midrange and high-rpm power by utilizing the inertia effect at both low and high rpm.

**EXHAUST System**

To reduce parts count and save weight, the 2.0L engine’s cylinder head integrates a cast-in exhaust manifold that eliminates the need for a separate bolt-on exhaust manifold. For improved emissions performance, the catalytic converter bolts directly to the cylinder head, resulting in faster light-off and more complete conversion of the exhaust gases. The system employs a new high-density catalytic converter (with lower use of precious metals) for improved light-off performance along with reduced hydrocarbons and oxides of Nitrogen (NOx).

**5-Speed Automatic Transmission**

The ILX with 2.0L engine features an electronically-controlled Sequential SportShift 5-speed automatic transmission. The computer-controlled transmission provides smooth shifts and has gear ratios that are closely matched to the output of the engine help maximize performance. The transmission incorporates refinements that reduce noise, save weight and enhance fuel economy.

To improve fuel economy while maintaining a high level of drivability, the 5-speed automatic transmission includes an active lock-up torque converter. With the precise control afforded by a linear solenoid, the system expands the speed and throttle setting range in which torque converter lock-up can be automatically engaged.

The 5-speed transmission can be controlled by a straight-gate console-mounted shifter or a racing-inspired steering wheel mounted paddle shifter system that works whenever the transmission is in either of its two automatic modes. The Sequential SportShift 5-speed transmission can be operated in two different fully automatic modes with the console-mounted straight-gate shifter. The D (or “Drive”) mode is ideal for most driving situations, and combines fuel efficiency with smooth operation and responsive power when needed. The S (or “Sport”) mode is for more performance-oriented driving, and features more aggressive shift mapping to keep engine rpm higher for greater acceleration and response.

In addition to Grade Logic Control and Shift Hold control, the ILX also incorporates Cornering G Shift Control. All of the transmission logic systems work together to automatically alter shift timing based on driving conditions. To improve powertrain smoothness and reduce gear hunting on steep grades, Grade Logic Control system uses sensors that monitor throttle position, vehicle speed and acceleration/deceleration. These inputs are compared with a map stored in the transmission computer, allowing the system to determine when the vehicle is on an incline and adjust the shift schedule for improved climbing power or downhill engine braking.

Shift Hold Control keeps the transmission in its current (lower) gear ratio when aggressive driving is detected, as in the case of decelerating at a corner entry. Shift Hold Control leaves the chassis undisturbed (as can be generated by excess shifting) and ensures that power will be immediately available (without a downshift) at the corner exit.

Cornering G Shift Control monitors the speed of each rear wheel independently to determine when the ILX is turning. When the system detects a sufficient speed differential between the rear wheels, it will suppress an unwanted upshift. This prevents the transmission from upshifting during a corner, which could upset the chassis balance and would then require downshifting again at the corner exit when the throttle is applied.

**Temporary Manual Operation in “Drive”**

Whether in Drive or Sport mode, special transmission logic programming allows the use of the steering-wheel-mounted paddle shifters. When the driver operates the steering wheel-mounted paddle shifters while in Drive, the transmission responds to the driver’s shift command and then returns to its normal fully automatic Drive mode if further paddle shift inputs are not made within a short time. This special logic makes it easy for the driver to command a quick downshift without leaving the comfort of Drive mode.

When in Sport mode, use of the paddle shifters puts the transmission into full manual mode that remains until another mode of operation is selected with the console-mounted shifter.

**Manual Mode**

By moving the centre console-mounted gear selector lever rearward to the detent labeled “S,” the transmission is shifted into Sport mode. This mode offers automatic operation with more aggressive shift mapping. A pull on the racing-inspired paddle shifters (mounted on the back side of the steering wheel) places the transmission in fully manual mode. A digital display in the tachometer face indicates which gear the transmission is in.

To prevent harm to the powertrain when the transmission is paddle shifted by the driver, the system will inhibit potentially damaging shifts. As an added safety measure, the Powertrain Control Module (PCM) can also cut off engine fuel flow to prevent over-revving. If fuel cut-off is insufficient to prevent engine over-revving, as may be possible when the vehicle is on a steep downhill, the transmission will automatically upshift to prevent damage. On downshifts, the transmission will not execute a driver command that will over-rev the engine.

For improved stop-and-go performance and to prevent “lugging” the engine, the Sequential SportShift transmission will automatically downshift to First gear even though the transmission has been left in a higher gear, (except in Second gear) as the vehicle comes to a stop. In Manual Mode, when coming to a stop in Second gear, the vehicle will start in Second gear as well.

# ILX 2.4L Powertrain

With regards to performance, the model line is headed by the ILX 2.4L which is powered by a 2.4-litre DOHC i-VTEC® 4-cylinder engine. The ILX 2.4L is available exclusively with a 6-speed manual transmission fitted with a short-throw shifter assembly. Designed to be compact and lightweight, the manual transmission has also been engineered to provide a precise shift action. The ILX 2.4L also includes a clutch system with a torsion mechanism that enhances refinement in terms of engagement and feel.

The 2.4-litre engine offers a range of innovative features to help deliver a combination of performance, fuel efficiency and low emissions. The 2.4-litre inline 4-cylinder engine features Acura’s i-VTEC® "intelligent" valve control system that pairs Variable Valve Timing and Lift Electronic Control (VTEC®) with Variable Timing Control™ (VTC™). The i-VTEC® system delivers improved low-rpm torque, strong high-rpm power and outstanding fuel efficiency. The aluminum powerplant produces 201 horsepower at 7,000 rpm and 170 lb-ft of torque at 4,400 rpm.

The ILX 2.4L has an estimated fuel economy rating 9.8/6.5/8.3 L/100 km (city/highway/combined). In keeping with Acura's proven commitment to the environment, the 2.4L engine meets strict Tier 2 Bin 5 tailpipe emissions standards.

**Engine Block**

The 2.4L engine features a compact aluminum block with cast-in iron cylinder liners— a design known for its light weight, high rigidity and excellent durability. The block has a one-piece aluminum crankshaft carrier, which has ferrous-carbon inserts in the bearing caps for additional strength. The crankshaft is a highly rigid, forged-steel design that uses a micro-polished surface finish for reduced friction and increased durability. A stiff, cast-aluminum oil pan provides additional rigidity.

The engine uses high-strength connecting rods as well as high-compression cast-aluminum pistons. Through the application of piston coatings and cylinder sleeve plateau honing, operating friction is significantly reduced. Plateau honing lowers the friction level between the pistons and the cylinders by creating an ultra smooth surface via a two-stage machining process (that uses two grinding processes instead of the more conventional single honing process). This machining technique also enhances the long-term wear characteristics of the engine. Ion-plated piston rings and low viscosity oil (0W-20) are also used to reduce friction.

**i-VTEC**® **ValveTRAIN System**

The 2.4-litre inline 4-cylinder engine features the i-VTEC® "intelligent" valve control system that pairs Variable Valve Timing and Lift Electronic Control (VTEC®) with Variable Timing Control™ (VTC™). The system delivers improved low-rpm torque, strong high-rpm power and outstanding fuel efficiency.

The 2.4L engine has an aluminum cylinder head fitted with dual overhead camshafts, four valves per cylinder and the i-VTEC® valvetrain system. High performance camshafts are used that allow for aggressive intake valve openings to boost the rate that air moves into the cylinders. The camshafts are operated by a silent-chain drive that helps provide smooth, refined performance. High-strength aluminum rocker arms are used to reduce weight.

The VTEC® component of the i-VTEC® system adjusts the lift and duration of intake valve opening to help the engine simultaneously produce strong low-rpm torque and excellent high-rpm power. At low rpm, VTEC® provides valve timing and lift for optimum cylinder filling. In addition, the timing of the two intake valves is staggered and their lift is asymmetric— creating a swirl effect within the combustion chambers. The result is increased burn speed with improved combustion stability. As engine rpm builds, VTEC® transitions to a high-lift, long-duration camshaft profile for improved high-rpm engine output.

The 2.4L uses a high-performance version of VTEC® that varies the lift and duration of the intake valves for maximum power output. At lower rpm, the valves follow low lift, short duration camshaft profiles to help boost low-end torque. Above 5,000 rpm, the intake valves are operated by high-lift, long-duration cam profiles for maximum high-rpm horsepower. When combined with VTC™, both camshaft profiles help the 2.4L produce a remarkably broad and smooth power band with both excellent torque and horsepower.

**Variable Timing Control**™ **(VTC**™**)**

The 2.4L’s i-VTEC® system adds Variable Timing Control™ (VTC™) to VTEC® for continuously variable camshaft phasing across the engine's entire power band. As engine rpm builds, a VTC™ actuator (controlled by an engine-control unit that monitors camshaft position, ignition timing, exhaust oxygen content and throttle position) advances or retards the intake camshaft, optimizing engine output and reducing emissions.

During normal operation, the intake camshaft timing is almost fully retarded at idle to help provide more stable idling while reducing exhaust emissions (NOx). As rpm increases, the intake camshaft is advanced, opening the intake valves sooner and providing additional valve overlap. This results in increased fuel efficiency (by reducing pumping losses) and a further reduction in exhaust emissions (by creating a large, internal exhaust gas re-circulation effect). Also, to generate additional power throughout the rpm range, the intake camshaft is continuously varying the amount of advance or retard, instantly adjusting to provide additional power as required by the driver.

**Induction System**

The 2.4L engine uses an induction system designed for high flow and an aggressive, refined sound. The lightweight composite intake manifold has fixed-length intake runners that are tuned in length, diameter and shape to provide a blend of low-rpm torque and high-rpm power.

**Exhaust System**

To reduce parts count and complexity, the exhaust manifold is integrated directly into the cylinder head casting. This design allows a high-density catalytic converter to be mounted directly to the rear of the cylinder head for faster converter light-off. With a cold engine, more rapid converter light-off after start-up helps reduce hydrocarbons and NOx. Beyond the under-floor catalytic converter, the exhaust system passes through a pre-chamber (located under the second-row floorboards) and then to a free-flow muffler.

**Noise, Vibration and Harshness (NVH) ControL**

The 2.4L engine has been designed for class-leading smoothness and refinement, with NVH-reducing features like a chain-driven balancer unit in the oil pan, ferrous-carbon inserts in the main bearing caps for added rigidity and a one-piece crankshaft carrier. The engine also has a silent chain cam drive and a stiff, cast-aluminum oil pan. Two balance shafts further smooth the inherent vibration commonly found with a large-displacement inline 4-cylinder engine layout.

A self-adjusting, silent-type camshaft drive chain and serpentine accessory drive belt team to help reduce NVH.A torque-rod damper system attached to the subframe helps reduce engine rocking and isolates powertrain NVH from the passenger compartment. The torque-rod engine mount system consists of upper and lower torque rods attached to the engine mount and a front beam stopper.

**6-Speed Manual TransmissioN**

The 2.4L is available exclusively with a close-ratio 6-speed manual transmission with short-throw shifter to provide the ILX driver with precise gear control and excellent shift feel. Compared to a 5-speed manual transmission, the 6-speed transmission allows closer gear ratio spacing, which enables the engine to operate closer to its power peak during acceleration for better performance.

The compact transmission case is cast of aluminum to reduce weight, and the highly rigid casting helps damp out noise and vibration. Multi-cone synchronizers on First through Fourth gears reduce and smooth shifting effort. The close-ratio 6-speed manual transmission teams with a lightweight, high-capacity clutch, and a specially designed clutch pedal assembly that delivers low-effort actuation and has a broad engagement band for greater control and smoother launches.

###### **ILX Hybrid Powertrain**

The arrival of the ILX Hybrid marks the debut of the first-ever Acura-branded hybrid vehicle. The integrated electric motor in the ILX Hybrid is a version of the Honda fifth-generation integrated electric motor system that consists of a 1.5-litre i-VTEC® inline 4-cylinder engine connected to a powerful electric motor. A Continuously Variable Transmission (CVT) optimizes the rpm of the engine and motor combination when operated in automatic mode. To give the driver greater control, the transmission features steering-wheel-mounted paddle shifters that allow the selection of seven fixed ratios during manual operation.

The system uses a gasoline engine as the primary source of power and an electric motor provides additional power and electricity regeneration capability. An advanced lithium-ion (Li-Ion) battery pack is used to capture and store electricity for the electric motor. During acceleration, the engine or the engine and electric motor propel the vehicle. During cruising, the gasoline engine and/or the electric motor can propel the vehicle. During braking, the gasoline engine deactivates and the electric motor acts as generator to replenish the battery pack. At a stop, the engine can enter an idle-stop mode to save fuel and reduce emissions, and the engine remains turned off until the brake pedal is released.

Designed to operate on Premium Unleaded fuel, the ILX Hybrid engine has a 10.6:1 compression ratio for added power and dual spark plugs in each cylinder for highly efficient combustion. The gasoline engine and electric motor combine to produce maximum output of 111 horsepower at 5,500 rpm and 127 lb-ft. of torque between 1,000-3,500 rpm.

The ILX Hybrid’s electric motor provides up to 23 horsepower, and is powered by a lithium-ion battery system that is more powerful, lighter and more compact than the Nickel-Metal-Hydride (NiMH) battery used in many other hybrid vehicles. The Powertrain Control Unit (PCU) has been developed to maximize the lithium-ion battery’s power and minimize energy loss. The ILX Hybrid has estimated fuel economy of 5.0/4.8/4.9 L/100 km (city/highway/combined). The ILX Hybrid has a Tier 2 Bin 3 emissions rating

**Engine Block, Pistons and Connecting Rods**

The engine block and its internal components are engineered for light weight and low friction. To save weight, the block is made of cast aluminum and incorporates a thin-sleeve cylinder bore construction. Friction reducing measures include plateau honing, low-friction pistons, low-tensile force piston rings and offset cylinder bores to help reduce piston lateral loads.

Plateau honing creates an ultra smooth surface to lower the friction level between the pistons and the cylinders. Plateau honing is a 2-stage machining process that uses two grinding processes instead of the more conventional single honing process. This also enhances the long-term wear characteristics of the engine. The outer skirts of lightweight aluminum pistons feature a molybdenum coating applied in a unique dot-pattern application. The result is reduced overall friction as the pistons move within the cylinder bores.

**Cooling Control Spacer (CCS)**

A Cooling Control Spacer (CCS) is positioned in the water jackets surrounding the cylinders to help reduce piston-to-cylinder friction. Made of a resin material, the CCS restricts the flow of engine coolant around portions of the cylinder bores to maintain a higher cylinder temperature. This higher temperature causes the cylinder bores to expand slightly, increasing the piston-to-wall clearance thereby reducing sliding friction. The result is about 1% increase in fuel efficiency.

**Cylinder Head and VALVETRAIN**

The ILX Hybrid’s 1.5L uses a 2-stage i-VTEC® valvetrain system that provides unique valve timing to minimize fuel consumption, boost power output and enhance electrical regeneration capabilities.

The 1.5L’s single overhead camshaft (SOHC) cylinder head uses a compact chain drive system and a low-friction VTEC® valvetrain system. It uses a common rocker shaft for both the intake and exhaust rocker arms; placing all the rocker arms on one shaft eliminates the need for a second rocker-arm shaft, so the valve mechanism can be lighter and more compact. To reduce friction, the rocker arms feature tips with roller cam followers.

The compact valvetrain allows for a desirable narrow angle (30 degrees) between the intake and exhaust valves, which helps create compact combustion chambers. To promote a well-balanced and even air/fuel mixture as it enters the engine, the intake ports create a swirl effect in the combustion chambers that optimizes the air/fuel mixture for cleaner, more efficient combustion.

Since the electric motor (which also acts as an electric generator) is attached directly to the crankshaft of the engine, the engine is designed to provide as little resistance as possible during deceleration to allow the generator to produce the maximum level of electricity to charge the battery. In a traditional engine, the pumping action of the cylinders provides a moderate amount of resistance, or “engine braking,” during deceleration. The integrated electric motor virtually replicates that same feel for the driver.

**IGNITION SYSTEM**

To ensure an efficient combustion process, sequential ignition control works in concert with dual spark plugs per cylinder and i-VTEC® system. The ignition system has eight ignition coils that are independently controlled according to a dynamic engine map program. The benefits of multiple plugs per cylinder are more power, less fuel consumption and reduced emissions. The twin plug sequential control system is programmed to respond to engine rpm and load conditions. Since the system has eight individual ignition coils, it can independently manipulate the ignition timing of each iridium-tipped spark plug.

When the air/fuel mixture enters the combustion chamber, the first spark plug (located near the intake port) fires. Shortly thereafter, the second plug fires, accelerating the combustion process by forcing the flame to propagate more rapidly. The spark plugs can also ignite simultaneously under certain circumstances. This process results in more complete combustion compared to a single spark plug system.

**ECON ModE**

ECON mode helps to improve the ILX Hybrid’s fuel efficiency by changing and/or limiting the operation of certain systems. ECON widens the idle-stop system’s operating window. In addition, the adjustable “gain” between the accelerator pedal, throttle-body butterfly, CVT and integrated electric motor changes to further enhance fuel efficiency. The ILX driver will also find that when cruise control is engaged, the car takes slightly longer to reach a set speed. However, as a safety feature, full torque output is restored when wide-open throttle is used.

When in ECON Mode, to minimize the activation of the air conditioning compressors, the threshold for maintaining a set cabin temperature is slightly increased when conditions warrant.

**Hybrid Dual-Scroll Air Conditioning CompressoR**

A dual-scroll hybrid air conditioning system reduces the load on the gasoline engine by using a combination of engine power and an internal electric motor to drive two air conditioning compressors. These compressors can act independently or together as dictated by the cooling needs of the automatic climate control system in the ILX Hybrid.

**INTEGRATED ELECTRIC MOTOR System**

The integrated electric motor used in the ILX Hybrid is the most powerful to come out of Honda’s hybrid development program, and the first ever in the Acura line. As with previous generations, the integrated electric motor consists of an ultra-thin DC brushless electric motor mounted between the gasoline engine and the continuously variable transmission, and an Intelligent Power Unit (IPU) that stores electric power in a compact battery box and controls the flow of electricity to and from the electric motor.

**Electric Motor**

The ILX Hybrid’s light and powerful electric motor is designed to provide an additional 23 horsepower (17.2 kilowatts), providing a supplemental power boost and giving the ILX Hybrid the capability to cruise on its electric motor alone in certain driving situations. Mounted between the 1.5L engine and the CVT transmission, the electric motor is an ultra-thin DC brushless design and provides a substantial amount of low-end torque to aid acceleration, while also assisting in steady-state cruising and hill climbing.

The integrated electric motor acts as a generator during deceleration and braking to recapture kinetic energy that is used to recharge the lithium-ion battery pack. For this fifth generation of electric motor, an 8-pole design (versus 6-pole design) reduces heat. The new motor operates in a lower voltage range (108-172 volts) compared to the previous motor (132-211 volts).

**Intelligent Power Unit (IPU)**

Power for the integrated electric motor is controlled through the ILX Hybrid’s Intelligent Power Unit. Located directly behind the rear seatback, the IPU consists of the Power Control Unit (PCU) or the electric motor command centre - a rechargeable lithium-ion battery module, and an integrated cooling unit. The Power Control Unit (PCU) electronically controls the flow of energy to and from the electric motor.

A bank of lithium-ion cells stores electrical energy in the battery pack. This bank of 40 individual 3.6-volt batteries stores up to 144 volts of electrical energy for the electric motor. The lithium-ion battery technology has approximately twice the energy density and about four times the output density of the nickel metal hydride (NiMH) batteries used in many other hybrids. As compared to traditional NiMH batteries, with lithium-ion batteries the output is increased by 33% , size is reduced by 36%, weight drops by 29% and the work capacity of the charging and discharging rates is approximately three times higher.

The Integrated Cooling Unit, mounted directly on the battery pack’s outer box, helps control the heat generated by the constant flow of electricity to and from the battery pack. Interior cabin air enters the Integrated Cooling Unit via a small vent placed on the left outboard rear seat bolster and is continually flowed over the battery pack and re-circulated.

**Regenerative Brake System**

To help maximize efficiency, the ILX Hybrid recaptures kinetic energy via a regenerative braking system. The captured energy is stored as electricity in the lithium-ion rechargeable battery pack. The ILX Hybrid uses its electric motor as a generator that can recharge its battery pack during braking, steady cruising, gentle deceleration, or coasting.

The regenerative braking system intelligently apportions braking power between the hydraulic brakes and the electric motor to convert the vehicle’s kinetic energy into electricity. During braking, a braking pressure sensor sends a signal to the Intelligent Power Unit (IPU), which maximizes the level of regenerative braking. At the same time, the CVT alters the gear ratio as needed to adjust the rpm of the engine to achieve the maximum efficiency for energy regeneration.

**Continuously Variable Transmissiom**

###### The ILX Hybrid features as standard a Continually Variable Transmission (CVT) – a first for Acura. The CVT delivers excellent low-end acceleration matched with relaxed low-rpm cruising along with offers smooth and predictable gear ratio transitions. By helping the engine and electric motor operate in the most efficient range, the CVT provides a fuel efficiency benefit superior to that of a conventional automatic transmission with fixed ratio gears. It also allows for greater efficiency during regenerative braking by smoothing deceleration.

The transmission can be controlled by a straight-gate console-mounted shifter or via a steering wheel paddle shifter system that works whenever the transmission is in either of its two automatic modes. When the paddle shifters are used, the transmission offers a choice of seven fixed ratios.

**Automatic Modes**

The transmission can be operated in two different fully automatic modes with the console-mounted straight-gate shifter. The D mode is ideal for most driving situations, and combines fuel efficiency with smooth operation and responsive power when needed. The S mode is for more performance-oriented driving, and features more aggressive transmission mapping to keep engine rpm higher for greater acceleration and response.

Whether in D or S mode, special transmission logic programming allows the use of the steering-wheel-mounted paddle shifters. When the driver operates the steering wheel-mounted paddle shifters while in Drive, the transmission responds to the driver’s shift command by selecting one of the available seven fixed ratios, and then returns to its normal fully automatic Drive mode if further paddle shift inputs are not made within a short time. This special logic makes it easy for the driver to command a quick downshift without leaving the convenience of Drive mode.

**S Mode**

When in S mode, use of the paddle shifters puts the transmission into full manual mode that remains until another mode of operation is selected with the console-mounted shifter. The paddle shifters allow the driver to select among seven fixed gear ratios. When in manual mode, if the engine redline is reached the ILX will automatically shift to the next gear ratio to avoid engine damage. It will also shift down to an appropriate lower gear ratio if necessary.

**L Mode**

When the transmission is in S mode, simultaneously pressing and holding the upshift and downshift paddles on the steering wheel places the transmission in L mode. In this mode, the operation of the integrated electric motor is altered to increase the charge rate of the lithium-ion battery.

**Common Powertrain Features**

**Drive-by-Wire Throttle ControL**

An electronic Drive-by-Wire™ throttle control system helps enhance the driving character of all ILX models. With smart electronics connecting the throttle pedal to the throttle body attached to the inlet of the intake manifold, the engine response can be optimized to suit the driving conditions and to better match the driver's expectations. A DC motor controls the throttle body opening position in the intake tract. To establish the current driving conditions, the system monitors items such as pedal position, throttle position, vehicle speed, engine speed and engine vacuum. This information is then used to define the throttle control sensitivity.

**Programmed Fuel Injection (PGM-FI)**

All ILX engines feature Programmed Fuel Injection (PGM-FI) that uses an array of sensors to constantly monitor a number of critical operating variables, including throttle position, intake air temperature, water temperature, ambient air pressure (altitude), air flow, along with the position of the crankshaft and camshaft(s). Special multi-hole fuel injectors mounted in the lower intake manifold spray directly toward the intake ports. The multi-hole injector design means that fuel droplet size is reduced for better fuel atomization, resulting in improved cold weather start-up, better fuel efficiency and higher horsepower.

**Direct Ignition System and Detonation Knock ControL**

A strong ignition spark is critical to improve power and reduce emissions. All ILX engines feature a direct ignition system that uses individual coil units positioned directly above each double-tipped electrode spark plug. The Powertrain Control Module (PCM) continually monitors several engine parameters to determine optimum spark timing based on specific driving conditions. Additionally, a block-mounted acoustic detonation (knock) sensor sends information with each crankshaft rotation, so that the engine can analyze detonation frequencies with high precision. These signals are sent to the PCM, which then controls ignition timing as needed to help prevent damage.

**Maintenance Minder System**

All ILX models feature a Maintenance Minder™ system that automatically monitors the vehicle's operating condition. The driver is alerted via a message on the Multi-Information Display (MID) located between the tachometer and speedometer when maintenance is required. The system helps eliminate unnecessary service stops, while ensuring that the vehicle is properly maintained.

The Maintenance Minder™ system monitors operating conditions such as coolant and oil along with engine speed, and then determines the proper service intervals. The Multi-Information Display (MID) shows the remaining percentage of engine oil life, and a percentage-based countdown to the next service is displayed when the car is within 15% of the end of the service interval. The type of service required is shown in an alphanumeric code, and if a service is missed, the MID indicates its urgency by showing past-due mileage.

The system can be reset manually by the owner, and monitors all normal service parts and systems, including oil and filter, air-cleaner, tire rotation, coolant, spark plugs, brake pads and more. Maintenance alerts are presented on the instrument cluster when the ignition is first turned on, and not while driving.

**BATTERY MANAGEMENT SYSTEM (BMS)**

The 2013 ILX uses Acura’s new Battery Management System (BMS) that is designed to reduce the chance of a dead battery and increase the overall service life of the battery.

Should an ILX owner accidentally leave on the headlights or not close a door (thus causing an interior light to remain on), after a set period of time the BMS will automatically terminate power delivery to prevent the battery from discharging. As a result of the discharge protection afforded by the BMS, the battery should have enough reserve capacity left to start the engine.

|  |
| --- |
| **BODY** |

**INTRODUCTION**

Sleek, sporty and aerodynamically efficient, the new Acura ILX exterior simultaneously combines themes of luxury, performance and efficiency. Design is critical to luxury car buyers, but increasingly, so is fuel economy. The Acura ILX delivers both with its wide stance, a long nose and a short tail that are keen-edged and individualistic, aerodynamically efficient, and immediately recognizable as an Acura.

**Exterior Highlights**

* Low and wide proportions
* Long hood and short tail
* Individualistic body lines
* Ultra-aerodynamic sculpted cabin
* Flat under-floor and other aerodynamic features

**DESIGN CONCEPT**

The ILX’s keen-edged design is simultaneously edgy and fluid, with dynamic forms and expressive lines flowing from the front of the signature Acura grille, along the body sides and across the three-dimensional cabin to the crisply styled trunk.

A signature Acura grille features a bold satin surround featuring a single black horizontal grille bar. Flanking the grille are the sweeping headlights, with projector-style low-beam lights with multi-reflector high beams. The molded headlight covers follow the sweep of the broad front fenders, while also including strong character lines of their own. Amber side marker lights and reflectors are positioned in the outer edges of the headlight cluster.

Below is a front fascia with an aerodynamically tailored lower edge and a pair of recesses with a honeycomb grille design that include fog lights for all ILX models (except for ILX 2.0L in base trim).

The long aluminum hood has a central character line that flows from the top of the grille back to the windshield. Narrow A-pillars afford good front visibility through the acoustic glass windshield.

All ILX models feature body-colour side mirrors. The door windows feature are surrounded by satin trim that groups the windows together and visually elongates the cabin shape.

Broad front fenders and pronounced front and rear wheel arches give the ILX an athletic presence. The fenders are highlighted with crisp-edged flares that further emphasize the five-spoke wheel design (16-inch diameter on the base ILX 2.0L and ILX Hybrid, 17-inch on the ILX 2.4L and ILX 2.0L with Premium or Technology Package). The ILX Hybrid model also features a Hybrid emblem on the front fenders.

The most prominent character line on the ILX starts behind the front wheel arches and then rises as it flows rearward through the front door handle, over the rear door handle and rear wheel arches, and finally towards the deck lid. This rising character line imparts a sense of muscularity and motion, even when the ILX is at rest. At the bottom of the doors lies an additional character line – a deeply set three-dimensional element that provides a look of solidity at the base of the body.

The rear of the cabin emphasizes the appearance of the wheel arches and compliments the strong, wide rear fenders. The taillight array wraps around the rear fenders and extends onto the back of the deck lid. The backup lights are located on the deck lid and the CHMSL is located at the top of the rear window. The ILX Hybrid is distinguished by a deck lid spoiler that further improves fuel economy.

**BODY FEATURES**

**ILX**

Standard exterior features for the Acura ILX include:

* 16-inch diameter aluminum wheels (split 5-spoke with silver-painted surface)
* P205/55R16 all-season tires
* Body colour, power-actuated, heated side mirrors
* Power door locks with auto-lock feature
* 2-speed intermittent windshield wipers
* Impact-absorbing body-coloured front and rear bumpers
* Projector beam halogen low beam headlights with Auto On/Off function
* Power windows with auto up/down feature
* One-touch power moonroof with tilt feature
* Smart Entry with pushbutton start

**ILX 2.4**

Added exterior features (above Base) on the ILX 2.4L include:

* Unique 17-inch diameter aluminum wheels (5-spoke with silver-painted surface and a machined spoke face)
* P215/45R17 all-season tires
* Projector beam Xenon HID low beam headlights with Auto On/Off function
* Fog lights
* Multi-view rear camera
* Stainless-steel pedal covers

**ILX Hybrid**

Standard exterior features on the ILX Hybrid include:

* 16-inch diameter aluminum wheels (split 5-spoke with silver-painted surface)
* P205/55R16 tires
* Hybrid badging on front fenders and rear deck lid
* Bright front fascia accents
* Rear deck lid spoiler

**ILX Hybrid with Technology Package**

Additional exterior features on the ILX Hybrid with Technology Package include:

* Projector beam Xenon HID low beam headlights
* Rearview camera

**SPECIFICATIONS**

|  |  |  |  |
| --- | --- | --- | --- |
|  | **Acura ILX 2.0L** | **Acura ILX 2.4L**  | **Acura ILX Hybrid** |
| Wheelbase, mm (in) | 2670 (105.1”) | 2670 (105.1”) | 2670 (105.1”) |
| Overall length, mm (in) | 4550 (179.1”) | 4550 (179.1”) | 4550 (179.1”) |
| Overall width, mm (in) | 1794 (70.6”) | 1794 (70.6”) | 1794 (70.6”) |
| Overall height, mm (in) | 1412 (55.6”) | 1412 (55.6”) | 1412 (55.6”) |
| Track, F/R, mm (in) | 1509/1532 (59.4/60.3”) | 1509/1532 (59.4/60.3”) | 1509/1532 (59.4/60.3”) |
| Curb weight, kg (lbs)  | 2,910  | 2,978  | 2,959 |
| Passenger volume, litres | 2530 | 2530 |  |
| Cargo volume, litres (cu. ft.) | 350 (12.3 cu ft) | 348 (12.3 cu ft) | 265 (10.0 cu ft) |
| Wheels (standard), in. | 16x6.5 | 17x7.0 | 16x6.5 |
| Wheels (available), in. | 17x7.0 |  –  |  –  |
| Tires (standard) | P205/55R16  | P215/45R17  | P205/55R16 |

**AERODYNAMIC EFFICIENCY**

The ILX’s aerodynamic refinement provides benefits including high fuel economy, interior quietness, handling stability and low emissions. Numerous engineering details contribute to the ILX’s aerodynamic qualities, starting with its sleek surfaces and keen edges, progressing to its nearly full underbody panels.

* **Front Fascia** – A spoiler located at the lower edge of the front fascia reduces aerodynamic drag and lift, which improves steering feel at high speeds.
* **Front Bumper Cover** – Optimizing the front bumper corner shape reduces aerodynamic drag at the front tires.
* **A Pillars** – Streamlined A-pillars reduce turbulence, aerodynamic drag and wind noise.
* **Wheel Strakes** – Located ahead of the front and rear wheels, special aero strakes help move air smoothly around the tires, reducing side aerodynamic drag.
* **Full Undercover** – To smooth airflow underneath the ILX, an undercover starts behind the front fascia, extends under the engine, transmission (excluding 2.4L), cabin and fuel tank (only on 2.4L), while also covering the open space behind the rear suspension and beneath the trunk.
* **Rear Deck Lid Spoiler** (ILX Hybrid) – Helps air separate cleanly off the back of the vehicle, resulting in a lower aerodynamic drag and improved stability at higher speeds.

**OUTSIDE VISIBILITY**

The swept-back position and narrow dimensions of the A-pillars result in a wide 84-degree front windshield view angle. The rear sightlines are improved due to the location of the CHMSL at the roofline rather than on the rear parcel shelf.

**RIGID UNIT-BODY CONSTRUCTION**

The new ILX utilizes a rigid unit body that offers outstanding ride and handling characteristics, as well as low interior noise levels. The upper part of the instrument panel, A- and C-pillars, floor area and rear trunk surround are designed for maximum strength with the lowest possible weight. The body’s high torsional stiffness contributes to ride comfort and handling precision that have long been Acura hallmarks. Among the notable unit body structural elements are:

* Advanced computer modeling ensures maximum unit body stiffness with minimal weight resulting in peak ride and handling qualities with low weight and high fuel efficiency
* Smooth load flows are particularly important for maintaining structural strength throughout the body. Particular emphasis on load flow was made at these areas:

– Upper front strut towers

– Vertical uprights at the corners of the front bulkhead

– Lower A-pillars
– Windshield header
– Roof sills
– Top corner of B-pillars

– Top of C-pillars
– Floor pan

– Trunk opening
– Trunk floor

**HIGH-STRENGTH STEEL**

For high strength that fosters long-term durability, the Acura ILX utilizes high strength steel (HSS) in 62-per cent of its body structure. This high-grade, high-tensile strength steel adds the required strength for these enhancements without adding excessive weight, which in turn improves the ILX’s steering and handling precision, while also enhancing fuel economy.

Various grades of steel are used in different areas of the body according to need. These include:

* **780 and 980 grade HSS** – Used for the cross member beneath the driver’s seat and inside of the floor sills (for 5% of the unit body).
* **590 grade HSS** – Used for most structural load paths for ACE™, including the side sills, A- and B-pillars, windshield header, forward spars of unit body, rear cross member and central tunnel (for 47% of the unit body).
* **440 grade HSS** – Used for the front bulkhead, brackets in lower part of unit body (for 7% of the unit body).
* **270 grade steel** – Traditional sheet steel is used in front of engine, on top of the front bulkhead, and in most of the rear of the vehicle (for 41% of the unit body).

**ALUMINUM**

Aluminum stampings are used in certain locations to reduce the ILX’s curb weight, which provides additional benefits in handling and fuel economy. Among the aluminum body components are:

* Hood
* Front bumper beam
* Rear bumper beam (for ILX Hybrid model)

**ADVANCED COMPATIBILTIY ENGINEERING**™ **BODY STRUCTURE**

As with all Acura models, the new ILX employs the Advanced Compatibility Engineering™ (ACE™) body structure. The ACE™ body structure increases the vehicle body’s ability to manage crash energy in a frontal collision, even if the ILX should collide with another vehicle of a different size.

Although testing had not yet been completed as of this publication, Acura projects that the 2013 ILX will receive top safety ratings from governmental (NHTSA) and independent (IIHS) tests. From the National Highway Traffic Safety Administration (NHTSA\*), Acura also expects a 5-Star Overall Vehicle Score, while from the Insurance Institute for Highway Safety (IIHS), Acura expects GOOD ratings all-around resulting in a *TOP SAFETY PICK* designation as well.

\*U.S. government star ratings are part of the National Highway Traffic Safety Administration’s (NHTSA) New Car Assessment Program (www.safercar.gov).

**CARGO AREA**

The ILX trunk area features a wide opening and low lift-over height for easy loading and removal of items. The trunk interior is cleanly designed with smoothly finished hinges and premium panel fit. Inside is a high-quality molded lining.

The temporary spare tire on the ILX 2.0L and ILX 2.4L is located under the trunk floor panel. The ILX Hybrid features a flat repair kit to make extra room for the battery pack, but a temporary spare is available for purchase from Acura dealers.

The trunk cargo volume is 348 litres (12.4 cu. ft.) for ILX 2.0L base model and ILX 2.4L. Truck cargo volume for the ILX Hybrid is 265 litres (10.0 cu. ft.) The ILX can accommodate a significant amount of bulky cargo, including three golf bags, two large traditional suitcases, a large cooler or a wheelchair.

When more space is needed for cargo, the one-piece fold-down rear seatback can be lowered to reveal a cargo pass-through to the back seat area. The ILX Hybrid has a fixed rear seat that cannot be folded down.

**NVH COUNTERMEASURES**

Extensive measures have been utilized to eliminate noise, vibration and harshness (NVH) from the passenger cabin of the ILX. Extensive analysis of systems and components – from the engine and transmission and their mounting systems, to the unit body, chassis and interior – result in a reduction in NVH in all operating parameters, particularly at highway cruising speeds. Key design elements include:

**Vibration Mitigation**

* Special vibration insulation for engine and transmission mounts, steering and suspension systems
* Sound reduction air intake system
* Body vibration damping system
* Rigid floor panels
* Low-vibration radiator support
* Stiffeners in rear body panels and trunk
* Highly rigid floor areas

**Sound-absorbing Materials**

* Front inner fender insulators
* Carpet mass tuned for maximum noise absorption
* Rear body tray insulator
* Tuned insulator panels
* Sound absorbing rear inner fender materials

**Sound-absorbing Glass**

* 4.5-mm acoustic windshield glass
* 4.0-mm front door glass
* 3.5-mm rear door glass
* Full-width sealer at bottom of windshield

**Sealers and Insulators**

Numerous sealers, sound absorbers and insulations are utilized to absorb noise, including:

* Floor melt sheet with plastic constraining layer located beneath the seating area and rear body area
* Broad use of Thinsulate™ insulating material

**ACTIVE NOISE CONTROL**

Included with the ILX Premium and Technology Packages (excluding ILX Hybrid), Active Noise Control captures low-end drivetrain frequencies entering the cabin, and then creates a precisely timed reverse phase audio signal to cancel them. The result is a reduction in booming exhaust sound as well as road noise. Overall, an impressive 10 dB reduction in unwanted noise is attained.

**PROJECTOR BEAM HEADLIGHTS**

The Acura ILX is equipped with projector beam halogen headlights with an Auto On/Off feature for added convenience. The high beams provide excellent nighttime illumination with a crisp, bright and focused light beam. The lenses and reflectors are designed to integrate with the ILX’s dramatic and aerodynamic bodywork.

By operating at a lower voltage, the halogen high beams also serve as daytime running lights (DRL), which automatically illuminate when the ignition is on and the parking brake is off.

**HID HEADLIGHTS**

Acura ILX models with the Premium or Technology Package have high-intensity discharge (HID) low beam headlights with halogen high beams. The advantages of HID headlamps include greater lighting power, daylight type lighting temperature and reduced power consumption. The light projection cut lines of the HID headlights are extremely precise, helping to provide maximum nighttime visibility without distracting other drivers.

**TAILLIGHTS**

The ILX taillight system features incandescent bulbs for the taillight and outboard brake lights, and LED illumination for the Centre High Mount Stop Lamp (CHMSL).

**WINDSHIELD WIPERS**

Positioning the ILX’s windshield wipers below the rear edge of the hood line keeps them out of the driver’s normal sightline for improved forward visibility. In addition, the wipers are positioned out of the airflow going over the hood to help reduce turbulence that can contribute to unwanted aerodynamic drag and interior noise.

**TURN SIGNALS**

The ILX turn signals feature a simplified activation to simplify lane changes. One quick, light push on the turn-signal stalk blinks the turn signals three time – a typical number required for lane changes. The turn signals may be fully activated in the typical manner (by pushing the stalk past its detent), which will activate the signals until cancellation occurs.

**SIDE MIRRORS**

Aerodynamically shaped side mirror housings minimize turbulence and reduce wind noise. The mirror housings are body-coloured for a more integrated appearance. All models include as standard power-actuated mirrors that are heated.

**EXPANDED VIEW DRIVER’S MIRROR**

The ILX features a new expanded view side mirror on the driver-side door. As required by law, the main area of the mirror uses a traditional flat reflective plane on the inner portion of the mirror (that is closest to the door), while the outer portion of the mirror uses a convex element to provide a broader field of view. The convex portion of the mirror generates an additional 6.5 degrees of visibility that can assist the driver in detecting other vehicles that might not have otherwise been seen in a traditional side mirror.

**EXHAUST PIPES**

The ILX’s focus on affordable luxury and fuel efficiency prompted designers to hide the exhaust outlets behind the rear fascia. The hidden outlets make the ILX the first US-market Acura without bright-finished exhaust tips.

**FUEL TANK**

Located forward of the multi-link rear suspension, the fuel tank is constructed of polyethylene for reduced weight and lower evaporative emissions. The molded composite design also allows for a 50-litre (13.2-gal.) fuel capacity. The tank also incorporates a returnless fuel supply system that helps reduce vapor generation and reduces overall weight.

**KEYLESS ENTRY**

All ILX models feature the Keyless Access System with smart entry and pushbutton ignition. The system has a unique digital identity that lets the ILX owner gain access to the car without having to unlock it with the remote transmitter or a conventional key. With the Keyless Access Remote in his or her possession, the car will be unlocked automatically when the driver pulls one of the front door handles.

Once the door is opened and the driver is seated, the system allows the engine to be started by depressing the brake pedal and pushing the Engine Start/Stop button positioned on the instrument panel.

When leaving the car, a press of the soft-touch button on the outside of either front door handle simultaneously locks all the doors. Alternatively, a press of the Lock button on the Keyless Access Remote will simultaneously lock all the doors.

**REARVIEW CAMERA**

ILX models with either the Premium or Technology Package feature a rearview camera. The ILX with Premium Package displays its image on the 5-inch display, while the ILX with Technology Package presents the rearward view on the 8-inch navigation screen. The driver can select among a choice of top view, normal view or wide view.

When the ILX transmission is placed in Reverse, the view from a rear-mounted camera is displayed on a 5-inch display screen that is positioned in the instrument panel. To make it easier for the driver to judge distance and clearance, solid yellow on-screen guidelines indicate the vehicle’s width, as well as distances of 1, 2 and 3 meters as measured from the rear of the ILX.

When equipped with the available Technology Package, one of three different rear view images from the multi-view camera is displayed on the W-VGA 8-inch colour monitor used for the navigation system.

The primary view is “Normal View,” which delivers 130-degrees of rearward visibility. For special conditions, there is the “Wide View,” which delivers 175-degrees of rearward visibility. The “Top View” generates a straight-down look at the area just rearward of the bumper, thus easing maneuvering in tight parking spaces.

**EXTERIOR COLOURS**

Seven colours add drama and personality to the 2013 ILX. Making its debut on the ILX is an all-new colour for Acura: Fathom Blue Pearl.

|  |  |  |  |
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|  | **Acura ILX 2.0L** | **Acura ILX 2.4L** | **Acura ILX Hybrid** |
| Bellanova White Pearl | • |  | • |
| Alabaster Silver Metallic  | • | • | N/A |
| Polished Metal Metallic | • | • | N/A |
| Crystal Black Pearl | • |  | • |
| Fathom Blue Pearl | • | • | • |
| Urban Titanium Metallic | • |  | N/A |

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| **CHASSIS** |

**INTRODUCTION**

From the entry level ILX 2.0L model to the performance-oriented ILX 2.4L and the efficient ILX Hybrid, every 2013 Acura ILX is comfortably refined, responsive and inspiring to drive.

All ILX models feature Acura’s highly developed MacPherson strut front and multi-link rear suspension systems, new Amplitude Reactive Dampers, new Motion Adaptive Electric Power Steering, and Vehicle Stability Assist™ (VSA®) electronic stability control system that works with the ILX’s Drive-by-Wire™ throttle system and 4-channel ABS systems to enhance vehicle control.

The ILX’s 4-wheel independent suspension is likewise tuned to provide a sporty, solid and dynamic driving experience, and the standard Anti-lock Braking System (ABS) with Electronic Brake Distribution (EBD) and Brake Assist uses 4-wheel disc brakes.

**CHASSIS HIGHLIGHTS**

* MacPherson strut front suspension
* Multi-link rear suspension
* Front and rear stabilizer bars
* Amplitude Reactive Dampers
* Motion-Adaptive Electric Power Steering (EPS)
* Vehicle Stability Assist™ (VSA®)
* 4-wheel disc brakes with ABS, electronic brake distribution (EBD) and Brake Assist

The ILX chassis architecture is focused on providing a refined ride quality along with precise, spirited handling, all the while reducing the intrusion of noise, vibration and harshness (NVH) into the passenger cabin. Key differences between the different ILX models include:

**ILX 2.0L**

* 16x6.5-inch split 5-spoke aluminum wheels with silver-painted surface
* Continental ContiProContact P205/55R16 all-season tires
* Available 17x7-inch 5-spoke aluminum wheels with silver-painted surface and a machined spoke face
* Available Michelin Pilot HX MXM4 P215/45R17 all-season tires

**ILX 2.4L**

* 17x7-inch 5-spoke aluminum wheels with silver-painted surface and a machined spoke face
* Michelin Pilot HX MXM4 P215/45R17 all-season tires

**ILX Hybrid**

* Unique 16x6.5-inch split 5-spoke aluminum wheels with silver-painted surface
* Continental ContiProContact P205/65R16 all-season tires
* Regenerative braking system with unique parameters for the power-assist braking feature

**INSPIRED HANDLING**

A 2670 mm (105.1”) wheelbase, wide front and rear track dimensions, advanced suspension design along with features such as VSA® with Motion Adaptive Electric Power Steering (EPS) help give the ILX inspired handling. Specially tuned independent front and rear suspension provides quick and smooth steering response, along with agile and linear handling. These traits also contribute to the ILX’s suite of collision avoidance designs.

**SUSPENSION SYSTEMS**

The Acura ILX uses a combination of MacPherson struts on the front with a rear multi-link suspension system at the rear. The strut-style front suspension provides excellent handling characteristics with sophisticated ride quality, while also making room available for crash reinforcement at the front of the vehicle. Likewise, the multi-link rear suspension, provides outstanding ride and handling characteristics, while also helping to maximize second-row seating and cargo space. Suspension geometry is also optimized for nimble handling.

New Acura suspension technologies debuting in the 2013 ILX include:

* Amplitude Reactive Dampers (reduces damping forces over small-amplitude road imperfections)
* Rebound springs (for both front and rear suspensions)
* Low-friction bushings (further improves ride quality in small-amplitude impacts)

**MacPherson Strut Front Suspension**

The MacPherson strut front suspension provides precise and engaging handling performance, a responsive feel for the driver, and luxurious ride quality. Specially tuned bushings along with performance-calibrated geometry ensure optimal wheel alignment while turning for confident handling. The ILX 2.0L and 2.4Lmodels use a 20-mm diameter tubular front stabilizer bar while the ILX Hybrid model uses a 19-mm diameter tubular front stabilizer bar.

**Multi-Link Rear Suspension**

The ILX uses a multi-link rear suspension that features stamped-steel upper A-arms, cast-aluminum knuckles, double lower tubular lateral links, tubular-steel toe-control links, coil-over dampers and a stabilizer bar. The system provides excellent handling, a flat ride and excellent control of noise, vibration and harshness (NVH). All models of ILX use a 14-mm diameter solid rear stabilizer bar.

**AMPLITUDE REACTIVE DAMPERS**

A new technology for Acura, Amplitude Reactive Dampers are used on the 2013 ILX to provide a superior level of ride comfort together with crisp, precise handling. The dampers operate in two distinct performance parameters, including a Ride Zone and a Handling Zone. Each zone has a unique set of compression and rebound damping forces tailored to provide the desired ride and handling attributes. In essence, the amplitude reactive dampers operate like two separate suspension systems combined in one. The new dampers are entirely mechanical in operation with no electronics required.

**Ride Zone**

For short suspension stroke (between 1-5 mm travel), the dampers provide minimal damping effect to provide an extremely comfortable ride where little suspension travel is needed— such as on smooth road surfaces.

**Handling Zone**

For longer suspension stroke (over 10 mm travel), a second damping circuit is engaged. Here damping effect is maximized for enhanced steering feel, improved body-roll control and more secure handling, such as during aggressive cornering or on severe road conditions.

With the Amplitude Reactive Dampers, by adding a second spring floating valve above a conventional main piston valve, the IDX is able to maintain the superior driving dynamics.

**LOW-FRICTION BUSHINGS**

Reducing the hysterics of the lower front and rear suspension bushings helps improve ride quality during small-amplitude road imperfections without sacrificing steering precision, handling response or ride quality under strenuous cornering or rough road conditions. Front and rear anti-roll bars utilize Teflon bushings for smooth operation.

**MOTION ADAPTIVE ELECTRIC POWER STEERING (EPS)**

Representing a first use for Acura, as an element of Vehicle Stability Assist™ (VSA®) the new Motion-Adaptive Electric Power Steering (EPS) offers a direct feeling and efficient steering performance, together with improved active safety. Standard on all ILX models, Motion-Adaptive EPS is a sophisticated new system that incorporates driving stability technology which initiates steering inputs that prompt the driver to steer in the correct direction during cornering and when experiencing slippery road conditions. Using vehicle speed and steering angle data, Motion-Adaptive EPS works with Vehicle Stability Assist (VSA®) and Electric Power Steering to detect instability in low traction conditions (both during cornering and under braking) and automatically initiates steering inputs aimed at prompting the driver to steer in the correct direction. This new advanced technology supports the driver's action in operating the vehicle more safely and comfortably.

Noted below are three examples of how Motion Adaptive Electric Power Steering (EPS) works as part of VSA®.

**Mitigates Understeer:** Helps correct the steering inputs to mitigate understeer and help the driver trace the intended curve of the road

**Mitigates Oversteer:** Helps correct the steering inputs to mitigate oversteer and help the driver trace the intended curve of the road

**Stabilizes Braking:** Helps correct the driver’s steering input to reduce vehicle instability when the driver is braking hard on road surfaces with different friction coefficients (such as pavement that is only partially covered with dirt or snow)

With Electric Power Steering (EPS), a sophisticated electric power-assisted rack-and-pinion steering system takes the place of a conventional hydraulic power steering system. EPS responds instantly to steering input and automatically changes the amount of power assist appropriate to the vehicle’s speed.

The Motion-Adaptive EPS system consists of a rack-and-pinion steering gear with an electric motor installed concentrically around the steering rack. To control the level of assist the Powertrain Control Module receives signals from a speed sensor and, coupled with a steering sensor for torque and rotation, then calculates the optimal amount of assist and sends a signal to the electric motor.

When compared to the operation of a conventional hydraulic pump power steering system, the simpler Motion-Adaptive EPS increases efficiency because it does not draw a continuous amount of power directly from the engine. Other advantages of electric power-assisted steering include its simplicity, its lower power consumption (which helps improve fuel efficiency), and its compactness and resulting lower overall weight.

**4-WHEEL DISC BRAKES WITH ANTI-LOCK BRAKING SYSTEM (ABS)**

All Acura ILX models are equipped with 4-wheel disc brakes with 4-channel ABS, Electronic Brake Distribution (EBD) and Brake Assist.

ABS independently modulates braking power at each wheel to help the driver retain steering control during heavy deceleration. EBD automatically optimizes braking force between the front and rear wheels, adjusting for the weight and loading of passengers and cargo, to help the ILX stop as quickly as possible. EBD also provides excellent pedal feel and reduced brake fade under strenuous driving conditions. Brake Assist recognizes emergency braking situations and assists the driver by helping apply full braking force when appropriate.

All ILX models are equipped with ventilated front brake rotors (11.1-inch diameter on ILX 2.0L, 11.8-inch on ILX 2.4L, and 10.3-inch on ILX Hybrid) clamped by single-piston calipers. At the rear are 10.2-inch diameter solid rotors clamped by single-piston calipers. The rear brakes incorporate a splash shield for better performance in wet conditions.

The servo ratio is idealized for improved braking response with initial pedal force, while high-strength calipers add stiffness for improved pedal feel and braking effectiveness. The result is a secure, effective and satisfying braking system.

In the ILX Hybrid, the hydraulic brake booster cooperates electronically with the Engine ECU to provide optimum amount of regenerative braking during light deceleration conditions.

**WHEELS AND TIRES**

The base ILX 2.0L and ILX Hybrid models feature as standard equipment Continental ContiProContact P205/55R16 tires mounted on 16x6.5-inch aluminum wheels for an excellent blend of ride quality, handling and fuel efficiency. The ILX 2.4L features as standard equipment Michelin Pilot HX MXM4 P215/45R17 tires and 17x7-inch aluminum wheels for enhanced handling.

The ILX 2.0L (Base model) and ILX Hybrid featured split 5-spoke wheels with a silver-painted surface. The ILX 2.0L (with Premium and Technology Package) and all ILX 2.4L models feature 5-spoke wheels with a silver-painted spokes with machined surfaces.

**Space-Saving Spare Tire**

The ILX 2.0L and ILX 2.4L use a space- and weight-saving temporary tire assembly that is stored under the carpeted floor in the trunk. With the ILX Hybrid, a flat-repair kit (consisting of a special puncture sealant and an air compressor) is used to afford more room for the integrated electric motor batteries. Should ILX Hybrid owners want a temporary spare tire assembly, available as a dealer-installed accessory is a spare tire that is mounted in the front area of the trunk.

|  |
| --- |
| **INTERIOR** |

**INTRODUCTION**

Enter the all-new ILX sport sedan and the car’s purposeful sporting nature is immediately apparent. Offering a seamless combination of luxury, performance and technology, the ILX interior exhibits the high level of fit and finish expected of Acura, and puts it in reach of more buyers than ever before.

Settle into the comfortable and supportive driver’s seat, and the focus on driver control is unmistakable. The cockpit has an efficient layout, with crisp and clear LED-illuminated analog instrumentation. The thick, leather-wrapped steering wheel puts a range of commonly used features at your fingertips, and racing-inspired shift paddles mounted on the back side of the steering wheel make for quick gear changes. In the ILX 2.4L, a leather-wrapped shifter handle (for the close-ratio 6-speed manual gearbox) is positioned on the centre console.

The spacious 5-passenger interior offers standard seating surfaces of cloth and synthetic leather, with leather available as part of both the Premium and Technology packages. A large, full-colour information display is positioned in the instrument panel’s centre stack, and dual-zone automatic climate control is standard. In the back seat, there’s room for three passengers, and a convenient fold-down rear seatback (excluding ILX Hybrid) reveals a pass-through to the trunk that expands cargo-carrying versatility.

Though the ILX is Acura’s most affordable vehicle, it more than lives up to the brand standards in terms of quiet interior refinement. The ILX has an exceptionally low amount of interior noise, vibration, and harshness (NVH) due to features such as an acoustic glass front windshield, thick side glass, extensive use of sound-deadening insulation and specially designed underfloor covers.

The ILX offers a remarkable level of standard equipment, including a Keyless Access System, 5-inch (diagonal) colour central display, dual-zone automatic climate control, 6-speaker audio system, SMS text messaging function, *Bluetooth*® HandsFreeLink® cellular telephone and music interface and much more. A 60-gigabyte hard disk drive (HDD) for the available navigation and audio systems offers impressive response time, and the HDD offers the ability to download 15-gigabytes of personal music.

The available Premium Package adds leather seating, heated front seats, 8-way power adjustable driver’s seat, 7-speaker audio system with XM® Radio, and a multi-view rearview camera that displays three different viewing angles on the central display. The package also includes an auto-dimming rearview mirror and an Active Noise Control system (ILX Hybrid excluded).

The Technology Package adds a spectacular 365-watt Acura/ELS Surround® Premium Audio System with 10 speakers and access to 15 GB of hard disk drive storage with Song By Voice™ searching. The package also includes the Acura Navigation System with Bilingual Voice Recognition™.

**INTERIOR AT A GLANCE**

* Roomy interior with seating for five
* Cloth/synthetic leather seating surfaces
* Keyless Access System
* Large, easy-to-read LED backlit analog instruments
* Multi-Information Display (MID)
* 5-inch (diagonal) colour screen in a central display
* Automatic on/off headlights
* Leather-wrapped steering wheel with fingertip controls
* Leather-wrapped shift lever
* Tilt and telescopic steering column
* Dual-zone automatic climate control system
* 160 watt audio system with 6-speakers, AM/FM tuner, and CD player
* USB jack for digital media and iPod®/iPhone® compatibility
* *Bluetooth*® HandsFreeLink® cellular telephone and music interface
* SMS text messaging function
* Power tilt/slide moonroof

**Premium Package**

* Leather seating surfaces
* 2-way heated front seats
* 8-way power adjustable driver’s seat
* 360 watt audio system with 7-speakers, AM/FM tuner, CD player and XM® Radio
* Multi-view rear camera
* Auto-dimming rearview mirror
* Active Noise Control (ILX Hybrid excluded)
* HID headlights
* Fog lights

**Technology Package**

* Acura/ELS Surround® Premium Audio System with 365 watts, 10 speakers, DVD-Audio, DTS™ CD, AM/FM radio, XM® Radio with Note function music reminder, hard disk drive with 15 GB of dedicated media storage, Song By Voice™ and Dolby® Pro Logic® II
* Acura Navigation System with Bilingual Voice Recognition™ and rearview camera
* HomeLink® remote control system
* Multi-view rear camera

**STYLING**

The ILX interior blends sporting performance and upscale luxury themes into a highly functional and technologically advanced layout. Sweeping interior shapes flow through the doors, instrument panel and centre console to create a cohesive look. The interior has an open, spacious feel, and soft-touch materials are used in key locations throughout the cabin, contributing to the rich, premium feel. Satin metal finish accents brighten the instrument panel and centre console, and vehicle entry is over metal sill plates bearing the Acura logo.

The control layout it focused on precise efficiency, with large analog gauges and a steering wheel with a thick, leather-wrapped rim for a sporting feel. Controls for many frequently used systems are positioned on the steering wheel within fingertip reach, including racing-inspired steering-wheel-mounted paddle shifters for the Sequential SportShift 5-speed automatic transmission in the ILX or SportShift CVT in the ILX Hybrid. In the sport-minded ILX 2.4L, stainless-steel accents on the pedals contribute to a performance atmosphere.

**DRIVER-ORIENTED COCKPIT**

From the driver’s seat, the ILX’s focus on efficient performance is clear. The primary controls (the steering wheel, pedals, and console shifter) are positioned for excellent comfort and control. Supportive sport-minded seating offers lateral support for aggressive cornering, and the steering column tilts and telescopes to accommodate drivers of varying sizes.

Instrumentation and controls are clearly legible and switchgear offers precise tactile feedback. Two automatic transmissions and one manual transmission are offered in the ILX model range, and all are designed for ease of operation. The Sequential SportShift 5-speed automatic transmission and the Hybrid CVT have a straight-style shifter assembly located on the centre console along with racing-inspired paddle shifters that are within fingertip reach on the back side of the steering wheel. The 6-speed manual transmission that is standard with the ILX 2.4L has short throws for fast, precise shift action.

Controls for the standard power moonroof (with tilt and auto-open/close) are located overhead in an intuitive location. The trunk can be opened via a latch positioned on the floorboard just to the left of the driver seat.

**LEATHER-WRAPPED STEERING WHEEL**

The ILX has a thick leather-wrapped 3-spoke steering wheel that integrates many control functions. Audio controls are positioned on the left spoke while cruise-control switches are on the right spoke. When equipped with the Technology Package, Acura Navigation System with Bilingual Voice Recognition™ controls are located on the bottom spoke of the steering wheel. When equipped with the Sequential SportShift 5-speed automatic transmission or SportShift CVT, racing-inspired shift paddles are positioned behind the steering wheel.

**LED Instrumentation**

The ILX’s analog instrumentation has a clean, refined look and LED backlighting makes the large gauges easy to read and interpret day or night. The ILX 2.0L and ILX Hybrid instruments have white illuminated markings and needles. The ILX 2.4L has red illuminated needles and sub-scale graduations. The ILX Hybrid instrument cluster includes a charge/assist gauge to provide an easy-to-interpret indication of the Hybrid system’s operating condition.

ILX models equipped with an automatic transmission have a digital gear selection indicator positioned between the tachometer and speedometer.

**MULTI-INFORMATION DISPLAY**

The ILX provides important vehicle information via the Multi-Information Display (MID) that is positioned between the tachometer and speedometer. The LCD screen shows MID items such as outside air temperature, overall vehicle mileage and trip mileage and average fuel economy. On the ILX Hybrid, a green circle (known as the Ecological Drive Indicator) appears on the MID. The size of the green circle is an indication of how the driver is doing with regards to the level of fuel efficiency.

The MID is operated via controls positioned on the steering wheel that allow the driver to cycle the display through additional screens of information while keeping both hands on the wheel.

The MID can display:

* Upcoming maintenance needs
* Average and instantaneous fuel economy
* Fuel range
* Average vehicle speed
* Elapsed time

The ILX Hybrid MID adds:

* Efficient driving feedback
* Fuel consumption history
* Hybrid energy flow
* Ecological Drive Indicator
* ECO score

**MULTI-VIEW REAR CAMERA**

When the ILX (with Premium Package) transmission is placed in Reverse, the view from a rear-mounted camera is displayed on the 5-inch colour central display. When equipped with the available Technology Package, the multi-view camera images appear on the W-VGA 8-inch colour monitor used for the navigation system.

To make it easier for the driver to judge distance and clearance, solid yellow on-screen guidelines indicate the vehicle’s width, as well as distances of 1-, 2- and 3-meters as measured from the rear of the ILX.

The primary view is “Normal View,” which delivers 130-degrees of rearward visibility. For special conditions, there is the “Wide View,” which delivers 175-degrees of rearward visibility. Finally, the “Top View” generates a straight-down look at the parking area, helping when maneuvering in tight parking spaces.

**ONE-TOUCH TURN SIGNALS**

The ILX features a new one-touch turn signal system that makes lane changes more convenient. If the ILX driver moves the turn signal lever up (right turn) or down (left turn) for less than 100 milliseconds, the turn signals will flash three times and then self cancel.

**SEATING**

Supportive seating is critical in a sport sedan, where aggressive driving can create high longitudinal and lateral loadings on passengers. During spirited acceleration, cornering and braking, secure seating for the driver and passengers is an important part of overall comfort and driver control. The ILX front seats are specifically designed to offer substantial lateral support, both in the lower back area and in the shoulder area. The driver’s seat is 8-way manually adjustable. When an ILX is optioned with the Premium and Technology package, included is an 8-way power adjustable driver’s seat and heated front seats that can warm at two different levels.

The ILX front seats have black cloth seating surfaces with synthetic leather side bolsters. The ILX 2.0L with Premium or Technology Packages and ILX Hybrid have perforated leather seating sections and synthetic leather side bolsters offered in a choice of black or ivory. The ILX 2.4L has black perforated leather seating sections and synthetic leather side bolsters with contrasting silver stitching.

# INTERIOR ROOM

Though it has compact exterior dimensions, inside the ILX offers a surprisingly spacious 2530 mm (89.3 cu. ft.) of passenger space. Efficient packaging offers comfortable long-haul space for four passengers, and the ILX can accommodate five passengers for shorter drives. The nearly flat rear floor centre-section affords good foot room for the centre passenger.

# CARGO CARRYING VERSATILITY

The trunk cargo volume is 348 litres (12.4 cu. ft.) for ILX, and 265 litres (10.0 cu. ft..) for ILX Hybrid When more space is needed for cargo, the one-piece fold-down rear seatback (excluding ILX Hybrid) can be lowered to reveal a pass-through to the back seat area.

**COMFORT AND CONVENIENCE ITEMS**

The ILX interior offers a range of useful features to enhance passenger comfort and convenience. A pair of console-mounted cupholders can accommodate large drinks, and the front door panels have bottle holders. There are padded armrests and convenient storage bins in all four doors, and the large, lockable glovebox offers 7.4 litres of storage space. Beneath the padded centre armrest, the centre console storage compartment has an internal 12-volt power point and a 2.5-mm auxiliary input mini-jack for the easy connection of a compatible audio device (such as an iPod®) to the ILX audio system. In the rear seat area, a fold-down padded armrest with two cupholders provides added comfort and convenience.

A versatile Multi-Information Display (MID) located between the tachometer and speedometer tracks the vehicle’s maintenance needs, shows warnings and offers an array of driver preference settings. Illuminated door-mounted window switches are easy to locate at night. Acura ILX with Technology Package includes a HomeLink® remote system that allows the control of up to three home electronic devices remotely from inside the car.

**DUAL-ZONE AUTOMATIC CLIMATE CONTROL SYSTEM**

The ILX has as standard a dual-zone automatic climate control with clear, intuitive controls. A replaceable filter system helps remove particulates from the interior air. When operated in Auto mode, the system can automatically alter defrost airflow, based on temperature and humidity. When equipped with the Acura Navigation System with Bilingual Voice Recognition™, key HVAC system functions can be accomplished via voice command. In addition, the navigation system calculates sun position to adjust system operation from side to side to help compensate for solar heating.

**KEYLESS ACCESS SYSTEM**

The ILX receives as standard equipment the latest generation of Acura’s Keyless Access System. The system lets the ILX owner gain access to the vehicle without having to unlock it with the remote transmitter or a conventional key. The Keyless Access Remote has a unique digital identity and the ILX can be unlocked when the driver pulls one of the front door handles while the remote in his/her possession. Once the driver has opened the door and is seated, the Keyless Access System allows the ILX to be started by depressing the brake pedal and then pushing the Engine Start/Stop button (it is unnecessary to insert and twist a traditional ignition key).

When leaving the ILX, a press of the soft-touch button on outside of the exterior door handle simultaneously locks all the doors. Alternatively, a press of the Lock button on the Keyless Access Remote will also lock all the doors. The Keyless Access System will not allow the transmitter fob to be locked in the interior of the ILX. When carrying the fob (or if all doors are unlocked), the trunk can be opened by pressing a button located on the ILX’s rear fascia.

The Keyless Access System also features a unique “quick vent” feature (activated by pressing the Keyless Access Remote “unlock” button two times and then holding it) that automatically lowers all side windows and opens the power moonroof to quickly vent built-up interior heat. In addition, turning the key in the driver’s door key cylinder to the "lock" position twice (and then holding it the second time), simultaneously closes all open windows and the moonroof.

When the remote battery is low, the ILX will signal the driver to bring key fob closer to the Start Button for ignition, and the MID will display that the key fob battery is low. A mechanical key is built into the remote fob and provides a back up to enter vehicle in the event that the Keyless Access Remote battery should fail.

**ECON MODE**

The ILX Hybrid features a driver-selectable ECON mode that helps to improve fuel efficiency by changing or limiting the operation of certain systems. ECON alters the “gain” between the accelerator pedal and throttle-body to further enhance fuel efficiency. When cruise control is engaged, the ILX takes slightly longer to reach a set speed. As a safety feature, full torque output is available when wide-open throttle is used. If in ECON mode, the air conditioning system’s threshold for maintaining a set cabin temperature is slightly increased (when conditions warrant) in order to minimize the activation of the twin air-conditioning compressors.

***BLUETOOTH***® **HANDSFREELINK**® **WIRELESS TELEPHONE INTERFACE**

All ILX models feature as standard the *Bluetooth*® HandsFreeLink® hands-free telephone interface that is designed to work with most *Bluetooth*®-enabled mobile telephones. *Bluetooth*® is a radio frequency-based technology that lets portable devices (such as mobile telephones, PDAs and laptop computers) communicate wirelessly. The ILX system is compatible with *Bluetooth*®-enabled cellular phones that have the Hands Free Profile (HFP); some early *Bluetooth*®-enabled phones do not have this communications protocol. After the driver completes a one-time pairing process, the ILX will communicate wirelessly with the driver's cellular telephone. The phone needs to be on, but it can be stowed in a pocket, purse, or anywhere inside the ILX cabin.

*Bluetooth*® HandsFreeLink® allows the driver to send or answer telephone calls without removing hands from the steering wheel. When a call comes in, the telephone number of the incoming caller is displayed on the centre display and a telephone ring tone is played over the audio system. If the driver chooses to answer the call, a press of the "Pick up" button located on the steering wheel mutes the audio system and the incoming caller is heard over the audio system speakers. An overhead microphone picks up the driver's voice. Algorithms built into the *Bluetooth*® HandsFreeLink® system help cancel "echo effect" and reduce background noise to improve the transmission quality of the driver's speech.

To make a call hands-free, the driver can dial the number by voice to activate the system. The driver also can store frequently called numbers with voice tags in the system's address book. Up to six different compatible mobile telephones can be paired with the *Bluetooth*® HandsFreeLink® system at one time.

**AUDIO SYSTEM WITH CD AND AM/FM TUNER**

The ILX’s standard audio system features 6-speakers and 160-watts of power to deliver a high-performance listening experience. Engineered for simple and intuitive operation, the audio system incorporates a single-disc CD player and an AM/FM tuner. Audio information is displayed on a 5-inch colour LCD display, which is positioned at the top of the centre stack. On all ILX models, the audio system also displays Radio Broadcast Data System (RBDS) information, which appears as text showing station name and program type.

Located on the roof is a “shark fin” type antenna that is optimized to help deliver excellent radio reception without the negative impact on vehicle aerodynamics that would be caused by a traditional mast antenna. Remote controls located on the ILX’s 3-spoke steering wheel put frequently used audio functions within fingertip reach of the driver.

**Connectivity**

The sound system offers USB port connectivity (for items such as an iPod®, iPhone® or removable USB storage devices) that features a significantly faster connection rate (144 ms/track versus the 16 ms/track design used previously by Acura). The USB port is powered and can simultaneously charge plug-in devices while transferring information to the audio system. The USB-connected devices can be operated via the audio system’s controls, with filenames and folders appearing on the central display. When an iPod® is connected via the USB port, the album artwork can be displayed on the central display.

The ILX audio system can play *Bluetooth*® Audio when paired with a compatible device. *Bluetooth*® Audio is a wireless transfer music format that is separate from *Bluetooth*® HandsFreeLink® used for telephone voice communication. *Bluetooth*® Audio will display the song title and artist name (when using a compatible phone). There is also an auxiliary (AUX) jack connection enabling use of a portable MP3 music player. The AUX connection requires the music player to be controlled via the device’s own interface, though the ILX audio system can control volume, or be used to select a different input, such as the radio, CD player or others.

**SMS Text Messaging Function**

All ILX models have as standard equipment a new SMS text messaging feature that can read incoming texts aloud over the audio system. In addition, the driver can reply to the text with any of six factory preset messages. The system works with SMS-capable cellular telephones (such as the Blackberry and Droid X) that have an active data plan and the Message Access Profile (MAP). Currently, the iPhone® does not support the MAP feature.

Once a compatible cell phone is paired with the *Bluetooth*® HandsFreeLink® system, the text messaging function is enabled. When the phone receives a text message, an alert appears on the central display. Using the audio system controls, the driver can choose to have the message read aloud, can select among the preset reply choices (*see below*), or can call the sender, all without touching the mobile telephone.

To help avoid driver distraction, the text of the incoming message is not displayed on screen unless the transmission is in Park.

Available factory preset text replies:

* Talk to you later, I’m driving.
* I’m on my way.
* I’m running late.
* OK
* Yes
* No

# Speed-Sensitive Volume Compensation

For optimum sound regardless of vehicle speed, all ILX modes include Speed-sensitive Volume Compensation (SVC). SVC adjusts audio volume based on vehicle speed to help compensate for continually increasing/decreasing external background sounds in the ILX. The result of SVC is transparent in operation and a more consistent perceived sound level is generated regardless of vehicle speed. SVC is standard with the audio systems on all ILX models.

**Wallpaper image display**

To further customize the ILX interior, the navigation system allows the storage of 3 images that can be displayed on the LCD screen when the display is not otherwise in use. To avoid driver distraction, there is no “slide show” function.

**Premium PACKAGE audio system**

The ILX with Premium Package features a 360-watt audio system with seven speakers, including a subwoofer. A pair of 2.5 cm tweeters are positioned in the top of the instrument panel, and two 17-cm drivers are positioned in the front doors. The rear doors have another pair of 17-cm drivers and a 20-cm subwoofer is located in the rear package tray.

Audio information is displayed on the 5-inch LCD colour display, which is positioned at the top of the centre stack. Remote controls located on the ILX’s 3-spoke steering wheel put frequently used audio functions within fingertip reach of the driver.

**XM® Radio**

XM® Radio is a standard feature with the ILX Premium and Technology audio systems and it provides more than 200 channels of digital programming with near CD-quality sound. XM® Radio programming includes channels specifically devoted to music, sports, talk, traffic, weather, children’s programming and entertainment. Of the more than 200 XM® channels, 71 are commercial-free. When the ILX audio system plays XM® Radio, the display screen shows the current station, song title, or artist’s name. A complimentary 3-month subscription to the XM® Radio service is included with purchase of a new ILX, and customers are able to continue the service or cancel any time afterwards.

**ACURA/ELS SURROUND**® **PREMIUM AUDIO SYSTEM**

When equipped with the available Technology Package, the ILX includes a spectacular sounding Acura/ELS Surround® Premium Audio System. The ELS® system, developed together with Panasonic Automotive Systems, uses 10 speakers and a total of 365 watts of power to create a unique listening experience in the ILX. The Acura/ELS Surround® Premium Audio System gets its name from multi-Grammy® Award winning producer/engineer Elliot Scheiner’s recording industry-recognized moniker “ELS®.” Scheiner’s goal in the development of this audio system was to reproduce music the way it is heard in the recording studio.

Like the 7-speaker Premium audio system, the Acura/ELS Surround® Premium Audio system can play program material from a wide range of sources. The CD player can read discs encoded with MP3 or WMA® files. There’s a 2.5-mm auxiliary jack for use with an external MP3 player, and a USB port is located in the centre console for the connection of an iPod® or compatible MP3 player. When used with compatible iPod® models, the USB connection provides iPod® control via the audio head unit. *Bluetooth*® Audio allows a compatible cellular telephone with a built-in audio player to wirelessly play the phone’s audio content on the ILX audio system.

The Acura/ELS Surround® audio system features selectable Dolby® Pro Logic® II signal processing that creates simulated 5.1-channel surround sound from CD, MP3/WMA®, XM® Radio, AUX and USB inputs. The ILX audio system plays conventional CDs and DTS™ discs, in addition to DVD-Audio discs. The system also includes XM® Radio, along with the Note function for XM® Radio which is designed to be a convenience for owners who want to make note of songs heard on XM®.

While Scheiner and Panasonic tuned the Acura/ELS Surround® Premium Audio system to create outstanding sound from any source, DVD-Audio is the system’s most impressive sounding format. This advanced audio reproduction technology delivers over 500-times higher resolution than traditional CD audio. DVD-Audio delivers smoother, fuller and far more accurate sound through six discrete channels.

With this system, the centre instrument stack has an added white-on-black display that provides climate control, clock and audio information. The 5-inch colour display in the ILX and Premium grades is replaced with an 8-inch W-VGA full-colour screen that displays navigation, audio, backup camera and other information. To make Acura/ELS Surround® system simple to operate, it has large-format dash-mounted controls. In addition, steering wheel-mounted controls of key audio functions are positioned within fingertip reach. Select audio system functions can also be executed via voice commands.

**Hard Disc Drive**

The ILX with Technology Package has a hard disk drive (HDD) that allows for 15 gigabytes of dedicated capacity dedicated to music storage (the balance of the HDD’s 60-gigabyte total storage capacity is used for the navigation system). The fast file-access time of the hard disk drive speeds the search and retrieval of audio tracks, and allows tracks to be shuffled by album, artist and genre.

Onboard information provided by Gracenote® allows the audio system to display the song artist, album name, track name, and genre for the program material that is stored on the HDD. Gracenote® uses a multi-step recognition method to enable identification, categorization and organization of digital music. The Gracenote® database is updated quarterly to include new audio releases. Without the Gracenote® update, new audio tracks will play on the Acura/ELS® system, but will play without accompanying text information on genre, artist, album name and track name.

The HDD media storage means that the ILX owner can download CDs directly to 15 gigabytes (enough capacity to hold over 3,500 songs) of dedicated hard drive storage for later playback. Once the CDs are downloaded to the HDD, the ILX owner no longer needs to carry around a bulky collection of CDs. Only original CDs and uncompressed CD-R files can be copied to the hard drive. Other formats such as DVD-Audio, MP3/WMA, DTS CD, USB, *Bluetooth*® audio and AUX inputs cannot be recorded to the hard drive.

**10-speaker array**

Each of the 10 speakers in the Acura/ELS Surround® Premium Audio system uses a high-energy Neodymium magnet for excellent sound quality and to reduce weight. There are 2.5-cm soft-dome tweeters in the front A-pillar location, plus an 8-cm midrange polypropylene-cone centre speaker in the middle of the dashboard top. Each of the doors has a 17-cm full-range dual-thickness polypropylene-cone speaker, and in the rear parcel shelf there are two 8-cm drivers flanking a special Super Low Distortion 20-cm subwoofer. The combination of high performance speaker drivers, optimal speaker locations and 415 watts of power creates an audio system that delivers outstanding sound at any seating position.

The AM/FM tuner gets signals from a roof-mounted “shark fin” type antenna. The system displays Radio Data System (RDS) information, which can show items such as station name and program type.

**Song By Voice™**

Due to so much audio content available with the ILX’s hard disk drive (HDD) media storage and in a user’s iPod®, Acura engineers set out to make it easy to choose audio content while driving. Song By Voice™ (SBV) lets the driver choose music by artist, album, song title, genre, playlist and even composer.

From most navigation screens, the driver simply presses the “TALK” button on the steering wheel and then says “iPod Search” or “HDD Search.” A category screen appears, and the user can choose by voice among categories to select the content they want. Alternately, selections can also be made using the interface dial. To improve voice recognition performance with unique words, the system has a feature that accommodates phonetic adjustment for up to 2,000 names. These updated phonetic names then apply to Song By Voice™ use of the hard drive or a connected iPod®.

**Note Function for XM**®

The ILX with Technology Package audio system includes the Note function for XM® Radio which is designed to be a convenience for owners who want to make note of songs heard on XM®. With the touch of a button, the Note function for XM® Radio records the current song title and artist name in text form, along with a short audio excerpt of the song.

The Note function captures up to 10 seconds of each selected song and can store a total of 30 song excerpts for later playback. Thus, if the ILX driver likes a particular song or artist, it is easy to note (and refer back to) for later consideration.

**ACTIVE NOISE CONTROL**

The ILX Premium and Technology sedans feature an Active Noise Control system that not only helps eliminate low decibel booming noise entering the cabin. In addition, Active Noise Control is linked to throttle position and engine rpm to provide a quieter cockpit during normal cruising while allowing the engine’s sound to be enjoyed during higher rpm, more spirited driving.

The Active Noise Control system operates whenever the car is running, regardless of whether the audio system is on or off. Internal microphones capture low-end drivetrain frequencies entering the cabin, and send a signal to the Active Noise Control unit. The Active Noise Control unit then creates a precisely timed reverse phase audio signal that is sent to an amplifier, which powers the door speakers and the subwoofer positioned on the rear deck.

The Active Noise Control dramatically reduces the booming noise of the exhaust. In the frequency range below 100 hertz, Active Noise Control results in an impressive 10 dB reduction in noise level. Moreover, the Active Noise Control system dramatically reduces middle-frequency noise during normal cruising. In addition, road noise attenuation is also improved over both smooth and rough roads.

**Acura Navigation System WITH BILINGUAL VOICE RECOGNITION**™

All ILX models equipped with the Technology Package are equipped with the Acura Navigation System with Bilingual Voice Recognition™ that is designed for intuitive and quick operation.

**Acura Navigation System with Bilingual Voice Recognition™ features summary:**

* 8-inch W-VGA colour screen for convenient viewing
* Ultra-fast 60 gigabyte hard disk drive (HDD)
* Navigation coverage includes Canada, the U.S., Puerto Rico and Mexico
* Fast route calculation time (3 seconds or less)
* Fast Point Of Interest (POI) search time
* Voice recognition function with over 1,100 navigation commands minimizes the need for manual character entry
* Voice recognition system recognizes city and street names as spoken words
* Simple system operation with clear visual prompts to guide voice navigation
* Interface Dial simplifies control of the system and is accessible to driver and front seat passenger
* Audio system automatically mutes for turn-by-turn voice guidance (voice guidance can be turned off at any time)
* Voice Recognition™ operates common audio and climate control functions
* Highly directional array microphone for precise Voice Command recognition
* On-screen picture of highway interchanges indicates which lane(s) to use to stay on route
* Two languages for all destinations (English and French)
* Destination memory recalls current trip addresses, previous destinations and user address books
* Split-screen mode features simultaneous "map view" and selective route visualization
* Trip routing can avoid user-selected areas
* Telephone calls to on-screen points of interest with *Bluetooth*® HandsFreeLink®
* Trip routing can include up to five user-chosen way points
* Rearview camera displays image on W-VGA colour navigation screen
* Navigation system can be updated with available DVD
* Store and display owner image files as wallpaper on navigation screen

**Enhanced database:**

* Point Of Interest (POI) database includes approximately 7 million locations
* Fuzzy logic POI and address searching simplifies and speeds searches
* Smart logic for restaurant POI simplifies searching
* Business directory
* Directory categories include restaurants (searchable by type of cuisine), lodging, shopping, airports, hospitals, recreation areas and much more
* Zagat Survey™ restaurant guide provides information and reviews on restaurants in database, which can be read on-screen or heard over the audio system
* Scenic Route drive route listings categorized by individual state
* Exact addressing locates approximately 80% of addresses at their actual GPS coordinates (instead of estimating location based on linear street number)

# Destinations are searchable by GPS coordinates

The Acura Navigation System with Voice Recognition™ tracks the position of the ILX based on positioning data from up to 12 orbiting Global Positioning Satellites (GPS). If GPS reception is blocked by a tall building, tunnel or parking garage, an internal gyroscopic system with a speed sensor tracks the location to keep the mapping information current and reliable until satellite reception is restored. The ILX navigation system stores its mapping data on a large internal hard disk drive (HDD). The same drive is partitioned and used by the audio system to store audio files. Much faster than a DVD drive system, the HDD is the key to the system’s impressive search and routing speed. The system can be updated annually with the latest mapping information by inserting an update disc into the audio system’s slot-loading CD/DVD drive.

The navigation system can be controlled by using the interface dial by choosing menu options or by spelling out a word (*e.g*., an address, business name or place). Characters on an on-screen keypad can be selected using the Interface Dial. For voice operation, the driver simply presses the "Talk" button on the steering wheel and says any of a number of preset command phrases. The system responds to more than 1,100 command phrases, as well as to spoken city and street names. Voice recognition capability saves time and simplifies operation of the system.

The audio system is automatically muted when the "Talk" button is pressed, and an overhead array microphone receives the command from the driver. Commands can be given in plain English, like “Display gas stations,” “Find nearest hospital,” or “Find nearest Chinese restaurant.” The voice recognition technology allows the driver to simply speak city and street names aloud, and the system responds by displaying matches available in the database. Points of interest on the map (such as restaurants or grocery stores) can be displayed or you can have the system provide turn-by-turn navigation – all by voice command. The massive point-of-interest (POI) database includes telephone numbers, which can be dialed by using the *Bluetooth*® HandsFreeLink® system or with the driver's cellular telephone.

**Wallpaper image display**

To further customize the ILX interior, the navigation system allows the storage of up to 10 images on the built-in hard disk drive (HDD) media storage. Any one of the stored images can be displayed as a full-screen image on the navigation display when the display is not otherwise in use. To avoid driver distraction, there is no “slide show” function.

JPEG images can be loaded from a home computer onto a USB storage device, such as a thumb drive. Then the thumb drive can be plugged into the USB port that located in the centre console. Using on-screen menus, the images can then be transferred to the ILX internal hard disk drive (HDD) media storage. The driver can then choose among their stored images for display, or set the system to not display wallpaper.

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| **SAFETY** |

**INTRODUCTION**

Safety has been a core element of the Acura’s commitment to excellence since the brand was founded over 25 years ago. With the launch of the all-new ILX, the division continues to advance safety for not only the driver and passenger, but for occupants of other vehicles and for pedestrians as well. While ongoing efforts to improve safety include designs and technologies to improve performance in a collision, they also include innovations that help Acura drivers avoid collisions altogether. These include precise handling from its 4-wheel independent suspension, surefooted braking from 4-wheel disc brakes with ABS and Brake Assist, and VSA with a new Motion Adaptive Electric Power Steering system.

Internal testing\* by Acura indicates that the new ILX should achieve top marks in both government (National Highway Traffic Safety Administration) and independent (Insurance Institute for Highway Safety) crash testing. This includes a projected 5-Star Overall Vehicle Score in NHTSA’s latest New Car Assessment Program (NCAP) testing, and GOOD ratings in the Frontal, Side, Roof and Rear test categories by IIHS. Internal testing also indicates that the ILX should meet the IIHS requirements for a *TOP SAFETY PICK.*

The new ILX incorporates numerous passive safety technologies as standard equipment. These include the latest generation of Vehicle Stability Assist™ (VSA®), an Anti-lock Braking System (ABS) with Brake Assist, side-curtain airbags, front-side airbags with a passenger-side Occupant Position Detection System (OPDS) and a front seat design that can help reduce the severity of neck injury in the event of a rear collision. An Advanced Compatibility Engineering™ (ACE™) body structure helps make the ILX highly effective at absorbing and distributing the energy of a frontal crash.

Additional standard safety features include dual-stage, multiple-threshold front airbags (SRS), front seatbelts with automatic tensioning system and load limiters, and a pedestrian injury mitigation design in the front of the vehicle. Driver- and front-passenger seatbelt reminders and daytime running lights (DRL) are also standard equipment. A Lower Anchors and Tethers for CHildren (LATCH) child seat mounting system is standard for all ILX models. The lower anchors are positioned on the two outboard rear seat locations and the top tether is positioned on the top of the centre seating position (near the rear package tray location).

\* Official crash test data not available at time of publication.

\*\* Government star ratings are part of the U.S. National Highway Traffic Safety Administration’s (NHTSA) New Car Assessment Program (www.safercar.gov). Models tested with standard side airbag.

**STANDARD ACTIVE SAFETY SYSTEMS**

* Vehicle Stability Assist™ (VSA®) with traction control
* ABS, Electronic Brake Distribution (EBD) and Brake Assist

**STANDARD PASSIVE SAFETY SYSTEMS**

* Advanced Compatibility Engineering™ (ACE™) body structure
* 3-point seatbelts at all seating positions
* Automatic tensioners with load limiters for front seatbelts
* Dual-stage, multiple-threshold front airbags
* Front-seat side airbags
* Side curtain airbags
* Lower Anchors and Tethers for CHildren (LATCH) system
* Pedestrian injury mitigation design elements

**ADVANCED COMPATIBILITY ENGINEERING**™ **BODY STRUCTURE**

Incorporating the latest Advanced Compatibility Engineering™ (ACE™) body structure technology, the ILX enhances occupant protection and crash compatibility in frontal collisions. The ACE™ design utilizes a network of connected structural elements to help distribute crash energy more evenly throughout the front of the vehicle. This enhanced frontal crash energy management helps to reduce the forces transferred to the passenger compartment and can help to more evenly disperse the forces transferred to other vehicles in a crash. Additionally, ACE™ helps minimize the potential for under-ride or over-ride situations that can happen during head-on or offset frontal impacts with a significantly larger or smaller vehicle.

Unlike most conventional designs that direct frontal crash energy only to the lower load-bearing structures in the front end, ACE™ actively channels frontal crash energy to both upper and lower structural elements, including the floor frame rails, side sills and A-pillars. By creating specifically engineered "pathways" that help distribute these frontal impact forces through a greater percentage of the vehicle's total structure, the ACE™ system can more effectively route them around and away from the passenger compartment to help limit cabin deformation and further improve occupant protection. Integral to the ACE™ design is its unique front polygonal main design structure.

**PEDESTRIAN INJURY MITIGATION DESIGN**

Structures in the front of the ILX are designed to help absorb energy in the event of a collision with a pedestrian. As a result of sufficient clearance between the hood and hard engine parts, the hood is designed to deform if contact is made with a pedestrian. Additional features include energy-absorbing fender brackets and deformable hood hinges.

**ADVANCED VEHICLE STABILITY ASSIST**™ **WITH TRACTION CONTROL**

The ILX has as standard equipment Vehicle Stability Assist™ (VSA®) which is an Electronic Stability Control system that works in conjunction with the vehicle’s Drive-By-Wire™ throttle system and 4-channel ABS system to enhance control while the vehicle is accelerating, braking, cornering or when the driver makes a sudden maneuver. VSA® functions by applying brake force to one or more wheels independently while simultaneously managing the throttle, ignition and fuel systems to control engine power with the goal to help the vehicle maintain the driver's intended path of travel.

The VSA® system constantly analyzes data from six sensors that monitor wheel and vehicle speed, steering input, lateral G forces and yaw rate. VSA® compares the driver's inputs with the vehicle's actual response. Whenever the actual response falls outside of a predetermined acceptable range, VSA® intervenes with a corrective action. For example, if VSA® detects an oversteer condition, the system may apply braking force to the outside front and rear wheels to counteract the unintended yawing effect. In the event of understeer, VSA® may apply braking to the inside rear wheel while reducing engine power to help return the car to its intended course.

VSA® also provides a limited-slip differential effect for the front wheels by applying braking force to a slipping wheel, thereby redirecting driving force to the wheel with more traction. VSA® is calibrated to function in a nearly transparent manner, and in many cases a driver will not be aware of its operation. However, any time that the system is enhancing vehicle stability, an indicator light flashes in the instrument cluster. While the driver can deactivate the VSA® stability enhancement and traction-control functions via a switch located on the instrument panel, ABS remains fully operational at all times.

A new and additional type of control algorithm in the VSA® system enables more responsive handling under icy or slippery conditions. The concept for this additional algorithm is based on patented knowledge gained from humanoid robotics research and development work.

The conventional VSA® feedback loop, which operates by comparing the actual vehicle course with the intended course based on an ideal vehicle response, is augmented by additional control applied via a secondary feedback loop. This additional feedback loop is a type of filter that in effect quickens the estimation of the intended path (based on the driver’s inputs) and acts in parallel to the conventional “actual versus intended course” stability control, and is used to augment that control.

Like conventional VSA®, the additional control loop also considers steering wheel angle, yaw rate, wheel speeds, throttle pedal angle, vehicle acceleration and other variables. VSA® then lightly brakes individual wheels as needed, to predicatively direct the vehicle along its intended path, and is able to induce more yaw more quickly than conventional VSA® on low friction roads. This advanced VSA® system control loop results in faster reacting stability control and reduced transient understeer, which may occur on icy or other slippery roads. This makes the vehicle more responsive, improving path accuracy, and enhancing the fun-to-drive character that is a trademark of Acura vehicles.

**BRAKE ASSIST**

A function of the VSA® system, the Brake Assist feature recognizes emergency braking situations and almost instantly helps the driver apply full braking force. This Brake Assist feature is controlled by special logic that evaluates the pedal application rate and force to recognize a panic stop situation. At that point, the VSA® modulator pump increases braking pressure while the pedal is still being pressed to ensure maximum stopping force, an action that helps shorten braking distance significantly.

**ADVANCED 4-CHANNEL ABS WITH ELECTRONIC BRAKE DISTRIBUTION**

All models of the ILX are fitted with four-wheel disc brakes with 4-wheel disc brakes with vented front rotors and solid rear rotors. The ABS system also incorporates Electronic Brake Distribution (EBD) circuitry that automatically proportions brake force based on the vehicle's weight distribution.

**DUAL-STAGE, MULTIPLE-THRESHOLD FRONT AIRBAGS**

Both the driver and front passenger seating positions have advanced front airbags (SRS) that incorporate dual-stage, multiple-threshold activation technology. One or both of these airbags will be deployed only in the event of a sufficient frontal impact. If deployed, these airbags are capable of being inflated at different rates depending on crash severity, seatbelt usage and other factors. Like all Acura vehicles, the driver's front airbag is located in the steering wheel while the passenger airbag is located in the top of the dashboard.

**DRIVER AND FRONT PASSENGER SIDE AIRBAGS WITH FRONT PASSENGER OCCUPANT POSITION DETECTION SYSTEM (OPDS)**

Driver's and front passenger's side airbags (mounted in the outboard area of each front seatback) are designed to help provide thorax protection in the event of a severe side impact. In addition, the front passenger seat is equipped with the Occupant Position Detection System (OPDS), an innovative system designed to deactivate the side airbag if a child (or small-stature adult) leans into the side airbag deployment path. When the passenger returns to an upright seating position, the side airbag reactivates so it can deploy to help protect the occupant in a side impact. The OPDS utilizes weight sensors and sensors in the passenger seatback to determine the height and position of the occupant.

**SIDE CURTAIN AIRBAGS**

All outboard seating positions include as standard equipment a side curtain airbag system. The side curtain airbags deploy from modules in each roof rail in the event of a sufficient side impact, providing a significant level of head protection in the window area. Like the other airbag systems in the vehicle, the side curtain system utilizes sensors to determine the most appropriate timing and rate of deployment of the airbags.

**SEAT BELTS**

Three-point seatbelts are standard for all seating positions. The front seatbelts are equipped with automatic tensioners and load limiters to help minimize injury potential in a frontal collision. When an impact occurs, the automatic tensioner tightens the seatbelt (shoulder and lap) to help hold the seat occupant firmly in position. Each front seatbelt retractor incorporates a load limiter that works in conjunction with the automatic tensioner. The load limiter functions by permitting a small amount of controlled seatbelt slack shortly after the automatic tensioner is activated to limit the peak restraining forces, thus reducing the potential of serious injury. The front seatbelts also feature adjustable height shoulder anchors. To help increase seat-belt usage, a reminder for the driver and front passenger has been incorporated into the instrument cluster. After starting the vehicle, a weight sensor detects whether the front passenger seat is occupied. If the driver or front passenger has not already fastened the seat belt, an icon in the cluster illuminates and a chime sounds as a reminder to do so.

**WHIPLASH MITIGATION FRONT SEAT DESIGN**

The driver and front passenger seats are designed to help mitigate the severity of neck injuries in the event of a rear impact. A wide spring range is incorporated in the seatback and bottom cushions.

**ADJUSTABLE HEAD RESTRAINTS FOR ALL SEATING POSITIONS**

The front and rear seats feature individually adjustable head restraints for all passenger seating positions. All rear head restraints comply with the latest Federal Motor Vehicle Safety Standards (FMVSS) for rear passenger head restraints that took effect for all-new 2011-model-year-and-later vehicles. The rules closely specify the size, position and operation of the rear-seat head restraints.

**LOWER ANCHORS AND TETHERS FOR CHILDREN (LATCH)**

Lower Anchors and Tethers for CHildren (LATCH) provide a simple and convenient method to install compatible child safety seats in a vehicle. In all models of the ILX, the rear outboard seating positions are fitted with dedicated LATCH attachment points. The LATCH system features built-in, ready-to-use anchors allowing compatible child safety seats to be installed without using the vehicle's seat belt system. In addition, the rear centre seating position features a tether anchor (located at the top of the seat near the rear package tray) that can be used to secure a single child safety seat. The ability to choose which location works best for individual needs can help families more conveniently maximize interior space.

**SAFETY R&D FACILITIES**

Acura operates two of the world's most sophisticated crash test laboratories specifically created for the development of improved safety designs and technologies. The Tochigi facility in Japan contains the world's first indoor multi-directional car-to-car crash testing facility and plays a critical role in the development of enhanced designs for occupant safety, pedestrian injury mitigation and vehicle-to-vehicle compatibility.

Acura R&D America's development center in Raymond, Ohio performs advanced testing on all North American-developed models. The facility features the world's first pitching test sled, which aids efficiency by enabling economical and speedy crash-test simulations with certain interior safety components (such as seats and seatbelts) prior to conducting a crash test with an actual vehicle. The facility also features one of the world's highest-resolution impact barriers, which enables precise measurement of the distribution of crash impact load forces on a vehicle.