

DOWNFORCE – DFR Diffuser OEM

USER'S GUIDE

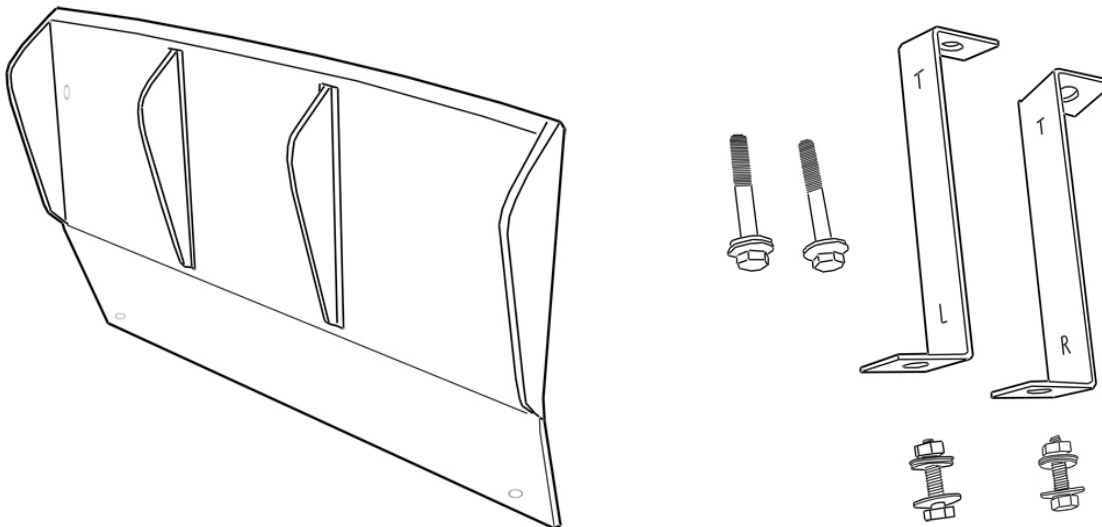
Read the safety instructions carefully before attempting to install the diffuser and to ensure proper usage. Keep this manual for future reference. Do not use this product on any other NSX rear valence except for the factory OEM valence. This product is specifically designed to be used on the OEM rear valence which is Acura Part # 71511-SL0-000ZZ or the Downforce Sport Rear Valence DF-AAA330. The list price is \$890.55 (5/01/2008). If you need assistance in purchasing one, DF can provide you at a discounted price.

This instruction and many other more are available for download online at <http://www.downforce.biz/manual/>

- There are several WARNING sections in the installation. Always read and follow the instruction to prevent injuries, accidents, and possible damage to the vehicle.
- Never rely on the car jack. ALWAYS use a jack stand to hold the car up. Many jacks are now made in China and you do not want to risk your life on tools that was made with no quality control and standards.
- When lifting the NSX off the ground, make sure the emergency brake is fully on and parked on a flat level surface.

The DFR Diffuser was modeled after the 2003 NSX-R debut launch at the Tokyo Auto Show by Honda. The NSX-R displayed was a pre-production version of the NSX-R. It was featured with exposed carbon fiber hood, spoiler, and a full sized carbon diffuser. Since the diffuser never made into production, it is known as the prototype NSX-R.

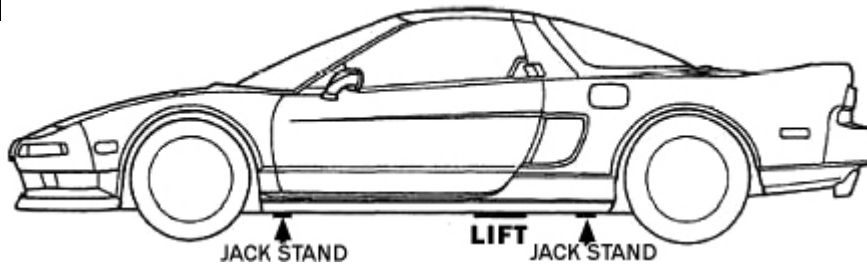
The DFR diffuser is mounted using original mounting points and requires no drilling on the car. Installation is rated at 20 minutes for the average person. You can ensure a speedy installation by reading through this install guide before you begin work. The diffuser features two detachable fins in the center. In case of damages, the fins are readily replaceable. The diffuser is designed as an airfoil to guide low pressure (high velocity) air flow. Without any guide, the high speed air would flutter uncontrollably to an exit and create unnecessary drag on the car. This constant drain on the physical car would result in lower fuel efficiency, instability at high speeds and increased parasitic drag reducing power output.



Tools and Equipments Needed



1 Setup

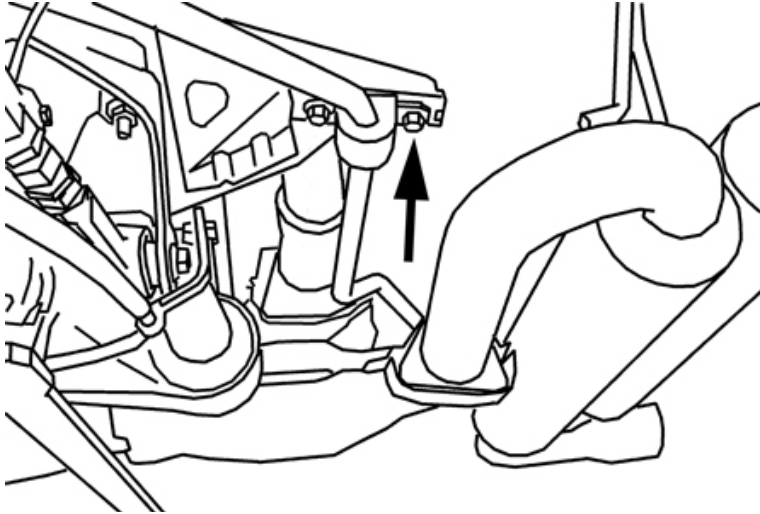


Lift the rear section of the NSX from 6" to 12". You will only need 6 inches of clearance to install. The higher the car is, the harder it will be for you to reach.

IMPORTANT

Have a wedge placed on the front and rear side of the front wheels. The parking brake does not prevent the car from rolling. Only lift the car on plain level.

2 Bracket Installation

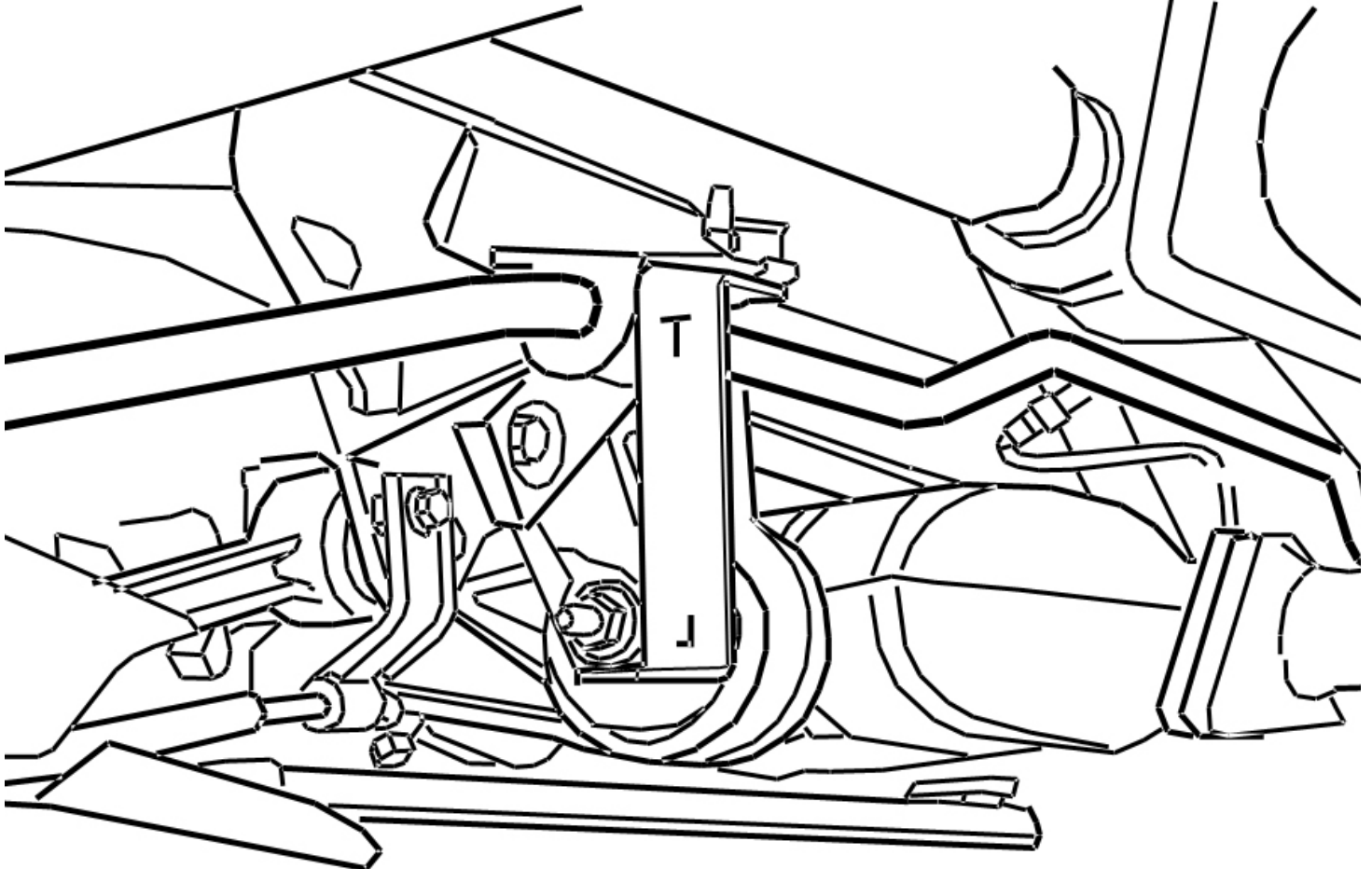


Driver Side

Remove the rear 12mm flange bolt that is holding the rear stabilizer bar. Only remove one side at one time and replace the corresponding bracket in place and install the bolt back in place. The driver side bracket should have a "L" on the bottom of the bracket. When retightening the bolt please use the factory torque settings at 17 lb-ft (2.3 kg-m).

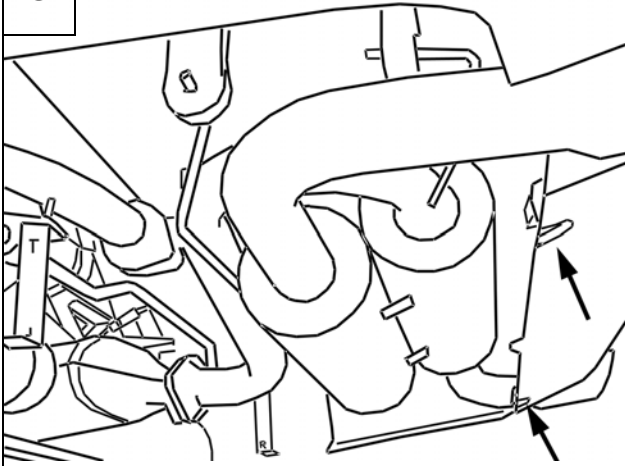
Passenger Side

The passenger side is the same as the driver side. Make sure the brackets on the bottom side is facing outwards. Both brackets should be perpendicular to the ground.



3

Diffuser Installation



Remove the two bolts with a Philips head screwdriver.

START ON DRIVER SIDE

Step 1: Place the diffuser over the mounting holes. The special black bolt provided with the spinning washer is put in from the bottom of the car through the front side of the diffuser as shown in the picture, and goes through the diffuser bracket.

Step 2: Put the rubber seal washer through the bolt (the rubber should be facing the bracket side, not the nut side).

Step 3: Now thread the nut over the bolt and tighten by hand until it is tight.

Step 4: Move to passenger side and repeat Step 1-3.

Step 5: Tighten both sides with a ratchet and a crescent wrench on the top side if the washer begins to spin.

