



ACURA NSX

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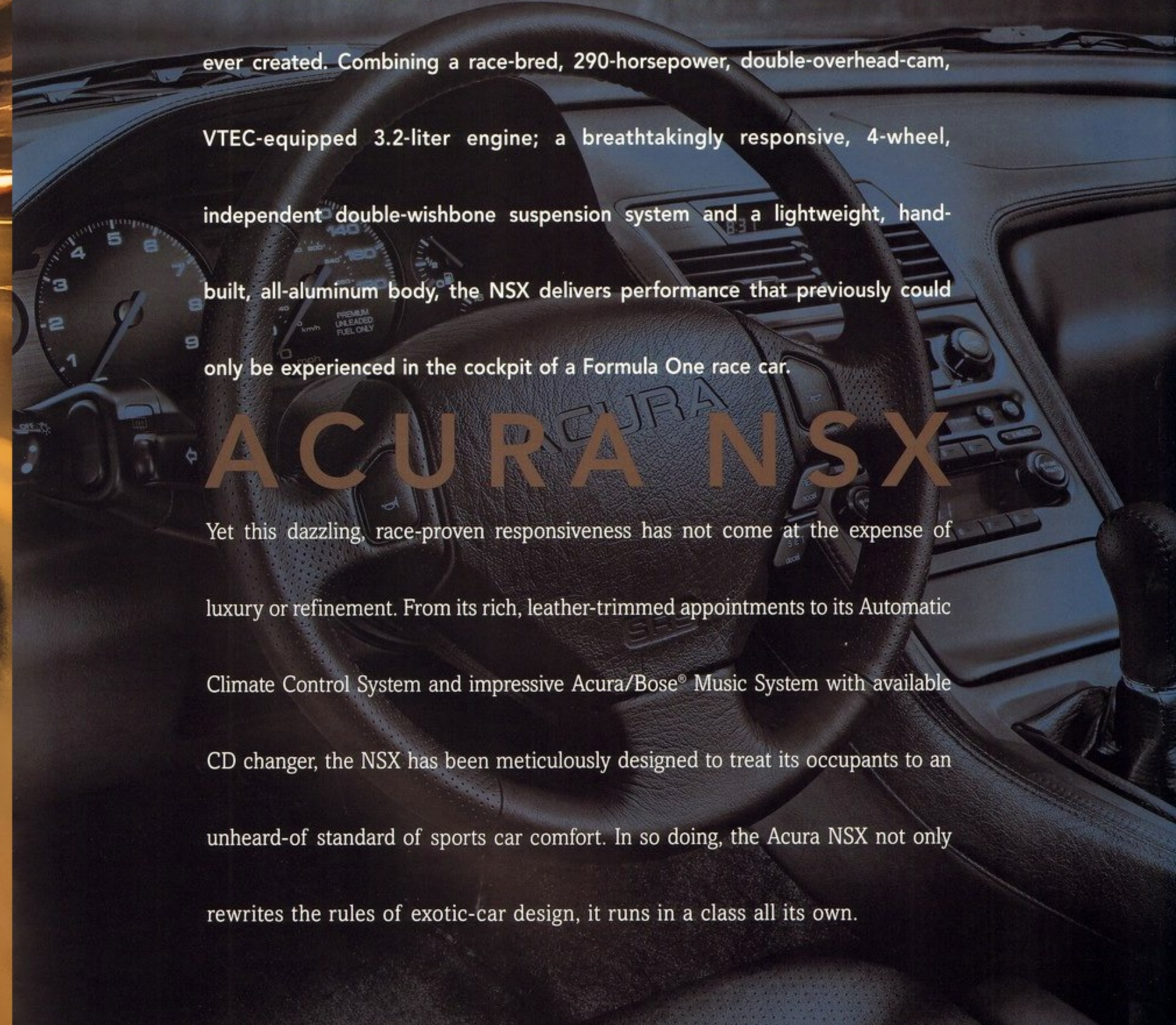


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The Acura NSX is, to put it simply, the most revolutionary exotic sports car ever created. Combining a race-bred, 290-horsepower, double-overhead-cam, VTEC-equipped 3.2-liter engine; a breathtakingly responsive, 4-wheel, independent double-wishbone suspension system and a lightweight, hand-built, all-aluminum body, the NSX delivers performance that previously could only be experienced in the cockpit of a Formula One race car.

ACURA NSX

Yet this dazzling, race-proven responsiveness has not come at the expense of luxury or refinement. From its rich, leather-trimmed appointments to its Automatic Climate Control System and impressive Acura/Bose® Music System with available CD changer, the NSX has been meticulously designed to treat its occupants to an unheard-of standard of sports car comfort. In so doing, the Acura NSX not only rewrites the rules of exotic-car design, it runs in a class all its own.



"ESSENTIALLY THE PERFECT SUPERCAR PACKAGE."

SPORTS CAR INTERNATIONAL, DECEMBER/JANUARY 1999



ACURA NSX-T shown in New Formula Red.





AN EXOTIC EQUALLY ADEPT AT CRUISING TO THE OPERA AND TAMING THE STREETS OF MONTE CARLO.

In creating a truly great exotic sports car, it's imperative to maximize the performance of the most important component of all: the driver.

SOPHISTICATED TECHNOLOGY FOR UNSURPASSED REAL-WORLD PERFORMANCE. The "human-fitting" design philosophy behind the NSX ensures that every system — from the free-revving, 290-horsepower,* DOHC, VTEC engine to the razor-precise, all-aluminum suspension — places the needs of the driver first.

The amazingly responsive NSX chassis owes its breathtaking agility to a cadre of nearly 200 intensively trained technicians, who carefully assemble the lightweight, all-aluminum NSX monocoque in its own custom-designed factory. In the handcrafting tradition used to make a fine watch or a classic violin, each NSX engine is assembled by a single master technician.

TESTED BY THE BEST. The NSX was originally tested by some of the world's most revered race car drivers, including the late Ayrton Senna, 3-time

Grand Prix Drivers' World Champion. Their input helped make the NSX the revolutionary exotic sports car that it is.

CONTINUOUS REFINEMENTS CREATE AN EVER HIGHER STANDARD. Since designing what automotive journalists the world over have heralded as nothing less than a sports car masterpiece, the engineers of the NSX have been anything but content to rest on their laurels. For 2000, both the NSX Coupe and NSX-T models benefit from an improved, 6-speed manual transmission that offers even greater shifting smoothness and precision than before. Both NSX models are also equipped



with a new, lightweight, 4-wheel, 4-channel Anti-Lock Braking System (ABS) that helps the driver to

retain steering control during maximum braking effort on snow, ice or other slippery surfaces.

*With manual transmission.



TOP: 6-SPEED MANUAL TRANSMISSION

Standard on NSX Coupe and NSX-T models is a 6-speed manual transmission that's been newly revised for improved shifting feel and smoothness.

CENTER/BOTTOM: 4-SPEED AUTOMATIC TRANSMISSION WITH SEQUENTIAL SPORTSHIFT CONTROL

The optional, 4-speed automatic can do all the shifting for you. Or if you prefer, a unique Sequential SportShift mode—inspired by modern Formula One race cars—allows you to shift the transmission manually simply by flicking an "up/down" control paddle mounted on the steering column.

LEFT: 4-WHEEL ANTI-LOCK DISC BRAKES

For impressive stopping power and superior resistance to fade, the NSX is equipped with four huge, ventilated disc brakes. A new, lightweight Anti-Lock Braking System helps the driver to retain steering control during hard braking on slippery roads.



TOP: A BODY OF ALUMINUM ALLOY

The Acura NSX is the world's first all-aluminum, mid-engined production sports car. The light-alloy monocoque delivers an excellent stiffness-to-weight ratio, yielding superb handling precision, enhanced acceleration and impressive protection from the effects of corrosion.

CENTER: DOUBLE-WISHBONE SUSPENSION SYSTEM

Following the same basic layout found on Formula One race cars, the all-aluminum, double-wishbone suspension of the NSX delivers both exceptional handling control and a smooth, forgiving ride.

BOTTOM: TITANIUM CONNECTING RODS

Titanium, a rare metal commonly found in aerospace applications, is used to craft the connecting rods of the NSX engine. The rods are strong yet light, allowing for enhanced durability in high-rpm operation.

RIGHT: VTEC ENGINE SYSTEM

The famous Variable Valve Timing and Lift Electronic Control (VTEC) engine system, pioneered in the NSX, uses two separate camshaft profiles: one for increased low-rpm torque, and a more aggressive profile for exhilarating power at high engine speeds.

TECHNOLOGY CREATED AND PERFECTED BY AN ENGINEERING TEAM ALSO RESPONSIBLE FOR 11 FORMULA ONE WORLD CHAMPIONSHIPS.

The race-tested technology incorporated into the NSX exists for a singular purpose: to give the Acura NSX the most outstanding manners and performance of any exotic sports car.

LIGHTER IS BETTER. The NSX body is crafted entirely of lightweight, corrosion-resistant aluminum alloys. These metals yield structures with high strength and rigidity, but with a 40% weight savings over equivalent steel designs.

AN ENGINE AS HAPPY AROUND TOWN AS IT IS ON THE RACETRACK. The lightweight, all-aluminum

engine produces abundant torque at low engine speeds, and 290

horsepower* as the

tachometer nears its

8000-rpm redline.

That output is

equivalent to — or

better than — that

of a comparable V-8, but

the NSX engine carries significantly

less mass for better responsiveness. The engine is also equipped with a Variable Volume Induction System for optimized engine breathing at any rpm, direct ignition with a separate coil for each cylinder, and a computer-controlled, programmed fuel-injection system.

DRIVE-BY-WIRE ENGINE-

CONTROL TECHNOLOGY. A

drive-by-wire throttle system,

combined with an electronic

Traction Control System (TCS),

Torque Control Differential and the new,

lightweight, Acura-designed, 4-channel, 4-wheel

Anti-Lock Braking System (ABS), helps make

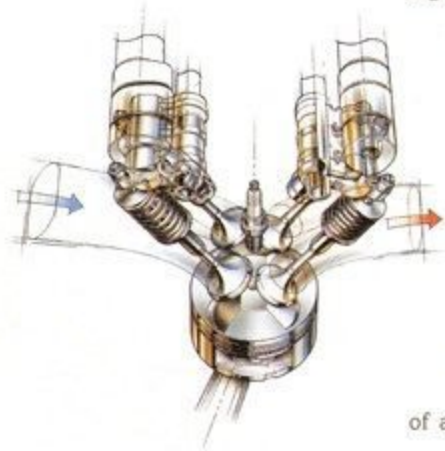
the NSX one of the most stable and predictable

exotic cars ever built. The NSX-T also features a

speed-sensitive, electric, variable power-assisted,

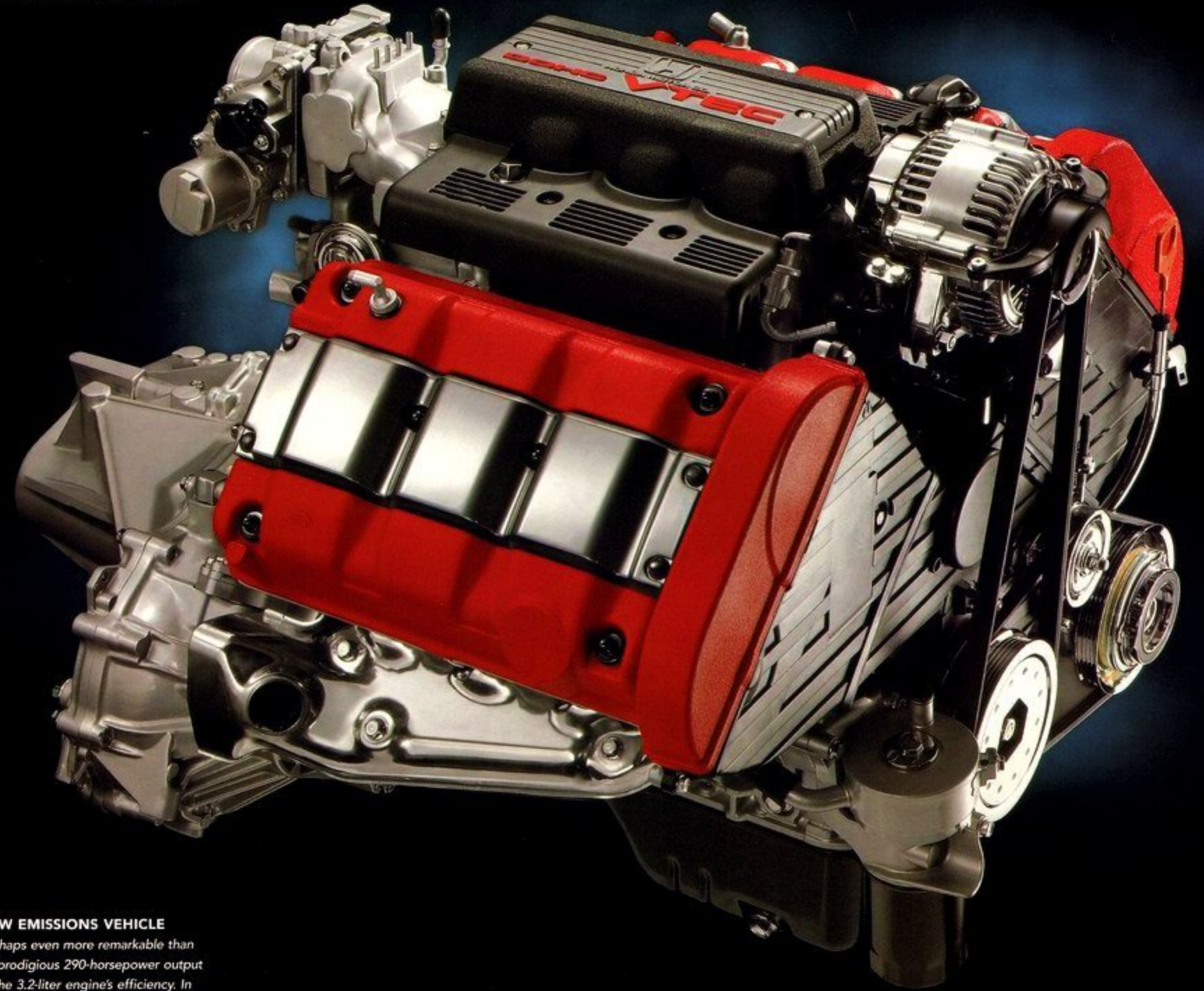
rack-and-pinion steering system that reduces park-

ing effort without sacrificing responsive road-feel.



This 3.2-liter V-6* utilizes a wide range of advanced materials — such as fiber-reinforced metal (FRM) cylinders and titanium connecting rods — to help deliver 290 horsepower in a lightweight, fuel-efficient** and highly durable package.

*6-speed manual transmission only. **Your mileage may vary.



LOW EMISSIONS VEHICLE

Perhaps even more remarkable than its prodigious 290-horsepower output is the 3.2-liter engine's efficiency. In fact, the race-bred V-6 powerplant is so clean-burning that the NSX qualifies as a Low Emissions Vehicle (LEV) — a truly amazing achievement for an exotic sports car.

*With manual transmission.



"THE CABIN IS INTIMATE BUT WELL DESIGNED, LUXURIOUS,
AND QUITE COMFORTABLE FOR LONG TRIPS."

AUTOMOBILE MAGAZINE, 1999

ACURA NSX-T shown in Silverstone Metallic.



PERFORATED SEAT INSERTS

The leather-trimmed seats of the NSX are enhanced with handsome, perforated inserts that add support during spirited driving.

TOO BAD ALL PLACES OF BUSINESS AREN'T AS ACCOMMODATING AS THIS ONE.

In the creation of exotic sports cars, the driver is typically regarded as a necessary evil — to be wedged into the car wherever there happens to be room. In contrast, the NSX design team focused its efforts on creating a cockpit attuned to its occupants.

A "USER-FRIENDLY" EXOTIC CAR. The NSX cabin is a virtual palace of comfort, replete with new, easier-to-read instrument faces; power windows, mirrors and door locks; an Automatic Climate Control System and a premium, 165-watt Acura/Bose® Music System. The airy cockpit is

richly trimmed in fine leather, while the deeply sculptured seats and the door panels feature handsome, perforated leather inserts.

AS SECURE AS IT IS THRILLING. Standard equipment on the NSX includes dual air bags,* automatic seat belt tensioners and a new, lightweight, 4-channel, 4-wheel Anti-Lock Braking System (ABS). The NSX also includes a standard electronic immobilizer system that prevents the engine from being started without the properly coded key.

*Acura reminds you and your passengers to fasten your seat belts.



TOP: WHY NOT DRIVE IT WIDE OPEN?

A single lever on each side releases the lightweight top of the NSX-T, converting it from a snug, solid coupe to an open-air road machine in seconds.

CENTER: NOW YOU SEE IT. NOW YOU DON'T.

The lightweight aluminum top of the NSX-T is easily stowed in a secure compartment under the hinged glass cover of the engine bay, where it is protected by the standard theft-deterrent system.

BOTTOM: AN OPEN-COCKPIT EXOTIC WITH THE SECURITY OF A COUPE

The removable top of the NSX-T is fully integrated with the standard theft-deterrent system, providing the freedom and visceral appeal of an open-cockpit exotic with the secure feeling of a fixed top.

A C U R A



TOTAL LUXURY CARE™

OWNER BENEFITS**24-HOUR ROADSIDE ASSISTANCE BENEFITS**

Any time of the day or night, anywhere in the U.S., we're on call if you need help.

24-HOUR EMERGENCY TOWING

If your Acura suffers a mechanical problem, we'll tow it to the nearest Acura dealer or authorized service facility.

ACURA CONCIERGE SERVICE

A list of additional services — from booking hotels to tour planning — to help make each trip as pleasant as possible.

TRIP-INTERRUPTION BENEFITS & EXPENSE REIMBURSEMENT

If a warranty-covered problem interrupts your trip, Acura will reimburse you for any reasonable additional expenses you incur.

COMPUTERIZED TRIP-ROUTING SERVICES

Acura will even plan your trip for you, using our extensive database of over 160,000 cities, towns and points of special interest.

EMERGENCY VEHICLE-LOCKOUT SERVICE

It can happen to anybody, and if it should happen to you, we'll help you get a replacement key or have your vehicle unlocked.

See your Acura dealer for details about the privileges of ownership, which include Total Luxury Care (TLC), Acura Roadside Assistance and Concierge Service.

ACURA-TRAINED SERVICE PERSONNEL

Acura service personnel are specially trained to maintain the advanced systems of your Acura. A computerized parts network can rush a needed part to your dealer in remarkably short order.

**RECEIVE UNMATCHED CARE FROM ACURA CUSTOMER SERVICE.****THE ACURA EXPERIENCE: MUCH MORE****THAN DRIVING A FINE AUTOMOBILE.** Many

automakers consider their job over when a car rolls off the showroom floor. At Acura, we know

our job is just beginning. We believe that the experience of owning a world-class automobile

should involve much more than driving — it should also include the best of luxury care.

FROM EVERY ACURA DEALER — A SPIRIT OF**COURTESY AND COMMITMENT.** Every new

Acura is covered by a 4-year or 50,000-mile limited warranty;* the optional Acura Care

Program can provide additional service and repair coverage beyond the initial warranty

period. With either warranty coverage, a loaner vehicle will be provided to you whenever possible,

free of charge, if it should ever prove necessary



Acura Care provides coverage beyond the initial warranty period. This includes 24-hour Roadside Assistance, in addition to other plan benefits. Ask your dealer for details.

for your Acura automobile to remain overnight

for warranty service.

TOTAL LUXURY CARE: A WELCOMING WORLD**OF SPECIAL OWNER BENEFITS.** The Total

Luxury Care (TLC) card you receive with your new Acura opens up a world of owner benefits.

From the peace of mind of 24-hour Roadside Assistance to the convenience of computerized

trip-routing services and special Concierge

Service, TLC makes owning an Acura a uniquely pleasurable experience.

*See dealer for warranty details.



"THE ALL-ALUMINUM NSX AND ITS TARGA-TOP VARIANT, THE NSX-T, STAND OUT AS TWO OF THE MOST DESIRABLE SPORTS CARS ON THE PLANET."

POPULAR MECHANICS 1999 NEW CAR AND TRUCK BUYERS GUIDE



ACURA NSX COUPE shown in Berlina Black.



Left to right: Acura NSX-T, Acura 3.2TL, Acura Integra and Acura 3.5RL.

COLOR & UPHOLSTERY

A HANDCRAFTED BODY. A FLAWLESS FINISH. Each NSX is hand-inspected before it's enveloped in a hard, glass-smooth outer shell, the product of a rigid, 27-step paint process.

EXTERIOR COLOR	INTERIOR COLOR
Berlina Black	Camel or Onyx
Grand Prix White	Camel or Onyx
Monaco Blue Pearl	Camel or Onyx
New Formula Red	Camel or Onyx
Silverstone Metallic	Onyx
Spa Yellow Pearl	Onyx



BERLINA BLACK



GRAND PRIX WHITE



MONACO BLUE PEARL



NEW FORMULA RED



SILVERSTONE METALLIC



SPA YELLOW PEARL



CAMEL LEATHER



ONYX LEATHER

ACCESSORIES

TO HELP YOU TAILOR YOUR NSX TO YOUR OWN PERSONAL TASTE, MAY WE SUGGEST THIS SELECTION OF ACURA ACCESSORIES?

- | | |
|------------------------|-----------------------|
| ▶ Keyless entry system | ▶ Car cover |
| ▶ Carpeted floor mats | ▶ Wheel locks |
| ▶ Carpeted trunk mat | ▶ Full nose mask |
| ▶ CD changer | ▶ Engine block heater |



6-DISC, TRUNK-MOUNTED, REMOTE CD CHANGER

For up to eight hours of uninterrupted music appreciation, this convenient system uses the existing controls of the standard NSX Acura/Bose® Music System.



CARPETED TRUNK MAT WITH NSX LOGO

Help protect the original carpet of your NSX cargo compartment with the custom-contoured, carpeted trunk mat available from your Acura dealer.



NSX KEYLESS ENTRY SYSTEM

The available keyless entry system locks or unlocks your NSX without touching it and also arms the theft-deterrent system at the push of a button.

PRESENTING SPECS GUARANTEED TO MAKE

YOUR PULSE CLIMB. While the Acura NSX exotic sports car is designed to be at its best when carving up a twisting mountain road, it performs remarkably on paper as well.

ENGINEERING

POWERTRAIN – Transverse mid-engine/rear-wheel drive

COMPRESSION RATIO – 10.2:1

INDUCTION SYSTEM – Programmed Fuel Injection (PGM-FI) with Variable Volume Induction System (VVIS)

CYLINDER HEADS – Aluminum alloy

EXHAUST SYSTEM – Dual stainless steel

CONNECTING RODS – Titanium

SUPPLEMENTAL RESTRAINT SYSTEM (SRS) – Driver's and passenger's air bags

TRACTION CONTROL SYSTEM (TCS) – Computer-controlled (CPU), throttle-reactive system

IGNITION SYSTEM – Electronic direct ignition

TRANSMISSIONS – 6-speed manual (standard) or electronically controlled, 4-speed automatic with Sequential SportShift and programmed lockup torque converter (optional)

100,000-MILE TUNE-UP INTERVAL – No tune-ups for 100,000 miles*

	6-Speed Manual	4-Speed Automatic
ENGINE TYPE	3.2-liter, DOHC, 24-valve V-6 with VTEC (Variable Valve Timing and Lift Electronic Control) system, drive-by-wire throttle system	3.0-liter, DOHC, 24-valve V-6 with VTEC (Variable Valve Timing and Lift Electronic Control) system, drive-by-wire throttle system
ENGINE BLOCK	3.2-liter aluminum alloy with fiber-reinforced metal (FRM) cylinder walls	3.0-liter aluminum alloy with cast-iron cylinder liners
HORSEPOWER, SAE NET	290 hp @ 7100 rpm	252 hp @ 6600 rpm
TORQUE, SAE NET	224 lbs-ft (31.0 kg-m) @ 5500 rpm	210 lbs-ft (29.0 kg-m) @ 5300 rpm
REDLINE	8000 rpm	7500 rpm
DISPLACEMENT	194 cu in (3179 cc)	182 cu in (2977 cc)

*Does not apply to fluid and filter changes or periodic inspections. Please refer to the maintenance section of your owner's manual to determine all appropriate maintenance intervals.

SEATING & TRIM

- ▶ Leather-trimmed seats
- ▶ 4-way power driver's and passenger's seat adjustment
- ▶ Full-length center console with coin box and beverage holder
- ▶ Full carpeting in cargo area

BODY/SUSPENSION/CHASSIS

BODY TYPE – Aluminum unit body

FRONT SUSPENSION – Independent, aluminum double-wishbone with coil springs, stabilizer bar and compliance pivot

REAR SUSPENSION – Independent, aluminum double-wishbone with coil springs and stabilizer bar

STEERING TYPE – Electric, speed-sensitive, variable power-assisted, rack-and-pinion

STEERING RATIOS
6-Speed Manual – 18.2:1 to 20.8:1 4-Speed Automatic – 18.6:1

STEERING WHEEL TURNS, LOCK-TO-LOCK
6-Speed Manual – 3.24 4-Speed Automatic – 3.07

TURNING CIRCLE, CURB-TO-CURB – 38.1 ft (11.6 m)

TIRES
Front – 215/45 ZR16 Rear – 245/40 ZR17
Dual-compound, dual-tread-configuration, unidirectional, high-performance tires

ANTI-LOCK BRAKING SYSTEM (ABS) – 4-channel with 4 wheel-speed sensors and electronic/hydraulic control unit

BRAKING SYSTEM – Dual-diagonal, power-assisted, 4-wheel ventilated disc brakes

Front Discs – Ventilated, 11.7 in (298 mm) diameter, 1.1 in (28 mm) rotor thickness
Rear Discs – Ventilated, 11.9 in (303 mm) diameter, 0.83 in (23 mm) rotor thickness

COMFORT & CONVENIENCE

- ▶ Theft-deterrent system with electronic immobilizer
- ▶ Automatic Climate Control System
- ▶ Acura/Bose® Music System, AM/FM stereo, electronically tuned radio with cassette, four speakers and FM diversity antenna, 165-watt continuous power
- ▶ Power windows with key-off feature, power door locks and power mirrors
- ▶ 3-point seat belts with automatic tensioners
- ▶ Fully adjustable steering column (tilt and telescoping)
- ▶ Cruise control
- ▶ Dual beverage holder

EXTERIOR DIMENSIONS

Wheelbase	99.6 in (2530 mm)	Width	71.3 in (1810 mm)
Length	174.2 in (4425 mm)	Height	46.1 in (1170 mm)
Track, rear	60.2 in (1530 mm)	Coefficient of lift (cl)	0.05
Track, front	59.4 in (1510 mm)	Coefficient of drag (cd)	0.32
Minimum Ground Clearance	4.6 in (117 mm)		
Curb Weight	6-Speed Manual – NSX: 3069 lbs; NSX-T: 3164 lbs	4-Speed Automatic – NSX: 3113 lbs; NSX-T: 3208 lbs	

INTERIOR DIMENSIONS

Head Room	36.3 in (921 mm)	Leg Room	44.3 in (1126 mm)
Hip Room	53.8 in (1366 mm)	Shoulder Room	52.5 in (1334 mm)

CAPACITIES

CRANKCASE – 5.3 U.S. quarts (4.9 liters) including filter

COOLING SYSTEM – 6-Speed – 17.0 U.S. quarts (16.0 liters)
Automatic – 17.5 U.S. quarts (16.5 liters)

FUEL TANK – Approximately 18.5 U.S. gallons (70 liters)

CARGO VOLUME – 5.0 cu ft

PASSENGER VOLUME – 48.9 cu ft

TOTAL VOLUME – 53.9 cu ft

FUEL ECONOMY

RECOMMENDED FUEL – Premium unleaded; 92 octane

EPA FUEL MILEAGE CITY/HIGHWAY
6-Speed Manual – 17/24 4-Speed Automatic – 18/24

*Use for comparison purposes only. California figures are the same. Based on 1999 figures; 2000 figures not available at the time of printing. Your mileage may vary.

WARRANTIES

VEHICLE – 4-year/50,000-mile limited warranty*

OUTER BODY RUST-THROUGH – 5-year/unlimited-mile limited warranty*

3.0-LITER, 3.2-LITER V-6 ENGINE – No scheduled tune-ups required for 100,000 miles**

ROADSIDE ASSISTANCE (TLC) – 4 years/50,000 miles

ACCESSORIES – 4-year/50,000-mile limited warranty†

*Ordinary maintenance items or adjustments, parts subject to normal wear and replacement, and certain other items are excluded. See your Acura dealer for the terms and conditions of limited warranties.

**Does not apply to fluid and filter changes or periodic inspections. Please refer to the maintenance section of your owner's manual to determine all appropriate maintenance intervals.

†When installed at the time of new-vehicle delivery.



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www.acura.com

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