



2017 ACURA NSX

PRICE
AS TESTED **\$202,960**
BASE \$157,800

VEHICLE TYPE: mid-engine, front- and mid-motor, all-wheel-drive, 2-passenger, 2-door coupe
OPTIONS: carbon-ceramic brakes with black calipers, \$9900; carbon-fiber exterior package, \$9000; carbon-fiber roof, \$6000; Valencia Red Pearl paint, \$6000; carbon-fiber engine cover, \$3600; carbon-fiber rear spoiler, \$3000; interior carbon-fiber package, \$2900; Pirelli P Zero Trofeo R tires, \$1960; semi-aniline leather and Alcantara power seats, \$1500; Alcantara headliner, \$1300
AUDIO SYSTEM: minijack, 2 USB, and Bluetooth-audio inputs; Android Auto and Apple CarPlay interfaces; 8 speakers

ENGINE

twin-turbocharged and intercooled V-6, aluminum block and heads
BORE X STROKE 3.58 x 3.52 in, 91.0 x 89.5 mm
DISPLACEMENT 213 cu in, 3493 cc
COMPRESSION RATIO 10.0:1
FUEL DELIVERY SYSTEM: port and direct injection
MAXIMUM BOOST PRESSURE 15.2 psi
VALVE GEAR: double overhead cams, 4 valves per cylinder, variable intake- and exhaust-valve timing
REDLINE/FUEL CUTOFF 7500/7500 rpm
POWER 500 hp @ 7500 rpm
TORQUE 406 lb-ft @ 2000 rpm

FRONT MOTORS (EACH)

2 permanent-magnet synchronous AC
POWER 36 hp @ 4000 rpm
TORQUE 54 lb-ft @ 0 rpm

MID MOTOR

permanent-magnet synchronous AC
POWER 47 hp @ 3000 rpm
TORQUE 109 lb-ft @ 500 rpm

NET SYSTEM POWER 573 hp
NET SYSTEM TORQUE 476 lb-ft

BATTERY PACK

lithium-ion, air-cooled
CELL COUNT/CONSTRUCTION 72/prismatic
CAPACITY 1.0 kWh

DRIVETRAIN

FRONT TRANSMISSION: 1-speed direct drive
FINAL-DRIVE RATIO 8.51:1
REAR TRANSMISSION: 9-speed dual-clutch automatic with manual shifting mode
FINAL-DRIVE RATIO 3.58:1
ALL-WHEEL-DRIVE SYSTEM: full time with an electrically driven front axle, clutch-type limited-slip rear differential

GEAR	RATIO	MPH PER 1000 RPM	MAX SPEED IN GEAR (rpm)
1	3.84	5.9	44 mph (7500)
2	2.43	9.2	69 mph (7500)
3	1.78	12.7	95 mph (7500)
4	1.43	15.8	119 mph (7500)
5	1.21	18.6	140 mph (7500)
6	1.04	21.7	163 mph (7500)
7	0.88	25.3	190 mph (7500)
8	0.75	30.1	191 mph (6350)
9	0.63	35.5	180 mph (5100)

CHASSIS

spaceframe
BODY MATERIAL: aluminum stampings, carbon-fiber-reinforced plastic, sheet-molded plastic, and injection-molded plastic

STEERING

rack-and-pinion with variable ratio and variable electric power assist
RATIO 12.9–11.1:1
TURNS LOCK-TO-LOCK 1.9
TURNING CIRCLE CURB-TO-CURB 39.7 ft

SUSPENSION

F: ind; 1 control arm, 1 diagonal link, and 1 lateral link per side; coil springs; 2-position electronically adjustable magnetorheological dampers; anti-roll bar
R: ind; 1 control arm, 1 diagonal link, 1 lateral link, and a toe-control link per side; coil springs; 2-position electronically adjustable magnetorheological dampers; anti-roll bar

BRAKES

F: 15.0 x 1.3-in vented, cross-drilled, ceramic disc; 6-piston fixed caliper
R: 14.2 x 1.3-in vented, cross-drilled, ceramic disc; 4-piston fixed caliper
STABILITY CONTROL fully defeatable, traction off, competition mode, launch control

WHEELS AND TIRES

WHEEL SIZE **F:** 8.5 x 19 in **R:** 11.0 x 20 in
WHEEL CONSTRUCTION forged aluminum
TIRES Pirelli P Zero Trofeo R
F: 245/35ZR-19 (93Y) **R:** 305/30ZR-20 (103Y)

EXTERIOR DIMENSIONS

WHEELBASE 103.5 in
LENGTH 176.0 in
WIDTH 76.3 in
HEIGHT 47.8 in
FRONT TRACK 65.2 in
REAR TRACK 63.7 in
GROUND CLEARANCE 4.2 in

INTERIOR DIMENSIONS

SAE VOLUME 55 cu ft
TRUNK 4 cu ft

CAR AND DRIVER TEST RESULTS

ACCELERATION

ZERO TO	SECONDS
30 MPH	1.3
40 MPH	1.8
50 MPH	2.4
60 MPH	3.1
70 MPH	3.8
80 MPH	4.7
90 MPH	5.8
100 MPH	7.0
110 MPH	8.5
120 MPH	10.1
130 MPH	12.1
140 MPH	14.6
150 MPH	17.7
160 MPH	22.2
ROLLING START, 5–60 MPH	3.6
TOP GEAR, 30–50 MPH	2.2
TOP GEAR, 50–70 MPH	2.5
1/4-MILE	11.2 sec @ 126 mph
TOP SPEED	191 mph (mfr's claim)

HANDLING

ROADHOLDING, 300-FT-DIA SKIDPAD 1.06 g
UNDERSTEER MODERATE

BRAKING, 70-TO-ZERO MPH

SHORTEST STOP 142 ft
LONGEST STOP 144 ft
FADE RATING NONE

WEIGHT

CURB 3868 lb
PER HORSEPOWER 6.8 lb
DISTRIBUTION **F:** 41.9% **R:** 58.1%
CENTER-OF-GRAVITY HEIGHT 18.5 in
TOWING CAPACITY 0 lb

FUEL

CAPACITY 15.6 gal
OCTANE 93 (recommended)
EPA COMBINED/CITY/HWY 21/21/22 mpg
C/D OBSERVED 17 mpg

INTERIOR SOUND LEVEL (QUIET/TRACK MODE)

IDLE 32/57 dBA
FULL THROTTLE 85/94 dBA
70-MPH CRUISING 74/76 dBA

COMPETITORS

If it's fuel economy you want from your super sports car, the NSX has this field covered. Being battery-fortified, it's also the heaviest.

- ACURA NSX**
3.5-L V-6 + MOTORS, 9-SP AUTO
- AUDI R8 V-10 PLUS**
5.2-L V-10, 7-SP AUTO
- McLAREN 570S**
3.8-L V-8, 7-SP AUTO
- PORSCHE 911 TURBO S**
3.8-L FLAT 6, 7-SP AUTO

