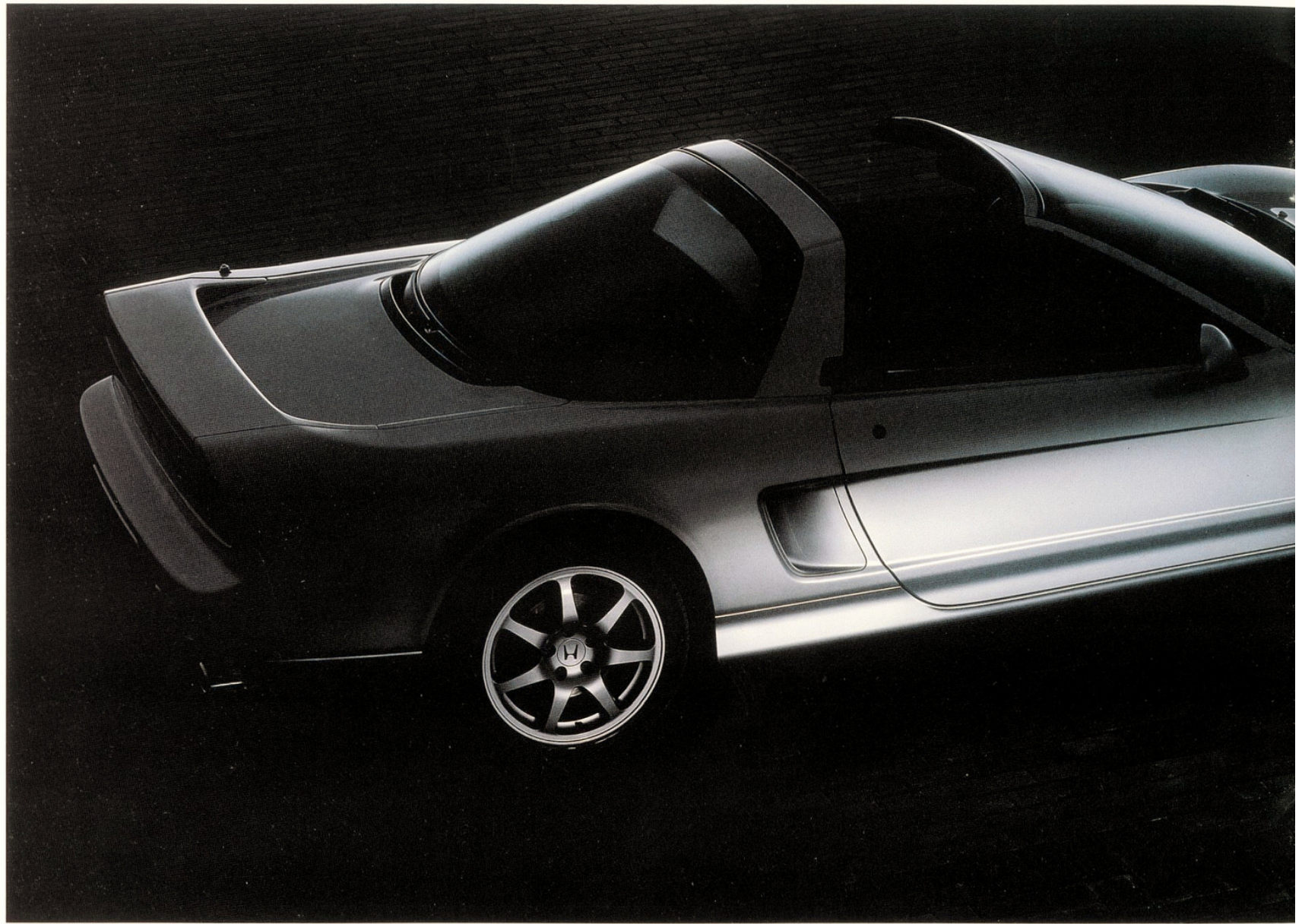
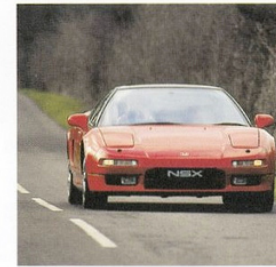
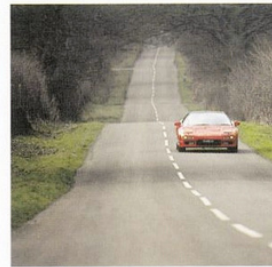
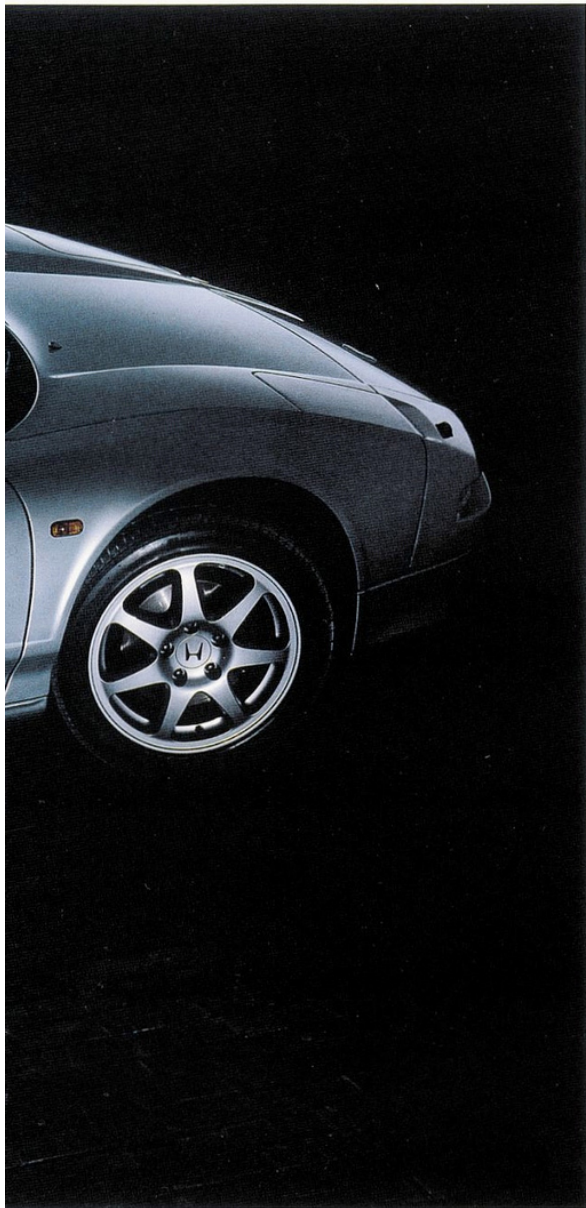


HONDA NSX



HONDA





***'The value of life can be measured by how many times
your soul has been deeply stirred'. Soichiro Honda***

In the quest for exhilaration and performance, the dedicated car maker applies not just his technical prowess, but also contributes his soul.

The NSX was inspired by the vision of our founder, Soichiro Honda, who challenged convention through engineering excellence, in the pursuit of driving pleasure.

Created by designers who were given free rein to use whatever technologies and materials they

deemed fit for a supercar and tested by a select group of expert drivers, including one of the greatest racers of our generation, the late Ayrton Senna, the NSX is one of the most advanced and sophisticated sports cars you will ever encounter.

Available as a coupe or the open top version, with six-speed manual, or fingertip controlled F-matic automatic transmission, the NSX is undeniably, a supercar. Beautiful even when standing still, but most fulfilling when it is driven.

***The NSX is everything a sports car should be:
dynamic, rewarding and stimulating for all the senses.***



From innovation to sensation

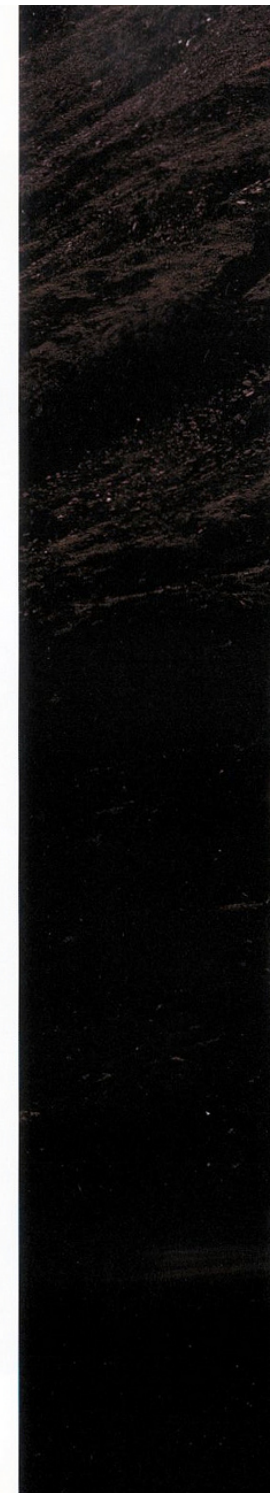
It looks every inch an exotic machine, with muscular, purposeful styling that never fails to turn heads. The sound of its VTEC engine is addictive, the closest on the road to the full-blooded, glorious howl of a Formula One car. Its handling is involving and precise. Even as you slide into the cockpit, you anticipate the true pleasure of driving.

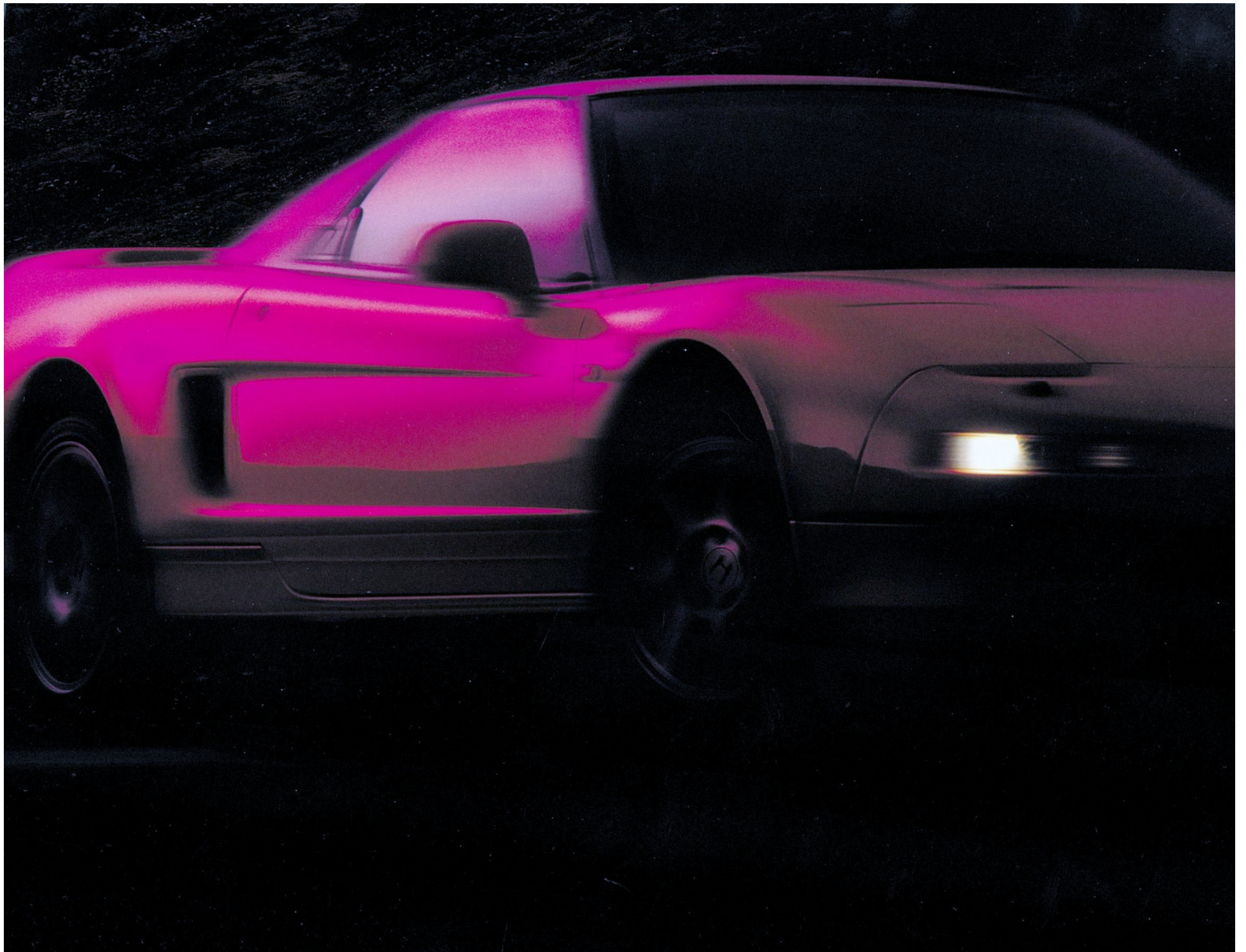
Such sensations are not provoked by chance. Our engineers evaluated every aspect of advanced automotive technology before evolving their ideal: a mid-engined two-seat design that combines very low body weight with a high-revving, high performance, naturally aspirated engine.

The NSX's relatively long wheelbase and wide track give it

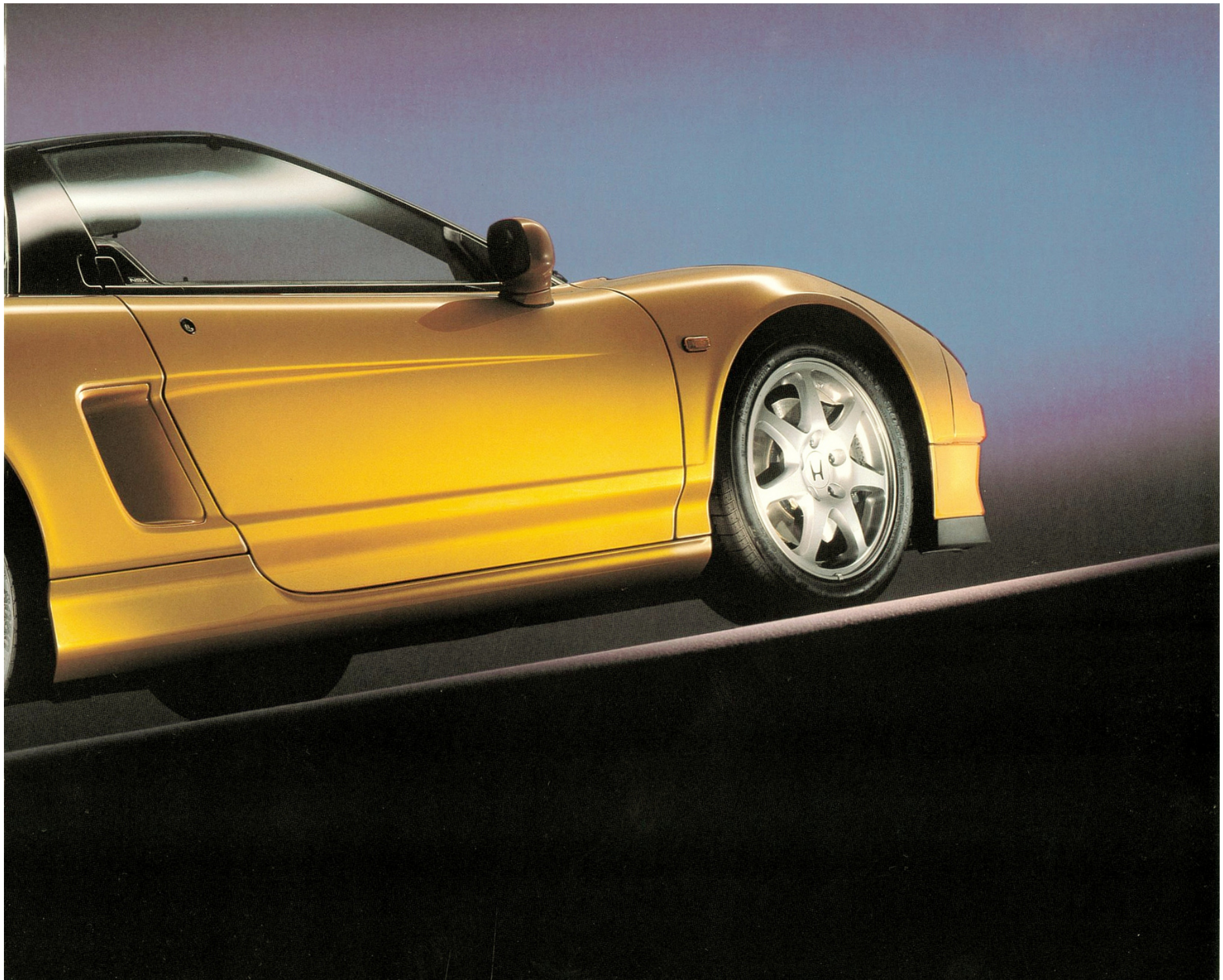
superb stability and allow comfortable interior space. An all-aluminium bodyshell, with extensive use of aluminium for the suspension and engine, results in a power to weight ratio which ensures liveliness and agility that's always satisfying.

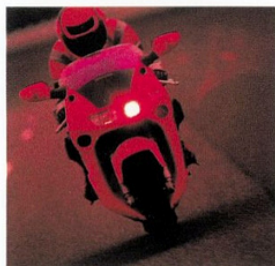
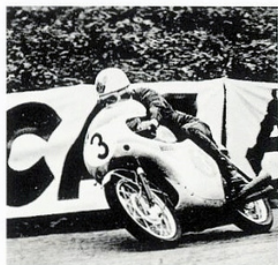
Designed to inspire, engineered to excite, owning and driving the NSX will be one of your most enriching experiences.











No other motor manufacturer can claim 56 Grand Prix Formula victories, five World Drivers' Championships and six Constructors' World Championships - in only seven years. With the added achievement of class-winning success at Le Mans in 1996. And we've drawn on all this successful experience to create the NSX.

To drive, it feels as finely honed and responsive as a Formula One car. Just as an F1 car, it has a mid-engined layout. Weight is balanced with a near perfect fore/aft weight ratio of 42/58%, concentrating the centre of gravity low in the middle of the car, making it more responsive to your control.

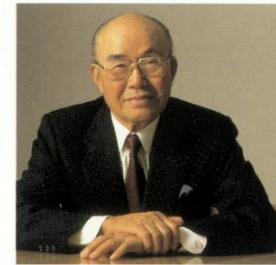
The engine of the NSX is directly derived from our Grand Prix programme and has the same awesome high revving ability, with a seemingly never-ending surge of power. The six speed gearbox reflects current F1 practice and the F-matic model uses a Formula One-style lever mounted just behind the steering wheel, for lightning-fast fingertip gearchanges.

Formula One technology also ensures that the abundant performance of the NSX can be enjoyed in all conditions. A Limited Slip Differential (LSD) and Honda's Traction Control System (TCS) together minimise wheel spin and help to maintain optimum traction and handling in slippery conditions.



Grand Prix - winning technology

***If racing improves the breed,
then the NSX is surely a thoroughbred.***



The Drive By Wire (DBW) electronic accelerator sends constant signals to our race-developed Programmable Fuel Injection System (PGM-FI); so the moment you press the throttle, you're rewarded with an instantaneous response.

Unleash a superbly aggressive sound that's as close as possible to a Grand Prix engine.

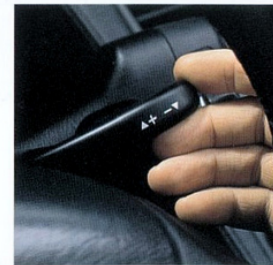
The power to excite

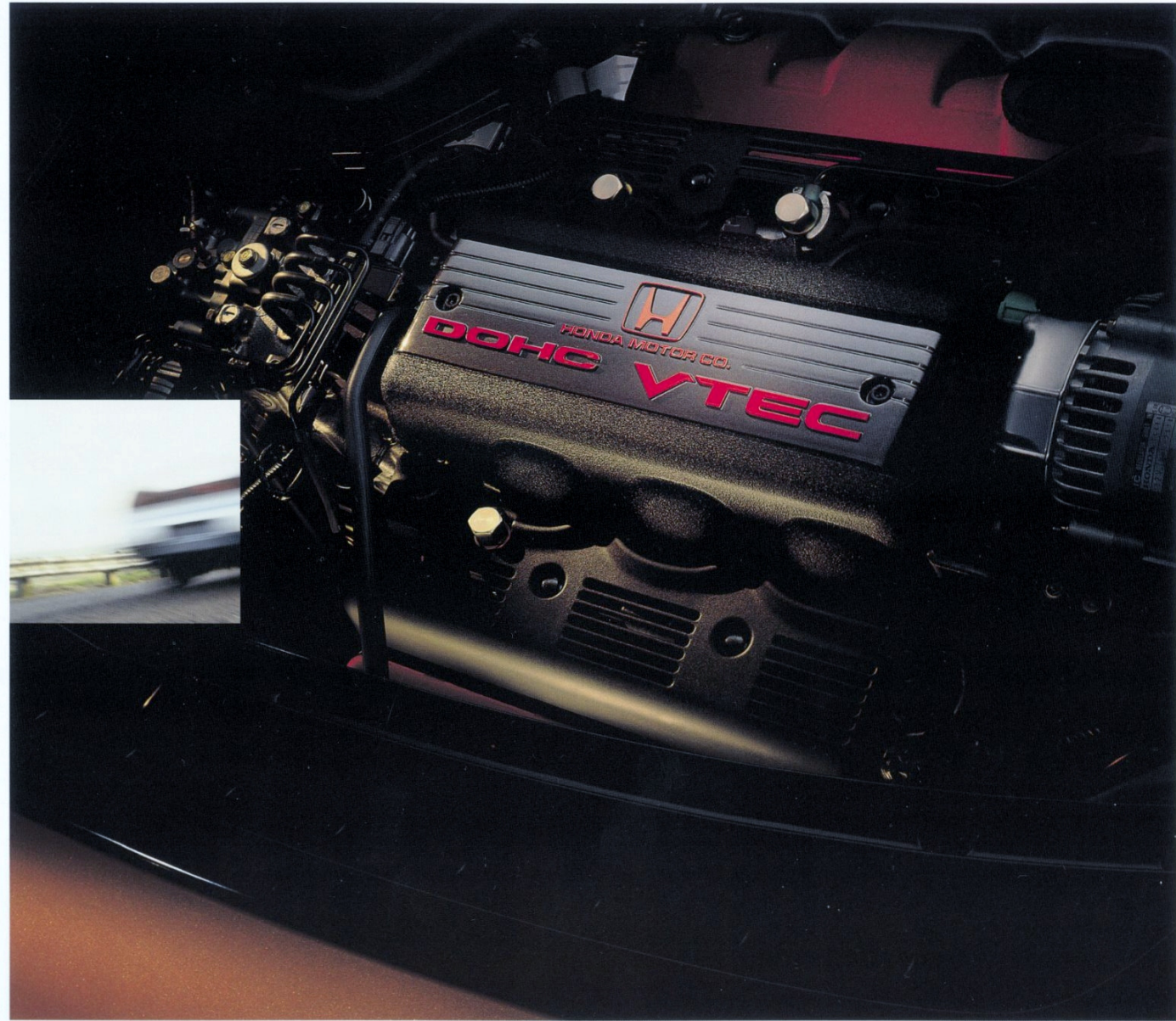
The DOHC V6 of the NSX is directly descended from our Formula One world championship-winning engines. Its heritage is immediately apparent: lightweight aluminium block and cylinder head, titanium connecting rods and pistons made from a special aluminium and silicon alloy, which maintains their perfect balance even at the 8000 rpm red line.

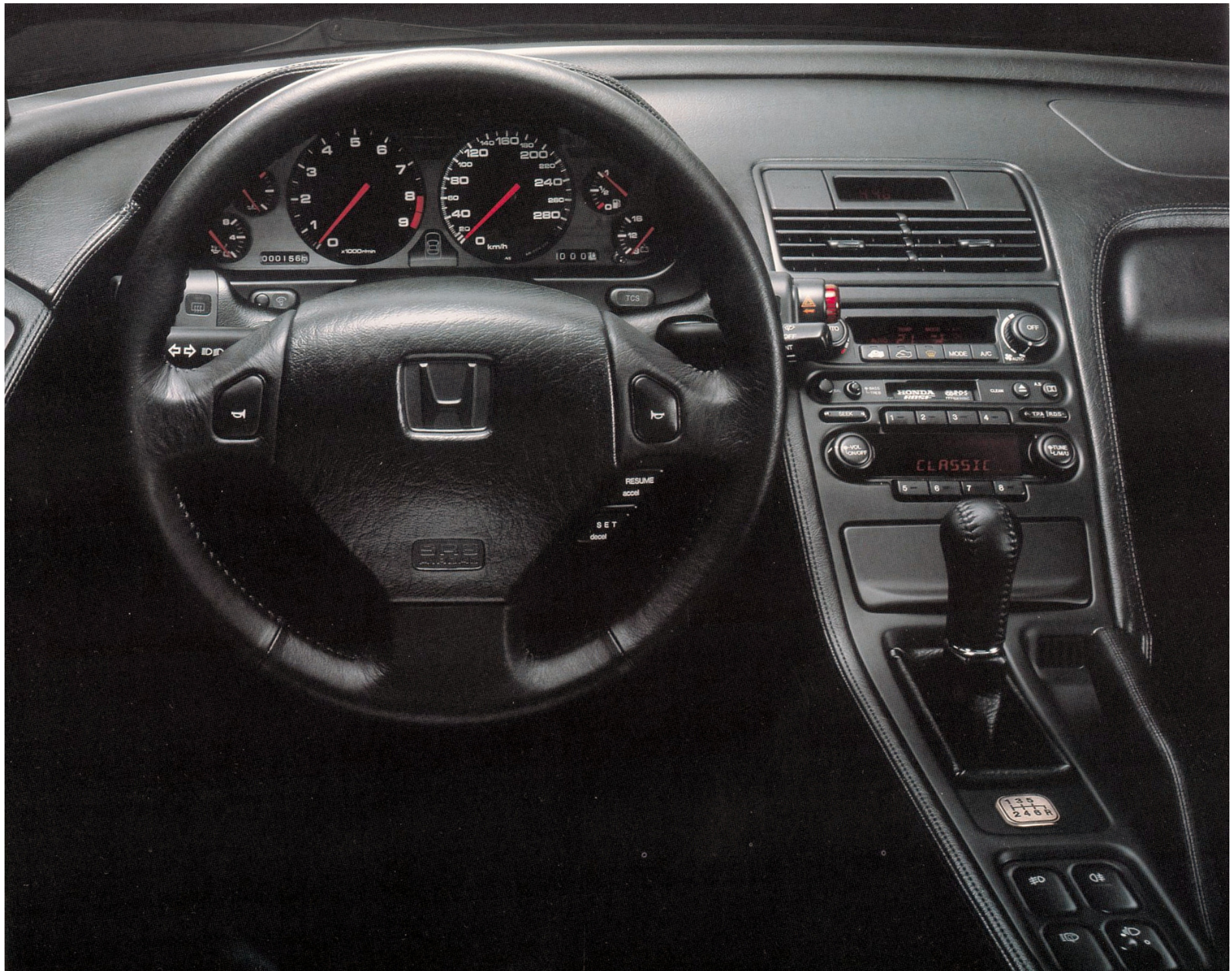
There's no turbo lag with this power unit: the 3.2 litre V6 is naturally aspirated, with programmable fuel injection, direct ignition and Honda's unique Variable Valve Timing and Lift Electronic Control System (VTEC).

VTEC alters the timing and degree of lift of the intake and exhaust valves, providing strong low-end torque up to 5800 rpm, when high-lift valve characteristics take over, producing a prodigious power output of 280HP. F-matic models have a 3.0 litre version of the same engine, perfectly matched to the sporty yet effortless characteristics of their automatic transmission.

The transition from maximum torque to maximum output is seamlessly smooth; you'll simply feel a surge of acceleration that pushes you back in your seat, accompanied by the closest sound to an F1 engine. The NSX is an easy car to drive; yet it delivers scintillating performance in a way that few other cars can match.







The heart of the NSX: an ergonomically styled wrap-around cockpit.

When a car has been developed by no less a driver than Ayrton Senna, you know it must feel right in every sense. The cockpit of the NSX is rather more accommodating and comfortable than a Formula One car, but the driving position and the layout of the controls and instruments reflect the efficiency of racing car design. Everything that can be adjusted to suit your personal preference does so: the steering wheel tilts and telescopes, the seats have powered adjustment in all planes and the door mirrors adjust, electrically, to your ideal position.

The analogue instrumentation and major switches are grouped around the steering wheel, so you can see and use them easily. All round visibility in the NSX is an impressive 318.8°, providing a clear view rarely found in supercars.

An unusually compact air conditioning system allows more space for you and your passenger. Beautifully hand-stitched leather seats, contoured to minimise fatigue and a superb specially calibrated Honda/Bose® sound system help to pass long journeys with ease.

For a high performance car, the NSX is surprisingly practical. The luggage compartment is large enough to take a full-size spare wheel and has 154 litres of load space, so you can enjoy your trips without leaving your bags behind.



Satisfy every sense

After ten years with Honda, a technician can volunteer to hand-build the NSX.

Carved from a different mould



When you challenge conventional technology, you not only develop exciting and innovative new products, but must also create new ways of producing them.

An all-aluminium body was deemed essential for the NSX. But aluminium demands totally different methods of forming and welding and though it is rust resistant, it can suffer galvanic corrosion when joined to another metal. To overcome these difficulties, we evolved new



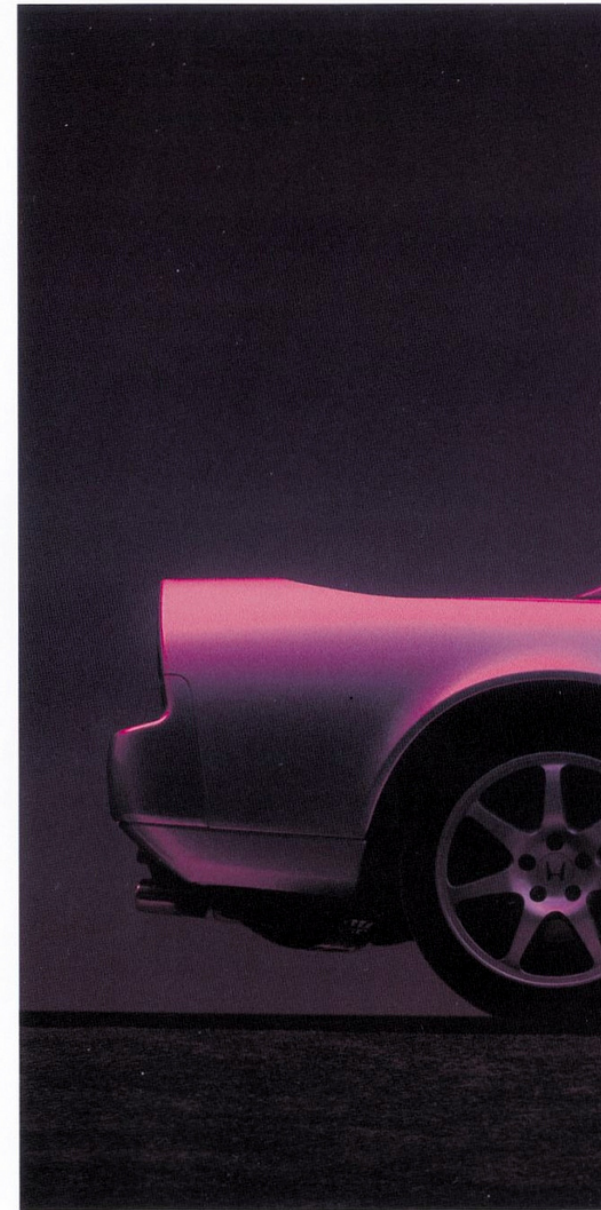
technologies and built a dedicated facility at the Honda research and development centre at Tochigi, Japan.

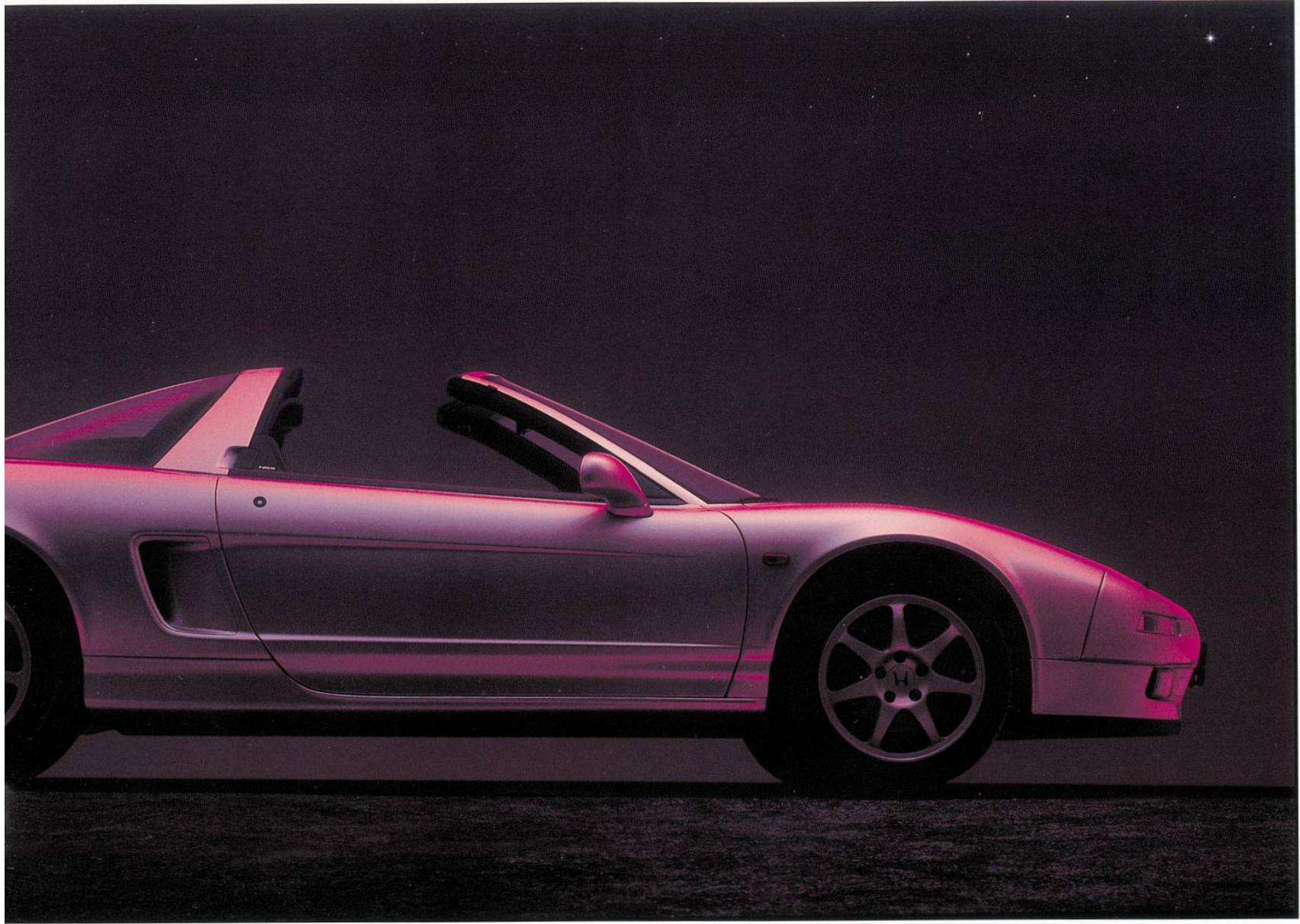
There is no production line at Tochigi - a bodyshell is moved from one team of craftsmen to the next, each with total responsibility for the quality of their work. Once its beautiful body has been crafted, the NSX is thoroughly protected. Painting is an extensive 23 step process, with the final coat air dried from



the surface down to achieve a finish like polished glass.

The technicians who build the NSX are hand-picked volunteers; yet the job of our test drivers must be even more satisfying; it's their responsibility to take every single NSX onto Tochigi's specially-built test track to check every aspect, including high speed performance. For them, working on the NSX is truly a labour of love.







Handling is one of the most subjective, contentious aspects of any car - especially a sports car. But if experts and enthusiasts agree on anything, it's that the optimum approach is a mid-engine layout. So for our designers, there was no other choice.

The NSX's light but rigid bodyshell gave them the perfect platform for tuning the suspension. And there was no doubt which layout they would use: Honda's race proven independent double wishbone suspension.

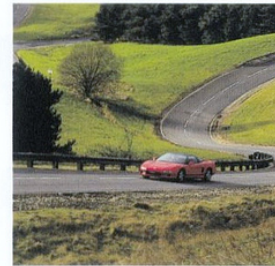
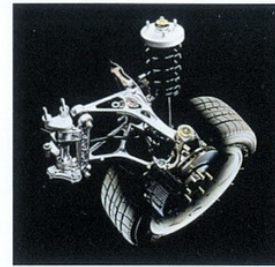
We use this system on every car we make, simply because it is the best. Adopted by Formula One racing cars for decades, its benefits are inherent stability,

strength and superior road holding. On the NSX, the wishbones are aluminium, around 30% lighter than the steel equivalent. With the cast aluminium alloy wheels, this keeps unsprung weight to a minimum - another characteristic sought by all suspension engineers.

As an enthusiast, you'll want to feel at one with the car - without being assaulted by every ripple

The NSX starts with a major advantage: its ideal mid-engine layout.

in the road. Careful selection of dampers and bushes assures a smooth ride, whilst variable assist power steering takes the effort out of parking and manoeuvring, giving you more feedback from the tyres as your speed builds up, helping you stay in control.



Take it to the limit

Safety was probably not your first thought when you considered the NSX. But you should have the confidence to enjoy every moment of your driving.



Performance with confidence

Consequently, the NSX is comprehensively equipped with advanced safety features, including twin SRS airbags, seat belt pretensioners, and a steering wheel that folds back in an impact to reduce the possibility of injury.

Though lightweight, the NSX is immensely strong. And so is its open top counterpart. In developing the open-top version,

our design team have ingeniously built additional strengthening into structural components, whilst retaining the responsive ride, handling and performance of the Coupe.

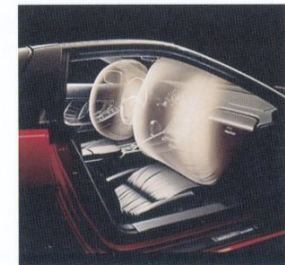
The braking system provides impressive yet progressive stopping power, with large 16" ventilated discs and a 4-channel anti-lock braking system originally developed by Honda which

independently monitors and controls each wheel. A new high-mounted stop lamp gives following drivers extra warning of your intentions.

When driving conditions become really difficult, you'll appreciate our switchable Traction Control System. Its sensors check the road speed at each wheel, the angle of the steering wheel, your pressure on the accelerator and

the throttle opening, before modifying the power output to ensure maximum progress with minimum wheelspin.

With excellent visibility, clear instrumentation, a specially designed climate control system to help you stay alert and heat-absorbing tinted glass to help you stay cool, the NSX presents an ideal environment for having fun with an untroubled mind.





Berlina Black



Midnight Purple Pearl (open top version only)



Indy Yellow Pearl



Grand Prix White



Formula Red



Dark Charcoal Pearl



Imola Orange Pearl



Sebring Silver Metallic

The NSX's head-turning shape is complemented by eight colours, all of them applied by Honda's painstaking and environmentally-friendly painting process. Inside the car, the body-hugging seats can be finished in three variations of supple, comfortable leather: matt black, black and tan or black and red. Colour and trim choices are subject to local availability, so we advise you to check with your nearest NSX dealer.



Matt Black

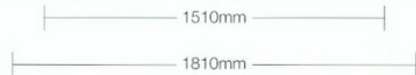


Tan



Red

Specification



Standard Features

Active safety

Electric power steering
4 Channel anti-lock braking system (ABS)
Traction control system (TCS)
Limited slip differential (LSD)
Double wishbone suspension (DWS)
Drive by wire accelerator linkage (DBW)
High mount stop lamp

Passive safety

Dual SRS airbags
Side impact protection beams
Seatbelt pretensioners

Security

Central locking

Seating

Power adjustable seating (driver and passenger)

Exterior

Projector beam headlights with washers
Heat absorbing green glass
Front and rear fog lights
Power door mirrors (body coloured)
Aluminium body construction
New front spoiler lip
Open top with detachable rigid roof panel (NSX-T only)

Interior

Power door mirrors, door locks and windows
Driver foot rest
Tilt and telescopically adjustable steering wheel
Headlamp leveller
Radio cassette player with Honda Bose sound system (4 speakers)
Power adjustable bucket type leather seats
Remote fuel lid opener
Concealed boot lid opener
Automatic climate control
Lockable glove box

Technical Specification

Engines

	NSX-T Man / Auto	Coupe Man / Auto
Engine displacement	3179 / 2977	3179 / 2977
Max power (PS @ rpm)	280 @ 7300 / 256 @ 6800	280 @ 7300 / 256 @ 6800
(KW @ rpm)	206 @ 7300 / 188 @ 6800	206 @ 7300 / 188 @ 6800
Max torque (Nm @ rpm)	298 @ 5300 / 298 @ 5300	298 @ 5300 / 298 @ 5300

Transmission

6-speed manual	•	•
4-speed automatic	•	•

Transmission ratios

1st	3.066 / 2.611	3.066 / 2.611
2nd	1.956 / 1.468	1.956 / 1.468
3rd	1.428 / 1.025	1.428 / 1.025
4th	1.125 / 0.777	1.125 / 0.777
5th	0.914 / -	0.914 / -
6th	0.717 / -	0.717 / -
Reverse	3.186 / 1.909	3.186 / 1.909
Final drive ratio	4.062 / 4.066	4.062 / 4.066

Performance

Max speed (kph)	274 / 260	274 / 260
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Fuel economy (l/100km)

Constant 90kph	7.5 / 8.4	7.5 / 8.4
Constant 120kph	8.9 / 9.8	8.9 / 9.8

EEC figures -

93/116/EWG (l/100km)

Urban	17 / 17.3	17 / 17.3
Extra urban	9.1 / 8.8	9.1 / 8.8
Combined	12 / 11.8	12 / 11.8

Fuel tank capacity (l)	70	70
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Brake Size (mm)

(Front / Rear)	298 / 303
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Exterior Dimensions (mm)

Overall length	4420
Overall width	1810
Overall height	1175
Tread (Front / Rear)	1510 / 1530
Wheelbase	2530

Wheels & Tyres

Wheels	Forged aluminium
Tyre size (Front)	215/45Z R16
(Rear)	245/40Z R17

Weight (kg)

Max weight	1435 / 1455	1392 / 1412
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Welcome to the world of Honda

The commitment never ends


The spirit of challenge and belief in innovation has made Honda a leading global manufacturer of cars, motorcycles and power equipment. We are the world's largest manufacturer of engines. Our victories on the world's Formula One circuits have been passed on to our customers, in technological advancements in engines and suspension.

Our success is based on providing quality products and customer satisfaction. We believe that when you buy an NSX you deserve the best.

To achieve this, we have created a global network with 83 production facilities in 40 countries supplying Honda products to over 140 countries.

When you buy an NSX, you are buying a car that is rewarding to drive and backed by world class quality commitment to customer service, that only we at Honda can provide. When you buy a new car, we don't believe you should accept anything less.

The purpose of this brochure is to show you the new Honda NSX. Because of the varied specification of the cars supplied to our different markets, it is possible that the car shown here may not exactly match those available in your country. Your Honda Dealer will be delighted to inform you and you are always advised to discuss specification details with the supplying Dealer, especially if your model selection is dependent upon one of the features shown.



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NSX/06/97


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