R32 skyline sedan manual

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Write Shipping Review: Free Shipping This is a guide to owners from the Nissan Skyline R32. It comes from one of our car parts, and is complete. If you plan to use this to work on your car, we regret to inform you direct Google translations are not included. GTS (RB20DE) - Six cylinders - 2.0 liter - 153 hp - Naturally, Aspirated - Auto -
Guide - FR - 15 wheels - 1210 kg to 1280 kg - Coupe and sedan - Type J, Type S, Type S, Type X Series cars manufactured by Nissan Skyline GT-R. Nissan Skyline Hybrid GT Type SP (HV37, Japan)ReviewFiranceNissanPrince (1957-1967)Production1957-
presentBodi and chassisClassic car (1957-1981)Mid-Mid-Mid-Size car (1981-2002)Compact representative car (2001-present)ChronologyPresancePrince Sedan (1952-1957) Nissan Sukairain is a car brand produced by Prince Motor Company since 1957, followed by Nissan after the merger of the two
companies in 1967. After the merger of Skyline and its larger counterpart, Nissan Gloria, were sold in Japan through dealer sales channels called Nissan Prince Shop. Skyline was largely designed and developed by Sinithiro Sakurai from the beginning, and it remained the main influence of the car until his death in 2011. Skylines are
available in either coupe, or sedan body styles, as well as wagon, crossover, convertible and pickup/sedan delivery body styles. Later models are best known for their trademark round brake and taillights (as of 1972). Although not distributed in the United States prior to its import as the Infiniti G, Skyline's fame in video games, movies and
magazines has led to many such cars being imported there from 1989 to the end of 2005. Most Skyline models are rear-wheel drive, with all-wheel drive, wit
previous generation Skyline features, such as the straight six engines (replaced by the V6) and turbocharged, and eventually separated the GT-R into its own line. Nissan has decided to keep Skyline for the luxury sports market, while its platform-mate, 350, has revived a line of clean sports cars. The V35 was the first Skyline made for
export to North America, which was sold under the luxury Nissan Infiniti brand as the G35 in 2002. Skyline (V36/J50) is sold in Europe, North America, Korea, Taiwan and the Middle East as Infiniti G37 and EX respectively. On April 12, 2010, the Guinness Book of World Records event was held with 225 Skylines taking part in a lap
parade at ISTS in Silverstone UK, released two world records: the most recorded Nissan Skylines on on meet at the same time. Логотип Nissan Skyline Первого поколения (Принц Скайлайн ALSI/BLSI/S21/BLRA-3; 1957) Первое поколениеПринс Скайлайн
(ALSI/BLSI/S21/BLRA-3)Принц Скайлайн ALSID-10verviewProduction1957-196433,759 проданных устройствАssemblyMitaka, JapanDesignerTakuya HimuraGiovanni Michelotti (Skyline Sport BLRA-3)Тело и шассиБоди стиль4-дверный фургон-дверный купе2-дверный кабриолет-3'LayoutFront-двигатель,
заднеприводный НесвязанныйПринс СкайуэйПринс Глория BLSIPrince MilerPowertrainEngine1.5 L GA-4 I4 (1959-1961)1.9 ГБ-4 I4Transmission3-ступенчатая автоматическая 4-ступенчатая механическая DimensionsWheelbase2,535 мм (99,8 дюйма)Length4,280 мм (168,5 дюйма)Width1,675 мм
(65,9 дюйма)Высота1535 мм (60,4 дюйма)Сurb вес 1300 кг (2900 фунтов)ХронологияПрецессияПринц Седан Первый Skyline был представлен 24 апреля 1957, в театре Такаразука, в Хибии, Токио, для Fuji Precision Industries, который позиционирован как роскошный автомобиль. It featured a 1.5-liter (1482 kW) gaz-30
engine with a capacity of 44 kW (60 hp) at 4400 rpm, which was previously used in the prototype Subaru 1500, Subaru's first car. It used the rear suspension of the de Dion tube and was capable of 140 km/h (87 mph). The car weighed about 1,300 kg (2,900 pounds). Skylines were produced as four-door sedans, and five-door station
wagons. Two models were available: the ALSIS-1 standard and the ALSIS-1 Deluxe. The look of the ALSIS-1 model featured a grille with
a large central bar with 6 vertical plans above it. Side lanes ran straight from the back of the car to the front doors, where it plunged into a V-shaped shape, extending and kicking upwards until it hit the front of the car. Skyline was punished on the side icon. THE ALSID-1 Deluxe The ALSID-1 Deluxe featured a different grille than the
standard model. There was no large central bar, and instead a pair of fog lights are installed only inside the front turn signals. Between the FOG lights PRINCE is laid out in separate gold letters. The painted side strip, surrounded by a chrome stripe, ran horizontally along the length of the car, extending from front to back. On this side of
the strip was a side icon that said: Skyline Deluxe. Skyline has also spawned ALPE dual pickup cabs and ALVE delivery vans as marketed as Skyway. The ALSI-2 series was released in October 1959 and was almost identical to the ALSI-1 series, except for the engine. Higher fuel quality has increased compression and
increased up to 70 hp (71 hp). This new engine was assigned to the FG4A-40 (this engine was also known as the GA-4). The ALSI-2-1 series was released in 1960. Deluxe, along with commercial versions, were updated with quad headlights (the standard model retained double headlights). The side lane design has been changed to
standard models; The V-shaped side lane was moved from the front doors to the rear doors. On the Deluxe models, the side band design remained the same. The standard model received quad headlights in September 1960 with the release of the ALSI-2-2 series. The BLSI-3 series BLSI-3 was released in May 1961. The 1500 engine
used in the ALSID Deluxe was discarded and instead used a 91 hp (92 hp) 1.9L GB-4 (also known as FG4B-40) OHV four-cylinder engine from Gloria. The BLSI series was otherwise identical to the ALSI series, with the exception of the 1900 badge on the side. The standard model received a new engine in October 1961. Commercial
options remained available, also equipped with a new engine. The S21 S21 series was released in September 1962. It was in production until November 1963. The front part has been redesigned in an attempt to update the look of the car. The result was pretty unfortunate as the car now looked like a 1950s body with a 1960s front. The
S21 continued to use the 1.9L GB-4 engine. The three-door van was dropped and replaced with a 5-door wagon; The dual pickup cab remained available. The BLRA-3 Skyline Sport featured handmade Micheltti makers in a stylish coupe and convertible version. These cars used a 1.9 litre GB-4 engine
from the S21D. Although only a few hundred were built, Prince Motors had a very aggressive product placement group, and they could be seen (along with the company's main models) in many Toho movies in the early 1960s. In the late 1950s and early 1960s, The Headlights reflected a similar look in the Lincoln Continental, Buick and
Chrysler 300. The look is similar to the 1960s Lancia Flavia and Triumph Vitesse, as Michelotti made a contribution to Lancia vehicles during this time; The design of the short-lived Gordon Keeble GT Jugyaro was also influenced. As the first sports model, Skyline Sport foreshadowed the Skyline GT-R sub-charge. Prince Skyline ALSID-1
Prince Skyline ALSID-2 Prince Skyline Sports Coupe BLRA-3 Prince Skyline Sports Convertible BLRA-3 Second Generation (Prince Skyline (550/S54/S57) Skyline 1500Lux Dee S50D-10ver is called Prince Skyline (Prince A150)3-PMC-Mikado A150-6-PMC Skyline (7)Nissan
A150-3-Prince A200GT-3-Nissan A200GT-3-Production1963-196814.238 units sold JapanDesignerShinichiro SakuraiBody and chassisBodi style4-door sedan5-door station wagonLayoutFront-engine, rear-wheel-drivePrince SkywayPrince MilerPowertrainEngine1484 cc G-1 I4 (S50)1483 cc G-15 I4 (S57)1988 cc G-7 I6 (S54)1862 cc D-
6 diesel I4 (S56)Transmission4/5-speed Automatic (Space Stream)SizesWheelbase2,590 mm (102.0 inches) Length3,990-4100 mm (157.1-161,, 161.161.3 c) (S50/S56/S57)4255 mm (167.5 inches) (S50/S56/S57)4255 mm (167.5 inches) (S50/S56/S57)4255 mm (167.5 inches) (S50/S56/S57)4255 mm (167.5 inches) (S50/S56/S57)1,410 mm (55.5 inches) (S10/S56/S57)4255 mm (167.5 inches) (S50/S56/S57)4255 mm (167.5
Industries changed its name to prince Motor Company (for a second time). Two years later, in September 1963, the S50 Skyline Deluxe series was launched. Like its predecessor, it came in sedan and wagon bodystyles. It was a second generation car, and became one of the most desirable cars in Japan. It was powered by a G-1 engine
with a capacity of 68 hp or 70 hp (51 kW) of the old GA-4. The S50 series was available with a three-speed transmission, or four-speed transmission from February 1965 (deluxe only), either as a four-door sedan (S50) or a five-door station wagon (W50). The two-step automatic option was added to Deluxe in June 1966. A lower price and
a fitted standard model was added in April 1964; as miocators and other taxi operators there was also no override of bumpers, which made it 11 cm shorter. Three main S50 models were built: the S50-1 (1964-1966), the slightly winked s50-2 (1967-1968) and the S50-3 (1968). They all used the same engine, with the later S57 getting a
more modern unit. Externally, the S50-1 was mounted with rounded brake lights and integrated taillights, with a centrally installed turn signal similar in appearance to the previous generation seems to reflect a similar approach taken by the German company BMW
in 1962, in the decision to create a small, affordable, performance coupe and sedan. The S50 was sold in some markets with the A150 designation. In European marketed as the S56SE A190D, which was powered by a 55 hp (56 hp)
1.9-liter D-6 OHV diesel engine. This model had a trim and equipment level similar to the S50S-2. In Europe, period testers commented on the car (more like 1.0 than 1.5) and its brisk performance, largely due to extremely low transmission. It was also noted sufficient lighting of the car, offering double headlights, a lot
of warning lights, numerous fixtures of the engine room, etc. The Nissan Prince Skyline 1500 Van DeLuxe V51B (known as the Prince Skyline 1500 van DeLuxe V51B (known as the Prince Skyway 1500 until October 1966, and the S50 also appeared with the Nissan Prince Skyline. This existed in production until 1967. In October 1966, the S50-2 was introduced. This
light facelift included a new grille and taillights, as well as changes in the interior, and with the addition of extraction vent on the market. All Prince dealerships have been added to existing Japanese Nissan/Datsun dealerships, while retaining the name
Prince to become the Nissan Prince Store. In August 1967, the S50-3 was introduced. The rear lights were changed to a rectangular shape, but otherwise the car remained identical to the S50-2 series. The S50-3 was the last Prince model using the G-1 engine. The S54 S54 Skyline 2000GT Prince created the Skyline
GT racing in May 1964. It was based on the S54 and used the G-7 engine from the Gloria S41, although the car needed a 200 mm (8 s) expansion wheelbase (all forward hood) to provide space in the engine compartment for the inline six. When he entered the second Japanese Grand Prix, they hoped to win the GT-II class. Competitive
against the Porsche 904, Skyline managed second to sixth place. (quote needed) It's made only 100 and the name S54'1 Thanks in large part to the success of the race car, the Prince Skyline 2000GT (also called GT-A, GT-B, S54A and S54B) has been released to the Japanese market. (S54A (B) and South Australian Market (GT-A and
GT-B) There were two versions produced: S54A - 1,988 cc G-7 single-coal straight six, 105 hp (77 kW; 104 hp) S54B - 1,988 cc G-7 triple carb direct six, 125 hp (92 kW; 123 hp) at 5600 rpm Model B featured three Weber 40DCOE-18 carburetors; Limited sliding differential, five-speed manual transmission ratio; fortified pistons, conrods
and cranked shaft; and the power brakes. Both B and A used front disc brakes with double pistons and alloy fin drums at the back. The South Australian version used the S54B engine, the difference was in the gearbox, the GT-A had a four-speed transmission, and the GT-B had a European 5-speed transmission. In August 1967, the
Prince's S57 Nissan Skyline 1500 DeLuxe S57 (1967) in August 1967. Prince released a scenic version of the S50D-3 called the S57, He used Prince's new engine (developed before merging with Nissan), the OHC 1.5 L (1.483 cc) G15, At 88 hp (65 kW; 87 hp) it was the most powerful engine in the Japanese class 1500 cm. The S57D
was identical to the S50D-3, with the exception of the 88 in the grille (for 88 PS) and the OHC icon over the right side, the reverse light. Third Generation (C10); 1968) Third Generatio
JapanDesignerShinichiro SakuraiBody and chassisBodi style4-door sedan5-door wagon2-door coupe unrelated LaurelPowerpowerEngine1.5 L G-15 I41.8 L G-18 I42.0 L L20 I6 (2000GT)2.0 L S20 I6 (GT-GT)2.4 I6 (2400GT) 12-speed automatic transmission3/4/5-speed manualDimensionsWheelbase2,640 mm (103.9 inches)
(sedan)Length4,430 mm (174.4 inches (sedan)Width1,595 mm (62.8 inches)) Height1,405 mm (55.3 inches) (sedan)Curb weight1,130 kg (2,491.2 lb) (2400GT) was on the market with the Nissan sign. By the time the C10 went on sale, the Prince plate had been completely discontinued on cars and trucks. The car dealership network
became the Prince's Nissan channel, and the marketing team stayed at Prince's headquarters in Mit instead of moving to Nissan's headquarters in Ginza. The C10 Skyline was launched with a 1.5 L Prince OHC G15 I4 as the S57. The 1.8 L G18 version was also available. The universal option, formerly known as Prince Skyway, has been
offered with this generation. In October 1970, a hard coupe was introduced. The brake and taillights were changed to square units, but now included double units for both the left and right sides of the vehicle. As the Skyline is now a Nissan product, it has been moved above bluebird as a more sport-oriented sedan and coupe, while the
Bluebird remains more economical. Its appearance shows some resemblance to the earlier 1961 Fiat 2300, developed by Pininfarina. 2000GT-X (sedan) In September 1971, the KGC10 2000 GT-X received a 2.0-liter (1.998 cm) L20SU straight-six engines instead of the Prince G-7 engine. The chassis has already
been designed to fit a straight six to avoid the problem of extending the S54. 130 hp (96 kW; 128 hp) was available from this new engine. In March 1972, the lineup was expanded to include a four-door GT-X sedan. 2000GT in October 1968, the power of the GC10 2000GT engine was reduced to 105 hp (78 kW), Nissan introduced the
automatic version in June 1970, and a two-door coupe in October 1970. The GT-R Nissan Skyline 2000GT-R coupe (KPGC10) Nissan Skyline appeared in February 1969. Called PGC-10 (KPGC-10 for a later version of the coupe) internally and Hakosuka (ハコカ) by fans. Hako (ハコ)
means box in Japanese, and力 bitch is Skyline力. Sukayrin). He used 2.0 L (1998 cc) S20 I6. This new DOHC engine (which was developed by former Prince engineers) produced 160 hp (119 kW) and 180 N·m (133 lb·ft) of torque, and was similar to the GR8 engine used in the Prince R380 racing car. The rear view of the 1971 Skyline
GT-X GT-R began as a sedan, but the 2-door coupe version was debuted in October 1970 and introduced in March 1971. The cars were stripped of unnecessary equipment to be as easy to race as possible, and performed well on the track. The sedan scored 33 wins in less than two years, and the coupe held out it до 1972 года. С10
мчался против многих автомобилей, включая Toyota Corona 1600GT (RT55), Isuzu Bellett GTR, Mazda RX-3. GT-R удалось еще несколько побед до RX-3 закончился GT-R победную серию. Models: 1500 –
1.5 \text{ L G-}15 \text{ I4}, 88 \text{ hp} (71 kW), 128 \text{ N} \cdot \text{m} (94 lb·ft) 1500 - 1.5 \text{ L G-}15 \text{ I4}, 95 \text{ hp} (71 kW), 128 \text{ N} \cdot \text{m} (94 lb·ft) 1800 - 1.8 \text{ L G-}18 \text{ I4}, 105 \text{ hp} (89 kW), 167 \text{ N} \cdot \text{m} (123 lb·ft) 2000 \text{GT-X} - 2.0 \text{ L L} 20 \text{ SU} I6, 130 \text{ hp} (96 kW), 172 \text{ N} \cdot \text{m} (127 lb·ft) 2000 \text{GT-R} - 2.0 \text{ L S} 20 \text{ I6}, 160 \text{ hp} (118 kW),
180 N·m (133 lb·ft) 2400GT 2.4 L - L24 I6, 130 hp (97 kW), 198 N·m (146 lb·ft)[12] Body styles C-10 4-door GT-R Skyline (October 1972) PGC-10 4-door GT-R Skyline (February 1969 - September 1970) KPGC-10 2 Door GT-R Skyline (October 1970) CC-10 4-door September 1972) PGC-10 4-door GT-R Skyline (February 1969 - September 1970) KPGC-10 2 Door GT-R Skyline (October 1970) FGC-10 4-door GT-R Skyline (October 1970) FGC-10 4-door GT-R Skyline (February 1969 - September 1970) FGC-10 4-door GT-R Skyline (February 1969 - September 1970) FGC-10 4-door GT-R Skyline (February 1969 - September 1970) FGC-10 4-door GT-R Skyline (February 1969 - September 1970) FGC-10 4-door GT-R Skyline (February 1969 - September 1970) FGC-10 4-door GT-R Skyline (February 1969 - September 1970) FGC-10 4-door GT-R Skyline (February 1969 - September 1970) FGC-10 4-door GT-R Skyline (February 1969 - September 1970) FGC-10 4-door GT-R Skyline (February 1969 - September 1970) FGC-10 4-door GT-R Skyline (February 1969 - September 1970) FGC-10 4-door GT-R Skyline (February 1969 - September 1970) FGC-10 4-door GT-R Skyline (February 1969 - September 1970) FGC-10 4-door GT-R Skyline (February 1969 - September 1970) FGC-10 4-door GT-R Skyline (February 1969 - September 1970) FGC-10 4-door GT-R Skyline (February 1969 - September 1970) FGC-10 4-door GT-R Skyline (February 1969 - September 1970) FGC-10 4-door GT-R Skyline (February 1969 - September 1970) FGC-10 4-door GT-R Skyline (February 1969 - September 1970) FGC-10 4-door GT-R Skyline (February 1969 - September 1970) FGC-10 4-door GT-R Skyline (February 1969 - September 1970) FGC-10 4-door GT-R Skyline (February 1969 - September 1970) FGC-10 4-door GT-R Skyline (February 1969 - September 1970) FGC-10 4-door GT-R Skyline (February 1969 - September 1970) FGC-10 4-door GT-R Skyline (February 1969 - September 1970) FGC-10 4-door GT-R Skyline (February 1969 - September 1970) FGC-10 4-door GT-R Skyline (February 1969 - September 1970) FGC-10 4-door GT-R Skyline (February 1969 - September 1970) FGC-10 4-door 
September 1972) KGC-10 2000GT 2-door (October 1970 - September 1972) KGC-10 2000GT-X 2-door (September 1972) KGC-10 2000GT-X 4-door (March 1972 - September 1972) HGLC10 2000/2400GT 4- door Left Hand Drive Fourth generation (C110; 1972) Fourth generation (C110)C110 Nissan Skyline 1800GL
sedanOverviewAlso calledDatsun 160KDatsun 16
I41.8 L G18 OHC I42.0 L L20B OHC I42.0 L L20B OHC I62.0 L S20 DOHC I6 (GT-R)2.4 L L24 OHC I6Transmission3-speed automatic3/4/5-speed manualDimensionsWheelbase2,610 mm (102.8 in)Length4,460 mm (175.6 in)Width1,625 mm (64.0 in)Height1,395 mm (54.9 in) C110 Nissan Skyline Hardtop 2000 GTX-E The C110
generation was produced from 1972 through 1977. Для экспорта в 1970-х годах, С110 и GC110 Skyline был продан как Datsun 40K. Стили кузова были, еще раз, четырехдверный седан, двухдверный купе hardtop, и пятидверный универсал. С110 был более
суетливым в своем стиле, чем его предшественник, особенно в форме универсала, где необычно для конструкции вагона, не были установлены окна между С и D столбов. (цитата необходима) Его внешний вид, как представляется, под влиянием 1970-1975 Ситроен SM. «цитата необходима» С110 была первая
 версия, чтобы вернуться к круглым задним хвостом и тормозными огнями, представленными в 1963 году, хотя и с двойными единицами от предыдущего поколения, и внешний вид стал традиционной особенностью Skyline. Укладка также повлияла на меньшее, более доступное двухдверное купе под названием Silvia,
представленное в 1975 году. Nissan представил Emissions control technology, primarily consisting of fuel injection on trims, ending with E, using the nickname Nissan NAPS also in 1975. The C110 Skyline was better known as Ken and Mary or Kenmeri (ケメリ) Skyline, stemming from an advertising campaign in Japan at the time that
featured a young couple (Ken and Mary) who relaxed and enjoyed the countryside in Ken and Mary Skyline (ケとメリカ). The ads were very successful and perhaps as a result the C110 was sold in very large quantities in Japan. Kenmeri was also a game on the term Meriken (メリケ) an old Japanese term slang for American because of
the similarity of the new Skyline of American time muscle cars. It sold just as well in Australia (in 2.4l 6-cylinder shape, badge like Datsun 240K). There, the 240K was about the same price as the Ford Falcon GT or BMW 5 Series, about AUD $5,000. The GT-R Nissan Skyline 2000GT-R (KPGC110) Skyline GT-R hardtop arrived in
September 1972, but lasted only until March 1973, when Nissan ceased production. The oil crisis has seen many people preferring economy cars and high performance sports cars looking down. Nissan came out of Motor Racing, so there was no purpose for the GT-R. It has not been officially exported anywhere, although Nissan
provided export to Australia. Only 197 KPGC110 GT-Rs have ever been sold in Japan, through Nissan Performance specialty stores (before the BNR32 in 1989. Models: 1600 – 1.6 L G16 I4 1800 – 1.8 L G18 I4 2000GT-X – 2.0 L L20A I6, 130 hp (96 kW), 172 N·m (127 lbf·ft)
2000GT-R - 2.0 L S20 I6. 160 hp (118 kW). 180 N·m (133 lbf·ft) Fifth generation (C210: 1977) Fif
chassisBody style4-door sedan2-door coupé5-door station wagon/light vanLayoutFront-engine, rear-wheel-driveRelatedNissan LaurelPowertrainEnginepetrol:1595 cc L16T I41595 c
142792 cc LD28 diesel 16Transmission3-speed automatic4/5-speed manualDimensionsWheelbase2,515 mm (99.0 in) (C210/211)2,615 mm (103.0 in) (GC210/211)2,615 m
Subsequent C210/211 and GC210/211 1977 models divided the Skyline line into base and six-cylinder models, the latter with a longer wheelbase and front. This line lasted until 1981. option option Be a wagon version that had a unique style of treatment behind the back doors, much smaller windows than usual between C and D pillars.
Skyline received an internal and external facelift at the end of 1978, which led to a change in model code from 210 to 211. This was also when Skyline. A copy of the Seibu Keisatsu GT-EX replaced the discontinued GT-R with a turbocharged
engine, the L20ET. As revealed in the recently updated Nissan Cedric/Gloria, it was the first turbo engine to power a Japanese-made car. One notable aspect of the turbo versions was that they were not intertwined and there was no valve shape, only an emergency pressure valve. As usual, with Japanese cars of this period, there were
four or five speeds of manual and three-speed automatic, with a column shifted by a three-speed manual transmission available on the lower end of cars and minibuses. The lower end of cars and minibuses.
GT-EX (Hardtop) designation T on L16T and L18T does not mean that the turbocharger has been switched to a cross-stream series in late 1978, although the L16 soldiers are a little longer in commercial versions. A larger 2.4-litre top six has
never been offered in the domestic Japanese market; have been reserved for export. Export engines were priced in DIN horsepower, so while the Japanese-special L24 promised 130 hp (97 kW; 132 hp), the European market for cars with the same engine only claimed 111 hp; 83 kW (113 PS). On the other hand, European buyers can
also get fuel-injected L24E with 127 or 130 PS (93 or 96 kW) DIN, roughly on par with what the turbocharged GT-EX offered. Originally marketed as Datsun Skyline in most markets where it was available. It has a stated top speed of 186 km/h (116 mph). In June
1980, a two-litre, inline four-cylinder engine No.20E was added to the lineup, as well as a 2.8-liter 91 hp GT-Diesel (67 kW; 94 hp), 13.5 kg· m (132 H·m; 98 lb·ft) 1800Tl - 1.8 L No18 I4, 105 hp (77 kW; 104 hp), 15.0 kg· m (147 N·m; 108 hp) - similar L18 received a declared 77 hp
(57 kW; 76 hp·.) DIN in European export markets. 1800TI-EL - 1.8 litres 18E I4, 115 hp (85 kW; 113 hp), 15.5 kg· m (152 N·m; 100 kg·m (167 N·m; pound·ft) 2000GT-EX - 2.0 L L20ET turbo I6, 145 hp (107 kW; 143 hp), hp), (206 N·m; 152 pounds · ft) Datsun 240K-GT – 2.4
L L24 I6, 142 PS (104 kW; 140 hp) DIN, 18.0 kg·m (177 N·m; 130 lb·ft), 180 km/h (112 mph), 0–100 km/h (62 mph) in 13.5 s.[21] Sixth generation (R30)1983 Nissan Skyline 2.4E hatchback (Australia)OverviewProduction1981–1990406,432 units soldAssemblyJapan: MusashimurayamaDesignerShinichiro
SakuraiBody and chassisBody style4-door sedan2-door coupé5-door hatchback5-door station wagonLayoutFront-engine, rear-wheel-driveRelatedNissan LaurelNissan Laure
L20ET turbo I62393 cc L24 I62753 cc L28/L28E I6Diesel:1998 cc LD20 I42792 cc LD28 diesel I6Transmission3/4-speed automatic or 4/5-speed manualDimensionsWheelbase2,615 mm (103.0 in)Length4,620 mm (181.9 in)Width1 The 1985 mm (65.9in) Height1,385 mm (54.5 inches) 1983 Nissan Skyline hatchback (Australia) 1981-1983
Nissan Skyline sedan (Australia) Names were brought into line with the home of Japanese and world markets with the launch of the R30 series in August 1981, which was built on the platform C31 Laurel. Unlike previous generations, the four- and six-cylinder versions now have a common front end of the same length. The R30 was
available as a two-door coupe, four-door sedan, five-door hatchback (available only in the R30 generation), or four-door wagon. A total of 26 R30 Skyline variations were available. All versions, with the exception of the station wagon, were usually equipped with four round taillights, which became a regular feature of the Skyline design.
The station wagon had a variety of taillights, headlights, headlights, and no turbo or six-cylinder versions available. It looked more like a Nissan Sunny than a Skyline. The two-door coupe had a hard, no-column design, and featured a roll-down quarter-window for rear-seat passengers (a style feature of previous C10, C110, and C211 coupes), while
the four-door versions were traditional sedan-style bodywork with framed windows. The fold, which appeared on the rear wheels, starting with this generation. Various engine configurations were available, initially ranging from the top of the line to the 103 kW
SOHC 6-cylinder L20ET turbo to the 4-cylinder No18S and the 6-cylinder LD28 diesel versions at the other end of the scale. The all-new 16-valve DOHC FJ20 engine debuted in late 1981, and was the first four-cylinder engine from any Japanese manufacturer to use more than two valves per cylinder (see below). Some of the top
specification models featured adjustable suspension shock absorbers that can be adjusted while driving, this was another first for mass-produced JDM vehicles. Nissan Glorias and Laurels also L series engines as well as some diesel (Laurel only) variants. The R30 range was a facelift in August 1983 with various changes across the
board; for example, four-wheel drive brakes are now a standard problem, instead of being optional for models with lower specifications. The trim specifications were revised and the 4-cylinder engine No18S was replaced with a newer CA18E. Features included an upgraded interior, new front and rear bumpers, wing door mirrors (replacing
old hockey stick wing mirrors) and smoked taillights. In 1983, the Paul Newman Version R30 was released in honor of the relationship between Nissan and actor Paul Newman, who appeared in promotional material as well as racing for the company in the late 1970s and early 1980s. Newman Skyline was just a top spec GT-ES turbo with
signature embroidery and decals. Export markets also received slightly larger (albeit less powerful) engines in the form of 2.4 and 2.8-liter six-litre vexitors with dual Hitachi carbs with a capacity of 120 hp (88 kW) or 139 hp (102 kW). 2.8 was added in September 1982. Australia Nissan Australia released the R30 sedan in November 1981
with standard air conditioning, AM/FM stereo system, digital clock, intermittent windshield wipers, five-mile manual or additional three-nos automatic transmission. It was completely imported from Japan. The hatchbacks were launched in August 1982. The facelift model was released in Australia in November 1983. It is noteworthy that the
R30 configurations sold in Australia and New York lacked traditional taillights, instead opting for a more conventional style. When entering the South African market at the end of 1982, Skylines were still sold as Datsuns there. About a year after the introduction, Nissan's transition took place. In addition to the 2-liter models (sedans and
liftbacks), the R30 Datsun Skyline was also available with a 2.8-liter six in the GTX Hardtop (the only coupe on offer). Along with the Nissan plate, a four-door version of the GT arrived. It was sportier than the GLX, using the
GTX suspension and Weber carb, but cost less than the GTX due to the smaller equipment and the presence of drums at the back. In the 1986 model year the South African lineup was slightly winked face, with the luxurious 2.8 SGL to replace the GLX and with the GT discontinued. The automatic transmission is available in GTX
Hardtop, as well as in the top SGLi sedan (which was not offered with management). The R30 was replaced by the R31 Skyline in mid-1987. 2-liter cars have a four-cylinder engine L20B; Equipment levels include GL, and GLE-X, there was also a Skyline 1800 L at the bottom of the stairs. RS 1983-1985 Nissan Skyline RS Coupe Coupe
nicknamed the Iron Mask for its distinctive treatment of the 1983-1985 Nissan Skyline 2000 RS-X Turbo Coupe (DR30, Japan) Although making about the same power as the L20ET-powered GT-ES model, the Skyline version originally known as the 2000RS was released on October 2, 1981, as a more stripped-down
lightweight racer, with no so much luxury extras included (quote rein weight was only 1,130 kg (2,491 pounds)). They were equipped with a capacity of 6000 rpm and 181 N·m (133 lb·) of torque at 4800 rpm. In February 1983, the DR30
range received a significant performance boost with the introduction of the turbocharged FJ20ET engine in 2000RS-Turbo. The front brakes have also been significantly upgraded to cope with the increase in power. Now with 140 kW (190 hp; 188 hp) power at 6400 rpm (measured on a gross basis) and 225 N·m (166 lb·ft) of torque at
4800 rpm on tap, the FJ20ET enjoyed new authority as the most powerful Japanese production of its era. Nissan sought to elevate the DR30 Skyline as its new flagship model in light of this success, and it received a generous number of changes to distinguish it from the smaller Skyline models in August 1983. The interior equipment has
now been significantly upgraded to now include electric windows, air conditioning and steering as standard in the new RS-X model (for Extra) with multi-stage lumbar control adjustment, anti-skid control, fog lights, rear deck spoiler and other
features such as dim lighting; Gone were the days of the Spartan, stripped out of the interior race, although it can still be indicated at the time of purchase. But by far the most striking change in RS was the new unique front end treatment, nicknamed Tekkamen (鉄仮面) or iron mask fans for its distinctive look. The headlights were much
thinner, and instead of the usual grille, the hood is now tilted to two narrow slits above the front bumper and air lift. Further improvements were made in 1984, most notably the addition of an air-to-air intercooler allowing the compression ratio to be increased from 8.0:1 to 8.5:1 with a revised udrstrom of exhaust housing on the FJ20ET
powered model increasing production to 205 PS (151 kW; 202 hp) power at 6400 rpm (gross) and 245 N·f (181 lb·ft) of torque at 4400 rpm. sports prototypes in accordance with FIA Group C. An An The transfer option was also added 1984. Changes to the Plasma Spark ignition system followed in early 1985 to the end of R30 production.
1987 Nissan Skyline 2.0D van (R30, Japan) To this day the FJ20 powered R30 Skyline remains a cult car both at home and abroad (there is still a dedicated one to do drag racing events for this model in Japan), and is credited with rejuvenating the Skyline brand in the early 1980s. It also paved the way for the eventual reintroduce of the
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legendary GT-R icon, which has been noticeably absent since the end of the C110 Skyline production in 1973. The DR30 achieved success in Australian motor racing in the mid-1980s. The factory backed Peter Jackson's Nissan Team debuted in Group A in the first round of the 1986 Australian Touring Car Championship, and during the
10 round series, leading driver George Fury won four rounds and it was only unreliability in the first two rounds that cost Fury the title, finishing just five points behind Volvo 240T Robbie Francevic. Fury the number on to finish second to Jim Richards' BMW in the 1986 Australian Endurance Championship, winning four of the six rounds,
although failures to finish in the first round at Amaroo Park in Sydney, as well as DNF on the James Hardie 1000 before going to finish third with young charger Glenn Seton. Despite not being named pilot, Nissan won the 1986
Australian Championship from BMW. Fury finished in 1986, finishing second in Allan Grees's V8 Holden Commodore in the Group A support race at the Australian BMW. Fury finished in 1987. While Fury had a disappointing first half of the championship, Seton struggled
with the BMW M3 Richards for the title. The series reached the last race at Sydney's Oran Park Raceway, where Richards used a nimble M3 to defeat Seton and win his second ATCC in three years. With Fury finishing third in the championship, it saw Nissan sharing victory with BMW in the 1987 Australian Manufacturers Championship
The final competitive race for Peter Jackson Nissan DR30s came in the Group A support race at the 1987 Australian Grand Prix in Adelaide, where Fury again finished second behind Dick Johnson's Ford Sierra RS500. 340 hp (254 kW; 345 hp) The DR30 continued to be used by private riders in Australian racing until 1989. Models:
(Japan) Paul Newman Version bonnet sticker 1800TI - 1.8 I 18S SOHC I4, 105 hp (77 kW; 104 hp), later models 1.8 L CA18E SOHC I4 2000GT and passage - 2.0 L20E SOHC IHC 2000 TurboGT, Passage and Paul Version - Passage and Paul Version
- L20ET turbo I6, 140 hp (103 kW; 138 hp) RS - 2.0 litre FJ20E DOHC I4, 150 hp (110 kW; 148 hp), 181 N·m (133 lb·ft) RS-X and RS-X Turbo C - 2.0 litre FJ20ET DOHC, turbocharged 190-205L. (140-151 kW; 187-202 hp), 225-245 N·m (166-181 lb·ft) 200D GT - 2.0 litre LD20 SOHC SO4 diesel 280D GT - 2.8 L LD28 SOHC I6 diesel
seventh generation (R31; 1985) Seventh Generation (R31)1986 Nissan Skyline GXE sedan (R31, Australia) ReviewAsas called NyNis Pintsanara (Australia) PeriewAsas called
SakuraiNaganori Ito and chassisBodi style4-door sedan4-door hardtop2-door station wagonLayoutFront-engine, rear-wheel-driveEdNissan LeopardNissan LeopardNis
RB20DET-R I6 Turbocharged3.0 L RB30E I62.8 L Diesel RD28 I6Transmission5-speed automatic/mechanicalDimensionsWheelbase2.2 615 mm (103.0 inches) Curb weight of 1,200 kg (2,645.5 lbs) Design was a little larger and squarer
than previous Skylines. It was available as a sedan, Hardtop sedan, coupe and wagon. Affectionately known as Seventh or just seventh Sukairain owners, because of its 7th generation Skyline introduced many new technologies and features. The HR31 was the first Skyline to be equipped with a new RB-series engine. THE
HR31 RB engines are often referred to as Red Top engines, 24-valve, RB used the NICS (Nissan Induction Control System) with 12 very small runners and a butterfly system to split the intake ports in half for the best low RPM performance.
Later versions used the ECCS (Electronically Concentrated Control System) engine control, discarded twelve separate ports separated by casting), and got a slightly larger turbocharger. Nissan RD28, 2.8 straight six engines, best under diesel version.
Another technological first for the R31 was the introduction of Nissan's own four-wheeled steering system, called HICAS (High Capacity Active Steering). The R31 series was also the only model in the Skyline family that had a four-door hard version. These models are usually an icon like the Passage GT. The R31 Skyline was also in
Australia, with a 3.0-l engine (RB30E) are available in the form of a sedan or wagon, as well as a four-cylinder version called Nissan Pintara. The station wagon had the same front style as the coupe and sedan, with the only difference being that it lacked four round brake lights that were a consistent element of the Skyline design (except
for the R31 one-two series, which had rectangular taillights with a solid bar across the center that was also separated by Pintara). These cars were manufactured in Australia because of heavy import laws that made it expensive to bring cars to Australia. The 29,305 R31 Skylines were also manufactured and sold in South Africa in the form
of a four-door sedan between 1987 and 1992. These were the last skylines seen in south Africa. Power came from either the RB30E 3.0 straight-six, or the CA20S four-cylinder powerplant. 1986 Nissan Pintara GXE sedan (Australia) 1988 Nissan Skyline Ti sedan (Australia) Nissan Skyline GT
Passage (Japan) 1988 Nissan Skyline GTS-X Coupe (Japan) 1988-1990 Nissan Skyline GTS-X Coupe, of which 823 units were built, to allow homologation for
A Touring Car Racing Group. Introduced in late 1987, it was a redesigned version of the normal RB20DET with a much larger turbocharger on tubular steel exhaust manifold, as well as much more front-mounted intercooler capacity increase at the plant claimed 210 PS (154 kW; 207 hp), with racing versions making more than 430 hp (321 km) and the contract of the normal RB20DET with a much larger turbocharger on tubular steel exhaust manifold, as well as much more front-mounted intercooler capacity increase at the plant claimed 210 PS (154 kW; 207 hp), with racing versions making more than 430 hp (321 km) and the contract of the normal RB20DET with a much larger turbocharger on tubular steel exhaust manifold, as well as much more front-mounted intercooler capacity increase at the plant claimed 210 PS (154 kW; 207 hp), with racing versions making more than 430 hp (321 km) and the contract of the normal RB20DET with a much larger turbocharger on tubular steel exhaust manifold, as well as much more front-mounted intercooler capacity increase at the plant claimed 210 PS (154 kW; 207 hp), with racing versions making more than 430 hp (321 km) and the contract of the normal RB20DET with a much larger turbocharger on tubular steel exhaust manifold as a much more front-mounted intercooler capacity increase at the plant claimed 210 PS (154 kW; 207 hp), with racing versions making more than 430 hp (321 km) and the contract making more than 430 hp (321 km) and the contract making more than 430 hp (321 km) and the contract making more than 430 hp (321 km) and the contract making more than 430 hp (321 km) and the contract making more than 430 hp (321 km) and the contract making more than 430 hp (321 km) and the contract making more than 430 hp (321 km) and the contract making more than 430 hp (321 km) and the contract making more than 430 hp (321 km) and the contract making more than 430 hp (321 km) and the contract making more than 430 hp (321 km) and the contract making more than 430 hp (321 km) and the contract making more than 
kW; 436 hp) in the group although it was still at least 110 hp (82 kW; 112 hp) less than that. than the leading car of Group A at the time, the Ford Sierra RS500 (which had about the same weight as the Nissan), and about 70 hp (52 kW; 71 hp) smaller than the heavier (about 225 kg (496 lb)) V8 Holden Commodore. Jim Richards and Mark
Skaife drove the Gibson Motor Sport-trained Skyline GTS-R to win the 1989 Sandown 500 in Australia. Richards also used GTS-R in the last two rounds of the series). It was the first Australian Touring Car Championship win for a Nissan
driver since George Fury finished second in 1983, and 1986, and Glenn Eaton finished second in 1987. Japanese market models: 1800 C, 1800 Excel D, GT Passage D - 2.8 litre Diesel RD28 SOHC I6, 92 hp (69 kW; 93 hp), 173 N·m (128 lb·ft) GT Excel, GT
Passage - 2.0 L RB20E SOHC I6, 128 hp (95 k; 130 hp) GT Excel Twin Cam 24V, GT Passage Turbo - 2.0 litre RB20DET DOHC turbo I6, 180 hp
(134 kW; 182 hp), 225 N·m (166 lb·ft) GTS - 2.0 litre RB20DE DOHC IHC6, 155 hp (116 kW; 157 hp) GTS Turbo - 2.0 litre RB20DET DOHC Turbo I6, 190 hp (142 kW; 193 hp), 240 N·m (177 lb·ft) GTS-R - 2.0 l RB20DET-R DOHC turbo I6, 210 hp (157 lb·ft) GTS-X - 2.0 litre RB20DET DOHC Turbo I6, 190 hp (142 kW; 193 hp), 240 N·m (177 lb·ft) GTS-R - 2.0 l RB20DET-R DOHC turbo I6, 210 hp (157 lb·ft) GTS-X - 2.0 litre RB20DET DOHC Turbo I6, 190 hp (142 kW; 193 hp), 240 N·m (177 lb·ft) GTS-R - 2.0 l RB20DET-R DOHC turbo I6, 210 hp (157 lb·ft) GTS-X - 2.0 litre RB20DET DOHC Turbo I6, 190 hp (142 kW; 193 hp), 240 N·m (177 lb·ft) GTS-R - 2.0 l RB20DET-R DOHC turbo I6, 210 hp (157 lb·ft) GTS-X - 2.0 litre RB20DET DOHC Turbo I6, 190 hp (142 kW; 193 hp), 240 N·m (177 lb·ft) GTS-R - 2.0 l RB20DET-R DOHC turbo I6, 210 hp (157 lb·ft) GTS-X - 2.0 litre RB20DET DOHC Turbo I6, 190 hp (142 kW; 193 hp), 240 N·m (177 lb·ft) GTS-R - 2.0 l RB20DET-R DOHC turbo I6, 210 hp (157 lb·ft) GTS-X - 2.0 litre RB20DET DOHC Turbo I6, 190 hp (142 kW; 193 hp), 240 N·m (177 lb·ft) GTS-R - 2.0 l RB20DET-R DOHC turbo I6, 210 hp (157 lb·ft) GTS-X - 2.0 litre RB20DET DOHC Turbo I6, 190 hp (157 lb·ft) GTS-X - 2.0 litre RB20DET DOHC Turbo I6, 190 hp (157 lb·ft) GTS-X - 2.0 litre RB20DET-R DOHC Turbo I6, 190 hp (157 lb·ft) GTS-X - 2.0 litre RB20DET-R DOHC Turbo I6, 190 hp (157 lb·ft) GTS-X - 2.0 litre RB20DET-R DOHC Turbo I6, 190 hp (157 lb·ft) GTS-X - 2.0 litre RB20DET-R DOHC Turbo I6, 190 hp (157 lb·ft) GTS-X - 2.0 litre RB20DET-R DOHC Turbo I6, 190 hp (157 lb·ft) GTS-X - 2.0 litre RB20DET-R DOHC Turbo I6, 190 hp (157 lb·ft) GTS-X - 2.0 litre RB20DET-R DOHC Turbo I6, 190 hp (157 lb·ft) GTS-X - 2.0 litre RB20DET-R DOHC Turbo I6, 190 hp (157 lb·ft) GTS-X - 2.0 litre RB20DET-R DOHC Turbo I6, 190 hp (157 lb·ft) GTS-X - 2.0 litre RB20DET-R DOHC Turbo I6, 190 hp (157 lb·ft) GTS-X - 2.0 litre RB20DET-R DOHC Turbo I6, 190 hp (157 lb·ft) GTS-X - 2.0 litre RB20DET-R DOHC Turbo I6, 190 hp (157 lb·ft) GTS-X - 2.0 litre RB20DET-R DOHC Turbo I6, 190 hp (157 lb·ft) GTS-X - 2.0 
kW; 213 PS), 245 N·m (181 lb·ft) GTS Autech - 2.0 L RB20DET-R DOHC turbo I6, 210 hp (157 kW; 213 hp), 245 N·m (181 lb·ft) Australian market: Pintara GLi, Executive, GX, GXE - 2.0 L CA20E I4, 102 hp (76 kW; 103 hp), 160 N·m (118 lb·ft) GX, Executive, GXE, Silhouette, Ti - 3.0 L RB30E SOHC I6, 157 hp (117 kW; 159 hp), 252
N·m (186 lb·ft) Silhouette GTS1 - RB30E SOHC I6, 176 hp (131 kW; 178 hp), 255 N·m (188 lb·ft) Silhouette GTS2 - 3.2 0l RB30E SOHC I6, 176 hp (142 kW; 193 hp), 270 N·m (199 hp·ft) South African market: 2.0GL, 2.0GLE - 2.0 L CA20S I4, 106 hp (79 kW; 107 hp), 163 N·m (120 lb·ft) 2.0SGLi - 2.0 litre RB20E SO IHC6, 115 hp. (86
kW; 117 hp), 174 N·m (128 lb·ft) 3.0SGLi - 3.0 litre RB30E SOHC I6, 171 hp (128 kW; 173 hp), 260 N·mm (192·lbs) Eighth Generation (R32)R32 Nissan Skyline GTS-T SedanOverview Manufacturing1989-1994GT-RsStandard:40390Nismo:560V-Spec:1453V-SpecII:1303N1:228Total:43934MamsUmamas,
JapanDesignerNaganori Ito (1986)Body and chassisBoi style4-door sedan2-door coupeLayoutFront-engine, rear-wheel-drive front-engine 1.8 L CA18i I4 (GXi) 2.0 L RB20E I6 (GTS)2.5 L RB25DE I6 (GTS-25)2.6 L RB26DE I6 (Autech
GTS-4)2.0 L RB20DET I6 Turbocharged (GTS-t, Type M, GTS-4)2.6 L RB26DETT I6 Twin Turbocharged (GT-R)Transmission4-speed automatic5-speed manualDimensionsWheelbase2,615 mm (103.0 inches)Length4 .580 mm (180.3 inches) (sedan)Width1,695 mm (66.7 inches)Height1340 mm (52.8 inches) (sedan)Curb weight 1280 kg
(2.28 0 kg 821.9 lbs.9 lbs (Type-M) 1430 kg (3152.6 lbs) (GT-R) R32 Nissan Skyline GTS four-door sedan (rear) R32 Skyline debuted in 1989. It was available as either a two-door coupe or a 4-door sedan with a hard surface, all other bodystyles were removed. The R32 featured several versions of the straight-6 RB-series engines, which
improved the heads (twelve port inputs disappeared) and used the ECCS (Electronic-Concentrated Control System). The 1800 cc 4-cylinder GXi was also available. Most of the models had a four-wheeled HICAS steering wheel, and the rear wheels were hydraulicly connected to the front steering. The 2.5-liter GTS-25 was one of the first
Japanese cars with a 5-speed automatic transmission. GTS-t came in and type M configurations, with M having a big five stud 16-inch wheels, four piston front callipers and a double piston rear plus other minor differences. The ABS was optional (with the exception of the GT-R and GTS-4), the mechanical LSD was standard on the GTR
and the viscous LSD was standard on all turbocharged and optional models on all but the GXi. Nissan has also produced 100 Australian R32 models. In addition, there is a 4WD version of GTS-t Type M called GTS-4. This generation was considered compact under Japanese law, which determined the amount of tax liabilities based on
external sizes. Smaller engines have been offered in such a way as to give Japanese buyers the opportunity to choose which annual road tax obligations they are willing to pay. The bodystyle wagon was discontinued and replaced by Stagea. Models: GXi Coupe and Sedan – 1.8 L CA18i I4, 91 PS (67 kW; 90 hp) GTE Coupe and Sedan –
2.0 \text{ L RB20E } 16, 125 \text{ PS } (92 \text{ kW}; 123 \text{ hp}), 152 \text{ N·m } (112 \text{ lb·ft}) \text{ GTS Type-X}, S, XG = 2.5 \text{ L RB25DE } 16, 180 \text{ PS } (132 \text{ kW}; 178 \text{ hp}), 231 \text{ N·m } (170 \text{ lb·ft}) \text{ GTS-t}, Type-M = 2.0 \text{ L RB20DET turbo } 16, 215 \text{ PS } (158 \text{ kW}; 212 \text{ hp}), 265 \text{ N·m } (195 \text{ lb·ft}) \text{ GTS-4} = 2.0 \text{ L RB20DE } 16, 180 \text{ PS } (132 \text{ kW}; 178 \text{ hp}), 152 \text{ N·m } (170 \text{ lb·ft}) \text{ GTS-t}, Type-M = 2.0 \text{ L RB20DET turbo } 16, 215 \text{ PS } (158 \text{ kW}; 212 \text{ hp}), 265 \text{ N·m } (195 \text{ lb·ft}) \text{ GTS-4} = 2.0 \text{ L RB20DET } 16, 180 \text{ PS } (132 \text{ kW}; 123 \text{ hp}), 152 \text{ N·m } (112 \text{ lb·ft}) \text{ GTS-4} = 2.0 \text{ L RB20DET } 16, 180 \text{ PS } (132 \text{ kW}; 178 \text{ hp}), 152 \text{ N·m } (170 \text{ lb·ft}) \text{ GTS-4} = 2.0 \text{ L RB20DET } 16, 180 \text{ PS } (132 \text{ kW}; 178 \text{ hp}), 152 \text{ N·m } (170 \text{ lb·ft}) \text{ GTS-4} = 2.0 \text{ L RB20DET } 16, 180 \text{ PS } (132 \text{ kW}; 123 \text{ hp}), 152 \text{ N·m } (132 \text{ lb·ft}) \text{ GTS-4} = 2.0 \text{ L RB20DET } 16, 180 \text{ PS } (132 \text{ kW}; 123 \text{ hp}), 152 \text{ N·m } (132 \text{ lb·ft}) \text{ GTS-4} = 2.0 \text{ L RB20DET } 16, 180 \text{ PS } (132 \text{ kW}; 123 \text{ hp}), 152 \text{ N·m } (132 \text{ lb·ft}) \text{ GTS-4} = 2.0 \text{ L RB20DET } 16, 180 \text{ PS } (132 \text{ kW}; 123 \text{ hp}), 152 \text{ N·m } (132 \text{ lb·ft}) \text{ GTS-4} = 2.0 \text{ L RB20DET } 16, 180 \text{ PS } (132 \text{ kW}; 123 \text{ hp}), 152 \text{ N·m } (132 \text{ lb·ft}) \text{ GTS-4} = 2.0 \text{ L RB20DET } 16, 180 \text{ PS } (132 \text{ lb·ft}) \text{ GTS-4} = 2.0 \text{ L RB20DET } 16, 180 \text{ PS } (132 \text{ lb·ft}) \text{ GTS-4} = 2.0 \text{ L RB20DET } 16, 180 \text{ PS } (132 \text{ lb·ft}) \text{ GTS-4} = 2.0 \text{ L RB20DET } 16, 180 \text{ LB·ft}) \text{ GTS-4} = 2.0 \text{ L RB20DET } 16, 180 \text{ LB·ft}) \text{ GTS-4} = 2.0 \text{ L RB20DET } 16, 180 \text{ LB·ft}) \text{ GTS-4} = 2.0 \text{ L RB20DET } 16, 180 \text{ LB·ft}) \text{ GTS-4} = 2.0 \text{ L RB20DET } 16, 180 \text{ LB·ft}) \text{ GTS-4} = 2.0 \text{ L RB20DET } 16, 180 \text{ LB·ft}) \text{ GTS-4} = 2.0 \text{ L RB20DET } 16, 180 \text{ LB·ft}) \text{ GTS-4} = 2.0 \text{ L RB20DET } 16, 180 \text{ LB·ft}) \text{ GTS-4} = 2.0 \text{ L RB20DET } 16, 180 \text{ LB·ft}) \text{ GTS-4} = 2.0 \text{ L RB20DET } 16, 180 \text{ LB·ft}) \text{ GTS
L RB20DET turbo I6, 215 PS (158 kW; 212 hp), 265 N·m (195 lb·ft) 4WD Autech GTS-4 – 2.6 L RB26DETT twin-turbo I6, 280 hp (206 kW; 276 hp· 368 nm (271 lb·ft) 4WD; also variants NISMO, N1, V-Spec and V-Spec II. The
NISMO S-Tune GT-R Nissan Skyline GT-R R32 Nissan Skyline GT-R CALSONIC R32 GT-R from the R32 GT-R from the R32 GT-R series was first released in 1989. The remaining 554 NISMO GT-Rs were built in 1990 and were all Gunmetal gray. (316 hp), but it was understated due to the
gentleman's arrangement of Japanese automakers, which did not exceed 280 hp (276 hp). After this increase the car will put out 310 hp (230 kWh) and can do 0-100 km/h (62 mph) in 4.7 seconds and a quarter mile in 12.8 seconds. (quote needed) The GT-R had a much larger intercooler, large brakes and aluminum front panels and
hood. Other distinctive features include flared from and rear wheel arches. More supportive seats were installed, and the turbocharger sensor and digital clock were removed from inside the instrument cluster. The watch was replaced with a torque meter that showed how much torque is delivered to the front wheels (0%-50%). climate
control. The Porsche 959 was GT-R. Chief Engineer Naganori Ito intended to use the car for Group A racing, so the design specification was drawn up in conjunction with a copy of The Group A. Nissan test driver Hiroshi Katokh dropped
the record with a time of 8'20. The best motorsport managed 8'2238. The R32 GT-R dominated the Japanese Touring Car Championship (JTCC), winning 29 races from 1991 to 1997 (most recently R33) in the N1 Super Taikyu. The R32
GT-R was introduced to the Australian Touring Car Championship in 1990 and guickly finished the reign of the previously all-conguering Ford Sierra Cosworth, winning the Bathurst 1000 Classic in 1991 and 1992. This success led to the Australian automotive press nicknaming Godzilla car because of his being a monster from Japan, As
Australia was the first export market for the car the name quickly spread. Such was the dominance of gt-R that it was an important factor in the demise of Group A Touring Car racing, a formula to be scrapped shortly thereafter. The JTCC was also overshadowed by the R32 GT-R, and split shortly thereafter, leading to a move to the
Supertouring category as well as indirectly to the GT500 category today. When originally designed, the homologation rules mandate 16-inch wheels, so that's what the GT-R got. This limited the size of the brakes, and the four-piston wickets used by Nissan were not competitive. After the rules changed to allow 17-inch wheels, the GT-R
V-spec (for Victory) appeared in February 1993 wearing 17BBS mesh wheels (225/50/17) covering large brembo calipers. The clutch drive changed from pushing to an attraction system and the car had a standard mechanical rear differential (the electronic rear differential did not appear until the R33 V-Spec). A vear later, the V-Spec II
appeared with a new sticker and wider tires (245/45 17). Nismo Skyline GT-R is limited (500th Street, 60 racing) version of Nissan RB engine with two steel turbochargers with a capacity of 280 hp (206 kW; 276 hp) at 6800 rpm and 353 N·m (260 lb·ft) at 4400 rpm, steering with all drive with electronic control. In
August 2014, the first R32 Skyline GT-Rs were granted the right to import into the U.S. under nhtsa t-25 years, which allows the import of cars that are at least 25 years old (up to a month of production). These vehicles, due to their age, do not have to comply with federal emissions or federal vehicle safety standards. Ninth Generation
(R33; 1993) Ninth Generation (R33)1993-1996 Nissan Skyline GTS25t sedan (R33)ReviewProduction1993-1998217,133 soldUssembyMusashimurayama, JapanDesignerKozo Watanabe (1991)Body and sedan2-door coupeLayoutFront-engine, rear-wheel-drive front-engine, all-wheel driveRelatedNissan LaurelNissan
StageaPowertrainEngine2.0 L RB20E I6 (GTS)2.5 L RB25DE I6 (GTS-25, GTS-4)2.5 L RB25DET turbocharged I6 (GTS-25t)2.6 L RB26DETT I6 Twin Turbocharged (400R)Transmission 5-speed mechanical 5-speed automaticDimensionsWheelbase2,720 mm (107.1 inches)Length4,720 mm
(185.8 inches) (sedan)Width1,720 mm (67.20 mm) C) Height1,360 mm (53.5 inches) (sedan)Curb weight1,390 kg (3,373,373.3 1 pound) (GT-R) Nissan Skyline GTS sedan 1994 Nissan Skyline GTS sedan 1993-1996 Nissan Skyline GTS25t coupe R33 Skyline interior R33 Skyline was
introduced in August 1993. Slightly heavier than the R32, it was available in a coupe and body configuration sedan. The R33 was the safest of the models with a rating of 3.8 out of 5.5 respectively; The airbag system and internal crash bars have made this car significantly safer than previous models. All models now use a six-cylinder
engine. Nissan took the unusual step of down the classification of the GTS model to have only the RB20E, while the dual-camera R32 GTS was discontinued and replaced by the GTS-25t, which was equipped with a large RB25DET and featured HICAS as standard in all GTS-25t
sub-models except for type G. Some models are equipped with a new version of the 4-wheeled HICAS steering system called Super HICAS. This computer control the rear, unlike hydraulic HICAS. This generation is no longer considered compact under
Japanese law, which determines the size of tax liabilities based on external sizes. An active limited slip differential was available as an option instead of the standard viscous LSD. This new unit blocked the rear differential if it found that the thrust had been lost by one of the wheels. The light on the dash also caught fire if LSD is engaged
Active LSD became standard on all V-Spec R33 GT-R Skylines, and was also available on some ECR33 GTS-25t models; They can be identified by A-LSD and RB25DET engines were also equipped with NVCS (variable camera). The NVCS series engine, equipped with RB, has a bulge
on the front of the camera cover. In honor of its 40th anniversary Nissan presented a very rare 4-door GT-R. Two versions of the 4-door GT-R were available in Nissan subsidiaries: the first was produced by Autech and the second was produced by autech/Nismo. The Nissan Laurel C34 based wagon was released in September 1996,
called Stagea. He is widely regarded as a skyline compatriot rather than laurel he was founded due to the transmission configuration. Usually AWD using ATTESA ET-S. A The stagea modification is to fit it with the R34 horizon front, in fact, making the R34 a similar wagon. The mechanical transmission was only available on the RS-
Four S and 260RS models. There was also an Autech tuned Stagea, 260RS; Released with a full GT-R chassis, including the RB26DETT engine and manual gearbox, unique body kit, 17BBS-style alloys, and GT-R appliances. Модели: HR33 GTS - 2.0 L RB20E SOHC I6, 130 л.с. (96 кВт; 128 л.с.), 172 Н·м (127 фунт фт) ER33 GTS-
25 - 2,5 Л RB25DE DOHC I6, 190 л.с. (140 кВт; 187 л.с.), 231 Н·м (170 фунт·фт) ENR33 GTS-4 - 2,5 л RB25DE DOHC I6, 190 л.с. (140 кВт; 187 л.с.), 231 Н·м (170 фунт·фт) ENR33 GTS-4 - 2,5 л RB25DE DOHC I6, 190 л.с. (140 кВт; 247 л.с.), 294 Н·м (170 фунт·фт) ECR33 P.Ride 280
Тип MR - 2.8L RB28DET DOHC турбо I6, 300 л.с. (221 кВт; 296 л.с.) 1996 R33 Skyline (Spec 2) продолжил концепции, представленные в R32. Driver and passenger airbags became standard in 1996. As a result, models cannot be imported into different countries until 1996 for use on the roads for consumers because they do not
meet frontal impact standards. (However, in the U.S., there are federal safety and emissions laws that require certain documents to be obtained, certain documents to be obtained, certain criteria must be met and met, or 25 years to pass before the sale of that vehicle becomes legal. (quote is necessary)) The RB25DET engine also changed the ignition system, with the
ignition module no longer located on the camera lids and was replaced instead by intelligent ignition coils (Ignitor built into the time the R33 was produced there were quite a few different style lights and bodykits installed,
the actual body/chassis underwent no changes. Among the cosmetic changes to the specs of the two were, headlights that tapered down more to the grille and were equipped with improved reflectors, a grill (which was larger on the Spec 1), a hood that was re-shaped by the cutting edge to match the new lights and the front bumper
shape changes in the slightest degree to fit the bottom edge of the new headlights. Later Spec 2 models also had active-LSD equipment. R33 ceased production in February 1998 for the 40th anniversary of R33. The GT-R Nissan Skyline GT-R (BCNR33) Nissan Skyline GT-R (BCNR33) The previous R32 model was well ordered to build
but the R32 was not without faults and suffered with lift and balance issues. Along with this, Nissan was, like other Japanese companies, under strict restrictions on power benefits. So Nissan had to contend with all these to make the complex forces of the program done. Nissan increased the width by about one inch on the R33 to the R32
and made it about 4 inches longer. This gave the R33 a longer wheelbase as a whole The lower position is mixed with new technology now from the computer aerodynamic era. Each line on the R33 was designed to give the machine the ultimate aerodynamics with wider gaps in the bumper and air angles, allowing better cooling, in
addition to the fuel tank raised; The battery moved into the trunk/trunk. The stiffness points were added mixed with improvements at Attessa and Hicas have also found other ways to lose weight, even by a few grams. This includes: Hollow of the
side door beams. Use high tense steel on body panels. Reducing sound fading materials. Super HICAS becomes electric. Hollowing out the back of the stabilizer bar. Use high tense springs in front and back. ABS drive compression. The lightweight aluminium wheels with higher rigidity Front and rear wass were made of aluminum (as in
BNR32), but so were the insulators and engine brackets. The new plastics were used for: fuel tank, head lamps, super high-strength PP bumpers, air purifier, changing rear spoiler material. All this combined meant that we saw an improvement in time against the R32 21 seconds faster around the Nurburgring
and 23 seconds faster in the V specification finish, still making the R33 a fast skyline around the Nurburgring. The BCNR33 GT-R also had the same RB26DETT engine as the BNR32, although the torque was improved due to changes in the aerodynamics of the turbochargers, turbocharger and intercooler. The turbo core changed from
bearing sleeves to ball bearing, but the turbine itself remained ceramic, except for the turbocharged N1 (steel turbine, bearing sleeves). With the R33, all GT-Rs got Brembo brakes. In 1995, the GT-R received an improved version of the RB26DETT, the all-wheel-drive ATTESA-ETS system and the four-wheeled Super HICAS steering. In
1996, a limited-edition model called the NISMO 400R was created, producing 400 hp (298 kW) from the road version of the Nissan Le Mans engine. A stronger six-speed Getrag gearbox was used. The R33 GT-R, driven by Dirk Shoisman, drove through Nordschleife in less than 8 minutes. The Skyline GT-R R33 is reportedly the first
production car to break 8 minutes, at 7 minutes and 59 seconds. Other manufacturers have caught up since the R32 was released, and the R32 was released.
finally beaten by the McLaren F1 GTR. The R33 saw a huge favor in the tuning world with it being a popular model on Wangan and the top tuning companies building heavily tuned versions of secretly ran Smokey Nagata in June, etc., and then companies like sumo. HKS GT-R will keep drag series record Years there drag series make a
record-breaking victory of 7,671-second pass at the Sendai Hi-Earth Raceway with Tetsuya Kawasaki behind the wheel and taking it to be the fastest AWD car in the world. Models: GT-R - 2.6 L RB26DETT DOHC twin-turbo 16, 305 hp (224 kW; 301 hp), 375 N·mm (277 lb·ft) (advertised as 280 hp) 4WD GT-R LM - 2.6 litre RB26DETT
DOHC twin-turbo I6, 305 hp (224 kW; 301 hp), 478 N·m (353 lb·ft) 4WD 4Dr.GT-R Autech Version - 2.6 L RB26DETT DOHC twin turbo I6, 305 hp (224 kW; 301 hp), 375 N·m (277 lb·ft) (advertised as 280 hp) 4WD - only 447 made the tenth generation
(R34; 1998) Tenth Generation (R34)Nissan Skyline GT Sedan (HR34, Japan)Production Review1998-2002 (until 2005 for NISMO -Tune) 64,623 units SoldUsembliMusashimurayama, JapanDesignerKozo Watanabe (1996) Body and chassisBodin style4-door sedan2-door coupeLayoutFront-engine, rear-wheel-drive front-engine, All-
wheel-drive Unrelated Nissan LaurelNissan StageaPowertrainEngine 2.0 L RB20DE 16 (GT) 2.5 L RB25DE 16 (25GT-V, 25GT-V, 25GT-V,
transmissionDimensionsWheelbase2,665 mm (104.9 inches) Length4705 mm (185.2 inches) (sedan)Width1,725 mm (67.9 inches) (sedan)Curb weight1,536 kg (3,386.3 lbs) (GT-R)1,410 kg (3.1 08.5 lbs) (3 25GT-T) TimelineSuccessorNissan GT-R (R35) (for GT-R) 1998 Nissan Skyline
sedan (Japan) Nissan Skyline sedan rear view In May 1998, HR34, ER34, The ENR34 and BNR34 marked the introduction of a more economical and environmentally friendly RB25DET NEO engine. The RB20E engine was discontinued in the base model R34 (GT), and the RB20DE, after the last use in the R32 Skyline, was re-
introduced in the updated shape of NEO. The R34 GT, powered by the RB20DE NEO and combined with a five-speed transmission, has become the most economical straight-six Skyline to date (of any form). The four-speed automatic transmission, available on some models, has been retained and upgraded with tiptronic manual
controls. The export version of the 25GT Turbo coupe (often abbreviated GT-T) was sold in New York from 2001 to 2002 along with the GT-R V-Spec. These were the only three countries outside Japan that sold the R34 25GT Turbo model Skylines
new. All Japanese Nissan Prince Store locations that sold Skyline were renamed Nissan Red Stage. Nissan introduced two new models for the base car, the 25GT-X and the 25GT
LCD display that replaced the triple triple on turbo models. Another version, the 25GT-V, was a naturally aspirated version powered by the RB25DE, came standard with an upgraded 4-piston front and 2-piston rear Sumitomo calipers, limited sliding differential and 17 alloy wheels only found on turbo models. In August 2000, the R34
received a facelift that changed the front bumper to a new, sleek design and Xenon headlights were standard throughout the range along with side airbags built into the driver and passenger outdoor seat bolsters. For the interior the pedals have been changed from rubber to aluminum, while the gear changer and steering wheel have now
been made of authentic leather in a 2-ton design, the latter branded with a skyline S badge, as opposed to the Nissan logo. The center console and dials now had an iridium-silver look; previously they were gunmetal-grey-looking. Additional external services for the R34 included an aero exterior that consisted of recycled front and rear
bumpers, side skirts and a wrapped rear spoiler that was only available for the coupe. Additional NISMO parts settings for the R34 included shock absorbers, a variable sports exhaust system, an aluminum intercooler, rocking bars, an oil cooler and a limited sliding differential. Models: GT – 2.0 L RB20DE NEO I6, 155 PS (114 kW; 153
hp), 186 N·m (137 lb·ft) 25GT 2.5 L RB25DE NEO I6, 200 PS (147 kW; 197 hp), 255 N·m (188 lb·ft) 25GT-X 2.5 L RB25DE NEO I6, 200 PS (147 kW; 197 hp), 255 N·m (188 lb·ft) 25GT FOUR – 2.5 L RB25DE NEO I6, 200 PS (147 kW; 197 hp), 255 N·m (188 lb·ft) 25GT-X 2.5 L RB25DE NEO I6, 200 PS (147 kW; 197 hp), 255 N·m (188 lb·ft) 25GT-X 2.5 L RB25DE NEO I6, 200 PS (147 kW; 197 hp), 255 N·m (188 lb·ft) 25GT-X 2.5 L RB25DE NEO I6, 200 PS (147 kW; 197 hp), 255 N·m (188 lb·ft) 25GT-X 2.5 L RB25DE NEO I6, 200 PS (147 kW; 197 hp), 255 N·m (188 lb·ft) 25GT-X 2.5 L RB25DE NEO I6, 200 PS (147 kW; 197 hp), 255 N·m (188 lb·ft) 25GT-X 2.5 L RB25DE NEO I6, 200 PS (147 kW; 197 hp), 255 N·m (188 lb·ft) 25GT-X 2.5 L RB25DE NEO I6, 200 PS (147 kW; 197 hp), 255 N·m (188 lb·ft) 25GT-X 2.5 L RB25DE NEO I6, 200 PS (147 kW; 197 hp), 255 N·m (188 lb·ft) 25GT-X 2.5 L RB25DE NEO I6, 200 PS (147 kW; 197 hp), 255 N·m (188 lb·ft) 25GT-X 2.5 L RB25DE NEO I6, 200 PS (147 kW; 197 hp), 255 N·m (188 lb·ft) 25GT-X 2.5 L RB25DE NEO I6, 200 PS (147 kW; 197 hp), 255 N·m (188 lb·ft) 25GT-X 2.5 L RB25DE NEO I6, 200 PS (147 kW; 197 hp), 255 N·m (188 lb·ft) 25GT-X 2.5 L RB25DE NEO I6, 200 PS (147 kW; 197 hp), 255 N·m (188 lb·ft) 25GT-X 2.5 L RB25DE NEO I6, 200 PS (147 kW; 197 hp), 255 N·m (188 lb·ft) 25GT-X 2.5 L RB25DE NEO I6, 200 PS (147 kW; 197 hp), 255 N·m (188 lb·ft) 25GT-X 2.5 L RB25DE NEO I6, 200 PS (147 kW; 197 hp), 255 N·m (188 lb·ft) 25GT-X 2.5 L RB25DE NEO I6, 200 PS (147 kW; 197 hp), 255 N·m (188 lb·ft) 25GT-X 2.5 L RB25DE NEO I6, 200 PS (147 kW; 197 hp), 255 N·m (188 lb·ft) 25GT-X 2.5 L RB25DE NEO I6, 200 PS (147 kW; 197 hp), 255 N·m (188 lb·ft) 25GT-X 2.5 L RB25DE NEO I6, 200 PS (147 kW; 197 hp), 255 N·m (188 lb·ft) 25GT-X 2.5 L RB25DE NEO I6, 200 PS (147 kW; 197 hp), 255 N·m (188 lb·ft) 25GT-X 2.5 L RB25DE NEO I6, 200 PS (147 kW; 197 hp), 255 N·m (188 lb·ft) 25GT-X 2.5 L RB25DE NEO I6, 200 PS (147 kW; 197 hp), 255 N·m (188 lb·ft) 25GT-X 2.5 L RB25DE NEO I6, 200 PS (147 kW; 197 hp), 255 N·m (188 lb·ft) 25GT-X 2.5 L RB25DE NEO I6, 200 PS (147 kW; 197
Ib·ft) 4WD 25GT-X FOUR - 2.5 L RB25DE NEO I6, 200 PS (147 kW; 197 hp), 255 N·m (188 lb·ft) 4WD 25GT Turbo - 2.5 L RB25DET NEO turbo I6, 280 hp (209 kW; 284 hp·s), 343 nm (253 lb·ft) GT-R Nissan Skyline GT-R V'spec II (BNR34)
Nissan Skyline GT-R V'spec II (BNR34) GT-R re-appeared in 1999, with revised chassis updates and other other updates. The turbocharged was a metal exhaust wheel, and a ball bearing the central section. The turbocharged pipes were changed from cast to
formed metal sockets. The side of the inter-growth socket and the turbocharged rear tube had temperature probes installed in V-spec models. Models: (all ATTESA E-TS Pro AWD) GT-R - 2.6 litre RB26DETT twin-turbo I6, 327 hp; 244 kW (332 hp) 392 N·m (289 lb·ft) (advertised as 276 hp) GT-R V'spec With N1 drawing
engine, no A/C, no stereo system, no rear windshield wiper, basic interior finish. (only 45 done) GT-R V'spec II - Like V'spec - carbon fiber hood with NACA duct. GT-R V'spec II N1 - V'spec With the N1 engine, no no No stereo, no rear windshield wipers, basic interior finish. (only 18 done) GT-R M'spec - Leather interior, soft suspension
with Ripple Control shock absorbers, heated seats. GT-R V'spec II Nur - Like the above V'spec II and N1 engine, 300 km/h speedometer. (only 253 done) The GT-R NISMO S-tune-S-tune was M'spec, but with further component
changes in the engine unit. GT-R NISMO R-tune- Same as S-tune, R-tune was a different style M'spec GT-R NISMO - 2.8 liters (boring and stroked) 'RB28DETT' twin-turbo I6, 500 hp. (368 kW; 493 hp), 540 N·m (398 lb·ft) No.1 and No. 2 (only 20 made) Skyline GT-R M'spec (2001-02) MSspect is a nissan version Skyline GT-R with
rippling control shock absorbers, leather seat (front/back seat, heated front seats), 3-spoke leather steering wheel and a choice of four body colors (including Sil Breathica (RPM/multi flex colour)). The car went on sale on May 8, 2001. Skyline GT-R MSspect Nur, Vespect II Nur (2002) Nissan Skyline GT-R MSspect Nur (BNR34) MSspect
Nur and Vespect II Nur are limited (1000 units) version of the Nissan Skyline GT-R with super TaikYu N1 engine specifications, for the Japanese market. It includes a 300 km/h speedometer, a 3D-class name emblem, and an optional body color option (Millennium Jade Metallic). The cars went on sale on February 26, 2002. The R34-
class Skyline GT-R ended production on August 29, 2002. Since the beginning of sales of Skyline GT-R M'spect Nur, 75 cars sold were V'spect II Nur, 75 cars sold were WSspect Nur, 75 cars sold were WSspect Nur, 75 cars sold were MSspect Nur, 75 cars sold were WSspect Nur, 75 cars
Nur vehicles, respectively. Marketing As part of the final Type R34 GT-R campaign, all Skyline GT-R customers received the official GT-R photo album (「歴代GT-Rオフィシャ写真集.限定版.」) until January 24, 2002. The U.S. Small number of R34 GT-Rs are legal in the United States despite non-compliance with the 25-year rule. The
importer, called Motorex Crash Testing R33, submitted documents and certifications to the Environmental Protection Agency, as well as modified others to meet U.S. approval. The company faced legal problems after importing R32 and R34 GT-Rs, but telling the government that they were R33s. Motorex also stopped making necessary
(security, U.S.-special sensors and reflectors, etc.) changes. After a raid on the company in 2005, Motorex was closed. The government then sent letters to the owners of the controversial cars and made them legal in the U.S., as the cars were imported under false pre-installations. An estimated twelve R34 GT-Rs are U.S.-legal as a
result. In 2018 the first R34 was legally imported as part of the Release from the Show and Show. Currently, only the first 282 GT-Rs, produced in 1999, finished in the LV4 Midnight Purple II paint, and the 258 M-Spec Nur models are eligible for this exemption. Other R34s can be legally imported as part of the Release from the Show and Show. Currently, only the first 282 GT-Rs, produced in 1999, finished in the LV4 Midnight Purple II paint, and the 258 M-Spec Nur models are eligible for this exemption.
(V35: 2001) Eleventh generation (V35)2004–2006 Nissan Skyline Sedan 250GT Four (V35, Japan)OverviewAlso calledInfiniti G35ProductionSedan: 2001–2006Coupe: 2002–2007AssemblyKaminokawa, Tochigi, JapanDesignerHiroshi Hasegawa (1998, 2000)Body and chassisBody style4-door sedan2-door coupeLayoutFront-engine,
rear-wheel-driveFront-engine, four-wheel-drivePlatformNissan FM platformRelatedVaydorPowertrainEngine2.5 L VQ35DE V63.0 L VQ30DD V63.5 L VQ35DE V6Transmission4/5-speed automatic5/6-speed manual8-speed Jatco JR006E: Toroidal CVT (Nissan Skyline 350GT-8)DimensionsWheelbase2850 mm (112.2 in)Length4630 mm
(182.2 in) (coupe)4735 mm (186.5 in) (sedan)Width1815 mm (71.5 in) (coupe)1750 mm (69 in) (sedan)Height1390 mm (54.8 in) (coupe 6MT)[52]1,537.0 kg (3,388.4 lb) (coupe 5AT)[52]1,540 kg (3,395 lb) (sedan 6MT)1,447–1,597 kg (3,190–3,520 lb) (sedan 4/5AT)
[53]1,617 kg (3,564 lb) (sedan CVT-8)[53][53] The 11th-generation (V35) Nissan Skyline Introduced in June 2001, was based on the Nissan Skyline used a front-wheel drive engine (V'35DE and others like below), a rear-wheel-drive layout (the full drive was available for the
sedan) to achieve a 52%/48% weight distribution. The V35 was the first Skyline made for export to the United States. There it was sold under the luxury brand of the company, Infiniti as 
sold Nissan Fairlady, sold exclusively by Nissan Blue Stage Japanese dealers. The car went on sale on June 18, 2001. Early models included 250GT. The Skyline 250GT FOUR sedan includes all ATTESA E-TS wheels with 50:50 synchronization
mode, V'25DD (NEO Di) engine and five-speed automatic transmission. It went on sale on September 26, 2001. The Skyline 350GT-8 sedan went on sale on 19 February 2002. Since 2002, the Skyline sedan has also been sold in North America and Europe, where it was
sold as the Infiniti G35. The V35 broke with the previous Skyline tradition - the first generation that does not offer a direct six-engine, turbocharged with R30, and no version of the GT-R, a solution that has spread to the increasingly recent Skylines to the current generation of V37, where the 2.0L turbocharged engine has been re-
introduced in the lineup for Japan. Teh it was for the model to use another name, the decision overturned by Renault/Nissan CEO Carlos Ghosn, who decided to gear the V35 to the luxury sports market. Billing the 350 as a clean sports car, Nissan put a slightly more powerful V'35DE at 350, and while The Skyline and 350 shared the
same platform, the 350 had extra fastenings, under the body of aero parts, and weighed 100 kg (220 pounds) less. Some fans call the V35 series and its predecessor R34. However, as of 1 July 2001 (two weeks after launch), the total volume of domestic orders of
the Japanese company Skyline reached 4,200 units. Japanese tuners largely ignored the V35 Skyline, and in 2006 Tsukuba Super Lap Battle did not have a single V35 member. Tuners such as Mines, Amuse, Hosaka, Garage Defend, M Speed, Nagisa, MCR, HKS, and Top Secret have continued to develop the R32-R34 GT-Rs as time
attack machines. Top Secret customized the V-35DE with the Twin Turbo VK45DE V8. U.S. V35 Signal Team in Formula D, replacing the V-35DE with the SR20DET. Модели: 250GT - 2,5 л V·25DD V6, 215 л.с.; 158 кВт), 270 Н·м (199 фунт·фт) 250GT Четыре - 2,5 Л В325ДД V6, 215 л.с. (212 л.с.; 158 кВт), 270 Н·м (199 фунт·фт) 250GT Четыре - 2,5 Л В325ДД V6, 215 л.с. (212 л.с.; 158 кВт), 270 Н·м (199 фунт·фт) 250GT Четыре - 2,5 Л В325ДД V6, 215 л.с. (212 л.с.; 158 кВт), 270 Н·м (199 фунт·фт) 250GT Четыре - 2,5 Л В325ДД V6, 215 л.с. (212 л.с.; 158 кВт), 270 Н·м (199 фунт·фт) 250GT Четыре - 2,5 Л В325ДД V6, 215 л.с. (212 л.с.; 158 кВт), 270 Н·м (199 фунт·фт) 250GT Четыре - 2,5 Л В325ДД V6, 215 л.с. (212 л.с.; 158 кВт), 270 Н·м (199 фунт·фт) 250GT Четыре - 2,5 Л В325ДД V6, 215 л.с. (212 л.с.; 158 кВт), 270 Н·м (199 фунт·фт) 250GT Четыре - 2,5 Л В325ДД V6, 215 л.с. (212 л.с.; 158 кВт), 270 Н·м (199 фунт·фт) 250GT Четыре - 2,5 Л В325ДД V6, 215 л.с. (212 л.с.; 158 кВт), 270 Н·м (199 фунт·фт) 250GT Четыре - 2,5 Л В325ДД V6, 215 л.с. (212 л.с.; 158 кВт), 270 Н·м (199 фунт·фт) 250GT Четыре - 2,5 Л В325ДД V6, 215 л.с. (212 л.с.; 158 кВт), 270 Н·м (199 фунт·фт) 250GT Четыре - 2,5 Л В325ДД V6, 215 л.с. (212 л.с.; 158 кВт), 270 Н·м (199 фунт·фт) 250GT Четыре - 2,5 Л В325ДД V6, 215 л.с. (212 л.с.; 158 кВт), 270 Н·м (199 фунт·фт) 250GT Четыре - 2,5 Л В325ДД V6, 215 л.с. (212 л.с.; 158 кВт), 270 Н·м (199 фунт·фт) 250GT Четыре - 2,5 Л В325ДД V6, 215 л.с. (212 л.с.; 158 кВт), 270 Н·м (199 фунт·фт) 250GT Четыре - 2,5 Л В325ДД V6, 215 л.с. (212 л.с.; 158 кВт), 270 Н·м (199 фунт·фт) 250GT Четыре - 2,5 Л В325ДД V6, 215 л.с. (212 л.с.; 158 кВт), 270 Н·м (199 фунт·фт) 250GT Четыре - 2,5 Л В325ДД V6, 215 л.с. (212 л.с.; 158 кВт), 270 Н·м (199 фунт·фт) 250GT Четыре - 2,5 Л В325ДД V6, 215 л.с. (212 л.с.; 158 кВт), 270 Н·м (199 фунт·фт) 250GT Четыре - 2,5 Л В325ДД V6, 215 л.с. (212 л.с.; 158 кВт), 270 Н·м (199 фунт·фт) 250GT Четыре - 2,5 Л В325ДД V6, 215 л.с. (212 л.с.; 158 кВт), 270 Н·м (199 фунт·фт) 250GT Четыре - 2,5 Л В325ДД V6, 215 л.с. (212 л.с.;
кВт), 270 Н·м (199 фунт·фт) 4WD 300GT - 3,0 л В330ДД V6, 260 л.с. (256 л.с.; 191 кВт), 324 Н·м (239 фунт·фт) 350GT купе - 3,5 Л В35ДЕ V6, 280 л.с. (276 л.с.; 206 кВт), 363 Н·м (268 фунтов·фт) 2003-2003004 Nissan Skyline Sedan 250GT (V35,
Япония) 2003-2005 Nissan Skyline Coupe 350GT (CV35, Япония) 2003-2005 Nissan Skyline Coupe 350GT (CV35, Япония) Интерьер XVL концепт-каром, демонстрирующим FR L-класса платформы. It includes a 3.01 V6 direct injection petrol engine and sedan body. The car was
unveiled at the 1999 Tokyo Motor Show. Changes For 2003 were changed the design of the grille, internal panels of headlights and windowsills. The interior and mirrors were changed, while the suspension and braking systems were also improved. Skyline Coupe was presented as a version of the Infiniti G35 Sport Coupe for the
Japanese market. In addition, Skyline 350GT went on sale. This is a version of the Infiniti G35 sports sedan with a 3.5-liter engine. The Skyline 350GT and Skyline 350GT Premium sedan went on sale on June 3, 2003. In 2004, both coupes and sedans were
modified, with updated interiors and improved gearboxes. The five-speed automatic transmission on the 350GT Premium now included synchronized traffic control, while the 6-speed manual transmission was made to vibrate less. The front grill/bumper, the leg panel, the lamp, rear bumper and rear combined lamps. The front seats were
active в то время как заднее среднее сиденье теперь имеет трехо пункта ремня безопасности в качестве стандарта. Существовали также некоторые новые колеса и 19-дюймовый вариант для купе. Обновление Skyline в 2005 году снова включало изменения в головную и заднюю фонари, передний бампер и боковые
протекторы подоконника. Также 19-дюймовое алюминиевое легкосплавное колесо стало стандартом для автомобилей с автоматической коробкой передач. Стандартный кондиционер с левой/правой независимой температурой, подогревом дверных зеркал, автоунизером фар (в соответствии с новым
законодательством) был изготовлен стандартным оборудованием. Body styles Chassis code V35 CV35 Body style sedan coupe 250GT 2001-06 n/a 250GTm FOUR 2003-06 n/a 300GT 2001-04 n/a 350GT 2003-04 2003-04 2003-07 350GT-8 2002-06 n/a 350GT
Premium 2003-06 2003-07 Twelfth generation (V36/J50; 2006) Twelfth generation (V36/J50; 2006) Twelfth generation (V36/J50) OverviewAlso calledInfiniti Q40 2014-2016Production2006-2014AssemblyKaminokawa, Tochigi, JapanDesignerHideo Komuro (2004); Shinichiro Irie (2005, 2007) Body and
chassisBody style4-door sedan2-door coupe5-door crossover SUVLayoutFront-engine, rear-wheel-driveFront-engine, four-wheel-driveFront-engine, four-wheel-driv
manual5-speed automatic7-speed automatic7-speed automatic7-speed automaticDimensionsWheelbase2,850 mm (112.2 in)Length4,651 mm (183.1 in) (convertible)Width1,852 mm (72.9 in) (convertible)1,824 mm (71.8 in) (coupe)1,773 mm (69.8 in) (sedan)HeightConvertible1,400 mm (55.1 in)Coupe1,392 mm
(54.8 in) (AT)1,394 mm (54.9 in) (MT)Sedan1,453 mm (57.2 in) (RWD)1,468 mm (57.8 in) (xAWD sedan) & mm (57.6 in) The Skyline Coupe beginning in fall 2007. Ранние модели включали 250GT, 250GT FOUR и 350GT. 13 мая 2008 года Nissan
объявил, что кабриолет вариант Infiniti G37 (США Spec Skyline купе) будет производиться в 2009 модельного года, это японская
версия купе Infiniti G37. 18-дюймовые колеса используются на базе и 370GT Туре Р автомобилей, в то время как Тип S и Тип SP автомобили включают 370GT, 370GT Тип P, 370GT Тип S и 370GT Тип SP. 3,7 л
V'37VHR V6 двигатель имеет мощность 330 л.с. (246 кВт; 335 л.с.) (на двигателе). [67] [68] 2007 Ниссан Coupe 370GT Type S (CV36, Japan) 250GT sedan (DBA-V36, DBA-NV36) Sedan 250GT is the Japanese version of the Sedan Infiniti G25. All-wheel drive is standard on
250GT FOUR models (NV36, where the N means 4WD). The 250GT Type S was introduced in the 2008 model year. The 17-inch wheels are standard for all model ranges except the 250GT Type S, which has 18-inch wheels. 350GT sedan Japanese version of the sedan Infiniti G35. The four-wheeled active steering is
available in the Type S and Type SP as an option. 50th Limited (2007-08) 50th Limited is an option for the Skyline Sedan 250GT Type P, 350GT Type P models to celebrate the 50th anniversary of the Nissan Skyline. The interior is marked with jubilee red leather seats and serial front glass.
The car was unveiled at the 2007 Tokyo Motor Show. The 50th limited-edition model, along with the 250GT Type S, went on sale from November 27, 2007 to March 31, 2008. The Skyline Aero Package Concept (2008) The Skyline Aero Package Concept is a version of the Skyline Sedan 350GT Type
SP with dynamic front and rear spoilers, redesigned sports front grille and chrome alloy wheels. The Skyline Coupe Aero-Sports Concept is a version of the Skyline Coupe 370GT Type SP with a new exterior and interior look with new aero parts and materials seats. The cars were presented in 2008 at the Tokyo Motor Show, followed by
the Nissan Customize Motor Show in 2008. [76] Body styles Chassis code V36 CV36 Body style sedan coupe 250GT 2006— n/a 350GT 2
(VQ25HR) 225 PS (165 kW; 222 hp)@6800, 263 N·m (194 lb·ft)@4800 RWD 250GT FOUR sedan (DBA-NV36) 2006-2,495 cc (2.495 L; 152.3 cu in) V6 (VQ25HR) 225 PS (165 kW; 222 hp)@6800, 263 N·m (194 lb·ft)@4800 AWD 350GT sedan 2006-2008 3,498 cc (3.498 L; 213.5 cu in) V6 (VQ35HR) 315 PS (232 kW; 311 hp)@6800
358 N·m (264 lb·ft)@4800 RWD 370GT coupe (DBA-CKV36) 2007-3,696 cc (3.696 L; 225.5 cu in) V6 (VQ37VHR) 333 PS (245 kW; 328 hp)@7000, 363 N·m (268 lb·ft) 5200 RWD Transmission Model Years Standard 250GT sedan 2006 - 5-speed automatic - 250GT FOUR sedan 2006-2006 5-speed automatic - 350GT sedan 2006-08
5-speed automatic - 370GT coupe 2007-08 5-speed automatic 6-speed mechanical (Type S, Type SP) Production On November 28, 2006, Sales of the Nissan Skyline sedan reached 6,612 units. By October 16, 2007, sales of the Nissan Skyline sedan reached 4,144 units. By December 18, 2006, sales of the Nissan Skyline sedan reached 6,612 units. By October 16, 2007, sales of the Nissan Skyline sedan reached 4,144 units.
reached 1,562 units. Marketing as part of Nissan 50th anniversary, information about The Nissan Skyline launch event, the Touch'Feel - New SKYLINE event has started at the Nissan Gallery. As part of the 50th anniversary of Nissan Skyline launch event, the Touch'Feel - New SKYLINE event has started at the Nissan Gallery. As part of the 90th anniversary of Nissan Skyline launch event, the Touch'Feel - New SKYLINE event has started at the Nissan Gallery. As part of the 90th anniversary of Nissan Skyline launch event, the Touch'Feel - New SKYLINE event has started at the Nissan Skyline launch event, the Touch'Feel - New SKYLINE event has started at the Nissan Skyline launch event, the Touch'Feel - New SKYLINE event has started at the Nissan Skyline launch event, the Touch'Feel - New SKYLINE event has started at the Nissan Skyline launch event, the Touch'Feel - New SKYLINE event has started at the Nissan Skyline launch event, the Touch'Feel - New SKYLINE event has started at the Nissan Skyline launch e
Skyline, a grand tourist event was held in Japan on March 10, 2007. Following this event, a grand event Grand Tour and Legend with 12 generations of Nissan Skyline was organized in Tokyo Midtown. The event continued at the Nissan Gallery in Ginza with the chance to win a Skyline postcard. As part of Nissan Skyline's 50th
anniversary, Warner Music Japan published the cd Skyline 50th Anniversary, which featured music from Nissan Skyline cars were also released. As part of the launch of the Nissan Skyline commercials. Skyline cars were also released. As part of the launch of the Nissan Skyline cars were also released. As part of the launch of the Nissan Skyline cars were also released. As part of the launch of the Nissan Skyline cars were also released. As part of the Nissan Skyline cars were also released. As part of the Nissan Skyline cars were also released. As part of the Nissan Skyline cars were also released. As part of the Nissan Skyline cars were also released. As part of the Nissan Skyline cars were also released. As part of the Nissan Skyline cars were also released.
engine cover and 370GT), smart key case, lighter, Skyline Coupe T-shirt (grey), Skyline COUPE pins (in bright red, shiny silver, strafia blue, white pearl, super black, fountain blue, and lunar mare silver) went on sale in the online store Nissan 2007 update: Scratched body shield paint for all body colors New body color crystal white pearl
(3-layer pearls) is added a total of six color options Uses Skyline Coupe Mirror Aluminum finish color change rear middle seat includes adjustable headrest, door below soft touch material V6 engine model uses engine V'35HR, 5-speed automatic gearbox Intelligent air conditioning as standard equipment (except for 250GT FOUR)
Active ABS as standard equipment curtain airbags, side airbag on the front seats as standard equipment 2008 Coupe modification update include: Scratched body shield paint for all body color crystal-white pearl (3-coat pearls) is added to a total of seven color options Walk-in level change door capture trim pen changes
Intelligent air conditioning, privacy of the glass as standard equipment, 2008. Early sedan models include 370GT. Early coupe models include 370GT. The 370GT sedan (DBA-KV36) introduced in 2008 for the 2009 model year, the 370GT sedan is a Japanese version of the Infiniti G37 sedan. It replaced the
350GT sedan. The 7-speed automatic transmission 18-inch wheels are standard for all model ranges except the 370 GT Type P, which has 17-inch wheels. Skyline Crossover (DBA-J50, DBA-NJ50) See also: Infiniti EX Nissan Skyline Introduced in 2009, the Skyline crossover is based on the Infiniti EX37, for the Japanese market. The
car was unveiled at Nissan Galleries across the country starting April 18, 2009, and later with all seven body color options on nissan Nissan
FOUR. 18-дюймовые колеса являются стандартными для всех модельных рядов. Body styles Chassis code V36 CV36 J50 Body style sedan coupe crossover 250GT 2008— n/a n/a 370GT FOUR n/a n/a 2009— Models Model Years Engine Type/code Power, torque@rpm
Drive 250GT sedan (DBA-V36) 2008—2,495 cc (2.495 L; 152.3 cu in) V6 (VQ25HR) 225 PS (165 kW; 222 hp)@6800, 263 N·m (194 lb·ft)@4800 AWD 370GT coupe (DBA-CKV36)
2008—3,696 cc (3.696 L; 225.5 cu in) V6 (VO37VHR) 333 PS (245 kW; 328 hp)@7000, 363 N·m (268 lb·ft)@5200 RWD 370GT crossover (DBA-J50) 2009—3,696 cc (3.696 L; 225.5 cu in) V6 (VO37VHR) 330 PS (243 kW; 325 hp)@7000, 361 N·m (266 lb·ft)@5200 RWD 370GT crossover (DBA-J50) 2009—3,696 cc (3.696 L; 225.5 cu in) V6 (VO37VHR) 330 PS (243 kW; 325 hp)@7000, 361 N·m (267 lb·ft)@5200 RWD 370GT crossover (DBA-J50) 2009—3,696 cc (3.696 L; 225.5 cu in) V6 (VO37VHR) 330 PS (243 kW; 325 hp)@7000, 361 N·m (268 lb·ft)@5200 RWD 370GT crossover (DBA-J50) 2009—3,696 cc (3.696 L; 225.5 cu in) V6 (VO37VHR) 330 PS (243 kW; 325 hp)@7000, 361 N·m (268 lb·ft)@5200 RWD 370GT crossover (DBA-J50) 2009—3,696 cc (3.696 L; 225.5 cu in) V6 (VO37VHR) 330 PS (243 kW; 325 hp)@7000, 361 N·m (268 lb·ft)@5200 RWD 370GT crossover (DBA-J50) 2009—3,696 cc (3.696 L; 225.5 cu in) V6 (VO37VHR) 330 PS (243 kW; 325 hp)@7000, 361 N·m (268 lb·ft)@5200 RWD 370GT crossover (DBA-J50) 2009—3,696 cc (3.696 L; 225.5 cu in) V6 (VO37VHR) 330 PS (243 kW; 325 hp)@7000, 361 N·m (268 lb·ft)@5200 RWD 370GT crossover (DBA-J50) 2009—3,696 cc (3.696 L; 225.5 cu in) V6 (VO37VHR) 330 PS (243 kW; 325 hp)@7000, 361 N·m (268 lb·ft)@5200 RWD 370GT crossover (DBA-J50) 2009—3,696 cc (3.696 L; 225.5 cu in) V6 (VO37VHR) 330 PS (243 kW; 325 hp)@7000, 361 N·m (268 lb·ft)@5200 RWD 370GT crossover (DBA-J50) 2009—3,696 cc (3.696 L; 225.5 cu in) V6 (VO37VHR) 330 PS (243 kW; 325 hp)@7000, 361 N·m (268 lb·ft)@5200 RWD 370GT crossover (DBA-J50) 2009—3,696 cc (3.696 L; 225.5 cu in) V6 (VO37VHR) 330 PS (243 kW; 325 hp)@7000, 361 N·m (268 lb·ft)@5200 RWD 370GT crossover (DBA-J50) 2009—3,696 cc (3.696 L; 225.5 cu in) V6 (VO37VHR) 330 PS (243 kW; 325 hp)@7000, 361 N·m (268 lb·ft)@5200 RWD 370GT crossover (DBA-J50) 2009—3,696 cc (3.696 L; 225.5 cu in) V6 (VO37VHR) 330 PS (243 kW; 325 hp)@7000, 361 N·m (268 lb·ft)@7000, 361
225.5 cu in) V6 (VQ37VHR) 330 PS (243 kW; 325 hp)@7000, 361 N·m (266 lb·ft)@5200 RWD 370GT FOUR crossover (DBA-NJ50) 2009—3,696 cc (3.696 L; 225.5 cu in) V6 (VQ37VHR) 330 PS (243 kW; 325 hp)@7000, 361 N·m (266 lb·ft)@5200 AWD Transmissions Model Years Standard Optional 250GT sedan 2008—5-speed
automatic (2006-2010) — 250GT FOUR sedan 2008- 5-speed automatic — 370GT coupe 2008- 7-speed automatic — 370GT crossover 2009- 7-speed automatic — 370GT FOUR crossover 2009- 7-speed automatic — 2010 update Skyline Sedan, Coupe
(2010-) Changes include: 7-speed automatic transmission option for 2-wheel drive Skyline Sedan with the 2.5-liter V6 engine Skyline Sedan 250GT Четыре Типа V. 250GT Четыре и 250GT Пакет модели получают улучшения внешнего вида, предназначенные для создания
острее, более мужской вид. Спереди новая решетка радиатора, бампер и фары. Противотуманные фары перемещаются вниз к бамперу (ранее противотуманные фары были интегрированы в фары), предлагая более агрессивный вид. Задний бампер также был переработан и есть также новый 17-дюймовый
алюминиево-сплавный дизайн колеса. Спортивные версии Skyline Sedan (370GT Type SP, 370GT Type SP, 250GT Type S) получают специальный более широкий, низкоцентрированный дизайн кузова для более динамичной, спортивной привлекательности. Изменения включают в себя новую уникальную решетку
радиатора, передний бампер, фары, задний бампер и использование черной отделкой для внутренних панелей фар. Выбор цвета кузова Skyline Sedan расширен до 6, включая новые Dark Metal Grey (металлические) и Vibrant Red (твердые). Отделка центральной консоли была переработана, чтобы выразить
больший объем (только модели AT), с центральным подлокотником to better integrate with the console. New soft materials are used for console sides and a side cover holder and there are new patterns and shades for authentic aluminum and authentic wood finishes. The Skyline sedan adds modified beige and black interior color
treatments. Improvements to the dashboard include white lighting for the vehicle's information display and instrument indicator, as well as standardized inscriptions for the speedometer and tachometer. The smart cruise control system now runs from 0 to about 100 km/h (not available with the Sedan 250GT A package; the manufacturer's
version for the 370GT Type P coupe and 370GT). Both sedans and coupes are equipped with the HDD Carwings navigation system, which now offers advanced entertainment features including a built-in digital ground-based broadcast tuner and USB connections for iPod and other music playback devices (offered on all models except
the Sedan 250GT A package and the Coupe 370GT A package and the Co
Coupe changes include: Wheel design to change include: New body colors cramic blue (metal), dark metallic gray (metal), franboise red (2-coat pearls) a total of six colors Revised Skyline sedan and crossover went on sale On November 15, 2010.
The Skyline 55th Limited Edition (2011-2013) Nissan Skyline 55th Limited Edition of the 55th Limited Edition of th
on the front seats, black interior and pomegranate black (pearl) exterior, The sedan version, covering 250GT Type P, 250GT FOUR Type P, 250GT 
of the Skyline 370GT coupe, dedicated to the 55th anniversary of the Nissan Skyline. The changes are the same as the 55th limited edition Skyline sedan. Covering the 370GT Type P and 370GT Type P and 370GT Type SP, the Coupe version went on sale between February 10, 2012 and April 30, 2013. At the 2012 Tokyo Motor Show, a customizable
version of the Skyline sedan (with high-intensity LEDs and S-tune elements, wide, low-gravity controls) was presented. Skyline Crossover (2012-) Changes include: Intelligent Cruise Control, exit from the lane, warning of leaving the lane, warning of a front collision, emergency braking in the front seat, feeling the seat belt before the
accident, intelligent brake assistance, brakes, Wheel switches (audio navigation, voice command, hands-free phone, smart cruise control, preventing departure from the lane) become standard equipment. The revised Skyline crossover, covering 370GT (Type P) and 370GT FOUR (Type P), went on sale on October 25, 2012. Body Styles
Chassis code V36 CV36 J50 Body style sedan coupe crossover 250GT-2014 (2013?) n/a n/a 250GT FOUR 2010-2014 (2013?) n/a n/a 270GT FOUR n/a n/a 2010-2014? Models Model Years Engine Type/code Power, torque@rpm Drive 250GT sedan (DBA-V36) 2010—2,495 cc
(2.495 L; 152.3 cu in) V6 (VQ25HR) 225 PS (165 kW; 222 hp)@6400, 263 N·m (194 lb·ft)@4800 RWD 250GT FOUR sedan (DBA-NV36) 2010— 2,495 cc (2.495 L; 152.3 cu in) V6 (VQ25HR) 225 PS (165 kW; 222 hp)@6400, 263 N·m (194 lb·ft)@4800 RWD 370GT coupe (DBA-CKV36) 2010— 3,696 cc (3.696 L; 225.5 cu in) V6
(VO37VHR) 333 PS (245 kW: 328 hp)@7000. 363 N·m (268 lb·ft)@5200 RWD 370GT sedan (DBA-KV36) 2010—3.696 cc (3.696 L: 225.5 cu in) V6 (VO37VHR) 330 PS (243 kW: 325 hp)@7000. 361 N·m (266 lb·ft)@5200 RWD 370GT crossover (DBA-J50) 2010—3.696 cc (3.696 L: 225.5 cu in) V6 (VO37VHR) 330 PS (243 kW: 325 hp)@7000. 361 N·m (268 lb·ft)@5200 RWD 370GT crossover (DBA-J50) 2010—3.696 cc (3.696 L: 225.5 cu in) V6 (VO37VHR) 330 PS (243 kW: 325 hp)@7000. 361 N·m (268 lb·ft)@5200 RWD 370GT crossover (DBA-J50) 2010—3.696 cc (3.696 L: 225.5 cu in) V6 (VO37VHR) 330 PS (243 kW: 325 hp)@7000. 361 N·m (268 lb·ft)@5200 RWD 370GT crossover (DBA-J50) 2010—3.696 cc (3.696 L: 225.5 cu in) V6 (VO37VHR) 330 PS (243 kW: 325 hp)@7000. 361 N·m (268 lb·ft)@5200 RWD 370GT crossover (DBA-J50) 2010—3.696 cc (3.696 L: 225.5 cu in) V6 (VO37VHR) 330 PS (243 kW: 325 hp)@7000. 361 N·m (268 lb·ft)@5200 RWD 370GT crossover (DBA-J50) 2010—3.696 cc (3.696 L: 225.5 cu in) V6 (VO37VHR) 330 PS (243 kW: 325 hp)@7000. 361 N·m (268 lb·ft)@5200 RWD 370GT crossover (DBA-J50) 2010—3.696 cc (3.696 L: 225.5 cu in) V6 (VO37VHR) 330 PS (243 kW: 325 hp)@7000. 361 N·m (268 lb·ft)@5200 RWD 370GT crossover (DBA-J50) 2010—3.696 cc (3.696 L: 225.5 cu in) V6 (VO37VHR) 330 PS (243 kW: 325 hp)@7000. 361 N·m (268 lb·ft)@5200 RWD 370GT crossover (DBA-J50) 2010—3.696 cc (3.696 L: 225.5 cu in) V6 (VO37VHR) 330 PS (243 kW: 325 hp)@7000. 361 N·m (268 lb·ft)@5200 RWD 370GT crossover (DBA-J50) 2010—3.696 cc (3.696 lb·ft)@5200 RWD 
hp)@7000 , 361 N·m (266 lb·ft) 5200 RWD 370GT four crossover (DBA-NJ50) 2010- 3696 cm (3,696 hp; 225.5 cubic points) V6 (V37HR) 330 hp (243 kW; 325 hp) 7000, 361 N·m (266 lb·ft) 5200 AWD Transmission Model Years Standard 250GT sedan 2010-7-speed automatic - 250GT FOUR sedan 2010- 5-speed automatic - 370GT
coupe 201 7-7-speed 370GT 2010-7-speed automatic automatic - 370GT FOUR crossover 2010- 7-speed automatic - 370GT FOUR 
the sale of original frame brands called Nissan Automotive History (Skyline) (5000 units) and Nissan Automotive History (electric vehicles) (1000 units). The designs of these original frame brands are based on successive Nissan Skylines and electric vehicles. Ramon brands went on sale from February 1 to August 31, 2010. King Records
has published a Nissan Skyline CM collection with a compilation of Nissan Skyline Commercials, As part of Nissan Skyline Commercials, A
standard equipment, eliminated body color selection franboise red (2-layer pearls) for a total of 4 colors. Japanese models went on sale in 2014-07-22. Early models included 370GT FOUR Type P, 370GT FOUR. Chassis styles code CV36 J50 Body style coupe crossover 370GT na na 370GT FOUR na 2014-2016
Models Model Years Engine Type/code Power, torque@rpm Drive 370GT crossover (DBA-J50) 2014-2016 3,696 cc (3.696 L; 225.5 cu in) V6 (VQ37VHR) 330 PS (243 kW; 325 hp)@7000, 361 N·m (266 lb·ft)@5200 RWD 370GT FOUR crossover (DBA-NJ50) 2014-2016 3,696 cc (3.696 L; 225.5 cu in) V6 (VQ37VHR) 330 PS (243 kW; 325 hp)@7000, 361 N·m (266 lb·ft)@5200 RWD 370GT FOUR crossover (DBA-NJ50) 2014-2016 3,696 cc (3.696 L; 225.5 cu in) V6 (VQ37VHR) 330 PS (243 kW; 325 hp)@7000, 361 N·m (266 lb·ft)@5200 RWD 370GT FOUR crossover (DBA-NJ50) 2014-2016 3,696 cc (3.696 L; 225.5 cu in) V6 (VQ37VHR) 330 PS (243 kW; 325 hp)@7000, 361 N·m (266 lb·ft)@5200 RWD 370GT FOUR crossover (DBA-NJ50) 2014-2016 3,696 cc (3.696 L; 225.5 cu in) V6 (VQ37VHR) 330 PS (243 kW; 325 hp)@7000, 361 N·m (266 lb·ft)@5200 RWD 370GT FOUR crossover (DBA-NJ50) 2014-2016 3,696 cc (3.696 L; 225.5 cu in) V6 (VQ37VHR) 330 PS (243 kW; 325 hp)@7000, 361 N·m (266 lb·ft)@5200 RWD 370GT FOUR crossover (DBA-NJ50) 2014-2016 3,696 cc (3.696 L; 225.5 cu in) V6 (VQ37VHR) 330 PS (243 kW; 325 hp)@7000, 361 N·m (266 lb·ft)@5200 RWD 370GT FOUR crossover (DBA-NJ50) 2014-2016 3,696 cc (3.696 L; 225.5 cu in) V6 (VQ37VHR) 330 PS (243 kW; 325 hp)@7000, 361 N·m (266 lb·ft)@5200 RWD 370GT FOUR crossover (DBA-NJ50) 2014-2016 3,696 cc (3.696 L; 225.5 cu in) V6 (VQ37VHR) 330 PS (243 kW; 325 hp)@7000, 361 N·m (266 lb·ft)@5200 RWD 370GT FOUR crossover (DBA-NJ50) 2014-2016 3,696 cc (3.696 L; 225.5 cu in) V6 (VQ37VHR) 330 PS (243 kW; 325 hp)@7000, 361 N·m (266 lb·ft)@5200 RWD 370GT FOUR crossover (DBA-NJ50) 2014-2016 3,696 cc (3.696 L; 225.5 cu in) V6 (VQ37VHR) 330 PS (243 kW; 325 hp)@7000, 361 N·m (266 lb·ft)@5200 RWD 370GT FOUR crossover (DBA-NJ50) 2014-2016 3,696 cc (3.696 L; 225.5 cu in) V6 (VQ37VHR) 330 PS (243 kW; 325 hp)@7000, 361 N·m (266 lb·ft)@7000, 361 N·m (
325 hp)@7000, 361 N·m (266 lb·ft)@5200 AWD Transmissions Model Years Standard Optional 370GT crossover 2014-2016 7-speed automatic with manual mode — Thirteenth generation (V37; 2014) Thirteenth generation (V37)OverviewAlso calledInfiniti
Q50Production2014-presentAssemblyKaminokawa, Tochigi, Japan Dalian, China (Dongfeng-Nissan) (Infiniti Q50L)DesignerJoel Baek (2011)Body and chassisBody style4-door sedanLayoutFront-engine, rear-wheel-driveFront-engine, four-wheel-drivePlatformNissan FM platformPowertrainEngine2.0 L Mercedes-Benz 274930 I4 (2014-
2019)3.0 L VR30DDTT twin turbo V6 (2019-present)3.5 L VQ35HR V6 with HM34 electric motorTransmission7-speed Jatco JR712E automaticDimensionsWheelbase2, 850 мм (112,2 дюйма)Длина4 790 мм (188,6 дюйма)Длина4 790
350GT Hybrid (Япония) Дизайн был седан Infiniti No50, с infiniti No50, с infiniti значок на передней решетке радиатора. Другими важными изменениями стали дебют электро-бензинового гибридного силового агрегата в линейке и возрождение 4-цилиндровых двигателей и турбированных моделей. В значительной отход от
предыдущих поколений, V37 Skyline доступен только как 4-дверный седан. Японские модели должны были поступят в продажу в феврале 2014 года. Ранние модели включают 350GT HYBRID Type P, 350GT HYBRID Type SP, 350GT FOUR HYBRID Type P, 350GT FOUR HYBRID Type P, 350GT HYBRID Type SP, 350GT FOUR HYBRID Type P, 350GT FOUR HYBRID Type P, 350GT HYBRID Type SP, 350GT FOUR HYBRID Type SP, 350GT FOUR HYBRID Type P, 350GT FOUR HYBRID Type P, 350GT FOUR HYBRID Type P, 350GT HYBRID Type SP, 350GT FOUR HYBRID Type P, 350GT FOUR HYBRID Type P, 350GT FOUR HYBRID Type SP, 3
Type SP. [116] Skyline Cool Exclusive (2015-2016) На основе моделей седана Skyline 200GT-t Type SP, 350GT HYBRID TYPE SP, 350GT HYB
сиденья, Cool Exclusive дверная отделка в высоком контрастном цвете, Cool Exclusive крышка консоли в Stone White), алюминиевый отделка, Midnight Black grille и аудиосистема BOSE. Японские модели поступили в продажу 21 декабря 2015 года. Skyline 60th Limited (2016-2017) The Skyline 60th Limited — версия
седана Skyline, приуроченная к 60-летию Nissan Skyline. Доступно для моделей 200GT-t Туре SP, 350GT FOUR HYBRID Туре SP, 350GT FOUR HYBRID Туре SP, он включал полуанилиновую кожаную обивку на всех сиденьях, дополнительную звуковую систему серии BOSE Performance (новые твитеры на задних дверях, 16
динамиков, новый твитер передней двери) и аврора вспышки голубой жемчужины (2-шерсть) тела option a total of 9 color options. Japanese models went on sale on November 7, 2016. 2017 Update Changes include redesigned bumper for SP type, Type P, 350 GT HYBRID models, 9 body colors (including Imperial Amber), new
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standard cutting shiny 19-inch aluminum wheel for Type SP and 18-inch aluminum wheel with chrome color scheme for type P models, reduced size of the horn pad, stitches added to the dashboard, the lighting ring of the analog counter changed to a gray and new Ambient Light. Japanese models went on sale on December 20, 2017.

Update 2019 Changes include a redesigned front fascia to be more similar to the R35 GT-R, reuse of the Nissan logo, rounded taillights akin to older Skyline models, the addition of the Acrondoction of the ProPilot 2.0 safety system. This update also introduced the 400R class, which is equivalent to the U.S. Market No.50 Red Sport 400 class. The 400R-class power is 405 hp (298 kW; 399 hp) from the VR30DDTT engine. Japanese models went on sale on July 16, 2019. [125] 2019 Nissan Skyline GT Type SP (RV37, Japan) 2019 Nissan Skyline Hybrid GT Type SP (HV37, Japan) 2019 Nissan Skyline Hybrid GT Type SP (HV37, Japan) 2019 Nissan Skyline 400R (RV37, Japan) Interior Body style Sedan 200GT-t 2014–2019 350GT HYBRID 2014– GT 2019– 400R 2019– Engines Petrol engines[126] Model Years Engine Type/code Power, torque@rpm 200GT-t DBA-ZV37 2014-2019 1.991 cc (121 cu in) I4 turbo (Mercedes-Benz 274930) 211 PS (155 kW; 208 hp)@5500. 350 N·m (258 lb·ft)@1250-3500 200GT-t DBA-YV37 2016-2019 1.991 cc (121 cu in) I4 turbo (Mercedes-Benz 274A) GT 5BA-RV37 2019- 2.997 cc (183 cu in) V6 twin turbo (VR30DDTT) 304 PS (224 kW; 300 hp)@6400, 400 N·m (295 lb·ft) 1600-5200 400R 5BA-RV37 405 PS (298 kW; 399 hp) 6400, 475 N·m (350 lb·ft) 1600-5200 350GT HYBRID DAA-HV37 2014- 3498 cc (213 cc) V6 (Nissan V'35HR) 306 PS (225 kW; 302 hp) 6800, 350 N·m (258 lb·ft) 5000 electric motor (Nissan HM34) 68 hp (50 kW; 67 hp) 1650-2000, 290 N·m (214 lb·ft) 1650 combined 1650 364 hp·s (268 kW; 359 hp·m)?, 546 N·m (403 lbs·ft) ? 350GT FOUR HYBRID DAA-HNV37 3498 cm (213 cubic meters) m6 (Nissan V-35HR) 306 PS (225 kW; 302 hp) 6800, 350 N·m (258 lb·ft) 5000 electric motor (Nissan HM34) 68 hp (50 kW; 67 hp) 1650-2000, 290 N·m (214 lb·ft) 1650 combined 1650 364 hp·s (268 kW; 359 hp·m)?, 546 N·m (403 lbs·ft) ? 350GT FOUR HYBRID DAA-HNV37 3498 cm (213 cubic meters) m6 (Nissan V-35HR) 306 PS (225 kW; 302 hp) 6800, 350 N·m (258 lb·ft) 5000 electric motor (Nissan HM34) 68 hp (50 kW; 67 hp) 1650-2000, 290 N·m (214 lb·ft) 1650 combined 1650 364 hp·s (268 kW; 359 hp·m)?, 546 N·m (403 lbs·ft) 2000 electric motor (Nissan HM34) 68 hp (50 kW; 67 hp) 1650-2000, 290 N·m (258 lb·ft) 1650 combined 1650 364 hp·s (258 kW; 359 hp·m)?, 546 N·m (403 lbs·ft) 2000 electric motor (Nissan HM34) 68 hp (50 kW; 67 hp) 1650-2000, 290 N·m (258 lb·ft) 2000 electric motor (Nissan HM34) 68 hp (50 kW; 67 hp) 1650-2000, 290 N·m (258 lb·ft) 2000 electric motor (Nissan HM34) 68 hp (50 kW; 67 hp) 1650-2000, 290 N·m (258 lb·ft) 2000 electric motor (Nissan HM34) 68 hp (50 kW; 67 hp) 1650-2000, 290 N·m (258 lb·ft) 2000 electric motor (Nissan HM34) 68 hp (50 kW; 67 hp) 1650-2000, 290 N·m (258 lb·ft) 2000 electric motor (Nissan HM34) 68 hp (50 kW; 67 hp) 1650-2000, 290 N·m (258 lb·ft) 2000 electric motor (Nissan HM34) 68 hp (50 kW; 67 hp) 1650-2000, 290 N·m (258 lb·ft) 2000 electric motor (Nissan HM34) 68 hp (50 kW; 67 hp) 1650-2000, 290 N·m (258 lb·ft) 2000 electric motor (Nissan HM34) 68 hp (50 kW; 67 hp) 1650-2000, 290 N·m (258 lb·ft) 2000 electric motor (Nissan HM34) 68 hp (258 kW; 67 hp) 1650-2000, 290 N·m (258 lb·ft) 2000 electric motor (Nissan HM34) 68 hp (258 kW; 67 hp) 1650-2000 electric motor (Nissan HM34) 68 hp (258 kW; 67 hp) 1650-2000 electric motor (Nissan HM34) 68 hp (258 kW; 67 hp) 1650-2000 electric motor (Nissan HM34) 68 hp (258 kW; 67 hp) 1650-2000 electric motor (Nissan HM34) 68 hp (258 kW; 67 hp) 1650-2000 electric motor (Nissan HM34) electric m N·m (214 lb·ft) 1650 combined 364 hp (268 kW; 359 hp·.s·m) ? 350GT FOUR HYBRID models include the ATTESA-ETS all-wheel drive system. Transmission Models Years Types 200GT-t 2014-2019 7-speed automatic with manual mode (7G-TRONIC PLUS) 200GT-t 2016-2019 7-speed automatic with peжимом (7M-ATx) 350GT HYBRID 2014- 7-ступенчатая автоматическая manual mode GT 2019- 7-speed automatic with manual mode (7M-ATx) Equipment Starting from 2016-04-18, Equipment starting from 2016-0 04-18, Equipment starting from 2016-04-18, 350GT HYBRID, 350GT FOUR HYBRID, 200GT-t models include a support system for all directions in emergency braking. The Skyline production sedan was built at the Tochigi plant (Kaminokawa-machi, Kawachi-gun, Tochigi Prefecture). The turbocharged engine and automatic transmission used by the Skyline 200GT-t sedan were built by Daimler. The 11,673 Skyline sedans were recalled due to a faulty direct adaptive steering wheel being unable to return to a neutral position that could be caused by a parked car when the engine started. The marketing of the Skyline sedan was aimed at men over 40 years of age. In addition, Nissan branding was not used on this generation Of Skyline, so it is not called Nissan or Infiniti, but simply Skyline 2000GT-R (Type KPGC10) brands, including 10 brands and a model of the car. On March 1, 2016, Japan Post released a personalized set of nissan Skyline 2000GT-R (Type KPGC110) brands, including 10 brands and a model of the car. On June 16, 2017, Japan Post released a collection of original Product for the Chain Store. The catalog collection includes a set of icons, Skyline 60th Anniversary and Nissan Skyline 60th Anniversary and Sk and Skyline 2000GT-R (KPGC10) designs, Clean stores include the Skyline 60th Anniversary Clean Gold Board with alSI Skyline Deluxe made by Ginza Tanaka, a 1/6th scale GT-R S20 engine model, References Chang, Richard S. (Summer 2008), Access denied, 0-60 magazine, Received 2011-03-12, b Akihiko Nakaya et al (2003), Best Automotive International, 350 Shock (DVD). 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