

1993 ACURA NSX

PERSPECTIVE DRAWING

PRINCIPAL ENGINEERING FEATURES:

ALUMINUM-ALLOY BODY AND STRUCTURE

MID-SHIP 3.0-LITER DOHC 24-VALVE ALUMINUM-ALLOY V-6 ENGINE

PROGRAMMED FUEL INJECTION (PGM-FI)

VARIABLE VALVE TIMING AND LIFT
ELECTRONIC CONTROL (VTEC) SYSTEM

ALUMINUM-ALLOY DOUBLE-WISHBONE
SUSPENSION, FRONT AND REAR

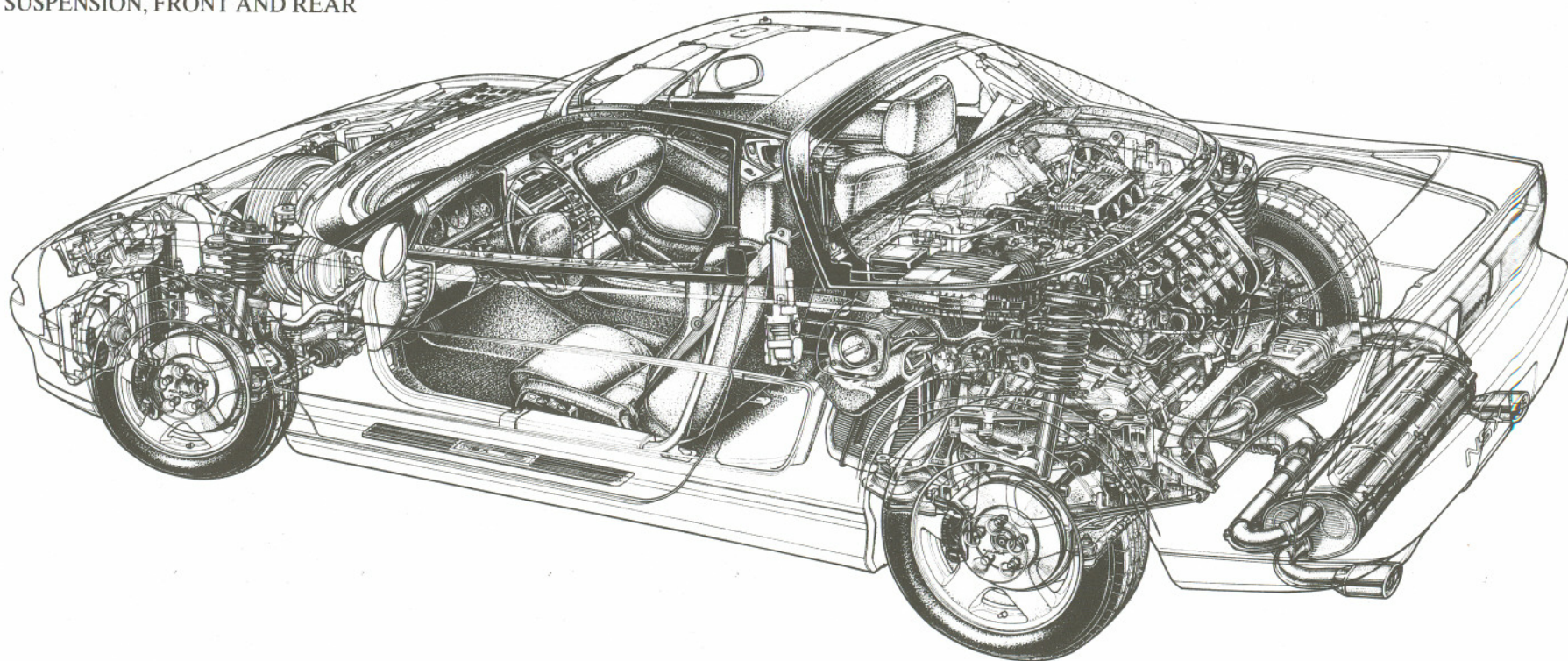
TRACTION CONTROL SYSTEM (TCS)

4-CHANNEL ANTI-LOCK BRAKING SYSTEM (ABS)

4-WHEEL VENTILATED DISC BRAKES

SUPPLEMENTAL RESTRAINT SYSTEM (SRS)
DRIVER'S AND PASSENGER'S SIDE AIR BAGS

AUTOMATIC SEAT BELT TENSIONERS



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ENGINE

3.0-LITER DOHC 24-VALVE V-6 ENGINE

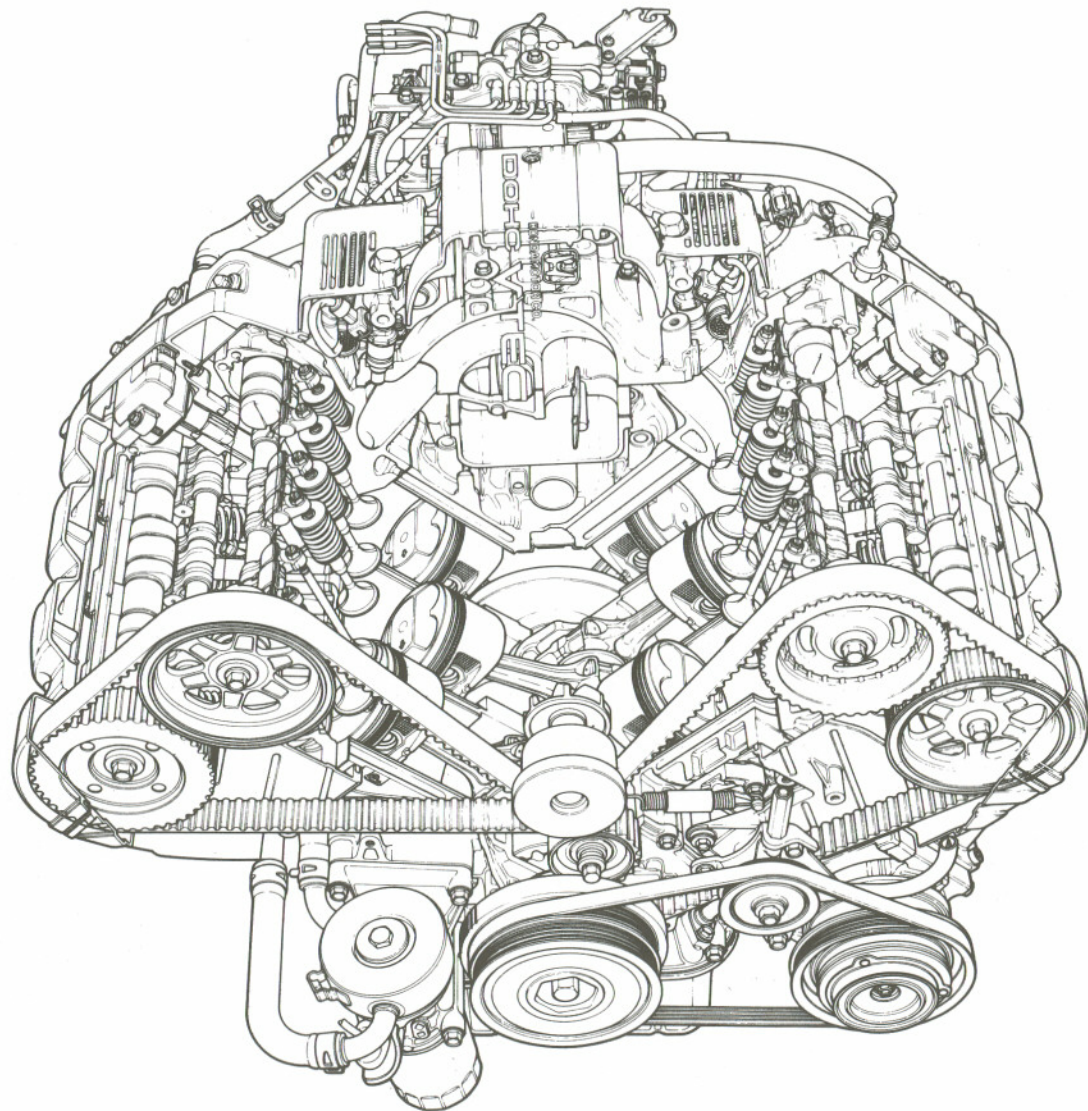
VARIABLE VALVE TIMING AND LIFT
ELECTRONIC CONTROL (VTEC)

VARIABLE VOLUME INDUCTION
SYSTEM

TITANIUM CONNECTING RODS

MAXIMUM HORSEPOWER: 270 @ 7100 RPM

MAXIMUM TORQUE: 210 LBS-FT
@ 5300 RPM



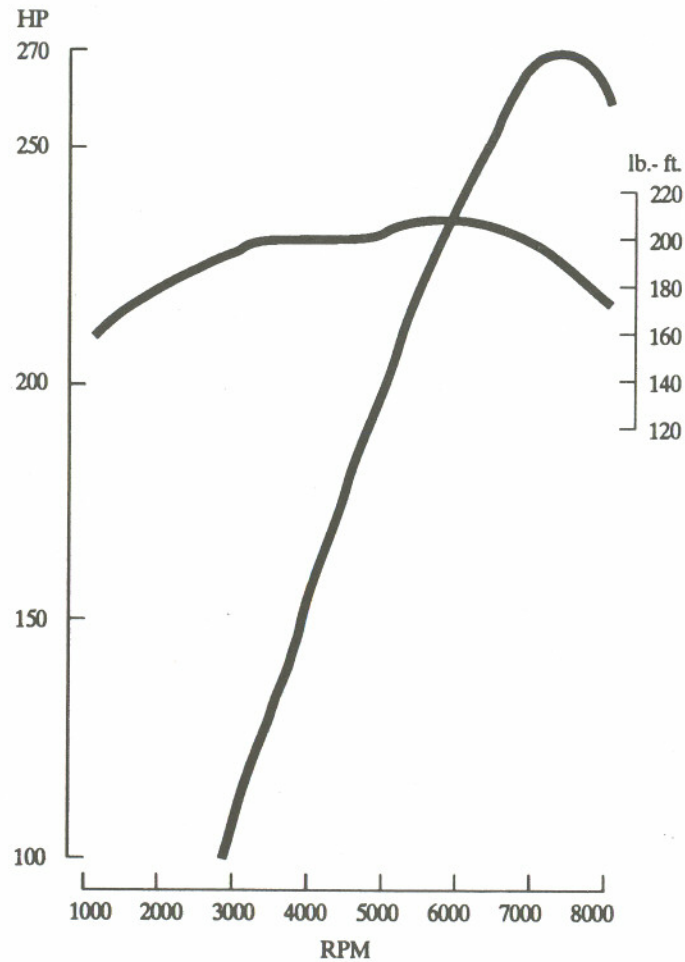
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ENGINE PERFORMANCE CURVES

MANUAL TRANSMISSION

MAXIMUM HORSEPOWER: 270 @ 7100 RPM

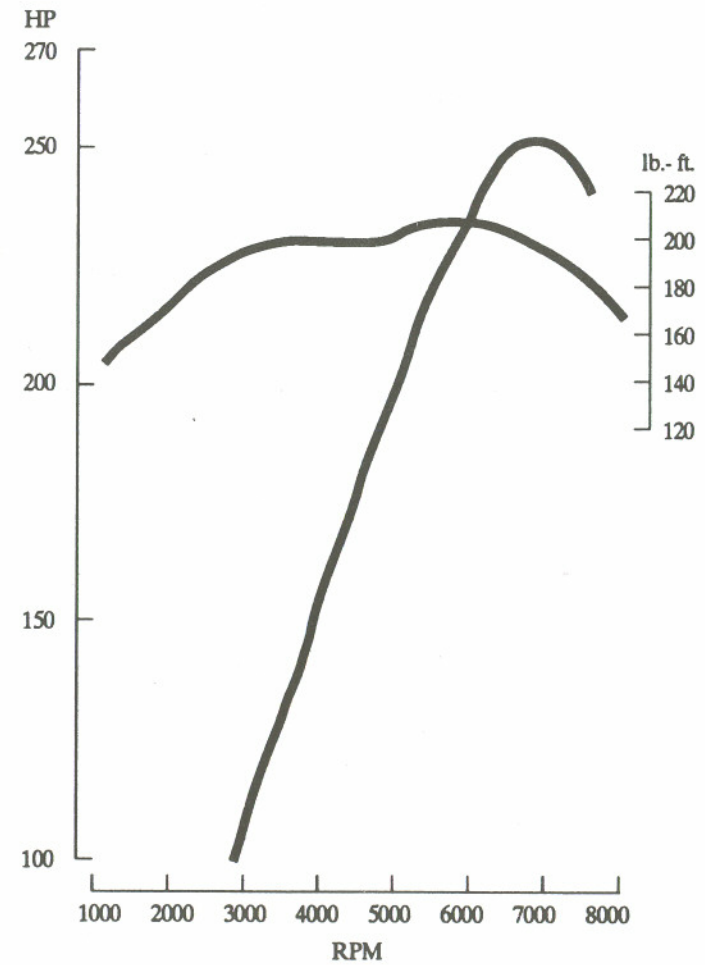
MAXIMUM TORQUE: 210 LBS-FT
@ 5300 RPM

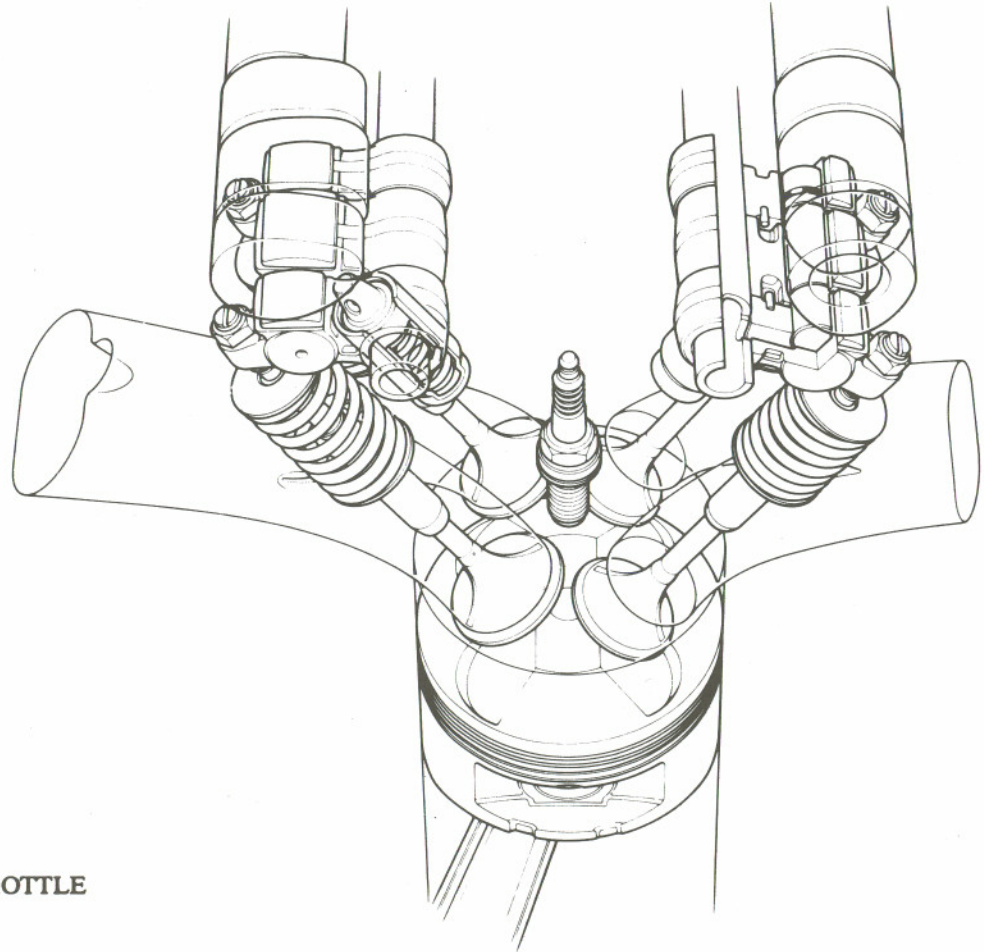
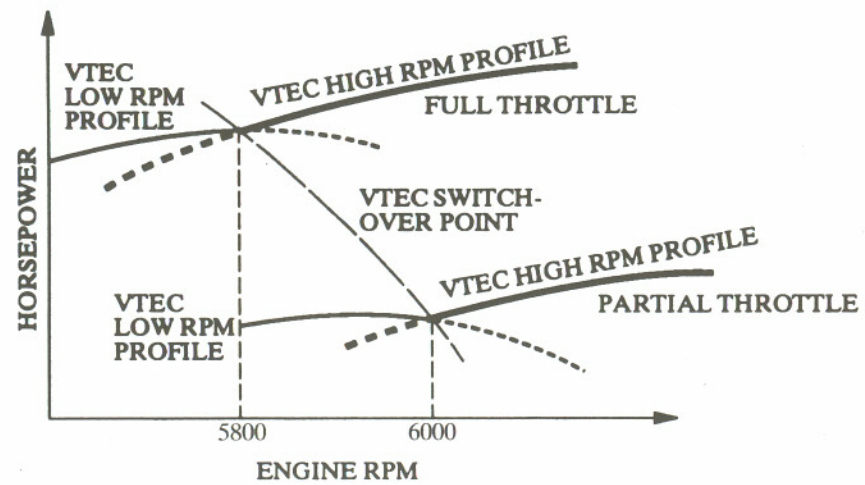


AUTOMATIC TRANSMISSION

MAXIMUM HORSEPOWER: 252 @ 6600 RPM

MAXIMUM TORQUE: 210 LBS-FT
@ 5300 RPM





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SUSPENSION SYSTEM

ALL-ALUMINUM FULLY INDEPENDENT
DOUBLE-WISHBONE

GAS-CHARGED DAMPING UNITS WITH
HPV VALVING

FORGED-ALUMINUM UPPER AND LOWER
CONTROL ARMS

44-LB WEIGHT SAVINGS COMPARED
TO STEEL

LIGHTWEIGHT FORGED-ALLOY WHEELS
SAVE 13.2 LBS COMPARED TO CAST

HIGH-PERFORMANCE, Z-RATED TIRES:
YOKOHAMA A022H1 OR BRIDGESTONE
POTENZA RE010H1

