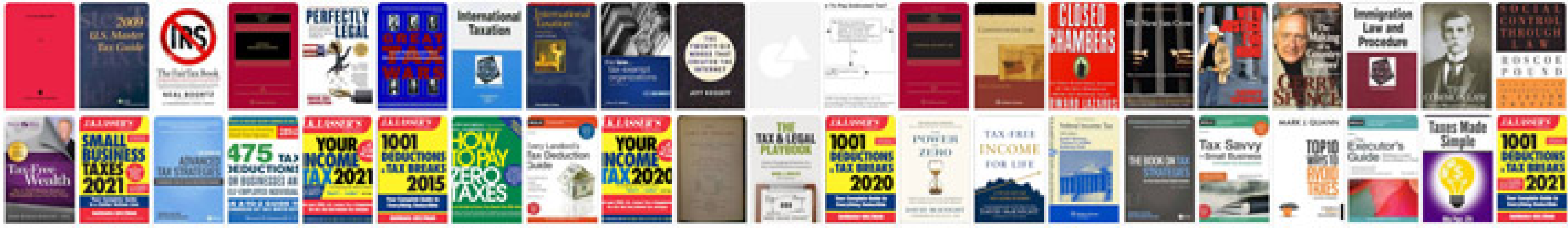

Acura rsx type a

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At one time, horsepower through the front wheels was a big deal. That may seem quaint to modern eyes. Do you all remember Brenden Fraser? He seemed to drop off the face of the planet about a decade back, but apparently has been doing time on TV since then. Maybe a TV career is in its future? Would it perhaps better suit a villain? The RSX replaced the three-door Integra starting in leaving its four-door sedan variant high and dry without a successor. While the model line may have contracted from the Integra, the fun was still there in full-force and especially so with the range-topping Type-S. An automatic was never offered in the Type-S because Honda used to be cool. Other Type-S specific updates included a suspension retuned for more aggressive action, bigger brake rotors, and a BOSE stereo. This , mile example comes in Premium White Pearl over a boojie-beige leather interior. The dash is clean and demonstrates that Honda once really knew how to do interior design. The factory unit looks a lot better as its faceplate extends to surround the hazard switch and really ties the whole room together. A crazy-big sub loaded in the back adds impetus to re-factory-ing the sound system. A pine tree air freshener on the turn signal makes me lean towards the latter. Outside things fair similarly. The bodywork looks reasonably solid with no major road rot evident and paint that covers the whole car in one color. There is however, something going on at the confluence of the curb-side rear wheel arch and the bumper. Aftermarket wheels and a suspension drop are additional mods that you might want to undo. It comes with a recently refreshed clutch and is said to bathe exclusively in Mobil El Paso, TX Craigslist , or go here if the ad disappears. Hit me up at rob jalopnik. Remember to include your Kinja handle. Rob Emslie is a contributing writer for Jalopnik. He has too many cars, and not enough time to work on them all. The subwoofer, questionable wheels and nutso camber kill it for me. Though all are fixable to anyone with eyes and taste. The A. Nice Price Or No Dice. Rob Emslie. You decide! Prev Next View All. Rob Emslie Posts Twitter. Share This Story. Get our newsletter Subscribe. David E. True to form, aftermarket suppliers immediately started developing parts to help owners differentiate their cars. We occasionally get the chance to drive modified cars, and what the tuners produce is usually great fun, but at the expense of the vehicle's warranty and in some cases, its reliability. That's fine for a used-car buyer, but many are hesitant to void the warranty on their new baby. The idea is to offer another performance step beyond the Type-S. For , Acura has switched its performance parts name to A-Spec. This A-Spec package helps feed our i. It's loads of fun to squirt within traffic. For those who really like to push a car to its limits, there is more to be had from the RSX than what the Type-S gives us. And that is where the A-Spec package comes into the picture. A few interesting notes on the sport-tuned suspension: It has a higher cornering capacity, but understeer is still prominent, just like the unmodified Type-S. On quick switchbacks oversteer can be induced, something the original Type-S didn't do. The A-Spec definitely has a more stable and planted feel than the Type-S without sacrificing much in the way of ride quality. To help distinguish the A-Spec upgrades, a color-matched front air dam and trim kit are installed, as well as a rear wing. For the driver, there is a nice metal shift knob and different badging. Overall, it's aesthetically pleasing and it's not so low that it scrapes on everything, just some things â€" it's advised that drivers enter parking lots and cross speed bumps at an angle. And for those who don't have the money at the time of purchase, you can always go back to the dealer and get it upgraded later. For the more well-to-do, the TL is also offered with an A-Spec package. Either way, you can drive off in an edgier, better-handling Acura, with warranty fully intact. Join Now. New Cars. Car Culture. Type keyword s to search. Today's Top Stories. Building the Perfect Race-Car Driver. This content is created and maintained by a third party, and imported onto this page to help users provide their email addresses. You may be able to find more information about this and similar content at piano. Advertisement - Continue Reading Below. More From First Drives. The Acura RSX wasn't a sports car per se, but it is the answer to every year-olds car crisis. It's sporty enough for a teenager to enjoy while also being a safe and reliable car to daily drive. The RSX is radically different than Acuras made today. It's less refined and a little rough around the edges. That doesn't stop it from being one of the best bang for your dollar performance bargains of recent memory. Today, let's take a trip back to the early to mids to find out why the Acura RSX is becoming a generational icon to millennials across America. To understand the RSX's appeal, we need to understand Acura as a brand. Acura is a North American brand designed for North American buyers. Underneath, they're largely the same as their Honda counterparts from around the world, except for maybe a different engine or suspension components. The idea with Acuras is that once you step inside one, you forget you're sitting inside a Honda because everything you see, feel, and touch should be upscale and luxurious. The RSX came from a time before Acuras truly differentiated itself from their lower range Honda cousins. Leather seats were also optional on the RSX. That's right, an Acura came standard with cloth seats as early as 15 years ago. The rear hatch gives the RSX more space in the rear than most cars of its type.

and it can do 30 miles per gallon on the highway, all things that make it favorable as the first car of choice for teenagers who want to drive something more unique and special than a Civic. While all this helped absolutely zero with making the RSX feel less like a Honda, it also meant that they weren't hopelessly expensive to repair. So while this cheapness may have detracted from the car when it was new, it gave the car second life on the used market. The Honda K inline four-cylinder engine is also easy to tune and capable of making good power, all while the glorious V-Tec system accepts every stomp of your right foot with glee. So a pretty solid package all around then, and we haven't even mentioned the really cool model yet. The K20 engine is tuned to make horsepower and only ever came with a six-speed manual gearbox. Bigger breaks and sports-tuned suspension were added to make the Type S more agile in corners. For even more sporting credentials, an A-Spec dealer option was also available. If Millenials want to lay claim to an iconic performance car for the masses, the RSX should be at the top of that list. Millennials have a different set of parameters for what they want in a car they drive for fun. The days where a year-old could do all the basic maintenance for their car at home is over. Modern cars are too computerized and complicated for that. Braking down in a modern car likely means it's heading to the scrapyard if you're a young person with not much money, this is why the RSX is so brilliant. Everything that made people assume it was just a fancy Civic makes it perfect for the burgeoning young gearhead. The back hatch can fit all of college student's belongings and get 30 miles per gallon as it brings everything back and forth from home and school. Ben Kirk is a fresh graduate of the State University of New York at Purchase school of Journalism with a concentration in political science. Ultimately he figured writing about cars would be far less depressing. When he's not working as a feature writer for hotcars. By Benny Kirk Published Nov 19, Share Share Tweet Email Comment. Via: Billy's speed shop. Via: Garage Dreams. Via: Car Gurus. Via: Bring A Trailer. Via: Mac Support. Related Topics Car Culture honda. When going over the litany of low-cost, entry-level sports cars to purchase, you may feel overwhelmed by the sheer number of options. It's a cheap, fun, and maneuverable front-wheel-drive racer that's shockingly effective in low-tier motorsports events i. Autocross or S. However, like every used car, there are things to look out for when buying one. Sometimes it's in regards to what best suits your interests, while others are focused on 'what to avoid', instead. So, for all would-be Acura RSX buyers, here's a comprehensive list of everything you need to know before buying one of these iconic sports cars. To start us off, let's begin with a pervasive problem in almost every used car: rust. It's much worse for those that have been up North, due to the snowfall and subsequent salted roads. Though, rust is fairly universal amongst vehicle models. In the Acura RSX's case, rust isn't the worst that it could be. Nevertheless, it can still make an appearance. Typically, you'll see rust spots appear near the wheel-well, as well as the undercarriage and control-arms since those are closest to the ground. If it's caught early, then rust won't be too much of a hassle. Their cars aren't without mechanical failures, particularly ones involving the power-steering systems For some reason, older cars usually have issues with their power-steering. This system is a very fragile one and often needs repairs within the first ,miles. Thankfully, though, it's not an expensive repair. While we're already on the subject of possible repairs, let's get another one out of the way: engine mounts. Compared to rust and a power-steering repair, engine mounts aren't nearly as expensive or time consuming to fix. But, they can still be a huge pain in the rear. As the name implies, engine mounts keep the motor in place. If they're in need of replacement, you'll usually hear a lot of strange noises and possibly a change in ride feel. Like the power-steering, it's not life-threatening, but it's certainly annoying. Pictures can't always convey the effective scale of what you're looking at. What may appear to be large in a photo could turn out to be smaller in-person and vice versa. With that in mind, it's best to make sure a car as small as the Acura RSX is the right size for you. As time goes on, cars seem to only get bigger. What was large a decade ago may be seen as tiny today; given the increasing size and storage needs for people worldwide. Yes, it has four-seats, but only the two fronts serve to hold anyone larger than 5' 7". Storage space isn't bad, though, so there's that! Depending on availability and personal preference, some customers may opt for a dealership rather than a 'for sale by owner' route. This adds a degree of comfort, as a dealership is more "official" than a simple hand-to-hand sale. Still, there are things to be wary of Unfortunately for Acura RSX fans, they're particularly susceptible to such tampering. A lot of smaller, low-liter engines are used for their efficiency and compact size in all types of cars. As fate would have it, the Acura RSX is one such car that suffers from this quite a lot: excessive oil usage. Often times, it's due to a mechanical malfunction, but others may be related to a tune someone put onto it more on that later. To nobody's surprise, an Acura RSX's model specs vary from year to year like any other. RSX's made after are the latter - Having better cams, a better exhaust, but more problems with sensors. Those before are the inverse; more analog and accepting of aftermarket mods. This entry goes without saying too much. As is the case with many other cars, you have a choice between what kind of transmission you want. If it were up to us, we'd choose manually all the way. Not only is it easier to maintain, but it's also way more fun! Yet, we understand not wanting to go through the effort of changing gears constantly, especially if it's going to be used as an unmodified daily. As we mentioned with the excessive oil usage, some of those cases can be a result of a tune done by a previous owner. If not done correctly, what was intended to be an "upgrades" can become a hindrance, instead. Once again, this issue isn't exclusive to the Acura RSX. In most situations, it's best to avoid buying a used vehicle that's undergone extensive mods, all together. More often than not, modded cars aren't the most well-maintained choices. Either the owner didn't take good enough care of it or the upgrades were 'shoddy', to say the least. A lot of what we've compared and contrasted so far can be summed up into one, clear choice: the base model Acura RSX versus the 'Type S' alternative The base RSX is your standard daily two-door cruiser; nothing too sporty besides its angular appearance. James Jacobs is a freelance writer and U. Undergraduate student. I've been a busser, food-runner, host, and tutor previously. Now, I work for Valnet and HotCars as a writer, discussing and analyzing my passion: Cars and the automotive industry in general. By James Jacobs Published Nov 22, Share Share Tweet Email Comment. Club RSX. Car and Driver. Jonathan Motorcars. Redline Tuning. Fuel Infection. Burnt Asphalt. Related Topics Car Culture. But They're Still Pathetically Underpowered. Subscribe to receive new listings for this search right in your inbox. Recent Arrival! Serious inquiries only All original, one owner, oem wheels, Michelin tires like new Mugen suspension Dc header Megan downpipe Spoon shifter leather boot Rebuilt title Text only No test drives. Low Kilometres, Incredibly Rare Model! I am the second owner and the car runs and drives great. All maintenance is up to date. It is fully loaded and some of the features are listed below: - Winter tires - 6 speed manual transmission - Leather inte We also stock and locate: , , , , , , Have had the car for over 5 years, serviced the car every 6, km's. Runs excellent, in excellent sha Selling the daily hate to see it go but want something rwd and manual. Reach millions of car shoppers locally and nationally for free. We analyzed similar vehicles in your area and calculated that this vehicle is priced lower than the average making it a Great Price. We analyzed similar vehicles in your area and calculated that this vehicle is priced a bit lower than the average making it a Good Price. We analyzed similar vehicles in your area and calculated that this vehicle is priced slightly higher than average making it a Fair Price. This vehicle may be certified, include additional options, warranties making it Above Average Price. Contact seller for details. Certified Pre-Owned. Live Chat 1. Virtual Appraisal 1. Home Test Drive 1. Online Reservation 0. Buy Online 1. Delivery 1. Premium Premium w-Leather 1. Type-S 8. Please enter a number between 0 and 10,, Must be greater than Min Price. Payment range. Please enter a number between 0 and 1,, Min payment is required. Must be greater than Min Payment. Max payment is required. Payment frequency. Credit rating. Coupe Hatchback 1. Beige 3. Black 2. Blue 4. Grey 4. Orange 1. Red 1. Silver 5. White 3. Must be greater than Min Kilometres. Front Wheel Drive 3. Gasoline 3. Automatic 9. Manual With Photos. With Price. NEW Save Search. Get price alerts and new listings for this search right in your inbox! Your email address Email Subscribe. By clicking 'Subscribe', you consent to receiving emails from Trader Corporation. You also agree to our Privacy Policy and Terms of Use. Turn off. Filter Results Click here to try again. Priority Listings. All Listings. Mileage , km. Monthly Bi-weekly Weekly. Buy Online. Contactless Services New Instant Trade-in. Contactless Services New. List your car here! List your car for free. Find your next car by browsing our extensive new and pre-owned Acura RSX inventory from local Acura dealerships and private sellers. You can also compare prices, trim specifications, options, reviews, scores and recall history of Acura RSX of different years with similar vehicles. Learn more about different RSXs. Show all years. Explore Years Browse listings by city Barrie. Richmond Hill. View more. Click on the bi-weekly payment amount estimate to see Financing details. All new vehicles offered for sale are being offered by registered motor vehicle dealers. View a list of all dealers and dealer telephone numbers. Disclaimer Information: Please confirm with seller accuracy of information. Mileage recorded at time of listing. Taxes and license are not included in listing price. Subscribe for the latest car reviews, listings, products and more right in your inbox. Your email address Subscribe. I can unsubscribe at anytime. I also agree to the Terms of Use and Privacy Policy. Subscription complete! That car was just too much of a stripper, and it was light, loud, and fast. So we looked at the better-equipped Integra GS-R's numbers instead, did a little calculation, and estimated a 0-tomph time of 6. Turns out that was a bit conservative, because this new hp replacement for the Integra got the job done in just 6. Furthermore, it bested the GS-R's quarter-mile time by 0. What can we tell you? The remarkable improvements in refinement and passenger comfort-along with the pounds of weight it gained in the process-suckered us into underestimating just how fast this new car would be. What's more, the new 2. Even when cruising in sixth gear, there's good throttle response available. Notwithstanding its midrange flexibility, this engine will spin eagerly to rpm the redline is at and sound happy to do so. The sounds are great, but the isolation is such that even high-rev exertions are kept at a comfortable distance from the cabin. In fact, the muted feedback encourages frequent excursions to the redline, with none of the aural distress that afflicts the Honda S or the Type R Integra. At no time does the sound become staccato-it's always a smooth, mellow tone. And although it becomes dramatic at rpm, it's certainly never frantic. With six optimally spaced gears to choose from, a driver can fully exploit the car's performance wherever the opportunity arises. The elegant silver-and-black shifter has light, short throws, thanks in no small part to its triple-cone synchromesh. Improved performance is what we've come to expect of new Honda and Acura models, but what really surprised us is how much the interior accommodations have been improved without increasing the car's footprint area. Compare that with the Integra of old, into which lanky individuals could not even venture without first slamming the seat all the way back. Even better, the seats are now scaled for bigger occupants, offering ample underthigh and back support, with firm bolstering. A clue to how this was achieved is evident in the narrow console area between the seats, where there is just enough room for a hand brake, a narrow slot, and nothing else. Also, the space between the wide seatbacks is so narrow that our canine rear-seat comfort tester was reluctant to pass between them. There's an entirely new dashboard and console design, with distinctive new textures and fabrics as well as trendy silver-faced instruments that look much like large silver coins. It's a marked departure from the somber black interiors of previous Integras. In keeping with Acura's aspirations for this entry-level model, the RSX boasts a fully automatic climate-control system and a Bose stereo sound system. Despite six speakers and an independently amplified "Richbass" woofer mounted in the minispare-and the good clean sound we've come to expect from the Bose Corporation-the system doesn't offer much volume. Following current styling trends, the Acura has a number of titanium-colored moldings dotted about the interior Ferrari's debuted these eight years ago! Gone is the traditional waterfall-shaped console that separated driver and passenger in previous designs. The new arrangement leaves room between the transmission tunnel and dashboard face and fosters a greater sense of spaciousness. In terms of structural rigidity, the RSX is a whole new ball game. There's an unmistakable sense of solidity that has allowed Acura to run firm spring rates without seriously compromising the ride quality. There is little of the direct, skateboardlike ride one used to get with the Integra, and the RSX is reasonably supple over all but the largest surface disturbances. It is also extremely stable and sure-footed on the road, and most of the time you need 90 mph to feel as though you're making appropriate progress. The thick, leather-wrapped wheel has a deliberate heft to it, and it places the car with remarkable accuracy. Like other cars blessed with surgical steering, the RSX seems to find its own line. In fact, that's because there is no untoward chassis-geometry alteration to corrupt your line as the car rolls. With horsepower on tap, torque steer is not entirely absent, but deviations are primarily caused by surface imperfections, and they're small and brief. While negotiating our favorite mountain roads, we were surprised at how high cornering speeds have to be to generate tire squeal, particularly since the Type-S wears the same rubber as its less-powerful sibling. The Michelin Pilots fitted to our test car proved quiet and predictable, with a vocal repertoire corresponding to cornering forces. A quiet swishing at a brisk pace changes to a higher-pitched song as you begin to explore the limits, then to a shrill shredding sound as you reach them. Understeer is the usual penalty for overdoing it, but we were pleasantly surprised at how responsive the Acura is to the throttle. Simply ease off as the car drifts wide of the chosen line, and it obediently tightens back up. There is some body rotation available if you brake deep into the bends, but the RSX is mainly yaw averse. It's so stable on corner entry that it seems to slow time down while you scrub off some speed and dance on the pedals and grope for another gear. In this car, double-clutch downshifts seem to happen intuitively, allowing the driver to match revs with uncanny accuracy. Overall, although the RSX might not feel quite as responsive as the old GS-R, the new Type-S provides a comfortable balance between extreme sportiness and luxury cruising. And that pretty much fits Acura's plan for the car. It's not just the adoption of the Joker's-grin Acura grille; it's a change in atmosphere and character that the company hopes will stem defections to other makes and attract affluent young people to the fold. We're not able to predict the effect of the marketing plan, but we're pretty impressed by the conversion of Acura's smallest model from a tightly confined compact to a fairly roomy car without a concomitant increase in size. As for us lunatic-fringe sports-car enthusiasts, we feel like the parents of offspring passing quickly through their childhood. We feel some sadness at the end of the Integra's tenure, but these things are inevitable. The Integra has grown up into a more mature, adult RSX, blessedly without turning into a bloated couch potato. And remember, the Type-S version gets horsepower. As compensation goes, that's as good as it gets. LARRY

WEBSTER I was worried that the Integra replacement would be dulled and overweight, but my fears have been alleviated--the new car is not only faster but quieter, more refined, better-handling, better-looking, and more comfortable. Acura has even increased the steering effort and installed pedals that are easier to heel-and-toe. After introducing the exceedingly bland Civic, my fears about an appliancelike Integra were justified, but Honda has redeemed itself with this Acura. It's just as fun as the old car, but less painful on the eyes and a lot less buzzy on the highway. Hell, if the redline is under , it doesn't even seem like a Honda engine. The remarkable thing about this new 2. Smooth applies to the rest of the package, too. Okay, a set of low-profile Bridgestone Potenzas would improve handling, and the RSX really could use a limited-slip diff. Still, this car is a marked improvement on a very good predecessor. Its refin

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nissan xterra fuse box diagram
wiring diagram for dimplex baseboard heater

ement is more consistent with the image Acura is nurturing, and its fun-to-drive index is tough to beat for the money. Can you say "best in class"? The TL and CL didn't get interesting until the second generation. I was bracing myself for disappointment with this RSX, but a couple zings through the gears, shifting at revs, convinced me that all the Integra's charms--plus some of the Legend's--are flourishing in this hot hatch. The shifter snicks through the gears like a BMW's, the chassis digs in and hangs on, and the whole thing feels as if it were built to wristwatch precision tolerances. RIP, Integra. Long live the RSX. New Cars. Buyer's Guide. Type keyword s to search. Today's Top Stories. Specs Detailed. This content is created and maintained by a third party, and imported onto this page to help users provide their email addresses. You may be able to find more information about this and similar content at piano. Advertisement - Continue Reading Below. More From Instrumented Tests.