

2002 Acura RSX Type-S

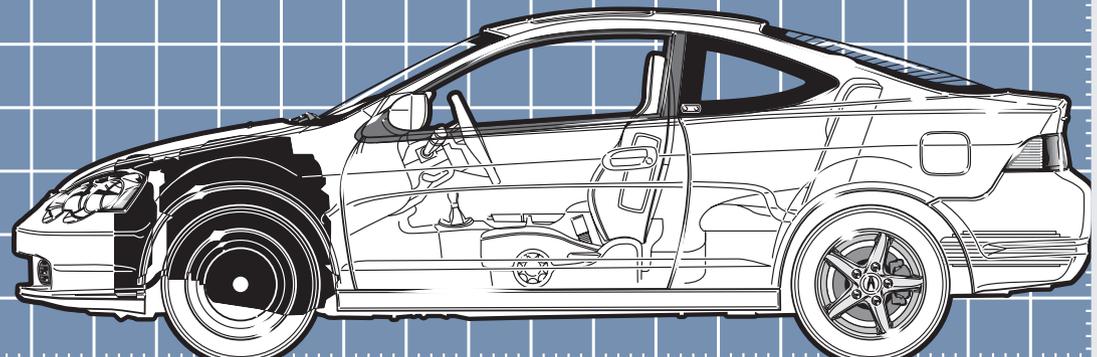
Acura, 1919 Torrance Blvd, Torrance, Calif. 90501-2746; www.acura.com

At a Glance

0-60 mph	6.7 sec
0-1/4 mile	15.2 sec
Top speed	est 145 mph
Skidpad	0.82g
Slalom	66.8 mph
Brake rating	very good

List Price: \$23,170
Price as Tested: \$23,650

Price as tested incl std equip. (ABS, front & side airbags, cruise control, auto. climate control, Bose AM/FM radio/cassette/6-disc in-dash CD changer keyless entry, anti-theft system, leather upholstery, power moonroof, windows, mirrors & door locks), dest charge (\$480).



SCALE: 10 IN.(254mm) DIVISIONS
DRAWING BY TIM BARKER

SPECIFICATIONS

Engine

Type.....aluminum block & head,
inline-4
Valvetrain.....dohc 4-valve/cyl
Displacement.....122 cu in./1998 cc
Bore x stroke.....3.39 x 3.39 in./
86.0 x 86.0 mm
Compression ratio.....9.8:1
Horsepower (SAE).....200 bhp @ 7400 rpm
Bhp/liter.....100.1
Torque.....142 lb-ft @ 6000 rpm
Redline.....7900 rpm
Fuel injection.....elect. sequential port
Fuel.....premium unleaded,
91 pump octane

Warranty

Basic warranty.....4 years/50,000 miles
Powertrain.....4 years/50,000 miles
Rust-through.....5 years/unlimited miles

Chassis & Body

Layout.....front engine/front drive
Body/frame.....unit steel
Brakes: Front.....11.8-in. vented discs
Rear.....10.2-in. discs
Assist type.....vacuum assist, ABS
Total swept area.....410 sq in.
Swept area/ton.....279 sq in.
Wheels.....alloy,
16 x 6 1/2JJ
Tires.....Pilot HX MXM4,
205/55R-16 89V
Steering.....rack & pinion;
vari pwr assist
Overall ratio.....15.1:1
Turns, lock to lock.....2.6
Turning circle.....38.1 ft
Suspension
Front: MacPherson struts, lower control arms,
coil springs, tube shocks, anti-roll bar
Rear: upper & lower A-arms, coil springs,
tube shocks, anti-roll bar

General Data

Curb weight.....2820 lb
Test weight.....2945 lb
Weight dist (with
driver), f/r, %.....61/39
Wheelbase.....101.2 in.
Track, f/r.....58.3 in./58.4 in.
Length.....172.3 in.
Width.....67.9 in.
Height.....55.1 in.
Ground clearance.....5.9 in.
Trunk space.....17.8 cu ft

Accommodations

Seating capacity.....5
Head room: Front.....37.0 in.
Rear.....32.0 in.
Seat width: Front.....2 x 18.0 in.
Rear.....44.5 in.
Front-seat leg room.....43.5 in.
Seatback adjustment.....60 deg
Seat travel.....9.0 in.
Rear-seat knee room.....21.5 in.

Drivetrain

Transmission: 6-speed manual
Gear Ratio Overall ratio (Rpm) Mph
1st 3.27:1 14.33:1 (7900) 39
2nd 2.13:1 9.35:1 (7900) 60
3rd 1.52:1 6.66:1 (7900) 84
4th 1.15:2 5.03:1 (7900) 111
5th 0.93:1 4.07:1 (7900) 137
6th 0.74:1 3.24:1 est (6500) 145
Final drive ratio.....4.39:1
Engine rpm @ 60 mph in top gear.....2700

Instrumentation

160-mph speedometer, 9000-rpm
tachometer, fuel level, water temp

Safety

dual front and side airbags
ABS
(all standard equip.)

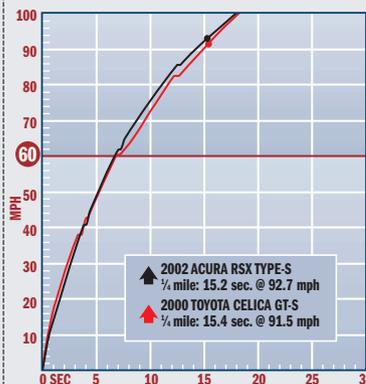
PERFORMANCE

Acceleration

Time to speed Seconds
0-30 mph.....2.6
0-40 mph.....3.7
0-50 mph.....5.2
0-60 mph.....6.7
0-70 mph.....8.8
0-80 mph.....11.1
0-90 mph.....14.2
0-100 mph.....18.0

Time to distance

0-100 ft.....3.3
0-500 ft.....8.4
0-900 ft.....12.0
0-1320 ft (1/4 mile).....15.2 @ 92.7 mph



Braking

Minimum stopping distance
From 60 mph.....146 ft
From 80 mph.....260 ft
Control.....excellent
Brake feel.....very good
Overall brake rating.....very good
Subjective ratings consist of excellent, very good, good,
average, poor; na means information is not available.

Fuel Economy

Our driving.....27.1 mpg
EPA city/highway.....24/31 mpg
Cruise range.....329 miles
Fuel capacity.....13.2 gal.

Handling

Lateral acceleration
(200-ft skidpad).....0.82g
Balance.....mild understeer
Speed through
700-ft slalom.....66.8 mph
Balance.....mild understeer
Lateral seat support.....very good

Interior Noise

Idle in neutral.....47 dBA
Maximum in 1st gear.....86 dBA
Constant 50 mph.....73 dBA
70 mph.....77 dBA

Test Notes:

Fast acceleration times come with holding the RSX's revs near 4000 rpm before drop-clutch launches. The short-throw and precise shifter makes for seamless quick gear changes. Through the slalom, the car's rear has a tendency to dance

around slightly, but ultimately this helps the car to thread through the cones with less understeer. With grippier tires, there is no question that the Acura could offer better performance results in our braking and skidpad tests.

Test Conditions:

Temperature	Humidity	Elevation	Wind
89° F	31%	380 ft	calm