

**INTRODUCTION**

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The intention in creating the Acura NSX was to produce a hand-built, exotic, mid-engine sports car that would establish entirely new levels of prestige, performance, refinement, driveability and reliability. The NSX is designed to represent an entirely new definition of the exotic sports car.

**CONCEPTS AND GOALS**

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In 1984, the engineers who created the NSX created a list of attributes the automobile was to possess.

- Top-rank performance equal to or greater than existing exotics.
- Excellent liveability. The NSX had to be as easy to live with as any other Acura.
- Light weight.
- Forgiving handling characteristics.
- Limited production.

**OVERVIEW**

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The mid-engine, 2-seater NSX is powered by an all-aluminum, 3.0-liter V-6 which produces 270 hp and 210 lbs-ft of torque. The normally aspirated engine is equipped with dual overhead cams, four valves per cylinder, a Variable Valve Timing and Lift Electronic Control (VTEC) system, and a Variable Volume Induction System intake configuration. The engine also offers Programmed Fuel Injection (PGM-FI) and a direct ignition system that uses an individual coil mounted atop each spark plug instead of a single coil for the entire system. A 5-speed manual transaxle is standard with an electronically controlled 4-speed automatic available as optional equipment.

The chassis features all-aluminum construction for light weight. The 4-wheel independent double-wishbone suspension also features aluminum-alloy control arms and hub carriers front and rear, and aluminum subframes for the front and rear suspension. The braking system features ventilated 4-wheel discs front and rear, and an advanced 4-channel Anti-Lock Braking System (ABS). A sophisticated Traction Control System (TCS) has been designed to help limit wheelspin and enhance control on slippery surfaces.