

NSX**INTERIOR****CONCEPT AND GOALS**
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Before designing the interior packaging of the NSX the project team tested and analyzed every exotic and near exotic on the market. This was not done in an effort to emulate, but rather, to establish certain parameters and guidelines for the NSX. This analysis provided some concrete goals. They crystalized the data from this evaluation into what they termed a "helmet" concept.

The object here was to create an interior that was the sports car equivalent of a jet fighter pilot's helmet. The key elements of this concept were unlimited visibility, a feeling of snugness or intimacy with the interior of the vehicle, and the sense that the cockpit and driver were out in the airstream rather than enclosed and isolated from the environment. This helmet concept evolved naturally from the jet fighter canopy concept the exterior designers were pursuing.

To achieve this feeling, the seating space for the driver and passenger was designed to fit snugly at the hips and flow outward and upward to provide ample space for the head and shoulder.

The designers also felt it was important that the driver and passenger each have their own space. With this in mind, they created the double surround layout. Essentially, this layout divides the cabin into two separate areas. The obvious partition line is the center console with each seating area describing an oval shape and the architecture of the dash and door trim designed to sweep around each occupant.

SEATING POSITION AND VISIBILITY

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A low seating position contributes to a low center of gravity and helps to reduce the frontal area for improved aerodynamics. It's also an essential part of an exotic car's personality. Properly locating the hip-point is the first step in creating the interior space and establishing the relationships between the driver, instrument panel, steering wheel, pedals and other major controls.

The H-point in the NSX was located as low as possible and situated nearly at the mid-point of the wheelbase. Ordinarily, a low hip-point would impart to the driver the feeling of being buried in the interior and create a claustrophobic feeling. To avoid this, the body engineers created a very low cowl section which allowed them to lower the height of the dash and instrument panel. This low cowl section was made possible by efficiently packaging the front suspension and by using a smaller, 15 in. wheel at the front, compared to a 16 in. wheel at the rear.

Major interior dimensions are as follows:

- 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)

The 15 in. wheel also allowed a wider footbox and made possible a natural relationship between steering wheel, pedals and seat. Unlike some exotics, the pedals didn't need to be severely shifted inward to clear the wheel housing.

NSX

INTERIOR

The low cowl also improved vertical visibility. Forward visibility is 23.5 Deg. and rear visibility is 15.7 Deg. There is an additional 2.40 Deg. visibility under the rear spoiler. The driver side horizontal visibility out the left side is 103.5 Deg. and out the right side it's 44.4 Deg. Front visibility is 84.2 Deg. and rear visibility is 79.7 Deg. Total all-around visibility is 311.8 Deg.

To maximize headroom the headliner has been scalloped in the area above each occupants' head. The scallop also amplifies the interior "helmet" concept.

INSTRUMENT PANEL AND DASH

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In designing the instrument panel, the approach was one of simplicity. Since the main mission of the instruments is to relay information in as clear and quick a manner as possible, the designers rejected anything that might conceivably be perceived as gimmicky. Instead, they opted for a traditional analog execution.

The instrument faces are round with white numerals on a black background. The instrument panel is dominated by the tachometer on the left and the speedometer on the right. To the left of the tach are the smaller water temperature and oil pressure gauges. To the right of the speedometer are the fuel gauge and voltmeter.

Nestled between the tach and speedo is a pictogram indicator for door and hatch ajar warning.

All the major controls are clustered around the steering wheel column to make them easy to reach. The turn signal stalk is to the left of the wheel. This stalk houses the headlight switch and the cruise control function. The wiper/washer functions are housed on a stalk to the right of the wheel. Also on the right, mounted on a separate pod are the rear defogger and hazard switch.

NSX**INTERIOR**

The upholstery covering the dash is a newly developed, hand-crafted 5-layer process. To enhance durability, the dash upholstery material is a specially formulated synthetic which is resistant to sun fading and deterioration due to temperature extremes. The dash covering is hand-stitched and hand-formed and is designed to impart a soft, high-quality feel and look. The stitching process is known as a partial single stitch and has a 4.5 mm thread pitch to match the stitching of the seats.

STEERING WHEEL/SUPPLEMENTAL RESTRAINT SYSTEM (SRS)
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The leather-wrapped steering wheel is a three-spoke design with a thick rim to provide more surface area for the driver's hands. It measures 365 mm (14 in.) in diameter. The wheel features a tilt and telescopic adjustment function.

The Supplemental Restraint System (SRS) is mounted in the steering wheel hub. It uses a new silicone material for the bag. This thinner, but equally strong material, allows the bag to be folded into the smaller space of the new wheel hub. Bag triggering is accomplished by means of two impact sensors mounted at the base of the frame rails on the front bulkhead and one sensor inside the car. In order for the bag to deploy, the sensor in the interior must "agree" with one of the two sensors on the bulkhead that an impact has occurred. All SRS electrical connectors are gold-plated in order to enhance conductivity and provide optimum corrosion protection.

In addition to the energy absorbing steering column, the steering wheel spokes are designed to deform and bend backwards toward the dash to absorb energy from impact providing the driver with an extra measure of protection.

NSX**INTERIOR****LEATHER-TRIMMED UPHOLSTERY AND MONOFORM SEAT DESIGN**
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Leather was a natural choice for the seat trim material and perfectly in synch with the nature of an exotic. The seat upholstery is hand-stitched and hand-fitted to ensure quality craftsmanship and durability.

In keeping with the concept of light weight, the seat frame is made of stamped aluminum, the first for a production car. As an indication of lightweight, simplified design, the NSX seat has about 1/3 fewer parts compared to a typical power seat. It's provided with a power-operated fore/aft and recline adjustment and features deep bolsters for the seat bottom and the lower back area. Different foam densities are used for the bottom and back due to the different load conditions on each area. The side bolsters use a high density foam for more rigid support, while the seat bottom and seat back foam material is of a lighter density. The seat back has a split pad design in order to reduce the tension on the seat surface.

The seat rails are aluminum extrusions and the seat belt anchor is attached to the seat in order to facilitate belt attachment regardless of the position of the seat. All the seatbelt components have a lifetime guarantee.

AUTOMATIC CLIMATE CONTROL SYSTEM

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A compact climate control system has been developed specifically for the NSX. Unlike most climate controls systems which are mounted transversely, the heating and cooling components of this system are installed longitudinally in the car in order to improve knee- and legroom. This is an optimum layout for a mid-engine car. The system provides the same cooling and heating capacity as a four-door sedan but it's 30% smaller in overall size. It features a patented sliding damper door which takes up less room than a conventional flap type damper door. Additionally, this system doesn't use a traditional single condenser mounted behind the radiator. Instead, two condensers are used. One is mounted inside each of the front fenders with each condenser having its own air duct. The exhaust air from the condensers is routed by vents to the front portion of the wheel well inner liner and then escapes out the wheel wells. This arrangement yields better efficiency than a single condenser design.

This is a fully automatic system but the automatic function can be overridden and the system can be used in a fully manual mode.

The climate control function panel is located above the sound system control panel on the center console and has been placed in an ideal line of sight and within easy reach of the driver. The controls can be operated without diverting the driver's attention from the road.

NSX**INTERIOR****ACURA BOSE® SOUND SYSTEM**
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Bose engineers became involved with the NSX sound system at the final stage of interior design. This premium sound system features four speakers — two mid-range speakers in each door, a subwoofer in the passenger side footwell, and a mid-range/tweeter mounted on the rear bulkhead between the seats.

This system was designed and calibrated specifically for the unique acoustics and resonances of the NSX body and interior structure and provides the highest quality imaging and spatial dynamics for both the driver and the passenger. The speakers are enclosed in specially designed ABS plastic housings. These housings are acoustically tuned and each has a built-in switching amplifier module.

In most systems, the speakers are placed high so that the sound is beamed directly at the listener. The problem with this approach is that the listener is positioned much closer to the nearest speaker than to the speaker on the other side of the car, so that the near speaker will drown out the far one. The net result is a performance that sounds like it's being played in mono rather than stereo.

The speakers in the NSX are mounted low and forward in the front doors to position them farther from the listeners. This placement minimizes the relative difference in distance between each speaker and the listeners' ears and reduces the difference in each speakers' sound intensity. As a result, the listeners will experience a wide open, spacious sound, the type one would hear in a live performance.

The Acura/Bose music system's speakers are precisely aimed so that the pressure wave of the speaker closest to each occupant doesn't overpower the pressure wave from the speaker which is furthest away. This produces a balanced sound from each speaker and the net result is true stereo performance.

NSX**INTERIOR**

The AM/FM stereo cassette features Dolby and Dynamic Noise Reduction. The Auto Preset function will automatically lock on eight strong AM and eight strong FM stations and store them into the preset selector buttons. A computer controlled diversity antenna system is utilized to improve FM reception. It uses two antennas. One is laminated into the rear glass and the other is a retractable mast antenna mounted in the fender. The computer determines which antenna is receiving the best signal and instantly switches between the two for the best reception.

A six-disc CD changer installed in the trunk is available as an option. The CD control functions are built into the radio control panel.

LUGGAGE SPACE
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The NSX offers 154 liters of rear luggage capacity, enough to accommodate two golf bags. Optional fitted leather luggage is available as an accessory item.

JACK AND AIR COMPRESSOR
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The jack and air compressor are located in a recessed compartment under the trunk carpeting. The jack, instead of being made of stamped steel is a machined aluminum unit designed for light weight. The air compressor, which plugs into the cigarette lighter, is used to inflate the space-saver spare which is mounted in the front compartment.

NSX**INTERIOR****SECURITY SYSTEM**
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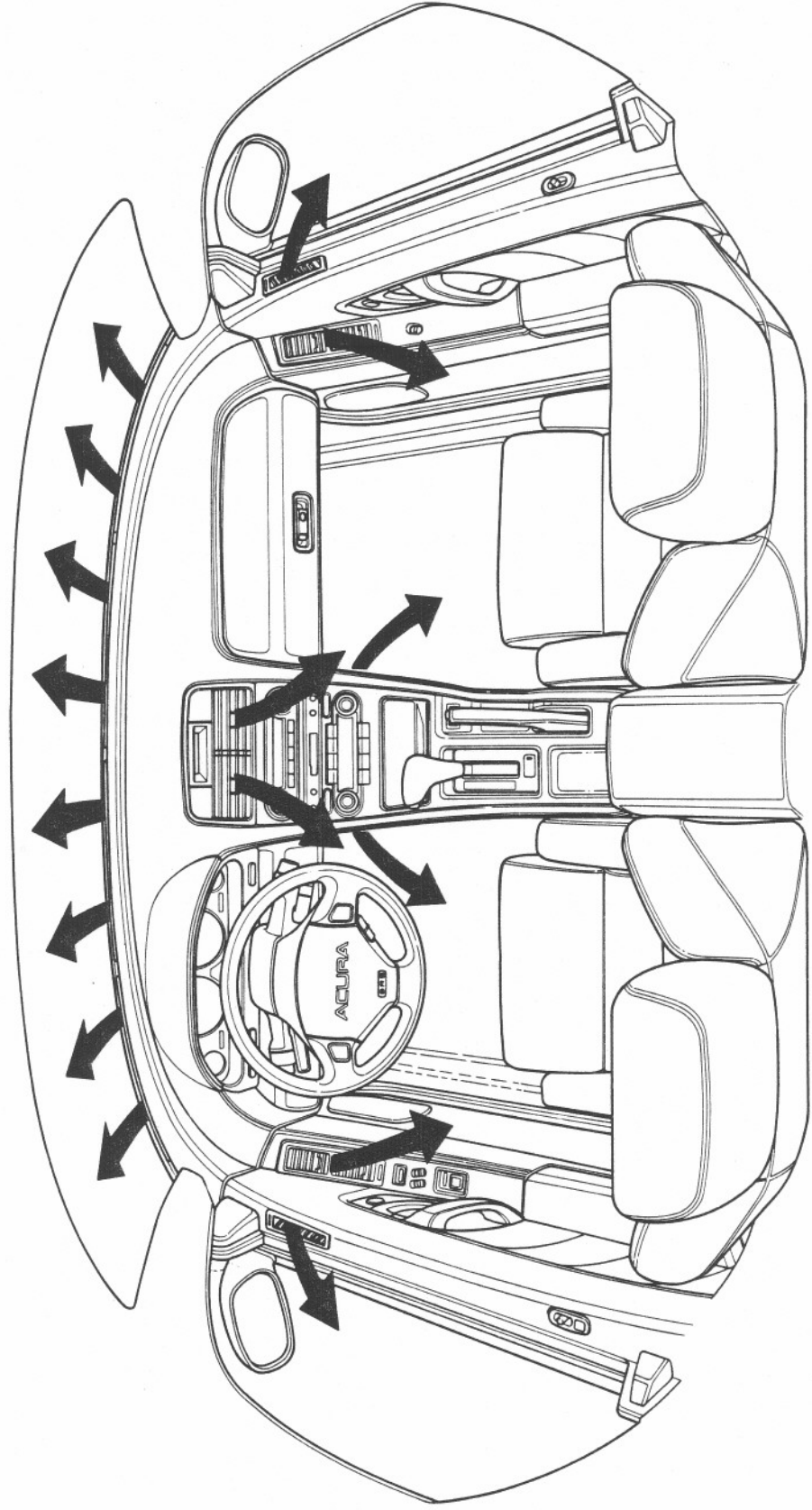
A sophisticated alarm system is standard equipment on the NSX. Sensors are mounted in the doors, engine hatch, trunk, hood, battery cable, radio and ignition switch. If an attempt is made to open a door or any hatch, or hot-wire the ignition, the alarm will trigger. When triggered, the horn sounds and the flashers are energized and the ignition system is disabled. The system arms passively 15 seconds after the doors are locked and is disarmed when a door is unlocked with the key.

NSX

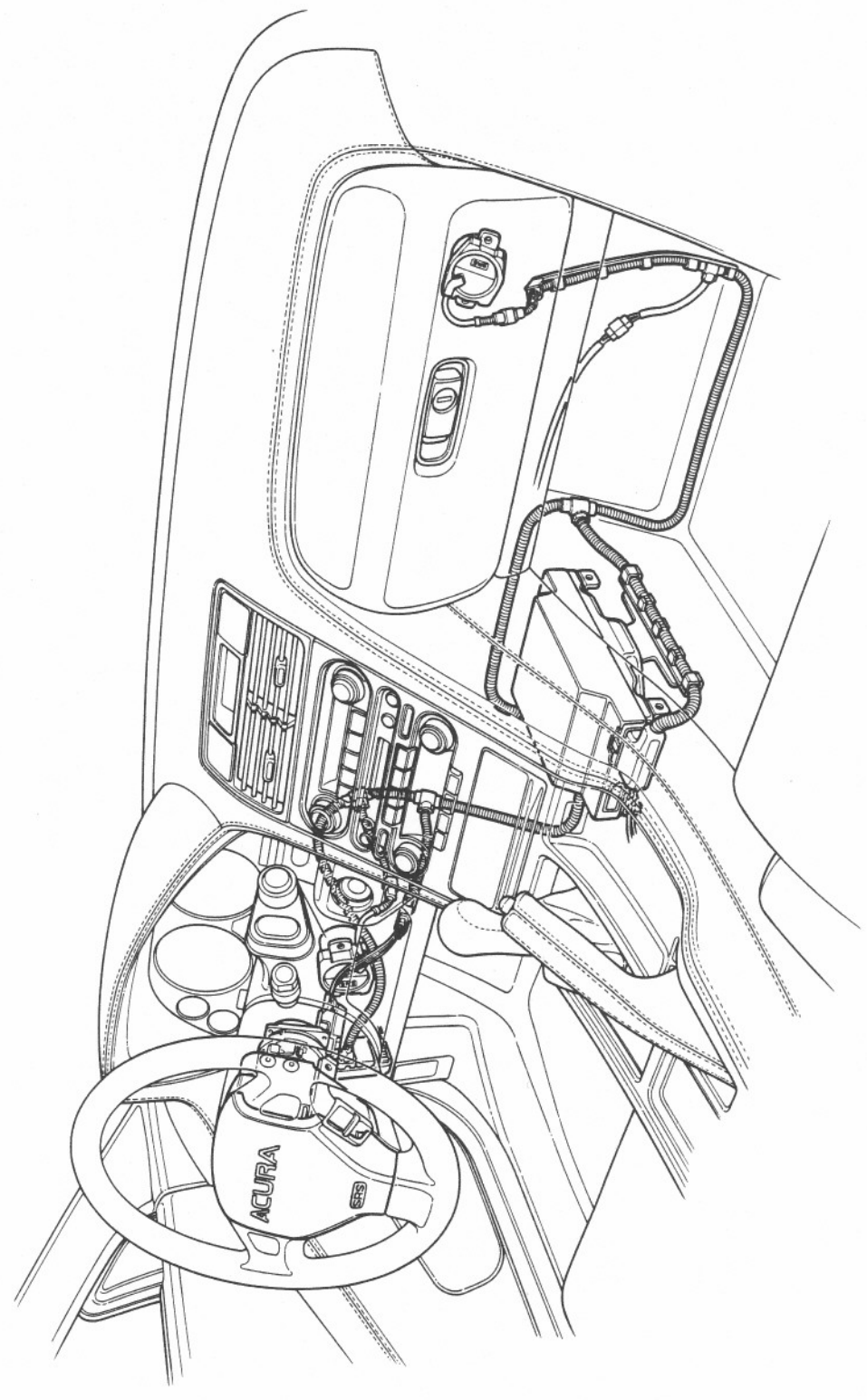
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SUPPLEMENTAL RESTRAINT SYSTEM (SRS).....



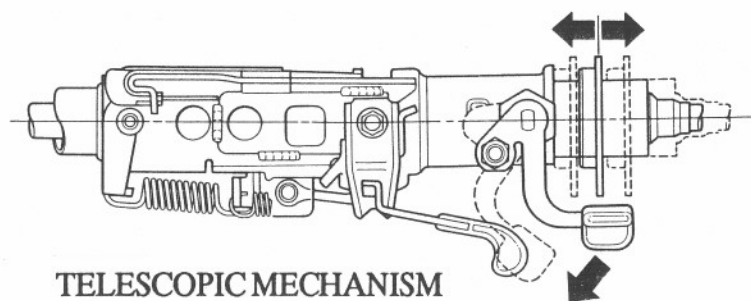
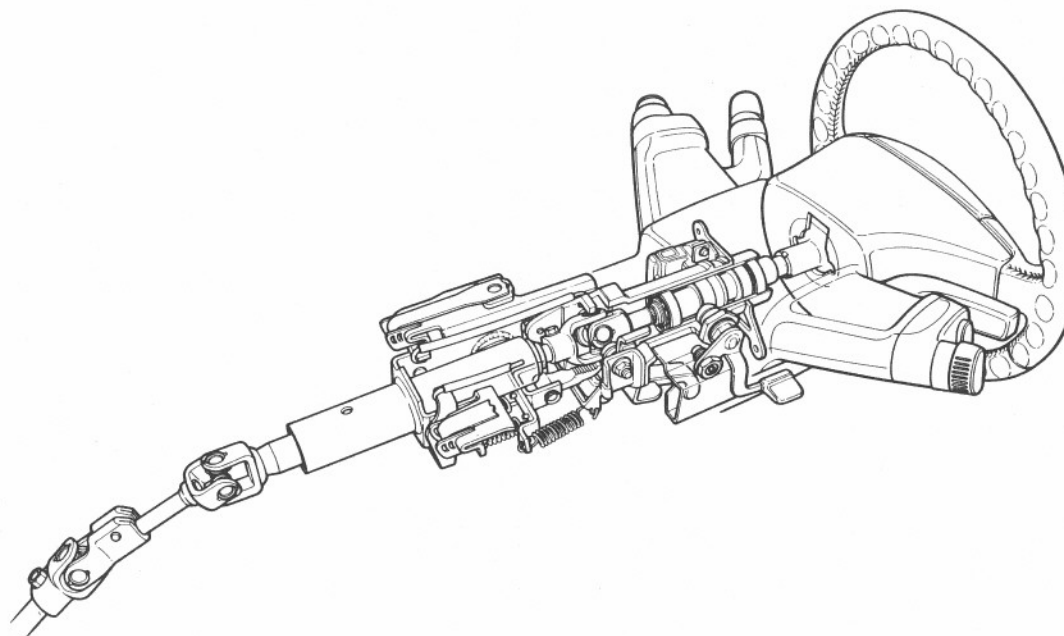
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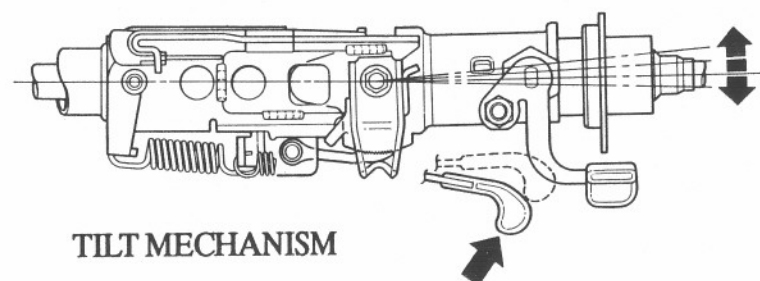
INTERIOR

STEERING COLUMN WITH TILT AND TELESCOPIC FEATURE

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TELESCOPIC MECHANISM



TILT MECHANISM