

The 16v integrale was developed for rallying, introduced at the [1989 Geneva Motor Show](#),^[35] and made a winning debut on the 1989 [San Remo Rally](#).

It featured a raised centre of the bonnet to accommodate the new 16-valve engine, as well as wider wheels and tyres and new identity badges front and rear. The torque split was changed to 47% front and 53% rear.

The turbocharged two-litre Lancia 16v engine produced 200 PS (147 kW; 197 hp) at 5,500 rpm, for a maximum speed of 137 mph (220 km/h) and 0–100 km/h (0–62 mph) in 5.7 seconds. Changes included larger injectors, a more responsive Garrett T3 turbocharger, a more efficient intercooler, and the ability to run on unleaded fuel without modification.

Alongside the 16v Lancia introduced an eight-valve variant equipped with a three-way catalytic converter—which reduced output to 177 PS (130 kW; 175 hp) — intended for those European markets where such emission control equipment was mandatory.

In the summer of 1990 some small updates were made to all Delta sports models, with the integrale receiving new upholstery materials.^[27] Like on the HF turbo, the combination of light grey Alcantara and multicolour stripe cloth used since 1986 was replaced by dark grey Alcantara with diagonal stripe velour. If the Recaro optional seats were ordered, the buyer could choose either full dark grey or green embossed Alcantara upholstery, or extra-cost perforated black leather.(Wikipedia)

