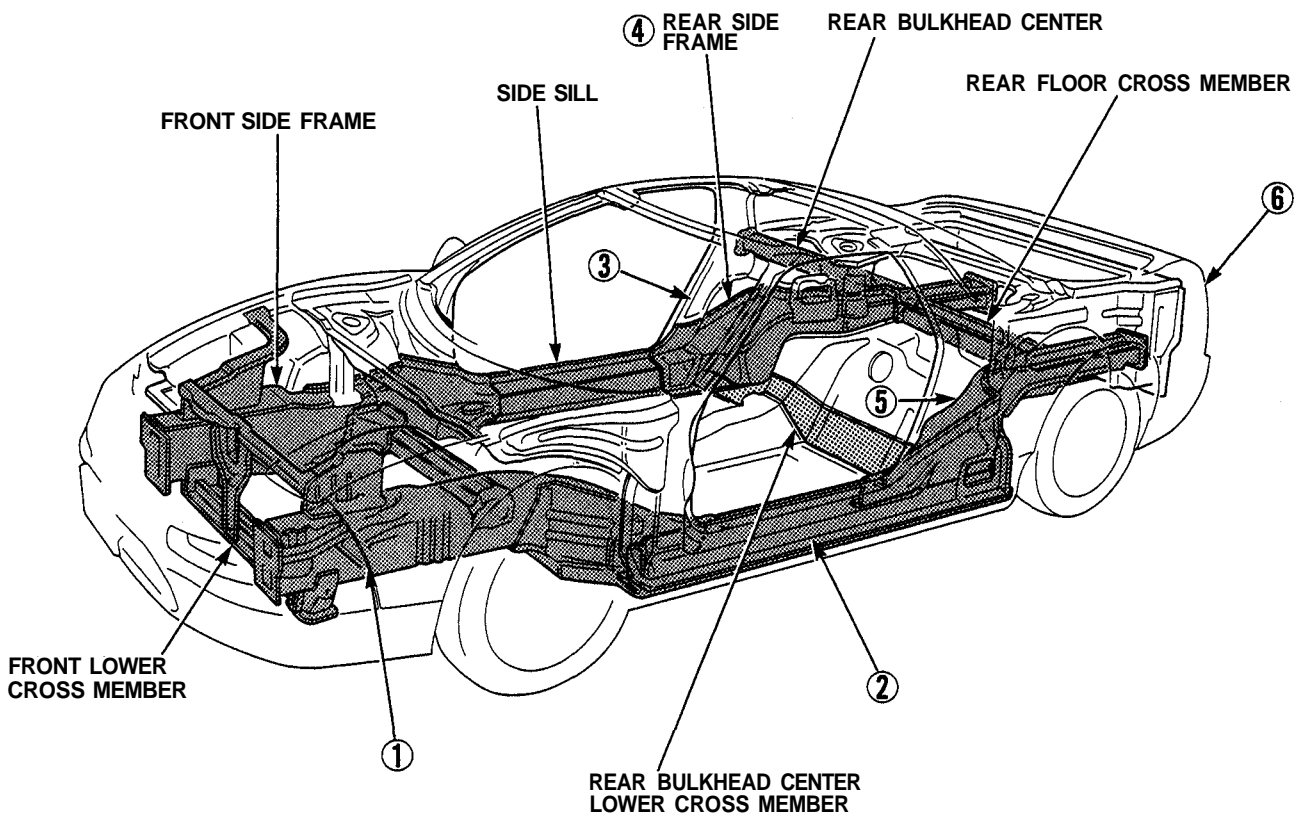


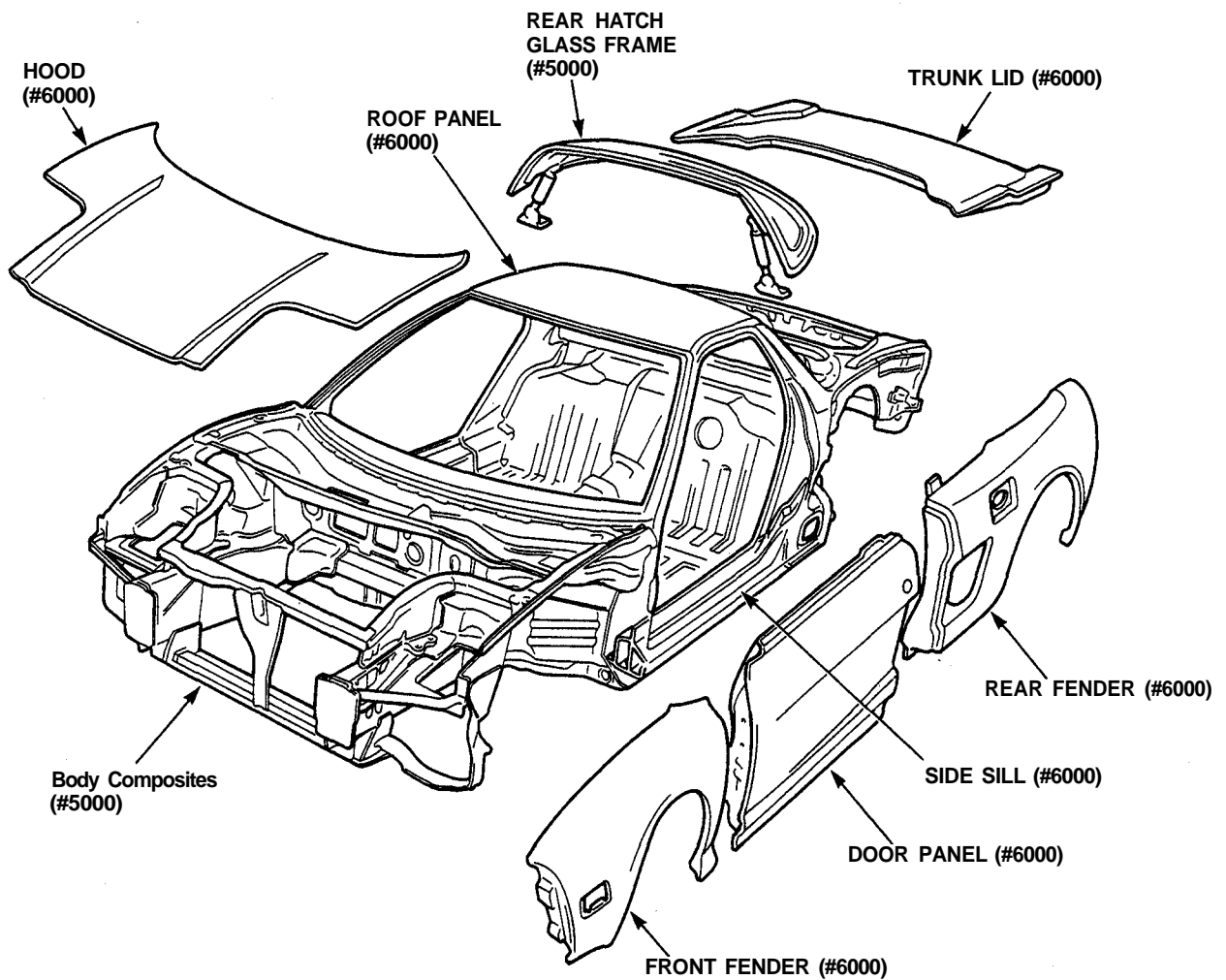
# General Information

## Features

- Mid-engine car with ground-hugging, full-forward canopy design.
  - The lower body is AH-PO for greater resistance to corrosion and collision damage.
  - Outer panels, (except the roof) are constructed of individual panels to allow more convenient and economical repairs.
  - In considerations of rigidity, surface smoothness and simultaneous body painting, the trunk lid spoiler is made of UP-G.
- ① Straight-line front side-frame for excellent absorption of front impact energy.
  - ② Extruded-molded side sills with high strength and rigidity.
  - ③ Lower part of center pillar is designed as flare-type and united solidly to main frame, thus greatly improving rigidity.
  - ④ All main-frame parts are joined smoothly, providing high impact strength and improving high body rigidity.
  - ⑤ Large cross-section rear frame to protect fuel tank in event of rear impact.
  - ⑥ Rear fenders are detachable to make minor collision repairs easier.



## Composition



Types of aluminum alloys for pressings:

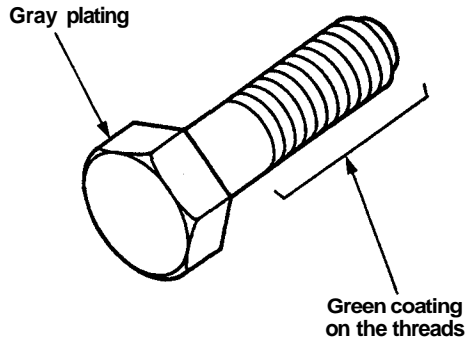
Alloy	Part	Material properties
Non-heat-treated alloys #5000, Aluminum-Magnesium (Al-Mg)	Body composites (HA5182P-0)	Good corrosion resistance, Weldability and malleability.
Heat-treated #6000, Aluminum-Magnesium-Silicone	Exterior surface skin (HAZ6083P-T4)	Excellent malleability and corrosion resistance
	Roof panel (HAZ6083P-T4)	(HAZ6083-T4) is particularly resistant to corrosion.
	Side sills (HACF60-T5)	

# General Information

## Fasteners Aluminum Bodies.

The NSX is built mostly out of aluminum alloys. Be sure to observe the following points:

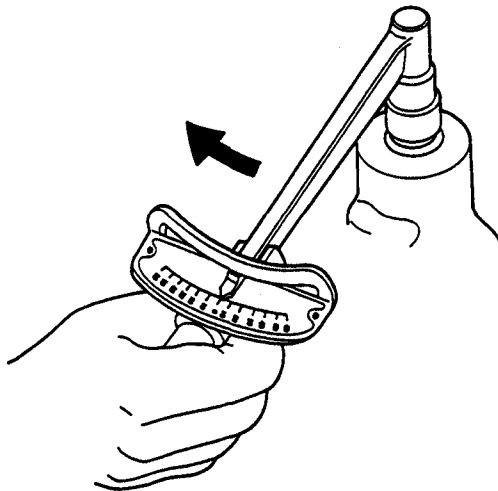
1. Special bolts and nuts are used in body and suspension areas. Never use any kind other than these special bolts and nuts. If other bolts or nuts are used, electrolysis may accelerate corrosion around tightening points, resulting in loosening of the joints. These special bolts and nuts can be identified by the gray plating on the heads or green coating on the threads.



Gray plating: "Dacro" type

Gray plating + Green coating on the threads: "Torquer" type

2. Aluminum alloy parts are softer than conventional steel parts, so tightening torques must be strictly observed. A torque wrench must always be used on fasteners with designated torque values. Tightening by "feel" may result in  
•loosening of threads or damage to parts from excessive tightening.



3. Clean all thread ridges thoroughly before tightening. If tightening is performed when foreign materials are present on the threads, the threads themselves may be damaged, resulting in faulty connections.