

INTRODUCTION

To understand how and why Honda built the NSX exotic sports car, it is first necessary to understand the high level of car enthusiasm that permeates every aspect of Honda's worldwide organization. Honda has always been a "racing" company. From its initial interest in motorcycle racing in the '60s to its current dominance in Formula One, Honda has always taken racing as a serious endeavor. And its involvement with motorsports is an integral part of the philosophy of Soichiro Honda, founder of Honda Motor Co., Ltd. He believed that cars, no matter what their market niche, should be amply endowed with a large dose of driving fun. 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 performance, refinement, driveability and reliability. The NSX is designed to represent an entirely new definition of the exotic sports car.

CONCEPTS AND GOALS

In 1984, the engineers at Tochigi Research and Development Center created a list of attributes the future NSX had 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

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 (VVIS) intake configuration. The engine also offers Programmed Fuel Injection (PGM-FI) and a direct ignition system which 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 Honda R&D-designed Anti-Lock Braking System (ABS). A sophisticated Traction Control System (TCS) has been designed to help limit wheelspin and enhance control on slippery surfaces.