



MULTIMEDIA

10 Best Cars: Best Sports Sedan

Acura TSX

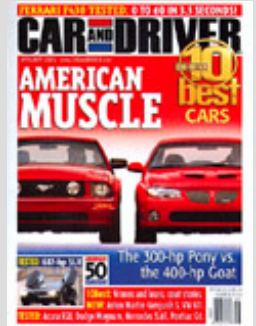
January 2005

"Precision crafted performance" was Acura's original marketing mantra, and even though the slogan has long since been replaced, it accurately describes this little jewel of a sports sedan. Back for its second 10Best term, the TSX is a symphony of painstakingly perfected details that add up to feline agility enhanced by a bevy of luxury features that come standard. The only option is a DVD-based nav system that includes voice recognition.

The TSX is the sedan anchor at the affordable end of the Acura product range and replaces the four-door portion of the highly successful Integra line. But the commonality between the TSX and Integra ends right about there. The Integra was based on the Civic. The TSX is based on the European version of the Honda Accord, a little smaller than the U.S. version, a little bigger than the old Integra.

The TSX is also distinctly more refined than its predecessor—smoother, quieter, and creamier in the ride department. But this doesn't mean it lacks the Integra's well-developed sense of fun. The TSX carves up stretches of Sunday back road with the carefree accuracy of a neurosurgeon dissecting a Thanksgiving turkey.

We'd be even bigger TSX fans if its 2.4-liter four made a little more power. Still, 200 horsepower mated to a typically slick Acura six-speed manual transmission yields 0-to-60-mph times in the low-seven-second range, which isn't slow. Add up the other virtues, and you have a value quotient that's best in class.



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Specifications

Vehicle type	front-engine, front-wheel-drive, 5-passenger, 4-door sedan
Estimated base price	\$27,560
Engine type	DOHC 16-valve 2.4-liter inline-4
Power (SAE net)	200 bhp @ 6800 rpm
Torque (SAE net)	166 lb-ft @ 4500 rpm
Transmissions	6-speed manual, 5-speed auto with manumatic shifting
Wheelbase	105.1 in
Length/width/height	183.3/69.4/57.3 in
Curb weight	3250–3350 lb
EPA fuel economy, city driving	21–22 mpg

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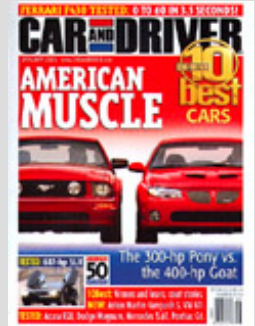
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