

HONDA
The Power of Dreams

NSX



NSX A CAR LIKE NO OTHER





HONDA A COMPANY LIKE NO OTHER



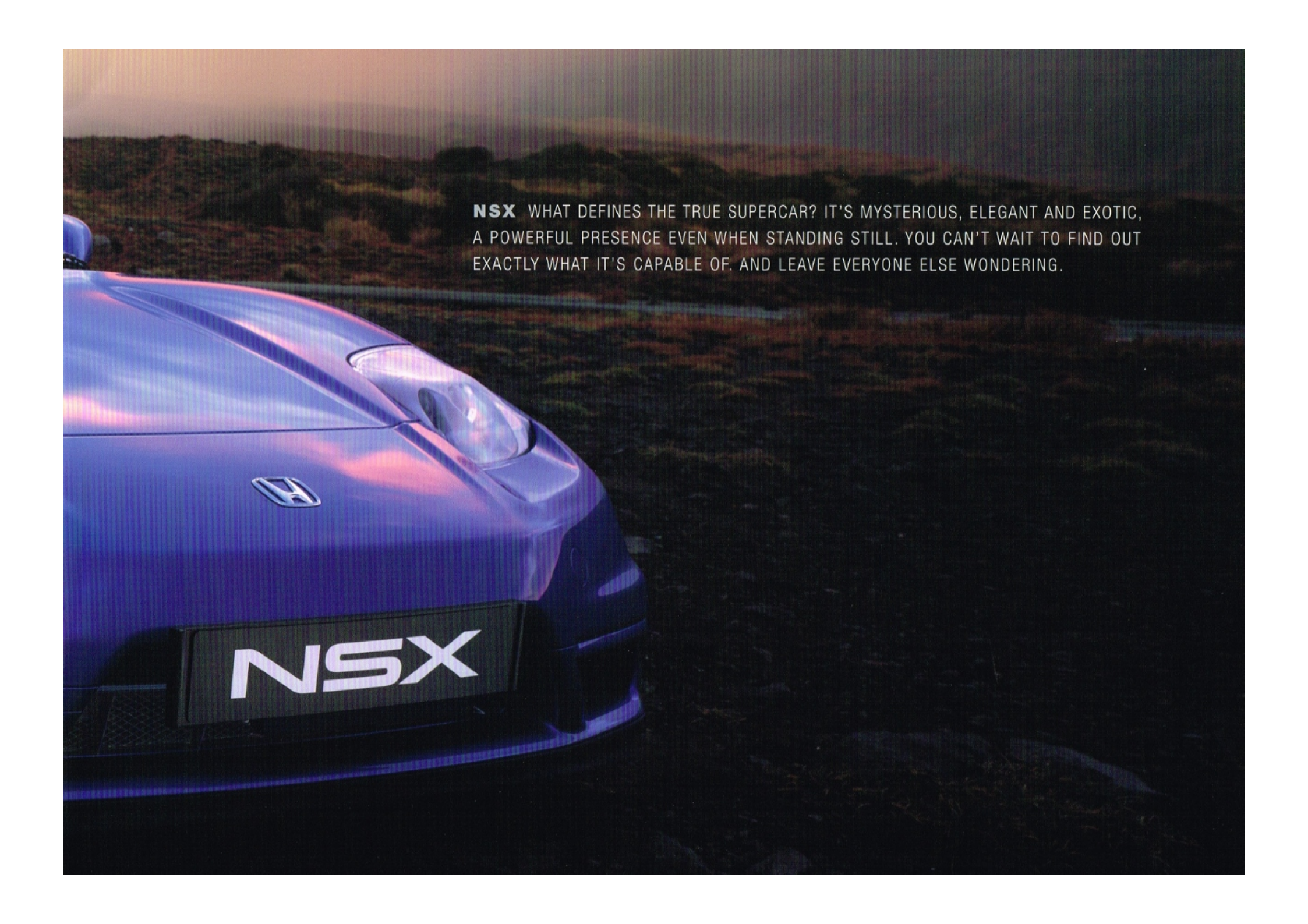
Honda's first car was a sports car

The NSX is the car our engineers always wanted to design. An ultra-lightweight aluminium body and chassis, with a choice of compact 3.0 and 3.2 litre V6 engines, achieve their ambitious targets for power-to-weight ratio and top speed. But the NSX overturns conventional thinking in one crucial respect: it's a genuine supercar that all drivers can enjoy – utterly satisfying, yet never intimidating, with light, easy controls and confident handling right out on the limits. It's the mid-engined two-seater you can use every day. A dream car for the real world.



Soichiro Honda founded his company on a lifelong passion for racing






NSX WHAT DEFINES THE TRUE SUPERCAR? IT'S MYSTERIOUS, ELEGANT AND EXOTIC, A POWERFUL PRESENCE EVEN WHEN STANDING STILL. YOU CAN'T WAIT TO FIND OUT EXACTLY WHAT IT'S CAPABLE OF. AND LEAVE EVERYONE ELSE WONDERING.

NSX







NSX COUPÉ DIDN'T YOU ALWAYS PROMISE
YOURSELF A CAR LIKE THIS ONE DAY?

What gives the NSX its legendary status among true performance cars? The awesome 3.0 and 3.2 litre DOHC V6 VTEC engines? The fact that everything from the suspension wishbones to the seat-runners is made of aluminium to save weight? The ergonomically precise interior, where everything adjusts to fit you perfectly? The flawless handling and effortless serenity, whether in traffic or on the track? Or maybe it's simply that you'll almost never park next to another one.







NSX-T READY FOR THE ULTIMATE DRIVING SENSATION?

From the smell of the leather interior to the V6 engines' spellbinding wall of sound, the NSX connects with all your senses. Long and low with clean, uncluttered lines, an almost 320°

field of view gives outstanding all-round visibility, with the NSX-T's removable hard-top adding air and sunshine for a truly exhilarating drive. Are you open to a new experience?

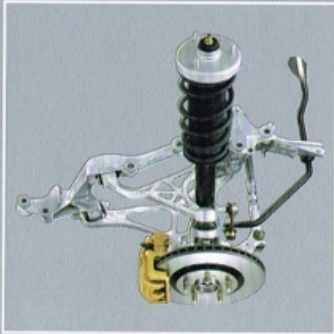




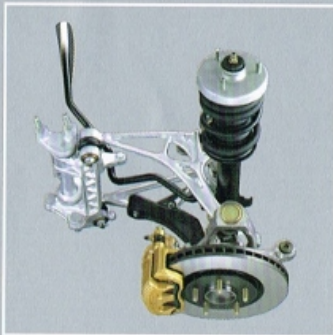
WHAT'S THE BEST WAY TO ENJOY THE BREATHTAKING PERFORMANCE AND EXHILARATING SOUND OF A TRUE RACE-BRED ENGINE? LIKE AN F1 CAR, THE NSX WRAPS ITSELF AROUND YOU, CREATING A TOTALLY FOCUSED DRIVING ENVIRONMENT. BUT UNLIKE ITS ANCESTORS, IT'S SPACIOUS, GENEROUSLY EQUIPPED AND INCREDIBLY COMFORTABLE. THE BEST OF ALL POSSIBLE WORLDS?

Feel how the seat supports your body? That's a clue as to the kind of G-forces you're going to experience in here. Sitting slightly too high? A touch too far forward? All-round power adjustment gets you in the perfect position, and the leather steering wheel is height- and reach-adjustable for any extra fine-tuning.

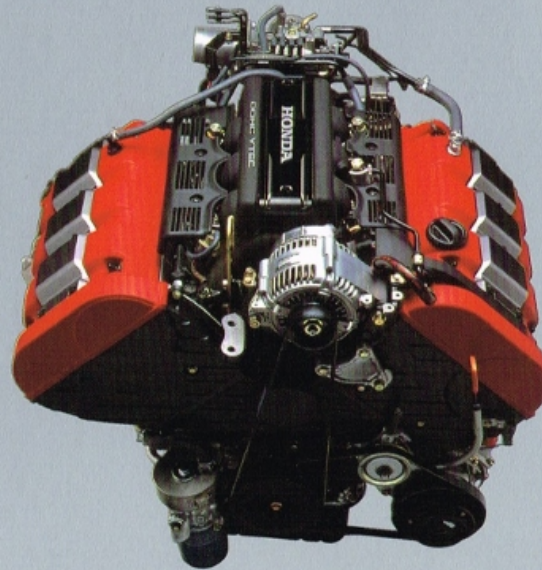
Aren't supercars meant to be stripped-out and spartan? So you noticed our big break with convention. Its aluminium body and chassis mean we can cram the NSX with every conceivable comfort, without compromising on overall weight. Which is why we've included climate-controlled air-conditioning, cruise control, electric windows and door mirrors, twin airbags, ABS, traction control and side-impact protection beams as standard. There's a superb CD-ready four-speaker BOSE® sound system. Not that you'll be needing it, once you've heard the engine.



Independent double-wishbone suspension configuration comes straight from F1



All-round disc brakes with ABS and traction control are standard



The heart of the NSX: the hand-built, all-aluminium V6 VTEC

In search of the ultimate drive? Start with a superlative engine.

Are these the world's most technologically-advanced supercar engines? First, a 3.0 litre V6 producing a stunning 256 PS. With its 4-speed F-matic transmission, it'll race effortlessly from 0-62 mph in 7.5 seconds, and top out at 162 mph. And then there's the big one: the 3.2 litre fuel-injected 24-valve DOHC V6. A sensational 280 PS at 7,300 rpm.

A 6-speed manual gearbox. 0-62 mph in just 5.7 seconds, on its way to 170 mph. Yet so compliant and precisely balanced it'll accelerate from 700 to 8,000 rpm - walking-pace to around 160 mph - in fifth gear. How? Because these powerplants top our latest range of advanced naturally aspirated engines.

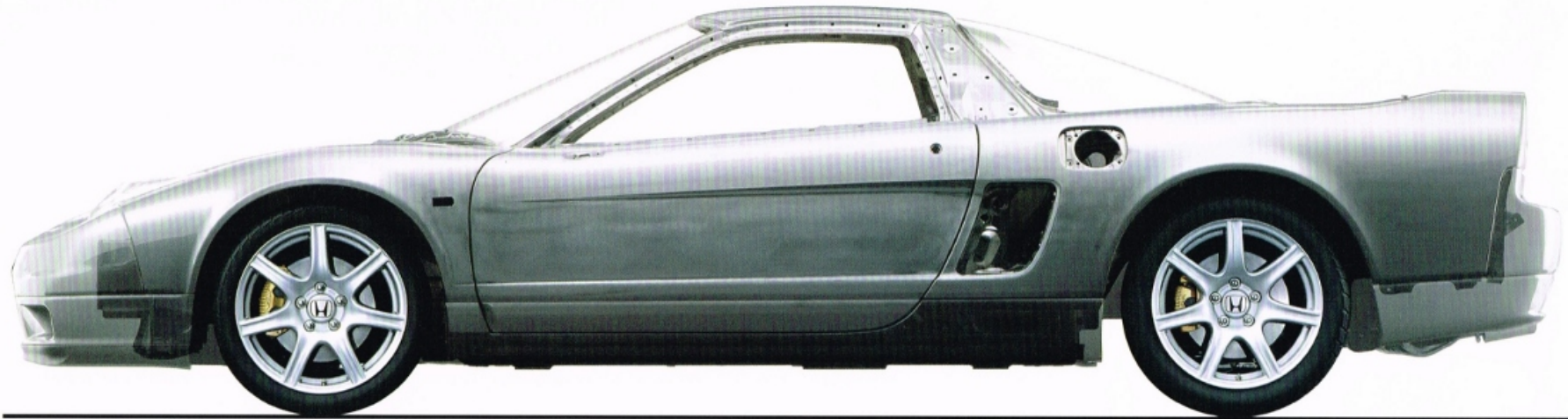
No turbo? We prefer VTEC - Variable Valve Timing and lift, Electronic Control. At 5,400 rpm,

the valves instantly open wider, for longer, sucking in more fuel/air mixture for a smooth surge of acceleration all the way to the 8,000 rpm redline. Simple, elegant and something you'll never get tired of. Ever.

Like the rest of the NSX, the engine, with its all-aluminium block and cylinder-head, is meticulously hand-assembled in a dedicated factory at our Togichi R&D facilities by the same people

who built our F1 cars. Did we really need to spend three years developing a totally new titanium alloy for the con-rods? For a 30% weight saving and an extra 700 rpm on the top end of the rev range, it was worth it.

And the sound? Until they put a back seat in an F1 car, you won't hear anything else like it. Did you think we'd be happy with anything less?



Ayrton Senna, a fundamental member of the NSX development team, called it 'the sports car anyone can drive'. We couldn't have put it better ourselves.

WHAT'S IT LIKE TO LIVE WITH? THE REMARKABLY ROOMY INTERIOR, 320° FIELD OF VISION, GENEROUS SPECIFICATION AND 154 LITRE BOOT SPACE, MAKES THE NSX SURPRISINGLY PRACTICAL. THE WORLD'S MOST COMFORTABLE MID-ENGINE SUPERCAR, OR THE ULTIMATE IN USABLE HIGH-PERFORMANCE MOTORING? DISCUSS. BETTER STILL, DRIVE AND DECIDE FOR YOURSELF.



MAY THE ROAD AHEAD BE LONG AND WINDING

Exactly what you need when you're driving your NSX, but what about when you're buying it? You want that part to be as short, simple and straightforward as possible. And if things get bumpy along the way, wouldn't you want that to be over quickly, too?

We start from a position of strength by building our cars to exceedingly high standards. But we take nothing for granted. Your new NSX is covered by a three-year, 90,000-mile warranty. You can extend this period of cover with a Hondacare Guarantee and give yourself peace of mind for up to a further 4 years. Hondacare Guarantee is unique and only available from Authorised Honda Dealers.

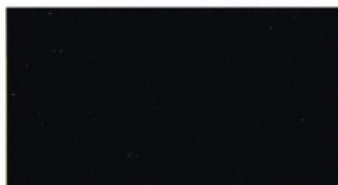
Once you've chosen your new NSX, there's the small matter of paying for it. If you need it, we'll provide a tailor-made Honda Finance package – and even do you a good deal on the insurance.

Before it leaves the forecourt, your NSX will face an 80-point pre-delivery inspection. On the road, at home or even in Europe, three years' free Hondacare Assistance membership means you'll never be left stranded. Something more serious?

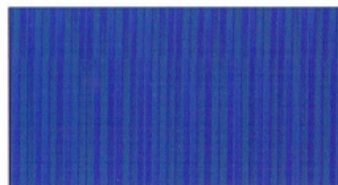
The Honda Accident Helpline on 0800 521 728 will sort out recovery, and get onto the nearest Honda Approved Bodyshop.

For more information, please call the Honda Contact Centre on 0845 200 8000, or visit www.honda.co.uk

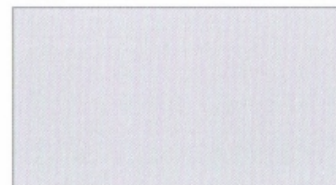




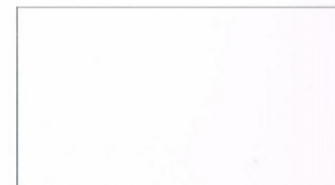
Berlina Black
Available with black or tan interior



Long Beach Blue Pearl
Available with black interior



Sebring Silver Metallic
Available with black or tan interior



Grand Prix White
Available with black or tan interior

YOUR HEART'S CONVINCED: NOW WHAT ABOUT YOUR HEAD? THE NSX WILL STIR THE SOUL, BUT IT'S ALSO A HIGHLY SPECIALISED AND SUPERBLY ENGINEERED PERFORMANCE MACHINE. SO HERE ARE ALL THE STATS YOU NEED TO MAKE A TRULY INFORMED DECISION, SUCH AS, WHICH COLOUR?



1810mm



1810mm



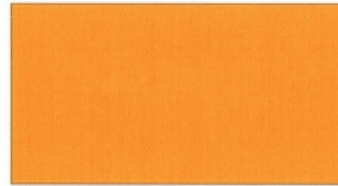
1170mm

4425mm

| | 3.2 Manual | | 3.0 F-matic | |
|--|---|----------|---|----------|
| Engine | | | | |
| Type | DOHC 24v 90° V6 Transversely mounted | | DOHC 24v 90° V6 Transversely mounted | |
| Fuel supply system | PGM - FI | | PGM - FI | |
| Bore & stroke (mm) | 93.0 x 78.0 | | 90.0 x 78.0 | |
| Displacement (cc) | 3179 | | 2977 | |
| Compression ratio | 10.2:1 | | 9.6:1 | |
| Maximum power (PS @ rpm) | 280 @ 7,300 | | 256 @ 6,800 | |
| Maximum torque (Nm @ rpm) | 298 @ 5,300 | | 284 @ 5,400 | |
| Transmission | | | | |
| 6-speed manual | • | | - | |
| 4-speed F-matic | - | | • | |
| Transmission Ratios | | | | |
| 1st | 3.066 | | 2.611 | |
| 2nd | 1.966 | | 1.466 | |
| 3rd | 1.428 | | 1.025 | |
| 4th | 1.125 | | 0.777 | |
| 5th | 0.914 | | - | |
| 6th | 0.717 | | - | |
| Final | 4.062 | | 4.066 | |
| Reverse | 3.186 | | 1.909 | |
| Performance | | | | |
| Max speed (mph) | 170 | | 162 | |
| Acceleration 0-62mph (secs) | 5.7 | | 7.5 | |
| New EC Test Fuel Economy¹ | mpg | L/100 km | mpg | L/100 km |
| Urban cycle | 15.8 | 17.9 | 15.4 | 18.3 |
| Extra urban | 31.0 | 9.1 | 32.1 | 8.8 |
| Combined | 22.8 | 12.4 | 23.0 | 12.3 |
| CO ₂ emissions (g/km) | 291 | | 287 | |
| Steering system | | | | |
| Rack and pinion with electric power assistance | • | | • | |
| Overall ratio | 17.95 | | 17.95 | |
| Turns, lock to lock | 3.24 | | 3.24 | |
| Brake system | | | | |
| Hydraulic servo-assisted ventilated disc diameter Fr/Rr (mm) | 298/303 | | 298/303 | |
| Brake circuit | Diagonal dual circuit | | Diagonal dual circuit | |
| Suspension system | | | | |
| Independent double-wishbone with coil spring and stabiliser | • | | • | |
| Tyres | | | | |
| Front | 215/40 R17 | | 215/40 R17 | |
| Rear | 255/40 R17 | | 255/40 R17 | |



Indy Yellow Pearl
Available with black interior



New Imola Orange Pearl
Available with black interior



New Formula Red (Ascari Red)
Available with black or tan interior

| | 3.2 Manual | | 3.0 F-matic | |
|--|------------|-----|-------------|-----|
| Weights and capacities | | | | |
| Fuel tank capacity (litres) | | 70 | | 70 |
| Boot capacity (VDA) (litres) | | 154 | | 154 |
| Kerb weight (kg) (Coupe/NSX-T) | 1445 | | 1500 | |
| Safety/Security | | | | |
| Driver and passenger SRS airbag | • | | | • |
| 4-channel 4-wheel Anti-Lock Brake System (ABS) | • | | | • |
| Traction control system (TCS) | • | | | • |
| Door beams | • | | | • |
| Seatbelt pretensioners | • | | | • |
| CAT 1 alarm | ▲ | | | ▲ |
| Exterior | | | | |
| Alloy wheels | • | | | • |
| Body coloured electric door mirrors | • | | | • |
| Body coloured bumpers with front and rear spoiler | • | | | • |
| Interior | | | | |
| Full leather upholstery | • | | | • |
| Climate controlled air conditioning | • | | | • |
| Cruise control | • | | | • |
| Driver's and passenger seat with full power adjustment | • | | | • |
| Electric windows | • | | | • |
| Central locking | • | | | • |
| Telescopically adjustable leather steering wheel | • | | | • |
| Leather-bound gear lever | • | | | • |
| Dash illumination control | • | | | • |
| Front centre armrest with storage compartments | • | | | • |
| Audio | | | | |
| BOSE® stereo radio cassette with RDS | • | | | • |
| 6 CD changer | ▲ | | | ▲ |
| 6 CD changer pre-wiring | • | | | • |
| Speakers | 4 | | | 4 |
| Automatic electric aerial | • | | | • |

• Standard equipment - Not Available

▲ Optional

† **Fuel consumption.** These are the results of the new fuel consumption test gradually being phased in by the Department of Transport. This test is designed to give results that are more representative of actual average on-road fuel consumption.

Want to be noticed? We're assuming that's why you've chosen the NSX, so it's available in seven arresting colours, each with a hard, lustrous finish as bright and smooth as glass, complemented by a choice of two luxurious interiors.



Black leather



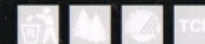
Tan leather

HONDA

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