

# 1991 Acura NSX

2dr Coupe · 6-cyl. 2977cc/270hp PGM-FI

#1 Concours condition

**\$182,000**

↗ +23.8%

#2 Excellent condition

**\$121,000**

↗ +10%

#3 Good condition

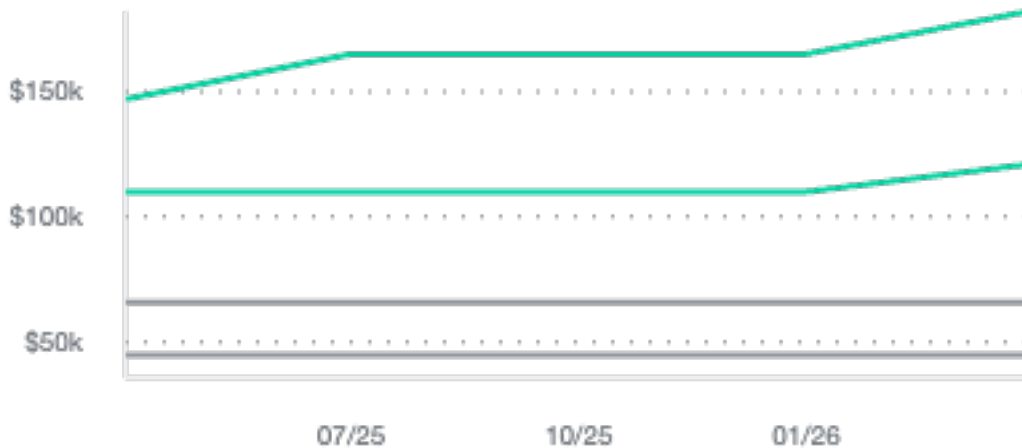
**\$65,900\***

↔ 0%

#4 Fair condition

**\$44,800**

↔ 0%



NOTE: The chart displays price changes for the last year.

## Value adjustments

-5%  
for auto transmission

## Model description

Every so often a car manufacturer builds a car so out of its normal range that the whole automotive world stops to stare at it. Such was the case with the Acura NSX.

Development began as early as 1984, and when Honda debuted the car as an Acura model for America in 1990, the automotive press raved. The company had come up with a winner, and in many comparison tests, it regularly trounced its Porsche 911, Chevy Corvette, and Ferrari 348 competition.

The Acura NSX was a sophisticated car in many regards, and technology developed in Honda's Formula One program trickled into the car. Its aluminum 3.0-liter V6 produced 270 hp and featured dual overhead cams and variable valve timing. The unit was mounted transversely midship, and balance was impeccable—even on the limit. The car was the first to utilize an all-aluminum monocoque body, and it also featured an aluminum suspension, all of which kept weight down. Much of the development input came thanks to Honda's ace F1 driver, Ayrton Senna.

The NSX became Honda's flagship over night, as well as the most expensive Japanese car in America. But it was still a Honda, which meant reliability had been built in: It was happy to rev at 8,000 rpm all day and then do it again, without much incident.

The car came standard with a 5-speed manual, though a 4-speed auto was offered shortly after introduction. Horsepower in those models dipped to 252 hp. Traction control, ABS, driver's airbag, leather, and power everything rounded out the package.

The NSX saw little in the way of changes between its introduction and its first significant upgrade in 1997. In 1995, the car was offered as the NSX-T—a Targa with two removable roof panels, and a "drive-by-wire" throttle system also debuted.

Despite high production numbers, the Acura NSX is exceedingly competent, good-looking, and daily-driver reliable, and they have gained the respect of enthusiasts over the years. They also serve to remind us that every so often, even staid carmakers from Japan can turn it up to 11.

**Body styles**

2dr Coupe

**Engine types**

6-cyl. 2977cc/270hp PGM-FI

**1991-1996 Acura NSX stats**

Highest sale	Lowest sale	Most recent sale	Sales
<b>\$167,500</b>	<b>\$19,610</b>	<b>\$90,825</b>	<b>307</b>

**Vehicle's condition classification**

**#1. Concours**

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

**#2. Excellent**

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would

**#3. Good**

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

**#4. Fair**

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.

\*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)<sup>®</sup> on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.