



ACURA **NSX** 2002



THE ACURA NSX IS AN EXOTIC AMONG EXOTICS. TURN THE KEY TO THIS MID-ENGINE, ALUMINUM-BODIED MASTERWORK, AND 40 YEARS OF RACING HERITAGE ROAR TO LIFE. THE ACCELERATION AND RESPONSIVENESS IT TAKES TO WIN SIX FORMULA ONE WORLD CHAMPIONSHIPS INSPIRE THE GENETIC BLUEPRINT FOR NSX PERFORMANCE: MAXIMUM POWER WITH MINIMUM WEIGHT. YET THIS IS ONE HAND-BUILT SUPERCAR THAT DOESN'T COMPROMISE IN LUXURY AND REFINEMENT. INDEED, EVERYDAY DRIVING IS A PLEASURE AT ANY SPEED. AND FOR 2002, NSX OFFERS EVEN GREATER EXCLUSIVITY WITH A FRESH NEW LOOK AND A WIDE RANGE OF STRIKING COLORS INSIDE AND OUT.







FEW COULD IMAGINE THIS KIND OF POWER.

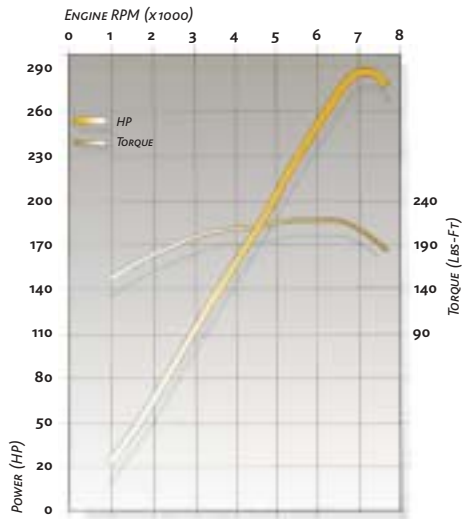
Luckily for the NSX® driver, our engineers not only can imagine such abundant power output – they also have the racing-bred skills and experience to make it a reality.

The 290 peak horsepower and 8000-rpm redline are exhilarating to experience. Perhaps the greater genius of the 3.2-liter V-6 powerplant, however, is in its remarkable tractability. Unlike most exotics, this car is a pleasure in stop-and-go city traffic. Its broad, flat torque curve makes for instant response at any engine speed, thanks to the Variable Valve Timing and Lift Electronic Control (VTEC™) system in combination with the unique Variable Volume Induction System. This system uses sonic resonance within the intake manifold to enhance cylinder charging in the low and middle rpm ranges. In other words, energy waves help pack more air and fuel into each intake stroke. Then, at high speeds, the resonance is muted to let intake inertia create a horsepower-multiplying supercharge effect. On the

exhaust side, a pair of free-flowing stainless-steel headers hurry the spent gases out through the dual exhaust pipes.

Sheer efficiency is another area in which this truly extraordinary engine shines. Features such as our PGM-FI programmed fuel-injection system and direct ignition not only contribute to impressive fuel economy, but they also allow certification as a Low-Emission Vehicle (LEV).

Plenty of deep thinking has been applied to putting NSX power into motion. The short-throw 6-speed manual transmission lets you keep the engine speed where you want it no matter what the road throws your way. If the surface gets slippery, the Traction Control System (TCS) uses the ABS wheel-speed sensors plus a g-force sensor to detect impending wheelspin and reduce engine power as needed for enhanced stability. And the torque-reactive, limited-slip differential minimizes spinning of the inside wheel in turns, making precise steering even easier.



POWER AND TORQUE
BY CONCENTRATING THEIR EFFORTS ON MAKING POWER IN EVERY RPM RANGE WITH INNOVATIONS LIKE VTEC AND THE VARIABLE VOLUME INDUCTION SYSTEM, NSX ENGINEERS HAVE CREATED AN EXOTIC PERFORMANCE CAR THAT'S A PURE PLEASURE TO DRIVE AT ANY SPEED. THE 290-HP PEAK ENTERTAINS AT 7100 RPM, AND MAXIMUM TORQUE OF 224 LBS-FT IS ENJOYED AT 5500 RPM.

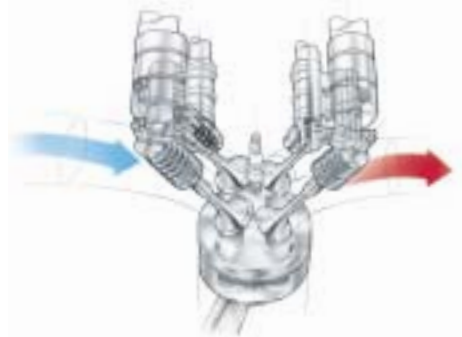


EARTH-FRIENDLIER EXHILARATION
THE NSX IS DRIVING PROOF THAT TRULY BREATHTAKING PERFORMANCE DOESN'T HAVE TO EXACT A HEAVY TOLL ON THE ENVIRONMENT. THIS STELLAR MACHINE IS ALSO A DOWN-TO-EARTH LOW-EMISSION VEHICLE (LEV).



A HERITAGE OF HIGH PERFORMANCE
IN ACCUMULATING DOZENS OF FORMULA ONE GRAND PRIX WINS AND SIX CONSTRUCTOR'S WORLD CHAMPIONSHIP TROPHIES, WE'VE CREATED CONSIDERABLE TECHNOLOGY FOR GOING FURIOUSLY FAST WHILE UNDER STRICT CONTROL. AN EXAMPLE IS THE DRIVE-BY-WIRE THROTTLE SYSTEM ON THE NSX THAT PROVIDES RIGIDLY PRECISE OPERATION. IN THIS PHOTO, BAR/HONDA DRIVER JACQUES VILLENEUVE COMPETES FOR THE FORMULA ONE WORLD CHAMPIONSHIP.

METALLURGICAL MAGIC
THE CONNECTING RODS IN THE NSX ENGINE ARE MADE OF TITANIUM, AN EXOTIC METAL THAT'S STRONGER THAN STEEL YET 30% LIGHTER. IT HELPS TO REDUCE THE RECIPROCATING MASS WITHIN THE ENGINE AND ALLOWS AN INCREASE IN USABLE ENGINE SPEED OF 700 RPM ON THE TOP END. TO DECREASE THE OVERALL WEIGHT OF THE ENGINE, FIBER-REINFORCED METAL REPLACES HEAVY CAST-IRON CYLINDER LINERS TO CREATE A TOUGH, WEAR-RESISTANT CYLINDER WALL THAT'S INTEGRAL WITH THE ALUMINUM-ALLOY BLOCK.



VTEC SPREADS THE POWER BAND
BY SWITCHING BETWEEN TWO DISTINCT CAM PROFILES ON BOTH THE INTAKE AND EXHAUST CAMSHAFTS, VARIABLE VALVE TIMING AND LIFT ELECTRONIC CONTROL (VTEC) PROVIDES THE PERFECT AIR/FUEL AND EXHAUST FLOW CHARACTERISTICS FOR LOW-SPEED TORQUE AS WELL AS HIGH-RPM HORSEPOWER. THIS INNOVATIVE TECHNOLOGY WAS INTRODUCED TO THE U.S. ON THE FIRST NSX.

EACH ENGINE IS A PERSONAL MASTERPIECE
EVERY NSX POWERPLANT IS ASSEMBLED BY A SINGLE MASTER TECHNICIAN. THIS ENSURES THAT TOLERANCES ARE HELD TO THE STRICTEST POSSIBLE STANDARDS. THE BLOCK AND HEADS ARE CONSTRUCTED OF LIGHTWEIGHT ALUMINUM. AND THE NSX ENGINE IS DESIGNED TO GO 105,000 MILES BEFORE ITS FIRST SCHEDULED TUNE-UP.¹



WITH TOOLS LIKE THESE, NO WONDER RACECARS GO SO FAST.

The art and science of racing can combine to create exhilarating advances in performance technology that are often adapted to cars for the street. In the case of the 2002 Acura NSX, innovations born of the world's most fiercely competitive motorsports have been applied directly.

By using a mid-engine, cabin-forward design, NSX engineers have created amazing balance you can feel while accelerating, cornering and braking. They even placed the fuel tank amidships, so the car retains its optimum weight distribution regardless of how much fuel remains.

A look at the 4-wheel independent double-wishbone suspension further confirms this car's exotic status. Unlike the vast majority of cars on the road, the NSX suspension components are made of forged aluminum alloy. While offering great strength, this method helps reduce unsprung weight and allows the coil springs and nitrogen-charged, progressive-valve shock absorbers to respond more quickly and precisely to irregularities in the road surface. And the

Formula One-inspired geometry helps maximize the tire's contact patch on the pavement throughout the suspension's range of motion, for superb traction and control. For 2002, the NSX features stiffer front springs and a beefier rear stabilizer bar for better roll rigidity, yaw damping, steering balance and stability. Which is experienced as laser-sharp turns, quicker times through the slalom course, .90g on the skidpad and bigger smiles on your favorite twisty roads.

While you're out there, you're sure to appreciate the rack-and-pinion precision of NSX steering. An ingenious, electric speed-sensing power-assist system varies its boost according to road speed. So you get easy maneuvering at parking speeds, and excellent road feel at higher velocities.

The unit-body structure of the NSX is just as highly advanced as its suspension. Designed with the help of a supercomputer, this extraordinarily stiff structure is made entirely of aluminum alloy. The resulting weight savings of

approximately 40% over a steel structure help the NSX to perform well in every aspect. Plus, thanks to innovative safety engineering, you can drive with supreme confidence in this car's ability to help protect you. Substantial crush zones front and rear are designed to deform progressively in an impact, distributing energy across lateral bulkheads and around the passenger cabin. And the massive side-sill extrusions that help form such a rigid foundation for the suspension also combine with beams in each of the doors to help resist intrusion in the event of a side impact.

The NSX applies equal parts brains and brawn to the stopping function. Each wheel boasts a large-diameter ventilated disc brake –with two-piston calipers in front –that combine to help slow you down with breathtaking brevity. The redesigned front air dam channels cooling air to the front brakes for greater resistance to fade. And to help you retain steering control even when braking hard on wet, icy or snow-covered surfaces, the NSX comes standard with a 4-channel/4-wheel anti-lock braking system (ABS).



REFINED AERODYNAMICS
CHANGES TO THE NSX SHAPE, INCLUDING THE NEW TRUNK-EDGE SPOILER SHOWN HERE, WERE UNDERTAKEN TO FURTHER ENHANCE PERFORMANCE. ANALYSIS OF THE REFINEMENTS IN THE WIND TUNNEL REVEALS A BETTER BALANCE BETWEEN FRONT AND REAR COEFFICIENTS OF LIFT, FOR EVEN GREATER HIGH-SPEED STABILITY. AND THE COEFFICIENT OF DRAG HAS BEEN REDUCED TO .30.



ALL-ALUMINUM-ALLOY UNIT BODY
MONUMENTAL RIGIDITY AND EXTREMELY LIGHT WEIGHT ARE POSSIBLE IN THE SAME STRUCTURE, AS PROVEN BY THE NSX UNIT BODY. VARIOUS ALUMINUM ALLOYS ARE USED, DEPENDING ON THEIR STRENGTH, HARDNESS AND RESISTANCE TO CORROSION. AND MOST OF THE HIGHLY SPECIALIZED WELDING REQUIRED IS DONE BY HAND.



LIGHTWEIGHT, ADVANCED SUSPENSION SYSTEM
MANY MAJOR COMPONENTS OF THE NSX SUSPENSION SYSTEM ARE COMPOSED OF FORGED ALUMINUM ALLOY. THIS GIVES THEM THE STRENGTH OF STEEL, BUT AT JUST HALF THE WEIGHT. A UNIQUE COMPLIANCE PIVOT (SEEN AT THE RIGHT) ALLOWS THE SUSPENSION TO MINIMIZE TOE CHANGE DURING COMPRESSION, SO THE STEERING REMAINS TRUE ON THE MOST UNEVEN OF ROADS.



4-WHEEL VENTILATED DISC BRAKES
THE NSX WEARS HUGE VENTILATED DISCS AT ALL FOUR CORNERS. THE FRONTS MEASURE 11.7 INCHES ACROSS, WHILE THE REARS ARE 11.9 INCHES IN DIAMETER. THEY WORK WITH A 4-CHANNEL ANTI-LOCK BRAKING SYSTEM (ABS) TO HELP DELIVER SURE STEERING AND STOPPING.



LOW-PROFILE PERFORMANCE TIRES AND ULTRA-LIGHT 17-INCH FORGED-ALLOY WHEELS
FOR 2002, THE NSX FRONT WHEELS ARE LARGER IN DIAMETER, WITH P215/40 ZR17 RUBBER FOR EVEN SHARPER STEERING. AND IN BACK, A PAIR OF WIDER, P255/40 ZR17 TIRES HELP TRANSFER POWER INTO EXHILARATING MOTION. THE TREAD ON EACH TIRE IS UNIDIRECTIONAL TO OPTIMIZE HANDLING.





ON THIS FLIGHT, FIRST CLASS IS THE ONLY WAY TO GO.

The NSX designers stayed true to their original goal of creating a sports-car cockpit in which the people are the center of attention. And the resulting blend of exhilarating performance and generous luxury is unique among exotics.

For 2002, the Acura NSX offers a broad selection of color combinations to suit your taste and style. Each one offers the latest in state-of-the-art human engineering and design. It starts with a pair of deeply sculpted bucket seats covered in supple, hand-fitted leather. The center inserts in each seat are perforated to provide cool, well-ventilated comfort. Both the driver's and passenger's seats are 4-way power-adjustable. A tilt/telescoping steering column allows each driver to establish the perfect position for the thick, leather-wrapped wheel and column-mounted controls.

The forward thinking that went into designing the interior of the NSX becomes clear the moment you attack a curve. The ample low and mid-seat bolsters hold you

firmly in corners while allowing unfettered access to all of the ergonomically designed controls. Crisp, clean shifts result from precise placement of the short-throw 6-speed shifter. Pedals are arranged for easy heel-toe maneuvers. The large analog gauges give you all the information you need at a glance. And their new blue-tinted background and white numerals present a highly contemporary look.

Power windows, side mirrors and door locks are standard, as is the Automatic Climate Control System that will maintain your selected temperature no matter what the weather's like. To enhance your audio pleasure, the NSX comes with the Acura/Bose® Music System with an AM/FM stereo cassette and 165 watts of pure power. The system has been designed to be a perfect match for the unique acoustics of the NSX interior.

Opening your NSX to the sky is a snap. Rotating a lever on each side of the aluminum top releases it, so one

person can easily lift it off. A clever storage space beneath the glass engine cover lets you readily take the top along without infringing on trunk space.

Whether the top is on or off, the alarm system is on the job. Locking the door arms the system, so any attempt to tamper with the doors, engine cover, trunk or hood is met with a shrill response. And the ignition system also features electronic immobilizer technology. If the properly coded ignition key isn't used, your NSX simply won't start.

To help ensure your peace of mind on the road, dual air bags* are ready to deploy in a sufficient frontal impact. The 3-point seat belts are equipped with a pretensioning system that removes belt slack in an impact to help hold you securely. And energy-absorbing surfaces within the cockpit serve to provide further confidence that the NSX is well-prepared to take on an uncertain world.

*ACURA REMINDS YOU AND YOUR PASSENGERS TO FASTEN YOUR SEAT BELTS.



HAND-CRAFTED QUALITY
LOOK CLOSELY AT THE NSX INTERIOR AND YOU'LL FIND A LEVEL OF QUALITY BEFITTING A HAND-RENDERED EXOTIC. THE GLOVE-SOFT LEATHER IS HAND-FITTED TO THE SEATS BY HIGHLY SKILLED CRAFTSMEN TO ASSURE THE GREATEST COMFORT AND DURABILITY. FOR 2002, NSX OFFERS A CHOICE OF EIGHT INTERIOR COLORS THAT ARE DESIGNED TO COMPLEMENT THE EXTERIOR COLORS PERFECTLY. OR YOU CAN CHOOSE ANY EXTERIOR COLOR AND GET AN ONYX BLACK INTERIOR. PLUS, IF YOU SELECT GRAND PRIX WHITE, LONG BEACH BLUE PEARL OR NEW FORMULA RED AS YOUR EXTERIOR COLOR, YOU GET A THIRD INTERIOR CHOICE — HANDSOME CAMEL LEATHER. AND THREE INTERIOR MOTIFS ARE AVAILABLE WITH BERLINA BLACK: ONYX LEATHER, CAMEL LEATHER AND RED LEATHER.



ACURA NSX INTERIOR SHOWN WITH PERFORATED ONYX LEATHER.

HERE’S AN EXOTIC TREAT FOR YOUR RATIONAL SIDE.

ENGINE

Engine Type	Aluminum-alloy V-6
Displacement (liters)	3.2
Horsepower @ rpm (SAE net)	290 @ 7100
Torque (lbs-ft @ rpm)	224 @ 5500
Valvetrain	24-valve, DOHC VTEC™
Compression Ratio	10.2:1
Redline (rpm)	8000
Fuel System	PGM-FI multi-point injection with Variable Volume Induction System
Ignition System	Electronic direct
Emission System	LEV

DRIVETRAIN

6-Speed Manual*			
Gear	1ST	Ratio (:1)	3.066
	2ND		1.956
	3RD		1.428
	4TH		1.125
	5TH		0.914
	6TH		0.717
	REVERSE		3.186
	FINAL DRIVE		4.062

*AUTOMATIC TRANSMISSION AVAILABLE. SEE ACURA.COM OR YOUR DEALER FOR MORE INFORMATION.

CHASSIS

Body Type	Aluminum unit body
Suspension	4-wheel, independent, aluminum double-wishbone
Stabilizer Bar (front/rear)	18.3 mm tubular/19.1 mm tubular
Steering	Electric, variable power-assist rack-and-pinion
Turning Circle, Curb to Curb	38.1 ft
Brakes	Power-assisted, 4-wheel ventilated disc with ABS
Wheels	17" alloy
Tires (front)	P215/40 ZR17 All-Season radials
(rear)	P255/40 ZR17 All-Season radials

SAFETY FEATURES

- Driver’s and front passenger’s air bag supplemental restraint system (SRS)
- 3-point seat belts with automatic pretensioners
- 4-channel anti-lock braking system (ABS)
- Traction Control System (TCS)
- Xenon High-Intensity Discharge (HID) projector-beam headlights
- Side-impact door beams
- Front and rear energy-absorbing crumple zones
- Emergency trunk opener

INTERIOR FEATURES

- Deeply bolstered perforated leather-trimmed seats
- 4-way power driver’s and passenger’s seat adjustment
- Automatic Climate Control System
- Acura/Bose® Music System with four speakers, AM/FM cassette, FM diversity antenna and 165-watt continuous power
- Theft-deterrent system with electronic immobilizer
- Power windows with key-off feature
- Power door locks
- Blue-faced gauges
- Rear window defroster
- Side window defoggers
- Fully adjustable steering column (tilt and telescoping)
- Variable intermittent windshield wipers
- Cruise control
- Full-length center console
- Full carpeting in cargo area
- Carpeted floor mats
- Remote trunk, hatch and fuel-filler-door releases
- Dual beverage holders
- Available body-color-matched interior trim

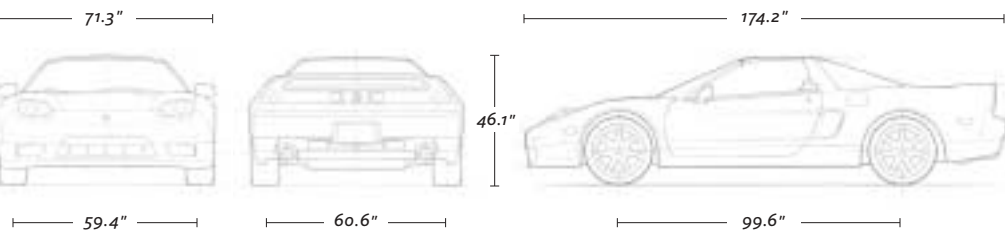
EXTERIOR FEATURES

- Removable roof panel, with onboard storage
- All-aluminum unit-body construction
- Forged alloy wheels
- High-performance unidirectional tires
- Body-integrated rear spoiler and air foil
- Power-operated, body-colored outside mirrors
- Heat-rejecting green-tinted glass
- Body-colored front and rear bumpers
- Power antenna
- Dual-outlet exhaust
- 4-coat, 4-bake paint process

GENERAL SPECIFICATIONS

Recommended Fuel	Premium Unleaded 91 octane ⁴
EPA Estimated Fuel Mileage ⁵ (city/highway)	17/24
Fuel Tank Capacity	18.5 U.S. gallons (70.0 liters)
Crankcase Refill Capacity, including filter	5.3 U.S. quarts (5.0 liters)
Cooling System Capacity	16.9 U.S. quarts (16.0 liters)
EPA Passenger Volume	48.9 cu ft
EPA Estimated Cargo Volume	5.0 cu ft
Minimum Ground Clearance	5.1 in (130 mm)
Curb Weight	3153 lbs (1430 kg)
Weight Distribution (% front/rear)	41/59
Headroom	36.3 in (922 mm)
Legroom	44.3 in (1125 mm)
Hiproom	53.8 in (1367 mm)
Shoulder Room	52.5 in (1334 mm)

SCHEMATICS



HIGH-INTENSITY DISCHARGE (HID) HEADLIGHTS

NEW FOR 2002, THESE PROJECTOR-BEAM HEADLIGHTS USE XENON GAS TO CREATE AN INTENSE, BLUE-WHITE BEAM OF LIGHT. IN FACT, THEY PROVIDE 132% GREATER ILLUMINATION THAN THE PREVIOUS HEADLIGHT DESIGN.

ONBOARD TOP STORAGE

THE GLASS ENGINE COVER RAISES TO ALLOW ACCESS TO A CLEVER STORAGE SPACE FOR THE LIGHTWEIGHT TOP. IN MERE MINUTES, YOU CAN CONVERT YOUR NSX TO AN OPEN-AIR ROAD MACHINE — OR RETURN IT TO A WEATHER-TIGHT HARDTOP AS CONDITIONS CHANGE.

SPORT-ORIENTED INSTRUMENTATION

LARGE ANALOG GAUGES COMMUNICATE CRITICAL DATA INSTANTLY. THESE GAUGE FACES HAVE A BLUE-TINTED BACKGROUND AND WHITE NUMERALS TO GIVE THE PANEL A SHARP, STYLISH APPEARANCE.

DUAL FRONT AIR BAGS

IN THE EVENT OF A SUFFICIENT FRONTAL IMPACT, THE NSX WILL DEPLOY DUAL FRONT AIR BAGS DESIGNED TO PROVIDE CONTROLLED DECELERATION OF OCCUPANTS AND HELP REDUCE THE POSSIBILITY OF SERIOUS INJURY.

YOUR ACURA DEALER APPRECIATES YOUR SELECTION. AT ACURA, WE BELIEVE THAT OUR COMMITMENT TO YOU BEGINS THE MOMENT YOU DRIVE AWAY WITH YOUR NEW ACURA AUTOMOBILE. WHICH IS WHY EVERY ACURA IS COVERED BY A FULL 4-YEAR/50,000-MILE LIMITED WARRANTY.² AND SHOULD YOUR ACURA EVER REQUIRE SERVICE, REST ASSURED THAT THE TECHNICIANS AT YOUR ACURA DEALER HAVE BEEN TRAINED TO THE HIGHEST STANDARDS AND ARE THOROUGHLY FAMILIAR WITH EVERY FACET OF YOUR ACURA AUTOMOBILE. OUR GOAL IS SIMPLE: WE WANT TO ENSURE THAT YOU ENJOY YOUR ACURA NOW AND FOR MANY YEARS TO COME.

ACCESSORIES

ACURA ACCESSORIES PROVIDE THE OPPORTUNITY TO MAKE EACH NSX A CLEAR REFLECTION OF ITS DRIVER. AND EACH ACCESSORY IS BUILT TO THE



*6-DISC TRUNK-MOUNTED CD CHANGER
FOR HOURS OF UNINTERRUPTED MUSICAL BLISS, ADD
THIS REMOTELY OPERATED CD CHANGER. IT WORKS
WITH THE STANDARD ACURA/BOSE® MUSIC SYSTEM
CONTROLS, AND THE NSX COMES PREWIRED FOR IT.*

*GENUINE ACURA ACCESSORIES
KEYLESS ENTRY SYSTEM
CAR COVER
EMBROIDERED TRUNK MAT
WHEEL LOCKS
ENGINE BLOCK HEATER*

SEE YOUR ACURA DEALER FOR A COMPLETE LIST OF ACCESSORIES.

TOTAL LUXURY CARE – OWNER BENEFITS.

Acura's commitment to your satisfaction doesn't end with delivery of a world-class automobile. It only begins there. We've developed a broad range of services designed to help you enjoy your new vehicle and provide assistance should you need it. First and foremost, every new Acura vehicle is covered by a 4-year/50,000-mile limited warranty.² Every Acura also comes with Total Luxury Care™ (TLC), a collection of special services and privileges offered exclusively to Acura customers.

24-HOUR ROADSIDE ASSISTANCE

THIS SERVICE IS AVAILABLE EVERYWHERE IN THE CONTINENTAL UNITED STATES, DAY OR NIGHT, EVERY DAY OF THE YEAR. JUST CALL THE TOLL-FREE NUMBER AND ASSISTANCE IS ON ITS WAY.

24-HOUR TOWING

IF YOU ENCOUNTER A MECHANICAL PROBLEM, WE'LL SEND A TOW TRUCK AND BRING YOUR VEHICLE TO THE NEAREST ACURA DEALER OR QUALIFIED REPAIR FACILITY.

ACURA CONCIERGE – COMPLETE TRAVEL SERVICE

IF YOU NEED HELP PLANNING THE ROUTE OF A TRIP, OR NEED ASSISTANCE OR INFORMATION, ACURA CONCIERGE SERVICE IS READY TO LEND A HAND. IN AN EMERGENCY, ACURA CONCIERGE SERVICE CAN HELP YOU WITH MANY LOGISTICAL DETAILS, AND WILL EVEN RELAY UP TO THREE URGENT MESSAGES TO PEOPLE ON YOUR BEHALF.

ACURA.COM

VISIT OUR WEB SITE FOR THE LATEST INFORMATION, SPECIFICATIONS, MSRPs, PHOTOS, SPECIAL OFFERS AND MORE. YOU CAN "DESIGN" YOUR OWN ACURA AND PERSONALIZE IT WITH GENUINE ACCESSORIES. PLUS, YOU CAN APPLY FOR FINANCING, CHECK OUT DEALER INVENTORIES AND REQUEST A PRICE QUOTE THROUGH AN INTERNET-CERTIFIED ACURA DEALER BY CLICKING THROUGH TO



ACURA CARE

ADDITIONAL PEACE OF MIND CAN BE ACQUIRED WITH THE ACURA CARE PROGRAM, WHICH PRO-

1-800-TO-ACURA

IF YOU'RE INTERESTED IN OBTAINING INFORMATION ON ACURA AUTOMOBILES, ACCESSORIES, PROGRAMS OR SERVICES, PLEASE CALL OUR TOLL-FREE NUMBER: 1-800-TO-ACURA. WE'RE THERE TO ASSIST YOU 24 HOURS A DAY, EVERY DAY OF THE YEAR.

SEE YOUR LOCAL DEALER FOR DETAILS ABOUT THE PRIVILEGES OF OWNERSHIP, WHICH INCLUDE TOTAL LUXURY CARE (TLC), ACURA ROADSIDE ASSISTANCE AND CONCIERGE SERVICE.

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¹DOES 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. ²ORDINARY 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. ³WHEN INSTALLED AT THE TIME OF NEW-VEHICLE DELIVERY. ⁴GASOLINE WITH AN OCTANE NUMBER LOWER THAN 91 MAY BE USED, WITH REDUCED PERFORMANCE. ⁵USE FOR COMPARISON PURPOSES ONLY. YOUR MILEAGE MAY VARY.

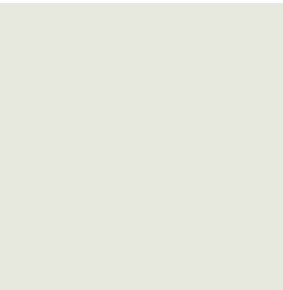


IT’S NEVER AS SIMPLE AS BLACK AND WHITE.

Your Acura purchase is an investment—an investment in high quality and driving satisfaction. To ensure that the pride and enjoyment of owning your Acura remain as satisfying years from now as they are the day you take delivery, we envelop the precisely crafted bodywork in a hard, glass-smooth exterior finish that’s every bit as durable as it is beautiful. And because you’ll want to personalize your new Acura to suit your individual taste, we offer you an impressive selection of handsome exterior colors – each specifically chosen to enhance the timeless design of your Acura and carefully coordinated with fine interior materials in complementary hues.

EXTERIOR COLORS	INTERIOR COLORS
Grand Prix White	White/Onyx/Camel
Silverstone Metallic	Silver/Onyx
Berlina Black	Onyx/Camel/Red
Long Beach Blue Pearl	Blue/Onyx/Camel
Spa Yellow Pearl	Yellow/Onyx
Imola Orange Pearl	Orange/Onyx
New Formula Red	Red/Onyx/Camel

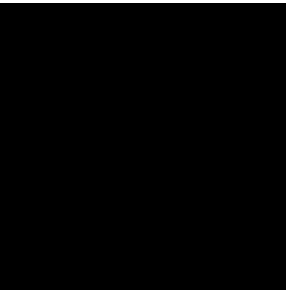
EXTERIOR COLORS &
INTERIOR LEATHERS



GRAND PRIX WHITE



SILVERSTONE METALLIC



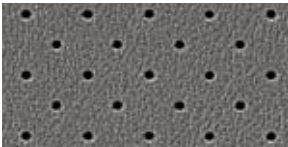
BERLINA BLACK



LONG BEACH BLUE PEARL



WHITE LEATHER



SILVER LEATHER



ONYX LEATHER



BLUE LEATHER



SPA YELLOW PEARL



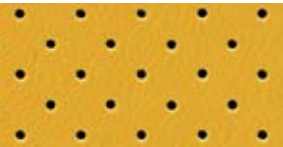
IMOLA ORANGE PEARL



NEW FORMULA RED



CAMEL LEATHER



YELLOW LEATHER



ORANGE LEATHER



RED LEATHER



ONYX LEATHER

ACURA.COM

